



TRAFFIC AND PARKING COMMITTEE MEETING AGENDA REPORT

MEETING OF MARCH 9, 2016

FROM: COMMUNITY DEVELOPMENT DEPARTMENT
SUBJECT: ZONING CODE UPDATE – PARKING IN VILLAGE

RECOMMENDED ACTION: Accept the presentation and provide direction on Parking within the Village for Zoning Code Update.

BACKGROUND: The City of Capitola initiated an effort in 2014 to comprehensively update its 1975 Zoning Code. Over the past 18 months, staff solicited input from a variety of stakeholders to identify issues within the current Zoning Code and opportunities for improvement. Staff used this feedback to develop an issues and options paper which served as the basis for 8 public hearings with the Planning Commission and City Council to provide staff with policy direction prior to drafting an updated code. On May 13, 2016, the Traffic and Parking Committee provided direction on the issues related to parking in the village.

Staff has completed a draft Zoning Map (Attachment 1) and Zoning Code based on policy direction received during the issues and options hearings. On February 4, 2016, the draft Zoning Code update was released for an extended public review and comment period. The hard copy of the draft zoning code is available for public review at City Hall and at the Capitola branch library. The draft code is available online at: <http://www.cityofcapitola.org/communitydevelopment/page/zoning-code-update>

DISCUSSION: Parking and Loading regulations are included in Chapter 17.76 of the draft code (Attachment 2). During the Issues and Option review, the Traffic and Parking Committee, Planning Commission, and City Council directed staff not to make changes to parking within the Central Village other than creating separate standards for a large scale hotel on the previous theater site and removing the six seat rule for to-go restaurants that is associated with parking.

Within the new code, the central village is zoned Village Mixed-Use (MU-V). Specific standards within Chapter 17.76 Parking and Loading are applicable only to the MU-V to ensure the standards have not changed. During the March 3, 2016 Planning Commission meeting, the Commission requested that shared parking within the onsite parking alternative (17.76.050(D)) be limited to a 25% reduction. They also requested that the code include an allowance for a valet parking area for a private valet system that caters to the entire village.

ATTACHMENTS

1. Zoning Map
2. Draft Parking and Loading Regulations
3. Existing Zoning Chapter 17.51 Parking and Loading

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Chapter 17.51 PARKING AND LOADING

Sections:

- [17.51.015](#) General provisions.
- [17.51.040](#) Obligation continuing.
- [17.51.050](#) Development and maintenance of parking areas.
- [17.51.055](#) Parking lot design.
- [17.51.060](#) Screening and landscaping.
- [17.51.063](#) Irrigation.
- [17.51.066](#) Landscape protection.
- [17.51.080](#) Surfacing.
- [17.51.090](#) Lighting.
- [17.51.100](#) Floor area defined.
- [17.51.105](#) Quasi-public seating areas.
- [17.51.110](#) Fractional measurements.
- [17.51.120](#) Location of required parking and loading facilities.
- [17.51.130](#) Number of parking spaces required.
- [17.51.135](#) Nonconforming parking – Requirements.
- [17.51.140](#) Off-street loading spaces required.
- [17.51.150](#) Exceptions.
- [17.51.160](#) Open space and screening required for loading areas adjacent to residential districts.
- [17.51.170](#) Size of loading space.
- [17.51.180](#) Size of nonresidential parking spaces.
- [17.51.190](#) Plan of required off-street parking and/or loading area.
- [17.51.200](#) Use of required off-street parking by another building or use.
- [17.51.210](#) Uses not specifically mentioned.
- [17.51.220](#) Shuttle program parking.

17.51.015 General provisions.

Off-street parking facilities shall be provided for new [uses](#) and expansions of existing [uses](#) in order to meet the demand of all activities on the parcel. The minimum requirements for each particular land [use](#) are included in this chapter. [Parking spaces](#) over and above the minimum number specified by this chapter may be required by the planning commission when reviewing each specific application.

A. A certificate of occupancy for any change in [use](#) or new construction, [structure](#) or premises shall not be issued until all of the required parking facilities and landscaping for the [use](#) have been completed in conformance with the requirements of this chapter.

B. Parking spaces within an integrated complex shall not be designated for exclusive [use](#) of any individual commercial tenant.

C. Any existing [use](#) of property which is nonconforming only as to off-street parking facilities may be continued in the same manner, except at the time of expansion or change in [use](#), parking shall be provided for the expansion or as required for the new [use](#). A change in [use](#) for this chapter is a change to a [use](#) which has a higher parking requirement.

D. Residential [Structures](#). In the case of residential [structures](#) in any district, no additional parking shall be required for reconstruction or structural alteration of existing residential [structures](#), so long as the habitable floor space of the [structure](#) is not increased by more than ten percent. If the [structure](#) is enlarged by more than ten percent, the minimum parking requirements according to Sections [17.15.130](#) and [17.51.130](#) shall be required.

E. A drainage plan for all [parking lots](#) shall be approved by the [public works](#) director.

F. No parking or loading facility may be reduced in capacity unless sufficient replacement capacity is provided in compliance with this chapter.

G. Each parking and loading facility shall be located on the same site as the project for which it is required by this chapter. The planning commission may, by [use](#) permit in zoning districts where [parking lots](#) are permitted or conditional [uses](#), authorize the location of the facility on a different site when such a location is determined to adequately serve the project.

H. All [parking lots](#) shall have ten percent of the [front yard](#) lot in landscaping, in addition to the fifteen foot perimeter landscaping requirements.

I. All handicapped parking shall comply with state law or regulations.

J. All commercial [parking lots](#) of more than ten spaces and all residential developments of more than ten units, shall provide for bicycle parking. Bicycle racks must be capable of locking both the wheels and the frame of the bicycle and of supporting bicycles in an upright position.

K. Parking spaces shall have the dimensions and specifications set forth in the "Parking Space Standard Specifications" adopted by the planning commission on January 15, 1987. (Ord. [873](#) § 12, 2004; Ord. [623](#), 1987)

17.51.040 Obligation continuing.

The schedule of requirements for off-street [parking space](#) and off-street loading space applicable to newly erected or substantially altered [structures](#) shall be a continuing obligation of the owner of the real estate on which any such [structure](#) is located so long as the [structure](#) is in existence and its [use](#) requiring vehicle parking or vehicle loading facilities continues, and it shall be unlawful for an owner of any [building](#) affected by this chapter to discontinue, change, or dispense with, or cause the discontinuance or change of the required vehicle parking or loading space apart from the discontinuance, sale or transfer of such [structure](#), without establishing alternate parking or loading space which meets with the requirements of and is in compliance with this chapter, or for any person to [use](#) such [building](#) without acquiring such land for vehicle parking or loading space which meets the requirements of and is in compliance with this chapter. (Ord. [388](#) § 17.04, 1975)

17.51.050 Development and maintenance of parking areas.

Every parcel of land hereafter used as a public or private parking area, including a commercial [parking lot](#) and also an automobile or trailer sales [lot](#), shall be developed and maintained in accordance with the requirements set out in Sections [17.51.055](#) through [17.51.090](#). (Ord. [623](#), 1987; Ord. [388](#) § 17.05 1975)

17.51.055 Parking lot design.

Parking [lot](#) design shall be reviewed through the architectural and site review process to assure that the design is coordinated with the site and the [uses](#) in the project, that adequate ingress and egress is provided, and that the design meets the minimum standards of the city. When it is determined that minimum standards are not sufficient for the project, the planning commission may require more than minimum allowable standards. (Ord. [623](#), 1987)

17.51.060 Screening and landscaping.

A. Commercial [parking lots](#) shall be screened from public [streets](#) and residential neighborhoods with a landscaping strip. Commercial parking shall not be closer than ten feet to an R zone, unless a six-foot masonry wall is constructed. All commercial [parking lots](#) of more than ten cars shall be screened from any R zone with a minimum six-foot-high masonry wall.

B. In off-street parking areas for more than four vehicles, one twenty-four-inch box tree shall be planted for each two [parking spaces](#). (See 41st Avenue Design Guidelines Landscape Requirements.)

