

Chapter 17.60

OFF STREET PARKING STANDARDS

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17.60.01 PURPOSE & APPLICATION. The purpose of this Chapter is to reduce street congestion and promote parking for the safety and convenience of the residents of the city of Huron by requiring adequate requirements and well-designed parking areas. Parking required by this Chapter shall be provided prior to the occupancy of a new building or structure is erected, the enlargement or intensification of a structure, or when use is established, changed or expanded. Projects which involve an increase or intensive of use shall comply with these standards for the expansion or intensification. The standards of this Chapter are minimum standards. These regulations and standards of this Chapter are intended to achieve the following:

- A. To provide accessible, attractive, secure, properly lighted, and well-maintained and screened off-street parking facilities.
- B. To reduce traffic congestion and hazards.
- C. To protect neighborhoods from the effects of vehicular noise and traffic generated by adjacent nonresidential land use districts.
- D. To assure the maneuverability of emergency vehicles.
- E. To provide appropriately designated parking facilities in proportion to the needs generated by varying types of land use.

17.60.02 REQUIRED PARKING SPACES. Uses permitted by this Ordinance shall provide off-street parking spaces according to Table 17-5.

17.60.03 PARKING SPACE DIMENSIONS.

- A. All parking spaces shall comply with City adopted improvement standards in Chapter 16 of the Municipal Code;

- B. Up to 30% of the spaces in a parking facility with 10 or more spaces may be designed and designated for compact cars
- C. Parking structures may be subject to dimensional adjustments based on utilization (i.e.: public or private garage with or without an attendant), but in no case shall the stall width be less than 8 feet. Reductions in design standards shall be subject to approval by the City Engineer.
- D. All parking spaces shall be clearly marked.
- E. Parking spaces which requiring backing onto a street or road right-of-way are prohibited except in the case of driveways for single family and duplex residential dwellings which are adjacent to a streets which permits ditch access.

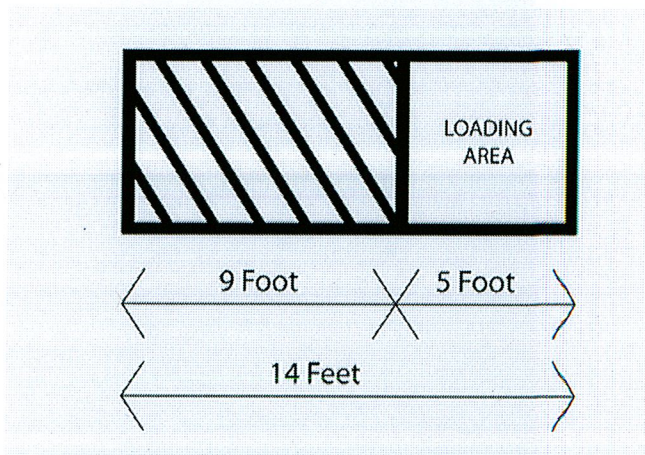
17.60.04

HANDICAPPED PARKING. Handicapped parking spaces shall comply with the requirements of Chapter 2.71 of Title 24 of the California Administrative Code. Handicapped parking requirements herein shall be established by the State of California. Any change in the State's handicapped parking requirements shall preempt the affected requirements of this Section.

- A Handicapped parking for residential uses shall be provided at the rate of 1 space for each dwelling unit that is designed for occupancy by the handicapped.
- B. Handicapped parking spaces shall be provided for all uses other than residential at the following rate:

TOTAL NUMBER OF PARKING SPACES PROVIDED	NUMBER OF HANDICAPPED PARKING SPACES REQUIRED
1-40	1
41-80	2
81-120	3
121-160	4
161-300	5
301-400	6
401-500	7
Over 500	7 + 1 for each 200 additional parking spaces provided

- C. Handicapped parking spaces shall be designed in a manner consistent with the City standard drawings approved by the City Engineer.
- D. When less than five parking spaces are provided, at structures and uses subject to these regulations, one space shall be fourteen (14) feet wide and striped to provide a nine (9) foot parking area and a five (5) foot loading and unloading area. However, there is no requirement that the space be reserved exclusively or identified for handicapped use only.



E. Handicapped parking spaces required by this Section shall count toward fulfilling off street parking requirements.

17.60.05 OFF-STREET LOADING SPACES. Except in the DD2 and DD3 district, for every building or facility which requires the receipt or distribution of vehicles or merchandise and which are engaged in the following: manufacturing, storage, warehouse, wholesale or retail store, market, passenger terminal, theatre, hotel, motel, restaurant, hospital, laundry, dry cleaning plant, or other similar use, adequate space for standing, loading, and unloading shall be provided and maintained on the same lot in addition to the automobile parking required by Section 17.60.02.

