



# AGENDA

## Planning Commission July 19, 2021

Anna Pehoushek  
Assistant Community  
Development Director

Mary Binning  
Sr. Assistant City Attorney

Jessica Wang  
Administrative Assistant

DAVE SIMPSON  
Chair

DAVID VAZQUEZ  
Vice Chair

ERNEST GLASGOW  
Commissioner

RICK MARTINEZ  
Commissioner

### 7:00 PM Regular Session

City Council Chamber  
300 E. Chapman Ave.  
Orange, CA 92866

---

Welcome to the Planning Commission meeting. Regular meetings of the City of Orange Planning Commission are held the first and third Monday of each month at 7:00 p.m.

#### Agenda Information

The agenda contains a brief general description of each item to be considered. Written materials relating to an item on the agenda that are provided to the Planning Commission after agenda packet distribution and within 72 hours before it is to consider the item will be made available for public inspection in the City Clerk's Office located at 300 E. Chapman Avenue, Orange, during normal business hours; at the Planning Commission meeting; and made available on the City's website.

#### Public Participation

Planning Commission meetings may be viewed on Spectrum Cable Channel 3 and AT&T U-verse Channel 99 or streamed live and on-demand on the City's website at [www.cityoforange.org](http://www.cityoforange.org).

Pursuant to Government Code Section 4954.3, members of the public may address the Planning Commission on any agenda items or matters within the jurisdiction of the governing body by using any of the following methods:

##### 1) In-person

To speak on an item on the agenda, complete a speaker card indicating your name and address, and identifying the agenda item number or subject matter you wish to address. The card should be given to City staff prior to the start of the meeting. General comments are made during the "Public Comments" section at the beginning of the meeting. Public Comments are limited to three (3) minutes per speaker unless a different time limit is announced. It is requested that you state your name for the record, then proceed to address the Commission. All speakers shall observe civility, decorum, and good behavior.

##### 2) Written Public Comments via e-mail or eComment

Members of the public can submit their written comments electronically for the Planning Commission's consideration by emailing them to [PCpubliccomment@cityoforange.org](mailto:PCpubliccomment@cityoforange.org) with the subject line "Public Comment Item #(insert the corresponding item number)" or "Public Comment Non-agenda Item" for general public comments. The public can also submit written comments on the City's eComment page by visiting the City's website and clicking on the eComment link for this meeting. To ensure distribution to the Planning Commission prior to consideration of the agenda, we encourage the public to submit comments by 3:00 p.m. the day of the meeting. All public comments received for this agenda will be provided to the Commissioners, posted on the City's website, and compiled as part of the record.

**3) Public Comments via recorded voicemail message**

Finally, the public can record their comments by calling (714) 744-7271 no later than 4:00 p.m. the day of the meeting. Recorded messages will not be played at the meeting, but will be provided to the Planning Commission and the caller's position will be summarized in the minutes.

Please contact the City Clerk's Office at (714) 744-5500 with any questions.

ADA Requirements: In compliance with the Americans with Disabilities Act, if you need accommodations to participate in this meeting, contact the Clerk's office at (714) 744-5500. Notification at least 48 hours in advance of meeting will enable the City to make arrangements to assure accessibility to this meeting.

**APPEAL PROCEDURE**

Any final determination by the Planning Commission may be appealed, and such appeal must be filed within 15 calendar days after the Planning Commission action. This appeal shall be made in written form to the Community Development Department, accompanied by an initial appeal deposit of \$1,000.00.

The City Clerk, upon filing of said appeal, will set petition for public hearing before the City Council at the earliest date. All owners of property located within 300 feet of the project site will be notified by the City Clerk of said hearing. For additional information, please call (714) 744-7220.

If you challenge any City of Orange decision in court, you may be limited to raising only those issues you or someone else raised at the public hearing described on this agenda or in written correspondence delivered to the Planning Commission at, or prior to, the public hearing.

**1. OPENING****1.1 CALL TO ORDER****1.2 PLEDGE OF ALLEGIANCE****1.3 ROLL CALL****2. PUBLIC COMMENTS**

At this time, members of the public may address the Commission on matters not listed on the Agenda which are within the subject matter jurisdiction of the Commission, provided that NO action may be taken on off-agenda items unless authorized by law. Public Comments are limited to three (3) minutes per speaker.

