

AGENDA NO. 7

DEVELOPMENT SERVICES DEPARTMENT PLANNING DIVISION

MEMORANDUM

DATE: July 27, 2009

TO: Honorable Chair and Members of the Planning Commission

FROM: Jerry Hittleman, City Planner 

BY: Amy Volzke, Principal Planner 

SUBJECT: **REGULATED USES AD HOC SUBCOMMITTEE RECOMMENDATIONS**

The Regulated Uses Ad Hoc subcommittee of the Planning Commission (Commissioners Neal and Rosales) met with staff on January 22, 2009, February 26, 2009, and April 7, 2009 reviewed applicable Oceanside Zoning Ordinance and Municipal Code regulations for Regulated Uses and compared those with regulations of other local jurisdictions. Based on available information as well as deliberation and analysis of pertinent issues the subcommittee formulated the following recommendations for consideration by the Planning Commission:

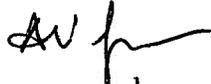
1. Amend the Zoning Ordinance section(s) related to Regulated Uses:
 - a) to incorporate State mandated regulations for massage establishments (SB 731); and
 - b) to the extent that they are not in conflict or are superseded by SB 371, consider adopting the Redevelopment Area definition/regulation of "Day Spa" with "Accessory Massage" citywide. Allow massage services in association with a "Day Spa" subject to issuance of a Conditional Use Permit. Only businesses that offer massage services as the primary business service should be classified as "massage establishments" and should be subject to the locational requirements.
2. Strictly enforce applicable locational requirements. Extensive research of other local jurisdictions regulated use implementation has revealed a lack of waiver allowances.
3. Create a Regulated Uses processing guide for use by staff and the public that:
 - a) consolidates Zoning Ordinance and City Municipal Code requirements regarding regulated uses; and
 - b) clarifies the Conditional Use Permit process for Regulated Uses including waiver requests for locational requirements.

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DATE: July 27, 2009

TO: Honorable Chair and Members of the Planning Commission

FROM: Jerry Hittleman, City Planner 

BY: Amy Volzke, Principal Planner 
Juliana von Hacht, Associate Planner

SUBJECT: **CITYWIDE PARKING STANDARDS AD HOC SUBCOMMITTEE**

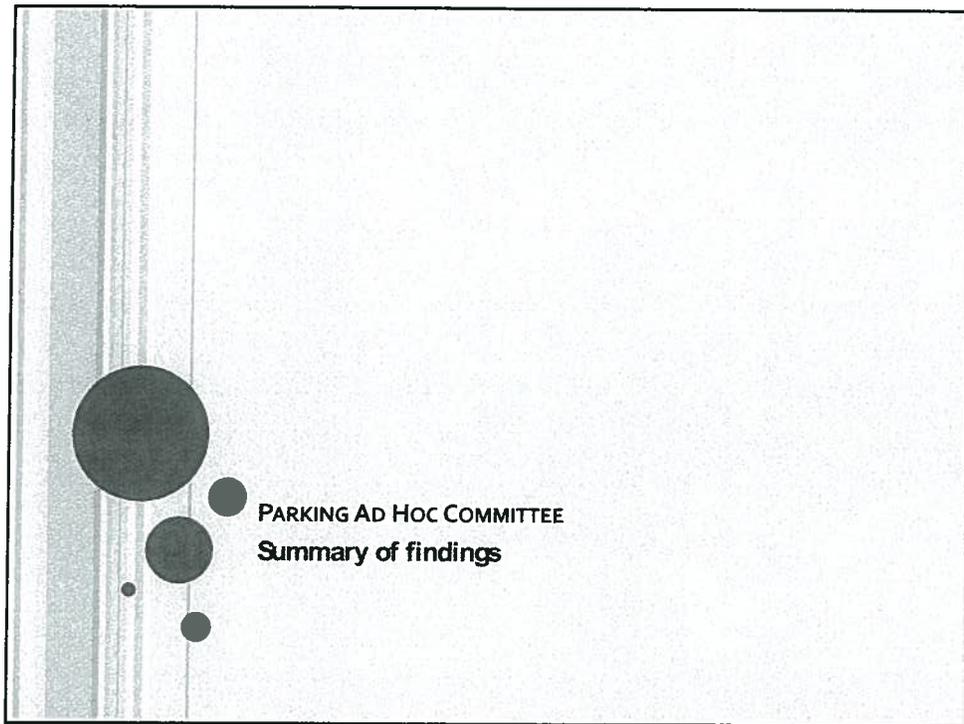
The Parking Standards Ad Hoc subcommittee - Planning Commissioners Parker and Neal and RAC members Blanco and Krammer - met with staff on three occasions: February 26, 2009 (Parker, Neal, and Blanco attending), March 26, 2009 (Parker, Neal, and Blanco attending), and May 8, 2009 (Neal, Blanco and Krammer attending). The focus of the meetings was to review Oceanside's parking standards, compare them with those of other California communities, and recommend improvements or suggest other follow up actions.

