

**CITY OF LOMPOC
PLANNING COMMISSION STAFF REPORT**



MEETING DATE: NOVEMBER 12, 2008

TO: MEMBERS OF THE PLANNING COMMISSION

FROM: LUCILLE T. BREESE, AICP
PLANNING MANAGER

RE: TEXT AMENDMENT – TA 08-01
PARKING REGULATION

AGENDA ITEM NO. 1

Continued from October 8, 2008 Planning Commission Meeting

Planning Commission consideration of a Text Amendment to the City's Zoning Ordinance to amend chapter 5, Article 1 – Parking Regulations. The proposed Text Amendment will amend and update the parking requirements for development within the City. The Planning Commission action will be a recommendation to the City Council. If adopted, the Ordinance will be effective Citywide. A Negative Declaration has been prepared for this project in accordance with the California Environmental Quality Act (CEQA).

RECOMMENDATION:

Staff recommends that the Planning Commission:

1. Receive public input;
2. Review the draft Parking Regulations and recommend any changes; and
3. Direct staff to return with a draft Ordinance for Council review.

BACKGROUND:

September 10, 2008: The Planning Commission reviewed research that staff had prepared showing a comparison of the existing City parking regulations and standards used by other jurisdictions. The Commission heard from members of the community on the subject and provided direction to staff.

October 8, 2008: Staff presented information for further review and discussion prior to a Commission recommendation to the City Council.

DISCUSSION:

The proposed regulations have been re-formatted per the Commission’s direction to provide an Ordinance that is more user-friendly. Parking requirements have been grouped by land use so that it is easier to locate specific types of uses. The new format contains the existing Ordinance language with modifications as discussed at the September 10 and October 8, 2008 meetings. Proposed new language is identified by use of underline with language that is proposed for deletion identified by ~~strikethrough~~.

Medical Uses:

The Commission has discussed this class of uses and the need for a specific requirement due to the number of persons visiting the facilities during a given day and the number of staff required. Staff has researched some of the existing facilities within the community and compared the parking requirement using the existing regulations and the parking requirement with the proposed regulations. This comparison may aid the Commission in making a recommendation to the Council on future requirements.

Sansum Medical Clinic was approved as a 26,750 square foot medical office on December 10, 2001. The original parking calculation met the existing Professional Office parking requirements (1 space per 250 sq. ft.) with 107 parking spaces and 2 loading spaces. On November 18, 2004 a Temporary Use Permit was issued for 46 additional parking spaces due to the impact on the adjoining uses. The total number of parking spaces on the site is 153. They are currently operating with 60 exam rooms, 147 full-time employees and 25 part-time employees according to the Human Resources Department. If the proposed standard were utilized at Sansum Clinic, the required spaces would be:

$$\begin{array}{lcl}
 1 \text{ space per } 250 \text{ sq. ft. (26,750/250)} & = & 107 \text{ parking spaces} \\
 1 \text{ space per exam room (60 x 1)} & = & 60 \text{ parking spaces} \\
 \text{total} & = & 167 \text{ parking spaces}
 \end{array}$$

	Existing Requirement	Proposed Requirement
Ambulance Service	1 space for each emergency vehicle	1 space for each emergency vehicle, plus 1 space per 2 drivers
Hospital	1 space for each bed, plus 1 space for each employee at maximum shift	1 space for each bed, plus 1 space per 500 sq. ft. gross floor area
Medical Office	1 space for each 250 sq. ft.	1 space for each 250 sq. ft., plus 1 space per exam room
Rest Homes & Nursing Homes	1 space for each 2 beds	1 space for each 2 beds, plus 1 space per 500 sq. ft. gross floor area

Chair Rodenhi requested that the staff perform a Parking Study of the Sansum Clinic parking lot. Staff has prepared a Parking Study and has included the information as Attachment No. 2. From this limited review, it appears that the 153 parking spaces currently provided is adequate at the current time. The Parking Study that staff performed was limited in scope and may not be an accurate picture of the parking need for the project. With the proposed regulations the requirement would be 167 parking spaces.

The Lompoc Hospital, which is under construction, will be a 60 bed facility; the total square footage is 111,326 square feet. The facility was approved with 213 parking spaces. If the proposed standard were utilized for the Lompoc Hospital, the required spaces would be:

1 space per 500 sq. ft. (111,326/500)	= 223 parking spaces
1 space per bed (60 x 1)	= 60 parking spaces
total	= 283 parking spaces

The Lodge of Lompoc is a 130 bed residential care facility, the total square footage is 29,440 square feet. The facility was approved with 82 parking spaces. If the proposed standard were utilized at The Lodge of Lompoc, the required spaces would be:

1 space per 1,000 sq. ft. (29,440/1,000)	= 29 parking spaces
1 space per each 2 beds (130/2)	= 65 parking spaces
total	= 94 parking spaces

The Commission may want to recommend that the Council adopt the above proposed regulations or suggest other regulations to be considered.

Hotel Uses:

On July 9, 2008, the Commission approved the Hilton Garden Hotel with 155 guestrooms, meeting rooms, a dining area, and other amenities. Parking was required based upon the current regulations of 1 space per guest room plus 2 spaces for the manager for a total of 157 parking spaces required. Additionally three (3) off-street loading spaces were required.

There has been discussion by the Commission regarding additional parking requirements where there are convention facilities and/or restaurants proposed with a hotel. In the past, it has been determined that where there are consolidated uses there is no additional parking requirement. The existing hotels have not had any problem with parking that staff has viewed.

The proposed regulations would allow a reduction in the number of loading spaces required. Only one would be required and the Planning Commission could require more if necessary.

Possible Regulations	155 guest rooms	Required
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1 space per guest room plus 1 additional space per 10 guest rooms	155 spaces plus 16 spaces	171 parking space
1 space per guest room plus 1 space per additional 250 sq. ft. of public accommodation area	155 guest rooms plus 4,745 sq. ft.	174 parking spaces

The above noted options are possible regulations to provide additional parking where there are uses other than just a hotel and lobby provided for the guests. An option based upon the number of employees has not been calculated since there are often part-time employees and a real number is difficult to determine.

Winery Uses:

Following the discussion at the Planning Commission meetings and correspondence that has been received, it is recommended that a more flexible method of calculation be utilized for this unique use.

It is recognized that this is a busy time for the vintners in the community, therefore, staff has prepared a questionnaire which was mailed to all of the winemakers who have City Business Tax Statements for their ease in commenting on this issue (Attachment No. 3)

As of November 4, 2008, staff has received responses from four (4) of the wineries who were sent the questionnaire. Each of the responses indicates that the more flexible approach would be something that they would support as an option for future development. Generally, they would have chosen Option B for their specific business development.

A hypothetical 30,000 square foot winery facility is being analyzed below using the existing parking regulations and the proposed regulations.