C. Additional landscaping of two feet, consisting of low shrubs or ground cover, may be planted between a parking stall and the required landscape area, but such landscaping shall not count toward the percentage mandated by the 41st Avenue Design Guidelines. This method will allow vehicles to extend over the additional landscape areas, as well as reduce the required length of the [parking space](#) from eighteen feet to sixteen feet. (Ord. [623](#), 1987; Ord. [388](#) § 17.05(a), 1975)

17.51.063 Irrigation.

All landscape areas must have automatic [irrigation systems](#) designed to provide complete coverage to promote and sustain healthy plant life, unless an exception is approved by the planning commission. (Ord. [873](#) § 13, 2004; Ord. [623](#), 1987)

17.51.066 Landscape protection.

Landscaping should usually be protected from vehicles and pedestrian damage by a six-inch high, four-inch wide cement curb. (Ord. [623](#), 1987)

17.51.080 Surfacing.

Every off-street parking area shall be surfaced with asphalt, concrete or other dustfree surface approved by the planning commission. (Ord. [623](#), 1987; Ord. [388](#) § 17.05(c), 1975)

17.51.090 Lighting.

All [parking space](#) area lighting shall be energy efficient and designed so that any glare is directed away from residential properties. No light source shall be visible to residential areas or create any hazardous traffic condition. Security lighting shall be provided in areas used by the public during nighttime hours. (Ord. [623](#), 1987; Ord. [388](#) § 17.05(c), 1975)

17.51.100 Floor area defined.

For purposes of calculating the nonresidential parking requirements of this chapter, "floor area" means the entire [floor area](#) in all enclosed [structures](#), without deduction for such features as interior walls, stairways or storage. It also includes the [floor area](#) of patios, courtyards and outside dining areas primarily utilized by a business or group of related businesses, its customers, or its employees, as

opposed to the general public. In shopping centers it does not include quasi-public seating areas as defined in Section [17.51.105](#). (Ord. [873](#) § 14, 2004; Ord. [756](#) § 1, 1993; Ord. [623](#), 1987; Ord. [388](#) § 17.06, 1975)

17.51.105 Quasi-public seating areas.

For purposes of this chapter, “quasi-public seating area” means an area located in a privately owned shopping center which is open to all of the patrons of all of the businesses of the shopping center and which consists of a seating area or similar area where there are tables, chairs, [benches](#) or landscaping or other similar amenities. The fact that such areas are exempt from the parking requirements of this chapter shall not in any sense be construed to exempt such areas from architectural and site review or [use](#) permit requirements. This section shall not be construed as in any way authorizing the conversion of areas devoted to landscaping (in any landscape plan utilized to obtain approval of a city permit) to a quasi-public seating area. (Ord. [756](#) § 2, 1993)

17.51.110 Fractional measurements.

In determining the number of required parking, fractions of spaces over one-half shall be rounded up to the next whole number. (Ord. [623](#), 1987; Ord. [388](#) § 17.07, 1975)

17.51.120 Location of required parking and loading facilities.

The off-street parking facilities required for the [uses](#) mentioned in this chapter, and for other similar [uses](#), shall be on the same [lot](#) or parcel of land as the [structure](#) they are intended to serve. When practical difficulties as determined by the planning commission, prevent their establishment upon the same or immediate adjacent [lot](#), they may be located within reasonable distance of the premises to which the parking requirement pertains, and may be located in a residential zone if the land lies adjacent to any [building](#) being erected in a commercial or industrial zone. The off-street loading facilities required for the [uses](#) mentioned in this chapter, and for similar [uses](#), shall in all cases be on the same or immediately adjacent [lot](#) or parcel of land as the [structure](#) they are intended to serve. In no case shall the required off-street loading space be part of the area used to satisfy the off-street parking requirements of this chapter. Space for required off-street parking and loading shall not occupy any part of a required open space for a rear or [side yard](#). On corner or through [lots](#), [parking space](#) may not be included as part of required [yards](#) lying adjacent to either [street](#). (Ord. [388](#) § 17.08, 1975)

17.51.130 Number of parking spaces required.

The number of off-street [parking spaces](#) required for each [use](#) shall be as follows:

Residential.

A. Residential [Structures](#), Single-Family Detached.

1. The minimum parking requirement for single-family residential units up to one thousand five hundred square feet shall be two uncovered spaces.
2. For single-family residential units one thousand five hundred one square feet to two thousand square feet, the minimum requirement shall be two spaces, one of which must be covered.
3. For single-family residential units two thousand one square feet to two thousand six hundred square feet, the minimum parking requirement shall be three spaces, one of which must be covered.

4. For single-family residential units two thousand six hundred one square feet to four thousand square feet, the minimum parking requirement shall be four spaces, one of which must be covered.
 5. For single-family residential units four thousand one square feet and larger, the minimum parking requirement shall be one covered space and three uncovered spaces unless the planning commission determines that additional parking is needed based on house size, location, and/or conditions in the neighborhood.
 6. For single room occupancy units with [kitchen](#) facilities (studio apartments) which are four hundred square feet or less, the parking requirement shall be one space per unit and one [guest](#) space for each six units.
 7. Interior (covered) [parking spaces](#) shall be a minimum of ten feet by twenty feet clear, as measured from the interior finished wall surfaces. An additional one hundred square feet of ancillary activity area, e.g., laundry, workshop, or storage, which is not included in the area subject to additional parking requirements, is permitted in conjunction with the first required covered space provided in a detached garage.
 8. The planning commission may require additional uncovered [parking spaces](#) beyond the minimum requirement for residential units over four thousand square feet, or if a finding can be made that there is a parking problem in the neighborhood.
 9. No additional square footage exceeding ten percent of the existing gross [floor area](#) may be added to an existing single-family residential unit, unless minimum parking requirements are met.
 10. Uncovered [parking spaces](#) for single-family residential units shall be ten feet by twenty feet in the front setback (or eighteen feet minimum for [lots](#) located in sidewalk exempt areas), i.e., on the driveway apron, with two feet of landscaping provided along the side property line, except that for existing homes and remodels, uncovered [parking spaces](#) may be nine feet wide. Uncovered spaces provided in tandem on a single-width driveway beyond the front setback shall also be located within an eleven-foot (for remodels and additions) or twelve-foot (for new units) area that includes two feet of required landscaping adjacent to the side property line. Tandem spaces outside the front setback may be eighteen feet in length.
 11. Two feet of landscape planting is required in the [front yard](#) setback between the parking area and the side property line.
 12. Maximum width of driveways serving attached or detached garages is twenty feet, not including the [landscaped area](#).
 13. A twelve-foot driveway is required to access attached or detached single garages beyond the front setback for new homes; an eleven-foot driveway may be permitted for remodels and additions. Two cars may be parked in tandem in the driveway in front of a garage or [carport](#).
 14. Permeable driveway materials other than gravel are encouraged, as well as paved wheel strips for driveways, to increase extent of pervious surfaces on-site.
- B. Dwellings duplex or triplex, two for each unit, one space for each unit must be covered, tandem parking is permitted if the tandem parking is for an individual unit, each space must be a minimum of nine

feet by eighteen feet.

C. Dwellings, apartments and condominiums (townhouse) of more than four units, one covered space for each unit, plus one and one-half additional spaces on the site for each [dwelling](#) unit. Each regular space must be a minimum of nine feet by eighteen feet. Forty percent of the spaces may be compact spaces of eight feet by sixteen feet.

D. Hotels and [motels](#), one space for each [guest](#) room. Such additional spaces as the planning commission determines are necessary for the owners and employees. Each regular space must be a minimum of nine feet by eighteen feet. Thirty percent of the spaces may be compact spaces of eight feet by sixteen feet.

E. Bed-and-breakfast, one space for each bedroom rented, in addition to the spaces required for the single-family [residence](#), each regular space must be a minimum of nine feet by eighteen feet. Fifty percent of the spaces may be compact spaces of eight feet by sixteen feet.

Quasi-Public.

F. Churches, [clubs](#), lodges, theaters, one space for each forty square feet of [floor area](#) usable for seating or one for each three seats each regular space must be a minimum of nine feet by eighteen feet. Thirty percent of the spaces may be compact spaces of eight feet by sixteen feet.

G. Schools, one space for each employee, including teachers and administrators, plus additional spaces as determined by the planning commission to be adequate for student and visitor parking. Each regular space must be a minimum of nine feet by eighteen feet. Forty percent of the spaces may be compact spaces of eight feet by sixteen feet.

