

**MOORPARK CITY COUNCIL
AGENDA REPORT****TO: Honorable City Council****FROM: Barry K. Hogan, Community Development Director** **DATE: May 29, 2007 (CC Meeting of 6/20/2007)****SUBJECT: Consider Zoning Ordinance Amendment No. 2006-02 – Amending the Chapter Title and Moorpark Municipal Code Chapter 17.32 Off-Street Parking Requirements in its Entirety to Clarify, Organize and Revise Parking Standards, including Parking/Storage Requirements for Recreational Vehicles in Residential Areas****BACKGROUND**

In 1998, the City Council adopted Resolution No. 98-1423, directing the Planning Commission to study parking pertaining to outside eating areas for restaurants. In 2001, the City Council adopted Resolution No. 2001-1810, directing the Planning Commission to develop regulations related to the parking and storage of recreational vehicles in residential zones. In 2004, City Council requested that staff develop standards for gates across private residential streets. Additionally, recent amendments to the Zoning Ordinance format necessitate changes to the parking ordinance chapter for ease of use and consistency with the new format. The City Attorney has reviewed the proposed ordinance.

DISCUSSION

The parking ordinance has been reorganized to have a more logical flow, utilizing a matrix format for the required parking. Main substantive changes include a requirement for a 3-car garage in homes greater than 2,800 square feet, and increasing the parking requirement for shopping centers over 25,000 square feet to 1 space for every 250 square feet of gross floor area from 1 space for every 300 square feet of gross floor area. These changes would allow homes 2,800 square feet or smaller with a 3-car garage an opportunity to convert one garage space to a habitable room, and shopping centers to have greater flexibility for tenants. Most of the existing shopping centers already meet this standard. Other changes include the establishment of required parking for motorcycles and bicycles, the updating of standards for angled parking and aisle width, the setting of standards for sight clearance at intersections, a requirement

for the issuance of a Zoning Clearance for parking lot restriping, the establishment of specific standards for gates across private residential streets and gates in non-residential areas with a time frame for full compliance, the elimination of compact parking spaces, the establishment of standards for drive-through restaurant queues, and the establishment of stricter standards for recreational vehicle parking and storage in residential zones increasing the current ten foot (10') setback from the front property line to at least twenty feet (20') and requiring screening from public view.

The Planning Commission, at its May 22, 2007 meeting, recommended approval of this amendment with the following changes:

- slight adjustments to the High Street Parking section for greater clarity;
- the allowance of a second driveway for residences if the lot width is less than 100 feet but at least 85 feet wide through an Administrative Permit process; and
- the addition of required landscape screening in sideyards where recreational vehicles are stored.

The Planning Commission changes are shown in legislative format in the proposed ordinance on pages 9, 16 and 17 of the ordinance. The Planning Commission report contains the analysis of the proposed staff changes to the ordinance. Testimony related to the provision of driveways on lots less than 100 feet wide was provided at the Planning Commission meeting by Osama Aouda, a Moorpark resident. A copy of his written correspondence is attached.

Some minor adjustments and clarifications have been made to the proposed amendment since the Planning Commission action. Those minor adjustments and clarifications are shown on pages 3, 9, 10, 16, 17 and 18 of the ordinance as underlined text.

STAFF RECOMMENDATION

1. Open the public hearing, accept public testimony, and close the public hearing.
2. Introduce Ordinance No. _____ for first reading, approving Zoning Ordinance Amendment No. 2006-02. Schedule second reading and adoption for July 18, 2007.

Attachments:

1. May 22, 2007 Planning Commission Agenda Report
2. Correspondence from Osama Aouda Regarding Second Driveways
3. City Council Ordinance

MOORPARK PLANNING COMMISSION AGENDA REPORT

TO: Honorable Planning Commission

FROM: Barry K. Hogan, Community Development Director 

DATE: April 25, 2007 (PC Meeting of 05/22/07)

SUBJECT: Consider Zoning Ordinance Amendment No. 2006-02 – Amending in its Entirety the Moorpark Municipal Code Section 17.32: Off-Street Parking Requirements, to Clarify, Organize and Revise Parking Standards, including Parking/Storage Requirements for Recreational Vehicles in Residential Areas

BACKGROUND

In 1998, the City Council adopted Resolution 98-1423, directing the Planning Commission to study parking pertaining to outside eating areas for restaurants. In 2001, the City Council adopted Resolution 2001-1810, directing the Planning Commission to develop regulations related to the parking and storage of recreational vehicles in residential zones. In 2004, City Council requested that staff develop standards for gates across private residential streets. Additionally, recent amendments to the Zoning Ordinance format necessitate changes to the parking ordinance chapter for ease of use and consistency with the new format.

DISCUSSION

The parking ordinance has been reorganized to have a more logical flow, utilizing a matrix format for the required parking. Main substantive changes include a requirement for a 3-car garage in homes greater than 2,800 square feet, and increasing the parking requirement for shopping centers over 25,000 square feet to 1 space for every 250 square feet of gross floor area. These changes would allow homes 2,800 square feet or smaller with a 3-car garage an opportunity to convert one garage space to a habitable room, and shopping centers to have greater flexibility for tenants. Most of the existing shopping centers already meet this standard. Other changes include the establishment of required parking for motorcycles and bicycles, the updating of standards for angled parking and aisle width, the setting of standards for sight clearance at intersections, a

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requirement for the issuance of a Zoning Clearance for parking lot restriping, the establishment of specific standards for gates across private residential streets and gates in non-residential areas, the establishment of standards for drive-through restaurant queues, and the establishment of stricter standards for recreational vehicle parking and storage in residential zones.

ANALYSIS

There are six (6) major areas of change presented by this amendment. They are:

- Reorganization
- High Street Parking Clarified
- Parking lot Restriping
- Drive-Through Facility Standards
- Gates in Residential and Non-Residential Areas
- Recreational Vehicle Storage/Parking in Residential Areas

Reorganization: The reorganization of the parking chapter will make it easier to match the parking requirements with the use matrix in Chapter 17.20, giving the ability to more clearly determine the amount of parking required for a particular use or development.

High Street Parking Clarified: The City Council adopted a Downtown Specific Plan in 1998, with special regulations to address the fact that while High Street as a whole is underparked under the Zoning Ordinance, the uses may not need as much parking due to shared parking opportunities. In adopting the revised Specific Plan in 2006, the Council recognized that the existing parking deficiencies must be balanced against the desire to encourage development within the downtown. Accordingly, the parking provisions are designed to work toward an overall parking solution for the area that will phase in as development occurs. Properties developing along High Street can increase the size of their developments by taking advantage of a reduced parking obligation, provided that the parking they create can be shared with other uses. This shared parking and shared access in the downtown was intended to reduce downtown traffic trips, allow for enhanced development, and minimize the historical lack of parking in the Downtown. For the city's part, the ordinance also creates an in-lieu fee alternative to create revenue to be used in city constructed parking facilities in the future. The proposed ordinance expands on the High Street parking solution strategy by allowing properties within the downtown the option of meeting 100% of the parking obligation required throughout the rest of the city, in lieu of selecting the shared parking alternative.

Parking Lot Restriping: Periodically, every shopping center owner needs to restripe the parking lot as part of normal maintenance. Sometime this involves just slurry over existing pavement and other times it involves repaving. Typically, resurfacing is done every 3 to 5 years, with restriping every 1 to 2 years. Currently, there is no City review required for the restriping of parking lots. Changes to the parking layout are often made

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during restriping inconsistent with the original approved parking plans. In addition, in many of the older commercial centers, and even in some of the new commercial centers, there are opportunities for improvements in the parking lot layout by eliminating poorly functioning circulation patterns and awkward parking spaces. This ordinance would require city review and approval prior to restriping through a Zoning Clearance process. This would ensure that parking lots are maintained in accordance with approved plans. It also gives staff the opportunity to work with the shopping center owners on improving the parking layout if needed during routine maintenance.

Drive-through Facility Standards: Even with the high cost of gasoline, there are a lot of drive-through facilities in the city. This ordinance would set a minimum queue standard of eight (8) vehicles to minimize conflicts between drive-through lanes and parking aisles or street circulation.

Gates in Residential and Non-Residential Areas: Many of the city's residential streets are private and gated. There are even some commercial areas with gates into their parking areas. Concerns with these gates include aesthetics, public safety, and utility access. Standards are proposed for both residential and non-residential gates, including a requirement to utilize a new E-Key System or similar system for unimpeded access by city and emergency vehicles.

Recreational Vehicle Storage/Parking in Residential Areas: Presently, the city allows recreational vehicle parking in the required front setback of single-family residential areas. Those single-family areas that have homeowners associations generally have CC&Rs which prohibit recreational vehicle parking on the single-family lot as well as on private streets within the development. The city allows for recreational vehicle parking on public streets for up to 72 hours. This is generally for the purpose of loading and unloading the vehicle. The changes proposed would require that recreational vehicles on the residential lots be parked/stored behind the front of the garage or dwelling and that the vehicles be screened by an eight-foot (8') high decorative opaque gate.

ENVIRONMENTAL DETERMINATION

In accordance with the city's environmental review procedures adopted by resolution, the Community Development Director determines the level of review necessary for a project to comply with the California Environmental Quality Act (CEQA). Some projects may be exempt from review based upon a specific category listed in CEQA. Other projects may be exempt under a general rule that environmental review is not necessary where it can be determined that there would be no possibility of significant effect upon the environment. A project which does not qualify for an exemption requires the preparation of an Initial Study to assess the level of potential environmental impacts.

The Director has reviewed this project and found it to qualify for a General Rule Exemption in accordance with Section 15061 of California Code of Regulations (CEQA Guidelines). No further environmental documentation is required.

STAFF RECOMMENDATION

1. Open the public hearing, accept public testimony and close the public hearing.
2. Adopt Resolution No. PC-2007-____ recommending to the City Council approval of ZOA 2006-02.

ATTACHMENT:

1. Existing Chapter 17.32 Parking, Access and Landscaping Requirements
2. Resolution No. 2007-____

Chapter 17.32 PARKING, ACCESS AND LANDSCAPING REQUIREMENTS

17.32.010 Parking.

17.32.011 Second driveways in residential zones.

17.32.020 Mixed uses.

17.32.025 High Street area parking requirements.

17.32.030 Surface.

17.32.040 Compact parking.

17.32.050 Private parking garage standards.

17.32.060 General requirements of parking spaces.

17.32.070 Special parking space requirements.

17.32.080 Parking lot design standards.

17.32.090 Off-street loading and unloading spaces.

17.32.100 Landscaping.

17.32.010 Parking.

Parking spaces for new uses and for enlargements of existing uses shall be provided in the quantities specified below. The director of community development shall have the authority to determine the parking requirements for any use not specifically listed herein, based on the requirements for the most comparable use specified herein. Parking spaces in addition to the number indicated below may be required for any use by the terms of a discretionary permit.