**3. CONSENT CALENDAR**

All matters listed under the Consent Calendar are considered to be routine by the Planning Commission and will be enacted by one motion. There will be no separate discussion of said items unless members of the Planning Commission, staff or the public request specific items removed from the Consent Calendar for separate action.

**3.1. Approval of meeting minutes of the Planning Commission of the City of Orange for the May 17, 2021 and June 7, 2021 Regular Meetings.****Recommended Action:**

Approve minutes as presented.

**Attachments:**     [Staff Report](#)  
                              [May 17, 2021 Regular Meeting minutes](#)  
                              [June 7, 2021 Regular Meeting minutes](#)

**4. ASSISTANT COMMUNITY DEVELOPMENT DIRECTOR REPORTS****5. COMMISSION BUSINESS****6. CONTINUED HEARINGS****7. NEW HEARINGS****7.1. Public Hearing: An ordinance amending procedures for noticing and posting requirements.****Recommended Action:**

Adopt Planning Commission Resolution No. 19-21 entitled:

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) to update noticing and posting requirements.

**Attachments:**     [Staff Report](#)  
[Attachment 1 Planning Commission Resolution No. 19-21 including draft Ordinance \(clean\)](#)  
[Attachment 2 draft Ordinance \(redline\)](#)  
[Attachment 3 Matrix of Surveyed Cities](#)  
[Attachment 4 Notice Procedures](#)

**7.2. Public Hearing: Comprehensive Citywide Parking Code Update and Related Administrative Revisions**

**Recommended Action:**

Adopt Planning Commission Resolution No. PC 16-21 entitled:

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.

**Attachments:**     [Staff Report](#)  
[Attachment 1 - Planning Commission Resolution No. PC 16-21 Including the Recommended Parking Ordinance Update](#)  
[Attachment 2 Proposed Comprehensive Parking Code Update Summary](#)  
[Attachment 3 IBI Group Recommended parking Zoning Standards Update Analysis](#)

**7.3. Public Hearing: An ordinance amending Titles 16 and 17 of the Orange Municipal Code to establish development standards and streamlined subdivision and entitlement procedures for small lot subdivisions in multi-family residential zones.**

**Recommended Action:**

1. Adopt Planning Commission Resolution No. 17-21 entitled:

A Resolution of the Planning Commission of the City of Orange recommending City Council approval of an ordinance of the City Council of the City of Orange amending Titles 16 and 17 of the Orange Municipal Code to establish development standards and streamlined subdivision and entitlement procedures for small lot subdivisions.

2. Adopt Planning Commission Resolution No. 18-21 entitled:

A Resolution of the Planning Commission of the City of Orange recommending City Council approval of Small Lot Subdivision Guidelines.

**Attachments:**     [Staff Report](#)  
[Attachment 1 Resolution PC 17-21 \(including draft Ordinance\)](#)  
[Attachment 2 Redlined Ordinance](#)  
[Attachment 3 Resolution PC 18-21 \(including Small Lot Subdivision Guidelines\)](#)



## **8. ADJOURNMENT**

The next Regular Planning Commission Meeting will be held on Monday, August 2, 2021 at 7:00 p.m., in the Council Chamber.

I, Kim Kinsler, Administrative Assistant for the City of Orange, hereby declare, under penalty of perjury, that a full and correct copy of this agenda was posted pursuant to Government Code Section 54950 et. seq., at the following locations: Orange Civic Center kiosk and Orange City Clerk's Office at 300 E. Chapman Avenue, Police facility at 1107 North Batavia, Orange Main Public Library at 407 E. Chapman Avenue, and uploaded to the City's website [www.cityoforange.org](http://www.cityoforange.org).

Date posted: July 15, 2021



# Agenda Item

## Planning Commission

---

**Item #:** 3.1.

7/19/2021

**File #:** 21-0328

---

**TO:** Chair and Members of the Planning Commission

**THRU:** Anna Pehoushek, Assistant Community Development Director

**FROM:** Kim Kinsler, Administrative Assistant

### 1. SUBJECT

Approval of meeting minutes of the Planning Commission of the City of Orange for the May 17, 2021 and June 7, 2021 Regular Meetings.

