

PARKING CODE UPDATE ORDINANCE

**RESOLUTION NO. PC 16-21**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ORANGE RECOMMENDING THAT THE CITY COUNCIL ADOPT AN ORDINANCE AMENDING TITLE 17 OF THE ORANGE MUNICIPAL CODE (ZONING CODE) TO ADD DEFINITIONS, UPDATE CODE REFERENCES, AND AMEND CHAPTER 17.34 RELATING TO OFF-STREET PARKING AND LOADING**

**APPLICANT: CITY OF ORANGE**

Moved by Commissioner \_\_\_\_\_ and seconded by Commissioner \_\_\_\_\_ that the following Resolution be adopted:

**WHEREAS**, the City's Off-Street Parking and Loading Requirements were last updated comprehensively in 1995 in conjunction with a general update to the Zoning Ordinance; and

**WHEREAS**, business practices and parking behaviors have evolved since 1995 and many of the City's parking ratios are now antiquated and stifle economic development and property reinvestment; and

**WHEREAS**, parking generation rates have generally declined for most land uses and some new rates are merited for uses previously not contemplated, and

**WHEREAS**, staff has completed a comprehensive update of parking rates and standards for non-residential uses based on outreach, analysis, and staff customization of consultant work product to reflect appropriate parking rates and standards for the City of Orange; and

**WHEREAS**, the proposed parking Ordinance would reduce parking standards for many business, particularly office, retail, and restaurant uses, thereby supporting economic development; and

**WHEREAS**, regional water quality requirements for urban runoff involve the need for landscaping and site features that filter pollutants from developed property before it enters the storm drain system and these methods can be constrained by parking requirements; and

**WHEREAS**, the Planning Commission, having considered the proposed revisions to the Orange Municipal Code (OMC) at a public hearing held on July 19, 2021, including review of the staff report, and having received public testimony on the item, has determined the proposed Ordinance incorporates reasonable parking ratios commensurate with the listed uses, would stimulate economic development in the City, and recommends approval thereof.

**NOW, THEREFORE, BE IT RESOLVED** that the Planning Commission recommends that the City Council adopt the Ordinance attached hereto as Attachment A, based on the following:

## **SECTION 1- FINDINGS**

The proposed Ordinance No. XX-21 amends existing provisions of the OMC in support of the goals and policies outlined in the General Plan Land Use, Circulation and Mobility, Natural Resources, and Economic Development Elements. Specific anticipated General Plan goal and policy-related accomplishments of the parking code update include:

- Encouraging a variety of compatible uses supporting necessary public needs.
- Providing adequate parking to meet the needs of activity centers throughout the City while minimizing parking impacts with the promotion of additional opportunities for parking-offsetting mixed tenant composition in commercial centers.
- Facilitating commercial uses that provide a solid economic base and employment opportunities to identify the City as an attractive and diverse shopping destination.
- Promoting development of revenue-generating land uses that help defray the costs of high quality public services.
- Actively promoting the City as a place to shop and conduct business, and encouraging local patronage of Orange businesses.
- Sustaining a diversified economic base and strong fiscal stability.
- Providing for land uses that allow a variety of retail, service, manufacturing, institutional, office, and recreational businesses to locate in Orange.
- Encouraging new development and businesses that supplement smaller components of the City's retail base, such as apparel retailers, food stores, and home furnishings and appliances.
- Cultivating a business environment that is conducive and appealing to the commercial and retail industry, including smaller entrepreneurs.
- Reducing vacant and underutilized land and deficient parking within prominent commercial corridors.

The parking code update has the potential to achieve goals and policies within the Natural Resources, Urban Design, and Housing Elements. Surplus parking is anticipated to result on some nonresidential properties which could result in opportunities for future mixed use environments accommodating housing at various affordability levels. In turn, mixed use environments could fulfill natural resources goals to reduce the City's carbon footprint by reducing vehicle miles traveled by those living close to jobs and services, could improve water quality via the availability of land to infiltrate storm water, could reduce parking lot heat gain via freeing additional property for landscaping and shade trees, and could achieve urban design goals for infill development.

## **SECTION 2-ENVIRONMENTAL REVIEW**

- The proposed Ordinance is exempt from the provisions of the California Environmental Quality Act (CEQA) per State CEQA Guidelines Section 15060(c)(2) and 15060(c)(3), because review and evaluation of the potential impact of the Ordinance demonstrate that it involves only a modification to a Citywide development standard related to required parking. It does not involve a specific site, development project, or focused geographic area, does not change permitted land use or density and will not result in a direct or reasonably foreseeable indirect physical change in the environment. Adoption of the Ordinance is therefore not a "project" as defined in Guideline 15378.
- The proposed Ordinance is exempt from CEQA per Guideline 15061(b)(3) because it can be seen with certainty, after review and evaluation of the facts regarding parking standards in the City of Orange, that there is substantial evidence that adoption of this Ordinance would not have a significant effect on the environment and the common sense exemption applies.
- In the unlikely event the Ordinance would constitute a project under CEQA, it is categorically exempt from the provisions of CEQA per Guideline 15321(a) (Class 21, Enforcement Actions by Regulatory Agencies) because the Ordinance is an action taken by the City as a regulatory agency and involves "enforcement of a law, general rule, standard, or objective, administered or adopted by the regulatory agency."
- Finally, parking is not considered an impact to the environment under CEQA. Based on all of the above, nothing further is warranted or required to comply with CEQA. There is no public review required for an exemption.