Existing City Regulations

For warehouse operation (storage & processing space): 1 space per 500 sq. ft.
 (30,000 sq. ft. facility, less the 15% maximum for Tasting and Office, would require 51 parking spaces)

For office/tasting room: 1 space per 250 sq. ft.
 (maximum of 15% of gross floor area or 4,500 sq. ft., would require 18 parking spaces)

Existing City Regulations	Storage & Processing		Tasting & Office		Total
	1 space per 500 sq. ft.	51 spaces required	1 space per 250 sq. ft. (15% max)	18 spaces required	69 spaces required

Potential City Regulations *

A more flexible approach may include applicant discretion to select one of the following parking requirements that more accurately reflects the business operation:

Option A: 1 space per 1,000 sq. ft. of Storage & Processing with a maximum of 30% Tasting/Office at 1 space per 500 – calculation by this method would allow future addition of a Tasting Room to an operation that might later grow and add a tasting component. (21,000 sq. ft. of Storage & Processing at 1 space per 1,000 sq. ft. plus 9,000 sq. ft. for Tasting and Office at 1 space per 500 sq. ft).

Planning Commission consideration could allow a Condition of Approval that would require the applicant to retain the necessary area for the future parking to support the Tasting & Office space. Actual installation of the parking could be deferred until such time as the future use is developed. The area for the additional parking could be retained as a landscape area until the parking was installed.

Option B: 1 space per 1,000 sq. ft. of Gross Floor area, allows combination of Storage & Processing with a maximum of 15% for Tasting and Office. (30,000 sq. ft. facility at 1 space per 1,000 sq. ft.).

Option C: 1 space per full time employee plus 1 space for each 1,500 sq ft. of storage & processing – calculation by this method would allow a limited use with no expansion potential to add a Tasting Room unless additional parking could be provided. (30,000 sq. ft. facility at 1 space per 1,500 sq. ft. of floor area plus 1 space per full time employee).

Under each of the above noted Options, Planning Commission review and approval of a Development Plan would be necessary. The applicant's choice to limit the number of parking spaces for a site could limit the future use of the building if a manufacturing use were interested and there was not sufficient parking to support the new use. This limitation would be recorded on the property and would run with the land for future property owners.

When applied to a 30,000 sq. ft. facility with Tasting and Office use, possible scenarios would be as follows:

Proposed Regulations	Storage & Processing		Tasting & Office		Total
	Option A	1 space per 1,000 sq. ft.	21 spaces required	1 space per 500 sq. ft. (30% max)	
Option B	1 space per 1,000 sq. ft. of gross floor area	30 spaces required	Maximum of 15% of sq. ft. for office & tasting – 4,500 sq. ft.	0 spaces required	30 spaces required
Option C	1 space per 1,500 sq. ft. warehouse plus 1 space per each full time employee	30,000 sq. ft. (30,000/1,500) w/ 5 full time employees	N/A	0 spaces required	25 spaces required

* Planning Commission review would be required, reduced parking allowance could limit future use of building.

The Commission may want to recommend that the Council include a requirement for Winery Uses that provides an applicant with options to design a workable site based upon their proposed business. Review and approval of the option selected would remain with the Planning Commission as part of the Development Plan review.

Warehouse Uses:

Concern has been expressed that the parking requirement for warehouse space (with no manufacturing uses combined) could be excessive. The current City regulations require a parking standard of 1 space per 500 square feet for “Warehouse and Wholesale Business Establishments”. Considering a 25,000 square foot building:

Existing Requirement	1 space per 500 sq. ft. of gross floor area	50 parking spaces required
Proposed Requirement Options	1 space per 750 sq. ft. of gross floor area	33 parking spaces required
	1 space per 1,000 sq. ft. of gross floor area, plus 1 space per 2 employees (minimum 4 employees)	27 parking spaces required

* Planning Commission review would be required, reduced parking allowance could limit future use of building.

The Commission may want to recommend that the Council change the requirement for

Warehouse and Wholesale Business Establishments.

Residential Uses:

The existing residential parking requirements have separate categories for a variety of bedroom mixes depending upon the housing type. The following is recommended to clarify the requirements:

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

Land Use	Number of Parking Spaces Required
Single-Family and duplex units	2 covered spaces per unit
Multi-Family Dwellings	
Studio and 1 bedroom unit	1 covered space per unit
2, 3, 4 or more bedroom units	2 covered spaces per unit
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
¹ Landowner must covenant to restrict use of property to 100% affordable or provide additional off-street parking as required by this Ordinance if property is converted to other uses	
Dwelling, expressly for elderly and handicapped housing assistance projects²	
Studio and 1 bedroom	0.75 covered space per unit
2 + bedroom	1 covered space per unit
² Landowner must covenant to restrict use of property to elderly and handicapped or provide additional off-street parking as required by this Ordinance if property is converted to other uses	

The Council and the Commission have previously allowed parking concessions for projects

where the residents are restricted by covenant to a specific age group or special needs designation. It is recommended that this category be consolidated and that the Visitor Parking be applied to these uses. Planning Commission review and approval of the Development Plan for this type of use would be required. A covenant would be recorded on the property limiting the use and acknowledging that if the units were converted to market rate, the number of units would be limited by the ability to provide parking as required by the Ordinance.

There has been discussion regarding how to regulate excess vehicles in a Single Family Residential area.

- In some instances, this is caused by an illegal boarding house situation. The City would handle this as a code enforcement matter and, once a signed complaint was received, would proceed with enforcement to eliminate the boardinghouse.
- In the case where a number of adults (relatives and/or guests) share a home and each has an automobile, the resolution is more difficult. Generally, each dwelling unit is required to have two (2) covered spaces in a garage that is available for parking. If the garage is converted to storage, a code enforcement complaint would allow the City to require the covered parking space to be available.

The Commission inquired how the proposed residential standards would affect such developments as the Walnut Grove development.

The Walnut Grove residential development (39 dwelling units) was approved as a Planned Development with a requirement for two (2) covered spaces for each residential unit. This would not change under the proposed parking. There would be a requirement for additional Visitor Parking of five (5) parking spaces, based upon the proposed visitor parking requirement: One (1) space for the first 10 residential units and one (1) additional space for each five (5) additional units.”

Compact Parking:

The current regulations allow a maximum of 20% of the required parking be provided utilizing compact spaces. A regular parking space is 9' x 20' in size. A compact space is 7' x 17' in size. The smaller spaces are difficult for a regular size car to utilize and often two spaces will be used thereby limiting the available parking. It is recommended that the allowance for compact spaces be deleted or reduced to 10% maximum.

Conclusion:

Staff has made an effort to address all of the comments and input provided thus far. One of the commenting parties, Mr. James Dixon, made suggestions for clarification and improvement of the existing parking regulations. Staff agrees that Mr. Dixon's suggestions have merit and proposes to include his suggested revisions in the draft Ordinance in the ~~strikeout~~ and underline format.

Noticing:

October 24, 2008: Notices were mailed to 31 wineries advising them of proposed changes and requesting their input.