- A. Agriculture: buildings for the packing or processing of agricultural products: one (1) space per five hundred (500) square feet of gross floor area;
- B. Art galleries: see libraries;
- C. Automobile repairing: one (1) space per one hundred fifty (150) square feet of gross floor area;
- D. Automobile sales and rental lots: one (1) space for each two thousand (2,000) square feet of display area;
- E. Automobile service stations: one (1) space for each pump island and service bay (pump island and service bay areas shall not be counted as parking spaces);
- F. Bars and taverns: see restaurants;
- G. Boardinghouses, bed-and-breakfast inns and the like, having sleeping rooms or areas: spaces as required for the dwelling, plus one (1) space per rented bedroom. In the case of dormitories, one hundred (100) square feet of net floor area shall be considered a bedroom;
- H. Boat sales or rental lots: see automobile sales and rental lots;
- I. Car washes:
 1. Self-service: one (1) space per washing stall;
 2. Other: as specified by permit;
- J. Churches and similar structures: one (1) space for every four (4) fixed seats, plus one (1) space per fifty (50) square feet of area in main auditorium (sanctuary or place of worship) not occupied by permanent seats. In the case of benches or pews, twenty-four (24) linear inches shall be equivalent to one (1) seat;
- K. Colleges and universities:

1. Classroom areas: one (1) space per two hundred (200) square feet of gross floor area,
2. Other areas: one (1) space per two hundred fifty (250) square feet of gross floor area;
- L. Commercial uses not otherwise listed: one (1) space per three hundred (300) square feet of gross floor area;
- M. Dwelling units, including caretaker and farm worker dwellings: two (2) car garage per unit. Note: Dwelling units approved in RPD zones with three (3) car garages shall not be converted into rooms or other uses which would preclude the ability of an automobile from being parked in the garage, except when a member of the homeowner's family is handicapped/disabled one (1) of the three (3) garages may be converted to liveable space for use by the handicapped/disabled family member upon submitting proof to the satisfaction of the city that the conversion is needed for the handicapped/disabled. Exceptions as follows:
 1. Bachelor or studio-type dwelling: one and one-fourth (1 1/4) covered space per dwelling unit. At the discretion of the approving authority, these standards may be reduced as a function of the review process for a residential planned development if the units are to be constructed for senior citizens or affordable housing. It is the responsibility of the applicant to provide the approving authority with justification for reduced parking,
 2. One (1) or more bedroom dwellings in a multifamily building: two (2) covered spaces, one (1) of which shall be a garage, per dwelling unit,
 3. Second (2nd) dwellings: see Section 17.28.020G,
 4. Visitor parking in RPD zone: one-half (1/2) space per dwelling unit;
- N. Equipment rental: one (1) space per five hundred (500) square feet of gross floor area, plus one (1) space per two thousand (2,000) square feet of outdoor storage or display area;
- O. Furniture and appliance stores handling primarily bulky merchandise: one (1) space per five hundred (500) square feet of gross floor area;
- P. Gymnasiums: one (1) space per two hundred fifty (250) square feet of gross floor area. The director of community development may modify this standard where existing parking on the same site is available for the gymnasium;
- Q. Health clinics: see offices, medical and dental;
- R. Hotels, motels and similar uses: one (1) space per unit, plus one (1) space for manager or caretaker;
- S. Intermediate care facilities and hospitals: one (1) space for each two (2) beds, plus one (1) space for each five hundred (500) square feet of gross floor area;
- T. Laboratories; research and development: see offices, not otherwise listed;
- U. Laundromats: one (1) space per two hundred (200) square feet of gross floor area;
- V. Libraries, museums and studios: one (1) space per three hundred (300) square feet of gross floor area;
- W. Manufacturing, wholesale and general industrial purposes: one (1) space per five hundred (500) square feet of gross floor area;
- X. Ministorage: four (4) spaces minimum;
- Y. Mobilehome parks:
 1. Resident parking: two (2) covered spaces per unit. See also Section 17.32.040,
 2. Visitor parking (required if internal streets are less than thirty-two (32) feet wide): one (1) space for each four (4) units;
- Z. Mobilehome or trailer sales lots: see automobile sales and rental lots;
- AA. Nurseries (retail) and other commercial uses not in an enclosed building: one (1) space per two thousand (2,000) square feet of display area;
- BB. Services, medical and dental: one (1) space per three hundred (300) square feet of gross floor area;
- CC. Offices, not otherwise listed: one (1) space per three hundred (300) square feet of gross floor area;
- DD. Public facility uses (electrical substations, pump stations, etc.) and public utility buildings:
 1. Offices: one (1) space per three hundred (300) square feet of gross floor area,
 2. Other buildings or uses: as specified by permit,
 3. Automated and unattended: none;
- EE. Public service buildings and uses, not otherwise listed: see offices, not otherwise listed;
- FF. Recreational uses:
 1. Arcades: one (1) parking space plus two (2) bicycle rack spaces per one hundred fifty (150) square feet of gross floor area,
 2. Athletic fields: one (1) space per three thousand (3,000) square feet of field area, plus one (1) space per six (6) linear feet of seating area; minimum twenty (20) spaces,
 3. Bowling alleys: three (3) spaces per bowling lane,
 4. Camps: one (1) space per every two (2) overnight guests allowed per Section 27.28.180B, plus one (1) space per every three (3) persons allowed as total daily on-site population (Section 17.28.180C), plus one (1) space per full-time employee,
 5. Campgrounds/recreational vehicle parks: one (1) space per campsite or table, plus one (1) space per full-time employee, plus one (1) space per twenty-five (25) campsites (or fraction thereof) for guest parking to be located near the facility office (three (3) guest spaces minimum),

6. Community centers: one (1) space per one hundred (100) square feet of gross floor area,
7. Golf courses and driving ranges: one (1) space per three hundred (300) square feet of building area used for commercial purposes, plus three (3) spaces per hole (golf courses) or one (1) space per tee (driving ranges),
8. Health clubs, spas and the like: one (1) space per three hundred (300) square feet of gross floor area,
9. Recreational vehicle parks: (see campgrounds above). See also Section 17.28.080 for recreational vehicle park standards,
10. Retreats: one (1) space per every two (2) overnight guests allowed per Section 17.28.220, plus one (1) space for every three (3) persons attending daytime activity programs, plus one (1) space per full-time employee,
11. Skating rinks and dance halls: one (1) space per one hundred fifty (150) square feet of gross floor area,
12. Swimming pools, public: one (1) space per three hundred (300) square feet of pool water area, plus one (1) space per three hundred (300) square feet of area related to the pool facilities,
13. Tennis and racquetball courts: two (2) spaces per court,
14. Theaters, amphitheaters, and similar spectator-type enterprises and establishments:
 - a. Without fixed seats: one (1) space per twenty-one (21) square feet of gross floor area,
 - b. With fixed seats: one (1) space per 3.5 fixed seats;
 The approving authority may allow up to fifteen percent (15%) of the required parking spaces for theaters to be compact parking spaces.
- GG. Rest and convalescent homes: one (1) space per four (4) beds, plus one (1) space for manager or owner;
- HH. Restaurants, cafes, cafeterias and similar establishments: one (1) space per one hundred (100) square feet of gross floor area; the minimum, regardless of floor area, is as follows:
 1. With public seating on the premises: minimum of ten (10) spaces. For restaurants with temporary outside seating one (1) space outside seat will be allowed per each two (2) inside seats without a requirement for additional parking,
 2. Without public seating on the premises (take-out or delivery only): six (6) spaces;
- II. Schools (other than public):
 1. Elementary and junior high:
 - a. Classroom areas: two (2) per classroom,
 - b. Other areas: one (1) space per five hundred (500) square feet of gross floor area,
 2. High schools:
 - a. Classroom areas: one (1) space per one hundred (100) square feet of gross floor area,
 - b. Other areas: one (1) space per two hundred fifty (250) square feet of gross floor area,
 3. Professional, vocational, art and craft schools, and the like: see colleges and universities;
- JJ. Slaughtering: see manufacturing;
- KK. Terminals, vehicle and freight: two (2) spaces per loading bay, plus one (1) space per three hundred (300) square feet of gross office floor area;
- LL. Transit stations and terminals: one (1) space per twenty (20) square feet of waiting area, plus one (1) space per three hundred (300) square feet of office space, plus spaces as needed for accessory uses;
- MM. Warehousing: one (1) space per five hundred (500) square feet of gross floor area for the first (1st) ten thousand (10,000) square feet, and beyond that, one (1) space per five thousand (5,000) square feet of gross floor area. (Ord. 205 § 3 (8108-1.0), 1995; Ord. 189 § 3 (8108-1.0), 1994)

17.32.011 Second driveways in residential zones.

Second (2nd) driveways and driveway approaches in residential zones are only permitted on corner lots or lots with a street frontage of more than one hundred (100) feet.

A. Maximum Number. No more than two (2) driveway approaches per street frontage shall be allowed.

B. Minimum Setbacks.

1. Driveway approaches shall have a minimum setback of sixty (60) feet from the corner radius (as measured from the end of the radius to full curb height).
2. Driveway approaches shall have a minimum setback of forty (40) feet from any other driveway approach on the same property frontage (as measured from full curb height to full curb height).
3. Driveway approaches shall have a minimum setback of ten (10) feet from any driveway approach on an adjacent property (as measured from full curb height to full curb height).

C. Required Development Standards.

1. If a gate is installed over the driveway, and if said gate is less than twenty (20) feet from the curb, the gate shall swing inward or be a sliding/rolling type parallel to the property line.
2. Second (2nd) driveways shall be located a minimum of five (5) feet from the property line.
3. The second (2nd) driveway shall have a maximum width of twelve (12) feet.

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D. Approval Process. Construction of a second (2nd) driveway for a residence requires approval of an administrative permit pursuant to Section 17.44.030. (Ord. 211 § 3, 1996)

17.32.020 Mixed uses.

In the case of mixed uses, the total requirements for off-street parking spaces may be reduced up to twenty percent (20%) by the approving authority as a transportation control measure to reduce vehicular emissions, if it can be demonstrated that the peak hour parking for each of the uses does not compete with each other. (Ord. 189 § 3 (8108-1.1), 1994)

17.32.025 High Street area parking requirements.

Commercial development on High Street is unique within the city and its parking must be addressed in a manner different than parking for other commercial development. The downtown specific plan establishes standards for development which are unique to the downtown and High Street in particular. Parking in the High Street area (from Moorpark Avenue on the west to Spring Road on the east and Walnut Street from High Street to Charles Street) shall meet seventy-five percent (75%) of the required parking pursuant to Section 17.32.010 of this chapter. In lieu of meeting the required parking, the applicant may pay a fee to reduce the required on-site parking to fifty percent (50%) of the required parking pursuant to Section 17.32.010. The fee shall be established by city council resolution and shall be used to offset a portion of the cost required to construct public parking facilities in the downtown area.

Driveways installed on High Street shall provide reciprocal vehicular access to the parking area. All parking spaces provided above the seventy-five percent (75%) standard may be designated as reserved parking. Reserved spaces become reciprocal after six (6:00) p.m. so that those spaces are available for off-peak parking. Reserved parking signs shall post the time restrictions, subject to approval of the community development director. All signing shall be in conformance with Chapter 17.40, Sign Regulations. Reciprocal parking spaces shall be required in accordance with the following table.

Percentage of Parking Standard Provided	Percentage of Required Reciprocal Parking
50	75
75	50

For example, if Section 17.32.010 requires one hundred (100) parking spaces and fifty (50) parking spaces are provided, then thirty-eight (38) parking spaces shall be reciprocal and twelve (12) parking spaces may be reserved for exclusive use for the on-site uses of the property. (Ord. 343 § 2 Ex. B (part), 2006; Ord. 205 § 3 (8108-1.1.1), 1995)

17.32.030 Surface.

All required parking areas, including garages and carports, and access thereto, shall be paved with asphalt, concrete, or other material of similar rigidity and durability (at least two and one-half (2 1/2) inches thick), and adequate drainage shall be provided. In the case of uses requiring discretionary permits in areas designated as rural or open space on the city general plan, this surfacing requirement may be waived or modified as necessary to preserve the natural appearance of the area. (Ord. 189 § 3 (8108-1.2), 1994)

17.32.040 Compact parking.

No more than ten percent (10%) of the total parking in industrial zones may be authorized for compact parking spaces. (Ord. 189 § 3 (8108-1.3), 1994)

17.32.050 Private parking garage standards.

Any single or multilevel fully enclosed parking structure located in either the M-1 or M-2 zone approved with an industrial planned development permit may have parking measuring no less than nine (9) feet

wide by nineteen (19) feet six (6) inches in length having a twenty-five (25) foot drive aisle width. (Ord. 189 § 3 (8108-1.4), 1994)

17.32.060 General requirements of parking spaces.

A. Parking Space Size. The size of each off-street parking space shall be an unobstructed minimum of nine (9) feet wide by twenty (20) feet long, except that:

1. On legal lots less than twenty-six (26) feet wide requiring two (2) parking spaces, the director of community development may reduce the width requirement of the parking spaces to no less than eight (8) feet.
2. Where a concrete curb around a planter in a parking lot functions as a wheel stop, the required length of a parking space abutting such curb may be reduced by a maximum of two (2) feet, provided that the planter is at least five and one-half (5 1/2) feet wide where vehicles overhand one (1) side of the planter, or at least eight (8) feet wide where vehicles overhang both sides of the planter; and further provided that the overhang will not damage or interfere with plant growth or irrigation systems.
3. The minimum size of a parallel parking space shall be eight and one-half (8 1/2) feet by twenty-four (24) feet. Each space shall be provided with adequate ingress and egress.
4. The minimum size of a compact parking space shall be seven and one-half (7 1/2) feet by fifteen and one-half (15 1/2) feet. Each space shall be provided with adequate ingress and egress.