I hereby certify that the Planning Commission of the City of Orange adopted the foregoing Resolution on July 19, 2021 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

---

Dave Simpson, Planning Commission Chair

---

Date

## **ORDINANCE NO. XX-21**

### **AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ORANGE AMENDING TITLE 17 OF THE ORANGE MUNICIPAL CODE (ZONING CODE) TO ADD DEFINITIONS, UPDATE CODE REFERENCES, AND AMEND CHAPTER 17.34 RELATING TO OFF-STREET PARKING AND LOADING.**

**WHEREAS**, the City Council of the City of Orange, pursuant to its police powers afforded under the California Constitution, Article XI and California Government Code Section 37100, et seq., may adopt regulations to protect the health, safety and welfare of the community, including establishing parking standards for various uses; and

**WHEREAS**, the current parking standards for residential and commercial uses in the City, contained in the Orange Municipal Code, were last revised twenty-six years ago by Ordinance No. 12-95; and

**WHEREAS**, over the past twenty-six years, there have been significant changes in traffic, circulation, and parking patterns in general, and in particular with regard to commercial uses, rendering the City's long-existing parking standards outdated; and

**WHEREAS**, staff has completed research and a comprehensive review of parking rates and standards for non-residential uses based on outreach, analysis, and staff customization of consultant work product to reflect right-sized parking rates and standards for the City of Orange; and

**WHEREAS**, in accordance with good planning needs procedures, in furtherance of assisting economic development, and with the goal of requiring appropriate parking standards tailored to the needs existing in 2021, City staff recommends replacing the City's obsolete commercial parking standards with up-to-date parking standards that reflect the realistic parking demands for commercial uses; and

**WHEREAS**, this Ordinance has been reviewed for compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines, and the City's environmental procedures, and has been found to be exempt, consistent with the findings in Section II of this Ordinance; and

**WHEREAS**, the Planning Commission, having considered the proposed changes to Title 17 of the Orange Municipal Code contained herein at a public hearing held on \_\_\_\_\_, 2021 including review of the staff report and receiving public testimony on the item, has determined that the proposed Ordinance is justified and recommends approval thereof; and

**WHEREAS**, the City Council, having conducted a public hearing on \_\_\_\_\_, 2021 including review of the staff report and receiving public testimony on the item, has determined that the proposed Ordinance is justified and approves thereof; and

**WHEREAS**, the City Council does therefore determine that this Ordinance will serve and preserve the public health, safety and welfare of the City.

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

**SECTION I:**

The recitals stated above are true and correct, incorporated herein, and form the basis for the adoption of this Ordinance.

**SECTION II:**

- (1) The subject Ordinance is not subject to the provisions CEQA per State CEQA Guidelines (Guidelines) Sections 15060(c)(2) and 15060(c)(3) because review and evaluation of potential impact of the Ordinance demonstrate that it involves only a modification to a Citywide development standard related to required parking. It does not involve a specific site, development project or focused geographic area, does not change permitted land use or density, and will not result in a direct or reasonably foreseeable indirect physical change in the environment. The Ordinance is therefore not a "project" as defined in Guideline 15378.
- (2) The subject Ordinance is exempt from CEQA per Guideline 15061(b)(3) because it can be seen with certainty, after review and evaluation of the facts regarding parking standards in the City of Orange, that there is substantial evidence that adoption of this Ordinance would not have a significant effect on the environment and the common sense exemption applies.
- (3) In the unlikely event the Ordinance would constitute a project under CEQA, it is categorically exempt from the provisions of CEQA per Guideline 15321(a) (Class 21, Enforcement Actions by Regulatory Agencies) because the Ordinance is an action taken by the City as a regulatory agency and involves "enforcement of a law, general rule, standard, or objective, administered or adopted by the regulatory agency." As such, no further analysis is warranted or required.

**SECTION III:**

Section 17.04.037 of the Orange Municipal Code, "Zoning – Definitions – "R" Definitions," is hereby amended to add the following:

**RESTAURANT, COUNTER SERVICE**—A restaurant or fast food restaurant where food is ordered and paid for at the counter and either picked up at a service counter or brought to the table with no wait service provided. Counter service restaurants are characterized by quick service and

customer stays shorter than full service sit down restaurants where food is ordered from, and served by, wait staff. Counter service establishments include service of pre-prepared food to order or food made to order. Typical counter service establishments have a limited menu and have significant sales based on to-go orders. Examples of counter service restaurants include but are not limited to establishments that predominantly serve coffee, bagels, donuts, or sandwiches.

**RESTAURANT, FULL SERVICE**—A restaurant where patrons are seated, served by wait staff for initial and any subsequent orders, and payment is made to wait staff. Full service restaurants typically utilize non-disposable dishware and utensils and customers tend to remain for longer times than quick service restaurants. Full service restaurants rely predominantly on dine-in as opposed to a significant amount of take-out customers.

#### **SECTION IV:**

Section 17.04.038 of the Orange Municipal Code, “Zoning – Definitions – “S” Definitions,” is hereby amended to add the following:

**SEAT** – A formal sitting fixture whether an individual movable or fixed chair, stool, bench, or booth.

**SEAT, FIXED** – An immovable seat attached to the floor. For purposes of this definition, an individual fixed seat for bleacher or bench seating measures 26 inches in width.

#### **SECTION V:**

Section 17.18.210 of the Orange Municipal Code, “Zoning – Commercial Districts – Transportation Demand Management Program,” is hereby amended to read as follows:

##### **Section 17.18.210 - Transportation Demand Management Program**

New commercial and mixed use developments and redevelopment resulting in a job site employment of 100 persons or more are required to prepare a "Transportation Demand Management Program," Chapter 10.83.

#### **SECTION VI:**

Section 17.20.170 of the Orange Municipal Code, “Zoning – Industrial Districts – Transportation Demand Management Program,” is hereby amended to read as follows:

##### **Section 17.20.170 – Transportation Demand Management Program**

New industrial developments and redevelopment resulting in a job site employment of 100 persons or more are required to prepare a "Transportation Demand Management Program," in accordance with Chapter 10.83.