These provisions establish comprehensive standards to regulate the number, design and location of off-street loading areas, in a manner which ensures the following:

- A. Accessible, attractive, secure and well-maintained loading and delivery facilities;
- B. Reduced potential for traffic congestion and hazards;
- C. Protection for adjacent parcels and surrounding neighborhoods from the effects of vehicular noise and traffic generated from the anticipated land use and long dock activities;
- D. Loading and delivery services in proportion to the needs generated by the proposed land use which are clearly compatible with adjacent parcels and the surrounding neighborhood.
- E. Every nonresidential land use shall have permanently maintained off-street loading areas pursuant to the following provisions.

1. Number of Spaces Required. Off-street freight and equipment loading spaces shall be provided for all offices, hospitals, institutions, hotels, seniors group housing, schools, day care centers, and other commercial and industrial land uses.

The following minimum number of loading spaces shall be provided for each use:

Commercial, industrial, office, institutional, hospital, hotels and schools:

GROSS FLOOR AREA	SPACES REQUIRED
Less than 25,000 sf. of gross floor area	1
25,001+ sf. of gross floor area	1+ additional as required by Director

Requirements for uses not specifically listed shall be determined by the Director based upon the requirements for compatible uses and upon the particular characteristics of the proposed use, pursuant to Section 17.73.03 (Similar Uses Permitted).

2. Design Standards. Off street loading spaces shall be provided in the following manner (See Figure 2):
 - a. Access. When the lot upon which the loading space is located abuts an alley, the loading space shall have access from the alley.
 - b. Dimensions. Required freight and equipment loading spaces shall not be less than 15 feet in width and 20 feet in length or as determined by the Planning Department, with 14 feet of vertical clearance.
 - c. Lighting. Loading areas shall have lighting capable of providing adequate illumination for security and safety. Lighting standards shall be energy efficient and in scale with the height and use of the structure. Any illumination, including security lighting, shall be directed away from adjoining properties and public rights-of-way.
 - d. Location. Loading spaces shall be located and designed as follows: 1) adjacent to, or as close as possible to the main structure; 2) situated to ensure that all loading and unloading takes place on-site and in no case within adjacent public rights-of-way, or other traffic areas on site; 3) situated to ensure that all vehicular maneuvers occur on site.
 - e. Passenger Loading. Passenger loading spaces shall be provided in addition to any required freight and equipment loading spaces whenever required by a Development Permit. Passenger loading spaces shall not be less than 10 feet wide and 20 feet long, shall be located in close proximity to the structure entrance, and shall not require pedestrians to

cross a driveway, parking aisle, alley or street in order to reach the structure entrance. Required spaces shall not count as required parking spaces.

- f. Screening. All loading areas abutting residentially designated property shall have architectural screening similar to the primary structure and of a height that is adequate to screen noise and parking areas. In addition, along the outer sound wall of the loading area, adequate area shall be provided to accommodate a permanently maintained and irrigated landscaped area. The required landscaping shall include trees.
- g. Security. All loading facilities shall be designed, constructed, and maintained with security as a priority to protect safety of users.
- h. Striping. Loading and unloading areas shall be striped indicating the loading spaces and identifying the spaces for loading only. The striping shall be permanently maintained in a clear and visible manner.

17.60.06 LOCATION OF PARKING.

- A. Required residential off-street parking facilities shall be located on the premises they are intended to serve.
- B. Off-street parking for other than residential uses shall be located on the premises they are intended to serve within the DD2 and DD6 these facilities may be located onsite or within five hundred (500) feet thereof. Where required parking is provided on a site other than that of the principal use, the property owner shall file on a form provided by the City of Huron Planning Department with the Fresno County Recorder's Office a covenant approved by the Planning Department that provides for the maintenance of the parking facility as long as the associated principal use is maintained.
- C. All parking areas shall provide suitable maneuvering room so that all vehicles may enter an abutting street in a forward direction. The Planning Department may approve exceptions for single-family homes and other residential projects.
- D. No parking space shall be located so that a vehicle will maneuver within 20 feet of a vehicular entrance measured from the face of the curb.