B. Location. Off-street parking spaces shall be located on the same lot as the building or use that they are to serve. Off-street parking may be provided off-site if all of the following apply and if the decision-making authority allows it:

1. Such off-street parking is located within five hundred (500) feet of the property to be served; and
2. The amount of off-site parking satisfies not more than fifty percent (50%) of the parking requirements of the activity for which the parking is provided; and
3. The site of the parking lot is in the same ownership as the principal use, or is under a recorded lease with the use that provides that the parking will exist as long as the use it serves, unless the parking is replaced with other spaces that satisfy the requirements of this chapter; and
4. The parking lot is not located in a residential zone; and
5. The use benefitting from this off-site parking shall cease when the off-site parking is no longer available.

C. Tandem Parking. Required parking may be provided in tandem only in a parking area serving an individual mobilehome in a mobilehome park or for churches if the approving authority allows it, provided that the tandem parking is not more than two (2) cars in depth and both spaces serve the same use.

D. Parking in Residential Setbacks. Parking within setback areas in open space, agricultural and residential zones shall meet the requirements of Section 17.32.010 and the following:

1. Operable Motor Vehicles. Motor vehicles parked within any required front, rear or side setback must be fully operative, licensed and registered vehicles. Such vehicles may only be parked within the driveway access to the required parking or on a paved area (asphalt, concrete, or other hardscape materials) adjacent to the driveway, as an accessory use to a dwelling. Any additional paved area for parking purposes may not exceed fifty percent (50%) of the area covered by the existing driveway and not exceed thirty (30) feet in total width. The vehicle parking or driveway area must be connected to a city-approved access and driveway.
2. Recreation Vehicle Parking.
 - a. If a recreation vehicle is used for everyday transportation of the resident, it shall meet the requirements of subsection (D)(1) of this section.
 - b. Parking of a trailer, boat or other similar recreational vehicle is only allowed when parked on a paved surface in the side yard or rear yard, but not in a street side yard or street rear yard.
 - c. Parking of such vehicles shall be adjacent to the dwelling or garage and shall be at least ten (10) feet from the face of curb.
 - d. If the vehicle is parked in the rear yard, it shall be at least ten (10) feet from the rear property line and at least three (3) feet from the side property lines.
 - e. In all cases, the vehicle(s) shall be screened from view from the street by a six (6) foot high opaque decorative gate.
 - f. Additional limitations for on-street parking are required by Section 10.04.220.

3. Commercial Vehicles in Residential Areas. Parking of commercial vehicles in residential areas shall meet the requirements of Section 10.04.300.

4. Accessory Parking and Storage of Large Vehicles. Residential, agricultural or open space zoned lots shall not be used for the accessory parking or storage of vehicles which are designed to carry more than a three-quarter (3/4) ton load and which are used for shipping or the delivery of freight and products.

E. Residential Access. Access to parking spaces for dwellings shall be at least ten (10) feet wide throughout and paved with a minimum of two and one-half (2 1/2) inches of asphalt or concrete, except that a center strip over which the wheels of a vehicle will not normally pass need not be paved, provided

that the access complies with the requirements of the Ventura County fire protection district. Driveways serving more than two (2) dwelling units shall be at least eighteen (18) feet wide.

F. Roof Coverings. Roofs over required covered parking spaces shall be permanently attached and have a solid roof covering as approved by the approving authority. (Ord. 343 § 2 Exh. B (part), 2006; Ord. 205 § 3 (8108-1.4.1), 1995; Ord. 189 § 3 (8108-1.4.0—8108-1.4.6), 1994)

17.32.070 Special parking space requirements.

In addition to the parking spaces required by Section 17.32.010, projects applied for on or after the effective date of the ordinance codified in this title shall provide, where applicable, the following types and numbers of spaces:

A. Handicapped Parking. New parking lots shall include handicapped parking as follows (these spaces may be included as part of the total spaces required):

1. Residential. Lots with twenty-one (21) to ninety-nine (99) spaces: one (1) handicapped space. Also, one (1) such space for each one hundred (100) spaces thereafter or fraction thereof over ninety-nine (99) spaces;

2. Nonresidential. One (1) handicapped space for the first (1st) forty (40) spaces or fraction thereof, plus one (1) additional such space for each additional forty (40) spaces or fraction thereof;

3. Standards. Handicapped parking spaces shall be designed according to standards set forth in the State Building Code and Uniform Building Code. Aisle width is to be as required for a standard nine (9) by twenty (20) foot space;

4. Access. Handicapped spaces shall be located nearest to the main pedestrian access point from the parking area to the building or use served by the parking.

B. Bicycle Parking. The director of community development is authorized to require one (1) or more bicycle rack or locker spaces for each ten (10) parking spaces, as part of any planned development permit or conditional use permit. Bicycle racks are to be designed to enable a bicycle to be locked to the rack. Such racks should be located near the entrance of the building(s) they serve, but not in parking lots.

C. Two (2) Wheeled Motorized Vehicle Parking. Parking lots containing more than twenty (20) spaces should provide at least one (1) designated area for the parking of two (2) wheeled motorized vehicles, including some form of security device such as a metal rack or steel eye bolt buried in the ground to allow drivers of such vehicles to secure them. These spaces may substitute for one (1) vehicle parking space for every two (2) motorcycle spaces provided not to exceed five percent (5%) of the total spaces. (Ord. 189 § 3 (8108-1.5), 1994)

17.32.080 Parking lot design standards.

A. Access.

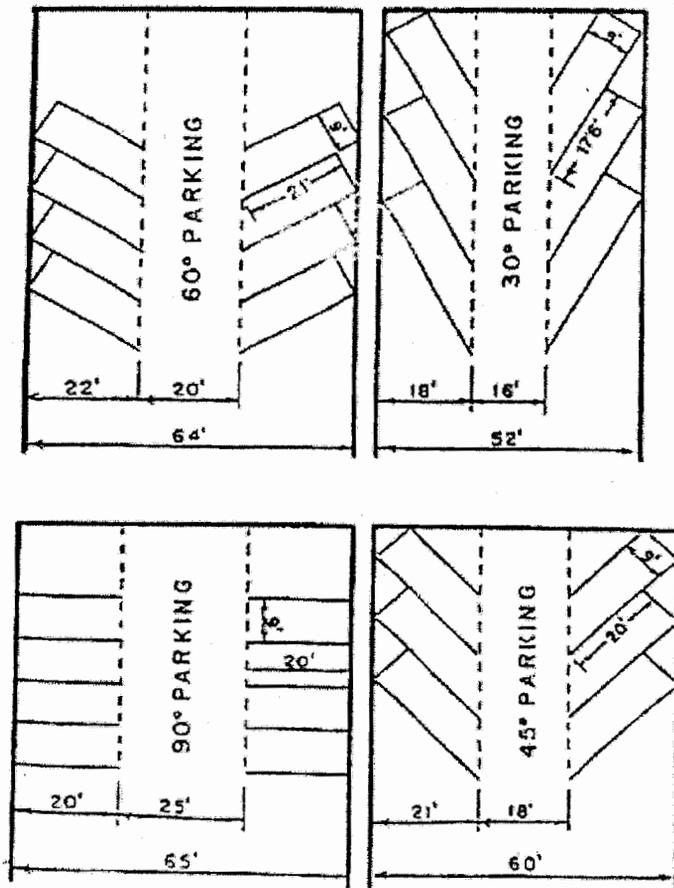
1. Each parking lot entrance and exit shall be constructed and maintained so that any vehicle entering or leaving the parking lot shall be clearly visible at a distance of at least ten (10) feet to a person approaching such entrance or exit on any pedestrian walk or footpath. Exits from parking lots shall be clearly posted with "STOP" signs.

2. Parking aisle and space dimensions shall be provided in accordance with the degree of the parking spaces they serve, as described in the following table:

Degree	Stall Depth	One (1) Way Aisle	Two (2) Way Aisle
30	17.5'	16'	22'
45	20'	18'	22'
60	21'	20'	25'
90	20'	25'	25'

Chart

PARKING DESIGN STANDARDS



3. Parking lots shall be designed and improved to prevent entrance or exit at any point other than designated driveways. Appropriate bumper guards, wheel stops and entrance, exit and directional signs shall be provided.

4. Parking lots shall be so designed that no vehicle shall be required to back out into a street in order to leave the lot or to maneuver out of a parking space. Circulation of vehicles among parking spaces shall be accomplished entirely within the parking lot.

5. Spaces shall be clearly marked with paint striping at least two (2) inches wide.

6. Driveway access for all uses except residential shall be completely surfaced and shall be subject to the following:

a. One (1) lane curb cuts and driveways shall be a minimum of sixteen (16) feet wide and a maximum of twenty (20) feet wide.

b. Two (2) lane curb cuts and driveways shall be a minimum of twenty-five (25) feet wide and a maximum of forty-five (45) feet wide.

7. Any two (2) way aisle in a parking lot must be at least twenty-five (25) feet wide.

8. The minimum outside turning radius shall be twenty-four (24) feet.

B. Parking Lots Abutting R-Zones. Where a parking lot abuts R-zoned property, it may be required to be separated therefrom by a solid wall, fence or compact evergreen hedge six (6) feet in height, provided that said wall, fence or hedge shall be not more than three (3) feet in height from the street property line to a depth equal to the required front setback on the abutting R-zoned property. Where such parking lot is across the street from R-zoned property, it may be required to be separated therefrom by an opaque ornamental fence, wall, landscape berm or compact evergreen hedge having a height of not less than three (3) feet. All the screening shall be maintained in good condition. Where the ground level adjoining the street is below street grade, the wall height may be reduced by the difference in levels. Any lights used to illuminate such parking area, or any vehicle sales area, shall be so arranged as to reflect the light away from adjoining residential property and streets. The purposes of these screening regulations are to provide privacy and protection to such residential properties, including protection from accidental trespass and from headlight glare and other automobile-related impacts.

C. Drive-In and Drive-Through Facilities. This section establishes supplementary standards for retail trade or service uses which conduct business while customers remain in their vehicles. Such uses may include drive-through facilities that are accessory to a principal building where business is conducted indoors, or that conduct all business by means of drive-through facilities. Examples of such uses are

drive-in restaurants, fast food establishments with drive-through takeout windows, photo finishing services and bank services. These standards are not applicable to drive-in theaters or automobile service stations.

1. Stacking Area. An area that is physically separated from other traffic circulation on the site shall be provided for cars waiting for drive-through service. The stacking area for each drive-through window or station shall be at least one hundred (100) feet long, as measured from such window or station along the centerline of the stacking lane. Separation of the stacking area from other traffic shall be by concrete or asphalt curbing on at least one side of the lane.

2. Lane Separation. An on-site circulation pattern shall be provided for drive-through traffic that separates such traffic from that of parking customers. Separation should be by paint-stripped lanes from the point of site access to the stacking area. Such lanes shall be at least ten feet wide.

