

**CITY OF LOMPOC
PLANNING COMMISSION STAFF REPORT**



MEETING DATE: OCTOBER 10, 2012

TO: MEMBERS OF THE PLANNING COMMISSION

FROM: KEITH C. NEUBERT, PRINCIPAL PLANNER

RE: PARKING REGULATIONS – CHAPTER 17.112
(PLANNING DIVISION FILE NO. TA 12-05)

AGENDA ITEM NO. 2

Continued from August 22, 2012 meeting

Planning Commission consideration of a recommendation to the City Council regarding changes to City of Lompoc Zoning Ordinance *Chapter 17.112 – Parking Regulations*. A Negative Declaration has been prepared pursuant to the requirements of the California Environmental Quality Act (CEQA).

SCOPE OF REVIEW:

The Planning Commission is being asked to:

- Recommend that the City Council adopt the Negative Declaration, and direct staff to file a Notice of Determination (NOD); and
- Recommend that the City Council adopt the draft Ordinance approving the proposed changes to the Zoning Ordinance language.

The Planning Commission has the authority to recommend approval or denial of an amendment to the Zoning Ordinance to the City Council (Lompoc City Code Section 17.132.040).

PLANNING COMMISSION ACTION:

1. Hold public hearing;
2. Review the draft revisions to Zoning Ordinance *Chapter 17.112 – Parking Regulations*; and
3. Adopt Planning Commission Resolution No. 735 (12) recommending that the City Council certify the Negative Declaration and adopt Text Amendment TA 12-05 amending Zoning Ordinance *Chapter 17.112 – Parking Regulations*.

BACKGROUND:

- Sept – Nov 2008 The Planning Commission held hearings to discuss changes to *Chapter 17.112 – Parking Regulations*.
- February 17, 2009 The City Council adopted the proposed changes to *Chapter 17.112 – Parking Regulations*.
- Jan/Feb 2012 The City Council directed staff to prepare a schedule for review of Zoning Ordinance Text Amendments, including Parking Regulations, to be reviewed prior to City Council review of the 2030 General Plan.
- May 9, 2012 Zoning Ordinance *Chapter 17.112 – Parking Regulations* were distributed to the Planning Commission for review.
- June 13, 2012 The Planning Commission held a public hearing and discussed possible changes to *Chapter 17.112 – Parking Regulations*.
- July 11, 2012 The Planning Commission held a public hearing, reviewed the changes proposed at the June 13, 2012 meeting shown below and reflected in the attached draft Parking Regulations, and discussed additional changes to *Chapter 17.112 – Parking Regulations*.
- *Section 17.112.010.C* – added language pertaining to enlarged structures;
 - *Section 17.112.010.E* – added language requiring a Temporary Use Permit if parking stalls are to be used for something other than the parking of vehicles;
 - *Section 17.112.020.C* – specified that additional parking for commercial development is not required in the *Old Town Commercial* Zoning District;
 - *Section 17.112.020.E* – increased the parking requirements for hospitals and medical offices;
 - *Section 17.112.020.F* – removed unnecessary language from the parking requirement for mortuaries and reduced parking requirements for nonprofit youth organizations and nursery schools;
 - *Section 17.112.020.G* – added requirements for community rooms & clubhouses that are open to the public and visitor parking;
 - *Section 17.112.020.H* – adjusted and clarified the table for winery uses;
 - *Section 17.112.030* – added draft language allowing loading spaces to be utilized and counted toward required parking;
 - *Section 17.112.040 & 17.112.050* – updated references to the Economic Development Director / Assistant City Administrator;

- *Section 17.112.060* – at the request of the Code Enforcement Officer, suggest removal of the allowance for temporary parking on unpaved surfaces in the front yard; and
- *Section 17.112.090* – deleted the section referring to In Lieu Payments.

August 22, 2012 The Planning Commission held a public hearing, reviewed the changes proposed at the July 11, 2012 meeting shown below and reflected in the attached draft Parking Regulations, and discussed additional changes to *Chapter 17.112 – Parking Regulations*.

- *Section 17.112.020.F* – further revised parking requirements for nonprofit youth organizations and specified requirements when an assembly room is included.

DISCUSSION:

At the August 22, 2012 meeting the Planning Commission directed staff to incorporate requested changes and to return draft Parking Regulations along with a Planning Commission Resolution and draft City Council Ordinance for review. The following changes have been made and are reflected in the attached draft Parking Regulations:

- *Section 17.112.020.D* – revised the parking requirements for manufacturing and warehouse uses to be consistent with the regulations utilized by the City of San Luis Obispo;
- *Section 17.112.020.E* – further revised parking requirements for medical offices;
- *Section 17.112.040.E* – added tandem parking requirements as considered by the Planning Commission at the meeting of July 11, 2012; and
- *Section 17.112.060* – at the request of the Code Enforcement Officer, removed the allowance for temporary parking on unpaved surfaces in the front yard.

Along with *Section 17.112.060* noted above, the Planning Commission requested specific language be added to the Planning Commission Resolution that will be forwarded to the City Council outlining the reason for the change.

ENVIRONMENTAL DETERMINATION:

An Initial Environmental Study has been performed for the proposed Text Amendment. Pursuant to the provisions of the California Environmental Quality Act (CEQA), a Negative Declaration has been prepared and is attached for Commission review and recommendation to the Council. A Notice of Determination (NOD) will be filed following Council action.

NOTICING:

On September 28, 2012 -

- 1) Notice of the Public Hearing was published in the Lompoc Record; and
- 2) Notice of the Public Hearing was posted on the City Website.

ATTACHMENTS:

1. [Planning Commission Resolution 735 \(12\)](#)
2. [Draft Chapter 17.112 – Parking Regulations](#)
3. [Initial Environmental Study and Negative Declaration](#)
4. [Planning Commission Minutes – August 22, 2012](#)

Staff Report has been reviewed and approved for submission to the Planning Commission			
Teresa Gallavan	Date	Lucille T. Breese, AICP	Date
Economic Development Director / Assistant City Administrator		Planning Manager	

RESOLUTION NO. 735 (12)

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LOMPOC RECOMMENDING THAT THE CITY COUNCIL APPROVE A TEXT AMENDMENT TO AMEND ZONING ORDINANCE CHAPTER 17.112 – PARKING REGULATIONS (PLANNING DIVISION FILE NO. TA 12-05)

WHEREAS, the Planning Commission has considered a Text Amendment to amend Zoning Ordinance *Chapter 17.112 - Parking Regulations* as shown in the attached draft Ordinance; and

WHEREAS, the request was considered by the Planning Commission at a duly-noticed public meeting on October 10, 2012; and

WHEREAS, at the meeting of October 10, 2012, City staff was present and answered Planning Commissioners' questions and addressed their concerns; and

WHEREAS, at the meeting of October 10, 2012, _____ spoke in favor of, and _____ spoke in opposition to the proposed Text Amendment; and

WHEREAS, the Planning Commission has recommended City Council adoption of the Negative Declaration prepared for the Text Amendment, pursuant to the California Environmental Quality Act (CEQA).

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF LOMPOC RESOLVES AS FOLLOWS:

SECTION 1: After hearing testimony, considering the evidence presented, and due deliberation of the matters presented, the Planning Commission finds that the proposed Text Amendment (TA 12-05) recommended by this Resolution is in accordance with the provisions of the General Plan of the City of Lompoc;

SECTION 2: The proposed modifications are required for the public necessity, convenience and general welfare;

SECTION 3: Pursuant to Public Resources Code Section 21089 and Section 15074 of the California Environmental Quality Act Guidelines, the Initial Environmental Study and Negative Declaration which have been prepared for the proposed Text Amendment show that there is no substantial evidence that the project may have a significant effect on the environment, and therefore it can be found that: the proposed Text Amendment will not result in an adverse impact on the environment;

SECTION 4: The Planning Commission resolves that this Resolution shall be forwarded to the City Council, pursuant to Section 17.132.040 of the Lompoc City Code, with the Commission's recommendation that the Council adopt the attached draft Ordinance approving TA 12-05; and

SECTION 5: The Planning Commission has recommended, at the request of the Code Enforcement Officer, that *Section 17.112.060* be amended removing the allowance for temporary parking on unpaved surfaces in the front yard and specifically notes the following:

- A. Parking on residential landscape is a detriment to a livable community; and,
- B. The Planning Commission believes that this is an issue that is both technical and political; therefore, recommends the Council carefully consider the request.

The foregoing Resolution, on motion by Commissioner _____, seconded by Commissioner _____, was adopted at the Planning Commission meeting of October 10, 2012 by the following vote:

AYES:

NOES:

Lucille T. Breese, AICP, Secretary

Nicholas Gonzales, Chair

[Exhibit A – Draft Ordinance No. XXXX \(12\)](#)

ORDINANCE NO. XXXX (12)

AN ORDINANCE OF THE CITY OF LOMPOC, AMENDING
THE CITY'S ZONING ORDINANCE CHAPTER 17.112 – PARKING REGULATIONS

THE CITY COUNCIL OF THE CITY OF LOMPOC DOES HEREBY ORDAIN AS
FOLLOWS:

SECTION 1. Chapter 17.112 of the Lompoc Municipal Code is hereby amended
to read as follows:

Chapter 17.112

PARKING REGULATIONS

Sections:

- 17.112.010 Scope of Regulations—Applicability.
- 17.112.020 Schedule of Off-Street Parking Requirements.
- 17.112.030 Off-Street Loading Requirements.
- 17.112.035 Bicycle and Motorcycle Parking Requirements.
- 17.112.040 General Provisions.
- 17.112.050 Design and Construction of Parking and Loading Areas.
- 17.112.060 Parking in Front Yard Setback Prohibited.
- 17.112.070 Screening, Landscaping and Lighting.
- 17.112.080 Mixed Occupancies and Shared Parking.
- 17.112.090 In-Lieu Payments.
- 17.112.100 Parking Lot Design Criteria and Requirements.

