



December 13, 2019

Ms. Cynthia Burgos, Project Planner
COUNTY OF ORANGE DEVELOPMENT SERVICES
300 North Flower Street
Santa Ana, CA 92702

RE: Trabuco Oaks Steakhouse Parking Study
19-0110

Dear Ms. Burgos:

INTRODUCTION

Ganddini Group, Inc. is pleased to provide this parking study for the Trabuco Oaks Steakhouse located in the Trabuco Oaks community of unincorporated County of Orange. The purpose of this parking study is to document existing parking operations at the project site and develop a parking management plan that can both serve the operational needs of the restaurant and satisfy County of Orange code requirements to the extent possible. The project location map is shown on Figure 1.

This report summarizes our methodology, analysis, and findings. Although this is a technical report, effort has been made to write the report clearly and concisely. A glossary is provided within Attachment A to assist the reader with terms related to parking/transportation planning.

PROJECT DESCRIPTION

The existing Trabuco Oaks Steakhouse is a sit-down dining restaurant of approximately 3,335 square feet, including a 200 square foot area of proposed patio space. The two dining areas, bar area, and patio space total 1,447 square feet. The other areas consisting of hostess/waiting area, walk-in cooler, kitchen, restrooms, hallway/serve & storage total 1,888 square feet.

The restaurant is open Tuesdays through Sundays from 4:00 PM to 9:30 PM and is closed on Mondays. It has dining room area with capacity for 92 patrons and a bar that seats 8 patrons, for a total dining capacity of 100 patrons. The restaurant employees 20 staff persons, of which six to eight staff are typically on-site during off-peak weekdays and up to 12 staff may be on-site during peak weekend days.

The project site provides an unpaved parking lot and typically operates with self-parking on off-peak days (typically Tuesday through Thursday) and complimentary valet parking on peak days (typically Friday through Sunday). Figure 2 shows the project site plan with the self-parking layout currently utilized on off-peak days. Since the parking lot is unpaved, parking spaces are delineated by traffic cones. As shown on Figure 2, the current self-parking layout can accommodate 16 patron vehicles and two (2) staff vehicles; however, the dimensions of the two staff parking stalls and the backup space behind one patron stall do not meet County of Orange design standards. The restaurant utilizes an online reservation system (OpenTable), which allows the restaurant to anticipate if valet parking may be necessary on an otherwise off-peak day.

Figure 3 show the current valet parking layout. A valet parking plan can typically function adequately with narrower drive aisles and parking stall widths since there are fewer drivers and vehicles only need to be accessed from one side (driver side). As shown on Figure 3, the project site currently accommodates 34 on-site vehicles with implementation of the valet parking plan. Valet staff live within walking distance of the Trabuco Oaks Steakhouse and can be available on an off-peak day based on the number of on-line reservations as of that morning.

COUNTY OF ORANGE MUNICIPAL CODE OFF-STREET PARKING REQUIREMENTS

Table 1 shows the number of off-street parking stalls required for the project site in accordance with the County of Orange Municipal Code. The County of Orange Municipal Code off-street parking requirements are provided in Appendix B.

The County of Orange requires a minimum of 10 parking spaces or one parking space for each 100 square feet of gross floor area for restaurants under 4,000 square feet. Therefore, the 3,335 square foot restaurant, including 200 square foot patio, is required to provide 33 off-street parking spaces per Code.

The County of Orange/Federal regulations require one accessible (ADA) parking space for parking facilities that provide between 5 and 40 parking spaces.

It is noted that the Trabuco Oaks Restaurant has a smaller than average dining area due to the historical and unique layout of the building. The dining area of the restaurant comprises approximately 43 percent of the total building, whereas most restaurants aim for 60 percent dining area. A corresponding adjustment for the 17 percent smaller dining area yields a parking requirement of approximately 28 parking spaces, which more closely resembles the findings of the parking demand analysis presented in the following sections.

EXISTING PARKING DEMAND SURVEY

Based upon discussions with the County staff, a parking demand survey was conducted to document actual parking demand at the project site on one off-peak day and one peak day. The hourly parking demand was observed at the project site on Tuesday, May 7, 2019 and Saturday, May 4, 2019 during the hours of operation from 4:00 PM to 9:30 PM. According to on-site data collection staff, all restaurant-related vehicles appeared to be accommodated on-site and were not observed to park on or impede Trabuco Oaks Drive.

Off-Peak Day Parking Demand

Table 2 shows the results of the parking demand survey conducted on a typical off-peak Tuesday. As shown in Table 2, the restaurant served a total of 17 parties and 39 patrons arriving in a total of 18 vehicles on the off-peak survey day. At the peak, there were 12 patrons accumulated in the restaurant and 18 vehicles parked on-site; the average vehicle occupancy for patrons was 2.0 persons per car for the off-peak day survey.

As noted during the 4:00 – 5:00 PM hour, there were six (6) vehicles parked on-site even though only two (2) vehicles arrived during that time period; therefore, four (4) vehicles were parked on-site before the restaurant opened. According to the owner, three (3) vehicles belonged to restaurant staff and one (1) vehicle belonged to a neighbor. With the proposed patio improvements, it is assumed that the neighbor's vehicle will no longer be permitted to park at the restaurant; therefore, the maximum likely existing off-peak day parking demand is 17 vehicles. For purposes of this analysis, no adjustment has been made to the existing measured demand to account for the neighbor's vehicle; therefore, existing patron demand is assumed to be 15 vehicles.

Peak Day Parking Demand

Table 3 shows the results of the parking demand survey conducted on a typical peak Saturday. As shown in Table 3, the restaurant served a total of 42 parties and 121 patrons arriving in a total of 38 vehicles on the peak survey day. At the peak, there were 62 patrons accumulated in the restaurant and 24 vehicles parked on-site; the average vehicle occupancy for patrons was 3.1 persons per car for the peak day survey.

As discussed in the following section, it is assumed that staff parking on peak days requires up to an additional 12 parking spaces, which are currently assumed to be parking off-site at a nearby retail center.

ADDITIONAL PARKING NEEDS NOT CAPTURED IN THE PARKING DEMAND SURVEY

Patio Enhancement

The restaurant proposes to improve an existing 200 square foot patio space. While the patio space is not intended for full service dining, this analysis conservatively assumes use of patio will increase parking demand by approximately two (2) vehicles in accordance with County of Orange off-street parking requirements.

As noted previously, the patio space is included in the calculated 33 off-street parking spaces required per Code; however, the two additional parking spaces associated with the patio space are added to the measured existing parking demand to account for future use of the patio.

Staff Parking

The typical off-peak shift includes six to eight (6-8) restaurant staff. As noted in the off-peak day survey, there were three (3) staff vehicles parked on-site during the off-peak survey day, which appears to support the owner's description that many of the restaurant staff carpool to the site. Therefore, it is assumed that off-peak days will continue to require at least three (3) parking spaces for restaurant staff.

The typical peak day shift may include up to 12 restaurant staff. Based on the peak day survey, there were no vehicles parked on-site prior at the beginning of the survey period. According to the restaurant owner, staff currently park off-site at a nearby retail center and are driven to/from the site by either the restaurant owner and/or valet staff. Since off-site parking at the retail center is only assured through a verbal agreement with the other property owner, this parking study identifies an alternative off-site parking location for additional staff parking required on peak days (though it is unlikely that all 12 staff will drive separately).

OFF-SITE PARKING FOR RESTAURANT STAFF

The property owner of Trabuco Oaks Steakhouse owns the Cook's Corner bar/restaurant also located in Trabuco Canyon at the intersection of Live Oak Canyon Road and Santiago Canyon Road. Figure 4 shows the existing Cook's Corner site plan. According to the Cook's Corner site plan, that site is required to provide a total of 157 parking spaces in accordance with County of Orange Municipal Code off-street parking requirements. Since the site provides a total of 185 parking spaces, the Cook's Corner property has a surplus of 28 parking spaces. The Trabuco Oaks Steakhouse owner thus has the ability to guarantee that off-site parking for Trabuco Oaks Steakhouse staff can be provided within the 28 surplus parking spaces located at the Cook's Corner property, on the condition that at least 12 of the surplus parking spaces at Cook's Corner be reserved for use by Trabuco Oaks Steakhouse.

Similar to existing off-site staff parking, restaurant staff will be driven to/from the off-site parking at Cook's Corner by either the restaurant owner and/or valet staff. The parking analysis accounts for at least one staff

parking space to remain on-site for the staff shuttle vehicle. Figure 5 shows the Cook's Corner location relative to Trabuco Oaks Steakhouse and the path of travel between the two properties.

RECOMMENDATIONS

Table 4 summarizes the parking demand and supply at the project site for existing and future conditions.

Off Peak Days (Tuesday Through Thursday)

On off-peak days, the Trabuco Oaks Restaurant is expected to require on-site parking for up to 20 vehicles based on the existing measured maximum demand of 18 vehicles from the off-peak day survey and two (2) additional parking spaces for the proposed patio enhancements. Of the 20 total parking spaces required, 17 are anticipated to be required for patrons.

It is recommended that the restaurant implement a hybrid approach known as valet or attendant assisted parking on off-peak days. This would generally allow for most users to self-park. Once self-park capacity is reached, a valet or parking attendant will direct users to parking alongside a drive aisle or double park. The driver would leave the vehicle key with the attendant, who could then move the vehicle when the driver of a blocked vehicle returns, and park in the newly vacant stall.

Figure 6 shows the recommended valet assisted parking layout, as well as recommendations to bring the self-park layout closer into compliance with County of Orange design requirements. As shown on Figure 6, the valet assisted parking plan for off-peak days would accommodate 3 staff vehicles, 15 self-park vehicles, and 3 valet assisted parking spaces for a total of 21 on-site parking spaces. Based on the maximum likely peak demand of 20 parked vehicles, the project site is forecast to provide sufficient on-site parking for patrons and staff with the proposed total of 21 on-site parking spaces with implementation of a valet assisted parking plan.

The valet attendant would also be useful to assist in guiding vehicles to the designated parking spaces in an efficient manner, especially since the parking lot is unpaved and parking spaces are designated by traffic cones; thus preventing entering vehicles from spilling out into the public right-of-way on Trabuco Oaks Drive.

Off-site parking is not anticipated to be required on off-peak days; therefore, the site is expected to provide a surplus of one (1) parking space on off-peak days (see Table 4).

Peak Days (Friday through Sunday)

On peak days, the Trabuco Oaks Restaurant is expected to require on-site parking for up to 26 vehicles based on the measured maximum parking demand of 24 vehicles from the peak day survey and two (2) additional parking spaces for the proposed patio enhancements. The restaurant would also require up to 12 off-site parking spaces for restaurant staff.

Figure 7 shows the recommended peak day full service valet parking plan. As previously noted, a valet parking plan can typically function adequately with narrower drive aisles and parking stall widths since there are fewer drivers and vehicles only need to be accessed from one side (driver side). Based on review of average vehicle widths and the minimum space required to open a vehicle door, a minimum parking stall dimension of 7.5 feet by 18 feet was determined to be appropriate for full service valet based on discussions with County of Orange engineering staff. The recommended valet parking plan maintains the standard drive aisle dimension of 24 feet for maneuvering in and out of parking stalls. The valet parking layout also takes into consideration on-site maneuvering by ensuring that valet parking stalls are no more than two stalls deep, with the exception of staff parking spaces that do not need to be accessed until the end of the night.