## **SECTION VII:**

Section 17.34.040.A of the Orange Municipal Code, “Zoning – Off-Street Parking and Loading – Restricting Spaces Unlawful – Spaces To Be Made Available,” is hereby amended to read as follows:

A. Spaces To Be Made Available. All parking spaces required by this chapter shall be made permanently available for automobile parking not only for employees working at the location, but also for customers and guests having lawful reason to be at the location. In the absence of prior approval from the Community Development Director, it is unlawful for any owner, lessee, tenant, or any person having control of the operation of any premises for which parking is required to prevent, prohibit, or restrict authorized persons from using parking provided for such persons. On residential property, required parking spaces shall not be subject to a fee, charge, or payment from the property owner or leasing household.

## **SECTION VIII:**

The first paragraph of Section 17.34.060 of the Orange Municipal Code, “Zoning – Off-Street Parking and Loading – Required Number of Parking Spaces,” is hereby amended to read as follows:

### **17.34.060 - Required Number of Parking Spaces.**

Tables 17.34.060.A and 17.34.060.B indicate the minimum required number of parking spaces which shall be provided. The Community Development Director may authorize up to a 20 percent required parking space deviation for any single non-residential land use upon receipt of a parking analysis satisfactory to the director demonstrating adequate on-site parking will exist indefinitely to support the use. Approval shall be specific to the land use intensity detailed in the description provided with the parking analysis. If the director observes an intensification of the land use that creates a parking deficiency for the property, as a term of approval, the operator shall work with the Community Development Department to remedy the situation. All approved deviations shall terminate with the specific business or use but replacement uses of like kind may request a continuation of the deviation. The director may also require additional parking for any non-residential land use where evidence suggests additional parking is merited. The following regulations shall apply to the calculation of required number of parking spaces:

## **SECTION IX:**

Section 17.34.060.D of the Orange Municipal Code, “Zoning – Off-Street Parking and Loading – Required Number of Parking Spaces,” is hereby amended to read as follows:

D. Tandem Parking. Tandem parking is allowed as follows:

1. Tandem parking, mechanical lifts, or other similar parking solutions may be allowed in multifamily residential developments in cases where tandem or vertical parking spaces are assigned to the same unit and meet required findings for site plan review. Tandem parking mechanical lifts, or other similar parking solutions may be approved through a Minor Site

Plan Review process described in Section 17.10.060.D of this Code. Mechanical lifts and other similar equipment shall be user-friendly, maintained in good operating condition, and enclosed within a structure that is visually compatible with the primary structure(s) on the site.

2. Tandem parking is allowed with mobile homes in Mobile Home Park zoning districts.

3. Company fleet vehicles in tandem parking arrangement are allowed subject to Community Development Director approval of a parking plan.

4. In single-family-zoned residential areas in the Old Towne Orange Historic District, tandem parking is allowed on a driveway but not in the required front yard setback. Tandem parking may also be allowed in a garage but may only occur in a historical garage if the garage addition can occur behind the existing garage.

5. On properties occupied with a single family residential dwelling where a third parking space is required, the third tandem parking space may occur in an enclosed garage.

6. Tandem parking is allowed with a conditional use permit for valet service, non-residential uses, and stand-alone single-tenant commercial uses.

#### **SECTION X:**

Table 17.34.060.A of the Orange Municipal Code, “Zoning – Off-Street Parking and Loading – Required Number of Parking Spaces for Residential Uses,” is hereby amended to read as follows:

**Table 17.34.060.A**

<b>REQUIRED NUMBER OF PARKING SPACES FOR RESIDENTIAL USES</b>	
<b>USE</b>	<b>REQUIRED NUMBER OF SPACES</b>
Accessory Dwelling Unit	Parking shall be provided as specified in Chapter 17.29

Single-family dwelling	<p>2 enclosed garage spaces/unit up to 4 bedrooms accessed by a 12 foot wide 20 foot long driveway. For 5 or more bedrooms, 1 additional enclosed space which may be in tandem configuration but may not be in a required front yard setback. For bedroom additions to homes built prior to the effective date of Ordinance 17-08, refer to Section 17.34.020(A).</p> <p>For PUDs, units with 3 or more bedrooms shall provide an additional 1.5 guest parking spaces per dwelling unit. Of this requirement, 1 open parking space may be provided at the residence subject to compliance with Section 17.16.060.</p> <p>Enclosed spaces demolished or converted in association with construction of an accessory dwelling unit shall not require replacement.</p>			
Duplex, duplex residential	<p>2 parking spaces per unit, one of which shall be in an enclosed garage. 1 additional parking space is required if the dwelling unit is greater than 4 bedrooms. The required third parking space may be in tandem, open or enclosed but not in a front yard setback. Enclosed spaces demolished or converted in association with construction of an ADU shall not require replacement.</p>			
Multifamily residential (3 units or more)	Development Size—3 units to 50 units		Development Size—51+ Units	
	If unenclosed resident parking is provided (e.g. parking structure, surface parking lots, carports):	If enclosed resident parking is provided:	If unenclosed resident parking is provided (e.g. parking structure(s), surface parking lots, carports):	If enclosed resident parking is provided:
	Studio—1.3 spaces/unit	Studio—1.4 spaces/unit	Studio—1.2 spaces/unit	Studio—1.4 spaces/unit
	One Bedroom—1.8 spaces/unit	One Bedroom—1.9 spaces/unit	One Bedroom—1.7 spaces/unit	One Bedroom—1.9 spaces/unit
	Two Bedroom—2.3 spaces/unit	Two Bedroom—2.3 spaces/unit	Two Bedroom—2.0 spaces/unit	Two Bedroom—2.3 spaces/unit
	Three Bedrooms—2.6 spaces/unit	Three Bedrooms—2.6 spaces/unit	Three Bedrooms—2.4 spaces/unit	Three Bedrooms—2.6 spaces/unit
	Each additional bedroom above three—0.4 spaces/bedroom/unit	Each additional bedroom above three—0.5 spaces/bedroom/unit	Each additional bedroom above three—0.3 spaces/bedroom/unit	Each additional bedroom above three—0.5 spaces/bedroom/unit