H. Sanitariums and [nursing homes](#), one space for each six beds plus one space for each three employees, all nine feet by eighteen feet.

I. Medical office and clinics, one space for each three hundred square feet of gross [floor area](#) or five spaces per doctor, whichever is greater, all nine feet by eighteen feet.

Commercial.

J. Retail [use](#) and restaurants/take-out food establishments with six or fewer seats, one space for every two hundred forty square feet of gross [floor area](#), each regular space must be a minimum of nine feet by eighteen feet. Thirty percent of the spaces may be compact spaces of eight feet by sixteen feet.

K. Wholesale establishments or [warehouses](#), including mini-storage, one space per each five thousand square feet. Each space must be a minimum of nine feet by eighteen feet. No compact spaces are allowed.

L. Restaurants, one space per sixty square feet of gross [floor area](#), each regular space must be a minimum of nine feet by eighteen feet. Fifty percent of the spaces may be compact spaces of eight feet by sixteen feet.

M. Bakeries, one space per two hundred forty square feet of gross [floor area](#), each regular space must be a minimum of nine feet by eighteen feet. Thirty percent of the spaces may be compact spaces of eight feet by sixteen feet.

N. Bowling [alleys](#), one space per five lanes, plus parking required for [restaurant](#) or retail [uses](#) associated with the facility, each regular space must be a minimum of nine by eighteen feet. Thirty percent of the spaces may be compact spaces of eight feet by sixteen feet.

O. Offices, corporate, administrative, real estate, one space per two hundred forty square feet of gross [building](#) space. Each regular space must be a minimum of nine feet by eighteen feet. Thirty percent of the spaces may be compact spaces of eight feet by sixteen feet.

P. Large [community care residential facility](#) or large [family](#) day care house, one for each employee not permanently residing at the facility or house. Parking requirements not specifically mentioned shall be determined by the planning commission. (Ord. [967](#) § 1, 2012; Ord. [873](#) § 15, 2004; Ord. [718](#) § 1, 1991; Ord. [700](#), 1990; Ord. [695](#), 1990; Ord. [623](#), 1987; Ord. [608](#) § 10, 1986; Ord. [388](#) § 17.09, 1975)

17.51.135 Nonconforming parking – Requirements.

A. Nonresidential [Structures](#). In the case of nonresidential [structures](#) in any district, which are reconstructed, enlarged, structurally altered, changed in occupancy to a more intensive [use](#) category or otherwise increased in capacity according to Section [17.51.130](#), such off-street parking facilities need be provided only for that portion of the [structure](#) constituting an increase in capacity.

B. Residential [Structures](#). In the case of residential [structures](#) in any district, no additional parking shall be required for reconstruction or structurally altering an existing residential [structure](#) so long as the [floor area](#) of the [structure](#) is not increased by more than ten percent of the existing gross [floor area](#). If the [structure](#) is enlarged by more than ten percent of the existing gross [floor area](#), parking requirements according to Section [17.51.130](#) shall be required. (Ord. [718](#) § 1, 1991; Ord. [563](#), 1984)

17.51.140 Off-street loading spaces required.

In any district, in connection with every [building](#) or part thereof hereafter erected and having a gross [floor area](#) of ten thousand square feet or more, which is to be occupied for manufacturing, storage, warehousing, goods display, retail sales, a [hotel](#), a hospital, a mortuary, a laundry, a dry cleaning establishment or other [uses](#) similarly requiring the receipt or distribution by vehicles of material or merchandise, there shall be provided and maintained, on the same [lot](#) with such [building](#), at least one off-street loading space plus one additional such loading for each additional twenty thousand square feet. (Ord. [388](#) § 17.10, 1975)

17.51.150 Exceptions.

In all districts, in connection with every [use](#) in said districts, there shall be provided at the time a [building](#) or [structure](#) is erected, enlarged or increased in capacity, or at the time of any change in [use](#) of any property, off-street [parking spaces](#) for automobiles in accordance with the requirements of this chapter. (Ord. [645](#) § 1, 1987; Ord. [542](#), 1983; Ord. [443](#), 1979; Ord. [388](#) § 17.11, 1975)

17.51.160 Open space and screening required for loading areas adjacent to residential districts.

No loading space shall be located closer than fifty feet to any [lot](#) in any R district, unless wholly within a completely enclosed [building](#) or screened by a fence or wall not less than eight feet in height. (Ord. [388](#) § 17.12, 1975)

17.51.170 Size of loading space.

Each loading space shall be not less than ten feet in width and twenty-five feet in length and fourteen feet in height. (Ord. [388](#) § 17.13, 1975)

17.51.180 Size of nonresidential parking spaces.

A. Each off-street [parking space](#) shall be not less than nine feet in width and twenty feet in length for diagonal parking and ten by twenty feet for right-angle parking, and shall be of usable shape and condition.

B. Parking spaces of less dimensions may be allowed if specifically authorized by the planning commission in an architectural and site approval. The smaller spaces shall be designed to accommodate compact automobiles. (Ord. [873](#) § 16, 2004; Ord. [388](#) § 17.14, 1975)

17.51.190 Plan of required off-street parking and/or loading area.

For the purpose of converting parking and/or loading spaces into the required parking and/or loading areas, plans must be submitted to the city engineer to show how the required parking and/or loading spaces shall be arranged in the area supplied for that purpose and to indicate sufficient space for parking maneuvers, as well as adequate ingress and egress to and from public rights-of-way to and from the parking and/or loading area. (Ord. [388](#) § 17.15, 1975)

17.51.200 Use of required off-street parking by another building or use.

No part of an off-street parking area required for any [building](#) or [use](#) for the purpose of complying with the provisions of this chapter shall be included as part of an off-street parking area similarly required for another [building](#) or [use](#), unless the type of [structure](#) indicates, in the opinion of the planning commission, that the periods of usage of such [structures](#) will not be simultaneous with each other. (Ord. [388](#) § 17.16, 1975)

17.51.210 Uses not specifically mentioned.

In the case of any [building](#), [structure](#) or premises the [use](#) of which is not specifically mentioned in this chapter, the provisions for a [use](#) which is so mentioned and to which such [use](#) is similar, as determined by the planning commission, shall apply. (Ord. [388](#) § 17.17, 1975)

17.51.220 Shuttle program parking.

Parking for the free summer beach shuttle program shall be provided in a remote [lot](#) or [lots](#), such as those located on Bay Avenue. (Ord. [941](#) § 3, 2009)

The Capitola Municipal Code is current through Ordinance 999, passed March 25, 2015.

Disclaimer: The City Clerk's Office has the official version of the Capitola Municipal Code. Users should contact the City Clerk's Office for ordinances passed subsequent to the ordinance cited above.

Chapter 17.76 – PARKING AND LOADING

Sections:

- 17.76.010 Purpose
- 17.76.020 Applicability
- 17.76.030 Required Parking Spaces
- 17.76.040 General Requirements
- 17.76.050 On-site Parking Alternatives
- 17.76.060 Parking Design and Development Standards
- 17.76.070 Parking Lot Landscaping
- 17.76.080 Bicycle Parking
- 17.76.090 On-site Loading
- 17.76.100 Shuttle Program Parking

17.76.010 Purpose

This chapter establishes on-site parking and loading requirements in order to:

- A. Provide a sufficient number of on-site parking spaces for all land uses.
- B. Provide for functional on-site parking areas that are safe for vehicles and pedestrians.
- C. Ensure that parking areas are well-designed and contribute to a high-quality design environment in Capitola.
- D. Allow for flexibility in on-site parking requirements to support a multi-modal transportation system and sustainable development pattern.
- E. Ensure that on-site parking areas do not adversely impact land uses on neighboring properties.

17.76.020 Applicability

- A. **New Structures and Uses.** On-site parking and loading as required by this chapter shall be provided anytime a new structure is constructed or a new land use is established.
- B. **Replacing Existing Uses.**
 - 1. **Mixed Use Village Zoning District.**
 - a. Where an existing residential use is changed to a commercial use in the Village Mixed Use (MU-V) zoning district, parking shall be provided for the full amount required by the commercial use. No space credit for the previous use may be granted.