The parking layout plan shown on Figure 7 includes one parking space for the staff shuttle vehicle. Since employees arrive between 4:00 PM and 6:00 PM (before the peak parking demand) and leave after the restaurant closes, the staff shuttle parking space will not need to be accessible when the peak parking demand requires use of the valet spaces that would block the shuttle parking space. If for any reason, the shuttle parking must be accessed during peak parking demand, valet attendants will be on-site to move vehicles as necessary.

Figure 7 also shows the recommended valet stand and staffing locations to ensure that valet queueing can occur on-site. The County of Orange does not appear to have a design requirement for valet stacking space; however, a study of five different restaurants valets in Minnesota determined that a rough guide of one (1) vehicle for each 70 seats is reasonably adequate based on the 95th-percentile queues observed.¹ Based on the 100 person seating capacity of the Trabuco Oaks Steakhouse, a minimum valet queue area of two (2) vehicles is recommended.

As shown on Figure 7, the valet queue can store four up to vehicles through the main entry. Upon entry, vehicles should be directed to pull forward as much as possible to ensure on-site queue stacking space is fully utilized. If the queue begins to reach the property line or a customer arrives who does not have reservations and must be turned away, a second valet staff should be positioned near the entry to direct arriving vehicles to the secondary entry point and help ensure that through traffic in the public right-of-way is not impeded.

As shown on Figure 7, the recommended full service valet parking plan would accommodate a total of 28 parking spaces, including one ADA parking space and one parking space for the staff shuttle. An additional 12 parking spaces for restaurant staff will be reserved off-site at the Cook's Corner restaurant. This is forecast to result in a surplus of two (2) parking spaces on peak days (conservatively assuming all 12 restaurant staff drive separately). Excluding the ADA and staff shuttle parking spaces, the project site can accommodate 26 parking spaces for patrons, which is forecast to provide sufficient on-site patron parking for the peak parking demand forecast of 26 parking spaces with the proposed patio enhancement.

ALTERNATIVES TO OFF-STREET PARKING REGULATIONS

Section 7-9-145.7 of the County of Orange Municipal Code specifies the following with regard to alternatives to off-street parking regulations:

- (a) Alternative provisions to any of the off-street parking regulations may be permitted subject to the approval of a use permit application approved in compliance with the provisions of section 7-9-150. Any such application may be approved provided the approving authority finds:
 - (1) Applicable off-street parking requirements are excessive or inappropriate due to the nature of the specific use involved or because of special circumstances applicable to the property; and
 - (2) The proposed off-street parking facilities comply with the intent of these regulations as specified by section 7-9-145.1.

As documented in the corresponding use permit application for this project site, there are several special circumstances applicable to the property, including the historical operation of the site, lack of and conflicting records (such as alcohol permit for a larger restaurant), and a smaller than average dining area due to unique layout of the building. It is noted that the dining area of the restaurant is approximately 43 percent of the total building, whereas most restaurants aim for 60 percent dining area.

¹ Mike On Traffic. *How Long Should a Valet Parking Zone Be?* 2016 March 29. www.mikeontraffic.com/valet-parking-zone-length/

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Based on the recommended valet assisted parking plan for off-peak days and full service valet parking plan with off-site employee parking on peak days, the project site would comply with the intent of the off-street parking facility regulations by assuring that sufficient parking capacity is provided based on the existing and future parking needs. With implementation of the recommended off-peak and peak day parking plans, the project site can ensure that parking and parking maneuvers do not occur on public streets.

CONCLUSION

With implementation of the recommended valet assisted parking plan on off-peak days and the recommended full service valet parking plan with off-site employee parking on peak days, the Trabuco Oaks Restaurant would provide sufficient capacity to satisfy forecast parking demand and the County of Orange Municipal Code requirements for off-street parking.

We appreciate the opportunity to assist you on this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 795-3100.

Sincerely,



Giancarlo Ganddini, PE, PTP
Principal

cc:
Mr. Brian Kurnow, Land Use Manager
County of Orange



Table 1
Project Site Off-Street Parking Requirements per County of Orange Municipal Code

Use	Minimum Parking Stalls Required ¹	Component	Quantity	Units ²	Number of Stalls Required
Restaurants	10 minimum or 1 for each 100 square feet of gross floor area (including outdoor serving areas) up to 4,000 square feet	≤ 4,000 square feet	3,335	SF	33.4
	plus 1 for each 80 square feet of gross floor area over 4,000 square feet	> 4,000 square feet	-	SF	0.0
Minimum Number of Parking Stalls Required ³			3,335	SF	33

Notes:

- (1) County of Orange Municipal Code, Orange County Municipal Code, Sec. 7-9-145.6. - Off-street parking requirements.
- (2) SF = Square Feet (of gross floor area)
- (3) Per County of Orange Municipal Code, Orange County Municipal Code, Sec. 7-9-145.2(j), a fractional space less than one half shall not be counted.

**Table 2
Existing Off-Peak Day (Tuesday) Parking Demand Survey**

Time Period	Arriving That Hour			Number of Patrons Accumulated at the End of Each Hour	Cars Arriving That Hour	Vehicle Occupancy	Number of Cars Parked at End of Each Hour
	Number in Party	Number of Parties	Total Patrons				
4:00 PM - 5:00 PM	2, 1	2	3	3	2	1.5	6
5:00 PM - 6:00 PM	2, 2, 1, 1	4	6	7	3	2.0	9
6:00 PM - 7:00 PM	2, 4, 1, 2, 2, 4, 2	7	17	12	7	2.4	13
7:00 PM - 8:00 PM	2, 3, 6, 2	4	13	11	6	2.2	18
8:00 PM - 9:00 PM	0	0	0	6	0	0.0	5
9:00 PM - 10:00 PM	0	0	0	0	0	0.0	2
Total	-	17	39	-	18	-	-

Peak Number of Patrons In Restaurant	12
Peak Number of Parked Vehicles	18
Average Vehicle Occupancy (Patrons)	2.0

Notes:

(1) Survey conducted on Tuesday, May 7, 2019.

(2) As noted during the 4-5 PM hour, there were 6 vehicles parked on-site even though only 2 vehicles arrived during that hours; therefore, four vehicles were parked on-site before the restaurant opened. According to the owner, three vehicles belonged to restaurant staff and one vehicle belonged to a neighbor.

Table 3
Existing Peak Day (Saturday) Parking Demand Survey

Time Period	Arriving That Hour			Number of Patrons Accumulated at the End of Each Hour	Cars Arriving That Hour	Vehicle Occupancy	Number of Cars Parked at End of Each Hour
	Number in Party	Number of Parties	Total Patrons				
4:00 PM - 5:00 PM	4, 3, 1, 2, 1, 2	6	13	13	4	3.3	4
5:00 PM - 6:00 PM	3, 1, 4, 3, 2, 4, 3, 6, 2, 3, 6, 5, 5	13	47	57	12	3.9	14
6:00 PM - 7:00 PM	2, 5, 4, 2, 1, 2, 1, 2, 1, 2, 1, 2, 2, 2	14	29	62	13	2.2	24
7:00 PM - 8:00 PM	7, 6, 2, 3, 6, 2	6	26	55	6	4.3	16
8:00 PM - 9:00 PM	2, 2, 2	3	6	33	3	2.0	12
9:00 PM - 10:00 PM	0	0	0	8	0	0.0	3
Total	-	42	121	-	38	-	-

Peak Number of Patrons In Restaurant	62
Peak Number of Parked Vehicles	24
Average Vehicle Occupancy (Patrons)	3.1

Notes:

(1) Survey conducted on Saturday, May 4, 2019.

Table 4
Parking Supply and Demand Summary

Descriptor	Off-Peak Day	Peak Day
Existing Peak Parking Demand ¹	18	24
<u>Future Parking Demand</u>		
Additional Parking Demand With Patio Enhancement	2	2
Additional Staff Parking Required ²	0	12
Future Peak Parking Demand	20	38
<u>Parking Capacity</u>		
On-Site Parking Provided ³	21	28
Off-Site Parking at Cook's Corner	0	12
Total Parking Capacity	21	40
Parking Surplus (+) / Deficit (-) for the Restaurant	+1	+2

Notes:

- (1) See Tables 2 and 3.
- (2) Staff parking demand is included in Existing Peak Parking Demand on off-peak day.
- (3) See Figures 6 and 7 for off-peak day and peak day parking layouts.