### 2. SUMMARY

Submitted for your consideration and approval are the minutes for the above meetings.

### 3. RECOMMENDED ACTION

Approve minutes as presented.

### 4. ATTACHMENTS

- May 17, 2021 Regular Meeting minutes.
- June 7, 2021 Regular Meeting minutes.



# Agenda Item

## Planning Commission

---

**Item #:** 3.1.

7/19/2021

**File #:** 21-0328

---

**TO:** Chair and Members of the Planning Commission

**THRU:** Anna Pehoushek, Assistant Community Development Director

**FROM:** Kim Kinsler, Administrative Assistant

### 1. SUBJECT

Approval of meeting minutes of the Planning Commission of the City of Orange for the May 17, 2021 and June 7, 2021 Regular Meetings.

### 2. SUMMARY

Submitted for your consideration and approval are the minutes for the above meetings.

### 3. RECOMMENDED ACTION

Approve minutes as presented.

### 4. ATTACHMENTS

- May 17, 2021 Regular Meeting minutes.
- June 7, 2021 Regular Meeting minutes.

**MINUTES - DRAFT**

**City of Orange**

**Planning Commission**

May 17, 2021

---

**1. OPENING**

The Planning Commission of the City of Orange, California convened on May 17, 2021, at 7:00 p.m. in a Regular Meeting in the Council Chamber, 300 E. Chapman Avenue, Orange, California.

**1.1 CALL TO ORDER**

Chair Simpson called the meeting to order at 7:00 p.m.

**1.2 PLEDGE OF ALLEGIANCE**

Chair Simpson led the flag salute.

**1.3 ROLL CALL**

**Present:** Simpson, Vazquez, Glasgow, Martinez, and Willits

**Absent:** None

**1.4 PUBLIC COMMENTS**

None

**1.5 Continued or Withdrawn Items**

None

**1.6 Assistant Community Development Director Reports**

None

**1.7 Announcement of Appeal Procedures**

**2. CONSENT CALENDAR**

Item 2.2 was removed from the Consent Calendar for discussion and re-ordered to be heard after item 3.1.

**2.1. Approval of meeting minutes of the Planning Commission of the City of Orange for the April 19, 2021 Regular Meeting.**

ACTION: A Motion was made by Commissioner Glasgow, seconded by Chair Simpson to approve the minutes as presented.

The Motion carried by the following vote:

**Ayes:** Simpson, Vazquez, Glasgow, Martinez, and Willits

**Noes:** None

**Absent:** None

**3. COMMISSION BUSINESS**

**3.1. General Plan conformance finding for Fiscal Year 2021-2022 through 2025-2026 Five-Year Capital Improvement Program.**

A Motion was made by Commissioner Glasgow, seconded by Vice Chair Vazquez to approve the City's General Plan, with the following corrections to:

- CIP No.12955
- CIP No. 20474

The Motion carried by the following vote:

**Ayes:** Simpson, Vazquez, Glasgow, Martinez, and Willits

**Noes:** None

**Absent:** None

**2.2. Major Site Plan Review No. 1017-20, Tentative Parcel Map No. 0019-20, Design Review No. 5014-20, and Mitigated Negative Declaration No. 1872-20 St. Joseph Medical Office Building located at 331-393 S. Main Street**

Chair Simpson opened the public hearing.

Mark Toothacre, representative for the applicant provided a visual presentation and spoke on behalf of the project.

The Commissioners had questions about staff's responses to the letter of opposition, submitted by the representative for Dr. Robles.

Jennifer Chavez, attorney for the applicant, summarized their responses to Dr. Robles' letter.

Mary Binning, Sr. Assistant City Attorney, confirmed that staff satisfactorily responded to each concern raised by Dr. Robles representative.

There were no other speakers.

Chair Simpson closed the public hearing.

All of the Commissioners disclosed that they met with the applicant and staff.