4. Directional Signs. Signs are to be provided that indicate the entrance, exit and one (1) way path of drive-through lanes.

D. Slope. The finished grade of a parking lot shall not exceed five percent (5%) slope. (Ord. 189 § 3 (8108-1.6), 1994)

17.32.090 Off-street loading and unloading spaces.

A. Number Required. Every use hereafter requested which requires the receipt or distribution by vehicles of materials and/or merchandise, and every such building or structure hereafter erected, shall have permanently maintained off-street loading and unloading spaces appropriate for the use, provided that each commercial or industrial use involving the sale, exchange or storage of manufactured merchandise or movable personal property, and any similar use irrespective of where maintained, shall have at least one (1) loading space if the gross floor area of the building exceeds three thousand (3,000) square feet. This provision may be waived by the director of community development, if the applicant can adequately demonstrate to the satisfaction of the director that a loading zone is not necessary.

Although the director of community development may waive the required loading space, the applicant must demonstrate that the required loading space may be added in the future and still meet all applicable zoning requirements (such as minimum required landscaping, parking, etc.) should the need to require the space become necessary in the future.

B. Size and Location.

1. Each loading and unloading space shall be located on-site.

2. Each space shall be at least twelve (12) feet wide, forty (40) feet long and fourteen (14) feet high, and shall be conveniently located near the service entrance(s) to the building(s).

3. Such space shall not be located in any part of any required front or side yard setback.

4. Such space shall be so designed that it will not interfere with vehicular or pedestrian circulation. (Ord. 189 § 3 (8108-1.7), 1994)

17.32.100 Landscaping.

A. C-O Zone. The following regulations shall apply to the C-O zone:

1. At least ten percent (10%) of any planned development permit area shall be devoted to landscaping.

2. At least ten percent (10%) of any parking lot shall be landscaped, and such landscaping shall be considered as part of the required ten percent (10%) permit area landscaping.

3. The required landscaping area shall be provided with permanent irrigation systems and may contain pools and pedestrian walks.

4. Trees, approved as to type, number and location by the director of community development, shall be planted in the parkway area between the curbs and sidewalks.

B. C-P-D Zone. For developments in the C-P-D zone, landscaping and irrigation plans, together with specifications and maintenance programs, shall be prepared by a state-licensed landscape architect and submitted to the planning division with each planned development permit application. The total area devoted to landscaping shall in no case be less than ten percent (10%) of the overall lot area.

Landscaping within public right-of-way shall not be counted towards the required ten percent (10%) landscaping requirement. Landscape requirements may be modified by the planning director depending on architectural design, and may be waived for lots of less than five thousand (5,000) square feet in area. All landscaping plans including, where required, tree plantings in parkway areas between curbs and sidewalks or in three (3) feet by three (3) feet sidewalk tree wells, shall be submitted to the planning division for approval by the director of community development.

C. M-Zones. The following regulations shall apply to all industrial zones (M-1 and M-2):

1. Required yards adjacent to streets, not used for other purposes, shall be improved with appropriate permanently maintained evergreen plant material or ground cover. Such landscaping shall extend to the street curb line, where appropriate.

2. Trees, approved as to type, number and location by the director of community development, shall be planted along the street line of each site. Such street trees may also be located on private property and grouped or clustered as appropriate.

3. At least ten percent (10%) of any permit area in the M-1 and M-2 zones shall be landscaped.

D. Parking Lots. In any commercial or industrial zone, at least ten percent (10%) of any off-street parking lot, including appurtenant drives or aisles shall be devoted to landscaping plant material, including trees. Appropriate wheel blocks, curbs or posts shall be installed along the parking area sides of a planting area.

E. C-1 Zone. At least ten percent (10%) of any permit area in the C-1 zone shall be landscaped.

F. Landscape Requirements in the Downtown Area. The percentage of landscaping required for the project in the downtown area (as defined in Section 17.40.020) shall be as determined by permit. Landscaping in the public right-of-way (at the permittee's frontage) may be considered towards satisfying the applicant's landscaping requirements. The applicant shall be responsible for maintaining such landscaping, if such landscaping is used to satisfy the requirements of this subsection. (Ord. 205 § 3 (8108-2.6), 1995; Ord. 189 § 3 (8108-2), 1994)

[<< previous](#) | [next >>](#)

RESOLUTION NO. PC-2007-_____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MOORPARK, CALIFORNIA, RECOMMENDING TO THE CITY COUNCIL APPROVAL OF ZONING ORDINANCE AMENDMENT NO. 2006-02, TO ADOPT AN ORDINANCE TO DELETE IN ITS ENTIRETY CHAPTER 17.32 FROM THE MOORPARK MUNICIPAL CODE (PARKING, ACCESS AND LANDSCAPING REQUIREMENTS), AND ADD CHAPTER 17.32 TO THE MOORPARK MUNICIPAL CODE (OFF-STREET PARKING REQUIREMENTS)

WHEREAS, on January 7, 1998, the City Council adopted Resolution 98-1423, directing the Planning Commission to study and develop zoning regulations pertaining to parking for restaurant outside dining areas; and

WHEREAS, on January 17, 2001, the City Council adopted Resolution 2001-1810, directing the Planning Commission to study and develop regulations related to the parking and storage of recreational vehicles in residential zones; and

WHEREAS, on January 21, 2004, the City Council requested that staff develop standards for gates across private residential streets; and

WHEREAS, at its meeting of May 22, 2007, the Planning Commission conducted a duly-noticed public hearing on Zoning Ordinance Amendment No. 2006-02, proposed amendments to Chapter 17.32 (Parking, Access and Landscaping Requirements) of the Moorpark Municipal Code, received public testimony on the proposed amendments, and after receiving oral and written public testimony, closed the public hearing and reached a decision; and

WHEREAS, the Planning Commission concurs with the Community Development Director's determination that this project is exempt from the provisions of the California Environmental Quality Act by the general rule that CEQA only applies to projects that may have a significant effect on the environment.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF MOORPARK DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. GENERAL PLAN AND SPECIFIC PLAN CONSISTENCY: The Planning Commission finds Zoning Ordinance Amendment No. 2006-02 to be consistent with the City of Moorpark General Plan and all adopted Specific Plans.

SECTION 2. RECOMMENDATION: The Planning Commission recommends to the City Council approval of Zoning Ordinance Amendment No. 2006-02, to adopt an ordinance to delete in its entirety Chapter 17.32 (Parking, Access and Landscaping) of the Moorpark Municipal Code and add Chapter 17.32 (Off-Street Parking Requirements) of the Moorpark Municipal Code as recommended by staff and shown in Exhibit 1, attached.

000034

SECTION 3. CERTIFICATION OF ADOPTION: The Community Development Director shall certify to the adoption of this resolution and shall cause a cause a certified resolution to be filed in the book of original resolutions.

The action of the foregoing direction was approved by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

PASSED AND ADOPTED THIS 22nd DAY OF May, 2007.

Mark Taillon, Chair

Barry K. Hogan
Community Development Director

Exhibit A: Draft Moorpark Municipal Code Chapter 17.32: Off Street Parking Requirements

Barry Hogan

From: Osama Aouda [oaouda@yahoo.com]
Sent: Thursday, May 03, 2007 11:25 PM
To: Barry Hogan; Osama Aouda; oaouda@yahoo.com
Subject: Section 17.32.011 Changes for second driveway approach



Section 17.32.011 Changes .pdf
507-20__Ranch_simi_portion_tract_M.pdf
proposed driveway approach drawing.pdf
proposed driveway approach drawing with cars.pdf

Dear Mr. Hogan,

First, I would like to thank you for taking the time to discuss my proposed plan for second driveway approach on April 26, 2007. I did really enjoy talking with your. Our meeting was very informative.

Per our conversation, I am attaching the following documents, so you can attach to your report for the planning commission meeting on Tuesday, May 22, 2007 at 7:00PM. I would really appreciate it, if you can do a quick query in the city database to find out how many homes with frontage of 85 feet or more, as a supporting fact for my proposed change.

Here is a simple description of each attached document:

1) 507-20__Ranch_simi_portion_tract_M.pdf:

This is the Assessor's map, which can be obtained from <http://assessor.countyofventura.org/mapBooks/Book507/507-20.pdf>. It shows the location of the fifteen (15) houses that were built in 1960 (our house is one of them).

2) Section 17.32.011 Changes.doc:

It explains the changes to section 17.32.011 Second driveways in residential zones and the justification. Of course, your supported evidence regarding the houses in Moorpark, with 85 feet frontage will be great, since I based my conclusion on looking at the assessor's map for each house to determine whether a house with frontage is bigger than 85 feet or not (which is not as accurate as searching the city of Moorpark database)

3) proposed driveway approach drawing.pdf:

It shows my plan for the proposed second driveway approach

4)proposed driveway approach drawing with cars.pdf:

CC ATTACHMENT 2 000036

It shows that adding second driveway approach will not
has impact on parking on the street.

If you have any questions or comments, please feel
free to contact me. I am planning to attend the
planning commission meeting.

Again, thank you for your time and help.

Regards,

Osama Aouda
13430 Vista Levana Drive,
Moorpark, CA 93021
805-553-9122 H

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<http://mail.yahoo.com>

000037

Potential Code change proposals from Section 17.32.011, Second driveways in residential zones, for the committee to consider, were identified by Osama Aouda, 13430 Vista Levana Dr, Moorpark, for more detailed discussion.

Proposed changes: Replace the requirement for the street frontage of more than one hundred (100) feet to eight five (85) feet:

Section 17.32.011 Second driveways in residential zones.

Second driveways and driveway approaches in residential zones are only permitted on corner lots or lots with a street frontage of ~~more than one hundred (100) feet~~ eighty five (85) feet.

Justification:

- 1) A house with frontage of 100 feet does not exist anymore in Moorpark. Whoever wrote this measurement is to prevent anybody from having second driveway approach.
- 2) The only houses that exist with frontage of 85 feet or more are the ones built in the year 1960s: Rancho Simi, located on the corners of Vista Levana Drive, Peach Hill Road , and Vista Del Valle Road, as shown in the Figure 1 below in red box. Out of these fifteen (15) houses in this location, there are thirteen (13) houses with frontage of eighty five (85) feet or more.

The **only** house that has an existing driveway approach on the opposite side of the access by vehicle to the backyard is lot #7 (13430 Vista Levana Dr), as shown in Figures 2 and 3 below.

- 3) Adding a second driveway approach to lot #7 (13430 Vista Levana Dr) will not take much street parking spaces for the following reasons:
 - a) The distance between the existing driveway and the proposed second driveway approach is forty three (43) feet which is enough space to park two (2) full size cars (18 feet long each) between the two driveway approaches as shown in Figure 4 below.
 - b) Lots 12 and 13 in Figure 1, have their driveway approaches on the opposite sides of each other, creating a space of about 126 feet (85 + 85 – 22 -22). If we assume, full size car occupies 18 feet, then we can park seven (7) full size vehicles on the opposite side of 13430 Vista Levana Dr.
 - c) In most of the new developments, if not all, you can hardly park a full size car between two houses. With the proposed additional driveway approach to 13430 Vista Levana Drive, two full size cars can be parked easily as shown in Figure 4.

In conclusion, adding a second driveway approach to 13430 Vista Levana Drive, has no impact on parking space on this street. In addition, changing Section 17.32.011, from 100 feet to 85 feet will not impact the parking space, since only these houses built in 1960 have frontage with 85 feet or more, and out of these house, the only one that required second driveway approach for vehicle access to the backyard is 13430 Vista Levana Drive, Moorpark.