17.112.010 Scope of Regulations—Applicability.

- A. Purpose. The requirements of this Chapter are intended to ensure that sufficient off-street parking is provided for all uses and structures, and that parking facilities are properly designed, attractive, and located to be unobtrusive.
- B. Applicability. The provisions of this Chapter shall apply within all zoning districts and all uses and structures within the City.
- C. Timing of Installation. A new or altered structure shall not be occupied, and a new land use not requiring a structure shall not be established, until all off-street parking and loading spaces required by this Chapter have been reviewed and accepted by the City. When a structure is enlarged, or when a change in its use requires more off-street parking than the previous use, additional parking spaces shall be provided in compliance with this Chapter except as noted in Section 17.116.030(C) Modifying Nonconforming Structures and Developed Properties and Section 17.144.020 Interpretation by Economic Development Director / Assistant City Administrator (EDD/ACA).

- D. Recalculation of Parking Requirement Upon Change of Use. Upon the change of any use, the number of parking spaces to be provided shall be calculated according to the requirements of this Chapter for the new use. When a structure is enlarged, or when a change in its use requires more off-street parking than the previous use, additional parking spaces shall be provided in compliance with this Chapter except as noted in Section 17.116.030(C) Modifying Nonconforming Structures and Developed Properties and Section 17.144.020 Interpretation by Community Development Director.
- E. Retention of Required Parking Spaces. No parking area or loading space required by this Chapter shall be eliminated, reduced, or converted in any manner unless other equivalent parking facilities, approved by the City, are provided. Required parking spaces shall not be utilized for storage of goods or vehicles that are inoperable or for sale or rent or any other purpose without prior issuance of a Temporary Use Permit in accordance with Chapter 17.128.

17.112.020 Schedule of Off-Street Parking Requirements.

The minimum number of parking spaces required by the zoning applicable to a site or specified in this section shall be provided and continuously maintained in conjunction with the related use or development.

- A. Automotive. Off-street parking spaces shall be provided in the following ratios:

Land Use	Number of Parking Spaces Required
Automobile and Boat Sales and Automobile Car Washes	5 spaces for the first 10,000 sq. ft. of lot area and 1 space for each 3,000 sq. ft. thereafter
Automobile Service Stations and Automobile Repair	4 spaces for each service stall

- B. Commercial/Retail Uses.* Off-street parking spaces shall be provided in the following ratios:

Land Use	Number of Parking Spaces Required
Animal Hospitals and Kennels	1 space for each 500 sq. ft. of gross floor area
Banks, Savings and Loan and Stock Brokerage Offices	1 space for each 250 sq. ft. of gross floor area
Commercial uses (not otherwise provided for herein)	1 space for each 250 sq. ft. of gross floor area
Drive-In or Drive-Through Restaurants	10 spaces, plus 1 space for each 200 sq. ft. of gross floor area
Food Service, Take out	1 space for each 60 sq. ft. of gross floor area
Furniture and Large Appliance Stores	1 space for each 800 sq. ft. of gross floor area
Hotels and Motels	1 space per guest room plus 1 additional space per 10 guest rooms
Market, Food, Beverage Sales	1 space for each 250 sq. ft. of gross floor area
Office Building, Professional Offices	1 space for each 250 sq. ft. of gross floor area
Open Air Sales (Motorcycle Sales, etc.)	1 space for each 1,000 sq. ft. of site area
Greenhouses (Noncommercial)	1 space for each employee

Greenhouses (Commercial Accessory):	1 space for each 1,000 sq. ft. of gross floor area
Greenhouse (Retail):	1 space for each 250 sq. ft. of gross floor area
Outdoor nurseries	1 space for each 1,000 sq. ft. of site area for the first 10,000 sq. ft. then 1 space for each 5,000 sq. ft. thereafter, plus 1 space for each 250 sq. ft. of gross floor area. In any event, no such site shall have less than 7 spaces plus 1 space per vehicle to be parked on the site overnight
Restaurant, Café, Nightclub, Bar, Cocktail Lounge	1 space for each 60 sq. ft. of floor area of public accommodation plus 1 space for each 250 sq. ft. of remaining gross floor area

* Where an additional business(es) shares the site, parking shall be calculated pursuant to Section 17.112.080.

C. Old Town Commercial. Off-street parking spaces shall be provided in the following ratios:

Land Use	Number of Parking Spaces Required
Commercial	No parking requirement per Section 17.052.060
Residential	Must comply with residential requirements of Subsection G of this Section; Planning Commission may allow uncovered parking as appropriate

D. Manufacturing and Warehouse Uses. Off-street parking spaces shall be provided in the following ratios:

Land Use	Number of Parking Spaces Required
Industrial research and development	One space per 300 square feet office or laboratory area, plus one space per 500 square feet indoor assembly or fabrication area, plus one space per 1,500 square feet outdoor work area or indoor warehouse area
Manufacturing - Heavy	One space per 500 square feet gross floor area
Manufacturing - Light	One space per 300 square feet accessory office area plus one space per 300 square feet to 500 square feet manufacturing floor area, to be determined by director according to employment characteristics of each use, plus one per 1,500 square feet outdoor manufacturing area
Storage - Personal storage facility	One space per 300 square feet office area and common indoor facilities and one space for every five storage units that do not have direct drive-up vehicle access

Warehousing, indoor storage	One space per 300 square feet office area plus one space per 1,500 square feet indoor storage area
Wholesaling and distribution	One space per 300 square feet office area plus one space per 1,000 square feet indoor sales/storage area, plus one space per 2,000 square feet outdoor sales area

E. Medical Uses. Off-street parking spaces shall be provided in the following ratios:

Land Use	Number of Parking Spaces Required
Ambulance Service	1 space for each emergency vehicle, plus 1 space per 2 drivers
Hospitals	1 space for each bed, plus 1 space per 500 sq. ft. gross floor area, plus 1 space per employee
Medical Office	1 space for each 250 sq. ft., plus 1 space per exam room, plus .5 space per employee
Rest Homes and Nursing Homes	1 space for each 2 beds, plus 1 space per 500 sq. ft. gross floor area

F. Recreation and Public Assembly Uses. Off-street parking spaces shall be provided in the following ratios:

Land Use	Number of Parking Spaces Required
Amusement Arcades	1 space per 100 sq. ft. of gross floor area and 10 bicycle spaces in permanently installed bike racks located not more than 25 ft. from the main entrance to the arcade premises and in such a manner as to not impede pedestrian and/or automobile traffic
Auditorium, Assembly Hall, Community Center, Church, Club or Lodge	1 space for each 5 permanently located seats or 1 space for each 35 sq. ft. of gross floor area in the assembly room or rooms
Colleges, Universities	1 space per staff member plus 1 per 3 students calculated at building capacity
Mortuary	1 space for each 4 permanently located seats or 1 for each 45 sq. ft. of floor area in the assembly room or rooms
Nonprofit Youth Org./Clubs where membership is limited to youth below the legal driving age*	1 space for each 500 sq. ft. of gross floor area, plus 1 space per employee
Nursery School	1 space for each 500 sq. ft. of gross floor area, plus 1 space per employee

* If an assembly room is included, Nonprofit Youth Org./Clubs shall be calculated at 1 space for each 175 sq. ft. of gross floor area, plus 1 space per employee.

G. Residential Uses Off-street parking spaces shall be provided in the following ratios:

Land Use	Number of Parking Spaces Required
Single-Family*	2 covered spaces per unit
Multifamily Dwellings, Duplex	
Studio and 1 Bedroom Units	1 covered space per unit
2, 3, 4 or More Bedroom Units	2 covered spaces per unit
Community Rooms / Clubhouses open to the public	1 space per 35 sq. ft. of gross floor area in the main assembly room or rooms
Visitor Parking	1 space for first 10 units, then 1 additional space for every 5 units thereafter
Dwelling, 100% Affordable Units¹	
Studio and 1 Bedroom	1 covered space per unit
2 + Bedroom	1.5 covered space per unit
Community Rooms / Clubhouses open to the public	1 space per 35 sq. ft. of gross floor area in the main assembly room or rooms
Visitor Parking	1 space for first 10 units, then 1 additional space for every 5 units thereafter
¹ Landowner must covenant to restrict use of property to 100% affordable or provide additional off-street parking as required by this Chapter if property is converted to other uses	
Land Use	Number of Parking Spaces Required
Dwelling, expressly for elderly and handicapped housing assistance projects²	
Studio and 1 Bedroom	.75 covered spaces per unit
2 + Bedroom	1 covered space per unit
Community Rooms / Clubhouses open to the public	1 space per 35 sq. ft. of gross floor area in the main assembly room or rooms
Visitor Parking	1 space for first 10 units, then 1 additional space for every 5 units thereafter
² Landowner must covenant to restrict use of property to elderly and handicapped or provide additional off-street parking as required by this Chapter if property is converted to other uses	

* Community Rooms / Clubhouses open to the public and Visitor Parking requirements for Single Family Housing Developments shall be determined by the Planning Commission.