A Motion was made by Commissioner Glasgow, seconded by Vice Chair Vazquez, to adopt Planning Commission Resolution PC 13-21 entitled:

A Resolution of the Planning Commission of the City of Orange approving Major Site Plan Review No. 1017-20, Tentative Parcel Map No. 0019-20, Design Review No. 5014-20, and Mitigated Negative Declaration No. 1872-20 to construct a four-story medical office building of up to 137,500 square feet for medical office and supporting ground level retail with a five-level subterranean garage within the existing St. Joseph Hospital Campus boundary.

The Motion carried by the following vote:

**Ayes:** Simpson, Vazquez, Glasgow, Martinez, and Willits

**Noes:** None

**Absent:** None

#### **4. CONTINUED HEARINGS**

None

#### **5. NEW HEARINGS**

##### **5.1. Conditional Use Permit No. 3103-19, Design Review No. 4991-19, and Minor Site Plan Review No. 0991-19, Nexx Burger, 2940 E. Chapman Avenue**

The Commission discussed the following details of the project:

- Queuing
- Employee parking
- Landscape
- Amplified music

Chair Simpson opened the public hearing.

David Bragg spoke on behalf of the project.

Mike Phillips, owner of The Hobbit, although not opposed to the project, expressed concerns about traffic, parking, ambient lighting, and patio music.

Chair Simpson closed the public hearing.

A Motion was made by Chair Simpson, seconded by Vice-Chair Vazquez to adopt Planning Commission Resolution No. PC 03-21 Resolution of the Planning Commission approving Conditional Use Permit 2896-03 to modify an Alcoholic Beverage Control Type 41 On Sale Beer and Wine Eating Place with An Alcohol Beverage Control Type 47 On Sale General Eating Place License and accept the voluntary surrender of the Conditional Use Permit 0727-75 on the property located at 2940 E. Chapman Avenue.

There was no vote on the motion due to a mis-reading of the Resolution.

A Motion was made by Chair Simpson and seconded by Commissioner Glasgow to adopt Planning Commission Resolution No. PC 03-21 entitled:

A Resolution of the Planning Commission of the City of Orange approving Conditional Use Permit No. 3103-19, Design Review No. 4991-19, and Minor Site Plan Review No. 0991-19 to redevelop a former full-service restaurant site with a new 2,460 square foot drive-through fast food restaurant, 610 square foot outdoor dining area, and related site improvements, located at 2940 E. Chapman Avenue. A condition shall be added to include that employees shall not park on neighboring properties.

The Motion carried by the following vote:

**Ayes:** Simpson, Vazquez, Glasgow, Martinez, and Willits

**Noes:** None

**Absent:** None

## **6. ADJOURNMENT**

There being no further business, the meeting was adjourned at 8:47 p.m.

The next Regular Planning Commission Meeting will be held on Monday, June 7, 2021 at 7:00 p.m., in the Council Chamber.

**MINUTES - DRAFT**

**City of Orange**

**Planning Commission**

June 07, 2021

---

**1. OPENING**

The Planning Commission of the City of Orange, California convened on June 7, 2021, at 7:00 p.m. in a Regular Meeting in the Council Chamber, 300 E. Chapman Avenue, Orange, California.

**1.1 CALL TO ORDER**

Chair Simpson called the meeting to order at 7:00 p.m.

**1.2 PLEDGE OF ALLEGIANCE**

Commissioner Glasgow led the flag salute.

**1.3 ROLL CALL**

**Present:** Glasgow, Martinez, Vazquez, Simpson, and Willits

**Absent:** None

**1.4 PUBLIC COMMENTS**

None

**1.5 Continued or Withdrawn Items**

None

**1.6 Assistant Community Development Director Reports**

None

**1.7 Announcement of Appeal Procedures**

**2. CONSENT CALENDAR**

All matters listed under the Consent Calendar are considered to be routine by the Planning Commission and will be enacted by one motion. There will be no separate discussion of said items unless members of the Planning Commission, staff or the public request specific items removed from the Consent Calendar for separate action.

None

**3. COMMISSION BUSINESS**

None



**4. CONTINUED HEARINGS**

None

**5. NEW HEARINGS****5.1. Public Hearing: Conditional Use Permit No. 3135-21, Wazabi Sushi, 240 W. Chapman Avenue, Suite 102**

Chair Simpson opened the public hearing.