The subcommittee members identified the following parking related items to be researched and compared: seasonal parking, vacation home parking, valet parking, tandem parking, compact parking, lift parking arrangements, guest parking, use of parking management plans or programs, use of incentives, and use of way finding solutions. The subcommittee determined that parking standards for transit-oriented developments (TODs) would not be a focus of their work, because the complexities of TOD parking necessitates extensive expert input on the subject matter and TOD parking should be examined in the context of specific TOD locations.

During the month of March, staff contacted more than fourteen cities or other government organizations to assess and compare parking regulations on the specific issues directed by the parking subcommittee. Staff reported its findings to the subcommittee members on May 8, 2009. Staff's PowerPoint presentation and a detailed table describing staff's findings are attached. The primary findings of the research are as follows: (1) compact parking spaces are regulated with great variation between jurisdictions and (2) the Oceanside Zoning Ordinance guest parking regulations are typical of the cities surveyed.

While the committee members agreed that parking regulations need to be updated, concurrence about new citywide parking regulations was not reached on all issues, primarily because certain coastal area and Redevelopment Area parking demands were viewed as being uniquely different from parking needs around the rest of the City. As a result, members of the subcommittee arrived at different conclusions and recommendations for follow up actions:

- RAC Member Blanco and Krammer recommend continuing the work effort during FY 2009-10.
- Planning Commissioner Neal recommends that a Zoning Text Amendment to Article 31 Off-Street Parking and Loading Regulations should be initiated by the City Council and the work effort should be incorporated in next fiscal year's staff work program.



SUMMARY OF FINDINGS

Characteristics surveyed	Survey method
<ul style="list-style-type: none">○ Regulation of<ul style="list-style-type: none">• Compact parking• Guest parking• Seasonal parking• Vacation homes, valet, and lift parking• Parking incentives• Parking Management• Off-site parking, joint use, common parking facilities	<ul style="list-style-type: none">○ Review local regulations○ Telephone interviews



SUMMARY OF FINDINGS
COMPACT PARKING

- o 30% to 40% of parking spaces are compact
- o Example:
 - Costa Mesa
 - Escondido
 - Sacramento
 - Santa Barbara
 - Ventura
- o Oceanside: excluded from parking count



SUMMARY OF FINDINGS
GUEST PARKING

- o Guest Parking ratio is typically 1 space for every four or five units
- o Examples:
 - Anaheim
 - Costa Mesa
 - Escondido
 - Orange & Santa Ana
- o Oceanside on par



SUMMARY OF FINDINGS
SEASONAL PARKING

- Typically not addressed by development regulations
- Huntington Beach establishes seasonal lots
- Oceanside does not regulate seasonal parking

New Seasonal Parking Rule to take effect November 1, 2002

Please abide by the following rules for parking on your street if posted with odd/even parking signs.

NO PARKING on the odd-numbered side of the street on even numbered days from 1:00am to 6:00am

NO PARKING on the even-numbered side of the street on odd-numbered days from 1:00am to 6:00am.

from 6:00am to 1:00am the next day parking is **PERMITTED** on both sides of the street unless there are signs restricting parking posted.

To avoid confusion, please comply with the signs posted on the street where you are parking.

If you have any questions, please call 456-3000.



SUMMARY OF FINDINGS
VACATION HOME PARKING

- Typically not addressed by development regulations
- Vacation homes prohibited in Santa Barbara
- Oceanside does not regulate vacation home land uses



SUMMARY OF FINDINGS

TRANSPORTATION DEMAND MANAGEMENT

- Varies between cities

- Examples:
 - Huntington Beach
 - Orange
 - San Jose
 - Ventura



Characteristics surveyed	Discussion
<ul style="list-style-type: none">○ Regulation of<ul style="list-style-type: none">• Compact parking• Guest parking• Seasonal parking• Vacation homes, valet, and lift parking• Parking incentives• Parking Management• Off-site parking, joint use, common parking facilities	<ul style="list-style-type: none">○ Discussion○ Recommendations