	<p>Of the above requirements a minimum of one space per unit shall be covered. A minimum of 0.2 spaces per unit shall (with a minimum of 2 guest spaces in a multifamily development) be provided as easily accessible and distinguishable guest parking in addition to the required parking for each unit.</p> <p>For multifamily residential units without driveways that are at least 18 feet in length, a minimum of 0.3 spaces per unit shall (with a minimum of 2 guest spaces in a multifamily residential development) be provided as easily accessible and distinguishable guest parking in addition to the required parking for each unit.</p> <p>If a space that would otherwise meet the definition of a room or bedroom omits one of four encompassing walls, that room shall not be counted as a bedroom for purposes of calculating required number of parking spaces.</p>
Boarding house, bed and breakfast inns	1 space/rentable room, plus any other additional spaces required by the underlying zone.
Supportive housing, transitional housing	Supportive housing and transitional housing located in a single-family dwelling unit shall be subject to the parking standards for "Single-family housing and PUD's in R-1 Zone Districts."
	Supportive housing and transitional housing located within a duplex shall be subject to the parking standards for "R-2 Zone Districts."
	Supportive housing and transitional housing located within a multi-family dwelling unit shall be subject to the parking standards for "Apartments, condominiums and PUDs in Multiple Family Zone Districts."
	For transitional housing or supportive housing configured as group quarters (i.e. where bed(s) are provided in individual rooms but kitchen and/or bathroom facilities are shared), 1 space per bed, plus 1 space per onsite staff person (during the shift with maximum staffing levels). Parking spaces may be enclosed or unenclosed, but are encouraged to be unenclosed.
Homeless shelters	1 parking space per 6 beds, plus 1 space per staff person.
Student housing (dormitory, fraternity, sorority)	0.5 space/student resident, plus 1 space/each resident staff person.
Trailer park, mobilehome park	2 spaces/unit, (1 of which shall be covered, where at least 2 sides of the carport shall be at a minimum 50% open and unobstructed), plus 1 guest space/3 trailers or mobilehomes shall be provided as easily accessible and distinguishable guest parking. Tandem parking is permitted for the mobilehome.

Convalescent facility, skilled nursing facility, rest home, convalescent hospital or facility	1 space per 4 beds.
Assisted living	1 space per 3 beds or approval of a Conditional Use Permit for an alternate rate based on a Parking Demand Study. An Overflow Parking Plan may be required as part of a conditional use permit.
Independent living facility	1 enclosed or covered space per unit, plus 1 space per 10 units for guests.
Sober living facility	1 space per 3 tenants.
Memory care	0.6 space per beds or approval of a Conditional Use Permit for an alternate rate based on a Parking Demand Study.
Hotel or motel	1 space per guest room, plus 10 spaces per 1,000 SF of banquet, assembly, meeting or restaurant seating area when those uses are not primarily utilized by registered occupants, plus 2.5 spaces per 1,000 SF of retail uses greater than 5,000 SF of GFA. Any auxiliary use may have parking rates established by the Community Development Director based on a Parking Demand Study, or other analysis deemed acceptable by the Director.

## SECTION XI:

Table 17.34.060.B of the Orange Municipal Code, “Zoning – Off-Street Parking and Loading – Required Number of Parking Spaces for Non-Residential Uses,” is hereby deleted in its entirety and replaced with the following:

**Table 17.34.060.B**

### **REQUIRED NUMBER OF PARKING SPACES FOR NON-RESIDENTIAL USES**

<b>USE</b>	<b>REQUIRED NUMBER OF SPACES</b>
<b>Agriculture/Horticulture Uses</b>	
Agriculture/horticulture (row crops, tree and shrub farms, tree crops and orchards)	1 space per 2 acres.
Commercial plant nurseries, retail or seasonal sales	1 space per 1,000 SF of GFA, plus 1 space per 1,000 SF of outdoor display.
<b>Animal-Orientated Uses</b>	
Dog and cat grooming w/o boarding	4 spaces per 1,000 SF of GFA.
Dog and cat grooming with boarding	4 spaces per 1,000 SF of GFA, plus 1 space per 10 boarded pets.

Kennels	3 spaces per 1,000 SF of building and kennel GFA. Animal runs and outdoor activity area are not included in the GFA.
Stables	Per a parking demand study or other analysis deemed acceptable by the Community Development Director.
Veterinary clinic/hospital, with or without boarding, including or not including livestock animals	5 spaces per 1,000 SF of GFA.
<p style="text-align: center;"><b>Automotive Uses</b></p> <p>For automobile-related uses, parking ratios should be calculated based on the cumulative total of each automotive service provided.</p>	
Vehicle parts sales	4 spaces per 1,000 SF of GFA.
Vehicle repair, modification, and service as a standalone use. Retail sales showrooms or warehouse storage space calculated separately	3.5 spaces per 1,000 SF of GFA.
Vehicle sales, showroom	2.5 spaces per 1,000 SF of GFA.
Vehicle sales, outdoor display: <ul style="list-style-type: none"> <li>• New Car Dealership with or without ancillary used car sales</li> <li>• Used Car Dealership on property greater than an acre</li> <li>• Used Car Dealership on property up to one acre</li> </ul>	<ul style="list-style-type: none"> <li>• 0.33 spaces per 1,000 SF of exterior display area, excluding drive aisles.</li> <li>• 0.33 spaces per 1,000 SF of exterior display area, excluding drive aisles.</li> <li>• 1 space per 2,000 SF of property area utilized.</li> </ul> <p>An alternate parking rate may be approved by the Community Development Director when supported by a parking demand study.</p>
Motorcycle dealership	2 spaces per 1,000 SF of motorcycle display.
Vehicle wrecking, salvage, or storage (including RVs and towing yards)	0.5 spaces per 1,000 SF of area or 5 spaces minimum.
Automobile rental agency	3 spaces per 1,000 SF of GFA, plus area required for the storage of fleet vehicles, as approved by the Community Development Director, which may be in tandem arrangement.
Wholesale auto brokers	3 spaces per 1,000 SF of GFA.