Attachments:

1. [Proposed City Parking Regulations](#)
2. [Sansum Medical Clinic Parking Study](#)
3. [Winery Outreach Questionnaire](#)

Staff Report has been reviewed and approved for submission to the Planning Commission			
Arleen T. Pelster, AICP Community Development Director	Date	Lucille T. Breese, AICP Planning Manager	Date

Chapter 4.

Article 1. Parking Regulations.

Section 8850. 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. ~~At the time of the erection of a building and/or structure hereinafter listed-~~ 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.
- D. Recalculation of Parking Requirement Upon Change of Use. ~~or at the time any such building and/or structure requiring more parking spaces, there shall be provided for such new construction or intensified use, enlargement or increased capacity and use of land, the minimum off-street parking spaces set forth in Section 8851 with adequate provisions for safe ingress and egress and-~~ 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 space shall be provided in compliance with this Chapter except as noted in Section 8862.3 Modifying Non-Conforming Structures and Developed Properties.
- E. Retention of Required Parking Spaces. ~~said parking spaces shall thereafter be maintained in connection with such building and/or structure and use of land. No parking area or loading space required by this Chapter shall be eliminated, reduced, or converted in any manner unless other equivalent 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. (formerly 8853.7)

Section 8851. Schedule of Off-Street Parking Requirements.

~~Any person maintaining the following uses shall provide the indicated parking space(s):~~

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 & Automobile Car Sales	5 spaces for the first 10,000 sq. ft. of lot area and 1 space for each 3,000 sq. ft. thereafter
Automobile and Boat Sales & Automobile Car Washes	4 spaces for each service stall
Automobile Service Stations and Automotive Repair	1 space for each 250 sq. ft. of gross floor area

B. Commercial/Retail Uses *

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

Land Use	Number of Parking Spaces Required
Animal Hospitals & Kennels	1 space for each 500 sq. ft. of gross floor area
Banks, Savings & 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-Thru 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

Land Use	Number of Parking Spaces Required
Hotels and Motels	1 space for each sleeping unit plus 2 additional spaces for the resident manager
Market, Food, Beverage Sales	1 space for each 250 sq. ft. of gross floor area
Office Bldg., 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 gross floor area
Greenhouses (Non-Commercial):	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, Cafe, Night Club, 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 8856

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
Residential	Must comply with Residential requirements of Section 8851.

~~Section 8851.1.Downtown Overlay District (DO) Parking and Loading Space Requirements. Repealed by Ordinance No.1461(01). Please refer to Section 8111 for parking requirements.~~

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 500 sq. feet of gross floor 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
Hospitals	1 space for each bed, plus 1 space for each employee at maximum shift. (Ord. 1350(91), 9/17/91)
Medical Office	
Rest Homes & Nursing Homes	1 space for each 2 beds

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. (Ord. 1350(91) 9/17/91)
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 <u>City Planner-Community Development Director.</u>
Non Profit Youth Org./ Clubs where membership is limited to youth below the legal driving age	1 space for each 175 sq. ft. of gross floor area
Nursery School	1 space for each 500 sq. ft. of gross floor area

G. Residential Uses

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

Land Use	Number of Parking Spaces Required
Dwelling, Single-Family (includes all methods of construction), and duplex units	2 <u>covered</u> spaces <u>per unit</u> within a garage or carport, or any combination thereof (Ord. 1469(02), 5/7/02)
Duplexes and <u>Multi-Family Dwellings</u>	
Studio and Bachelor or 1 bedroom units	1.5 spaces per unit, 1 covered <u>space per unit</u>

Land Use	Number of Parking Spaces Required
1, 2, 3, 4 or more Bedroom units	1.75 spaces per unit, <u>1 2 covered spaces per unit</u>
3 Bedroom units	2 spaces per unit, 1 covered
4 or more Bedrooms per unit	2 covered spaces per unit (Ord. 1469(02), 5/7/02)
Condominium Projects	2 spaces within a garage or carport (all Zones)
<u>Visitor Parking</u>	<u>1 space for first 10 units, then 1 additional space for every 5 units thereafter</u>
Dwelling, Two Family and Multiple Family in any Planned Development (PD) Zoning District. (Note: Multiple unit projects in other zones are not subject to this change.)	
Studio, Bachelor or 1 Bedroom	1 garage space and .5 open space per unit
2 Bedroom	1 garage space and 1 open space per unit
3 Bedroom	1 garage space and 1 open space per unit
Dwelling, Single Family expressly for elderly and handicapped housing assistance projects, owned and operated by a public agency or sponsored through a government housing subsidy program¹	
All Units	1 <u>covered space per unit</u> within a garage or carport
Dwelling, Two Family and Multiple Family expressly for elderly and handicapped housing assistance projects, owned and operated by a public agency or sponsored through a government housing subsidy program¹	
Studio, Bachelor or 1 Bedroom	0.6 spaces per unit
2 Bedroom	1 space per unit
¹ Landowner must covenant to restrict use of property to elderly and handicapped or provide additional off-street parking as required by this Ordinance if property is converted to other uses	

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 one that would be supported by the amount of parking provided on-site. Off-street parking spaces shall be provided in the following ratios:

	Storage & Processing		Tasting & Office		Total
<u>Option A</u>	<u>1 space per 1,000 sq. ft.</u>	<u>21 spaces required</u>	<u>1 space per 500 sq. ft. (30% max)</u>	<u>18 spaces required</u>	<u>39 spaces required</u>
<u>Option B</u>	<u>1 space per 1,000 sq. ft. of gross floor area</u>	<u>30 spaces required</u>	<u>Maximum of 15% of sq. ft. for office & tasting – 4,500 sq. ft.</u>	<u>0 spaces required</u>	<u>30 spaces required</u>
<u>Option C</u>	<u>1 space per 1,500 sq. ft. warehouse plus 1 space per each full time employee</u>	<u>30,000 sq. ft. (30,000/1,500) w/ 5 full time employees</u>	<u>N/A</u>	<u>0 spaces required</u>	<u>25 spaces required</u>

Section 8852.A Off-Street Loading Requirements.

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

Land Use	Number of Parking Spaces Required
<u>Multi Family Dwellings – containing 30 or more rental units</u>	<u>1 striped space, measuring 12 feet by 35 feet</u>
<u>Non-residential structures Less than 50,000 sq ft in size</u>	<u>1 striped space, measuring 12 feet by 35 feet</u>
<u>Non-residential structures Over 50,001 sq. ft. in size</u>	<u>Planning Commission review shall determine need for additional loading space for buildings over 50,000 sq. ft. in gross floor area</u>

1. ~~All multiple family dwellings containing 30 or more rental units shall provide one off-street loading space having a minimum width of 12 feet and a minimum length of 35 feet exclusive of necessary ingress and egress.~~
2. ~~All non-residential structures containing less than 25,000 sq. ft. of gross floor area shall provide one off-street loading space. Each such space shall have a minimum width of 12 feet and a net area of not less than 360 sq. ft. exclusive of necessary area for maneuvering, ingress and egress.~~
3. ~~All non-residential structures containing 25,000 or more sq. ft. of gross floor area shall have the number of off-street loading spaces specified in the table below. Each such space shall be at least 12 feet wide, 40 feet long and 14 feet high, exclusive of necessary area for maneuvering, ingress and egress.~~

Square Feet in Gross Floor Area	Required No. of Spaces
25,000 up to and including 25,000	1
25,000 up to and including 100,000	2
100,001 up to and including 200,000	3
200,001 up to and including 300,000	4
For each additional 100,000, or major fraction thereof, over 100,000 sq. ft.	1 additional space

Section 8852.B Bicycle and Motorcycle Parking Requirements.