The Commissioners had questions about the following:

- Happy hour discounts
- Seating capacity
- Employee alcohol consumption

Orange Police Department Detective Henry Echandi was present to respond to questions.

The applicant, Promma Phrommathed, spoke on behalf of the project.

Chair Simpson closed the public hearing.

A motion was made by Commissioner Glasgow, seconded by Vice Chair Vazquez, to adopt Planning Commission Resolution No. PC 14-21 entitled:

A Resolution of the Planning Commission of the City of Orange approving Conditional Use Permit No. 3135-21 for an Alcoholic Beverage Control Type 41 License (On-Sale Beer and Wine - Eating Place) for a restaurant located at 240 W. Chapman Avenue, Suite 102.

The Motion carried by the following vote:

**Ayes:** Glasgow, Martinez, Vazquez, Simpson, and Willits

**Noes:** None

**Absent:** None

**6. ADJOURNMENT**

There being no further business, the meeting adjourned at 7:17 p.m.

The next Regular Planning Commission Meeting will be held on Monday, June 21, 2021, at 7:00 p.m., in the Council Chamber.



# Agenda Item

## Planning Commission

---

**Item #:** 7.1.

**7/19/2021**

**File #:** 20-291

---

**TO:** Chair and Members of the Planning Commission

**THRU:** Anna Pehoushek, Assistant Community Development Director

**FROM:** Vidal Márquez, Assistant Planner

### **1. SUBJECT**

**Public Hearing:** An ordinance amending procedures for noticing and posting requirements.

### **2. SUMMARY**

An ordinance amending Title 17 of the Orange Municipal Code (Zoning) to update the general administrative procedures for noticing and posting requirements.

### **3. RECOMMENDED ACTION**

Adopt Planning Commission Resolution No. 19-21 entitled:

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) to update noticing and posting requirements.

### **4. AUTHORIZING GUIDELINES**

Orange Municipal Code (OMC) Table 17.08.020 authorizes the Planning Commission to review and make a recommendation to the City Council on Zoning Ordinance amendments. OMC Section 17.10.020 establishes procedures by which the Planning Commission reviews ordinance amendments and makes recommendations to the City Council.

### **5. PROJECT BACKGROUND**

In recent years the City Council, the Planning Commission, the Design Review Committee, and members of the public have inquired about the public notification related to various land use applications. For some land use application types, the noticing process is established by the California Government Code. In others the City has the discretion to determine whether certain applications warrant notification and the manner of noticing.

In an effort to better inform the public about changes to a property that could affect the surrounding neighborhood, staff conducted a review of current notification practices, the list of permits in OMC Chapter 17.08 General Administrative Procedures, and the posting procedures for certain project notifications.

In conjunction with this review, staff prepared a survey of current practices of neighboring Orange County cities and of other larger cities outside Orange County. The intent was to determine how Orange's notification requirements and procedures compare to other cities for certain administrative approvals and public hearings. Generally, the City's practices are similar to neighboring Orange

County cities for public hearing notification by mail and site posting. A comparison table is provided in Attachment 3 showing the existing noticing and posting practices of other cities in Orange County and a select few outside of the County.

### **State Noticing Requirements**

The Government Code prescribes the minimum noticing requirements associated with certain public hearings. It establishes a 10-day public noticing time frame prior to action on specified application types. Public hearing and noticing procedures for certain land use application types are found in Government Code Sections 65090 to 65096 and are applicable to such actions as general or specific plan amendments, zoning ordinance amendments, zone changes, conditional use permits, variances, special use permits and similar entitlements. Notification procedures may include one or more of the following:

- Posting public hearing notices in at least three public places (including the project site);
- Publishing hearing notices in a local newspaper for certain legislative actions (e.g. General Plan Amendments, Tentative Tract Maps); and
- Mailing public hearing notices to potentially affected property owners within 300 feet of the project site.

With respect to newspaper publication and direct mail notification, the Government Code provides the City with the option for doing one or the other for certain types of applications.