Retail auto brokers	3 spaces per 1,000 SF of GFA. A maximum of 2 of the required spaces shall be used for vehicle display. Where office GFA requires less than 3 spaces, a minimum of 3 spaces shall be required.
Vehicle parts and supplies, assembly	2 spaces per 1,000 SF of GFA.
Vehicle gas station	<p><i>If standalone:</i> 2 spaces, not including pump island stalls.  <i>With convenience store:</i> 5 spaces per 1,000 SF of convenience GFA, with 50% of pump islands counted as parking stalls.  <i>For service bays:</i> 3.5 spaces per 1,000 SF of service bay GFA. Parking spaces abutting air and water service shall not be included in the total number of parking spaces.  <i>For office area:</i> absorbed as an accessory use.</p> <p>Parking spaces abutting air and water service shall not be included in the total number of parking spaces.</p>
Car wash- automatic (single-vehicle tunnel bay – typical to gas stations) accessory or primary use	1 space per facility, plus 3 car stacking per single-car tunnel bay, not including vehicle in bay, plus a 10 ft. x 20 ft. area for every air/water/vacuum facility.
Car wash- automatic (multi-vehicle tunnel) primary use	2.5 vacuum bays/wipe down bays per every 20 feet of car wash tunnel, plus 3 spaces per 1,000 SF of gross floor area, not including the tunnel.
Car wash- full service	0.5 spaces per employee, plus 5 spaces per car length of internal car wash tunnel for stacking and drying. Drying, and stacking spaces may be tandem and informally arranged.
Car wash- self-service (hand-spray operated)	2.5 spaces per wash bay.
<b>Care Facility Uses</b>	
Day care, child or elderly, or community care	1 space per employee, plus 1 space per 8 individuals-in-care, plus 1 space loading/unloading zone.
Family day care or community care, residential	Existing spaces required for residence.
<b>Entertainment Uses</b>	
Amusement arcade and non-live entertainment venue	5 spaces per 1,000 SF of GFA.
Amusement park, commercial recreation facility, or unlisted recreational use	Per parking needs assessment.

Archery range	1.2 spaces per target.
Billiard parlor	2 spaces per table, plus ancillary uses calculated separately.
Bingo games	1 space per 3 seats, plus ancillary uses calculated separately.
Bowling alley	3 spaces per lane, plus ancillary uses calculated separately.
Commercial sports facility	1 spaces per 4 fixed seats, plus 33 spaces per 1,000 SF of assembly GFA where no fixed seats are provided.
Dance hall	1 space/7 SF gross dance floor area, with auxiliary uses calculated separately.
Entertainment establishment	1 space per 4 fixed seats, plus 33 spaces per 1,000 SF of assembly GFA where no fixed seats are provided.
Fortunetelling	3 spaces per 1,000 SF of GFA.
Miniature golf course	1.5 spaces per hole, plus ancillary uses calculated separately.
Skateboard park	0.25 spaces per 1,000 SF of active skate park area.
Skating rink	33 spaces per 1,000 SF of rink area, or 1 space per 4 fixed rink seats, whichever is greater.
Multiple screen cinemas	1 space per 3 fixed seats.
Tennis/racquetball courts, public or private	3 spaces per court, with other uses calculated separately.
Equestrian riding arena	<i>Commercial:</i> 1 space per 3 stalls, or 1 space per 4 fixed seats, whichever is greater, plus adequate loading/unloading zone <i>Residential, subdivision, or HOA:</i> 1 space per 5 stalls
<b>Food and/or Alcohol Uses</b> For food and/or alcohol uses, unless otherwise specified, parking ratios for outdoor seating area only are calculated according to the All Restaurants- Outdoor Seating standard.	
Alcohol distillation; brewery or winery	<i>Without tasting room:</i> 2 spaces per 1,000 SF of GFA, including outdoor seating area. <i>With tasting room:</i> 2 spaces per 1,000 SF if tasting room areas are equal to or less than 25% of GFA, or 10 spaces per 1,000 SF of tasting room area if tasting room areas are in excess of 25% of total GFA, including outdoor seating area.
Bars	33 spaces per 1,000 SF of assembly GFA.
Liquor store	4 spaces per 1,000 SF of GFA.
Packing and processing, food and agricultural	2 spaces per 1,000 SF of GFA.
Restaurant (stand-alone)- full service or counter service	10 spaces per 1,000 SF.

Restaurant (when greater than 30% of commercial center is devoted to restaurant)- full service	10 spaces per 1,000 SF.
Restaurant (when greater than 30% of commercial center is devoted to restaurant)- counter service	8 spaces per 1,000 SF.
Restaurant (when less than 30% of commercial center is devoted to restaurant)- full service	5 spaces per 1,000 SF of GFA.
Restaurant (when less than 30% of commercial center is devoted to restaurant)- counter service	4 spaces per 1,000 SF of GFA.
Restaurant- 20 seats or fewer, or primary method is takeout	5 spaces per 1,000 SF of GFA.
Restaurant- with drive through window	13 spaces per 1,000 SF of restaurant GFA, exclusive of kitchen, storage, and restroom uses, plus appropriate stacking.
All restaurants- outdoor seating	<p><i>Restaurants in mixed-use zones:</i> no additional parking for outdoor area equivalent to the first 30% of enclosed restaurant area, plus base associated restaurant rate for outdoor area in excess of 30% of enclosed restaurant area.</p> <p><i>Restaurants with 20 seats or fewer in mixed-use zones:</i> no additional parking for the first 1,000 SF of outdoor area, with 5 spaces per 1,000 SF of outdoor area thereafter.</p> <p><i>Other restaurants:</i> no additional parking for outdoor area equivalent to the first 25% of enclosed restaurant area, plus base associated restaurant rate for outdoor area in excess of 25% of enclosed restaurant area.</p>
<b>Medical Uses</b>	
Ambulance service	3 spaces per emergency fleet vehicle.