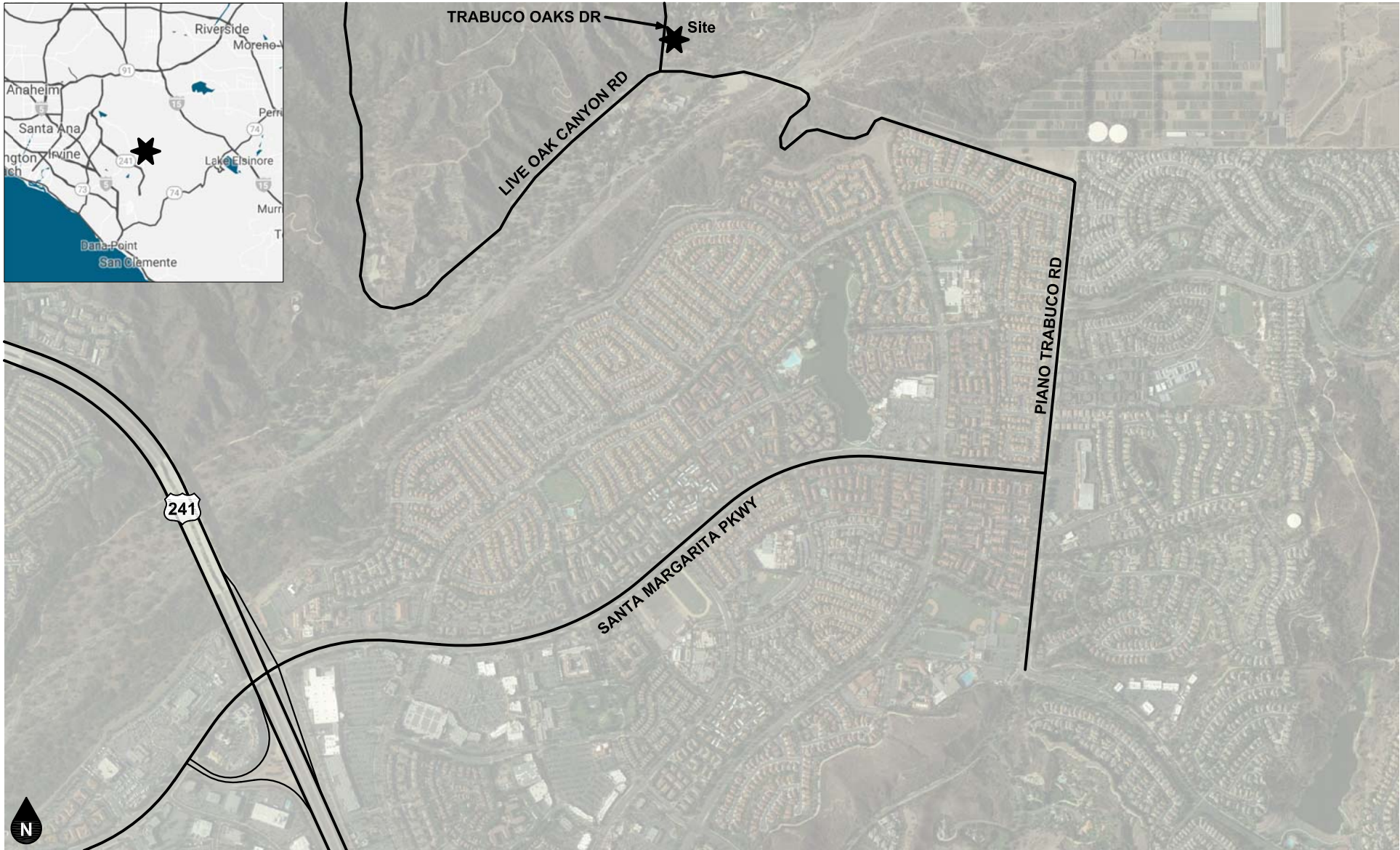


Figure 1
Project Location Map

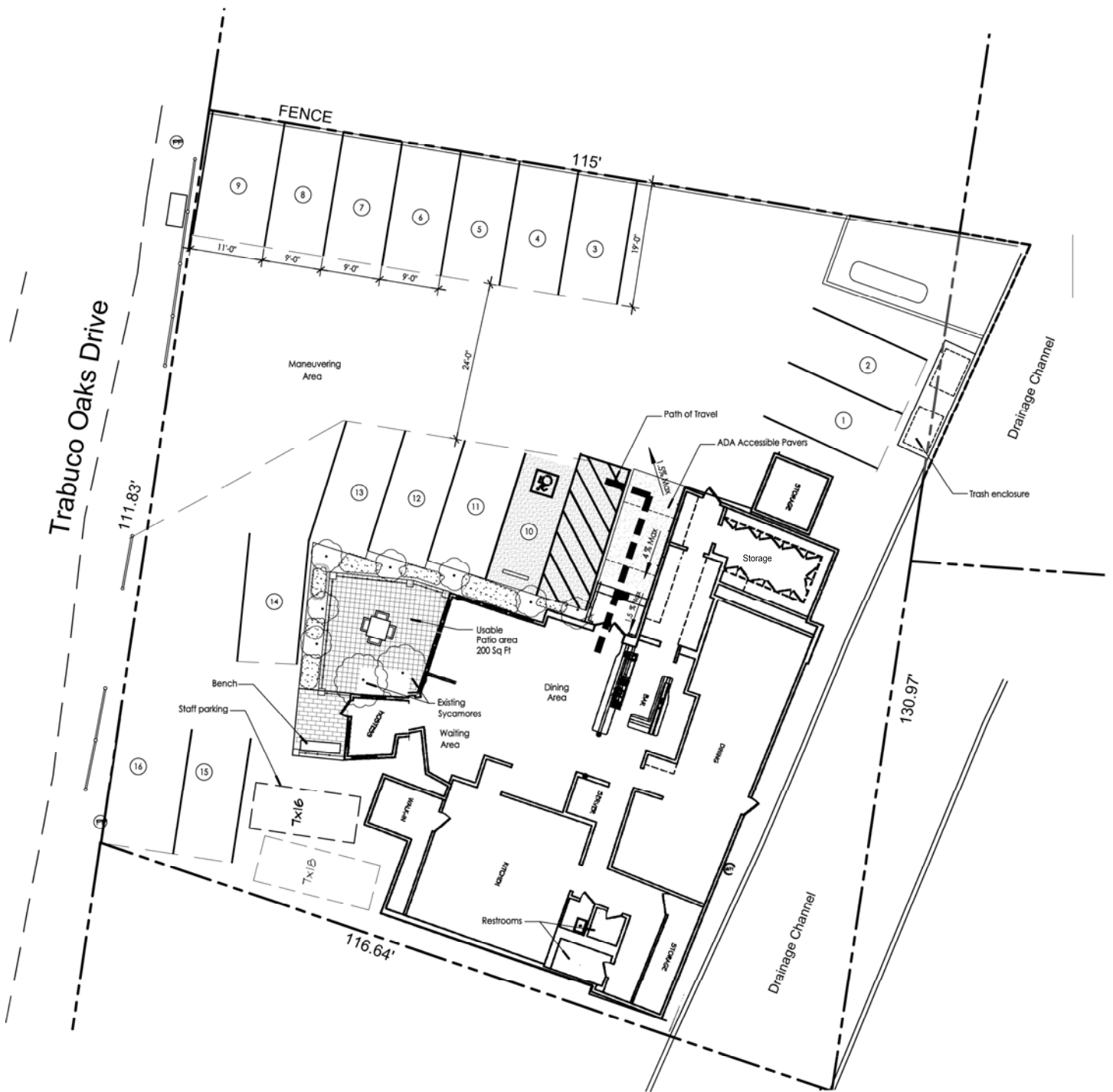


Figure 2
Existing Site Plan & Self-Park Layout

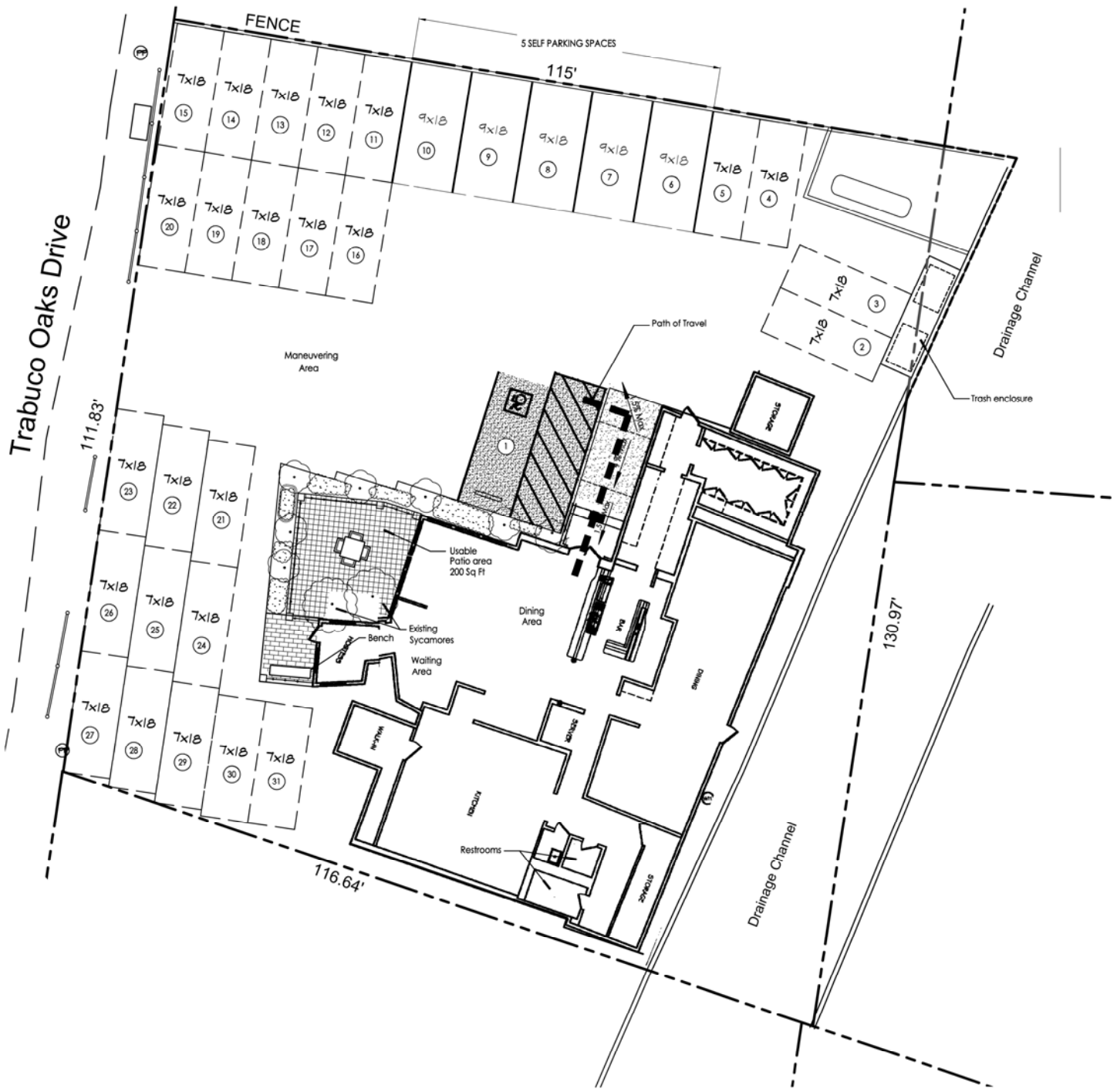