### **City Noticing Requirements and Practices**

The City adheres to State noticing requirements but there are certain types of applications where the City has latitude to establish its own notification processes. In addition to the State noticing application requirements, the City has established noticing requirements for applications such as design review in historic districts, development agreements, and minor site plan review.

OMC Chapter 17.08 (General Administrative Procedures), Table 17.08.040 (Notice of Hearings) provides a table of procedures specific to application types. The procedures include mailed notice to surrounding property owners, publication and/or posting depending on the type of application. Staff practice has generally been to post when the option is provided to either publish or post.

## **6. PROJECT DESCRIPTION**

The proposed ordinance would amend Title 17 (Zoning) of the OMC to modify the General Administrative Procedures for noticing and posting requirements.

The ordinance amends Chapters 17.08 and 17.10 to establish procedural requirements for noticing and posting that will ensure the City is providing property owners and residents with expanded opportunities to comment on proposed projects that may affect their properties prior to final determination on the projects. Certain types of applications are not addressed, such as Administrative Design Review for properties outside of historic districts.

## **7. ANALYSIS AND STATEMENT OF THE ISSUES**

### **Recommended Noticing Procedures**

In order to better, inform residents and property owners about pending applications on nearby properties, staff is recommending the following:

- Require mailing of notices for certain project types not currently specified in Table 17.08.040,

including all design review applications, and administrative design review.

Notification of certain types of administrative approvals (minor site plan review and administrative design review) would be provided prior to Community Development Director action rather than after the action, as is presently the case.

Additionally, staff recommends simplifying and clarifying the notification process to ensure consistency in City practice as follows:

- Replacing the current option for newspaper publishing or posting with posting of public hearing notices on the project site only. Newspaper publication would be deleted.

### **Recommended Posting Procedures**

The OMC does not describe or provide specifications for what the notice design entails, only that a physical notice be posted in at least three public places within the City. Not all applications require posting of a notice on the property. For those that do, the design of the notice and procedure for posting has traditionally been on a standard 8½ x 11 inch page of yellow or orange paper, laminated, and staked on site. Because the small size of the posted notices often causes them to be overlooked, or the stakes that they are posted on may be inadvertently removed, staff is recommending a new notice format of 18 x 24 inch white coroplast sign to be posted at project sites. Based on staff research (Attachment 3), staff believes the recommended changes to the City's site posting procedures would better serve to notify the public about proposed changes to properties by being more prominent and sturdy.

## **8. PUBLIC NOTICE**

On July 8, 2021, the City published a Public Hearing Notice in the Anaheim Bulletin newspaper.

## **9. ENVIRONMENTAL REVIEW**

Per California Environmental Quality Act (CEQA) Guideline 15378, the draft Zoning Ordinance is not a project, because project noticing is an administrative activity of a local government that does not have the potential to result in a direct or reasonably foreseeable indirect physical change to the environment. Because the Ordinance is not a project, it is not subject to the provisions of CEQA and no public environmental review is required.

## **10. ADVISORY BOARD ACTION**

None

## **11. ATTACHMENTS**

- Attachment 1 Planning Commission Resolution No. 19-21 including draft Ordinance (clean)
- Attachment 2 draft Ordinance (redline)
- Attachment 3 Matrix of Surveyed Cities
- Attachment 4 Posting Procedures



# Agenda Item

## Planning Commission

---

Item #: 7.1.

7/19/2021

File #: 20-291

---

**TO:** Chair and Members of the Planning Commission

**THRU:** Anna Pehoushek, Assistant Community Development Director

**FROM:** Vidal Márquez, Assistant Planner

### 1. SUBJECT

**Public Hearing:** An ordinance amending procedures for noticing and posting requirements.

### 2. SUMMARY

An ordinance amending Title 17 of the Orange Municipal Code (Zoning) to update the general administrative procedures for noticing and posting requirements.

### 3. RECOMMENDED ACTION

Adopt Planning Commission Resolution No. 19-21 entitled:

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) to update noticing and posting requirements.

### 4. AUTHORIZING GUIDELINES

Orange Municipal Code (OMC) Table 17.08.020 authorizes the Planning Commission to review and make a recommendation to the City Council on Zoning Ordinance amendments. OMC Section 17.10.020 establishes procedures by which the Planning Commission reviews ordinance amendments and makes recommendations to the City Council.