Note exceptions to the above are as follows:

¹ ECHO Units—Section 17.088.190

² Remodels—Legal Nonconforming Uses—Section 17.116.010

H. Winery Uses. An applicant may select from one of the options noted below to determine which option would best serve the proposed winery use. An agreement will be recorded on the subject property limiting the future use of the building to a use for which adequate parking is provided on-site. Off-street parking spaces shall be provided in the following ratios:

	Land Use	Limitations
Option A	1 space per 1,000 sq. ft. for storage and processing, plus 1 space per 500 sq. ft. for tasting and office	A maximum of 30% of sq. ft. may be devoted to tasting and office uses with Option A
Option B	1 space per 1,000 sq. ft. of gross floor area for storage and processing	A maximum of 15% of sq. ft. may be devoted to tasting and office uses, with an overall maximum of 4,500 sq. ft. with Option B
Option C	1 space per 1,500 sq. ft. warehouse plus 1 space per each full time employee	No tasting or office uses are allowed with Option C

17.112.030 Off-Street Loading Requirements.

Off-street loading spaces shall be provided in the following ratios:

Land Use	Number of Parking Spaces Required
Multifamily Dwellings—containing 30 or more rental units	1 striped space, measuring 12 ft. by 35 ft.*
Nonresidential structures Less than 50,000 sq ft in size	1 striped space, measuring 12 ft. by 35 ft.*
Nonresidential structures Over 50,001 sq. ft. in size	Planning Commission review shall determine need for additional loading space for buildings over 50,000 sq. ft. in gross floor area

*Off-street loading spaces may also be utilized as parking spaces and shall count toward the number of required parking spaces.

17.112.035 Bicycle and Motorcycle Parking Requirements.

Bicycle and motorcycle parking spaces shall be provided in the following ratios:

Land Use	Number of Parking Spaces Required
Bicycle Parking for Multifamily Dwellings—containing 30 or more rental units and Commercial and Industrial Uses	a. A minimum of one space per 20 motor vehicle spaces in a permanent stationary parking device which is adequate to secure bicycles. b. Space dimension of two (2) ft. by six (6) ft. per space c. Location to be approved by staff during building plan review.

<p>Motorcycle Parking for Multifamily Dwellings—containing 30 or more rental units and Commercial and Industrial Uses</p>	<p>a. A minimum of one space per 20 motor vehicle spaces in a permanent stationary parking device which is adequate to secure bicycles.</p> <p>b. Space dimension of four (4) ft. by seven (7) ft. per space.</p> <p>c. Location to be approved by staff during building plan review.</p>
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17.112.040 General Provisions.

- A. The following general provisions shall apply to all off-street parking and loading spaces for all uses and structures within the City.
- B. Uses Not Listed. Where the parking requirement for a use is not specifically defined, the parking requirements shall be determined by the Economic Development Director / Assistant City Administrator (EDD/ACA) and such determination shall be based upon the requirement for the most comparable use specified herein.
- C. Fractional Spaces. Where the standards require a fraction of a space, any fraction less than one-half shall be dropped but any fraction of one-half or greater shall require one additional space.
- D. Location of Required Parking. Except as provided in Section 17.112.080, all required off-street parking spaces shall be located upon the same site as the use for which parking is provided.
- E. Tandem parking spaces are allowed subject to approval by the Planning Commission and meeting the following criteria:
 - 1. Tandem parking may only be utilized to satisfy parking on legal non-conforming lots;
 - 2. Tandem parking is limited to not more than two (2) vehicles in depth, provided that both spaces are for the same dwelling; and
 - 3. Tandem parking is not allowed to be located in any required setback area.

A tandem parking space is a parking space so located that it is necessary to move one or more other vehicles in order to allow the vehicle occupying the tandem space to gain access to or from said space.
- F. All access to individual parking spaces on a lot or portion of a lot designated for parking shall be from said lot or portion of a lot or from a public alley or easement.

17.112.050 Design and Construction of Parking and Loading Areas.

- A. All Parking and loading areas shall be designed and constructed in conformance with City standards.
- B. Except as otherwise provided herein, all parking and loading areas and their driveway approaches shall be constructed with an asphalt or concrete surface, and be graded and paved so that all surface waters will drain into a public street, alley, or storm drain through a storm water filter. Parking and loading areas shall be maintained in a clean and orderly manner and kept in good repair.
- C. All parking stalls, lanes and direction guides shall be marked in conformance with Section 17.112.100 Parking Lot Design Criteria and Requirements.

- D. Any person seeking, or required, to utilize Low Impact Development (LID) practices in the design of their parking and loading areas (including, but not limited to, rain gardens or bio-retention ponds, permeable pavement, underground cisterns or infiltration chambers), shall submit an application for review and approval for the design details for the proposed LID feature(s).
- E. Any person seeking to establish a temporary parking area on a vacant parcel of land that has no development approval, shall submit a site plan to the Economic Development Director / Assistant City Administrator (EDD/ACA).
 - 1. The site plan shall provide screening of the lot from public view, details of lot drainage, and proposed surface treatment, subject to the approval of the City Engineer, to assure the lot will drain properly and be dust free (i.e., dust inhibitor, gravel, etc.).
 - 2. Temporary parking areas shall not be used to satisfy any requirement for parking, made whether as a condition of a development's approval, or found in the City's Municipal Code.
 - 3. The EDD/ACA may establish conditions to implement the requirements of the Zoning Ordinance and achieve proper screening, drainage, minimum surfacing, a clean and orderly appearance, including being kept free of weeds and debris, and may limit the temporary parking use to a stated period of time.
 - 4. Decisions of the EDD/ACA may be appealed in accordance with Section 17.006.020.

17.112.060 Parking in Front Yard Setback Prohibited.

- A. No person shall park, or allow to be parked or left unattended, any vehicle, as defined by the California Vehicle Code in the front yard setback of a residential property, except on a driveway, or upon a paved area. Vehicles shall not be parked upon or over any parkway, or private or public sidewalk.
- B. Chapter 17.116 of the Zoning Ordinance, relating to nonconforming uses and structures, is inapplicable in this Section.

17.112.070 Screening, Landscaping and Lighting.

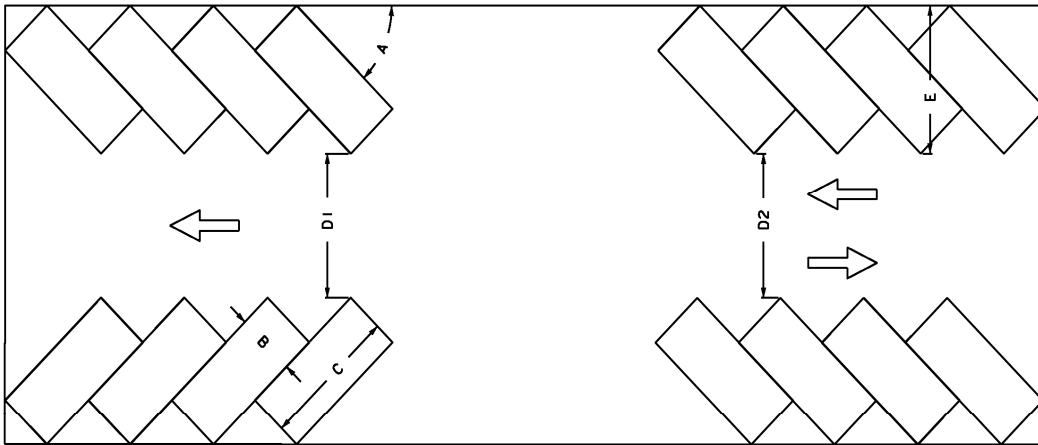
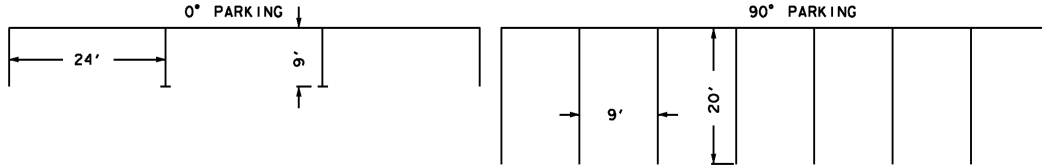
- A. All open parking areas shall be landscaped except those areas specifically used for vehicle parking. Landscaping shall include trees, shrubbery, ground cover, and permanent irrigation. Landscaping plans for commercial parking areas shall be approved by the City staff.
- B. Screening shall be provided along each property line consisting of a minimum five-foot wide strip behind the sidewalk, planted with sufficient shrubbery to effectively screen the parking area, or a solid fence or wall not less than four feet in height, except where a reciprocal parking agreement is in effect.
- C. Planting islands for trees and shrubs shall be protected from automobile traffic by concrete curbs.
- D. All lighting used to illuminate off-street parking areas shall be approved by the for conformance with City standards and said lighting shall be directed away from residential properties and public streets in such a manner as not to create a public or private nuisance.

17.112.080 Mixed Occupancies and Shared Parking.

- A. In the case of mixed uses for one building, structure or zoning lot, the total requirements for off-street parking facilities shall be the sum of the requirements for the various uses computed separately. Off-street parking for one use shall not be considered as providing required parking facilities for any other use except as hereinafter provided.
- B. The consolidation of the required parking area shall be located within the same block or within 300 feet of the use(s), in which case the number of parking spaces required shall be the sum total of the individual requirements.
- C. The location of shared parking areas shall be identified by an appropriate sign located both at the parking generator and at the parking facility.