Figure 3
Current Valet Parking Layout



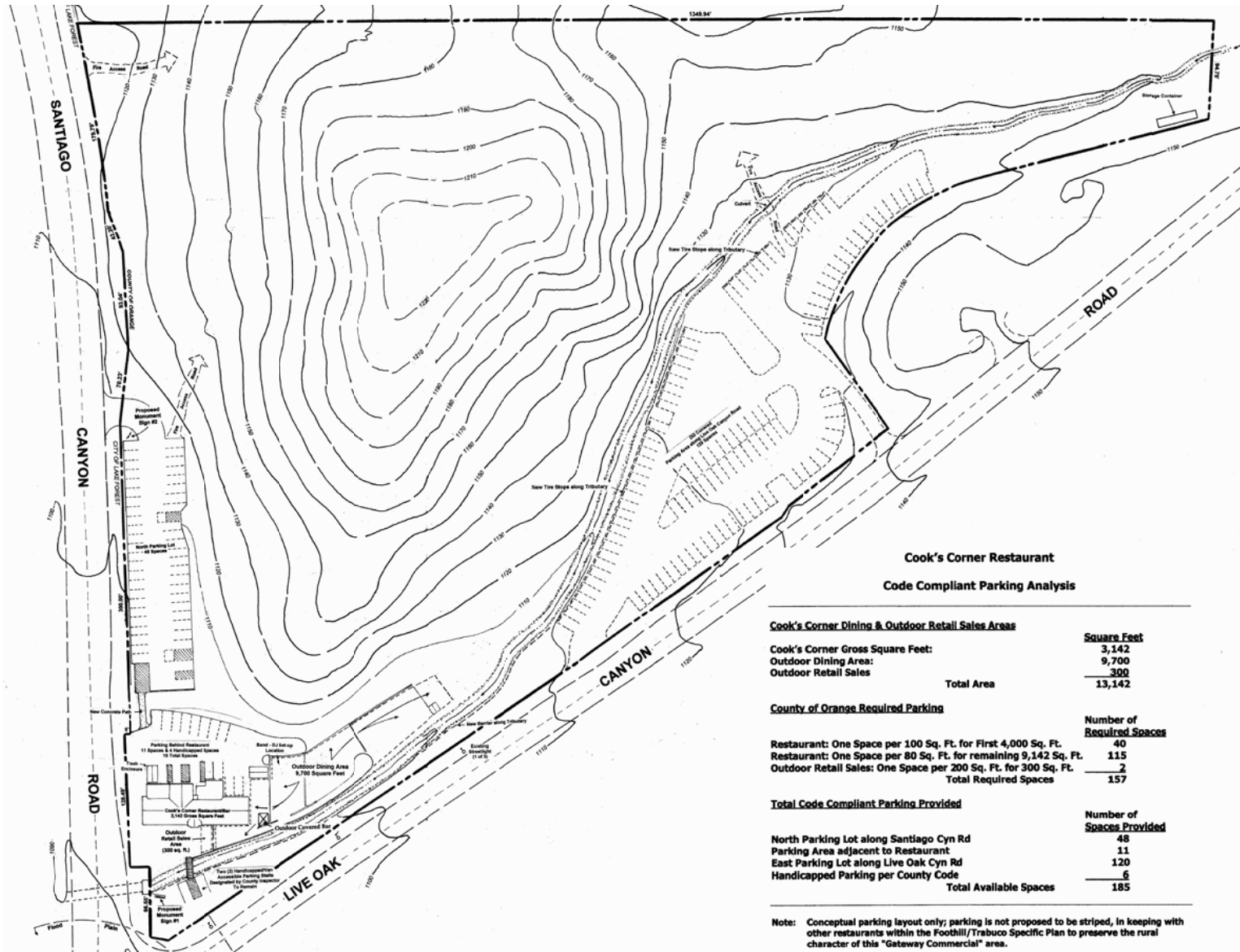


Figure 4
Cook's Corner Site Plan

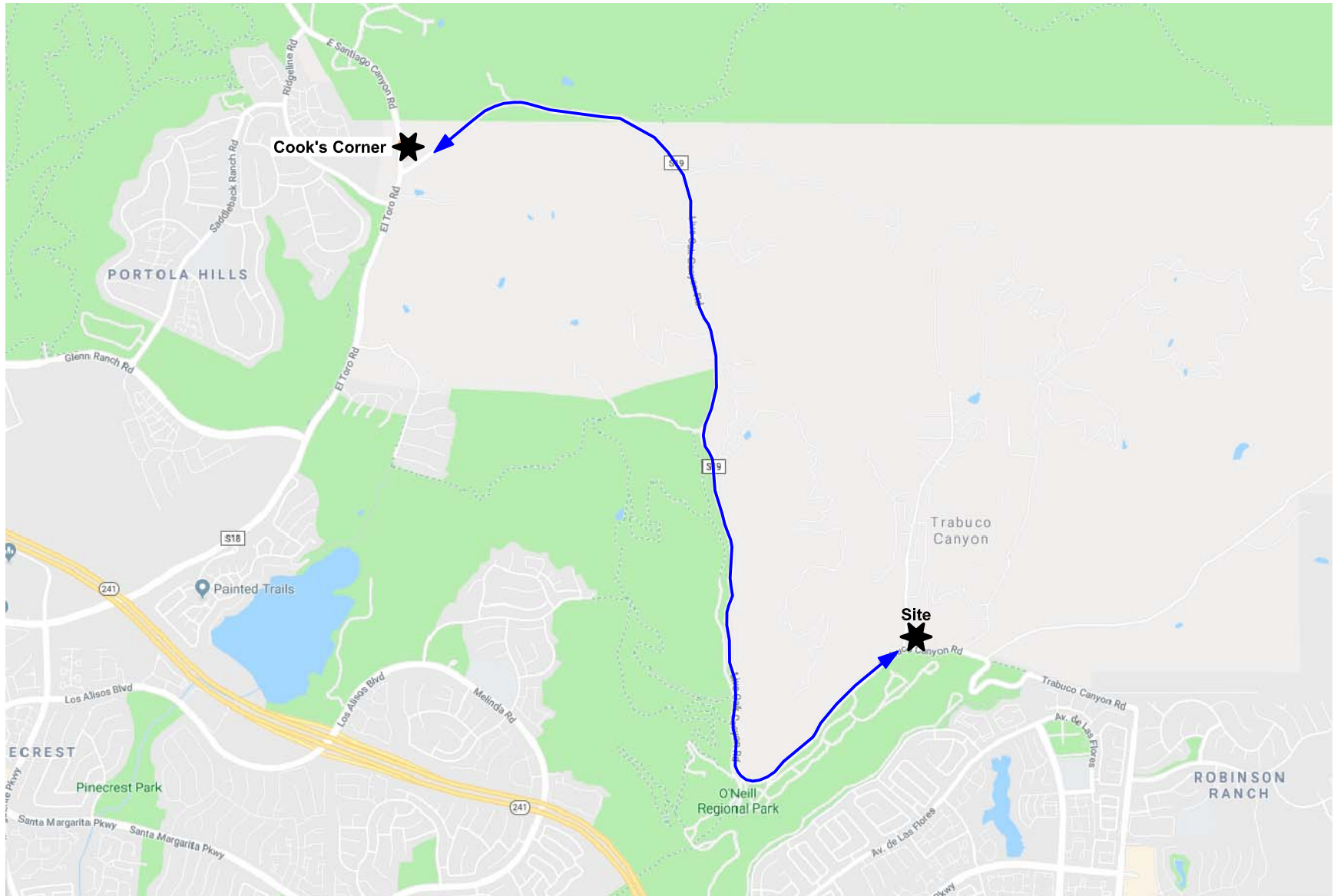
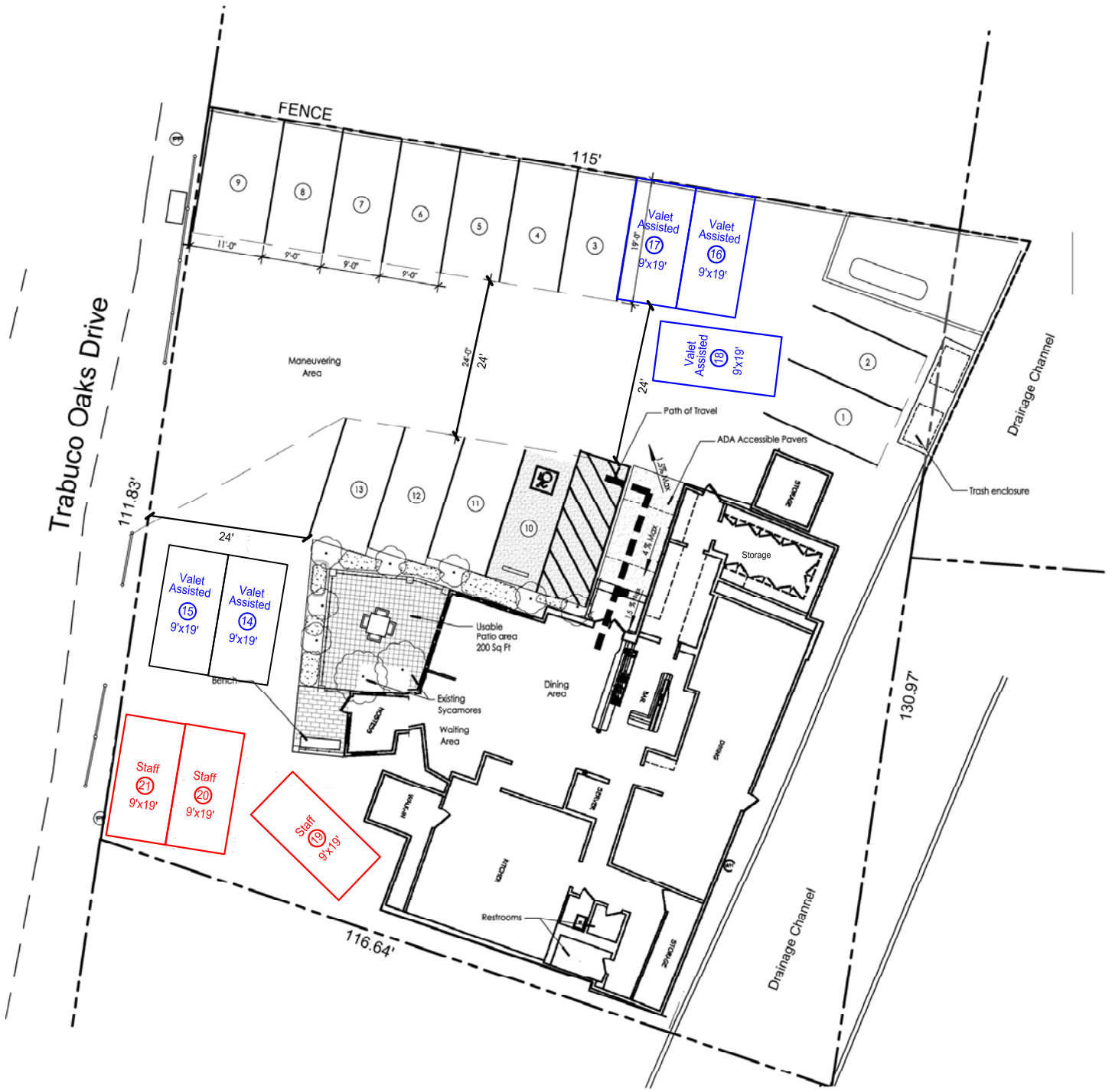