- b. In all other changes of use in the Village Mixed Use (MU-V) zoning district, additional parking is required to accommodate the incremental intensification of the new use. Additional parking is not required to remedy parking deficiencies existing prior to the change in use.
- 2. **Other Zoning Districts.** Where an existing use is changed to a new use outside of the Village Mixed Use (MU-V) zoning district, additional parking is required to accommodate the incremental intensification of the new use. Additional parking is not required to remedy parking deficiencies existing prior to the change in use.

C. Expansions and Enlargements.

- 1. **Nonresidential Use.** Where an existing structure with a nonresidential use is expanded or enlarged, additional parking is required to serve only the expanded or enlarged area.
- 2. **Residential Use.** For an existing structure with a residential use, the full amount of parking to serve the use is required when the floor area is increased by more than ten percent.

17.76.030 Required Parking Spaces

A. Mixed Use Zoning Districts. All land uses in the Village Mixed Use (MU-V) and Neighborhood Mixed Use (MU-N) zoning districts shall provide the minimum number of on-site parking spaces as specified in Table 17.76-1. Required parking for uses not listed in Table 17.76-1 shall be the same as required for land uses in other zoning districts as shown in Table 17.76-2.



Note: Required parking for in the MU-N zoning district in Table 17.76-1 is less than required by the existing Zoning Code. Reduced parking requirements reflect ability for residents in adjacent neighborhoods to walk to destinations in the MU-N zoning district.

TABLE 17.76-1: REQUIRED ON-SITE PARKING IN MIXED USE ZONING DISTRICTS

Land Uses	Number of Required Parking Spaces	
	Village Mixed Use (MU-V)	Neighborhood Mixed Use (MU-N)
Retail	1 per 240 sq. ft.	1 per 400 sq. ft.
Eating and Drinking Establishments		
Bars and Lounges	1 per 60 sq. ft. of floor area for dining; 1 per 240 sq. ft. for all other floor area	1 per 75 sq. ft.

Restaurants and Cafes	1 per 60 sq. ft. of floor area for dining 1 per 240 sq. ft. for all other floor area	1 per 400 sq. ft.
Take-Out Food and Beverage	1 per 240 sq. ft.	1 per 400 sq. ft.
Personal Services	1 per 240 sq. ft.	1 per 400 sq. ft.
Hotels		
With more than 20 guest rooms	As determined by a parking demand study	As determined by a parking demand study
With 20 or less guest rooms	1 per guest room plus additional spaces as required by the Planning Commission	1 per guest room plus additional spaces as required by the Planning Commission

B. Other Zoning Districts. Land uses in zoning districts other than the mixed use zoning districts shall provide a minimum number of on-site parking spaces as specified in Table 17.76-2.

TABLE 17.76-2: REQUIRED ON-SITE PARKING IN OTHER ZONING DISTRICTS

Land Uses	Number of Required Parking Spaces
Residential Land Uses	
Duplex Homes	2 per unit, 1 covered
Elderly and Long Term Care	1 per six beds plus 1 per 300 sq. ft. of office and other nonresidential areas
Group Housing (includes single-room occupancy)	1 per unit plus 1 guest space per 6 units
Mobile Home Parks	1 per unit plus 1 per office
Multi-Family Dwellings	2.5 per unit, 1 covered
Residential Care Facilities, Small	0.5 per bed plus 1 per 300 sq. ft. of office and other nonresidential areas
Residential Care Facilities, Large	0.5 per bed plus 1 per 300 sq. ft. of office and other nonresidential areas
Secondary Dwelling Units	As required by the combined floor area with the primary residence
Single-Family Dwellings	1,500 sq. ft. or less: 2 per unit 1,501-2,000 sq. ft.: 2 per unit, 1 covered 2,001-2,600 sq. ft.: 3 per unit, 1 covered 2,601 sq. ft. or more: 4 per unit, 1 covered

Public and Quasi-Public Land Uses	
Community Assembly	1 per 3 fixed seats, or 1 per 40 sq. ft. of assembly area for uses without fixed seats
Cultural Institutions	As determined by a parking demand study
Day Care Centers	1 per 400 sq. ft. of floor area used for daycare and 1 per employee
Government Offices	1 per 300 sq. ft.
Home Day Care, Large	1 per non-resident employee
Home Day Care, Small	None beyond minimum for residential use
Medical Offices and Clinics	1 per 300 sq. ft.
Parks and Recreational Facilities	As determined by a parking demand study
Public Safety Facilities	As determined by a parking demand study
Schools, Public or Private	2 per classroom
Commercial Land Uses	
Banks and Financial Institutions	1 per 300 sq. ft.
Business Services	1 per 300 sq. ft.
Commercial Entertainment and Recreation	1 per 3 fixed seats, or 1 per 40 sq. ft. of assembly area for uses without fixed seats
Eating and Drinking Establishments	
Bars and Lounges	1 per 60 sq. ft. of floor area for dining 1 per 300 sq. ft. for all other floor area
Restaurants and Cafes	1 per 60 sq. ft. of floor area for dining 1 per 300 sq. ft. for all other floor area
Take-Out Food and Beverage	1 per 300 sq. ft. of gross floor area
Food Preparation	1 per 1,500 sq. ft. of use area plus 1 per 300 sq. ft. of office area
Gas and Service Stations	2 for gas station plus 1 per 100 sq. ft. of retail and as required for vehicle repair
Lodging	
Bed and Breakfast	1 per guest room plus parking required for residential use

Hotel	1 per guest room plus 1 per 300 sq. ft. of office
Maintenance and Repair Services	1 per 600 sq. ft.
Personal Services	1 per 300 sq. ft.
Professional Offices	1 per 300 sq. ft.
Salvage and Wrecking	1 per 500 sq. ft. of building area plus 1 per 0.5 acre of outdoor use area.
Self-Storage	1 per 5,000 sq. ft.
Retail	1 per 300 sq. ft. of customer area
Vehicle Repair	1 per 500 sq. ft. of non-service bay floor area plus 2 per service bay
Vehicle Sales and Rental	1 per 300 sq. ft. for offices plus 1 per 1,000 sq. ft. of display area and requirements for vehicle repair where applicable
Wholesale	1 per 5,000 sq. ft.
Heavy Commercial and Industrial Land Uses	
Construction and Material Yards	1 per 2,500 sq. ft.
Custom Manufacturing	1 per 2,000 sq. ft., plus 1 per 300 sq. ft. of office
Light Manufacturing	1 per 1,500 sq. ft. of use area plus 1 per 300 sq. ft. of office
Warehouse, Distribution, and Storage Facilities	1 per 1,500 sq. ft.
Transportation, Communication, and Utility Uses	
Utilities, Major	As determined by a parking demand study
Utilities, Minor	None
Recycling Collection Facilities	1 per 1,000 sq. ft. of floor area
Wireless Communications Facilities	None
Other Uses	
Accessory Uses	Same as primary use
Home Occupation	None beyond requirement for residence
Quasi-Public Seating Areas	None
Temporary Uses	As determined by Planning Commission

Urban Agriculture	
Home Gardens	None beyond requirement for residence
Community Gardens	None
Urban Farms	As determined by a parking demand study

C. Calculation of Required Spaces.

1. **Floor Area.** Where a parking requirement is a ratio of parking spaces to floor area, the floor area is assumed to be gross floor area, unless otherwise stated. The floor area of a use shall be calculated as described in Section 17.48.040 (Floor Area and Floor Area Ratio). Pursuant to Section 17.48.040, floor area for garages and other parking facilities are generally not included in the calculation of floor area for the purpose of determining on-site parking requirements.
2. **Employees.** Where a parking requirement is stated as a ratio of parking spaces to employees, the number of employees is based on the largest shift that occurs in a typical week.
3. **Seats.** Where a parking requirement is stated as a ratio of parking spaces to seats, each 24 inches of bench-type seating at maximum seating capacity is counted as one seat.
4. **Fractional Spaces.** In determining the number of required parking, fractions of spaces over one-half shall be rounded up to the next whole number.



Note: Subsection E below allows the Community Development Director to determine the parking requirement for an unlisted land use. The existing Zoning Code requires the Planning Commission to make this determination.

- D. Unlisted Uses.** The parking requirement for land uses not listed in Table 17.76-1 and Table 17.76-2 shall be determined by the Community Development Director based on the requirement for the most comparable similar use, the particular characteristics of the proposed use, and any other relevant data regarding parking demand.
- E. Sites with Multiple Uses.** Where more than one land use is conducted on a site, the minimum number of required on-site parking spaces shall be the sum of the number of parking spaces required for each individual use.
- F. Additional Required Parking.** The Planning Commission may require more on-site parking than required by Table 17.76-1 and Table 17.76-2 if the Planning Commission determines that additional parking is needed to serve the proposed use and to minimize adverse impacts on neighboring properties.