17.112.090 Parking Lot and Design Criteria and Requirements.

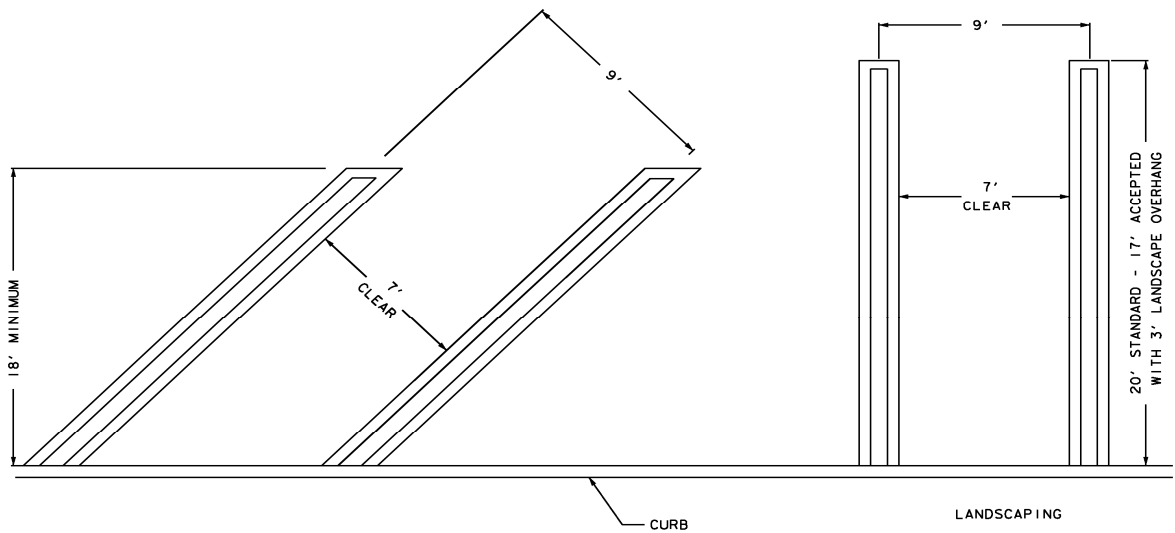
- A. Engineering design standards for parking lots are available at:
http://www.cityoflompop.com/departments/pworks/const_stndrds/section8.pdf
- B. All parking areas shall conform to the following designs and specifications.



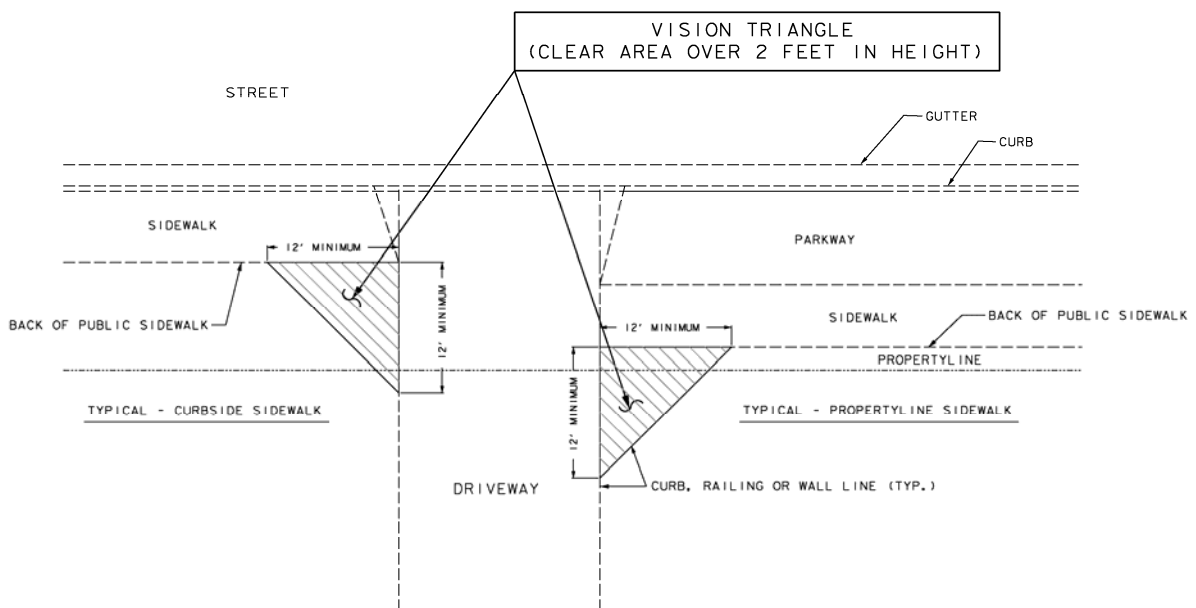
A	B	C	D1	D2	E	
0°	9'	24'	12'	24'	24'	A = PARKING ANGLE
45°	9'	20'	14'	25'	20.5'	B = STALL WIDTH
60°	9'	20'	18'	25'	22'	C = STALL LENGTH
90°	9'	20'	25'	25'	20'	D1 = ONE WAY AISLE WIDTH D2 = TWO WAY AISLE WIDTH
						E = STALL TO CURB

Note: Ten percent of parking may be designated as small or compact car parking. Size shall be a minimum of seven feet by 17 feet.

Striping Details:



Driveway Pedestrian Vision Triangle. A minimum vision triangle shall be maintained at all driveways. Within a vision triangle, no plant material, tree trunks, signage, walls, fences or any other obstructions shall interfere with the driver's view of pedestrians on a public sidewalk. Signage, walls, fences, etc., shall not exceed 24 inches in height. No plant material shall exceed 24 inches in height at maturity; trees shall be trimmed so that branches are at least seven feet above top of curb level. The minimum vision triangle for driveways shall be as shown below:



SECTION 2. This Ordinance shall be effective thirty (30) days after its adoption.

PASSED AND ADOPTED this __ day of _____, by the following electronic vote:

AYES: Councilmember(s):

NOES: Councilmember(s):

NOT PARTICIPATING: Councilmember(s):

John H. Linn, Mayor
City of Lompoc

ATTEST:

Stacy Alvarez, City Clerk
City of Lompoc

Chapter 17.112

PARKING REGULATIONS

Sections:

- 17.112.010 Scope of Regulations—Applicability.
- 17.112.020 Schedule of Off-Street Parking Requirements.
- 17.112.030 Off-Street Loading Requirements.
- 17.112.035 Bicycle and Motorcycle Parking Requirements.
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17.112.010 Scope of Regulations—Applicability.

- A. Purpose. The requirements of this Chapter are intended to ensure that sufficient off-street parking is provided for all uses and structures, and that parking facilities are properly designed, attractive, and located to be unobtrusive.
- B. Applicability. The provisions of this Chapter shall apply within all zoning districts and all uses and structures within the City.
- C. Timing of Installation. A new or altered structure shall not be occupied, and a new land use not requiring a structure shall not be established, until all off-street parking and loading spaces required by this Chapter have been reviewed and accepted by the City. **When a structure is enlarged, or when a change in its use requires more off-street parking than the previous use, additional parking spaces shall be provided in compliance with this Chapter except as noted in Section 17.116.030(C) Modifying Nonconforming Structures and Developed Properties and Section 17.144.020 Interpretation by Economic Development Director / Assistant City Administrator (EDD/ACA).**
- D. Recalculation of Parking Requirement Upon Change of Use. Upon the change of any use, the number of parking spaces to be provided shall be calculated according to the requirements of this Chapter for the new use. When a structure is enlarged, or when a change in its use requires more off-street parking than the previous use, additional parking spaces shall be provided in compliance with this Chapter except as noted in Section 17.116.030(C) Modifying Nonconforming Structures and Developed Properties and Section 17.144.020 Interpretation by Community Development Director.
- E. Retention of Required Parking Spaces. No parking area or loading space required by this Chapter shall be eliminated, reduced, or converted in any manner unless other equivalent parking facilities, approved by the City, are provided. Required parking spaces shall not be utilized for storage of goods or vehicles that are inoperable or for sale or rent **or any other purpose without prior issuance of a Temporary Use Permit in accordance with Chapter 17.128.**

17.112.020 Schedule of Off-Street Parking Requirements.

The minimum number of parking spaces required by the zoning applicable to a site or specified in this section shall be provided and continuously maintained in conjunction with the related use or development.

A. Automotive. Off-street parking spaces shall be provided in the following ratios:

Land Use	Number of Parking Spaces Required
Automobile and Boat Sales and Automobile Car Washes	5 spaces for the first 10,000 sq. ft. of lot area and 1 space for each 3,000 sq. ft. thereafter
Automobile Service Stations and Automobile Repair	4 spaces for each service stall

B. Commercial/Retail Uses.* Off-street parking spaces shall be provided in the following ratios:

Land Use	Number of Parking Spaces Required
Animal Hospitals and Kennels	1 space for each 500 sq. ft. of gross floor area
Banks, Savings and Loan and Stock Brokerage Offices	1 space for each 250 sq. ft. of gross floor area
Commercial uses (not otherwise provided for herein)	1 space for each 250 sq. ft. of gross floor area
Drive-In or Drive-Through Restaurants	10 spaces, plus 1 space for each 200 sq. ft. of gross floor area
Food Service, Take out	1 space for each 60 sq. ft. of gross floor area
Furniture and Large Appliance Stores	1 space for each 800 sq. ft. of gross floor area
Hotels and Motels	1 space per guest room plus 1 additional space per 10 guest rooms
Market, Food, Beverage Sales	1 space for each 250 sq. ft. of gross floor area
Office Building, Professional Offices	1 space for each 250 sq. ft. of gross floor area
Open Air Sales (Motorcycle Sales, etc.)	1 space for each 1,000 sq. ft. of site area
Greenhouses (Noncommercial)	1 space for each employee
Greenhouses (Commercial Accessory):	1 space for each 1,000 sq. ft. of gross floor area
Greenhouse (Retail):	1 space for each 250 sq. ft. of gross floor area
Outdoor nurseries	1 space for each 1,000 sq. ft. of site area for the first 10,000 sq. ft. then 1 space for each 5,000 sq. ft. thereafter, plus 1 space for each 250 sq. ft. of gross floor area. In any event, no such site shall have less than 7 spaces plus 1 space per vehicle to be parked on the site overnight
Restaurant, Café, Nightclub, Bar, Cocktail Lounge	1 space for each 60 sq. ft. of floor area of public accommodation plus 1 space for each 250 sq. ft. of remaining gross floor area

* Where an additional business(es) shares the site, parking shall be calculated pursuant to Section 17.112.080.