Hospital	Per parking demand study. All uses ancillary to the hospital, including administrative offices, medical offices, clinics, pharmacies, urgent care, emergency rooms, and other related uses, will receive their accompanying rate or rate as demonstrated in the parking demand study.
Medical clinic, urgent	6 spaces per 1,000 SF of GFA.
Medical clinic, out-patient/dialysis/surgery center	5 spaces per 1,000 SF of GFA.
Pharmaceuticals, production	2 spaces per 1,000 SF of GFA.
Pharmacy	4 spaces per 1,000 SF of GFA.
<b>Miscellaneous Uses</b>	
Contractor's yard	0.5 spaces per 1,000 SF of GFA, plus spaces designated for company fleet (1 space per vehicle and towable equipment).
Laboratory; research and development	3 spaces per 1,000 SF of GFA.
Production and recording studios	3 spaces per 1,000 SF of GFA.
<b>Office Uses</b>	
Office, professional (including psychiatric or chiropractic offices, or offices of the like)	3 spaces per 1,000 SF of GFA.
Medical offices (includes dental offices)	5 spaces per 1,000 SF of GFA.
<b>Production and/or Wholesale Uses</b>	
General manufacturing or processing facilities, distribution warehouses, and wholesale sales	2 spaces per 1,000 SF of GFA.
<b>Public, Social, or Institutional Land Uses</b>	
Art galleries, museums, private libraries	4 spaces per 1,000 SF of GFA.
Assembly uses (clubs and lodges)	33 spaces per 1,000 SF of assembly GFA.
Religious institution	1 space per 3 fixed seats, or 33 spaces per 1,000 SF of assembly GFA, whichever is greater.
Convention center	Per parking demand study
Country clubs, golf courses, or driving range	<i>Full country club:</i> Per parking demand study. <i>Standalone golf course:</i> 6 spaces per hole. <i>Driving range:</i> 0.5 spaces per every driving range tee box.

Mortuary (not including crematorium)	33 spaces per 1,000 SF of assembly GFA. Accessory uses such as office and flower shops parked separately.
Athletic fields, private	Per parking demand study.
Parks, private	2.5 spaces per 1,000 SF of area.
<b>Recycling and Waste Land Uses</b>	
Collection facilities, large (recycling)	6 spaces.
Collection facilities, small (recycling)	0 spaces.
Waste, processing, and refuse facilities	2 spaces per 1,000 SF of GFA, then 1.5 spaces per 1,000 SF of GFA over 50,000 SF of GFA.
<b>Retail Uses</b>	
Bulk retail (such as furniture and appliances)	2 spaces per 1,000 SF of GFA.
Commercial centers- over 25,000 SF	4 spaces per 1,000 SF of retail GFA to 25,000 SF of total GFA, plus 3.5 spaces for each additional 1,000 SF of retail GFA over 25,000 SF of total GFA. Uses with a non-retail parking rate are calculated at their respective rates.
Commercial centers- under 25,000 SF	Each use within the commercial center shall comply with the parking requirements for said use.
General retail	4 spaces per 1,000 SF of GFA.
<b>School Land Uses</b>	
Preschool	2 spaces per employee, plus adequate loading/unloading zone.
Kindergarten - 8 <sup>th</sup> Grade	1.8 spaces per classroom, plus adequate loading/unloading zone.
High school	8 spaces per classroom, plus adequate loading/unloading zone.
Business colleges; trade and technical schools	25 spaces per 1,000 SF of instructional GFA, plus 3 spaces per 1,000 SF of office GFA; or conditional use permit with parking needs assessment
Instructional use	1 space/employee, plus 4 spaces/10 students based on maximum classroom capacity. A conditional use permit may be granted by the Zoning Administrator where different parking standards are justified.
College or university, private	Per parking demand study with conditional use permit.

<b>Service Uses</b>	
Appliance/equipment/furniture repair and service	2 spaces per 1,000 SF of GFA.
Banks and financial institutions	4 spaces per 1,000 SF of GFA.
Barber, beauty shop, salon, spa, accessory massage service, or similar	4 spaces per 1,000 SF of GFA.
Massage establishments	5 spaces per 1,000 SF of GFA.
Laundromat	1 space per 3 machines.
<b>Storage or Warehousing Uses</b>	
Indoor warehousing under 10,000 SF	2 spaces per 1,000 SF of GFA.
Indoor warehousing over 10,000 SF	0.5 spaces per 1,000 SF of GFA.
Mini-warehousing/self-storage	0.3 spaces per 1,000 SF, or 5 spaces minimum, whichever is greater.
Outdoor storage	0.5 spaces per 1,000 SF of outdoor GFA, plus 1.5 spaces per 1,000 SF of GFA.

Key: SF = Square feet  
GFA = Gross floor area

## **SECTION XII:**

Table 17.34.060.C of the Orange Municipal Code, “Zoning – Off-Street Parking and Loading – Required Number of Parking Spaces for Downtown Plaza District,” is hereby amended to read as follows:

### **REQUIRED NUMBER OF PARKING SPACES FOR DOWNTOWN PLAZA DISTRICT\***

<b>USE</b>	<b>REQUIRED NUMBER OF SPACES</b>
Residential	Studio—1 space/unit.
	One bedroom—1.5 spaces/unit.
	Two bedroom—1.8 spaces/unit.
	Three or more bedrooms—2 spaces/unit.
	Parking spaces may be unenclosed.
Non-residential	4 spaces/1,000 SF of gross building floor area.