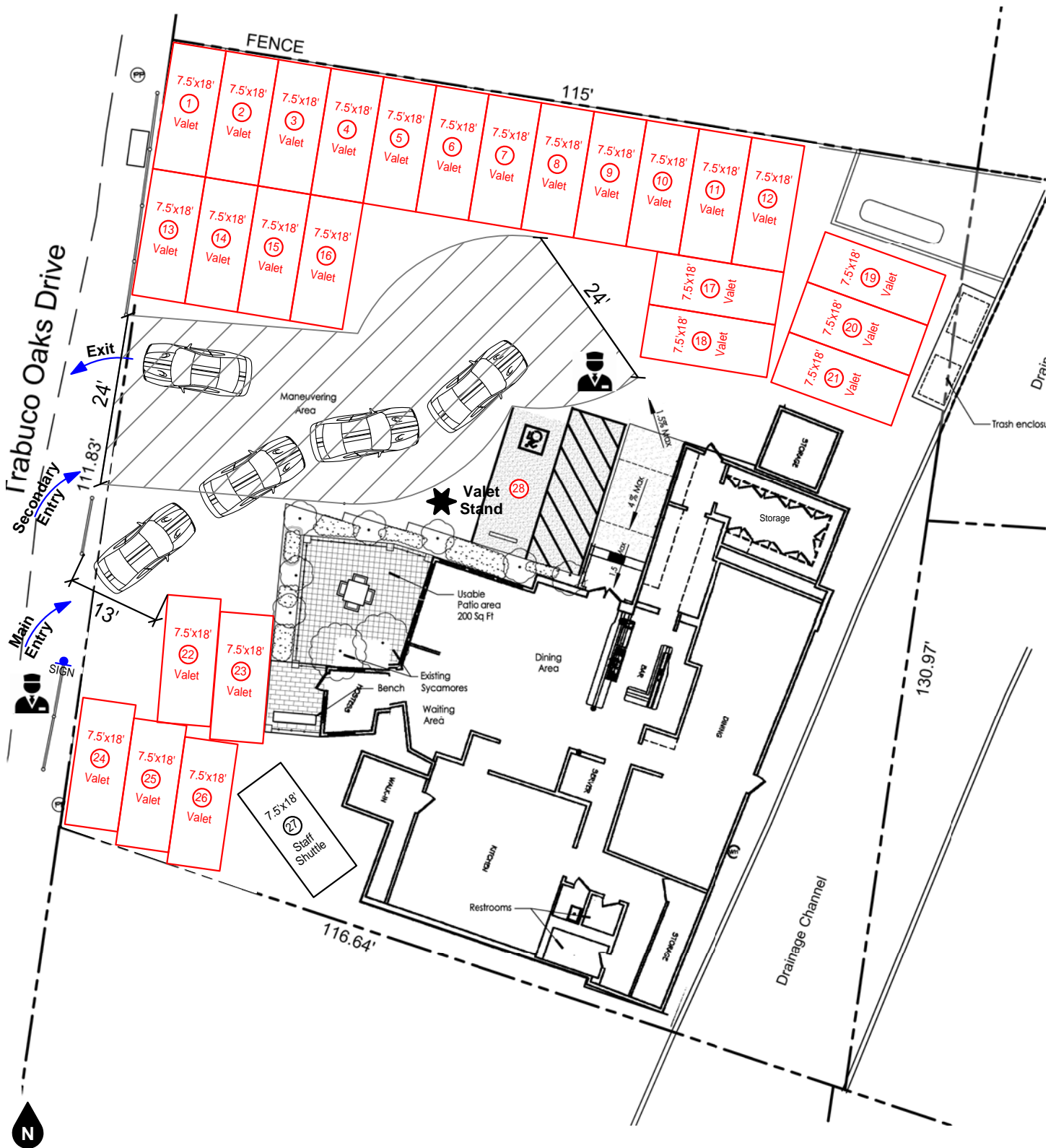
Figure 5
Off-Site Parking Travel Path



Legend

- # Self-Park Stall
- # Valet Assisted Parking Stall
- # Staff Parking Stall

Figure 6
Recommended Off-Peak Day Valet Assisted Parking Plan



Legend




- Ⓜ Staff Shuttle Parking Stall
- Ⓢ Valet (Patron) Parking Stall
- ▨ 24' Drive Aisle/Maneuvering Space
-  Valet Attendant
-  SIGN
-  Enter

Figure 7
Recommended Peak Day Full Service Valet Parking Plan

Attachment A

Glossary

GLOSSARY OF PARKING/TRANSPORTATION TERMS

COMMON ABBREVIATIONS

AC	Acres
ADT	Average Daily Traffic
Caltrans	California Department of Transportation
DU	Dwelling Unit
GFA	Gross Floor Area
ICU	Intersection Capacity Utilization
ITE	Institute of Transportation Engineers
LOS	Level of Service
TSF	Thousand Square Feet
ULI	Urban Land Institute
V/C	Volume/Capacity
VMT	Vehicle Miles Traveled

TERMS

CARPORT: An attached or detached unenclosed structure with a solid roof designed to shelter motor vehicles.

COVERED SPACE: A parking space located within any approved parking structure constructed with a solid roof that is designed and used primarily for the sheltering of vehicles.

DRIVEWAY: A paved area of a lot located between the public right-of-way and the garage, carport, or required parking space designed and intended as an access way between a private or public road and the garage, carport, or required parking space.

FLOOR AREA, GROSS: The sum of the horizontal areas of each floor of a building, measured from the exterior faces of the exterior walls or from the centerline of walls separating two (2) buildings, but not including underground parking, uncovered steps or exterior balconies.

GARAGE: A detached, accessory building or a portion of a main building on the same lot as a dwelling, used primarily for the housing of vehicles of the occupant of the dwelling, having a roof, and enclosed on at least three (3) sides, with the fourth side being a lockable door.

GATED ACCESS: Controlled entry and exit of parking at or near facilities with security or parking issues.

LAND USE: Urban Planning activities for which measurable qualities have been developed for the design of new or re-use projects.

OFF-SITE PARKING FACILITIES: Any parking lot, area, or structure for the temporary storage of motor vehicles, which serves a different use or business and does not directly adjoin the parking facility.

PARKING AGREEMENT: An agreement, which guarantees the long-term availability of the parking facility for the use as specified in the agreement. Typically, a parking agreement is a legally binding document that must be approved by the City, and recorded with the County Recorder's Office.

PARKING CODE: Parking requirements established by the governing jurisdiction which are typically written into the Zoning Municipal Code and provide the number of parking spaces per land use or the number of parking spaces per definable quantity for a particular land use such as square foot or employee or student or seat. (See also Parking Ordinance)

PARKING DEMAND: The amount of parking spaces required for a specific land use or land uses.

PARKING LOT: A plot of land specifically for parking which is generally paved and striped which may or may not have gated access. (See also Surface Parking)

PARKING MANAGEMENT PLAN: A plan with strategies to manage parking efficiently. Individually, strategies may have modest impacts; however, when strategies are combined they have an additive effect.

PARKING ORDINANCE: Parking requirements established by the governing jurisdiction which are typically written into the Zoning Municipal Code and provide the number of parking spaces per land use or the number of parking spaces per definable quantity for a particular land use such as square foot or employee or student or seat. (See also Parking Code)

PARKING OVERAGE FACTOR: To reduce time spent searching for parking, particularly within large public parking lots, an overage factor may be applied to the parking demand to assure ease of use. City codes are generally considered to take such an overage factor into account in the established off-street parking requirements.

PARKING SPACE: Accessible and usable paved area on a building site located off-street and designed for the parking of vehicles.

PARKING STRUCTURE: A building specifically for parking which is generally multiple stories and may or may not have gated access.

SHARED PARKING: The development and use of parking areas for joint use by more than one business or land use.

SURFACE PARKING: A plot of land specifically for parking which is generally paved and striped which may or may not have gated access. (See also Parking Lot)

TANDEM PARKING: Any off-street parking space designed in such a manner that a vehicle properly parked in such space may by design, have its ingress to or egress from such space blocked by a vehicle properly parked in a contiguous parking space.

TRANSPORTATION DEMAND MANAGEMENT: A program to reduce the number of peak-period vehicle trips generated in association with the proposed project, and/or promote the use of alternative transportation modes (i.e., ridesharing, carpools, vanpools, public transit, bicycles and pedestrians).

Attachment B

County of Orange Municipal Code Off-Street Parking Requirements

Sec. 7-9-145. - Off-street parking regulations.

All references to this section shall include sections 7-9-145.1 through 7-9-145.7. These regulations apply to all districts, planned communities and specific plan areas, unless otherwise specified.

(Code 1961, § 78.0290; Ord. No. 2814, §§ 4, 5, 2-13-75; Ord. No. 3219, § 20, 10-1-80; Ord. No. 3499, § 47, 12-12-84; Ord. No. 3664, § 31, 9-29-87)

Sec. 7-9-145.1. - Purpose and intent.

The intent of the Off-Street Parking Regulations is to provide for the on-site, off-street parking of motor vehicles that are attracted by the use or uses on the premises. The parking facilities for motor vehicles required by this section are assumed to be the minimum which will be required by the various land use categories. However, the parking and maneuvering facilities required by this section should not be used as a fixed standard to determine the amount of off-street parking which may be adequate for any-specific use. If the decision-maker determines minimum parking standards are inadequate for a specific project, he may require the developer, owner or operator of any specific use to provide the adequate parking even though such addition may be in excess of the minimum requirements set forth in this section. It is intended that these regulations will result in the installation of properly designed parking facilities of sufficient capacity to minimize traffic congestion, enhance public safety, generally provide for the parking of motor vehicles at locations other than on the streets, and for safe passage of pedestrians to and from parked vehicles.

(Code 1961, § 78.0290.1; Ord. No. 2814, §§ 4, 5, 2-13-75; Ord. No. 3219, § 20, 10-1-80; Ord. No. 3499, § 47, 12-12-84; Ord. No. 3596, § 3, 7-22-86; Ord. No. 3664, § 31, 9-29-87)

Sec. 7-9-145.2. - General requirements.

(a) *Location of Off-Street Parking:*

- (1) Required parking facilities shall be located on the same building site and conveniently proximate to the use or uses they serve, except as otherwise provided in sections 7-9-145.4 and 7-9-145.7.
- (2) Property within the ultimate right-of-way of a street (either public or private) shall not be included in provision of the minimum parking.

(b) *Accessibility:* All required off-street parking spaces shall be designed, located, constructed and maintained so as to be fully and independently usable and accessible at all times.

(c) *Usability:*

- (1) The required off-street parking facilities and driveways shall not be used for any purpose which at any time would preclude the use of the area for the temporary storage of motor vehicles.
- (2) Unless otherwise provided by an approved discretionary permit, no owner or tenant shall lease, rent or otherwise make unavailable to intended users any off-street parking spaces required by this article.

(d) *Access to Arterial Highways:*

- (1) Wherever access to a parking area is off an arterial highway designated on the Master Plan of Arterial Highways, parking spaces, driveways and maneuvering areas shall be designed so that motor vehicles may enter the arterial highway traveling in a forward direction.
- (2) Vehicular access to arterial highways designated on the Master Plan of Arterial Highways will be permitted only in accordance with specifically approved driveway locations and access design.