C. Old Town Commercial. Off-street parking spaces shall be provided in the following ratios:

Land Use	Number of Parking Spaces Required
Commercial	No parking requirement per Section 17.052.060
Residential	Must comply with residential requirements of Subsection G of this Section; Planning Commission may allow uncovered parking as appropriate

D. Manufacturing and Warehouse Uses. Off-street parking spaces shall be provided in the following ratios:

Land Use	Number of Parking Spaces Required
Manufacturing, Processing and Research	1 space for each 500 sq. ft. of gross floor area
Mini Warehouses	1 space per 10,000 sq. ft. of gross floor area plus 2 covered spaces for resident manager or caretaker
Warehousing and Wholesale Business Establishments	1 space for each 750 sq. ft. of gross floor area
<u>Industrial research and development</u>	<u>One space per 300 square feet office or laboratory area, plus one space per 500 square feet indoor assembly or fabrication area, plus one space per 1,500 square feet outdoor work area or indoor warehouse area</u>
<u>Manufacturing - Heavy</u>	<u>One space per 500 square feet gross floor area</u>
<u>Manufacturing - Light</u>	<u>One space per 300 square feet accessory office area plus one space per 300 square feet to 500 square feet manufacturing floor area, to be determined by director according to employment characteristics of each use, plus one per 1,500 square feet outdoor manufacturing area</u>
<u>Storage - Personal storage facility</u>	<u>One space per 300 square feet office area and common indoor facilities and one space for every five storage units that do not have direct drive-up vehicle access</u>
<u>Warehousing, indoor storage</u>	<u>One space per 300 square feet office area plus one space per 1,500 square feet indoor storage area</u>
<u>Wholesaling and distribution</u>	<u>One space per 300 square feet office area plus one space per 1,000 square feet indoor sales/storage area, plus one space per 2,000 square feet outdoor sales area</u>

E. Medical Uses. Off-street parking spaces shall be provided in the following ratios:

Land Use	Number of Parking Spaces Required
Ambulance Service	1 space for each emergency vehicle, plus 1 space per 2 drivers
Hospitals	1 space for each bed, plus 1 space per 500 sq. ft. gross floor area, <u>plus 1 space per employee</u>
Medical Office	1 space for each 250 sq. ft., plus 1 space per exam room, <u>plus .5 space per employee</u>
Rest Homes and Nursing Homes	1 space for each 2 beds, plus 1 space per 500 sq. ft. gross floor area

F. Recreation and Public Assembly Uses. Off-street parking spaces shall be provided in the following ratios:

Land Use	Number of Parking Spaces Required
Amusement Arcades	1 space per 100 sq. ft. of gross floor area and 10 bicycle spaces in permanently installed bike racks located not more than 25 ft. from the main entrance to the arcade premises and in such a manner as to not impede pedestrian and/or automobile traffic
Auditorium, Assembly Hall, Community Center, Church, Club or Lodge	1 space for each 5 permanently located seats or 1 space for each 35 sq. ft. of gross floor area in the assembly room or rooms
Colleges, Universities	1 space per staff member plus 1 per 3 students calculated at building capacity
Mortuary	1 space for each 4 permanently located seats or 1 for each 45 sq. ft. of floor area in the assembly room or rooms, as determined by the Community Development Director
Nonprofit Youth Org./Clubs where membership is limited to youth below the legal driving age*	1 space for each 175 500 sq. ft. of gross floor area, plus 1 space per employee
Nursery School	1 space for each 500 sq. ft. of gross floor area, plus 1 space per employee

* If an assembly room is included, Nonprofit Youth Org./Clubs shall be calculated at 1 space for each 175 sq. ft. of gross floor area, plus 1 space per employee.

G. Residential Uses Off-street parking spaces shall be provided in the following ratios:

Land Use	Number of Parking Spaces Required
Single-Family*	2 covered spaces per unit
Multifamily Dwellings, Duplex	
Studio and 1 Bedroom Units	1 covered space per unit
2, 3, 4 or More Bedroom Units	2 covered spaces per unit
<u>Community Rooms / Clubhouses open to the public</u>	1 space per 35 sq. ft. of gross floor area in the main assembly room or rooms
Visitor Parking	1 space for first 10 units, then 1 additional space for every 5 units thereafter
Dwelling, 100% Affordable Units ¹	
Studio and 1 Bedroom	1 covered space per unit
2 + Bedroom	1.5 covered space per unit
<u>Community Rooms / Clubhouses open to the public</u>	1 space per 35 sq. ft. of gross floor area in the main assembly room or rooms
<u>Visitor Parking</u>	1 space for first 10 units, then 1 additional space for every 5 units thereafter

¹Landowner must covenant to restrict use of property to 100% affordable or provide additional off-street parking as required by this Chapter if property is converted to other uses

Land Use	Number of Parking Spaces Required
Dwelling, expressly for elderly and handicapped housing assistance projects²	
Studio and 1 Bedroom	.75 covered spaces per unit
2 + Bedroom	1 covered space per unit
<u>Community Rooms / Clubhouses open to the public</u>	<u>1 space per 35 sq. ft. of gross floor area in the main assembly room or rooms</u>
<u>Visitor Parking</u>	<u>1 space for first 10 units, then 1 additional space for every 5 units thereafter</u>
² Landowner must covenant to restrict use of property to elderly and handicapped or provide additional off-street parking as required by this Chapter if property is converted to other uses	

*** Community Rooms / Clubhouses open to the public and Visitor Parking requirements for Single Family Housing Developments shall be determined by the Planning Commission.**

Note exceptions to the above are as follows:

¹ ECHO Units—Section 17.088.190

² Remodels—Legal Nonconforming Uses—Section 17.116.010

H. Winery Uses. An applicant may select from one of the options noted below to determine which option would best serve the proposed winery use. An agreement will be recorded on the subject property limiting the future use of the building to a use for which adequate parking is provided on-site. Off-street parking spaces shall be provided in the following ratios:

	<u>Land Use Storage and Processing Tasting and Office</u>	<u>Limitations</u>
Option A	1 space per 1,000 sq. ft. <u>for storage and processing, plus</u> 1 space per 500 sq. ft. <u>for tasting and office</u>	(30% maximum) <u>A maximum of 30% of sq. ft. may be devoted to tasting and office uses with Option A</u>
Option B	1 space per 1,000 sq. ft. of gross floor area <u>for storage and processing</u>	Maximum of 15% of sq. ft. for office and tasting—4,500 sq. ft. <u>A maximum of 15% of sq. ft. may be devoted to tasting and office uses, with an overall maximum of 4,500 sq. ft. with Option B</u>
Option C	1 space per 1,500 sq. ft. warehouse plus 1 space per each full time employee	<u>No tasting or office uses are allowed with Option C</u>

17.112.030 Off-Street Loading Requirements.

Off-street loading spaces shall be provided in the following ratios:

Land Use	Number of Parking Spaces Required
Multifamily Dwellings—containing 30 or more rental units	1 striped space, measuring 12 ft. by 35 ft.*
Nonresidential structures Less than 50,000 sq ft in size	1 striped space, measuring 12 ft. by 35 ft.*
Nonresidential structures Over 50,001 sq. ft. in size	Planning Commission review shall determine need for additional loading space for buildings over 50,000 sq. ft. in gross floor area

*Off-street loading spaces may also be utilized as parking spaces and shall count toward the number of required parking spaces.

17.112.035 Bicycle and Motorcycle Parking Requirements.

Bicycle and motorcycle parking spaces shall be provided in the following ratios:

Land Use	Number of Parking Spaces Required
Bicycle Parking for Multifamily Dwellings—containing 30 or more rental units and Commercial and Industrial Uses	<p>a. A minimum of one space per 20 motor vehicle spaces in a permanent stationary parking device which is adequate to secure bicycles.</p> <p>b. Space dimension of two (2) ft. by six (6) ft. per space</p> <p>c. Location to be approved by staff during building plan review.</p>
Motorcycle Parking for Multifamily Dwellings—containing 30 or more rental units and Commercial and Industrial Uses	<p>a. A minimum of one space per 20 motor vehicle spaces in a permanent stationary parking device which is adequate to secure bicycles.</p> <p>b. Space dimension of four (4) ft. by seven (7) ft. per space.</p> <p>c. Location to be approved by staff during building plan review.</p>

17.112.040 General Provisions.

- A. The following general provisions shall apply to all off-street parking and loading spaces for all uses and structures within the City.
- B. Uses Not Listed. Where the parking requirement for a use is not specifically defined, the parking requirements shall be determined by the ~~Community Development Director~~ **Economic Development Director / Assistant City Administrator (EDD/ACA)** and such determination shall be based upon the requirement for the most comparable use specified herein.
- C. Fractional Spaces. Where the standards require a fraction of a space, any fraction less than one-half shall be dropped but any fraction of one-half or greater shall require one additional space.

- D. Location of Required Parking. Except as provided in Section 17.112.080, all required off-street parking spaces shall be located upon the same site as the use for which parking is provided.
- E. Tandem parking spaces are not allowed **subject to approval by the Planning Commission and meeting the following criteria:** as required spaces for residential uses.
 - 1. **Tandem parking may only be utilized to satisfy parking on legal non-conforming lots;**
 - 2. **Tandem parking is limited to not more than two (2) vehicles in depth, provided that both spaces are for the same dwelling; and**
 - 3. **Tandem parking is not allowed to be located in any required setback area.**

A tandem parking space is a parking space so located that it is necessary to move one or more other vehicles in order to allow the vehicle occupying the tandem space to gain access to or from said space.
- F. All access to individual parking spaces on a lot or portion of a lot designated for parking shall be from said lot or portion of a lot or from a public alley or easement.