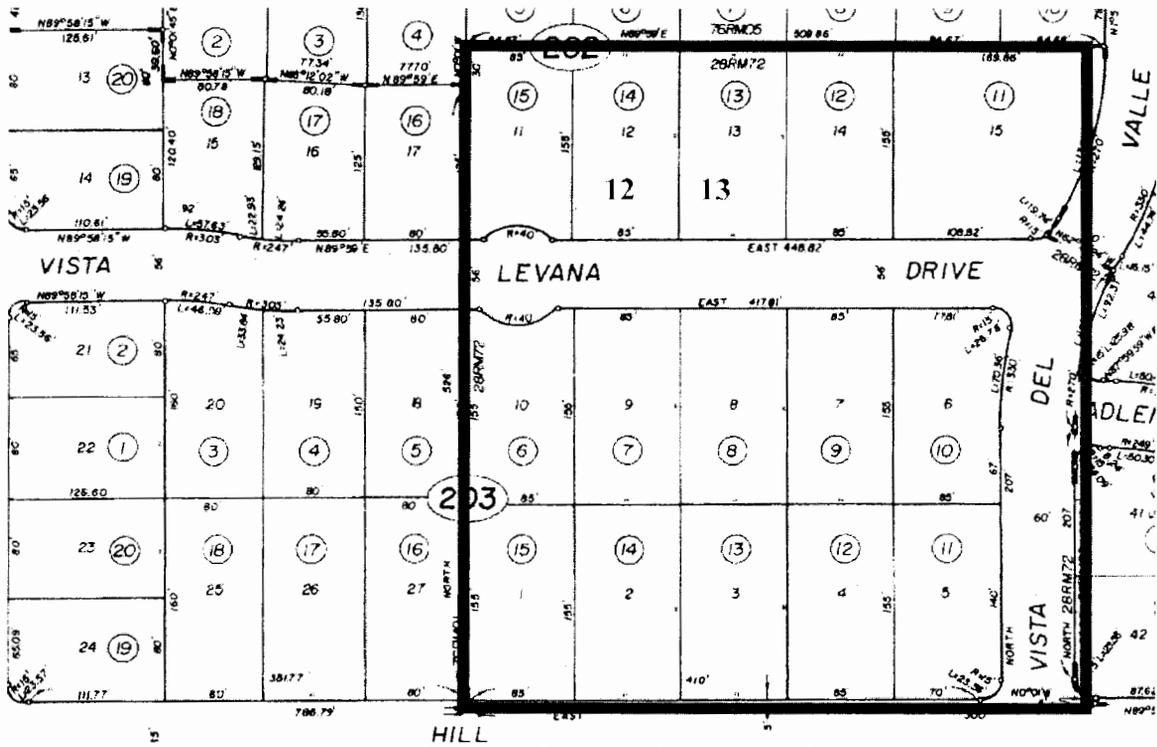


Figure 1: Location of Rancho Simi, built in 1960

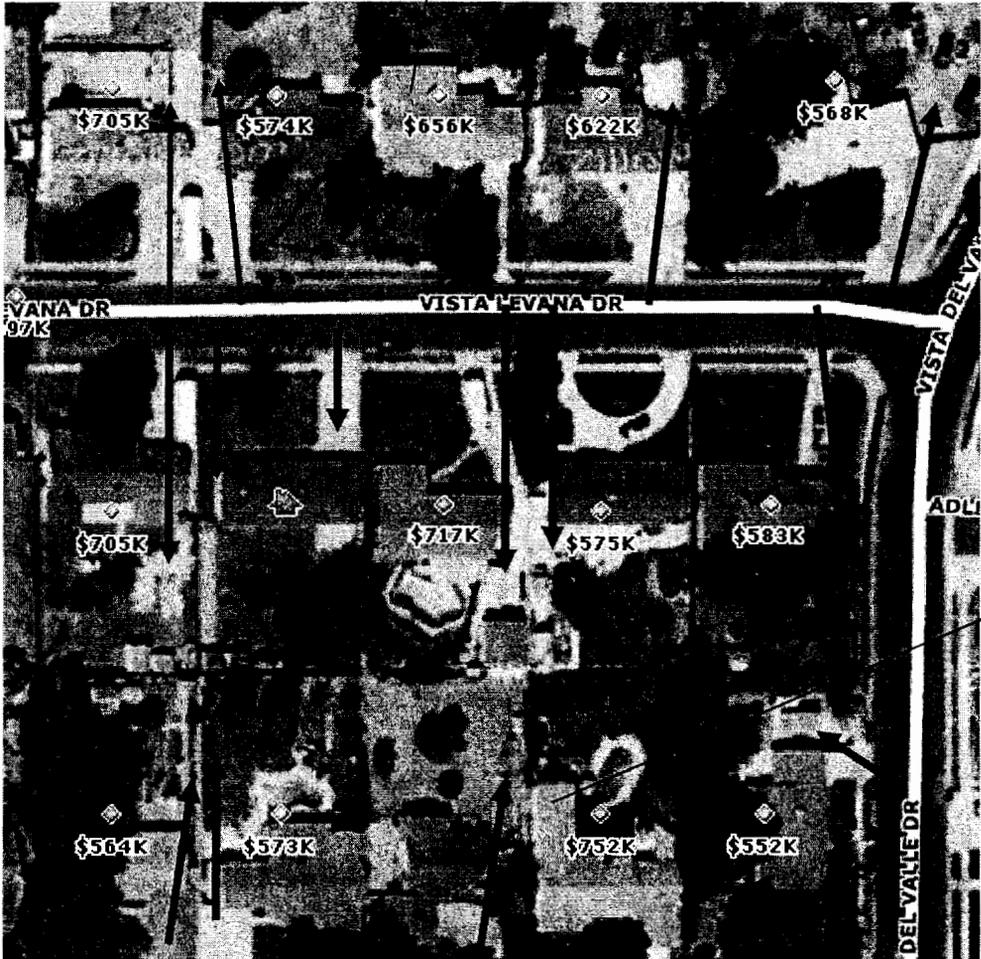
Existing driveway to the garage



Access to backyard by car is on the **opposite** side of the driveway/garage. All other houses have access to the backyard in the same side as of the driveway/garage (if there is an access to backyard). Please see figure 3 below for more details.

Figure 2: 13430 Vista Levana Drive shows the location of the driveway to the garage on the opposite side of the backyard access. For most homes in this street, the access of a vehicle to backyard is in the same side as the driveway approach to the garage.

No backyard access by vehicle



No backyard access by vehicle.

Figure 3: Shows access to the backyard by vehicle through the existing driveway, with EXCEPTION to 13430 Vista Levana Dr, where you need another driveway approach to drive a vehicle to the backyard (blue arrows)

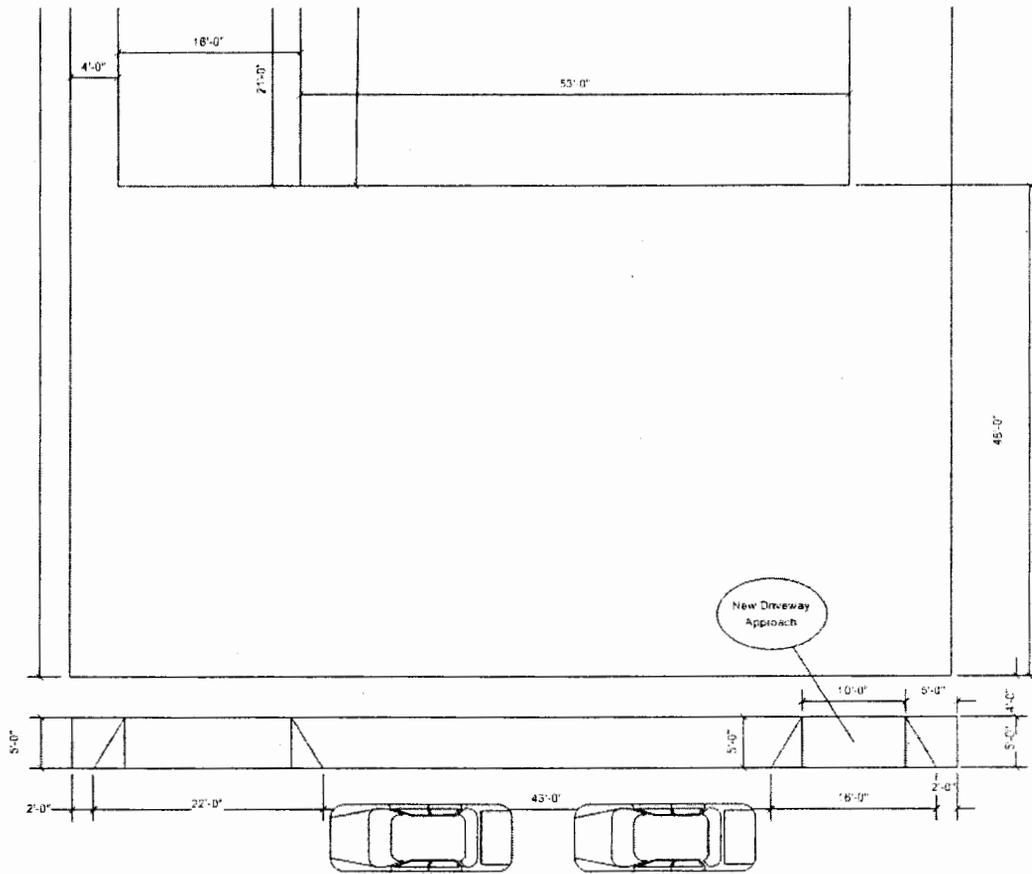


Figure 4: Parking cars with second driveway approach

ORDINANCE NO. ____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MOORPARK, CALIFORNIA, APPROVING ZONING ORDINANCE AMENDMENT NO. 2006-02 AMENDING CHAPTER 17.32 INCLUDING AMENDMENT TO THE TITLE OF THE CHAPTER TO OFF-STREET PARKING OF TITLE 17 (ZONING) OF THE MOORPARK MUNICIPAL CODE

WHEREAS, on January 7, 1998, the City Council adopted Resolution No. 98-1423 directing the Planning Commission to study, set a public hearing, and provide a recommendation on amendments to the Zoning Code pertaining to parking for outside seating for restaurants; and

WHEREAS, on January 17, 2001, the City Council adopted Resolution No. 2001-1810 directing the Planning Commission to study, set a public hearing, and provide a recommendation on requirements for recreation vehicle parking and storage in residential zones; and

WHEREAS, on January 21, 2004, the City Council directed staff to create standards for the operation, maintenance, and enforcement of such standards for gates on private streets; and

WHEREAS, at its meeting of May 22, 2007, the Planning Commission conducted a duly-noticed public hearing on Zoning Ordinance Amendment No. 2006-02, proposed amendments to Chapter 17.32 of the Moorpark Municipal Code, received public testimony on the proposed amendments, and after receiving oral and written public testimony, closed the public hearing and reached a decision; and

WHEREAS, at its meeting of June 20, 2007, the City Council conducted a duly-noticed public hearing on Zoning Ordinance Amendment No. 2006-02, proposed amendments to Chapter 17.32 of the Moorpark Municipal Code, received public testimony on the proposed amendments, and after receiving oral and written public testimony, closed the public hearing and reached a decision; and

WHEREAS, the City Council concurs with the Community Development Director's determination that this project is exempt from the provisions of the California Environmental Quality Act by the general rule that CEQA only applies to projects that may have a significant effect on the environment.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MOORPARK DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. GENERAL PLAN AND SPECIFIC PLAN CONSISTENCY: The City Council finds the proposed amendments to Chapter 17.32 of the Moorpark Municipal Code related to off-street parking requirements within the city are consistent

with the City of Moorpark General Plan and all adopted Specific Plans.

SECTION 2. Chapter 17.32 of the Moorpark Municipal Code related to the off-street parking is hereby amended in its entirety as shown as Exhibit A.

SECTION 3. If any section, subsection, sentence, clause, phrase, part or portion of this Ordinance is for any reason held to be invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council declares that it would have adopted this Ordinance and each section, subsection, sentence, clause, phrase, part or portion thereof, irrespective of the fact that any one or more section, subsections, sentences, clauses, phrases, parts or portions be declared invalid or unconstitutional.