(e) *Maximum Grades Permitted:*

- (1) Whenever access is taken from a street, alley or driveway to an off-street parking area serving four (4) or less dwelling units, the driveway or other vehicular accessway shall have a maximum grade of plus fifteen percent (+15%) or minus six percent (-6%), measured from the street, alley or driveway grade along the driveway center line, for a distance of not less than eighteen (18) feet from the street, alley or driveway right-of-way line.
 - (2) Whenever access is taken from a street, alley or driveway to an off-street parking area serving industrial, commercial or professional uses, public or community facilities, or five (5) or more dwelling units, the driveway or other vehicular accessway shall have a maximum grade of plus fifteen percent (+15%) or a minus two percent (-2%), measured from the street, alley or driveway grade along the driveway center line for a distance of not more than eighteen (18) feet from the street, alley or driveway right-of-way line.
 - (3) The maximum grades in (1) and (2) will generally provide adequate sight distance at street level and prevent vehicles from dragging on extreme grade breaks. Exceptions may be approved by the Director, EMA, where physical design prevents such extreme grade breaks and provides safe sight distance.
 - (4) Off-street parking spaces and the abutting parking aisles shall have a maximum grade of two (2) percent for retail commercial and five (5) percent for all other uses. Said grade shall be measured across the parking space and the abutting parking aisle in any direction. (See diagram in section 7-9-145.5.)
 - (5) Ramps or driveways providing vehicular access within the interior of an off-street parking area located beyond eighteen (18) feet from the ultimate right-of-way line of a street, alley or driveway shall have a maximum slope of plus or minus twenty (20) percent. When such ramp or driveway slopes exceed plus or minus ten (10) percent, the ramp or driveway design shall include transitions not less than eight (8) feet in length, having a slope equal to one-half the ramp slope. (See diagram in section 7-9-145.5.). When parking is provided on a ramp, the maximum slope shall not exceed six (6) percent.
- (f) *Parking Area Notices and Directional Instructions:* Notwithstanding the regulations of any district or any planned community, parking area notices, each not to exceed two (2) square feet in area, and directional instructions lettered on the paved surface of driveways and parking areas are permitted for parking facilities serving industrial, commercial or professional uses; public or community facilities; and five (5) or more residential dwelling units. Such parking notices may contain the name of the owner or occupant of the property and only such words and symbols that are directly related or essential to parking, enforcement or the direction of vehicular traffic within the parking area.
- (g) *Paving:* All permanent parking spaces, driveways and maneuvering areas shall be paved and permanently maintained with asphaltic concrete, cement concrete or other all-weather, non-erodible, hard surfacing. Temporary parking spaces, driveways and maneuvering areas may use decomposed granite or other stable, all-weather surfacing.
- (h) *Lighting:* Any lights used to illuminate the parking spaces or driveways shall be designed and located so that direct rays are confined to the property.
- (i) *Change or Increase in Use of Property:* Whenever the occupancy or use of any premises which is not in compliance with off-street parking requirements is changed to a different use or the existing use is altered, enlarged, expanded or intensified, parking to meet the requirements of this section shall be provided for the new use or occupancy. This provision shall not apply to the addition of rooms or other alterations of a single-family dwelling which do not increase the total floor area more than fifty (50) percent.
- (j) *Fractional Parking Spaces:* Whenever the computation of the number of off-street parking spaces required by this section results in a fractional parking space, one (1) additional parking space shall be required for one-half or more fractional parking space, and any fractional space less than one-half of a parking space shall not be counted.

(k) *Parking Facilities for the Physically Handicapped:* Public accommodations or facilities, including industrial, commercial, professional, institutional, and multi-family dwellings of five (5) or more units shall provide parking spaces for the physically handicapped in compliance with the following provisions (see also section 7-9-145.5 Design Requirements"):

(1) *Spaces required:* The following table establishes the number of handicapped parking spaces required:

Total Number of Parking Spaces	Number of Handicapped Parking Spaces Required
1— 4	0
5— 40	1
41— 80	2
81—120	3
121—160	4
161—300	5
301—400	6
401—500	7
Over 500	1
	for each 200 additional spaces provided.

(2) *Parking space size:* Physically handicapped parking spaces shall be located as near as practical to a primary entrance. If only one (1) space is provided, it shall be fourteen (14) feet wide and outlined to provide a nine-foot parking area and a five-foot loading and unloading area. When more than one (1) space is provided in lieu of providing a fourteen-foot wide space for each parking space, two (2) spaces can be provided within a twenty-three-foot wide area lined to provide a nine-foot parking area on each side of a five-foot loading and unloading area in the center. The minimum length of each parking space shall be eighteen (18) feet. (See also section 7-9-145.5, "Design Requirements.")

(3) *Arrangement of parking space:* In each parking area, a bumper or curb shall be provided and located to prevent encroachment of cars over the required width of walkways. Also, the space shall be so located that a handicapped person is not compelled to wheel or walk behind parked cars other than their own. Pedestrian ways which are accessible to the physically handicapped

shall be provided from each such parking space to related facilities, including curb cuts or ramps as needed. Ramps shall not encroach into any parking space except where such encroachment into the length of any handicapped space does not limit the handicapped persons' capability to leave or enter their vehicle.

- (4) *Slope of parking space:* Surface slopes of parking spaces for the physically handicapped shall be the minimum possible and shall not exceed one-half percent in any direction.
- (5) *Identification:* Each parking space reserved for the handicapped shall be identified by a permanently affixed reflectorized sign constructed of porcelain on steel, beaded text, or equal, displaying the international symbol of accessibility. The sign shall not be smaller than seventy (70) square inches in area and shall be centered at the interior end of the parking space at a minimum height of eighty (80) inches from the bottom of the sign to the parking space finished grade, or centered on the wall at the interior end of the parking space at a minimum height of thirty-six (36) inches from the parking space finished grade, ground, or sidewalk.

A sign shall also be posted, in a conspicuous place, at each entrance to the off-street parking facility, not less than seventeen (17) inches by twenty-two (22) inches in size with lettering not less than one (1) inch in height, which clearly and conspicuously states the following:

"Unauthorized vehicles not displaying the distinguishing placards or license plates issued for physically handicapped persons may be towed away at the owner's expense. Towed vehicles may be reclaimed at _____ or _____ by telephoning _____."

In addition to the above requirements, the surface of each parking place shall have a surface identification duplicating the symbol of accessibility in blue paint, at least three (3) square feet in area.

- (6) *Parking structures:* Entrances to and vertical clearances within parking structures shall have a minimum vertical clearance of eight (8) feet two (2) inches where required for accessibility to handicapped parking spaces.

Note: For additional handicapped site development requirements, including curbs, ramps, and landing requirements, refer to the State of California "Regulations for the Accommodation of the Disabled." Information is available at:

Office of the State Architect
Access Compliance Unit
1500 5th Street
Sacramento, CA 95814

(Code 1961, § 78.0290.2; Ord. No. 2814, §§ 4, 5, 2-13-75; Ord. No. 2891, § 3, 2-11-76; Ord. No. 3219, § 20, 10-1-80; Ord. No. 3306, § 39, 1-13-82; Ord. No. 3499, § 47, 12-12-84; Ord. No. 3596, § 2, 7-22-86; Ord. No. 3600, § 2, 9-30-86; Ord. No. 3664, § 31, 9-29-87; Ord. No. 3754, § 85, 5-16-89)

Sec. 7-9-145.4. - Industrial, commercial, professional and institutional off-street parking requirements.

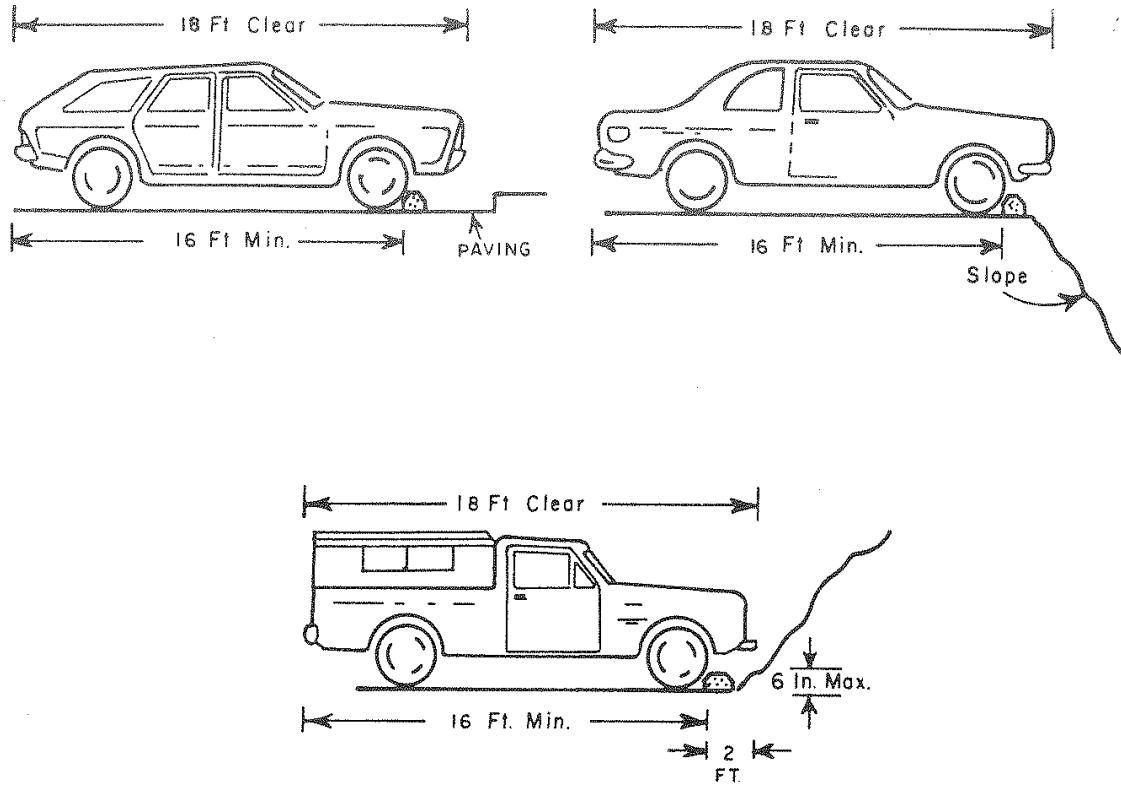
The following off-street parking requirements are applicable to all uses other than residential uses set forth in section 7-9-145.3, and are in addition to the general requirements set forth in section 7-9-145.2.

- (a) *Size of parking spaces:*
 - (1) All covered or uncovered off-street parking spaces, except as noted below, shall be a minimum clear unobstructed nine (9) feet in width and eighteen (18) feet in length.
 - (2) Parking spaces parallel to a curb may be eight (8) feet in width and eighteen (18) feet in length, with a minimum of eight (8) feet separating each pair of such parking spaces.

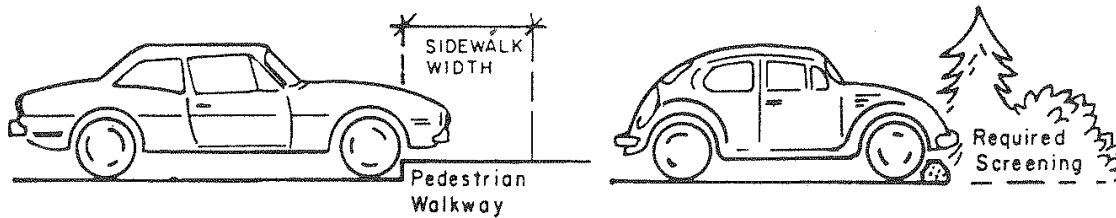
- (3) When a side of any space abuts a building, fence, support column or other obstruction which interferes in any way with access to a motor vehicle, the space shall be a minimum of two (2) feet wider than the standard required width.
- (4) In measuring the length of paving required for uncovered parking spaces, allowance may be made for vehicular projection beyond a bumper or tire stop, if such projection does not interfere with screening or pedestrian use, except under (b)(4) following. See illustration under (5) for examples of permitted projection.

SEC. 7-9-145.4(a)(5) ILLUSTRATIONS

PERMITTED



NOT PERMITTED



(b) *Parking facility design:*

- (1) Off-street parking facilities shall be designed so that a car within a facility will not have to enter a street to move from one location to any other location within that parking facility.