17.112.050 Design and Construction of Parking and Loading Areas.

- A. All Parking and loading areas shall be designed and constructed in conformance with City standards.
- B. Except as otherwise provided herein, all parking and loading areas and their driveway approaches shall be constructed with an asphalt or concrete surface, and be graded and paved so that all surface waters will drain into a public street, alley, or storm drain through a storm water filter. Parking and loading areas shall be maintained in a clean and orderly manner and kept in good repair.
- C. All parking stalls, lanes and direction guides shall be marked in conformance with Section 17.112.100 Parking Lot Design Criteria and Requirements.
- D. Any person seeking, or required, to utilize Low Impact Development (LID) practices in the design of their parking and loading areas (including, but not limited to, rain gardens or bio-retention ponds, permeable pavement, underground cisterns or infiltration chambers), shall submit an application for review and approval for the design details for the proposed LID feature(s).
- E. Any person seeking to establish a temporary parking area on a vacant parcel of land that has no development approval, shall submit a site plan to the ~~Community Development Director~~ **Economic Development Director / Assistant City Administrator (EDD/ACA)**.
 - 1. The site plan shall provide screening of the lot from public view, details of lot drainage, and proposed surface treatment, subject to the approval of the City Engineer, to assure the lot will drain properly and be dust free (i.e., dust inhibitor, gravel, etc.).
 - 2. Temporary parking areas shall not be used to satisfy any requirement for parking, made whether as a condition of a development's approval, or found in the City's Municipal Code.
 - 3. The ~~Community Development Director~~ **EDD/ACA** may establish conditions to implement the requirements of the Zoning Ordinance and achieve proper screening, drainage, minimum surfacing, a clean and orderly appearance, including being kept free of weeds and debris, and may limit the temporary parking use to a stated period of time.
 - 4. Decisions of the ~~Community Development Director~~ **EDD/ACA** may be appealed in accordance with Section 17.006.020.

17.112.060 Parking in Front Yard Setback Prohibited.

- A. No person shall park, or allow to be parked or left unattended, any vehicle, as defined by the California Vehicle Code, ~~in excess of 72 hours~~, in the front yard setback of a residential property, except on a driveway, or upon a paved area. Vehicles shall not be parked upon or over any parkway, or private or public sidewalk.

- B. Chapter 17.116 of the Zoning Ordinance, relating to nonconforming uses and structures, is inapplicable in this Section.

17.112.070 Screening, Landscaping and Lighting.

- A. All open parking areas shall be landscaped except those areas specifically used for vehicle parking. Landscaping shall include trees, shrubbery, ground cover, and permanent irrigation. Landscaping plans for commercial parking areas shall be approved by the City staff.
- B. Screening shall be provided along each property line consisting of a minimum five-foot wide strip behind the sidewalk, planted with sufficient shrubbery to effectively screen the parking area, or a solid fence or wall not less than four feet in height, except where a reciprocal parking agreement is in effect.
- C. Planting islands for trees and shrubs shall be protected from automobile traffic by concrete curbs.
- D. All lighting used to illuminate off-street parking areas shall be approved by the for conformance with City standards and said lighting shall be directed away from residential properties and public streets in such a manner as not to create a public or private nuisance.

17.112.080 Mixed Occupancies and Shared Parking.

- A. In the case of mixed uses for one building, structure or zoning lot, the total requirements for off-street parking facilities shall be the sum of the requirements for the various uses computed separately. Off-street parking for one use shall not be considered as providing required parking facilities for any other use except as hereinafter provided.
- B. The consolidation of the required parking area shall be located within the same block or within 300 feet of the use(s), in which case the number of parking spaces required shall be the sum total of the individual requirements.
- C. The location of shared parking areas shall be identified by an appropriate sign located both at the parking generator and at the parking facility.

17.112.090 — In-Lieu Payments.

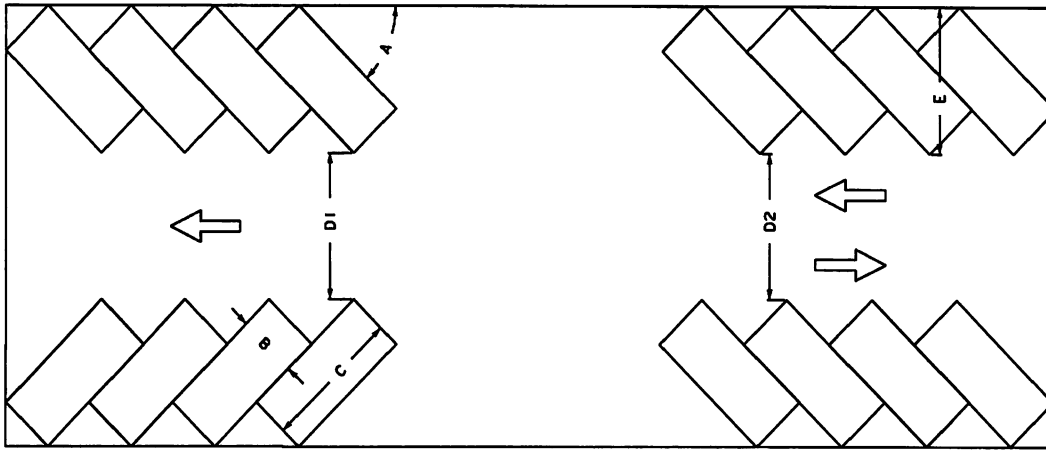
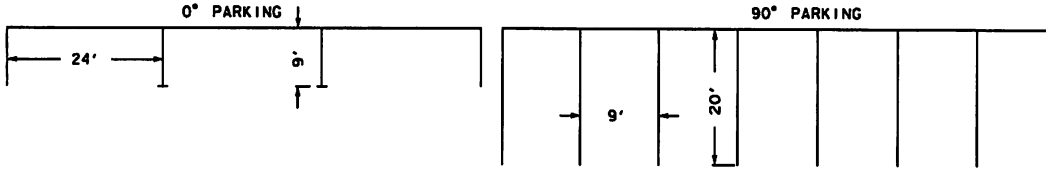
~~In commercial zones, in lieu of furnishing the parking spaces required by the provisions of this Chapter, the requirements thereof may be satisfied by in-lieu payments, if approved by the Planning Commission, under the following conditions:~~

- ~~A. That the City Council adopt a resolution of policy setting out the value of off street parking spaces, based on acquisition and construction costs of a surfaced parking lot; such costs and value may be amended from time to time at the discretion of the City Council.~~
- ~~B. That the City Council authorize the issuance of "in-lieu certificates" with each such certificate to represent the cost of one off street parking space.~~
- ~~C. That the City Council set up a special fund for revenues from such certificates; said revenues to be used to establish public off street parking.~~
- ~~D. That an applicant for payment of in-lieu costs instead of establishing parking, purchase one certificate for each space of off street parking normally required by the terms of this Chapter; such certificates to be purchased in conjunction with the issuance of a building permit. Such certificates may be paid in installments not to exceed eight years, provided the applicant enters into an agreement and furnishes security satisfactory to the Office of the City Attorney. Compound interest shall be assessed on the unpaid balance at the average interest earnings rate of the City as determined by the City Treasurer. The first two years' payments may be deferred and spread over the remaining six additional years. If full payment of the amount due is made at the end of the first two years, no interest shall be assessed. Payments shall be due on the anniversary date of the purchase of the in-lieu parking certificates.~~

- ~~E. That the applicant for relief from parking requirements, proves to the satisfaction of the Planning Commission that a hardship occurs, or~~
 - ~~1. That prior to approval, the Planning Commission shall make the following findings:~~
 - ~~a. That granting the in lieu parking certificates provides an incentive to develop;~~
 - ~~b. The project will have a demonstrated public benefit; and,~~
 - ~~c. Will facilitate increased use of public transit and/or promote a potentially pedestrian-oriented development.~~
- ~~F. That prior to issuance of an in lieu parking certificate, the certificate and all related conditions be recorded on the title of affected properties in the County Recorder's Office, County of Santa Barbara, by the applicant.~~

17.112.100 090 Parking Lot and Design Criteria and Requirements.

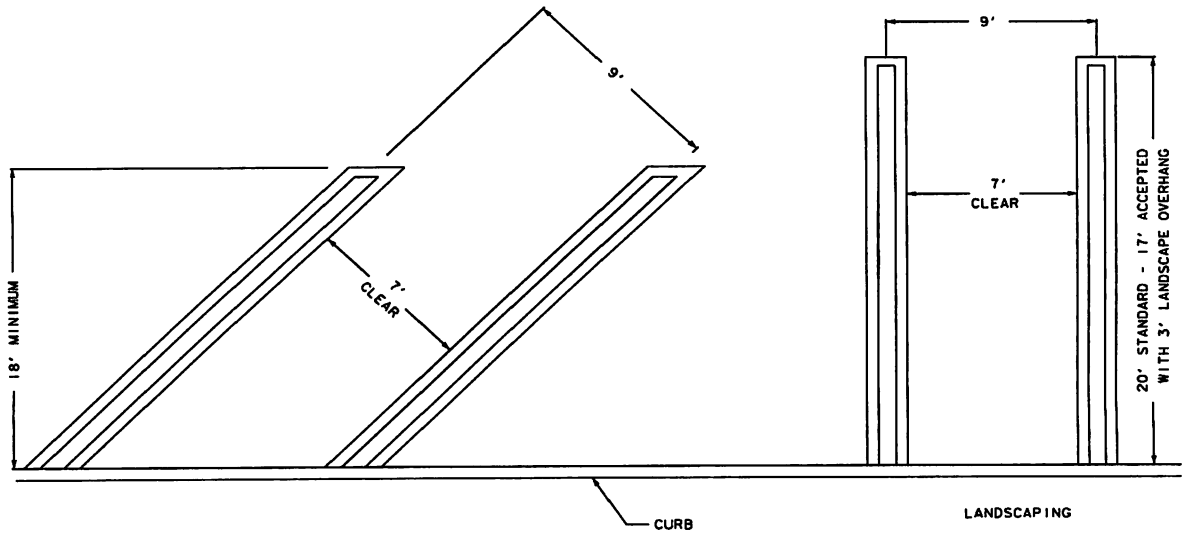
- A. Engineering design standards for parking lots are available at:
http://www.cityoflomdoc.com/departments/pworks/const_stndrds/section8.pdf
- B. All parking areas shall conform to the following designs and specifications.