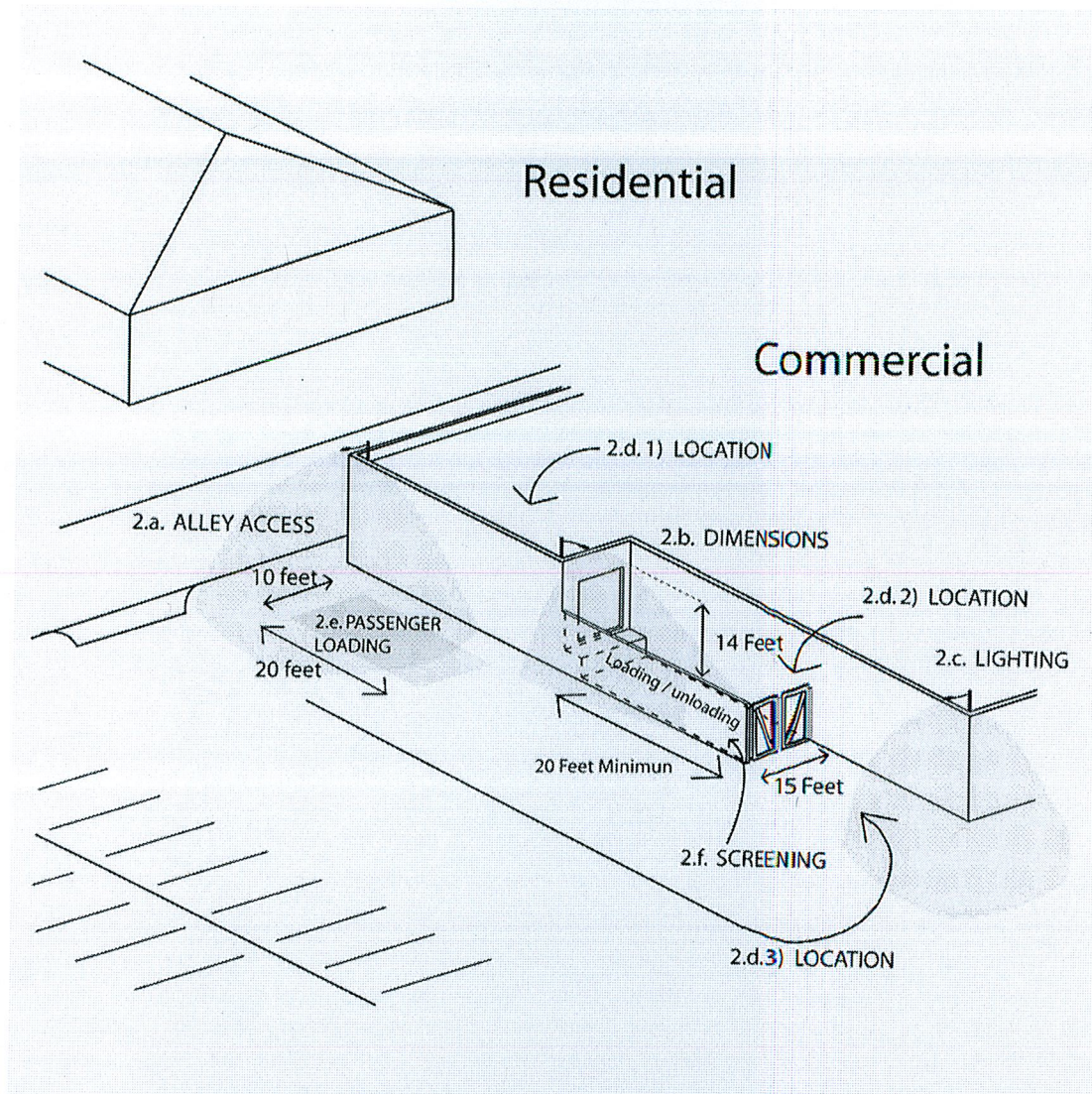


Figure 2 Off-Street Loading Spaces - Design Standards

17.60.07 JOINT USE OF PARKING AREAS. If more than one user required to provide parking spaces in accordance with this Chapter occupies the same or adjacent buildings, off street parking shall be provided in an amount equal to the total number of spaces required for the separate uses, provided, however, that upon written request the Planning Department may reduce the number of spaces required in such cases by up to fifty (50) percent if it can be determined based on substantial evidence that the combination of uses in the same or adjacent buildings or premises will, at periods of peak weekly hour use, necessitate provision of a lower number of parking spaces than if the uses were developed independently.

Parking facilities may be shared if multiple uses cooperatively establish and operate the facilities and if these uses generate parking demands primarily during hours when the remaining uses are not in operation. The applicant shall have the burden of proof for a reduction in the total number of required off-street parking spaces, and documentation shall be submitted substantiating their reasons for the requested parking reduction. Public rights of way and/or on street parking shall not be used or counted to reduce the number of shared on site parking spaces. Shared parking may only be approved if:

- A. A sufficient number of spaces are provided to meet the greater parking demand of the participating uses.
- B. Satisfactory evidence, as deemed so by the Director, has been submitted by the parties operating the shared parking facility, describing the nature of the uses and the times when the uses operate as to demonstrate the lack of potential conflict between them; and
- C. Additional documents, covenants, deed restrictions, or other agreements as may be deemed necessary by the Director are executed to assure that the required parking spaces provided are maintained and uses with similar hours and parking requirements as those uses sharing the parking facilities remain for the life of the commercial/industrial development.