17.76.040 General Requirements

A. Availability and Use of Spaces.

1. In all zoning districts, required parking spaces shall be permanently available and maintained to provide parking for the use they are intended to serve.
2. Owners, lessees, tenants, or persons having control of the operation of a use for which parking spaces are required shall not prevent or restrict authorized persons from using these spaces.
3. Required parking spaces shall be used exclusively for the temporary parking of vehicles and shall not be used for the sale, lease, display, repair, advertising, or storage of vehicles, trailers, boats, campers, mobile homes, merchandise, or equipment, or for any other use not authorized by the Zoning Code.

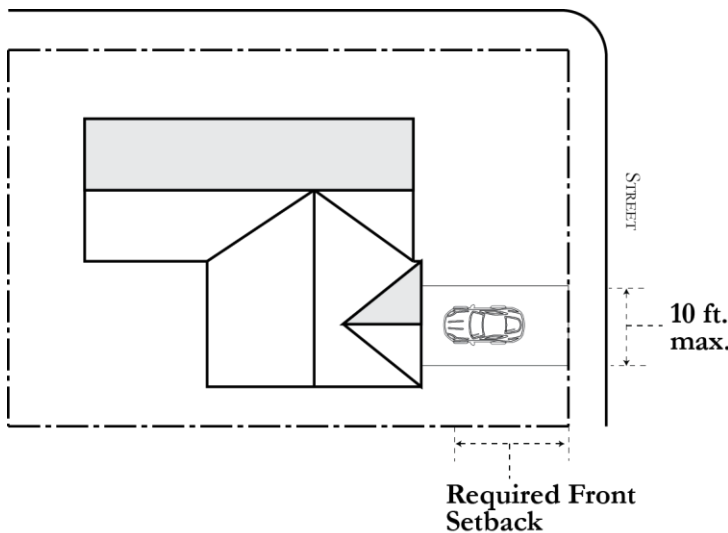
B. Parking in Front and Exterior Side Setback Areas.



Note: Limitations on parking in front and exterior side setback areas in this subsection are new.

1. **R-1 Zoning District.** In the R-1 zoning district, the width of a parking space in the required front or exterior side setback area may not exceed 10 feet. See Figure 17.76-1. The Planning Commission may allow a larger parking area within the required front and exterior side setback areas with a Design Permit if locating this parking outside of the setback areas is infeasible due to unique physical conditions on the site.

FIGURE 17.60-1: PARKING IN FRONT SETBACK AREA IN R-1 ZONING DISTRICT



2. **Other Zoning Districts.** In all zoning districts other than the R-1 zoning district, required parking spaces may not be located within required front or exterior side setback areas.

C. Location of Parking.

1. **All Zoning Districts.** Required parking spaces may not be located within any public or private right-of-way unless located in a sidewalk exempt area and Encroachment Permit is granted.
2. **R-1 Zoning District.** Required parking spaces in the R-1 zoning district shall be on the same parcel as the use that they serve.
3. **MU-V Zoning District.** Required parking spaces for new development and intensified uses in the MU-V zoning district shall be provided on sites outside of the Village area. These spaces shall be within walking distance of the use which it serves or at remote sites served by a shuttle system. The Planning Commission may approve exceptions to allow on-site parking in the MU-V district for:
 - a. Non-historic structures in residential areas bounding the central commercial district of the village;
 - b. The Capitola Theater site (APN 035-262-04) and Mercantile site (APN 035-221-17) if driveway cuts are minimized to the extent possible and parking areas are located on the interior of the sites; and
 - c. If mandated under Federal Emergency Management Agency regulations and as consistent with the certified Local Coastal Program.
4. **Other Zoning Districts.** In all zoning districts other than the R-1 and MU-V zoning district, required parking shall be located on the same lot as the use they are intended to serve, except as allowed by Section 17.76.050.C below.



Note: Large vehicle storage requirements in subsection D below are new.

D. Large Vehicle Storage in the R-1 Zoning District. In addition to the required on-site parking spaces for a single-family dwelling, one additional on-site parking or storage space may be provided on a parcel in the R-1 zoning district for a recreational vehicle, boat, camper, or similar vehicle. This space may not be located in a required front or exterior side setback area and may be utilized only to store a vehicle that does not exceed 13.5 feet in height and 25 feet in length. Such parking or storage spaces shall be finished in concrete, asphalt, semi-permeable pavers, or a similar paved surface.



Note: Covered parking requirements and carport design standards in subsection E below are new.

E. Covered Parking in the R-1 Zoning District.

1. When required by this chapter, covered parking spaces serving a single-family dwelling shall be provided within an enclosed garage. The Planning Commission may allow required covered parking spaces to be provided within an open carport with a Design Permit if the Planning Commission finds that a garage is practically infeasible or that a carport results in a superior project design.

2. All carports serving a single-family dwelling shall comply with the following design standards:
 - a. Carports shall be designed with high quality materials, compatible with the home. The roofing design, pitch, colors, exterior materials and supporting posts shall be similar to the home. The carport shall appear substantial and decoratively finished in a style matching the home which it serves.
 - b. The slope of a carport roof shall substantially match the roof slope of the home which it serves.
 - c. Pedestrian pathways connecting the carport with the home shall be provided.
3. Garages in the R-1 zoning district may be converted to habitable living space only if the total number of required on-site parking spaces is maintained, including covered spaced for the covered parking space requirement.

F. Electric Vehicle Charging.

1. **When Required.** Electric vehicle charging stations shall be provided:
 - a. For new structures or uses required to provide at least 25 parking spaces; and
 - b. Additions or remodels that increase an existing parking lot of 50 for more spaces by 10 percent or more.
2. **Number of Charging Stations.** The number of required charging stations shall be as follows:
 - a. 25-49 parking spaces: 1 charging station.
 - b. 50-100 parking spaces: 2 charging stations, plus one for each additional 50 parking spaces.
3. **Location and Signage.** Charging stations shall be installed adjacent to standard size parking spaces. Signage shall be installed designating spaces with charging stations for electric vehicles only.

G. Parking for Persons with Disabilities.

1. Parking spaces for persons with disabilities shall be provided in compliance with California Code of Regulations Title 24.
2. Parking spaces required for the disabled shall count toward compliance with the number of parking spaces required by Table 17.76-1 and Table 17.76-2.

17.76.050 On-site Parking Alternatives



Note: On-site parking reductions in this section are new, except for off-site parking (Subsection C) and fees in lieu of parking in (Subsection I).

- A. Purpose.** This section identifies alternatives to required on-site parking to:

1. Allow for creative parking solutions;
2. Enhance economic vitality in Capitola;
3. Promote walking, biking, and use of transit; and
4. Encourage the efficient use of land resources consistent with the General Plan.

B. Required Approval. All reductions in on-site parking described in this section require Planning Commission approval of a Conditional Use Permit.

C. Off-Site Parking.

1. For multi-family housing and non-residential uses, the Planning Commission may allow off-site parking if the Commission finds that practical difficulties prevent the parking from being located on the same lot it is intended to serve.
2. On-site parking shall be located within a reasonable distance of the use it is intended to serve, as determined by the Planning Commission.
3. A covenant record, approved by the City Attorney, shall be filed with the County Recorder. The covenant record shall require the owner of the property where the on-site parking is located to continue to maintain the parking space so long as the building, structure, or improvement is maintained in Capitola. This covenant shall stipulate that the title and right to use the parcels shall not be subject to multiple covenant or contract for use without prior written consent of the City.

D. Shared Parking. Multiple land uses on a single parcel or development site may use shared parking facilities when operations for the land uses are not normally conducted during the same hours, or when hours of peak use differ. The Planning Commission may allow shared parking if:

1. The parking will be shared by non-residential land uses only;
2. A parking demand study approved by the Community Development Director demonstrates that there will be no substantial conflicts between the land uses' principal hours of operation and periods of peak parking demand;
3. The total number of parking spaces required for the land uses does not exceed the number of parking spaces anticipated at periods of maximum use; and
4. The proposed shared parking facility is located no further than 400 feet from the primary entrance of the land use which it serves.