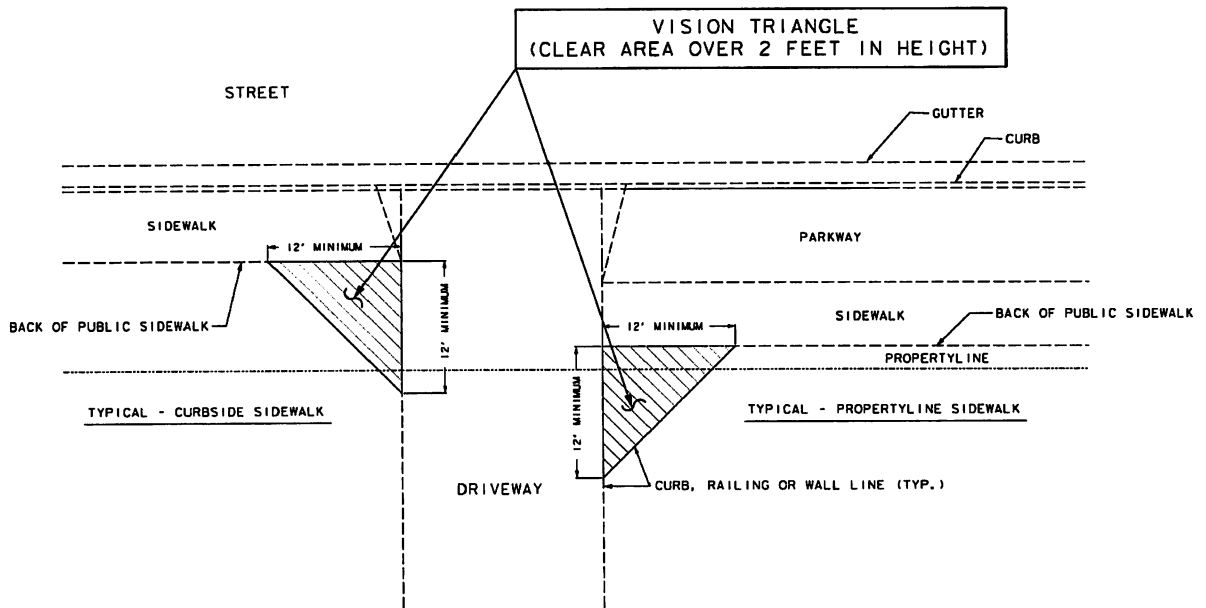
A	B	C	D1	D2	E	
0°	9'	24'	12'	24'	24'	A = PARKING ANGLE
45°	9'	20'	14'	25'	20.5'	B = STALL WIDTH
60°	9'	20'	18'	25'	22'	C = STALL LENGTH
						D1 = ONE WAY AISLE WIDTH D2 = TWO WAY AISLE WIDTH
90°	9'	20'	25'	25'	20'	E = STALL TO CURB

Note: Ten percent of parking may be designated as small or compact car parking. Size shall be a minimum of seven feet by 17 feet.

Striping Details:



Driveway Pedestrian Vision Triangle. A minimum vision triangle shall be maintained at all driveways. Within a vision triangle, no plant material, tree trunks, signage, walls, fences or any other obstructions shall interfere with the driver's view of pedestrians on a public sidewalk. Signage, walls, fences, etc., shall not exceed 24 inches in height. No plant material shall exceed 24 inches in height at maturity; trees shall be trimmed so that branches are at least seven feet above top of curb level. The minimum vision triangle for driveways shall be as shown below:



**CITY OF LOMPOC
ENVIRONMENTAL CHECKLIST FORM**

A. PROJECT INFORMATION:

Project Title: Text Amendment	Project No: TA 12-05																		
Lead Agency Name and Address: City of Lompoc 100 Civic Center Plaza, Lompoc, CA 93436 P.O. Box 8001, Lompoc, CA 93438-8001	Contact Person and Phone Number: Keith C. Neubert Principal Planner (805) 875-8277																		
PROJECT DESCRIPTION / LOCATION: Planning Commission consideration of a recommendation to the City Council regarding changes to City of Lompoc Zoning Ordinance <i>Chapter 17.112 – Parking Regulations</i> .																			
Public Agencies with Approval Authority (Including permits, funding, or participation agreements): None																			
Project Applicant, Name and Address: N/A	Project Consultant: N/A																		
General Plan Designations: N/A	City Zoning Designations: N/A																		
Surrounding Land Use Designations: N/A																			
Surrounding Land Uses/Zoning: N/A																			
Environmental Setting: Existing urbanized area.																			
ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact", as indicated by the checklist on the following pages.																			
<table border="0"> <tr> <td><input type="checkbox"/> Aesthetics</td> <td><input type="checkbox"/> Agriculture Resources</td> <td><input type="checkbox"/> Air Quality</td> </tr> <tr> <td><input type="checkbox"/> Biological Resources</td> <td><input type="checkbox"/> Cultural Resources</td> <td><input type="checkbox"/> Geology / Soils</td> </tr> <tr> <td><input type="checkbox"/> Hazards & Hazardous Materials</td> <td><input type="checkbox"/> Hydrology / Water Quality</td> <td><input type="checkbox"/> Land Use / Planning</td> </tr> <tr> <td><input type="checkbox"/> Mineral Resources</td> <td><input type="checkbox"/> Noise</td> <td><input type="checkbox"/> Population / Housing</td> </tr> <tr> <td><input type="checkbox"/> Public Services</td> <td><input type="checkbox"/> Recreation</td> <td><input type="checkbox"/> Transportation / Traffic</td> </tr> <tr> <td><input type="checkbox"/> Utilities / Service Systems</td> <td><input type="checkbox"/> Mandatory Findings of Significance</td> <td></td> </tr> </table>		<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture Resources	<input type="checkbox"/> Air Quality	<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Geology / Soils	<input type="checkbox"/> Hazards & Hazardous Materials	<input type="checkbox"/> Hydrology / Water Quality	<input type="checkbox"/> Land Use / Planning	<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Noise	<input type="checkbox"/> Population / Housing	<input type="checkbox"/> Public Services	<input type="checkbox"/> Recreation	<input type="checkbox"/> Transportation / Traffic	<input type="checkbox"/> Utilities / Service Systems	<input type="checkbox"/> Mandatory Findings of Significance	
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<input type="checkbox"/> Public Services	<input type="checkbox"/> Recreation	<input type="checkbox"/> Transportation / Traffic																	
<input type="checkbox"/> Utilities / Service Systems	<input type="checkbox"/> Mandatory Findings of Significance																		

B. ENVIRONMENTAL IMPACTS:

Identify the potential for significant adverse impacts below. Note mitigation measures, if available, for significant adverse impacts.

I. AESTHETICS Would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?				X
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				X

Comments:

- a) There is no development proposed and therefore, no substantial adverse impact on a scenic vista. All future development consistent with the proposed Text Amendment will be subject to the City's *Zoning Ordinance* requirements.
- b) The Text Amendment will not substantially damage scenic resources as no development is proposed.
- c) Planning Commission review of the proposed Text Amendment will assure guidelines for future projects.
- d) The City will review future development proposals on a project specific basis and condition all projects to assure that no substantial light and/or glare will adversely affect day or nighttime views in the area.

II. AGRICULTURAL RESOURCES Would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland to non-agricultural use?				X

Comments:

a-c) The proposed Text Amendment applies to an existing urbanized area, and will have no impact on agricultural lands and resources. Any potential impacts caused by future development will be individually considered.

III. AIR QUALITY				
Would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?				X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?				X
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?				X
d) Expose sensitive receptors to substantial pollutant concentrations?				X
e) Create objectionable odors affecting a substantial number of people?				X

Comments:

a-e) The proposed Text Amendment will not obstruct the implementation of any applicable air quality plan; violate any air quality standard; result in a cumulatively considerable net increase in any criteria pollutant for which the City is in non-attainment; expose sensitive receptors to substantial pollutant concentrations or create objectionable odors affecting a substantial number of people. There is no new development proposed at this time and any future development will be reviewed to assure conformance with Air Quality standards.

IV. BIOLOGICAL RESOURCES				
Would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X

IV. BIOLOGICAL RESOURCES Would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

Comments:

a-f) The proposed Text Amendment will not have a substantial adverse effect on any species identified as a sensitive species in local or regional plans or by the California Department of Fish and Game or U.S. Fish and Wildlife Service, nor will it affect federally protected wetlands, nor will it affect migratory wildlife corridors, nor will it affect biological resources, nor will it conflict with local policies or ordinances protecting biological resources, nor will it conflict with an approved local, regional or state habitat conservation plan because no development is proposed. Future development will be evaluated on a case-by-case basis for potential impact.

V. CULTURAL RESOURCES Would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?				X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d) Disturb any human remains, including those interred outside of formal cemeteries?				X

Comments:

a-d) The proposed Text Amendment will not cause a substantial adverse change in the significance of a historical or archaeological resource as identified in the City of Lompoc Cultural Resource Study and "Archeological Sensitivity Zones" Map located in the City of Lompoc General Plan adopted October 1997. Future development will be evaluated on a case-by-case basis for potential impact.

VI. GEOLOGY AND SOILS Would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area, or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii) Strong seismic ground shaking?				X
iii) Seismic-related ground failure, including liquefaction?				X
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?				X
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X

Comments:

a-e) The proposed Text Amendment will not expose people or structures to potential substantial adverse effects. Any potential impacts caused by future development will be individually considered.

VII. HAZARDS AND HAZARDOUS MATERIALS Would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

Comments:

a-f) There is no development proposed by the Text Amendment and therefore, no creation of a significant hazard to the public or the environment.

d-f) No development is proposed. Future development will be evaluated on a case-by-case basis for potential impact.

g) The proposed Text Amendment will not impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan.

h) The proposed Text Amendment will not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands as no development is currently proposed. Future development will be evaluated on a case-by-case basis for potential impact.