17.60.08 PARKING AREA DESIGN AND DEVELOPMENT STANDARDS. Off-street parking areas required to be provided by this Chapter shall be designed and developed in accordance with Table 17-5 and the following standards:

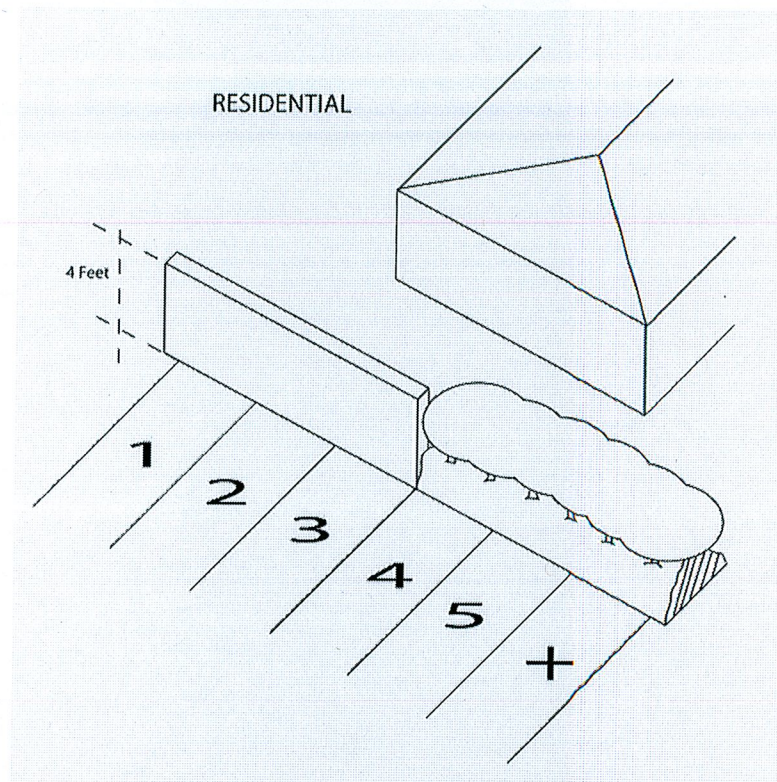
A. All off-street parking areas and ingress and egress to parking areas, including areas occupied by automobile sales lots, service stations, drive-in establishments, residential, recreation, entertainment and tourist facilities, commercial, industrial, institutional, and other high intensity uses, parking areas shall be surfaced in a manner to achieve a Traffic Index of 4, unless a higher index is determined to be necessary by the City Engineer.

B. Parking aisles shall comply with the following minimum standards:

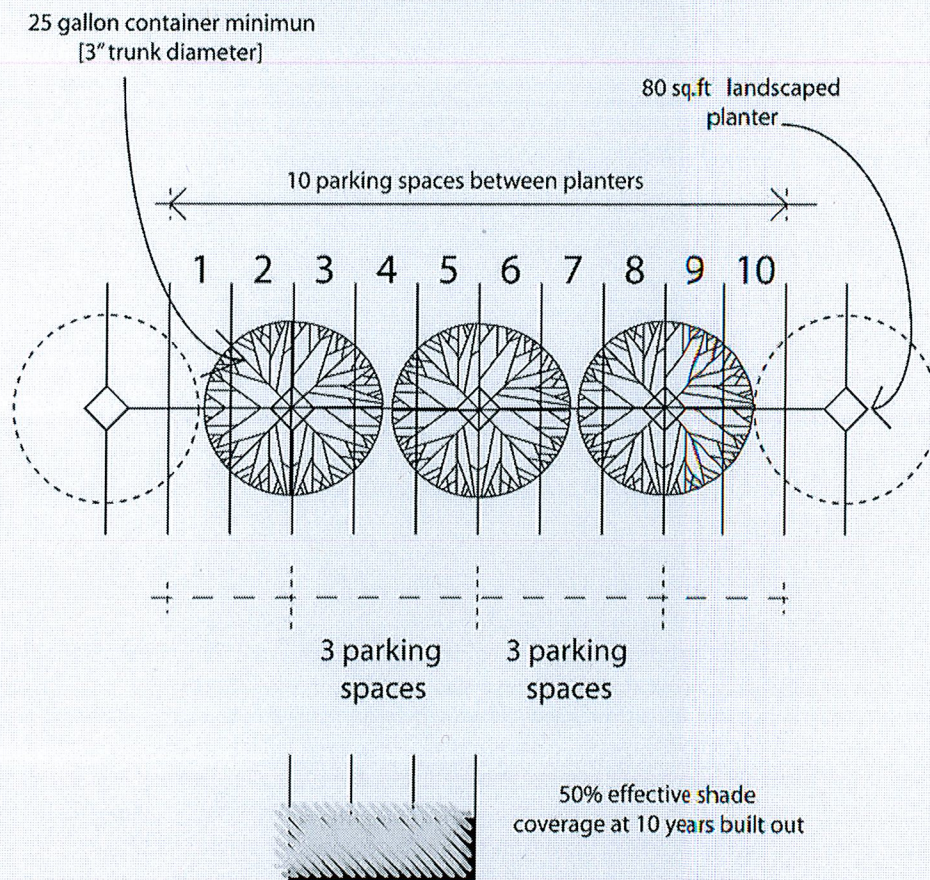
<u>ARRANGEMENTS</u>	<u>MINIMUM AISLE WIDTH</u>
30 degree, single row	11 feet
45 degree, single or multiple row	14 feet
60 degree, single or multiple row	18 feet
90 degree, single or multiple row	25 feet, except where parking is perpendicular to and abuts an alley