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

Land Use	Number of Parking Spaces Required
<u>Bicycle Parking for Multi Family Dwellings – containing 30 or more rental units and Commercial and Industrial Uses</u>	<ul style="list-style-type: none"> a. <u>A minimum of one space per 20 motor vehicle spaces in a permanent stationary parking device which is adequate to secure bicycles.</u> b. <u>Space dimension of two (2) feet by six (6) feet per space</u> c. <u>Location to be approved by staff during building plan review.</u>
<u>Motorcycle Parking for Multi Family Dwellings – containing 30 or more rental units and Commercial and Industrial Uses</u>	<ul style="list-style-type: none"> a. <u>A minimum of one space per 20 motor vehicle spaces in a permanent stationary parking device which is adequate to secure bicycles.</u> b. <u>Space dimension of four (4) feet by seven (7) feet per space. Location to be approved by staff during building plan review.</u>

Section 8853. General Provisions.

1. The following general provisions shall apply to all off-street parking and loading spaces of all uses and structures within the City.
2. Uses Not Listed. Where the parking requirement for a use is not specifically defined, the parking requirements shall be determined by the City Planner Community Development Director and such determination shall be based upon the requirement for the most comparable use specified herein.
3. Fractional Spaces. ~~When in the process of determining the number of required off-street parking and loading spaces in accordance with the provisions of Section 8851 where there occurs~~ Where the standards require a fraction of a space, any fraction less than .5 shall be dropped but any fraction of .5 or greater shall be deemed a requirement for require one additional space.

4. Location of Required Parking. Except as provided in Section 8856, all required off-street parking spaces for all office and commercial uses shall be located upon the same zoning lot site as the use for which such parking is provided or, if approved by the City Planner
5. ~~Whenever any building or structure is enlarged or increased in capacity by adding floor area, seats or other measurable unit thereto, or at such time as a different usage is applied thereto which usage requires more parking spaces as required in Section 8851, then, and at that time, the parking requirement of Section 8851 shall be redetermined and such new additional parking and loading requirements shall apply thereto.~~
6. Tandem parking spaces will not be acceptable as are not allowed as required spaces for residential uses. 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.
7. ~~A required parking or loading space or access thereto shall not be used for the storage of goods or for the storage of vehicles that are inoperable or for sale or rent. (moved to 8850 E)~~
8. ~~All areas shall be graded, surfaced, and drained; and parking stalls, lanes and directional guides shall be marked. (moved to 8854)~~
9. ~~Where such area adjoins a residential or agricultural district, it shall be separated therefrom by a solid masonry wall not less than five feet nor more than six feet in height, provided said wall shall not exceed three feet in height where it abuts the front yard area of an abutting residential district. Where no wall is required along a boundary of an area covered by this section, there shall be a concrete curb or timber barrier, not less than six inches in height, securely installed and maintained as a safeguard to abutting property or public right-of-way. The barrier shall be not less than three feet from any property line on the subject property. (moved to 8855)~~
10. ~~Automobile parking so arranged as to require the backing out of motor vehicles from a parking space, garage, or other structure onto a major secondary street,~~

~~as designated on the Circulation element of the General Plan of the City, shall be prohibited when either or both of the following conditions exist.~~

~~a. The property is adjacent and contiguous to a public alley;~~

~~b. The width of the lot, or the nature of the design of the existing or proposed structures is such that vehicles leaving the property may do so by moving in a forward direction with relation to the street.~~

~~11. Parking areas for any use shall be placed in such location with relation to the parking generator as to provide for the efficient use of the parking facility. On-site parking areas shall have ready vehicular access. The location of off-site parking areas shall be noted by an appropriate sign located both at the parking generator and at the parking facility. (moved to 8856)~~

12. 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. (Ord. 1015(77), 5/3/77.)

Section 8854. Design and Construction of Parking and Loading Areas.

1. ~~Except as otherwise provided, a~~All Parking and loading areas shall be designed and constructed in conformance with the City standards established by resolution of the Planning Commission. One copy of said resolution, once adopted or amended, as the case may be, shall be on file in the office of the Planning Department for public inspection and use.

2. Except as otherwise provided herein, all ~~exposed~~ parking and loading areas and their driveway approaches shall be constructed with an asphalt or concrete surface, shall and be graded and paved so that in such a manner as to insure all surface waters will drain into a public street, alley, or storm drain through a storm water filter. Parking and loading areas and shall be maintained in a clean and orderly manner and kept in good repair. (Ord. No. 1133(82), 3/16/82.)

~~a. The foregoing requirements in Section 8854(2) shall not apply to any parking area that meets all of the following:~~

~~(1) A parking area that is on a parcel of land that has no development approval and is vacant pending ultimate development;~~

~~(2) Parking facilities on a parcel within the meaning of subsection 1 above, shall not be used to satisfy the parking required under either this Code or any development approval;~~

~~(3) Any person seeking to establish a temporary parking area on a lot that is vacant, pending ultimate development, shall submit a site plan to the City Planner. The site plan shall provide for screening of the lot from public view, drainage, and minimum surface treatment, subject to the approval of the City Engineer, to assure that the lot will be dust free (i.e. oiling, gravel, etc.). The City Planner may establish conditions to achieve proper screening, drainage, minimum surfacing, general appearance including being kept free of weeds and debris, and otherwise implement the requirements of the Zoning Ordinance and, if appropriate, may limit the temporary parking use to a stated period of time.~~

~~b. Decisions of the City Planner may be appealed in accordance with Section 8922.~~

3. All parking stalls, lanes and direction guides shall be marked in conformance with Article 2 – Parking Lot Design Standards. ~~site plans for public parking and loading areas shall be approved by the Planning Department for compliance with City standards. (Ordinance No. 1293(89), adopted 3/7/89.)~~
4. 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).
5. 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.

- a. 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.)
- b. Temporary parking areas shall not be used to satisfy any requirement for parking, made wither as a condition of a development's approval, or found in the City's Municipal Code.
- c. The Community Development Director 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 my limit the temporary parking use to a stated period of time.
- d. Decisions of the Community Development Director may be appealed in accordance with Section 8922.

Section 8854.1. Parking in Front Yard Setback Prohibited.