### 5. PROJECT BACKGROUND

In recent years the City Council, the Planning Commission, the Design Review Committee, and members of the public have inquired about the public notification related to various land use applications. For some land use application types, the noticing process is established by the California Government Code. In others the City has the discretion to determine whether certain applications warrant notification and the manner of noticing.

In an effort to better inform the public about changes to a property that could affect the surrounding neighborhood, staff conducted a review of current notification practices, the list of permits in OMC Chapter 17.08 General Administrative Procedures, and the posting procedures for certain project notifications.

In conjunction with this review, staff prepared a survey of current practices of neighboring Orange County cities and of other larger cities outside Orange County. The intent was to determine how Orange's notification requirements and procedures compare to other cities for certain administrative approvals and public hearings. Generally, the City's practices are similar to neighboring Orange

County cities for public hearing notification by mail and site posting. A comparison table is provided in Attachment 3 showing the existing noticing and posting practices of other cities in Orange County and a select few outside of the County.

### **State Noticing Requirements**

The Government Code prescribes the minimum noticing requirements associated with certain public hearings. It establishes a 10-day public noticing time frame prior to action on specified application types. Public hearing and noticing procedures for certain land use application types are found in Government Code Sections 65090 to 65096 and are applicable to such actions as general or specific plan amendments, zoning ordinance amendments, zone changes, conditional use permits, variances, special use permits and similar entitlements. Notification procedures may include one or more of the following:

- Posting public hearing notices in at least three public places (including the project site);
- Publishing hearing notices in a local newspaper for certain legislative actions (e.g. General Plan Amendments, Tentative Tract Maps); and
- Mailing public hearing notices to potentially affected property owners within 300 feet of the project site.

With respect to newspaper publication and direct mail notification, the Government Code provides the City with the option for doing one or the other for certain types of applications.

### **City Noticing Requirements and Practices**

The City adheres to State noticing requirements but there are certain types of applications where the City has latitude to establish its own notification processes. In addition to the State noticing application requirements, the City has established noticing requirements for applications such as design review in historic districts, development agreements, and minor site plan review.

OMC Chapter 17.08 (General Administrative Procedures), Table 17.08.040 (Notice of Hearings) provides a table of procedures specific to application types. The procedures include mailed notice to surrounding property owners, publication and/or posting depending on the type of application. Staff practice has generally been to post when the option is provided to either publish or post.

## **6. PROJECT DESCRIPTION**

The proposed ordinance would amend Title 17 (Zoning) of the OMC to modify the General Administrative Procedures for noticing and posting requirements.

The ordinance amends Chapters 17.08 and 17.10 to establish procedural requirements for noticing and posting that will ensure the City is providing property owners and residents with expanded opportunities to comment on proposed projects that may affect their properties prior to final determination on the projects. Certain types of applications are not addressed, such as Administrative Design Review for properties outside of historic districts.

## **7. ANALYSIS AND STATEMENT OF THE ISSUES**

### **Recommended Noticing Procedures**

In order to better, inform residents and property owners about pending applications on nearby properties, staff is recommending the following:

- Require mailing of notices for certain project types not currently specified in Table 17.08.040,

including all design review applications, and administrative design review.

Notification of certain types of administrative approvals (minor site plan review and administrative design review) would be provided prior to Community Development Director action rather than after the action, as is presently the case.

Additionally, staff recommends simplifying and clarifying the notification process to ensure consistency in City practice as follows:

- Replacing the current option for newspaper publishing or posting with posting of public hearing notices on the project site only. Newspaper publication would be deleted.

### **Recommended Posting Procedures**

The OMC does not describe or provide specifications for what the notice design entails, only that a physical notice be posted in at least three public places within the City. Not all applications require posting of a notice on the property. For those that do, the design of the notice and procedure for posting has traditionally been on a standard 8½ x 11 inch page of yellow or orange paper, laminated, and staked on site. Because the small size of the posted notices often causes them to be overlooked, or the stakes that they are posted on may be inadvertently removed, staff is recommending a new notice format of 18 x 24 inch white coroplast sign to be posted at project sites. Based on staff research (Attachment 3), staff believes the recommended changes to the City's site posting procedures would better serve to notify the public about proposed changes to properties by being more prominent and sturdy.