- C. All spaces shall be clearly marked.
- D. Off-street parking facilities shall be designed so that each space can function independently of any other space. Tandem space shall not be permitted.

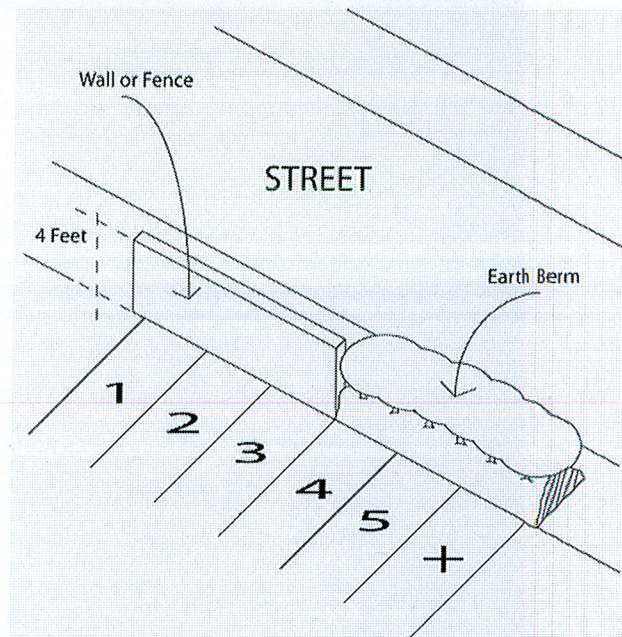
- E. Driveways for residential developments shall be a **minimum** of twelve (12) feet in width with fifteen (15) feet of unobstructed vertical clearance. Driveways for commercial and industrial developments shall be a **minimum** of twenty (20) feet in width with a minimum of fifteen (15) feet of vertical clearance.
- F. Where a parking facility containing five (5) or more spaces abuts property zoned for residential, the parking facility shall be separated from the abutting property by a solid masonry wall four (4) feet in height, except that portion of the wall which utilizes a four (4) feet high conformation of vegetation and earthen berms.



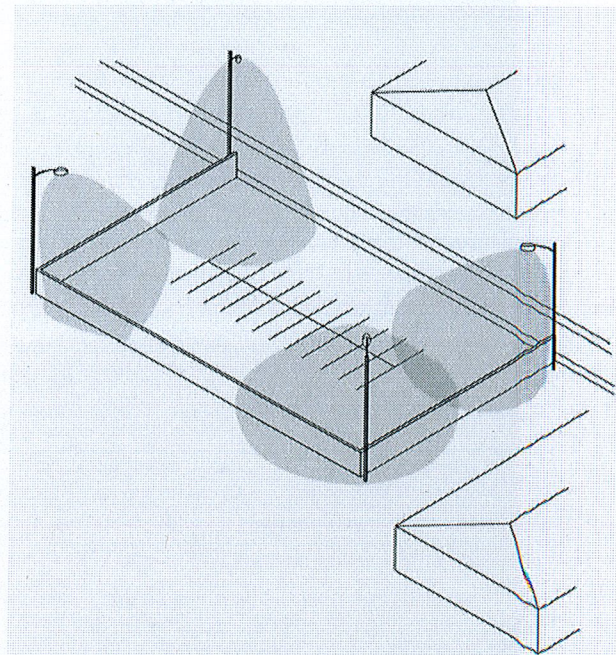
- G. For all parking lots containing six (6) or more spaces, least five (5) percent of the total parking area shall be landscaped. This landscaping shall be in addition to any other landscaping required pursuant to Chapter 17.51. Trees shall be planted and maintained throughout the parking area at a minimum ratio of one (1) tree per three (3) parking spaces to achieve a 50% shade coverage of the parking area within 10 years of installation. A landscaped planter of at least eighty (80) square feet shall be provided at least every ten parking spaces. Minimum tree size shall be twenty-five (25) gallon container (or three (3) inches trunk diameter). Landscaping materials and trees shall be selected from a list of approved trees as may be established by the Planning Department.