\* Downtown Plaza District includes properties within the eight block area bounded by Maple Avenue, Grand Street, Almond Avenue and Lemon Street.

### **SECTION XIII:**

Section 17.34.100 of the Orange Municipal Code, “Zoning – Off-Street Parking and Loading – Parking Requirements for Shared Use,” is hereby amended to read as follows:

#### **17.34.100 - Parking Requirements for Shared Use or an Alternate Parking Rate.**

The owner or lessee of any property may apply via the conditional use permit process to establish shared parking facilities. Property owner permission is required for a shared use application. Additionally, any non-residential use for which the Community Development Director does not have the authority to adjust the parking rate may provide a parking demand study via the conditional use permit process to justify an alternate parking rate. The application shall be considered by the Planning Commission, subject to review of the following information:

A. The applicant shall provide a description of the proposed and existing uses and the project relationship to the surrounding area.

B. The applicant shall provide an assessment of the square footage and/or number of rooms/seats for all uses within the project.

C. The applicant shall provide an assessment of the individual land uses and a sum of parking demand. Observed peak demands of different uses should offset each other to demonstrate that they reduce the amount of parking required, at any given time of day.

D. The applicant shall reference the most current edition of “Shared Parking” published by the Urban Land Institute and the Institute of Transportation Engineers Trip Generation Manual to determine which mix of uses warrants shared parking based on various time-of-day factors.

### **SECTION XIV:**

Section 17.34.110.A of the Orange Municipal Code, “Zoning – Off-Street Parking and Loading – Parking Area Dimensions – Open Parking Stall,” is hereby amended to read as follows:

A. Open Parking Stall. Open parking stalls shall be not less than 9 feet wide and 18 feet long, except when adjacent to a wall which requires a 10 foot wide stall. Open parking stalls provided in excess of required parking spaces may be 8.5 feet wide and 18 feet long.

### **SECTION XV:**

Section 17.34.110.E of the Orange Municipal Code, “Zoning – Off-Street Parking and Loading – Parking Area Dimensions – Parking Structures,” is hereby amended to read as follows:

E. Parking Structures. Parking stalls within parking structures shall not be less than 9 feet wide and 18 feet long and such spaces shall be clear of posts or walls. When spaces are adjacent to a wall, they shall be 10 feet wide.

## **SECTION XVI:**

Section 17.34.110.F of the Orange Municipal Code, “Zoning – Off-Street Parking and Loading – Parking Area Dimensions – Drive Aisle Widths,” is hereby amended to read as follows:

- F. Drive Aisle Widths. Drive aisles to and from parking stalls shall be not less than:
1. 13 feet wide for 30-degree parking with one-way circulation.
  2. 15 feet wide for 45-degree parking with one-way circulation.
  3. 19 feet wide for 60-degree parking with one-way circulation.
  4. 25 feet wide for 90-degree parking.
  5. One-way drive aisles shall be a minimum of 12 feet wide. However, one-way drive aisles providing back up area for 90-degree parking shall be a minimum of 25 feet wide.
  6. Two-way drive aisles shall be a minimum of 25 feet wide.

## **SECTION XVII:**

Section 17.34.110.G of the Orange Municipal Code, “Zoning – Off-Street Parking and Loading – Parking Area Dimensions – Drive Aisles Accessing Arterial Highway,” is hereby amended to read as follows:

G. Drive Aisles Accessing Arterial Highway. Drive aisles which obtain direct access from an arterial highway shall have a minimum width of 30 feet for conventional type entrances (reference City Standard Plan No. 115) and a minimum width of 20 feet for radius type entrances (reference City Standard Plan No. 114). In addition, the length of the entry aisle, as measured from the back of the sidewalk, shall be a minimum of 30 feet long to allow storage space for two vehicles.

## **SECTION XVIII:**

Sections 17.34.110.I.1 and 17.34.110.I.2 of the Orange Municipal Code, “Zoning – Off-Street Parking and Loading – Parking Area Dimensions – Interior Circulation Requirements,” are hereby amended to read as follows:

1. A vehicle entering the parking area need not enter a street to access another aisle.
2. A vehicle is not permitted to enter a street backwards except within residential developments containing three or fewer units. However, in no case shall a vehicle be permitted to back onto an arterial as determined by the City's Master Plan of Arterial Highways.

## **SECTION XIX:**

Section 17.34.130.A of the Orange Municipal Code, “Zoning – Off-Street Parking and Loading – Maintenance and Operation of Permanent Parking Areas - Surfacing,” is hereby amended to read as follows:

A. Surfacing. Off-street parking areas and driveways shall be surfaced with asphalt or concrete surfacing or other such materials as approved by the City Engineer in accordance with standards on file in the office of the City Engineer. The parking area and driveways shall be graded and drained in a manner to dispose of all surface water. Surfacing and drainage shall be subject to approval by the City Engineer.

## **SECTION XX:**

Sections 17.34.130.G and 17.34.130.H of the Orange Municipal Code, “Zoning – Off-Street Parking and Loading – Maintenance and Operation of Permanent Parking Areas – Directional Arrows” and “- Landscaping” are hereby amended to read as follows:

G. Directional Arrows. All parking facilities having more than 21 spaces shall provide directional arrows for all drive aisles and maneuvering areas located within the parking area.