E. Valet Parking. The Planning Commission may allow up to 25 percent of the required on-site parking spaces to be valet spaces. Valet parking shall comply with the following standards:

1. Valet parking lots must be staffed at all times by an attendant who is authorized and able to move vehicles.
2. A valet parking plan shall be reviewed and approved by the Community Development Director in consultation with the Public Works Director.

3. Valet parking may not interfere with or obstruct vehicle or pedestrian circulation on the site or on any public street or sidewalk.
 4. The use served by valet parking shall provide a designated drop-off and pick-up area. The drop-off and pick-up area may be located adjacent to the building, but it may not be located within a fire lane, impede vehicular and/or pedestrian circulation, or cause queuing in the right-of-way or drive aisle.
- F. Low Demand.** The number of required on-site parking spaces may be reduced if the Planning Commission finds that the land use will not utilize the required number of spaces due to the nature of the specific use. This finding shall be supported by the results of a parking demand study approved by the Community Development Director in consultation with the Public Works Director.
- G. Transportation Demand Management Plan.** The Planning Commission may reduce the number of required on-site parking spaces for employers that adopt and implement a Transportation Demand Management (TDM) Plan subject to the following requirements and limitations:
1. A TDM Plan reduction is available only to employers with 25 or more employees.
 2. Required on-site parking spaces may be reduced by no more than 15 percent.
 3. The TDM Plan shall be approved by the Community Development Director in consultation with the Public Works Director.
 4. The TDM Plan shall identify specific measures that will measurably reduce the demand for on-site parking spaces. Acceptable measures must ensure a reduced demand for parking spaces (e.g., an employee operated shuttle program). Measures that only encourage the use of transit, ridesharing, biking, or walking will not be accepted.
 5. The employer shall appoint a program coordinator to oversee transportation demand management activities.
 6. The program coordinator must provide a report annually to the Planning Commission that details the implementation strategies and effectiveness of the TDM Plan.
 7. The Planning Commission may revoke the TDM Plan at any time and require additional parking spaces on site upon finding that that the Plan has not been implemented as required or that the Plan has not produced the reduction the demand for on-site parking spaces as originally intended.
- H. Transit Center Credit.** The Planning Commission may reduce the number of required parking spaces by up to 10 percent for non-residential or multiple-family development projects within 400 feet of a regional transit center.
- I. Fees in Lieu of Parking**

1. Within the MU-V zoning district, on-site parking requirements for nonresidential uses may be satisfied by payment of an in-lieu parking fee established by the City Council to provide an equivalent number of parking spaces in a municipal parking lot. Such payment must be made before issuance of a building permit or a certificate of occupancy. Requests to participate in an in-lieu parking program must be approved by the City Council.
2. Fee revenue must be used to provide public parking in the vicinity of the use. In establishing parking districts, the City Council may set limitations on the number of spaces or the maximum percentage of parking spaces required for which an in-lieu fee may be tendered.

17.76.060 Parking Design and Development Standards

A. Minimum Parking Space Dimensions. Minimum dimensions of parking spaces shall be as shown in Table 17.76.3.

TABLE 17.76-3: MINIMUM PARKING SPACE DIMENSIONS

Type of Space	Minimum Space Dimensions
Spaces Serving Single-Family Dwellings	
Uncovered and covered (garage) spaces	10 ft. by 20 ft. [1]
In sidewalk exempt areas	10 ft. by 18 ft.
Spaces Serving Multi-Family and Non-Residential Uses	
Standard Spaces	9 ft. by 18 ft.
Compact Spaces	8 ft. by 16 ft.

Notes:

[1] The dimensions of parking spaces in an enclosed garage shall be measured from the interior garage walls.

- B. Compact Spaces.** A maximum of 30 percent of required on-site parking spaces serving multi-family and non-residential uses may be compact spaces. All parking spaces for compact cars shall be clearly marked with the word “Compact” either on the wheel stop or curb, or on the pavement at the opening of the space.
- C. Parking Lot Dimensions.** The dimensions of parking spaces, maneuvering aisles, and access ways within a parking lot shall conform to the City’s official parking space standard specifications maintained by the Public Works Director and as shown in Figure 17.76-2 and Table 17.76-4.