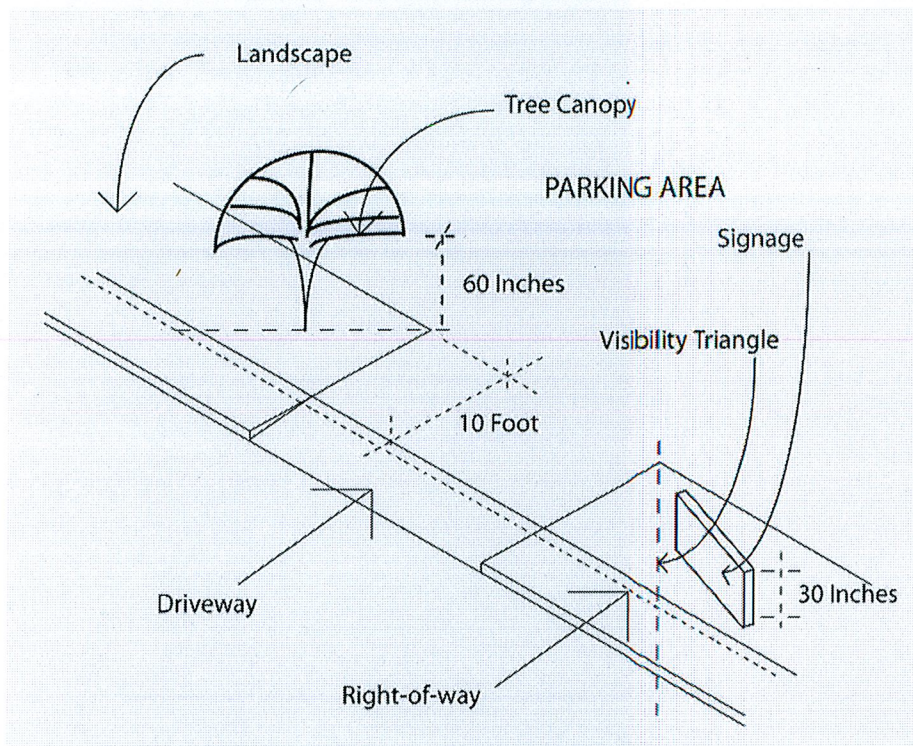
- H. Where a parking facility containing five (5) or more spaces includes diagonal and/or perpendicular parking spaces that abut public street or road, an ornamental fence, wall, vegetation and/or earth berm of not more than four (4) feet in height shall be erected between the parking facility and the street so as to eliminate headlight glare.



- I. Lights used to illuminate parking areas shall be directed away from any adjacent properties and/or streets.