H. Landscaping. In addition to required landscaped setbacks, a minimum of ten percent of the parking lot area shall be landscaped and shall incorporate special design features which effectively screen the parking lot areas from view from a public street. Design features may include landscaped berms, decorative walls, planting screens, raised planters, or similar screening devices which meet the intent of this provision. Landscape borders, planters, and islands shall be surrounded by a six-inch high curb to control drainage and prevent erosion onto surrounding surfaces, and shall have a minimum width of four feet, as measured from the interior of the curbing. Landscaped areas shall be distributed throughout the parking area, and landscaping shall be maintained in a neat and healthy condition. Landscape plans shall comply with the City's Landscape Standards and Specifications (See Orange Municipal Code Chapter 16.50).

## **SECTION XXI:**

Section 17.34.130.I, “Zoning – Off-Street Parking and Loading – Maintenance and Operation of Permanent Parking Areas - Overhang,” is hereby added to the Orange Municipal Code, to read as follows:

I. Overhang. A two-foot vehicle overhang may occur over landscaped areas and walkways and count as part of the required parking stall length when the following are provided:

1. The landscape area or walkway is six feet or wider.
2. There is no vehicle travel lane immediately adjacent to the opposite side of the walkway.

3. Parking stalls are configured at 90-degrees.
4. No trees, shrubs, utilities, or other obstructions are located in the two-foot vehicle overhang area and the planting area consists of low-growing groundcover.
5. Walkway clearance continues to meet accessibility requirements even with vehicle overhang.

## **SECTION XXII:**

The first paragraph of Section 17.34.140 of the Orange Municipal Code, “Zoning – Off-Street Parking and Loading – Maintenance and Operation of Temporary Parking Areas,” is hereby amended to read as follows:

Every lot used as a temporary public or private parking area shall require a conditional use permit approved by the Planning Commission and shall be evaluated by the following criteria:

## **SECTION XXIII:**

Section 17.34.140.D.3 and 17.34.140.D.4 of the Orange Municipal Code, “Zoning – Off-Street Parking and Loading – Maintenance and Operation of Temporary Parking Areas – Development Standards - Lighting” and “- Fencing” are hereby amended to read as follows:

3. Lighting. Lighting shall be provided for lots used after dark and shall be maintained to a minimum level as required by the Crime Prevention Bureau and consistent with Section 17.12.030. The lighting shall operate from dusk until one hour past the close of business for which the lot provides parking. Parking lot lighting shall be directed so as to not shine onto neighboring residential properties. The use of temporary light standards is acceptable.

4. Fencing. No parking lot fencing is required. However, consideration shall be made for common property lines with residentially zoned parcels as specified in Section 17.18.140.A of the Orange Municipal Code.

## **SECTION XXIV:**

Section 17.34.180 of the Orange Municipal Code, “Zoning - Off-Street Parking and Loading – Loading Area Location,” is hereby amended to read as follows:

### **17.34.180 - Loading Area Location.**

Loading areas shall be located as follows:

A. For day care centers, nursery schools, medical offices, hospitals, senior housing, and similar uses, loading areas shall be located as close as possible to the main building entrance.

B. For retail, service commercial and professional office uses, loading areas shall be located as close as possible to a back or service entrance.

C. For industrial uses, loading areas shall be located to provide adequate maneuvering area between loading doors and parking stalls, as determined by site plan review, and shall not face onto a public street unless screened from view.

D. The use of parking spaces for a loading zone during off-peak periods may be considered for single land uses with on-site parking facilities through the site plan or conditional use permit process.

E. In no case shall loading areas occupy back-up areas for required parking.

F. No loading area shall be situated in a manner that requires a vehicle to back onto a street to enter or leave the loading area.

#### **SECTION XXV:**

Section 17.34.190 of the Orange Municipal Code, “Zoning – Off-Street Parking and Loading - Landscaping,” is hereby amended to read as follows:

##### **17.34.190 - Landscaping.**

Landscaping shall be provided as required by Orange Municipal Code Chapter 16.50 (Landscaping Standards and Specifications).

#### **SECTION XXVI:**

Section 17.34.200 of the Orange Municipal Code, “Zoning – Off-Street Parking and Loading – Transportation Demand Management,” is hereby amended to read as follows:

##### **17.34.200 - Transportation Demand Management Program.**

New commercial and industrial developments resulting in employment greater than 100 persons are required to have a Transportation Demand Management Program. Such program can include provisions on parking lot design and layout that reduce the impact of traffic on the City's transportation system (Chapter 10.83).

#### **SECTION XXVII:**

If any section, subdivision, paragraph, sentence, clause or phrase of this Ordinance is for any reason held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have passed this Ordinance, and each section, subdivision, paragraph, sentence, clause and phrase thereof, irrespective of the fact that any one (or more) section, subdivision, paragraph, sentence, clause or phrase had been declared invalid or unconstitutional.

**SECTION XXVIII:**

The City Clerk is hereby directed to certify the adoption of this Ordinance and cause the same to be published as required by law. This Ordinance shall take effect thirty (30) days from and after the date of its final passage.

**ADOPTED** this \_\_\_\_ day of \_\_\_\_\_, 2021.

\_\_\_\_\_  
Mark A. Murphy, Mayor, City of Orange

**ATTEST:**

\_\_\_\_\_  
Pamela Coleman, City Clerk, City of Orange

STATE OF CALIFORNIA    )  
COUNTY OF ORANGE     )  
CITY OF ORANGE         )

I, PAMELA COLEMAN, City Clerk of the City of Orange, California, do hereby certify that the foregoing Ordinance was introduced at the regular meeting of the City Council held on the \_\_\_\_ day of \_\_\_\_\_, 2021, and thereafter at the regular meeting of said City Council duly held on the \_\_\_\_ day of \_\_\_\_\_, 2021 was duly passed and adopted by the following vote, to wit:

AYES:           COUNCILMEMBERS:  
NOES:           COUNCILMEMBERS:  
ABSENT:        COUNCILMEMBERS:  
ABSTAIN:       COUNCILMEMBERS:

\_\_\_\_\_  
Pamela Coleman, City Clerk, City of Orange