FIGURE 17.76-2: STANDARD PARKING LOT DIMENSIONS

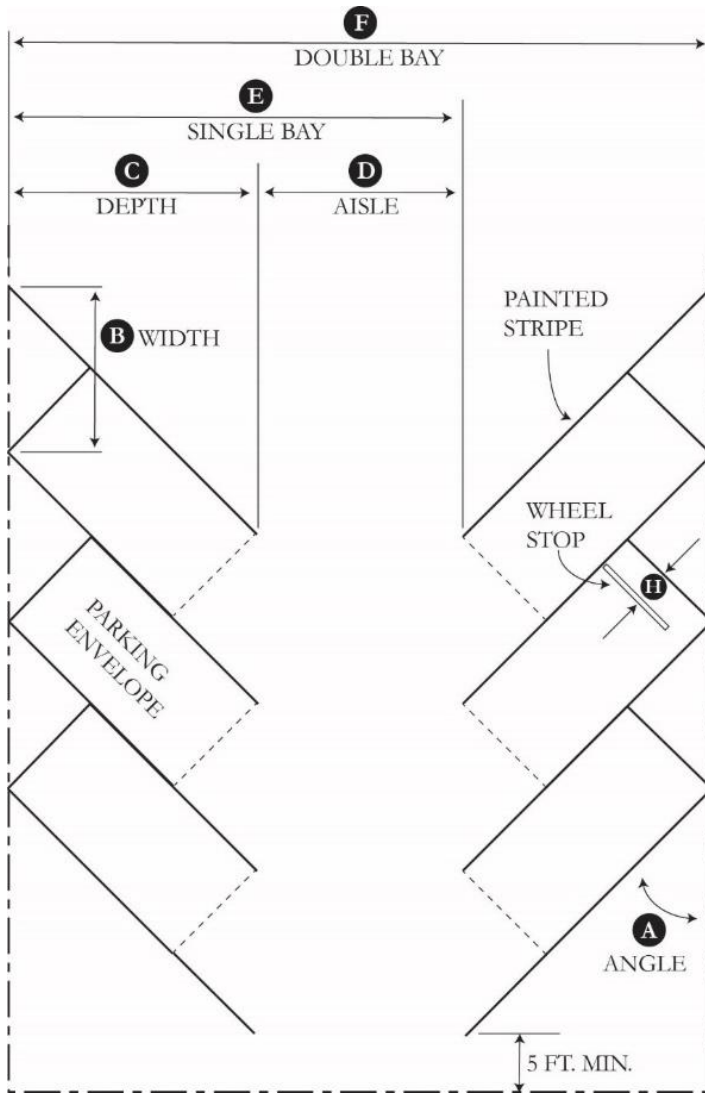


TABLE 17.76-4: STANDARD PARKING LOT DIMENSIONS

A Parking Angle	B Width		C Depth		D Aisle			E Single Bay			F Double Bay		
	Compact	Standard	Compact	Standard	Compact	Residential	Commercial	Compact	Residential	Commercial	Compact	Residential	Commercial
90	7'-6"	8'-6"	15'-0"	18'-0"	20'-0"	22'-0"	25'-0"	35'-0"	40'-0"	43'-0"	50'-0"	58'-0"	61'-0"
85	7'-7"	8'-6"	15'-7"	18'-8"	19'-0"	21'-0"	24'-0"	34'-7"	39'-8"	42'-8"	50'-2"	58'-4"	61'-0"
80	7'-8"	8'-7"	16'-1"	19'-2"	18'-0"	20'-0"	23'-0"	34'-1"	39'-2"	42'-4"	50'-2"	58'-4"	p
75	7'-9"	8'-10"	16'-5"	19'-7"	17'-0"	19'-0"	22'-0"	33'-5"	38'-7"	41'-7"	49'-10"	58'-2"	61'-0"
70	8'-0"	9'-0"	16'-9"	19'-10"	16'-0"	18'-0"	21'-0"	32'-9"	37'-10"	40'-10"	49'-6"	57'-8"	66'-8"
65	8'-4"	9'-4"	16'-10"	19'-11"	15'-0"	17'-0"	20'-0"	31'-10"	36'-11"	39'-11"	48'-8"	56'-10"	59'-10"
60	8'-8"	9'-10"	16'-9"	19'-10"	14'-0"	16'-0"	19'-0"	30'-9"	35'-10"	38'-10"	47'-6"	55'-8"	58'-8"
55	9'-1"	10'-4"	16'-7"	19'-7"	13'-0"	15'-0"	18'-0"	29'-7"	34'-7"	37'-7"	46'-2"	54'-2"	57'-2"
50	9'-10"	11'-1"	16'-4"	19'-2"	12'-0"	14'-0"	17'-0"	28'-4"	33'-2"	36'-2"	44'-8"	52'-4"	55'-4"
45	10'-7"	12'-0"	15'-11"	18'-8"	11'-0"	13'-0"	16'-0"	25'-5"	30'-0"	33'-0"	42'-10"	50'-4"	53'-4"
40	11'-8"	13'-2"	15'-15"	18'-0"	10'-0"	12'-0"	15'-0"	24'-8"	28'-2"	31'-2"	40'-10"	48'-0"	51'-0"
35	13'-1"	14'-10"	14'-8"	17'-2"	10'-0"	11'-0"	14'-0"	24'-0"	26'-2"	29'-2"	39'-4"	45'-4"	48'-4"
30	15'-3"	17'-0"	14'-0"	16'-2"	10'-0"	10'-0"	13'-0"	35'-0"	40'-0"	43'-0"	38'-0"	42'-4"	45'-4"

D. Surfacing.

1. All parking spaces, maneuvering aisles, and access ways shall be paved with asphalt, concrete, or other all-weather surface.
2. Permeable paving materials, such as porous concrete/asphalt, open-jointed pavers, and turf grids, are a permitted surface material, subject to approval by the Public Works Director.

E. Tandem Parking Spaces. Tandem parking spaces are permitted for all residential land uses, provided that they comply with the following standards:

1. Parking spaces in a tandem configuration shall be reserved for and assigned to a single dwelling unit.
2. For single-family dwellings, tandem parking is permitted for up to two uncovered spaces in front of a garage, with a maximum of three tandem spaces, including the covered space in a single garage.
3. All required guest parking shall be provided as single, non-tandem parking spaces.
4. Tandem parking spaces shall not block the use of the driveway to access other parking spaces located within the parking area.
5. Tandem parking spaces shall be used to accommodate passenger vehicles only.



Note: Allowance for parking lifts in Subsection F below is new.

F. Parking Lifts. Required parking may be provided using elevator-like mechanical parking systems (“lifts”) provided the lifts are located within an enclosed structure or otherwise screened from public view.

G. Lighting.

1. A parking area with six or more parking spaces shall include outdoor lighting that provides a minimum illumination of 1.0 foot candles over the entire parking area.
2. Outdoor lighting as required above shall be provided during nighttime business hours.
3. All parking space area lighting shall be energy efficient and designed so that any glare or spillage is directed away from residential properties.
4. All fixtures shall be hooded and downward facing.

H. Pedestrian Access.

1. Parking lots with more than 30 parking spaces shall include a pedestrian walkway in compliance with ADA requirements.
2. The design of the pedestrian walkway shall be clearly visible and distinguished from parking and circulation areas through striping, contrasting paving material, or other similar method as approved by the Community Development Director.

- I. Screening.** Parking lots of six spaces or more shall comply with the following screening standards.
1. **Location.** Screening shall be provided along the perimeter of parking lots fronting a street or abutting a residential zoning district.
 2. **Height.**
 - a. Screening adjacent to streets shall have a minimum height of 3 feet.
 - b. For parking lots within 10 feet of a residential zoning district, screening shall have a minimum height of 6 feet.
 3. **Materials.** Required screening may consist of one or more of the following materials:
 - a. Low-profile walls constructed of brick, stone, stucco or other durable and graffiti-proof coating material.
 - b. Evergreen plants that form an opaque screen.
 - c. An open fence combined with landscaping to form an opaque screen.
 - d. A berm landscaped with ground cover, shrubs, or trees.
 - e. Parking lots within 10 feet of a residential zoning district shall be screened by a 6 foot masonry wall.
- J. Drainage.** A drainage plan for all parking lots shall be approved by the Public Works Director.
- K. Adjustments to Parking Design and Development Standards.** The Planning Commission may allow adjustments to parking design and development standards in this section through the approval of a Minor Modification as described in Chapter 17.136 (Minor Modifications).

17.76.070 Parking Lot Landscaping

- A. General Standards.** All landscaping within parking lots shall comply with the requirements of Chapter 17.72 (Landscaping) in addition to the standards within this section.
- B. Landscaping Defined.** Except as otherwise specified in this section, landscaping and landscaped areas shall consist of plant materials, including any combination of trees, shrubs, and ground cover.



Note: Interior landscaping requirement in Subsection C below is new.

C. Interior Landscaping. All areas within a parking lot not utilized for parking spaces or access/circulation shall be landscaped. For parking lots with more than 15 spaces, the minimum amount of interior landscaping is specified in Table 17.76-5. Interior landscaping is defined as any landscaped area surrounded on at least two sides by parking spaces or drive aisles, and excluding areas around the perimeter of the parcel or development site.

TABLE 17.76-5: MINIMUM REQUIRED PARKING LOT LANDSCAPING

Number of Required Parking Spaces	Percent of Surface Parking Area to be Landscaped
16 to 30	10%
31 to 60	15%
Over 60	20%

D. Shade Trees.



Note: Minimum number of shade trees reduced from one per two in the existing Zoning Code to one per five in this subsection.

1. One shade tree shall be provided for every five parking spaces in a parking lot.
2. Shade trees shall be a minimum 24-inch box in size and shall provide a minimum 30-foot canopy at maturity.
3. Shade trees shall be of a type that can reach maturity within 15 years of planting and shall be selected from a City-recommended list of canopy tree species.
4. Shade trees shall be arranged in a parking lot to provide maximum shade coverage (based on a 30-foot canopy) on August 21. The arrangement should approximate nearly 50 percent shade coverage.

E. Concrete Curbs.

1. All landscape areas shall be separated from parking spaces, drive aisles and driveways by a continuous, raised concrete curb. Raised concrete curbs shall be a minimum of 6 inches high by 4 inches deep.
2. The City may approve alternatives to raised concrete curbs as needed to comply with any mandatory stormwater drainage standards.

F. Parking Space Landscaping. A maximum of 2 feet at the front end of a parking space may be landscaped with low shrubs or ground cover in which a vehicle could extend over in lieu of paving surface. This landscaping may not count toward minimum required parking lot landscaped area.

G. Timing. Landscaping shall be installed prior to the City’s authorization to occupy any buildings served by the parking area, or prior to the final inspection for the parking lot.



Note: Reduced landscaping requirements for green parking lot design features in Subsection H below is new.

H. Green Parking Exemptions. Parking lots that incorporate solar panels, bioswales, and other similar green features into the parking lot design are eligible for reduced parking lot landscaping requirements with the approval of a Conditional Use Permit.

17.76.080 Bicycle Parking



Note: Bicycle parking requirements in this section are new.

A. Applicability. All multi-family developments of 5 units or more and commercial and commercial parking lots of 10 spaces or more shall provide bicycle parking as specified in this section.

B. Types of Bicycle Parking.

1. **Short-Term/Class II Bicycle Parking.** Short-term/Class II bicycle parking provides shoppers, customers, messengers and other visitors who generally park for two hours or less a convenient and readily accessible place to park bicycles.
2. **Long-Term/Class I Parking.** Long-term/Class I bicycle parking provides employees, residents, visitors and others who generally stay at a site for several hours a secure and weather-protected place to park bicycles. Long-term parking may be located in garages or other limited access areas for exclusive use by tenants or residents.

C. Bicycle Parking Spaces Required. Short-term and long-term bicycle parking spaces shall be provided as specified in Table 17.60-6.