1. 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.
2. Chapter 5 of Title 3 of-the Zoning Ordinance, relating to non-conforming uses and structures, is inapplicable in this section.

Section 8855. Screening, Landscaping and Lighting.

1. ~~In all districts, excluding the R-1 district, A~~all open parking areas shall be landscaped ~~except those areas specifically used for vehicle parking.~~ Landscaping shall include trees, shrubbery, ~~and~~ ground cover, and permanent irrigation. ~~Said landscape areas shall be provided with permanent sprinkler systems or hose bibs.~~ Landscaping plans for commercial parking areas shall be approved by the architectural review board. City staff.

2. Screening shall be provided along each property line consisting of a five (5) foot wide strip, planted with sufficient shrubbery to effectively screen the parking area, or a solid fence or wall not less than four (4) feet in height, except where a reciprocal parking agreement is in effect.
3. Planting islands for trees and shrubs shall be protected from automobile traffic by asphalt or concrete curbs.
4. All lighting used to illuminate off-street parking areas shall be approved by the ~~Architectural Review Board~~ 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.

Section 8856. Mixed Occupancies and Shared Consolidated Parking.

1. 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.
2. The consolidation of the required parking area shall be ~~for several uses into one central parking area~~ located within the same block or within 300 feet of the ~~any~~ use(s) ~~may be substituted for individual parking areas,~~ in which case the number of parking spaces required shall be the sum total of the individual requirements. ~~Provided, however, that where it is found by the City Planner, upon application thereto, that the parking demand generated by the different uses included within any consolidated arrangement to provide parking stalls required herein occurs at distinctly different times, as in the case of one or more uses operating at different hours, the City Planner may reduce the total number of parking stalls to be jointly provided by consolidation.~~
3. ~~For single family, two family, and multiple family dwellings, the parking spaces required herein shall be provided on the same site as the main building.~~
3. The location of ~~off-site~~ shared parking areas shall be ~~noted~~ identified by an appropriate sign located both at the parking generator and at the parking facility.

Section 8857. 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:

1. 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.
2. 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.
3. 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.
4. 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 (8) 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. (Ord. No. 1373(92), 6/2/92.)
5. That the applicant for relief from parking requirements, proves to the satisfaction of the Planning Commission that a hardship occurs, or,
 - a. That prior to approval, the Planning Commission shall make the following findings:
 - (1) that granting the In-Lieu Parking Certificates provides an incentive to develop;

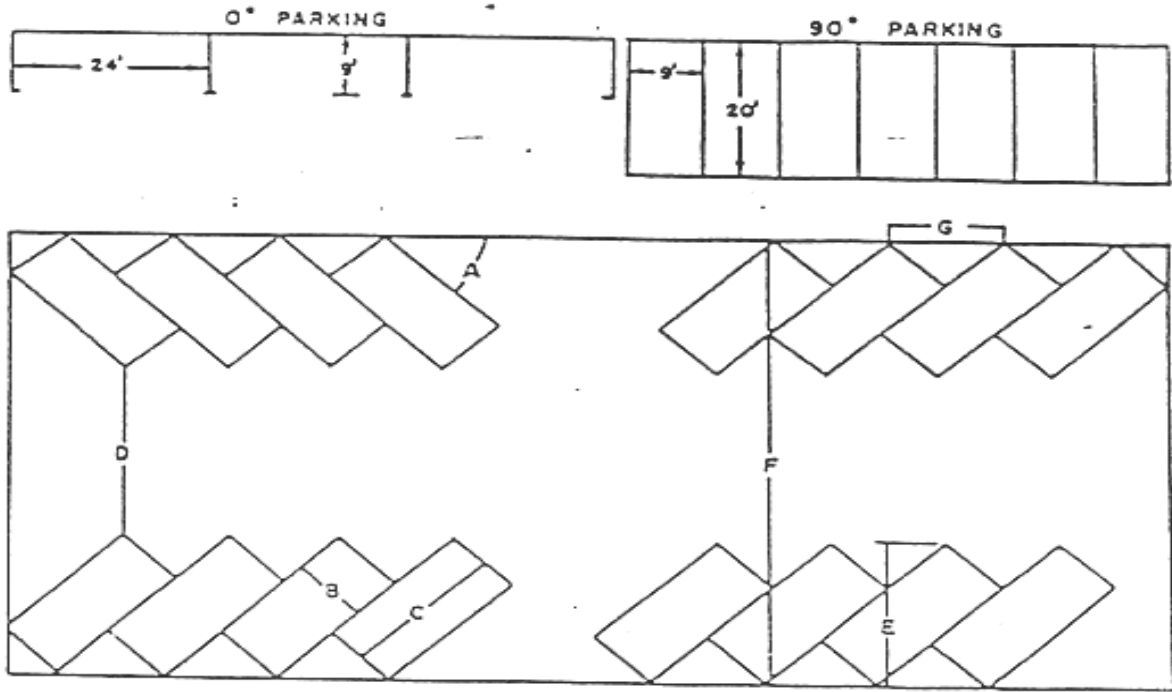
- (2) the project will have a demonstrated public benefit; and,
 - (3) will facilitate increased use of public transit and/or promote a potentially pedestrian-oriented development.
6. That prior to issuance of an In-Lieu Parking Certificate, the certificate and all related conditions be recorded on the title of affected properties in the County Recorder's Office, County of Santa Barbara, by the applicant. (Ord. No. 1280(88), 4/19/88.)

CURRENTLY UNDER REVIEW FOR COMPLIANCE WITH ENGINEERING STANDARDS

Article 2. Parking Lot Design Criteria

Section 8858. Parking Lot Requirements.

All parking areas shall conform to the following designs and specifications.



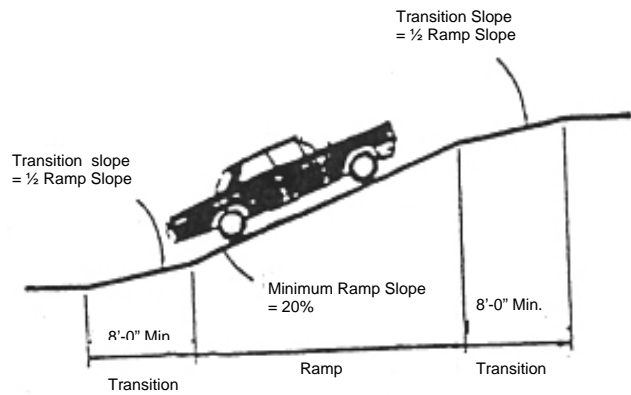
A	B	C	D	E	F	G
0°	9'	24'	12'	24'	--	24'
30°	9'	20'	11'	18'	47'	18'
45°	9'	20'	13'	20.5	54'	12.9'
60°	9'	20'	18'	22'	62'	10.5'
90°	9'	20'	25'	20'	65'	9'

A= Parking Angle
 B= Stall Width
 C= Stall Length
 D= Aisle Width
 E= Stall to Curb
 F= Curb to Curb
 G= Curb Length