Regulation	SANDAG Designing for Smart Growth Public Review Draft	Typical finding	Oceanside City Wide	Oceanside Redevelopment
Contact telephone				
Website	www.sandag.org		www.ci.oceanside.ca.us	not posted
Compact parking regulations		Of the cities that do require compact spaces, their requirement is 30 to 40% compact.		
Guest parking regulations		Minimum number required and ratio is 1 space for every four or five residential units.	§3103: 4-10 units 1 guest space. More than 10 units 1 space plus 20% of the total number of units.	§3. More than 25 units, ratio is 1 for five units
Seasonal parking parking solutions				
Vacation home parking solutions				
Vallet parking solutions	Section 9.6.4 during peak parking demand for commercial and institutional land uses.	Rarely addressed		
Lift parking arrangements				
Tandem parking	Section 9.6.4 encourages tandem for residential uses and large commercial and institutional uses for peak parking demand w/vallet parking areas.	Varies from city to city	Allowed with a variance	§(w)2. Requires CUP and only on The Strand, narrow parcels and for lots 33-foot wide or less.
Incentives				
		Mostly fees in lieu of on-site parking. Rarely encouraging use of mass transportation. See San Jose.		
Parking Management Plans or Programs				
		Within downtown district boundaries		
Way finding solutions				
	Section 9.3.2 mentions the importance of way finding signs, maps	Typically not regulated. Often see in downtown districts.		
Off-site parking	Section 3.7 does not address this item	Within walking distance which is defined between 300 to 1,500 feet of a project site.	§3102 Off-site parking limited to the life of the use to which it is associated	§4. TOD on-street may be counted towards parking requirement.
Mixed uses	Section 9.6.3 Shared parking. Reduce total parking required for multiple land uses that can be visited on a single trip or have differing peak period use.	Varies from city to city. Typically included with a development plan.	§3102.C. Sum of the requirement for each use	§5. TOD may reduce 25% of parking requirement.
Joint use or shared parking facilities	Section 9.3.2 Shared parking. And 9.6.3. Shared parking.	Typically with a parking study	§3102.D under review and approval of the City Planner	
Common parking facilities	Section 9.6.3. Shared parking. Walking distance of 1,000 feet.	Within walking distance which is defined between 300 to 1,500 feet of a project site.	[only related to common loading facilities]	
Transportation demand management	Section 9.3. Parking demand management. Section 9.6.2 Parking Management Districts.	Varies from city to city		

Regulation	Ventura	Huntington Beach	San Jose	Santa Barbara	Sacramento	Anaheim
Contact telephone				805-564-5470		714-765-5139
Website			www.sanjoseca.gov	www.santabarbaraca.gov	www.cityofsacramento.org	www.anaheim.net
Compact parking regulations	§24.415.020.E Multi-family 35% compact spaces; non-residential project with more than 10 spaces have 35% compact. Distribute compact spaces evenly.		40% permitted as compact	§28.90.100F. Non-residential with more than 10 spaces have 30% compact	§17.64.030.F.2.B. 40% permitted as compact	Prohibited
Guest parking regulations	§24.415.030.1(a)(2) Ratio is 1 space for every four multi-family units and 1 space for every two condo unit.	§231.04 Ratio is 1 space for every two units.		§28.90.100G.3.d. Six or more units, 1 space for every four units.	§17.64.020.1 Eight or more units, 1 space for fifteen units.	§18.42.030.0202 Ratio is 1 space for four units.
Seasonal parking solutions		§231.18.F. Seasonal parking lots adjacent to shoreline requires a use permit.		CBD public parking lots pay into maintenance and get a percentage reduction, lower threshold of parking in downtown. Public parking is metered after 75 minutes in the parking lots.		
Vacation home parking solutions				SFR vacation homes are prohibited		Prohibited
Valet parking solutions	§2.455 Downtown Parking Advisory Committee. Recommendation and use permit required.	§231.18.E.2 Use permit required.	Use permit required.		Permitted	
Lift parking arrangements	Permitted		Use permit required.	Considered with a development plan.	Permitted	§18.42.070.0101 Mechanical parking lifts and automated parking systems. Permitted.
Tandem parking	§24.430 & §24.415. Allowed with Single-Family uses otherwise prohibited.	§231.18.D.6 Coastal Zone. Allowed when parking exceeds the minimum number required and spaces are enclosed.	§20.70.350 Tandem Parking Downtown. Development permit may allow 50 percent reduction from requirement.	§28.90.045D. Tandem parking possible with residential units in a mixed-use development, also permitted on small lots	Use permit required.	§18.42-030.040 Tandem parking for single-family units permitted; prohibited in multi-family. §18.42.070.040 Permitted under specific
Incentives	§24.345.070 In-lieu fee fund in Downtown Parking District.	§231.10 In-lieu fee fund.	§20.70.385 In-lieu fee fund in Downtown. + §20.70.390 Preferred Parking in Downtown. Provides preferential parking in the leasing of monthly parking spaces.	§28.90.001D. Program for alternative transportation modes.		
Parking Management Plans or Programs	§4.400 Downtown parking district & §2.455 Downtown parking advisory committee. Allowed with a Development Plan.	§231.18.E.1 Considered with non-residential development plans.	§20.90.200 Alternative Parking Arrangements. Use permit required.	CBD public parking lots pay into maintenance and get a percentage reduction, lower threshold of parking in downtown. Public parking is metered after 75 minutes in the parking lots.	Considered with a Development Plan.	
Way finding solutions						
Off-site parking	Permitted	§231.06 Off-site parking located within 250 feet	§20.90.200 Off-site, alternating use and alternative parking arrangements	§28.90.001R. Office, commercial, industrial, and mixed use parking within 500 feet to 1,250 feet.	Allowed with a Development Plan.	§18.42.050 On-site, on contiguous sites within reasonable walking distance and under joint ownership.
Mixed uses	Parking ratios considered with Development Plan.	Parking ratios considered with Development Plan.	§20.70.330.B Reduction of requirement Downtown. Allows 50 percent reduction from requirement.		§17.64.010.A.4 Ground floor commercial may be reduced by 4 spaces or 50%, whichever is greater	
Joint use or shared parking facilities		§231.06 Use permit required for reduction of parking spaces.	§20.70.330.C Allows for a reduction up to 100 percent where public parking is provided on-site.		Use permit required.	
Common parking facilities			Use permit required.			
Transportation demand management	§24.415.150 Ordinance allows for car pool and van pool preferred parking arrangements.	§231.08.A.3 Use permit required.	§20.70.330.A + §20.70.330.D replacement parking on-site/off-site, or in-lieu fee within a TDM program			