VIII. HYDROLOGY AND WATER QUALITY Would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?				X
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				X
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.				X
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				X
f) Otherwise substantially degrade water quality?				X
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j) Inundation by seiche, tsunami, or mudflow?				X

Comments:

a-e) The Text Amendment will not violate any water quality standards or waste discharge requirements; the project will not substantially deplete groundwater supplies or interfere with groundwater recharge; the project will not substantially alter the existing drainage pattern of the area; the project will not create or contribute run-off water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted run-off.

f) The proposed Text Amendment will not violate any water quality standards or waste discharge requirements, nor place a greater demand on water supply or quality than the existing land use designation.

- g) No development is proposed. Future development will be evaluated on a case-by-case basis for potential impact.
- h) The proposed Text Amendment will not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.
- i-j) The proposed Text Amendment will not create a threat of inundation by seiche, tsunami, or mudflow. Future development will be evaluated on a case-by-case basis for potential impact.

IX. LAND USE AND PLANNING Would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

Comments:

- a) The proposed Text Amendment will not physically divide an established community. Future development will be evaluated on a case-by-case basis for potential impact.
- b) The proposed Text Amendment will not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.
- c) No development is proposed; therefore, there will be no conflict with such a plan.

X. MINERAL RESOURCES Would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

Comments:

- a-b) The proposed Text Amendment will not result in a loss of availability of a known mineral resource that would be of value to the region and the residents of the state as no development is proposed. Future development will be evaluated on a case-by-case basis for potential impact.

XI. NOISE Would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				X
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				X
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				X
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

Comments:

a-f) No development is proposed in conjunction with the Text Amendment and therefore will not expose persons to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance, and it will not expose persons to excessive ground borne noise levels or result in a substantial permanent increase in ambient noise levels.

XII. POPULATION AND HOUSING Would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads and other infrastructure)?				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

Comments:

a-c) The proposed Text Amendment will not induce population growth as there is no development proposed. The proposed project will not displace any housing or people, or require any replacement housing. Future development will be evaluated on a case-by-case basis for potential impact.

XIII. PUBLIC SERVICES				
Would the project result in:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				X
b) Fire Protection?				X
c) Police protection?				X
d) Schools?				X
e) Parks?				X
f) Other public facilities?				X

Comments:

a-f) The proposed Text Amendment will not result in substantial adverse physical impacts associated with the provision of or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for Fire, Police, Schools, Parks, or other public services. Future development will be evaluated on a case-by-case basis for potential impact.

XIV. RECREATION				
Would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

Comments:

a-b) The Text Amendment does not include any development and would not cause substantial physical deterioration to existing neighborhoods or regional parks and other recreational facilities.

XV. TRANSPORTATION/CIRCULATION	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e. result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?				X
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?				X
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?				X
e) Result in inadequate emergency access?				X
f) Result in inadequate parking capacity?				X
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X

Comments:

a-b) The proposed Text Amendment would not increase traffic because no development is proposed. Future development may require a traffic analysis to assure conformance with existing City standards.

c) The proposed project will not result in a change in air traffic patterns.

d-g) Planning Commission approval of the proposed Text Amendment will assure safe design of future specific projects; adequate emergency access; on-site parking capacity; and support of alternative transportation.

XVI. UTILITIES AND SERVICE SYSTEMS	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Exceed wastewater treatment requirements of the Central Coast Region of the Regional Water Quality Control Board?				X
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X

XVI. UTILITIES AND SERVICE SYSTEMS Would the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				X
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X

Comments:

a-e) The proposed Text Amendment would not have an impact on water, wastewater, or storm water facilities and would not have an impact on water supplies. Future development will be evaluated on a case-by-case basis for potential impact.

f-g) The proposed Text Amendment would not have an impact on the landfill. Future development will be evaluated on a case-by-case basis for potential impact.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE Does the project:	Potentially Significant Impact	Less than significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?				X
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?				X
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X

DETERMINATION: On the basis of this initial evaluation:	
X	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION, pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Keith C. Neubert
 Principal Planner

Date

**CITY OF LOMPOC
NEGATIVE DECLARATION**

Pursuant to the State of California Public Resources Code and the California Environmental Quality Act, as amended to date, a Negative Declaration is hereby made on the following project:

- Title:** Text Amendment – TA 12-05
- Location:** Citywide
- Description:** Consideration of a recommendation to the City Council regarding changes to City of Lompoc Zoning Ordinance *Chapter 17.112 – Parking Regulations*.

The Planning Division of the City of Lompoc has determined that:

- There are no significant adverse environmental impacts created by this project.
- There are no significant adverse environmental impacts associated with this project if the following conditions/mitigation measures are met.

September 18, 2012
Date

Keith C. Neubert, Principal Planner
for Planning Division

**Excerpt from the Lompoc Planning Commission Meeting
of August 22, 2012**

PUBLIC HEARING ITEMS:

**TA 12-05 – PARKING REGULATIONS
Continued from July 11, 2012 Meeting**

At the direction of the City Council, the Planning Commission will review the City of Lompoc Zoning Ordinance Chapter 17.112 – Parking Regulations and prepare a recommendation to the City Council for possible updates.

Principal Planner Keith Neubert presented a brief staff report, focused on parking requirements for “*Manufacturing and Warehouse*”, “*Tandem Parking*”, and “*Medical Offices*”. He also provided supplemental information regarding “medical office parking requirements” from architect Scott Richard Young.

OPEN/CLOSE PUBLIC HEARING at 6:40 p.m.

Manufacturing and Warehouse Uses:

Commissioner Leach supported adopting the San Luis Obispo standards which are more comprehensive. Commissioner Fink agrees with the retention of the existing *Winery* standards in the Lompoc regulations. Commissioner Hammons suggested looking at the Buellton Ordinance.

The Commission discussed whether a micro-brewery is in the same class as a winery and it was generally agreed a micro-brewery often is part of a restaurant. There is a difference between a brewery (industrial use) and a micro-brewery (a more commercial use). It was agreed the City did not plan for the wine industry and generally the regulations should be flexible for other possible future uses.

Commissioner Fink discussed covered outside storage such as that identified in the previous Weyrick Lumber proposal and the lack of flexibility in the current Ordinance that lead to excessive parking requirements for the business. The staff report shows how recent changes to the parking requirements would have required less parking which the Commission agreed was appropriate. It was noted that future lumber yard or other uses with large outside storage requirements could be accommodated through the Conditional Use Permit process.

Staff will revise language to reflect the San Luis Obispo standards and retain the City of Lompoc *Winery* standards.

Tandem Parking:

Commissioner Clark identified problems with applying Tandem Parking for Hotels only in the OTC. Commissioner Leach indicated Tandem Parking is allowed in downtown San Luis Obispo. Commissioner Hammons expressed concern with enforcement problems Tandem Parking may create for Homeowners Associations (HOA) in the future. Commissioner Fink indicated the majority of housing stock in Lompoc does not have a HOA. Commissioner Gonzales indicated his vision for Tandem Parking was in enabling legal non-conforming lots to be developed and provide parking on-site.

The Commission discussed requirements for new development and the concept of allowing Tandem Parking for new development vs. allowing it for legal non-conforming parcels to develop utilizing Tandem Parking with Planning Commission review. Staff will revise language to reflect language originally proposed.

Medical Offices:

The Commission considered the letter presented by Mr. Young and discussed existing medical facilities in the community. Commissioner Fink discussed the parking at the Sansum Clinic facility. Commissioner Clark questioned the parking impacts of the Champion Center and it was generally agreed to be a unique situation and would not impact the neighborhood.

The Commission discussed a variety of options and directed staff to update the Ordinance for Medical Offices to require:

- 1 space per 250 sq. ft. of office,
 - plus 1 space per exam room,
 - plus 1 space per .5 employee
- subject to Planning Commission approval.

Parking in Front Yard Setback

Commissioner Hammons was not at the meeting where parking in the front yard setback of residential property was originally discussed and noted his support of a change to this section. He indicated this should be viewed as an economic development issue because it impacts property values.

The Planning Commission discussed amending the Ordinance to prohibit the entire front yard from being paved and utilized for parking. It was agreed this would be discussed when the Residential uses are considered.

Commissioner Leach agreed there may have been a misunderstanding regarding the original discussions regarding allowing parking in the front yard. She agreed the Code Enforcement Officer would be hampered by the existing regulation and stated it is not OK to park in the front yard, except on a paved surface.

Commissioner Gonzales agreed with making the suggestion to the City Council but would like the notice to be clear about the potential policy change. He expressed concern with the possibility of front yards being paved over to allow the use.

Commissioner Fink expressed concern with future over-zealous enforcement and suggested the following language:

Parking on residential landscape is a detriment to a livable community. The Planning Commission believes that this is an issue that is both technical and political, therefore we recommend that the City Council consider amending *Section 17.112.060 Parking in Front Yard Setback Prohibited* to remove "in excess of 72 hours".

The Commission directed staff to include the above stated recommendation to City Council in the Resolution that will be considered at a future Planning Commission meeting.

Old Town Commercial:

Commissioner Leach opened discussion regarding parking in the Old Town Commercial (OTC) zoning district. Commissioner Gonzales was advised by Attorney Ailin that he could participate since the discussion was generally regarding development standards.

Commissioner Gonzales recused himself from participation in the public hearing discussion due to a possible conflict of interest resulting from his real property interests in the *Old Town Commercial (OTC)* zoning district. Commissioner Fink chaired this portion of the meeting.

The Commission discussed the standard allowing commercial development to occur in the *OTC* without providing parking in light of recent developments pertaining to City owned parking lots. It was generally agreed to hold detailed discussions during the upcoming review of the *Old Town Specific Plan (OTSP)*.