

# Lompoc City Council Agenda Item



**City Council Meeting Date:** May 14, 2013

**TO:** Laurel M. Barcelona, City Administrator

**FROM:** Lucille T. Breese, AICP, Planning Manager  
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**SUBJECT:** City Council to Consider Pavers as an Allowable Parking Surface and Introduce Ordinance No. 1590 (13) for a Text Amendment TA 12-05 to the City's Zoning Ordinance to Amend *Chapter 17.112 – Parking Regulations*

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## **Recommendation:**

Staff recommends City Council:

- 1) Hold the public hearing regarding the use of pavers as an allowable parking surface;
- 2) Provide direction to staff regarding appropriate language; and
- 3) Waive further reading and introduce Ordinance No. 1590 (13), approving Text Amendment TA 12-05 amending City of Lompoc Zoning Ordinance *Chapter 17.112 – Parking Regulations*.

## **Background/Discussion:**

At the April 2, 2013 meeting, the City Council held a public hearing, received the Planning Commission recommendation, and directed staff to make the following changes to the Lompoc Municipal Code (LMC) *Chapter 17.112 – Parking Regulations*. The changes are reflected in the attached Ordinance No. 1590 (13).

- 1) Change language for Hospital Parking in LMC Section 17.112.020 Schedule of Off-Street Parking Requirements, as shown below:

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

<b>Land Use</b>	<b>Number of Parking Spaces Required</b>
Hospitals	1 space for each bed, plus 1 space per 500 sq. ft. gross floor area, plus 4 .6 space per employee

- 2) Correct language for Motorcycle Parking in LMC Section 17.112.035 Bicycle and Motorcycle Parking Requirements, as shown below:

Land Use	Number of Parking Spaces Required
Motorcycle Parking for: <ul style="list-style-type: none"> <li>• Multifamily Dwellings containing 30 or more rental units</li> <li>• Commercial and Industrial Uses</li> </ul>	a. A minimum of one space per 20 motor vehicle spaces <del>in a permanent stationary parking device which is adequate to secure bicycles.</del> shall be provided for motorcycles. b. Space dimension of four (4) ft. by seven (7) ft. per space. c. Location to be approved by staff during building plan review.

- 3) Change language in LMC Section 17.112.040 General Provisions as shown below:

- E. Tandem parking spaces are ~~not allowed as required spaces for residential uses~~ **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 and lots of 10,000 square feet or less;**
  2. **Tandem parking is limited to not more than two (2) vehicles in depth, provided that both spaces are for the same occupancy; and**
  3. **Tandem parking is not allowed to be located in any required setback area.**

A tandem parking space is a parking space **configured** so located ~~that it is necessary for one other vehicle to be moved to move one or more other vehicles in order to allow for~~ the vehicle occupying **utilizing** the **blocked** tandem **parking** space to ~~gain~~ **have** access to or from ~~said~~ **the tandem parking spaces.**

- 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 **unless there is a reciprocal easement in place.**

- 4) Additionally, staff was directed to research the use of pavers as an acceptable surface for parking of automobiles and RV's in the front yard of residential areas.

The following language is contained in LMC *Chapter 17.112 – Parking Regulations*

**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.*

**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.*

Interlocking Concrete Pavers (Pavers) can be an attractive element in the appearance of a home. When properly installed per manufacturer's recommendations, pavers can create an effective paved surface capable of supporting vehicle loads.

The attached technical specification (Attachment 2), published by the Interlocking Concrete Pavement Institute (ICPI), provides construction guidelines for paver installation. Installation steps typically include job planning, layout, excavating and compacting the soil sub-grade, spreading and compacting aggregate base, constructing edge restraints, placing and screeding bedding sand, and placing concrete pavers. Pavers used in areas subject to limited vehicular use are typically a minimum of 2-3/8 inches thick and aggregate base thickness for a driveway should be at least 6 inches thick.

Engineering Staff would not oppose the use of properly installed pavers in a residential application. The most important factor in this consideration is the preparation of the area where the pavers are to be utilized. If the surface area is not properly prepared, then the pavers will not bear the weight of a vehicle and will deteriorate and be a code enforcement issue in the future.

Staff is concerned when the paving of surfaces on residential lots for vehicle/RV parking do not have proper access (driveway approaches) installed, damage is caused to existing infrastructure. Without a proper driveway approach installed, vehicles are often driven over the existing curb and across sidewalk that was not installed to support vehicle loading. This lack of a proper driveway approach often causes damage to the

curb and sidewalk. If Council considers modifications to LMC Section 17.112.060, then staff would suggest including language requiring access to all parking areas via a properly installed driveway approach.

At this time, and under the current language, staff would consider allowing properly specified pavers to be installed as a paved area. If the Council would like to see more specific language in the Ordinance, then it is recommended (i) Engineering staff be directed to add “*properly installed pavers per manufacturer’s specifications*” to Section 8, “Parking Facilities,” of the *City Standard Requirements for the Design and Construction of Subdivisions and Special Developments* and (ii) “*properly installed pavers per manufacturer’s specifications*” be added to LMC Subsection 17.112.050 B.

**17.112.050 Design and Construction of Parking and Loading Areas.**

- A. *All Parking and loading areas and their driveway approaches shall be designed and constructed in conformance with City standards. A driveway approach is required for all parking and loading areas.*
- B. *Except as otherwise provided herein, all parking and loading areas and their driveway approaches shall be constructed with an asphalt or concrete surface or properly installed pavers per manufacturer’s specifications, 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.*

**Fiscal Impact:**

No fees were collected or required to process the Text Amendment. The staff time spent on the project reduces the availability of Planning & Engineering staff for other activities and projects.

**Conclusion:**

If the City Council waives further reading and introduces Ordinance No. 1590 (13) approving Text Amendment TA 12-05, LMC Chapter 17.112 – *Parking Regulations*, then the Ordinance will be returned to the Council at the next regular meeting for a second reading and adoption and shall become effective thirty (30) days after that adoption.

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Lucille T. Breese, AICP, Planning Manager

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Michael W. Luther, Assistant Public Works Director/City Engineer

**APPROVED FOR SUBMITTAL TO THE CITY ADMINISTRATOR:**

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Kevin P. McCune, P.E., Public Works Director

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Teresa Gallavan, Economic Development Director / Assistant City Administrator

**APPROVED FOR SUBMITTAL TO THE CITY COUNCIL:**

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Laurel M. Barcelona, City Administrator

- Attachments:   1) [Draft Ordinance No. 1590 \(13\)](#)  
                  2) [ICPI Technical Specification](#)