SECTION 4. This Ordinance shall become effective thirty (30) days after its passage and adoption.

SECTION 5. The City Clerk shall certify to the passage and adoption of this ordinance; shall enter the same in the book of original ordinances of said City; shall make a minute of the passage and adoption thereof in the records of the proceedings of the City Council at which the same is passed and adopted; and shall, within fifteen (15) days after the passage and adoption thereof, cause the same to be published once in the Moorpark Star a newspaper of general circulation, as defined in Section 6008 of the Government Code, for the City of Moorpark, and which is hereby designated for that purpose.

PASSED AND ADOPTED this ____ day of _____, 2007.

Patrick Hunter, Mayor

Deborah S. Traffenstedt, City Clerk

Exhibit A: Zoning Ordinance Amendment No. 2006-02: Amendments to Chapter 17.32 of the Moorpark Municipal Code

EXHIBIT A

Zoning Ordinance Amendment No. 2006-02:

Amendments to Chapter 17.32 (Off-Street Parking) of the Moorpark Municipal Code

Chapter 17.32

Off- Street Parking Requirements

Sections:

- 17.32.010 General provisions.**
- 17.32.020 Required parking.**
- 17.32.025 High street area parking requirements.**
- 17.32.030 Loading spaces.**
- 17.32.040 Parking lot design standards.**
- 17.32.050 Parking space standards and striping.**
- 17.32.060 Parking lot restriping.**
- 17.32.070 Parking lot landscaping.**
- 17.32.080 Drive-through facilities.**
- 17.32.090 Parking and private street access gates in residential and non-residential areas.**
- 17.32.100 Residential access and operable motor vehicles.**
- 17.32.110 Second driveways in single-family residential zones.**
- 17.32.120 Recreational vehicle parking and storage standards.**

17.32.010 General provisions.

- A. Off-street parking must be maintained in conformance to the requirements of this chapter for any building or use so long as the building or use exists.
- B. Off-street parking standards apply at the time of the new construction, alteration, any change in use or the manner in which any use is conducted.
- C. Where two or more uses are located within the same building, the parking requirements are the total of the parking requirements for each use, except as specifically provided for in this chapter.
- D. Tandem parking spaces are only allowed as specifically provided in this chapter.
- E. Charging a fee for the use of a required off-street parking space in conjunction with a permitted or conditional use is prohibited.
- F. Outdoor unenclosed parking spaces may not be used for the repair, servicing, or storage of vehicles or materials.
- G. Parking of commercial vehicles in residential areas is prohibited except as allowed in Section 10.04.300.
- H. All new parking spaces must meet the minimum dimensional standards and parking aisle width standards of this chapter. The installation of new substandard or compact parking spaces is prohibited.
- I. Shared parking for commercial and industrial uses, reducing the minimum

required parking spaces by up to twenty-five (25%) percent while maintaining a minimum of twenty (20) parking spaces, may be allowed by the community development director when the director has determined that due to the operational characteristics of the on-site uses, parking demands will occur at different times.

J. When a parking standard is not indicated in this chapter, the community development director may establish the parking standard based on the type of use, location of use, number of employees, traffic generated and good planning practice. A copy of the director's decision shall be sent to the planning commission and city council and a copy shall be maintained in the building permit file for the business address.

17.32.020 Required parking.

Off-street parking spaces for new uses and for expansion of existing uses shall be provided in the quantities specified below. A fraction of a space greater than one-half (1/2) will be counted as a whole space. Parking requirements for uses fronting on High Street between Moorpark Avenue and Spring Road and Walnut Street between High Street and Charles Street are calculated under the provisions of Section 17.32.025.

Use	Minimum Parking Required Based on Gross Floor Area of Building (Unless Otherwise Stated)
A. Agricultural	
1. Wholesale nurseries, tree farms and ornamental plant farms including container plants, greenhouse, hothouse and the like	5 spaces for sites < 5 acres 10 spaces for sites 5 to 20 acres 20 spaces for sites > 20 acres
2. Wildlife Sanctuaries	As specified by conditional use permit
B. Residential: Handicap parking must be provided where required by the California Accessibility Code.	
1. Boarding houses and bed and breakfast inns	2 spaces in a garage plus 1 space per rented room
2. Care facilities for up to 12 persons	2 spaces in a garage
3. Dwellings, single family	2 spaces in a garage for dwellings ≤ 2,800 sq. ft. 3 spaces in a garage for dwellings > 2,800 sq. ft.
4. Dwellings, two family or two single family dwellings on one lot (not second dwellings per Section 17.28.020G)	2 spaces in a garage for each dwelling ≤ 2,800 sq. ft. 3 spaces in a garage for each dwelling > 2,800 sq. ft.
5. Dwellings, multiple (> 2 units)	1 space per unit covered in a garage or carport for each bachelor or studio unit 2 spaces per unit, 1 covered in a garage for each unit with 1 or more bedrooms plus for all units 0.5 spaces per unit for visitors
6. Mobile home parks	2 tandem spaces covered in a garage or carport plus 1 space for each 4 mobile homes for visitors
7. Model homes, temporary office for sale of homes or lots in subdivision where a model complex plan/temporary office complex plan	8 spaces minimum. The director may increase the standard depending upon the number of models.
8. Second dwelling units	See section 17.28.020G
9. Senior housing (attached or detached) restricted to residents 55 years old and older	0.5 spaces per unit (0.25 spaces shall be in a garage or carport)

Use	Minimum Parking Required Based on Gross Floor Area of Building (Unless Otherwise Stated)
<p>C. Commercial retail and service: Handicap parking must be provided and located in accordance with California Accessibility Code. Bicycle parking at a standard of one (1) bike rack for each ten (10) vehicle spaces must be provided. Motorcycle parking must be provided at a standard of three (3) spaces per one hundred (100) required vehicle parking spaces. Location of bicycle and motorcycle spaces is subject to the approval of the community development director. All parking is calculated per gross floor area unless otherwise stated.</p>	
1. Adult businesses	As specified by conditional use permit but no less than 1 space per 300 sq. ft.
2. Automobile/light truck/motorcycle a. Rental	1 space per 2,000 sq. ft. of display area plus 1 space per 300 sq. ft. of office
b. Brakes, oil changes, tires and shock sales and installation, tune-ups	1 space per 1,000 sq. ft. of display area plus 1 space per service bay, plus 1 space per 300 sq. ft. of office
c. Engine rebuilding, transmission repair, steam cleaning, auto body, painting	2 spaces per service bay plus 1 space per 300 sq. ft. for office
d. Sales, service and/or parts	1 space per 300 sq. ft. of display area or office, plus 1 space per service bay
e. Automobile service stations with or without mini-marts.	1 space per pump island and service bay plus 1 space per 300 sq. ft. of mini-mart
3. Building supplies	1 space per 300 sq. ft.
4. Car washes, self-service or automatic with or without automotive service stations	2.5 spaces per washing stall for self-service carwashes 1 space/20 linear feet of wash tunnel for full service car washes plus 1 space for each pump island and service bay
5. Shopping Centers (4 or more uses and over 25,000 sq. ft.)	1 space per 250 sq. ft. which may be used for any combination of retail, restaurant, and office uses (existing retail centers may also have any combination of retail, restaurant, and office uses when this ratio of parking is provided; otherwise, required parking is calculated based on specific uses)
6. Cyber cafes, video/computer arcades, game rooms	1 space per 300 sq. ft. plus 1 4-space bicycle rack per 2,000 sq. ft. of floor area
7. Commercial uses not listed, unless specific parking requirements are otherwise determined by the community development director	1 space per 300 sq. ft.
8. Furniture and large appliance stores	1 space per 500 sq. ft. of display/warehousing area plus 1 space per 300 sq. ft. for office
9. Hotels, motels and bed and breakfast inns	1 space per room plus 1 space per 300 sq. ft. of office (accessory uses such as restaurants, nightclubs, conference facilities and banquet facilities shall provide the parking required for those individual uses)
10. Kennels and catteries	1 space per 300 sq. ft. of lobby or office, whichever is greater plus 1 space per employee
11. Nurseries (retail)	1 space per 2,000 sq. ft. of display area plus 1

Use	Minimum Parking Required Based on Gross Floor Area of Building (Unless Otherwise Stated)
	space per 300 sq. ft. of office
12. Recreation vehicle storage yard	1 space per 300 sq. ft. for office plus one space for every 50 storage spaces
13. Rental and leasing of large equipment with/without outdoor storage and repair	1 space per 500 sq. ft. plus 1 space per 2,000 sq. ft. of outdoor storage or display area
14. Retail shops and services, except as otherwise indicated in this Table, including but not limited to antiques, art supplies, auto supply, bakery, barbers, beauty salons, bicycle sales/service, book and stationary, building supplies, camera/photo, carpet sales/cleaning, cigar/cigarette sales, clothing and fabric, computer sales, copy services and supplies, day care, department and variety, dry cleaners, florist, flooring/carpet sales/service, food and market, gift and novelty, hardware, home and office furniture, jewelry, key and locksmiths, music, newsstands, pet grooming, pet supplies, pharmacy, photo/camera, pool supplies, sporting goods, small equipment rental (no outdoor storage), spa, toy and hobby, used merchandise, video/DVD/CD sales and rental, wireless sales/service and uses which the Community Development Director determines to be similar	1 space per 300 sq. ft.
15. Retail sales in M-1 and M-2 zone limited to a maximum of 20% of gross floor area of the building in which it is located	1 space per 300 sq. ft. used for retail sales
<p>D. Eating and drinking places: Handicap parking must be provided and located in accordance with California Accessibility Code. Bicycle parking at a standard of one (1) bike rack for each ten (10) vehicle spaces must be provided. Motorcycle parking must be provided at a standard of three (3) spaces per one hundred (100) required vehicle parking spaces. Location of bicycle and motorcycle spaces is subject to the approval of the community development director. All parking is calculated per gross floor area unless otherwise stated.</p>	
1. Bars with or without entertainment including, but not limited to cocktail lounges, cabarets with or without outdoor seating	1 space per 100 sq. ft., minimum parking is 10 spaces
2. Breweries, micro breweries, wineries/tasting rooms in accordance with the restrictions below:	1 space per 100 sq. ft., minimum parking is 10 spaces.
a. With or without restaurant and with or without outdoor seating and with or without entertainment.	1 space per 100 sq. ft., minimum parking is 10 spaces
b. Operations involving only the production, bottling, and distribution of beverages.	1 space per 500 sq. ft.
3. Restaurants and similar establishments engaged in the retail sale of prepared food for on-site or off-site consumption in accordance with the restrictions below:	

Use	Minimum Parking Required Based on Gross Floor Area of Building (Unless Otherwise Stated)
a. With or without entertainment and with or without consumption of beer and wine and with or without outdoor seating	1 space per each 100 sq. ft. (including outdoor seating area) up to 4,000 sq. ft. plus 1 per each 80 sq. ft. over 4,000 sq. ft.
b. With drive-in or drive-through facilities with or without outdoor seating	1 space per each 80 sq. ft. (including outdoor seating area) A minimum queue of 8 cars (using a 20 feet per car length) shall be provided for the drive-through lane separate from the parking space aisle.
E. Office and professional: Handicap parking must be provided and located in accordance with California Accessibility Code. Bicycle parking at a standard of one (1) bike rack for each ten (10) vehicle spaces must be provided. Motorcycle parking must be provided at a standard of three (3) spaces per one hundred (100) required vehicle parking spaces. Location of bicycle and motorcycle spaces is subject to the approval of the community development director. All parking is calculated per gross floor area unless otherwise stated.	
1. Banks and other financial institutions	1 space per 300 sq. ft. plus 1 space per Automated Teller Machine
2. Laboratories: research and scientific	1 space per 300 sq. ft.
3. Professional and administrative offices including, but not limited to: accounting, advertising agencies, chiropractic, collection services, dental, direct mail marketing companies, employment agencies, engineering services, insurance, investment, medical, optical and related health services, planning services, real estate services, secretarial services, travel agencies, and uses which the Community Development Director determines to be similar	1 space per 300 sq. ft.
4. Veterinary offices and animal hospitals.	1 space per 300 sq. ft.
F. Manufacturing, assembly and distribution: Handicap parking must be provided and located in accordance with California Accessibility Code. Bicycle parking at a standard of one (1) bike rack for each ten (10) vehicle spaces must be provided. Motorcycle parking must be provided at a standard of three (3) spaces per one hundred (100) required vehicle parking spaces. Location of bicycle and motorcycle spaces is subject to the approval of the community development director. All parking is calculated per gross floor area unless otherwise stated.	
1. Cement, concrete and plaster, and product fabrication	As specified by conditional use permit
2. Distribution and transportation facilities	As specified by conditional use permit
3. Heavy machinery repair, including trucks, tractors and buses	As specified by conditional use permit
4. Manufacturing and assembly including, but not limited to appliances, cabinets, cleaners, clothing, computers, cosmetics, detergents, electronics, furniture, leather products, machinery, metal fabrication, medical and scientific instruments, paper, perfumes, pharmaceuticals, photographic	1 space per 500 sq. ft.