On industrial or office sites, separate noncontiguous parking facilities may be provided with independent entrances for employee and visitor parking, provided the designated use is clearly identified on all plot plans or site plans submitted for permits.

- (2) Parking and maneuvering areas shall be arranged so that any vehicle can leave the parking area and enter into an adjoining vehicular right-of-way traveling in a forward direction.
 - (3) No dead-end parking aisles serving more than five (5) consecutive stalls will be permitted unless said aisle is provided with a turnaround area constructed in a manner meeting the approval of the Director, EMA.
 - (4) Bumpers or tire stops shall be provided along any abutment to a pedestrian walkway, access or driveway, street or alley, except where screening is positioned, to ensure that the motor vehicle will not extend into these areas.
 - (5) The point of exit or entry from any off-street parking space shall not be closer than twenty (20) feet from the curb face of the ultimate curblines at a street opening.
 - (6) All paved parking stalls, except parallel spaces which may be single line, shall be clearly outlined with double or hairpin lines or special paving techniques on the surface of the parking facility. (See diagram in section 7-9-145.5.)
- (c) *Parking accessways:* Parking accessways are those driveways that provide ingress or egress from a street to the parking aisles, and those driveways providing interior circulation between parking aisles. No parking is permitted on an accessway.
- (1) All parking facilities taking access from an arterial highway shall have a parking accessway between the highway and the parking aisles.
 - (2) Parking accessways from arterial highways shall not have parking spaces taking direct access therefrom and shall not be intersected by a parking aisle or another parking accessway for a minimum distance of thirty (30) feet for projects with 0—200 parking spaces, fifty (50) feet for 201—350 spaces, seventy (70) feet for 351—450 spaces, and ninety (90) feet for 451 spaces or more. All distances shall be measured from the curb face of the ultimate curblines of the adjacent street.
 - (3) Parking accessways from nonarterial highways shall be not less than twenty (20) feet in length from the ultimate curblines of the adjacent street.
 - (4) One-way accessways shall have a minimum width of fifteen (15) feet unless it is a fire lane, which requires a minimum of twenty (20) feet.
 - (5) Two-way accessways shall have a minimum width of twenty-eight (28) feet.
- (d) *Parking aisles:* Parking aisles are driveways which provide direct access to parking spaces. Parking aisles shall have a minimum width of fourteen (14) feet as provided in section 7-9-145.5. In no case shall the parking aisles for two-way traffic be less than twenty-four (24) feet in width.
- (e) *Number of required off-street parking spaces:*
- (1) The minimum number of off-street parking spaces required shall be in compliance with the listed requirements set forth for each general category of land use in sections 7-9-145.6 and 7-9-145.1.
 - (2) Whenever any commercial/industrial use is located on a building site that is also used for residential purposes, parking facilities shall be provided for the residential use as required, in addition to the parking required for the nonresidential use or uses.
- (f) *Landscaping:* Landscaping of parking areas shall be provided in accordance with the provisions of the applicable land use district regulations. In all cases, space within the off-street parking area not utilized for driveways, maneuvering areas, parking stalls or walkways shall be

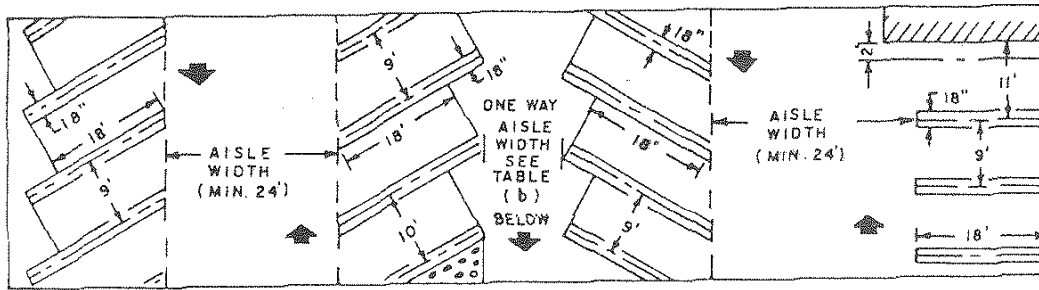
landscaped. Landscaped areas shall be separated from paved driveway, parking space and maneuvering areas by a minimum six-inch-high barrier.

- (g) *Screening*: Open parking spaces and parking structures shall be screened in accordance with section 7-9-145.3, whenever such parking is adjacent to a street right-of-way and when the street separates such parking from any district zoned for residential or agricultural uses. Screening shall be located adjacent to the inside edge of any required boundary landscaping and to the outside edge of the paved parking area when there is no landscaping.
- (h) *Vehicular access standards*: A site development permit, use permit or coastal development permit, for the CR, CC, CH and CN Districts shall be in substantial conformity with the following:
 - (1) The first street opening from an intersection should be a minimum of one hundred ten (110) feet from the point of intersection of the ultimate right-of-way lines of the abutting streets.
 - (2) The second street opening should be a minimum of three hundred (300) feet from the point of intersection of the ultimate right-of-way lines of the abutting streets.
 - (3) Any additional street openings should be a minimum of three hundred (300) feet, from center to center from any other street opening except in the CN District, where the distance between street openings should be a minimum of one hundred fifty (150) feet from center to center.
 - (4) There should be a minimum distance of twenty-two (22) feet measured at the ultimate property line, between a street opening in this district and any existing street opening in any other district.
- (i) *Joint use of parking facilities*: Uses on multiple building sites may share common parking facilities within one (1) or more parking areas located within such multiple building sites, provided the following requirements are met:
 - (1) A detailed parking plan, showing all common parking facilities, shall be approved by the Director, EMA.
 - (2) Parking facilities shall be within three hundred (300) feet of the entry point of the uses they serve.
 - (3) Adequate assurance is provided to guarantee that required parking will continue to be maintained in compliance with applicable provisions of section 7-9-145.
 - (4) The assurance required by (3) and the parking plan required by (1) shall be recorded in the office of the Orange County Recorder.
 - (5) Individual uses which result in a parking demand more than is provided by the existing parking on the site shall be required to provide added parking as required by Director, EMA. See section 7-9-145.6.

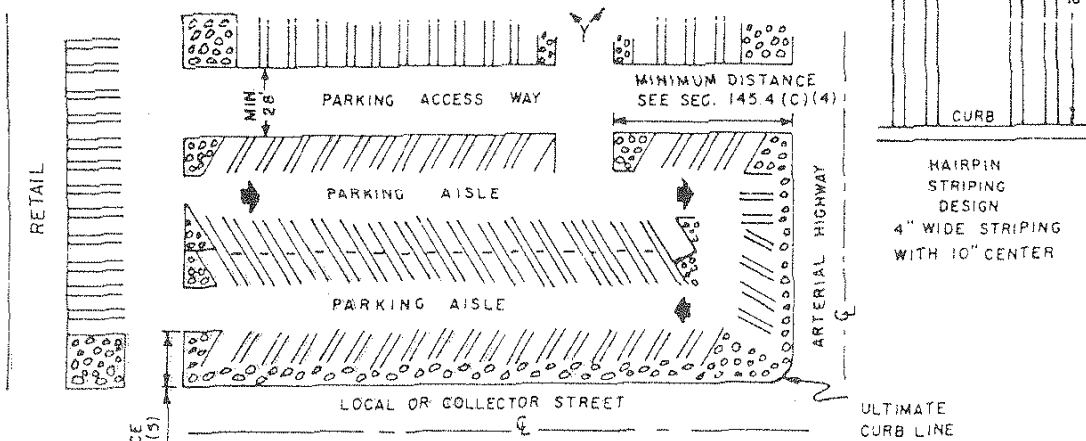
(Code 1961, § 78.0290.4; Ord. No. 2814, §§ 4, 5, 2-13-75; Ord. No. 2891, § 3, 2-11-76; Ord. No. 3219, § 20, 10-1-80; Ord. No. 3499, § 47, 12-12-84; Ord. No. 3596, § 4, 7-22-86; Ord. No. 3600, §§ 3, 4, 9-30-86; Ord. No. 3624, § 48, 3-3-87; Ord. No. 3664, § 31, 9-29-87)

Sec. 7-9-145.5. - Design requirements.

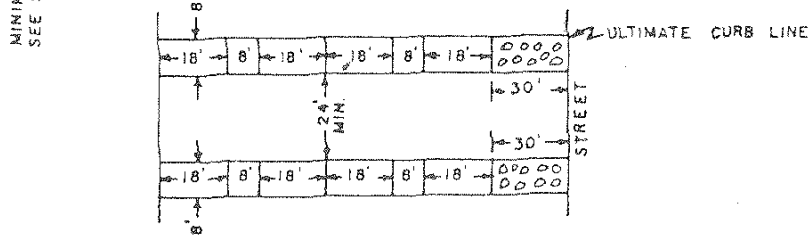
- (a) *Off-Street Parking Stall and Access Standards*:



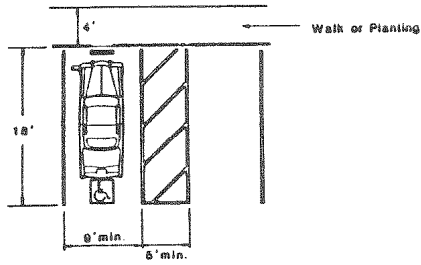
ACCESSWAYS AND PARKING AISLES



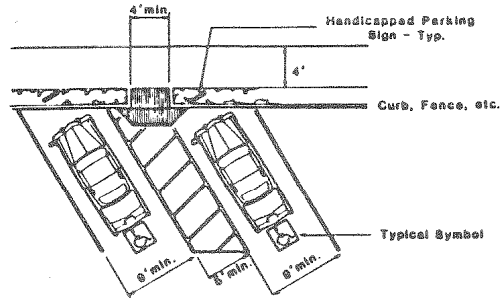
PARALLEL PARKING



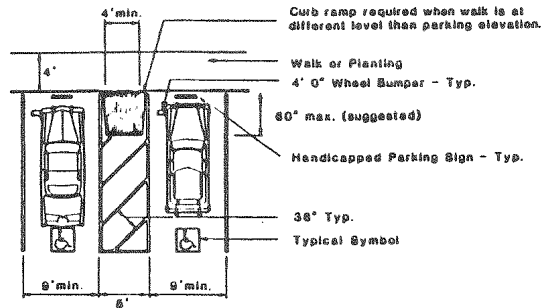
Handicapped Spaces, Single Type



Handicapped Spaces, Double Diagonal Type



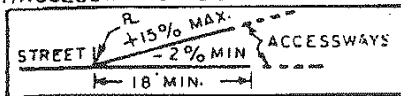
Handicapped Spaces, Double Type



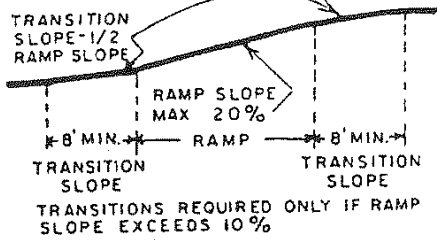
NOTES :

- 1) Handicapped Space must permit use of either of car doors.
- 2) Bumper required when no curb or barrier is provided which will prevent encroachment or cars over walkways.
- 3) Wheel chair users must not be forced to go behind parked cars other than their own.