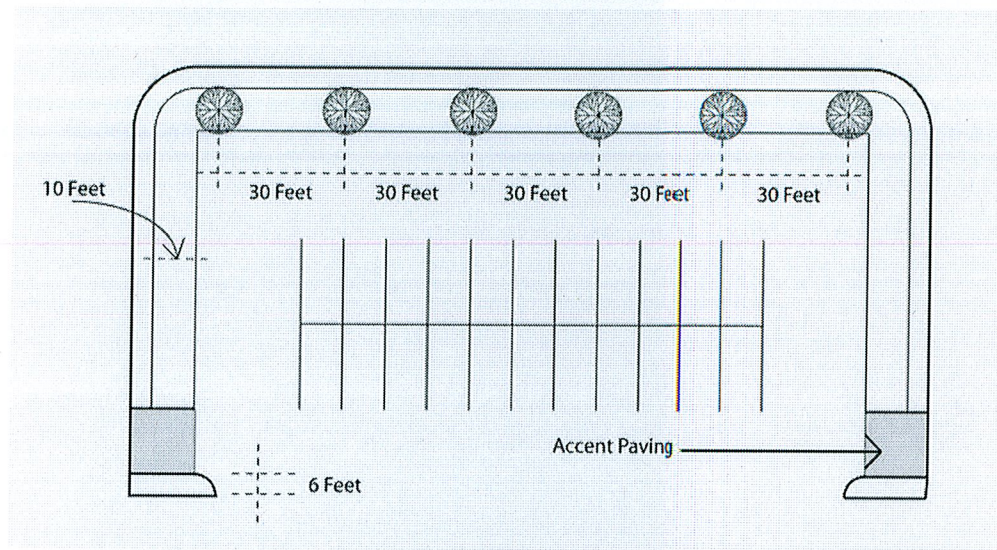


- J. Where parking areas adjoin a public right-of-way, a 10 foot landscaped planting strip shall be established and continuously maintained between the public right-of-way and parking area. Any planting, sign, or other structure within safety sight-distance of a driveway shall not be higher than 30 inches in height or lower than 60 inches (in the case of tree canopies) similar to defined site triangles.



- K. All areas in parking lot not used for driveways, maneuvering areas, parking spaces or walks shall be permanently landscaped with suitable materials and permanently maintained.
- L. A permanent automatic irrigation system shall be installed and permanently maintained in all landscaped areas. The system shall employ state of the art water conservation technology, and recognize differing irrigation needs of various plant materials.
- M. The landscaping plan shall be provided consistent with Chapter 17.51 and shall include a variety of plant materials, with an emphasis on drought tolerant species, for the appropriate climate zone. This Plan shall be subject to approval by the Planning Department.

- N. To increase parking lot landscaped area, a maximum of 3 feet of the parking stall depth may be landscaped in lieu of asphalt while maintaining the required parking dimensions.
- O. All parking structures shall be subject to approval by the Planning Department, and shall have a continuous 10 foot perimeter landscaping with trees every 30 lineal feet; points of ingress/egress shall include a minimum 6 foot wide landscaped island with accent paving in driveway; landscaping shall be permanently irrigated and maintained; and, lighting for the above ground deck shall not exceed 4 feet in height.



- P. A recreational vehicle may only be parked on a lot behind the front line of the house or in the case of a corner lot, behind the front line facing each street right-of-way, and shall be screened to a height of 6 feet from view of any public or private right-of-way. A recreational vehicle used as daily transportation may be parked overnight in driveways if it does not extend into the public right-of-way.
- Q. Recreational vehicles may be temporarily parked on private or public rights-of-way in front of residences for not more than 48 continuous hours for the purposes of loading and unloading.
- R. SECURITY. All parking facilities shall be designed, constructed and maintained with security as a priority to protect the safety of the users.

17.60.09 **BICYCLE PARKING REQUIREMENTS.** Bicycle parking shall be required for certain land and structural uses in order to eliminate bicycles from becoming obstacles in designated pedestrian areas. Bicycle parking spaces in the form of bicycle racks shall be provided in the following manner:

USE	REQUIRED NUMBER OF BICYCLE PARKING SPACES
<u>Residential Uses:</u>	
For residential amenities such as swimming pools, clubhouses, playgrounds and other recreational uses. Fraternities/Sororities	As required by the Planning Department
SRO, Boarding House, Residential Hotel, Dormitory	As required by the appropriate Review Authority
<u>Amusement/Recreational Facilities:</u>	
Auditoriums, Convention Halls and Theaters, clubs, lodges and meeting halls	1 space per 50 seats
Billiard Hall	1 space per 5 tables
Bowling Alley	1 space per lane
Golf - Miniature Golf Course	1 space per hole
Movie Theater	1 space per 50 seats
Tennis/Racquetball Courts	1 space per court
Video Arcade/go-carts	1 bike rack per 25 video machines
Bookstores	1 space per 2,000 sf. of gfa.
Convenience Stores	1 space per 2,000 sf. of gfa.
Mini-Malls	1 space per 2,000 sf. of gfa. or as required by the appropriate Review Authority
Dance Schools/Karate or Artist Studio	1 space per 15 students at maximum capacity
Health Athletic Clubs	1 space per 5,000 sf. of gfa.
Government Offices	1 space per 5,000 sf. of gfa.
Hospitals	1 space per 5,000 sf. of gfa.
Libraries, Museums, Art Galleries	1 space per 5,000 sf. of gfa.
Post Office	1 space per 5,000 sf. of gfa.
Religious Facilities	1 space per 5,000 sf. of gfa.
<u>Schools:</u>	
Elementary/Junior High	5 spaces per classroom
High School	2 spaces per classroom
Community/College/University	To be determined at project review
Trade/Technical Schools	1 space per classroom
All other Uses not listed above	To be determined by Planning Department