Note: 20% 10% of parking may be designated as small or compact car parking.
 Size shall be a minimum of 7' x 17'

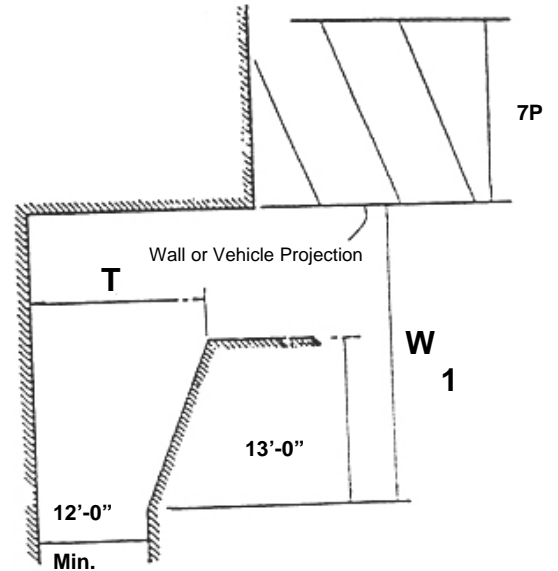
Parking Standards

The maximum ramp slope should be 20%. For slopes over 10% a transition at least Eight feet long should be provided at each end of the ramp at one-half the slope of the ramp itself.



Note: Transitions required only if Ramp slope exceeds 10%

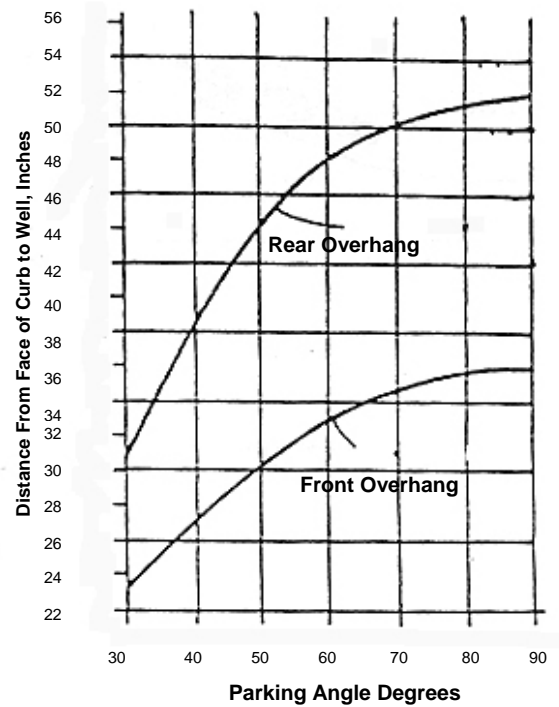
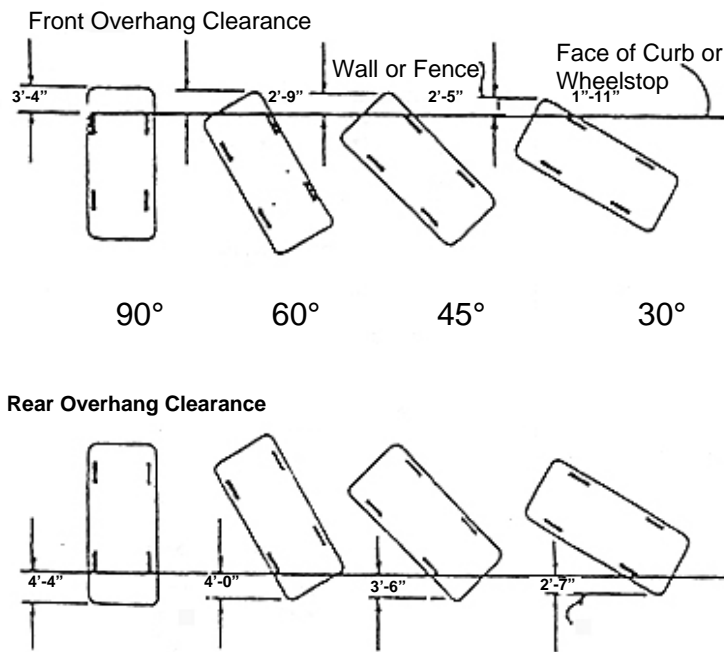
Minimum Driveway Clearances



W	T
30'-0" (Min.)	30'-0"
32'-0"	20'-0"
34'-0"	17'-0"
36'-0"	15'-6"
38'-0"	14'-0"
40'-0"	13'-0"
42'-0"	12'-6"
44'-0"	12'-0"
46'-0"	12'-0" (Min)

Parking Standards

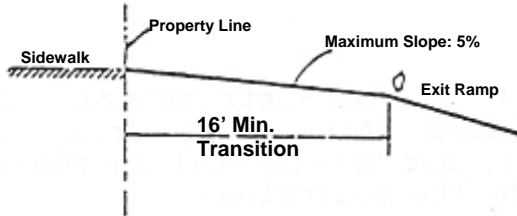
Wheel Stop Locations



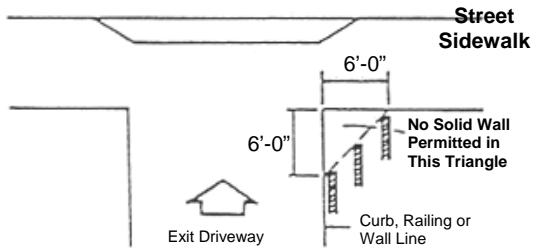
Parking Standards.

Driveway Exits.

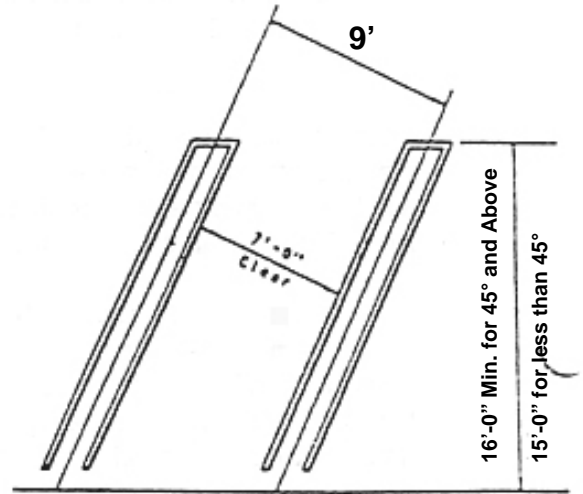
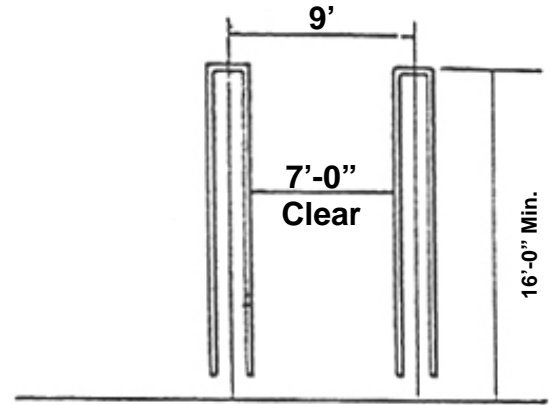
A ramped driveway exit rising up to a public sidewalk must have a transition section that is almost level (maximum slope 5%) before intersecting the sidewalk to prevent the hood of the car from obscuring the driver's view of pedestrians on the walk. This transition should be sixteen feet long. (See Fig. 38A)