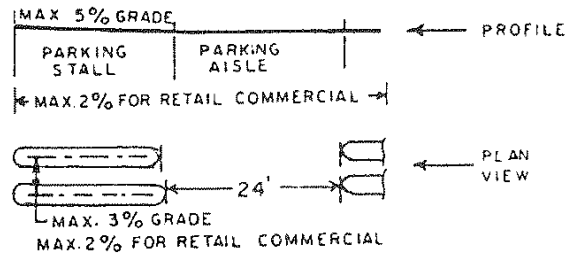
(1) ACCESSWAY GRADE AT STREET R/O/W



(2) DRIVEWAY OR PARKING STRUCTURE RAMP



(3) MAXIMUM PARKING STALL AND PARKING AISLE GRADES



(b) Minimum Parking Aisle Width for One-Way Traffic:

Parking Angle Degree	Aisle Width (feet)
———	
0—44	14.0
45—49	14.5
50—54	15.0
55—59	16.0
60—64	17.0

Parking Angle Degree	Aisle Width (feet)
———	
65—69	18.0
70—74	19.5
75—79	21.0
80—90	24.0

(c) *Minimum Parking Aisle Width for Two-Way Traffic:* For two-way traffic, aisle widths and maneuvering areas shall be a minimum of twenty-four (24) feet wide.

(Code 1961, 78.0290.5; Ord. No. 2814, §§ 4, 5, 2-13-75; Ord. No. 3219, § 20, 10-1-80; Ord. No. 3499, § 47, 12-12-84; Ord. No. 3596, § 5, 7-22-86; Ord. No. 3664 § 31, 9-29-87)

Sec. 7-9-145.6. - Off-street parking requirements.

- (a) All land uses shall provide off-street parking in compliance with the following requirements unless otherwise modified by the provisions contained in section 7-9-145.7. The off-street parking requirements listed under this section are the minimum requirements for each specific use; however, it shall be the responsibility of the developer, owner or operator of any specific use to provide adequate off-street parking, even though such parking may be in excess of the minimum requirements set forth in this section.

<i>Use</i>	<i>Minimum Parking Stalls Required</i>

(1)	Auditoriums, theaters (not including cinemas), sports arenas, stadiums. 1 for each 3 seats or 1 for each 35 square feet of gross floor area where there are no fixed seats.
(2)	Cinemas. 1 for each 2 seats plus 5 spaces for employees.
(3)	Automobile washing and cleaning establishment, except self-service. 16 minimum.
(4)	Automobile washing and cleaning establishment, self-service. 5 for each 2 washing stalls.
(5)	Banks, savings & loans, credit unions and other financial institutions. 1 for each 200 square feet of gross floor area.
(6)	Barbershops or beauty parlors. 2 for each barber chair and 3 for each beautician.
(7)	Bowling lanes and billiard halls. 5 for each hall, alley, 2 for each billiard table contained therein.
(8)	Churches, temples and other places of assembly not specified elsewhere. 1 for each 3 fixed seats within the main auditorium or for every 35 square feet of seating area within the main auditorium where there are no fixed seats; 18 lineal inches of bench shall be considered a fixed seat.

(9)	Clubs, lodge halls, union halls.	1 for each 75 square feet of gross floor area.
(10)	Congregate care facility serving more than 12 persons.	1 for each unit per section 7-9-141.1.
(11)	Convalescent and nursing homes, homes for the aged, rest homes, children's homes and sanitariums.	1 for every 4 beds in accordance with the resident capacity of the home as listed on required license or permit.
(12)	Dance halls.	1 for each 7 square feet of dance floor area, plus 1 for each 35 square feet of additional gross floor area.
(13)	Day nurseries, including pre-schools and nursery schools.	2 for each 3 employees and teachers plus 1 loading space for every 8 children.
(14)	Golf courses.	
	a. Driving ranges.	1 per tee, plus the spaces required for additional uses on the site.
	b. Pitch and putt and miniature golf courses.	3 per hole, plus requirements for accessory uses.
	c. Regulation course.	8 per hole, plus the space required for additional uses on the site.
(15)	Handball/racquetball facility.	1.5 for each court plus the spaces required for additional uses on the site.
(16)	Health studios and spas.	1 for each 150 square feet of gross floor area. (For the purposes of this subsection, swimming pool area shall be counted as floor area.)
(17)	Hospitals.	1.75 for each patient bed.
(18)	Industrial uses of all types except a building used exclusively for warehouse purposes.	1 for each 500 square feet of gross floor area.
(19)	Laundry or dry cleaning establishments, solely	1 for each 3 machines.

	coin operated.	
(20)	Libraries.	1 for each 300 square feet of gross floor area.
(21)	Lumberyards.	1 for each 500 square feet of gross floor area for retail sales, plus 1 for each 1,000 square feet of open area devoted to display or sales, plus 1 for each 2 employees.
(22)	Model home sales complex.	10.
(23)	Mortuaries and funeral homes.	5 plus 250 square feet of usable and accessible paved parking area for every 25 square feet or fraction thereof of assembly room floor area.
(24)	Motels and hotels.	1 for each guest unit, plus additional parking as required for accessory uses.
(25)	Motor vehicle sales and automotive repair shops.	1 per 400 square feet of gross floor area.
(26)	Offices.	
	a. General and administrative.	1 for each 250 square feet of gross floor area.
	b. Medical clinics or offices; dental clinics or offices.	1 for each 150 square feet of gross floor area.
	c. Professional, other than medical or dental.	1 for each 250 square feet of gross floor area.
	d. Veterinary hospitals and clinics.	1 for each 150 square feet of gross floor area.
(27)	Public utility facilities, including but not limited to electric, gas, water, telephone and telegraph facilities not having business offices on the premises.	1 for each 2 employees in the largest shift, plus 1 for each vehicle used in connection with the use. A minimum of spaces shall be provided for each such use regardless of building space or number of

		employees.
(28)	Restaurants, drive-ins, cafes, nightclubs, taverns, lounges or other establishments for the sale and consumption on the premises of food and beverages.	10 minimum or 1 for each 100 square feet of gross floor area (including outdoor serving areas) up to 4,000 square feet, plus 1 for each 80 square feet of gross floor area over 4,000 square feet.
(29)	Retail stores.	
	a. General, except as otherwise specified herein.	1 for each 200 square feet of gross floor area.
	b. Discount department stores.	1 for each 125 square feet of gross floor area.
	c. Furniture and appliances.	1 for each 500 square feet of gross floor area.
(30)	Schools.	
	a. Elementary and junior high.	2 for each classroom.
	b. Colleges, universities and institutions of higher learning.	1 for each 3 full-time equivalent students, plus 1 for each 2 faculty and employee members.
	c. Senior high schools.	1 for each member of the faculty and each employee, plus 1 for each 6 full-time equivalent students regularly enrolled.
	d. Trade schools, business colleges and commercial schools.	1 for each 3 student capacity of each classroom plus 1 for each faculty and employee member.
(31)	Shopping centers.	1 for each 200 square feet of gross floor area pursuant to section 7-9-145.4(i)(5). Regional shopping centers may require additional parking and will be evaluated on a case-by-case basis.

(32)	Skating rinks, ice or roller.	1 for each 100 square feet of gross floor area, plus the spaces required for additional uses on site.
(33)	Stables, commercial.	Sufficient area, treated to prevent dust, to provide for the needs of customers and employees, but not less than 1 accessible space for each 5 horses kept on the premises.
(34)	Storage yards in connection with contractor's business; salvage yard; junkyard; automobile wrecking yard.	6, which shall be separated from the enclosed storage area.
(35)	Swimming pools, commercial.	1 for each 500 square feet of gross enclosed area, plus the spaces required for additional uses on the site.
(36)	Tennis clubs, commercial.	3 for each court, plus the spaces required for additional uses on the site.
(37)	Timeshare condominiums and timeshare hotels.	1.5 for each dwelling unit.
(38)	Warehouses, storage building or structures used exclusively for storage.	1 for each 1,000 square feet of gross floor area for storage purposes.
(39)	Wholesale establishments and warehouses not used exclusively for storage.	1 for each 500 square feet of gross floor area, excluding that area devoted to offices or sales, plus 1 for each 250 square feet of office or sales area.

(b) *Requirements Not Specified:* If no provisions for the required number of off-street parking spaces are set forth in these regulations, or the provisions are not clear for any specific use or uses, the Director, EMA, shall determine the number of off-street parking spaces required.

(Code 1961, § 78.0290.6; Ord. No. 2841, §§ 4, 5, 2-13-75; Ord. No. 2891, § 3, 2-11-76; Ord. No. 3219, § 20, 10-1-80; Ord. No. 3499, § 47, 12-12-84; Ord. No. 3596, § 6, 7-22-86; Ord. No. 3600, § 5, 9-30-86; Ord. No. 3664, § 31, 9-29-87; Ord. No. 3934, § 8, 4-18-95)

Sec. 7-9-145.7. - Alternatives to off-street parking regulations.

- (a) Alternative provisions to any of the off-street parking regulations may be permitted subject to the approval of a use permit application approved in compliance with the provisions of section 7-9-150. Any such application may be approved provided the approving authority finds:
- (1) Applicable off-street parking requirements are excessive or inappropriate due to the nature of the specific use involved or because of special circumstances applicable to the property; and
 - (2) The proposed off-street parking facilities comply with the intent of these regulations as specified by section 7-9-145.1.

(Ord. No. 2814, § 5, 2-13-75; Ord. No. 2919, § 1, 6-16-76; Ord. No. 3219, § 20, 10-1-80; Ord. No. 3499, § 47, 12-12-84; Ord. No. 3560, § 13, 12-17-85; Ord. No. 3596, § 6, 7-22-86; Ord. No. 3664, § 31, 9-29-87)

Editor's note— Prior to its amendments by Ord. No. 3596, § 6, this section contained a subsection (b) regulating parking for mid-size and compact-size cars.

Sec. 7-9-146. - Special regulations.

All references to this section shall include sections 7-9-146.1 through 7-9-146.12.

In order to permit certain uses in some districts or areas where they may be appropriate but may not otherwise be compatible with other permitted uses in the district or where additional development or performance standards are needed, the special regulations are established to ensure the adequacy of development and performance standards and the compatibility of these uses so they may be established and maintained in harmony with surrounding uses.

The special regulations contained in this section shall govern the land, uses, buildings, structures and improvements specified below or where so designated in the district regulations. Except as otherwise provided in this section, no use, building or structure shall be established, enlarged, operated or maintained unless such use, building or structure conforms with applicable standards within this section and in the district regulations.

(Code 1961, § 78.0280; Ord. No. 3421, § 24, 10-25-83; Ord. No. 3664, § 32, 9-29-87; Ord. No. 3754, § 86, 5-16-89; Ord. No. 3887, § 23, 3-23-93; Ord. No. 00-14, § 7, 12-19-00)