A. BICYCLE PARKING REQUIREMENTS.

1. Bicycle parking area shall be clearly marked.
2. Bicycle parking areas shall be located away from vehicular maneuvering areas and away from blind curves and driveway entrances.
3. Bicycle parking may not be located in public rights of way unless approved by the appropriate review authority. Under no circumstance shall bicycle parking be located in pedestrian or vehicular travel paths.
4. All bicycle parking spaces shall be located on the same parcel as the structure or use, unless approved otherwise by the review authority.
5. Bicycle parking spaces shall be located within 100 feet from the primary entrance for which the parking space is provided.
6. Bicycle parking shall be provided by approved, industrial quality bicycle parking racks, shall not be obtrusive, and shall be compatible in architectural character (color, materials, etc.) with the primary structures on the parcel.
7. All bicycle parking facilities shall be designed, constructed, and maintained with security as a priority to protect safety of users.
8. Bicycle parking areas shall be clearly visible and permanently maintained.
9. Bicycle parking shall be located so that it reduces the potential for traffic interference and hazards;
10. Bicycle parking areas shall have lighting capable of providing adequate illumination for security and safety. Lighting standards shall be energy efficient and in scale with the height and use of the structure. Any illumination, including security lighting, shall be directed away from adjoining properties and public rights-of-way.
11. All required parking facilities shall be permanently maintained, free of litter, debris and graffiti.

B. SHARED BICYCLE PARKING.

Bicycle parking facilities may be shared if multiple uses cooperatively establish and operate the facilities and if these uses generate parking demands primarily during hours when the remaining uses are not in operation. (For example, if one use operates during evenings or weekdays only). The applicant shall have the burden of proof for a reduction in the total number of required bicycle parking spaces, and documentation shall be submitted substantiating their reasons for the requested parking reduction.

1. A sufficient number of spaces are provided to meet the greater parking demand of the participating uses.
2. Satisfactory evidence, as deemed so by the Planning Department, has been submitted by the parties operating the shared parking facility, describing the nature of the uses and the times when the uses operate as to demonstrate the lack of potential conflict between them;

17.60.10 OFF-STREET PARKING PLOT PLAN REVIEW AND APPROVAL. No use shall be established or changed, no development shall occur or be expanded, and no building or grading permit or business license for any use or development shall be issued until an application for off-street parking plot plan review has been submitted to and approved by the Planning Department.

A. APPLICATION CONTENTS

1. Name and address of applicant
2. Name and address of property owner
3. Assessor's Parcel Number (s)
4. Legal description of the property
5. A plot plan drawn (at the scale specified by the Planning Department) including the following:
 - a) Topography and proposed grading specifications.
 - b) Location of existing buildings and structures which are to remain.
 - c) Location of proposed buildings and structures.
 - d) Proposed uses of all buildings and structures.
 - e) Dimensions of the existing and proposed structures and other information (e.g. seating capacity) which will allow Planning Department to determine the parking needs in accordance with Section 17.51.02.
 - f) Layout proposed parking lot, including location of parking spaces, internal circulation pattern, and ingress and egress points.
 - g) Dimensions of parking stalls and aisles.
 - h) Location of landscaping and irrigation system, including identification of plant materials to be used.

- i) Location of lighting
- j) North arrow

B. REVIEW AND APPROVAL

1. Where a discretionary or ministerial approval is required for the use or uses for which the parking is being provided, the off-street parking plot plan application shall be reviewed and approved in conjunction with that discretionary or ministerial approval process.
2. Off-street parking plot plan application shall be reviewed and approved in accordance with the standards and procedures set out in Section 17.75 of this Ordinance.
3. No use shall be established or changed, no development shall occur or be expanded, and no building or grading permit or business license for any use or development shall be issued until an application for off-street parking plot plan review has been submitted to and approved by the appropriate Review Authority.
4. No structures shall be permitted or constructed unless off-street parking spaces are provided in accordance with the provisions of this Chapter.
5. The word "use" shall mean both type and intensity of use, and that a change in use shall be subject to all the requirements of this Chapter.
6. When a structure is enlarged or increased in parking intensity, additional parking spaces shall be provided in accordance with the provisions of this Chapter. Adequate spaces shall be provided for the expanded area, and the intensification of use. In the C-D land use district an in lieu fee may be collected in an amount as specified in the Downtown Overlay Zone.

C. PERMIT REVOCATION AND MODIFICATION

1. Any permit issued pursuant to this Chapter may be revoked or modified pursuant to Section 17.75.05 of this Ordinance.