Use	Minimum Parking Required Based on Gross Floor Area of Building (Unless Otherwise Stated)
and optical goods, plastic products, signs and advertising displays, soap, textiles, welding, and other uses which Community Development Director determines to be similar.	
5. Warehousing and Wholesaling	1 space per 500 sq. ft.
6. Self-storage or mini-storage	10 spaces for Self-storage or mini-storage
7. Outdoor Storage, including, but not limited to vehicles, equipment, tools, and supplies.	1 space per 1,000 sq. ft. of outdoor storage space
<p>G. Public and semi-public: Handicap parking must be provided and located in accordance with California Accessibility Code. Bicycle parking at a standard of one (1) bike rack for each ten (10) vehicle spaces must be provided. Motorcycle parking must be provided at a standard of three (3) spaces per one hundred (100) required vehicle parking spaces. Location of bicycle and motorcycle spaces is subject to the approval of the community development director. All parking is calculated per gross floor area unless otherwise stated.</p>	
1. Care facilities not in a single family home, including adult day care facilities, Alzheimer's day care facilities, congregate living health facilities, child day care centers, community treatment facilities, foster family and adoption agencies, hospices, long-term health care facilities, residential care facilities for the elderly, residential care facilities for persons with chronic life-threatening illness, skilled nursing and intermediate care facilities, social rehabilitation facilities, therapeutic day services facilities, transitional housing placement facilities, and transitional shelter care facilities as defined in Division 2 of the Health and Safety Code	1 space per 2 beds plus 1 space for each 500 sq. ft.
2. Clubhouses, lodges, banquet halls	1 space per 80 sq. ft.
3. Governmental uses including, but not limited to city offices, community rooms, fire stations, human service centers, libraries, police stations, public utility facilities	As specified by permit.
4. Hospitals, including urgent care	1 space per 3 beds plus 1 space per 225 sq. ft. of office area
5. Places of religious worship, with or without schools	1 space per 80 square feet of main auditorium (sanctuary or place of worship) and classrooms plus 1 space per 300 square feet of offices
6. Public and private education and training facilities including, but not limited to colleges and universities, elementary, middle and high schools, professional and vocational schools	As specified by permit
7. Recreational facilities (private) with/without food services, including, but not limited to bicycle and skate parks, golf	As specified by permit

Use	Minimum Parking Required Based on Gross Floor Area of Building (Unless Otherwise Stated)
courses, gymnasiums, fitness, health spas, martial arts and dance studios, racquetball, and yoga	
8. Theaters, amphitheaters and the like	1 space per 40 sq. ft. without fixed seats 1 space per 3.5 fixed seats
H. Accessory and miscellaneous	
1. Dwelling, caretaker for self storage or mini-warehouse	2 spaces in a garage
2. Outdoor sales (Temporary)	As specified by permit
3. Retail shops and services as listed in Table 17.20.060A.22 when the uses are determined by the community development director to be ancillary to the office uses of the zone	1 space per 300 sq. ft.
4. Temporary uses including, but not limited to carnivals, Christmas tree sales, circuses, festivals, movie and television production, sidewalk sales, special events, outdoor sales	As specified by permit

17.32.025 High street area parking requirements.

A. Commercial development on High Street is unique within the city and its parking must be addressed in a manner different than parking for other commercial development. The Downtown Specific Plan establishes standards for development which are unique to the downtown and High Street in particular. Parking in the High Street area (from Moorpark Avenue on the west to Spring Road on the east and Walnut Street from High Street to Charles Street) must meet seventy-five (75%) percent of the required parking pursuant to Section 17.32.010 of this chapter. In-lieu of meeting the required parking, the applicant may pay a fee based on the estimated value of a fully improved parking space, circulation and landscaping to reduce the required on-site parking to fifty (50%) percent of the required parking pursuant to Section 17.32.020. The city council shall establish the fee by resolution to be used to offset a portion of the cost required to construct public parking facilities in the downtown area.

B. Driveways installed on High Street must provide reciprocal vehicular access to the parking area. All parking spaces provided above the seventy-five (75%) percent standard may be designated as reserved parking. Reserved spaces become reciprocal after 6:00 p.m. until 6:00 a.m. so that those spaces are available for off-peak parking. Reserved parking signs must include the time restrictions. All signing must be in conformance with Chapter 17.40 Sign Regulations. Reciprocal parking spaces are required in accordance with the following table.

Percentage of Parking Standard Provided	Percentage of Required Reciprocal Parking
50 to 74	75
75	50

For example, if Section 17.32.020 requires one-hundred (100) parking spaces and fifty (50) parking spaces are provided, then thirty-eight (38) parking spaces must be reciprocal and twelve (12) parking spaces may be reserved for exclusive use for the on-site uses of the property between 6:00 a.m. and 6:00 p.m.

C. Notwithstanding the foregoing, any property providing one-hundred (100%) percent of the parking required pursuant to Section 17.32.010 is exempt from the shared parking and shared access requirements set forth herein.

17.32.030 Loading spaces.

A. Every new use and every new building or structure erected or existing use or building altered, unless waived by the community development director, planning commission or city council, must have permanently maintained off-street loading and unloading spaces as shown below. Waivers for loading and unloading may occur when improvements are to a legal nonconforming site or building and not considered to be an expansion of the nonconforming use or when the alteration of the building does not add building square footage to the use.

Use	Spaces Required
1. Restaurants and other eating and drinking establishments	
a. < 4,000 sq. ft.	0
b. 4,000 – 10,000 sq. ft.	1
c. 10,001 – 20,000 sq. ft.	2
d. >20,000 sq. ft.	2 plus 1 space for each additional 50,000 sq. ft. of building.
2. Administration offices, medical and professional offices, personal and financial services, hotels, motels, hospitals, sanitariums and commercial recreation	
a. < 10,000 sq. ft.	0
b. 10,000 – 100,000 sq. ft.	1
c. >100,000 sq. ft.	1 plus 1 space for each additional 50,000 sq. ft.
3. Warehouses, storage facilities, manufacturing and other industrial and retail uses	
a. < 5,000 sq. ft.	0
b. 5,001 - 30,000 sq. ft.	1
c. 30,001 – 80,000 sq. ft.	2
d. >80,000 sq. ft.	3 plus 1 space for each additional 100,000 sq. ft.

B. A fraction of a space greater than one-half (½) will be counted as a whole space.

C. For mixed uses, the total number of required loading spaces is the sum of the requirements for the various uses computed separately. Loading space facilities for one use shall not be considered as providing required loading space facilities for any other use.

D. Loading requirements for uses not specifically listed in this section will be based upon the requirements for comparable uses listed, and upon the particular characteristics as determined by the community development director.

E. The minimum dimension requirements for loading spaces are as follows:

Use	Berth Width	Berth Length	Berth Height	Turning Radius
1. Retail, commercial and industrial uses	12'	50'	14'	45'
2. Commercial Office	11'	35'	13'	40'

F. Loading facilities must be located on-site subject to the following requirements:

1. Loading areas and docks must be located in rear and side yard areas outside of required setbacks and may not open toward public or private streets.
2. Loading spaces must be located and designed so trucks do not back onto public or private streets or alleys or require the use of a public right-of-way for access to a loading dock, exceptions may be granted by the city in cases where alternative access is unavailable or infeasible.
3. Loading areas do not count as required parking spaces.
4. Loading spaces must be designed to prevent interference with vehicular or pedestrian circulation.

17.32.040 Parking lot design standards.

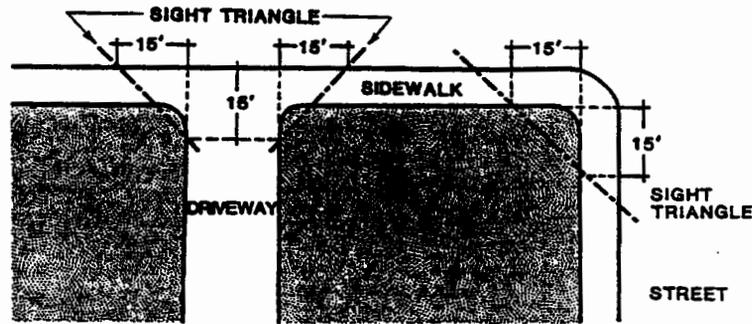
The following standards shall apply to all multiple family residential, commercial and industrial parking lots:

A. Access

1. All aisles and parking spaces must be on-site. Minimum parking aisle widths must be in accordance with the following table. For parking lot designs that utilize different angles than shown in the table, the minimum aisle width of the next higher angle applies. Some parking aisles may need to be wider to provide access for emergency equipment.

	Parking Angle (in degrees)			
	30	45	60	90
a. One-Way Aisle	16'0"	18'0"	20'0"	25'0"
b. Two-Way Aisle	22'0"	22'0"	25'0"	25'0"

2. Each parking lot entrance and exit must be constructed and maintained so that a sight distance visibility triangle is maintained in accordance with the exhibit shown below and/or Caltrans design standards if applicable for site visibility. Exits from parking lots must be clearly posted with "STOP" signs in accordance with the requirements of chapter 17.40.



3. Paving in parking lots must be asphalt, concrete or other permanent surfacing material sufficient to prevent mud, dust, loose material, and other nuisances.

4. Driveways must utilize an alley type return, consistent with city standards and be designed to meet the following width standards:

a. One lane driveways must be a minimum of sixteen (16') feet wide and a maximum of twenty (20') feet wide.

b. Two lane driveways must be a minimum of twenty-five (25') feet wide and a maximum of forty-five (45') feet wide.

B. Location

1. Off-street parking spaces must be located on the same lot as the building or use that they serve, except when said parking is located on an off-site lot within five-hundred (500') feet or less from the property it serves and when the following findings can be made:

a. Fifty (50%) percent or less of the required parking is off-site;

b. A parking covenant is recorded against the site tying the off-site parking with the off-site use until the parking is replaced.

3. Carpool parking spaces must be located as close as practical to the entrance(s) of the use they are intended to serve.

4. Bicycle parking spaces must be located as close as is practical to the entrance to the uses which they serve, but not so they obstruct or impede pedestrians.

5. Motorcycle parking spaces must be located as close as is practical to the entrance to the uses which they serve.

C. Design: Parking and loading facilities must meet the following standards:

1. The finished grade of a parking stall space may not exceed five (5%) percent slope in any direction.

2. Parking facilities must be screened from view from public streets by one, or more of the following screening methods, subject to the approval of the community development director:

a. Low profile walls, not exceeding three and one-half (3½') feet in height, consisting of decorative concrete, stone, brick, or similar types of masonry materials consistent with the architecture of the on-site buildings and combined with on-site landscaping.

b. Landscaping, consisting of trees, shrubs, and ground cover lower than three and one-half (3½') feet in height with the exception of trees.

c. Landscaped earthen berms not exceeding three and one-half (3½') feet in height.