Property line walls should also be regulated as not to interfere with the driver's view of pedestrians on a public sidewalk. Wherever an exit driveway is parallel and adjacent to a property wall line which extends all the way to a sidewalk, the edge of the driveway should be physically established, by curb or railing, at least six feet from that wall. For each foot that the wall is held back from the sidewalk, the required distance between driveway and wall may be reduced by one foot. (See Fig. 38B)



Striping Details



PARKING SURVEY: SANSUM MEDICAL CLINIC

Aerial Photo



Parking Spaces

- No. of Spaces Required = 107
- No. of Spaces Added in 2007 = 46
- Total No. of Spaces = 153

On October 23, 2008 and October 27, 2008 Planning Division staff conducted periodic on-site surveys of the parking area for the Sansum Medical Clinic at 1225 North H Street. Parking counts and sample photographs are shown below.

Parking Count

Day / Date	Time	No. of Vacant Spaces
Thurs. / Oct. 23, 2008	7:30 A.M.	132
Thurs. / Oct. 23, 2008	10:00 A.M.	27
Thurs. / Oct. 23, 2008	2:00 P.M.	40
Mon. / Oct. 27, 2008	10:00 A.M.	37
Mon. / Oct. 27, 2008	2:00 P.M.	43

Sample Photos



10/23/08 @ 7:30 AM



10/23/08 @ 7:30 AM



10/23/08 @ 10:00 AM



10/23/08 @ 10:00 AM



10/23/08 @ 2:00 PM



10/23/08 @ 2:00 PM



10/27/08 @ 10:00 AM



10/27/08 @ 10:00 AM



10/27/08 @ 2:00 PM



10/27/08 @ 2:00 PM



October 24, 2008

The City of Lompoc Planning Commission is holding public hearings to consider revisions to the parking requirements for new developments. The Commission is reviewing all of the regulations and requests your opinion regarding the specific needs of the Wine Industry. With the realization that this is a very busy time, we are providing some basic scenarios – how the existing City regulations currently address a wine facility and three (3) options on possible future regulations. The Planning Commission is requesting your opinion to make a realistic recommendation to the City Council on proposed changes that affect your industry. Please take a few moments to review the scenarios below, answer the questions on page 2, and return them in the enclosed self addressed stamped envelope.

A hypothetical 30,000 square foot winery facility is being analyzed below using the existing parking regulations and the proposed regulations.

Existing City Regulations

For warehouse operation (storage & processing space): 1 space per 500 sq. ft.
 (30,000 sq. ft. facility, less the 15% maximum for Tasting and Office, would require 51 parking spaces)

For office/tasting room: 1 space per 250 sq. ft.
 (maximum of 15% of gross floor area or 4,500 sq. ft., would require 18 parking spaces)

Existing City Regulations	Storage & Processing		Tasting & Office		Total
	1 space per 500 sq. ft.	51 spaces required	1 space per 250 sq. ft. (15% max)	18 spaces required	69 spaces required

Potential City Regulations *

A more flexible approach may include applicant discretion to select one of the following parking requirements that more accurately reflects the business operation:

Option A: 1 space per 1,000 sq. ft. of Storage & Processing with a maximum of 30% Tasting/Office at 1 space per 500 – calculation by this method would allow future addition of a Tasting Room to an operation that might later grow and add a tasting component. (21,000 sq. ft. of Storage & Processing at 1 space per 1,000 sq. ft. plus 9,000 sq. ft. for Tasting and Office at 1 space per 500 sq. ft.)

Option B: 1 space per 1,000 sq. ft. of Gross Floor area, allows combination of Storage & Processing with a maximum of 15% for Office and Tasting Room. (30,000 sq. ft. facility at 1 space per 1,000 sq. ft.)

Option C: 1 space per each full time employee plus 1 space for each 1,500 sq. ft. of storage & processing – calculation by this method would allow a limited use with no expansion potential to add a Tasting Room unless additional parking could be provided. (30,000 sq. ft. facility at 1 space per 1,500 sq. ft. of floor area plus 1 space per full time employee)

When applied to a 30,000 sq. ft. facility with tasting and office, possible scenarios would be as follows:

Proposed City Regulations	Storage & Processing		Tasting & Office		Total
Option A	1 space per 1,000 sq. ft.	21 spaces required	1 space per 500 sq. ft. (30% max)	18 spaces required	39 spaces required
Option B	1 space per 1,000 sq. ft. of gross floor area	30 spaces required	Maximum of 15% of sq. ft. for office & tasting – 4,500 sq. ft.	0 spaces required	30 spaces required
Option C	1 space per 1,500 sq. ft. warehouse plus 1 space per each full time employee	30,000 sq. ft. (30,000/1,500 = 20) & 5 full time employees 25 spaces required	N/A	0 spaces required	25 spaces required

*** Planning Commission review would be required, reduced parking allowance could limit future use of building.**

The Planning Commission will be discussing these options at the Wednesday, November 12, 2008 meeting. The meeting is held in the Lompoc City Hall Council Chambers at 6:30 p.m.

The Commission will be considering a recommendation to the City Council to amend the Parking Regulations in the Zoning Ordinance. Please take a moment to review the above noted options. If you have questions please contact Lucille Breese, Planning Manager at 875-8273. If there are other suggestions that you would like to have considered, please e-mail to lbreese@ci.lompoc.ca.us or mark yes or no to the questions below and return.

Yes ____ No ____ 1) Would this more flexible approach to parking requirements encourage you to develop in the City of Lompoc?

Yes ____ No ____ 2) Would one of the Options identified above be appropriate to your business needs? If so, please indicate below.