TABLE 17.76-6 REQUIRED BICYCLE PARKING SPACES

Land Use	Required Bicycle Parking Spaces	
	Short-Term Spaces	Long-Term Spaces
Multi-Family Dwellings and Group Housing	10% of required automobile spaces; minimum of 4 spaces	1 per 5 units
Non-Residential Uses	10% of required automobile spaces	1 per 20 required automobile spaces for uses 10,000 sq. ft. or greater

- D. Short-Term/Class II Bicycle Parking Standards.** Short-term bicycle parking shall be located within 100 feet of the primary entrance of the structure or use it is intended to serve.
- E. Long-Term Bicycle Parking Standards.** Following standards apply to long-term bicycle parking:
1. **Location.** Long-term bicycle parking shall be located on or within 750 feet of the use that it is intended to serve.
 2. **Security.** Long-term bicycle parking spaces shall be secured. Spaces are considered secured if they are:
 - a. In a locked room or area enclosed by a fence with a locked gate;
 - b. Within view or within 100 feet of an attendant or security guard;
 - c. In an area that is monitored by a security camera; or
 - d. Visible from employee work areas.
- F. Parking Space Dimensions.**
1. Minimum dimensions of 2 feet by 6 feet shall be provided for each bicycle parking space.
 2. An aisle of at least 5 feet shall be provided behind all bicycle parking to allow room for maneuvering.
 3. 2 feet of clearance shall be provided between bicycle parking spaces and adjacent walls, polls, landscaping, pedestrian paths, and other similar features.
 4. 4 feet of clearance shall be provided between bicycle parking spaces and adjacent automobile parking spaces and drive aisles.
- G. Rack Design.** Bicycle racks must be capable of locking both the wheels and the frame of the bicycle and of supporting bicycles in an upright position.
- H. Cover.** Required cover for bicycle parking spaces shall be permanent, designed to protect the bicycle from rainfall, and at least 7 feet above the floor or ground.

17.76.090 On-site Loading

- A. Applicability.** All retail, hotel, warehousing, manufacturing, and similar uses that involve the frequent receipt or delivery of materials or merchandise shall provide on-site loading spaces consistent with the requirements of this section.
- B. Number of Loading Spaces.** The minimum number of required loading spaces shall be as specified in Table 17.76-7.

TABLE 17.60-7: REQUIRED LOADING SPACES

Floor Area	Required Loading Spaces
Less than 10,000 sq. ft.	None
10,000 to 30,000 sq. ft.	1
Greater than 30,000 sq. ft.	2 plus 1 per each additional 20,000 sq. ft.

C. Location.

1. Required loading spaces shall be located on the same lot as the use they are intended to serve.
2. No loading space shall be located closer than 50 feet to a residential zoning district, unless the loading space is wholly enclosed within a building or screened by a solid wall not less than 8 feet in height.

D. Dimensions.

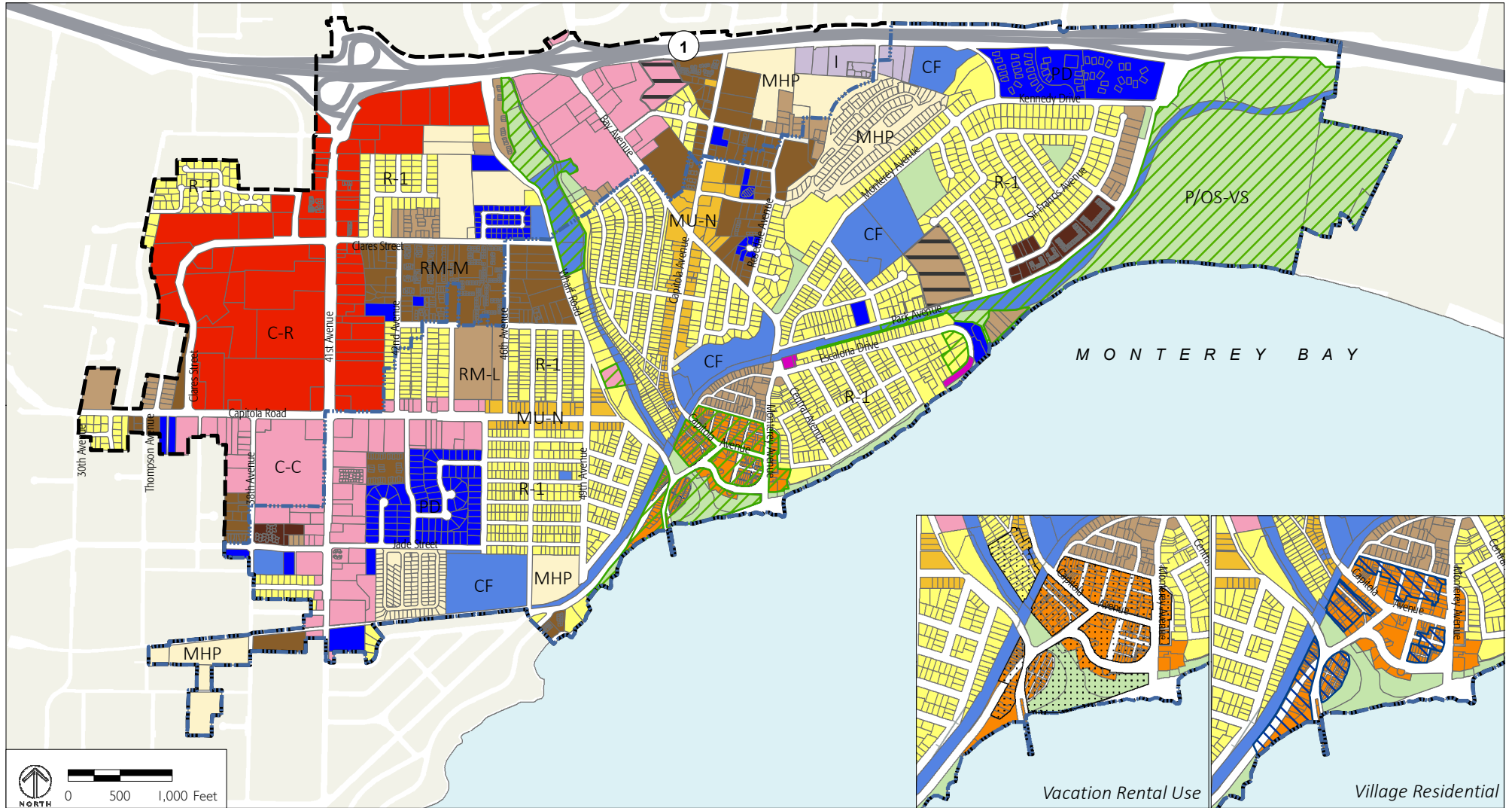
1. Each loading space shall have minimum dimensions of 10 feet wide, 25 feet long, and 14 feet in vertical clearance.
2. Deviations from the minimum dimensions standards may be approved by the Community Development Director if the spatial needs are less than the minimum required due to the truck size and type that will be utilized in the operation of a specific business.

E. Design and Configuration.

1. Loading spaces shall be configured to ensure that loading and unloading takes place on-site and not within adjacent public rights-of way.
2. Sufficient maneuvering area shall be provided for loading spaces so that vehicles may enter and exit an abutting street in a forward direction.
3. Loading spaces and their associated maneuvering areas shall not encroach into required employee or visitor parking areas or other on-site areas required for vehicle circulation.
4. Loading spaces shall be striped and clearly identified as for loading purposes only.

17.76.100 Shuttle Program Parking

Parking for the free summer beach shuttle program shall be provided in a remote lot or lots, such as those located on Bay Avenue, Capitola Beach, and the Village public parking lots.



Residential Zoning Districts

- R-1 - Single-Family Residential
- RM-L - Multi-Family Residential, Low Density
- RM-M - Multi-Family Residential, Medium Density
- RM-H - Multi-Family Residential, High Density
- MHP - Mobile Home Park

Mixed-Use Zoning Districts

- MU-V - Village Mixed Use
- MU-N - Neighborhood Mixed Use

Commercial and Industrial Zoning Districts

- C-R - Regional Commercial
- C-C - Community Commercial

Other Zoning Districts

- VA - Visitor Accommodations
- I - Industrial
- P/OS - Parks and Open Space
- CF - Community Facility
- PD - Planned Development

Overlay Zones*

- AHO - Affordable Housing Overlay
- CZ - Coastal Zone
- VRU - Vacation Rental Use
- VR - Village Residential
- VS - Visitor Serving
- City Limit

*See Local Coastal Program Habitats Map for boundaries of Environmentally Sensitive Habitats Area Overlay Zone.