3. When a parking stall is located adjacent to a planter, a one (1') foot wide Portland cement concrete area adjacent to the planter curb must be provided.

4. Parking lot lighting must comply with chapter 17.30. In no case may parking lot lighting be located in raised landscaped planters at the end of parking aisles.

5. Except for required handicapped-accessible parking, individual wheel stops are prohibited. In all other cases where a wheel stop may be needed, a six (6") inch high concrete curb surrounding a raised landscaped planter must be used.

6. Raised planters must be a minimum of six (6') feet in width. A maximum two (2') foot vehicle overhang is allowed. When overhang parking is utilized, the depth of the parking stall may be reduced by two (2') feet. Landscaping in the two (2') foot overhang area does not count toward required landscaping.

7. Tree wells, a minimum of four (4') feet by four (4') feet, may be provided in the parking area when located between parking stalls.

8. When a parking lot abuts a residentially zoned-property, an eight (8') foot high decorative block wall, measured from the highest finished grade adjacent to the wall, must be provided along with a minimum ten (10') foot wide landscaped buffer. The business owner shall maintain the wall and the landscaping in a good condition for the life of the use.

9. All landscaping must comply with the latest adopted City of Moorpark Landscape Guidelines and Standards.

17.32.050 Parking space standards and striping.

A. Parking Space Size. All measurements are the minimum requirements. Compact parking spaces are not allowed.

Type	Stall Width in feet	Stall Depth in feet	Comments
1. Single Family Residential	10	20	Spaces shall be in a garage and free and clear of obstructions
2. Multiple Family Residential			Spaces shall be free and clear of obstructions
a. Garage	10	20	
b. Carport or Open	9	20	
3. Commercial and Industrial	9	20	
4. Motorcycle	5	10	
5. Parallel	10	24	

B. Parking lots must be designed so that no vehicle has to back out into a street in order to leave the lot or to maneuver out of a parking space. Circulation of vehicles among parking spaces must be accomplished entirely within the parking lot. Each parking space must be clearly marked with paint striping at least two (2") inches wide.

C. Tandem spaces may be provided in garages for residential uses only in excess of the required parking, provided that they meet the same minimum width and depth requirements, do not exceed a two (2) vehicle depth and are dedicated for use by

the same dwelling unit.

D. Carports, garages, parking areas and driveways must be paved with concrete or other durable material approved by the community development director. Asphalt paving for garages and driveways to single-family homes and duplex homes is not allowed.

17.32.060 Parking lot restriping.

Parking lot restriping plans identifying the proposed changes to the parking area must be submitted for review by the community development department. The property owner or an authorized representative shall obtain a Zoning Clearance from the community development director prior to restriping. The issuance of a Zoning Clearance will be based on verification of compliance with parking standards in effect at the time the original entitlement for site development was granted. However, when habitable space is added to an existing building, the approval of a permit to restripe will be based on verification that the new parking spaces comply with the current parking standards and that any existing nonconforming spaces do not increase the nonconformity. Approval of a Zoning Clearance for parking lot restriping is required when one or more of the following are proposed for any developed sites within the city:

A. Resurfacing of an existing parking lot with no changes to the configuration of drive aisles and parking spaces.

B. Restriping of an existing parking lot with or without changes to the configuration of drive aisles and/or the number of parking spaces.

C. Modifying, adding and/or altering the existing on-site parking lot landscaping (e.g. landscaped planters).

17.32.070 Parking lot landscaping.

A. A minimum of ten (10%) percent of the parking area must be in landscaping. This landscaping will be counted toward the total required landscaping for the project site. Landscaping in a raised planter, when counted as the overhang area for a vehicle, will not be counted toward the required landscaping of the parking area. Landscaping of parking areas within multiple family residential, commercial and industrial zones must meet the requirements of the latest adopted City of Moorpark Landscape Standards and Guidelines.

B. For properties along High Street from Moorpark Avenue to Spring Road and along Walnut Avenue from High Street to Charles Street the percentage of required landscaping will be determined as part of the development permit, however, it cannot exceed ten (10%) percent of the parking area. Landscaping in the public right-of-way may be counted toward meeting a portion or all of the landscaping for the site if the property owner agrees to maintain such landscaping.

C. Excessive tree trimming, which limits the height and/or width of the tree canopy and results in a reduction in required shade coverage for parking lot areas, is prohibited.

D. Landscaping at aisle intersections and site entrances/exits must meet the visibility requirements of section 17.32.050A.2.

E. All landscaping in and adjacent to parking areas must be in raised planters

surrounded by six (6") inch high Portland cement concrete curbs. When a parking stall is located adjacent to a planter, a one (1') foot wide Portland cement concrete area adjacent to the planter curb must be provided.

17.32.080 Drive-through facilities.

Initial installation, modification or additional drive-through facilities may require approval of a conditional use permit, a permit adjustment or modification to an existing conditional use permit. The requirements outlined below apply to applications requesting initial installation, modifications or additional drive-through facilities:

- A. Each drive-through lane must be separated from the vehicular and pedestrian routes.
- B. Each drive-through lane must be striped, marked, signed or otherwise distinctly delineated.
- C. There must be at least an eight (8) car stacking capacity for the drive-through lane. Additional stacking may be required as part of the permit if warranted.

17.32.090 Parking and private street access gates in residential and non-residential areas

Gates which limit or control access to nonresidential and residential uses require special design consideration so that parking demand and usage, vehicular circulation, utility access, and emergency response are not detrimentally affected. All gates must use the E-Key System or alternative approved by the community development director and city engineer/public works director. An E-Key System means a remote radio controlled receiver gate operation system of a type and specification approved by the community development director and city engineer/public works director installed upon and activating electrically operated gates to facilitate radio ingress or egress by emergency personnel.

A. Residential uses. Gates that control vehicular and pedestrian access to a residential area are only permitted across private streets and must be designed consistent with city standards. Approval of gates is subject to the planned development permit process or by permit adjustment of an approved planned development permit by the community development director. Public parks and other public use facilities must not be located within a gated residential community. Pedestrian access may be required as part of the gate design when, in the opinion of the community development director, it is necessary to serve the community in which the gated area is located. At a minimum, the gates must be designed to:

- 1. operate electronically, opening automatically by use of a controller or remotely through a directory key pad;
- 2. include a battery back-up which allows for at least three (3) hours of operation in the event of a power outage;
- 3. lock in the open position in case of emergency;
- 4. provide an electronically operated device equipped with both an E-Key System , and a Key switch devise or key vault device to the city, police, fire and utility services that would allow vehicular access through the gated area;
- 5. be electronically operated or key controlled if pedestrian access is provided within the vehicular gate design;

6. be architecturally compatible with the residential development and to be constructed of a durable, long-lasting, and low maintenance materials.

B. Nonresidential uses. Gates that control vehicular access to a nonresidential site are subject to review and approval as part of a planned development permit process or by permit adjustment of an approved planned development permit by the community development director. The gate height must be consistent with the wall/fencing requirements of the zone in which the property is located and must be located in such a manner as to be aesthetically compatible with the design of the building(s) on the site. Any gates approved for nonresidential uses must be constructed in accordance with city standards.

1. The gates may be non-electronic when they are closed to provide site security after regular business hours with no restriction to vehicular traffic during the conduct of business.

2. Electronically controlled gates that are used to control vehicular access during business hours must meet the requirements of section 17.32.090A.

C. By no later than December 31, 2010, all gates for residential and non-residential uses must meet the standards within this section. Prior to December 31, 2010, if any repairs to the gates that are in excess of fifty (50%) percent of the value of the gates, as determined by the building official of the city, must comply with the standards within this section.

D. The community development director has the discretion to require applications for any gates to be reviewed by the planning commission.

17.32.100 Residential access and operable motor vehicles.

A. Residential access. Access to parking spaces for dwellings must be at least ten (10') feet in width throughout and paved with a minimum of two and one-half (2½") inches of asphalt or concrete, except that a center strip over which the wheels of a vehicle will not normally pass need not be paved, provided that the access complies with the requirements of the Ventura County Fire Protection District. For flag lots, the minimum access width is twenty (20') feet. Driveways serving more than two (2) dwelling units must be at least eighteen (18') feet in width.

B. Operable Motor Vehicles. Motor vehicles parked within any required front, rear or side setback must be fully operative, licensed and registered vehicles. The vehicles may only be parked within the driveway access to the required parking or on a paved area (concrete, or other city approved hardscape materials) adjacent to the driveway. Additional paved area for parking purposes must be connected to a city approved access and driveway, may not exceed fifty (50%) percent of the area covered by the existing driveway and may not, when combined with the existing driveway, be greater than thirty (30') feet in total width.

17.32.110 Second driveways in single-family residential zones.

A. Second driveways in single family residential zones that meet the provisions of this section are permitted on corner lots or lots with more than one-hundred (100') feet of street frontage; however, in no instance may there be more than two (2) driveway approaches per lot. Where the lot frontage is less one-hundred feet (100'), but in no case less than eight-five feet (85'), the community development director

with approval of the city engineer may approve an administrative permit for a second driveway if it is not on a corner lot, if it does not substantially reduce on-street parking and meets all of the standards of section 17.32.100 B, C and D. The community development director may add conditions of approval to guarantee compliance with this section.

B. The second driveway must be at least forty (40') feet from the back of the curb return and at least forty (40') feet from the first driveway.

C. The driveway must be setback at least ten (10') feet from any driveway on an adjacent property.

D. Construction of a second driveway off of a public street requires the issuance of an encroachment permit. Construction of second driveways must meet city standards.

17.32.120 Recreational vehicle and trailer parking and storage standards.

A. Recreational vehicle and trailer parking and storage are allowed on residentially-zoned lots when the following standards are met. For on-street parking requirements see chapter 10.04. For the purposes of this section, "trailer" includes a towed recreational vehicle as defined in Section 17.08.010 as well as a utility trailer used to haul personal, non-business property (e.g. boat trailer, motorcycle trailer). Storage implies on-site parking without moving the vehicle for more than seventy-two (72) hours.

1. A self-propelled recreational vehicle used by the resident for daily or frequent transportation may be parked on the driveway so long as it does not overhang into the public or private right of way.

2. Parking or storage of a recreational vehicle or trailer is only allowed when the vehicle is parked on a paved surface in the side yard, but not in a street side yard.

3. If the recreational vehicle is parked or stored in the side yard, it must be adjacent to the dwelling or garage and must not extend or protrude beyond the front line of the dwelling or garage, whichever is adjacent to the parking area, and must be parked at least three (3') feet from the side property line. The recreational vehicle shall be screened by landscaping planted with a minimum of five (5) gallon shrubs or trees, at two feet on center. The landscaping shall not protrude, overhang or impede into the three foot (3') setback.

4. Parking or storage of a recreational vehicle in the rear yard, unless the garage is located in the rear yard, is prohibited except as permitted by section 17.32.120B.

5. The recreational vehicle or trailer must be owned by and registered to a resident of the property on which it is parked or stored.

6. In all cases the recreational vehicle(s) must be screened from view from the street by an eight (8') foot high decorative, opaque gate and a minimum six (6) foot high masonry wall.

7. Additional limitations for on-street parking are required by Section 10.04.220.

B. The community development director may, through the approval of an Administrative Permit, allow parking or storage of a recreational vehicle when it is owned and registered to the property owner, in the street rear yard. ~~when~~ ~~the~~ applicant must ~~can~~ provide proof, to the satisfaction of the director, that the recreational

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vehicle parking/storage met and is compliance with the legal requirements in effect at the time the vehicle was first parked/stored ~~and that the vehicle is currently being parked or stored in compliance with those requirements.~~

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