Regulation	Costa Mesa	Escondido	Orange	Santa Ana	Sunnyvale
Contact telephone	714-754-5245	R. Cherry 760-839-4536	714-744-7264	714-647-5804	408-730-7444
Website	www.ci.costa-mesa.ca.us	www.ci.escondido.ca.us	www.cityoforange.org	www.ci.santa-ana.ca.us	http://sunnyvale.ca.gov
Compact parking regulations	§§33-770. Multi-family and non-residential uses have 30% compact spaces shall be reasonably distributed throughout a project site	§33-765. Ratio is 1 space for four units. On-street parking space for five units may be counted.	§17.34.060.A Ratio is 1 space for four units. Minimum of 3 spaces required.	Prohibited	Maximum number of compact spaces is TYP 10% of the required spaces.
Guest parking regulations	§13-87 Ratio is 0.5 spaces per bedroom; may be reduced 1 space for four units when more than 50-	§33-765. Ratio is 1 space for four units. On-street parking space for five units may be counted.	§17.34.060.A Ratio is 1 space for four units. Minimum of 3 spaces required.	§41-1322. Ratio is 1 space for four units. Minimum of 3 spaces required.	SFR ratio is 1 space for every two-and-a-half units. MFR is 1 space for every four units.
Seasonal parking parking solutions	Special Event Permits regulate seasonal parking	Residential limited on-street			
Vacation home parking solutions			Permitted		
Valet parking solutions	Allowed with a Development Plan.	Considered with a Development Plan in downtown areas.		Use permit required.	Attempted to regulate
Lift parking arrangements	Allowed with a Development Plan.		Use permit required.	Use permit required.	Considered with a Development Plan.
Tandem parking		Prohibited. §33-769(b)	Prohibited, except for mobile homes.	§41-1320. Residential uses may include tandem spaces in the driveway.	Permitted in mobile home parks and uncovered parking on driveway aprons in SFR.
Incentives			§17.34.020.B Downtown Plaza District. Fees in lieu of on-site parking for all or part of the requirement.	§41-1310. In-lieu parking fee districts.	R4 and R5 zones: projects with subterranean parking allowed additional building height equal to the height of the subterranean parking.
Parking Management Plans or Programs			Considered with a Development Plan.	Considered with a Development Plan.	Considered with a Development Plan.
Way finding solutions					
Off-site parking		§33-771 Hospitals 150-foot walking; Others 300 feet walking distance. Residential only on contiguous lots.	§17.34.120.A+B. Non-residential uses may have parking within 300 feet of subject use.	§41-1300. Off-site parking prohibited except on contiguous lots under the same ownership.	
Mixed uses		§33-772 Considered with a Development Plan in the downtown or PD areas.	§17.34.090 Sum of the parking requirements for each use computed separately. Share use regulations may be applied.	C-3 Parking waiver in downtown to reduce parking.	Parking ratios based on accepted guidelines (ITE or ULI).
Joint use or shared parking facilities	Use permit required.	§33-773	§17.34.100 Requires CUP and study of peak and hourly parking demand.	Use permit required.	(b) A combination of the appropriate requirements shall be used in computing quantity of off-street
Common parking facilities		§33-774. Over three acres commercial 1:250 SF!	Use permit required.	Use permit required.	
Transportation demand management			New commercial and industrial developments employing 100 persons or more required to have a TDM program – design and layout parking facilities to reduce impact on traffic.		