Comments: _____

Name: _____ Company: _____

A. P. Vin
2424 Larkin
San Francisco, CA 94109

Ampelos Cellars, Inc
PO Box 1215
Lompoc, CA 93438

Craig Brewer
Brewer-Clifton
329 North F Street
Lompoc, CA 93436

Chien Wines
PO Box 2952
Lompoc, CA 93436

Curran Fine Wines
4435 Santa Rosa Road
Lompoc, CA 93436

Dragonette Cellars, LLC
PO Box 1932
Santa Ynez, CA 93460

Eric Lecours
504 Waterlily Lane
Redwood City, CA 94065

Fiddlehead Cellar
606 Pena Drive, Ste 500
Davis, CA 93436

Norm Yost
Flying Goat Cellars, Inc.
PO Box 565
Lompoc, CA 93438

Ken Brown Wines
2025 Still Meadows Road
Solvang, CA 93463

La Vie Vineyards
PO Box 943
Lompoc, Ca 93436

Brian Loring
Loring Wine Company, LLC
1034 West Aviation Drive
Lompoc, CA 93436

Nicolaysen Family Vineyard, LLC
PO Box 1120
Templeton, CA 93465

P2 Wine
1034 West Aviation Drive
Lompoc, CA 93436

Tim Perr
Pali Wine Company, LP
881 Alma Real Drive # 205
Pacific Palisades, CA 90272

Palmina
1520 East Chestnut Avenue #C
Lompoc, CA 93436

Piedrasassi, Inc.
PO Box 2741
Lompoc, CA 93438

Point Conception Wines, LLC
PO Box 3440
Lompoc, CA 93438

Presidio Winery
2755 Purisima Road
Lompoc, CA 93436

Richard Longria Wines
PO Box 186
Los Olivos, CA 93441

Rosenson-Van Tonder
Wine Creations
PO Box 929
Los Olivos, CA 93441

Samara Wine Company, LLC
PO Box 1031
Solvang, CA 93463

Victor Gallegos
Seasmoke Winery
1713 Industrial Way # F
Lompoc, Ca 93436

Stolpman Vineyards, LLC
1659 Copenhagen Drive
Solvang, CA 93463

The Evening Land & Vineyard, LLC
PO Box 10217
Napa, CA 94581

Vintegrated Solutions, LLC
PO Box 1744
Santa Ynez, CA 93460

Frances Romero
Urban Planning Concepts
2464 Airpark Drive
Santa Maria, Ca 93455

Mark Hudgens
Santa Rita Wine Center
107 West Ocean Avenue
Lompoc CA 93436

Scot Sandefer
Cerdoc, LP
312 Pico Boulevard
Santa Monica, CA 90405

Tom Davidson
Santa Rita Hills Growers Alliance
7320 Santos Road
Lompoc, CA 93436

Ron Melville
Melville Winery
PO Box 1315
Carpinteria, CA 93014

Jim Dixon
J. B. Dixon Engineering & Survey
200 East Laurel Avenue
Lompoc, CA 93436

Steve Reese
Anton & Associate
115 East College Ave., Suite 5
Lompoc, CA 93436

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WineQuestions-10-08.doc

Gary Keefe, City Administrator

Laurel Barcelona, Assistant City Administrator

Mayor DeWees

Councilmember Holmdahl

Councilmember Ruhge

Councilmember Schuyler


Councilmember Siminski

**CITY OF LOMPOC
PLANNING COMMISSION STAFF REPORT**



MEETING DATE: NOVEMBER 12, 2008

TO: MEMBERS OF THE PLANNING COMMISSION

FROM:  LUCILLE T. BREESE, AICP,
PLANNING MANAGER

RE: TA 08-01 – PARKING REGULATIONS
Supplemental Information

The Planning Division sent out announcements of the meeting along with a brief questionnaire to wineries prior to the meeting. A copy was included in the staff report. Following is a summary of the responses we have received:

Winery / Representative	Comment
Ron Melville, Melville Winery	I like Option A
Tim Perr, Pali Wine Co.	Option C would allow for a more cost effective use of space
Chad Melville, Sansora Wine Co.	Option B makes the most sense, C is even more ideal for a small operation.
Frances Romero, Urban Planning Concepts for Mark Hudgens, Santa Rita Hills Wine Center	Option C
Richard Longoria, Longoria Wines	Option B seems to be the most equitable and workable.
Greg Brewer, Brewer-Clifton Winery	Option B
Dave Robinson, Vintegrated Solutions	Even if a winery has no current plans for a tasting room, the regulations should assume that one will be added.
Matt Duggan, Palmina	While not a perfect solution, Option B works best for our needs
Rebecca, Ampelos Cellars	Option B
Brian Loring, Loring Winery	Option B is probably best

Additionally a letter from Frances Romero, Urban Planning Concepts, dated November 10, 2008 is included for your information.

C: Mayor and Councilmembers
Gary Keefe, City Administrator
Laurel Barcelona, Assistant City Administrator
Project File

RECEIVED

NOV 12 2008

CITY OF LOMPOC
PLANNING DIVISION

November 10, 2008

Ms. Lucille Breese, Principal Planner
City of Lompoc
100 Civic Center Plaza
PO Box 8001
Lompoc, CA 93438
L_BREESE@ci.lompoc.ca.us

**RE: Comments on Planning Commission Agenda, November 12, 2008
Parking Regulation Text Amendment Questionnaire dated October 24, 2008**

Dear Ms. Breese,

The following comments are submitted by Urban Planning Concepts, Inc., after review of the above-referenced questionnaire distributed by staff to collect information for the Planning Commission meeting on November 12th. Urban Planning Concepts, Inc., is the agent for the Santa Rita Hills Wine Center (Wine Center), LLC, a proposed resort hotel and spa, restaurants, and retail commercial development located at the northeast corner of Highway 246 and Twelfth Street, known as APN# 099-141-022 and addressed as 300 North Twelfth Street, Lompoc.

Winery Uses

We support Option C, 1 space per 1,500 square feet of warehouse plus 1 space per each full time employee. We believe that this option will provide adequate parking for wine storage activities. By allowing the applicant the flexibility to limit the number of parking spaces associated with a certain type of usage, business decisions can be made based on the economy, as well as supply and demand changes over time.

The following analysis of the Wine Center's storage facility is based on current City of Lompoc parking requirements and our preferred Option C. For purpose of the illustration to follow, 2,000 sq. ft. of the 77,000 sq. ft. storage facility has been allocated to office space.

Required Parking for Existing Wine Storage	Building Square Footage	Current	Option C
Storage and Processing Area	75,000	150	50
Employees	3	N/A	3
Tasting & Office	2,000	8	N/A
Total	77,000	158	53

Hotel Uses

The City's current hotel parking requirements are sufficient when coupled with the existing parking requirements for other hotel uses, i.e., commercial/retail, café, bar, and/or restaurants. Currently, there is no parking credit applied that accounts for a hotel patron that is using one or more of the aforementioned facilities that is co-located at the hotel. If a change to the hotel parking requirement is to be considered, perhaps it should be for a "joint-use" credit. The application of additional parking for a hotel and other uses, beyond the existing requirement will only create more underutilized parking.

We appreciate the time and effort that goes into an update of the City regulations. This process has been a thorough and thoughtful effort to improve parking for the citizens of Lompoc and to solicit input from the business community.

Sincerely,

A handwritten signature in black ink that reads "Frances Romero". The signature is written in a cursive, flowing style with a long horizontal stroke extending to the right.

Frances Romero, Senior Planner
Urban Planning Concepts

Cc: Mark Hudgens
Project Team
File