## **8. PUBLIC NOTICE**

On July 8, 2021, the City published a Public Hearing Notice in the Anaheim Bulletin newspaper.

## **9. ENVIRONMENTAL REVIEW**

Per California Environmental Quality Act (CEQA) Guideline 15378, the draft Zoning Ordinance is not a project, because project noticing is an administrative activity of a local government that does not have the potential to result in a direct or reasonably foreseeable indirect physical change to the environment. Because the Ordinance is not a project, it is not subject to the provisions of CEQA and no public environmental review is required.

## **10. ADVISORY BOARD ACTION**

None

## **11. ATTACHMENTS**

- Attachment 1 Planning Commission Resolution No. 19-21 including draft Ordinance (clean)
- Attachment 2 draft Ordinance (redline)
- Attachment 3 Matrix of Surveyed Cities
- Attachment 4 Posting Procedures

**RESOLUTION NO. PC 19-21**

**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)  
TO UPDATE NOTICING AND POSTING REQUIREMENTS**

**APPLICANT: CITY OF ORANGE**

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

**WHEREAS**, Orange Municipal Code (OMC) Chapter 17.08, General Administrative Procedures, establishes notification requirements for various types of project entitlement processes; and

**WHEREAS**, the proposed Ordinance will modify OMC Chapters 17.08, and 17.10 to clarify and establish new procedural and posting requirements for public notification in the City; and

**WHEREAS**, the proposed Ordinance revising provisions of the OMC related to noticing and posting requirements is consistent with the goals and policies of the General Plan Land Use Element; and

**WHEREAS**, the Planning Commission considered the proposed revisions to the OMC at a duly advertised public hearing held on July 19, 2021, at which time interested persons had an opportunity to testify either in support of or in opposition to the proposed Ordinance, and recommends approval thereof.

**NOW, THEREFORE, BE IT RESOLVED** that the Planning Commission recommends that the City Council adopt the subject Zoning Ordinance No. XX-21, shown as Attachment 1, attached hereto, based on the following findings:

**SECTION 1- FINDINGS**

The Planning Commission finds that the subject Ordinance amending Chapters 17.08, and 17.10 to establish procedural requirements for noticing and posting requirements of the OMC is justified in order to ensure that the City is providing property owners and residents with the opportunity to comment on proposed projects that may affect their properties in a public meeting prior to the final determination.

The Planning Commission also finds that the subject Ordinance supports the goals of the City's General Plan. Specifically, the Ordinance implements Land Use Element Goal 8.0, which states that the City will encourage active involvement of residents, businesses, and agencies in the planning and decision making process. Policy 8.1, which encourages providing opportunities for



public participation in land use planning decisions through public hearings; and Implementation Program IV-3 – Public Education Programs, which calls for improving citizen participation in land use planning processes.

## **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 the Ordinance simply provides procedural noticing and posting requirements. The proposed Ordinance does not cause changes to the residential density established in the General Plan. It does not involve a specific site or development project, and does not otherwise result in a physical change that could cause an impact to the environment. Adoption of the Ordinance is therefore not a "project" as defined in CEQA Guideline 15378.
- The proposed Ordinance is exempt from CEQA per CEQA Guideline 15061(b)(3) because it can be seen with certainty, after review and evaluation of the facts regarding the Ordinance and its application, that there is substantial evidence that adoption of the Ordinance would not have a significant effect on the environment and the common sense exemption applies.
- In the unlikely event adoption of the Ordinance would constitute a project under CEQA, it is categorically exempt from the provisions of CEQA per CEQA Guideline 15321(a) (Class 21, Enforcement Actions by Regulatory Agencies) because said adoption 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."

I hereby certify that the Planning Commission of the City of Orange adopts 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 UPDATE NOTICING AND POSTING REQUIREMENTS.**

**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 noticing and posting requirements for residential and commercial land use entitlement applications in the City, are contained in Orange Municipal Code (OMC) Chapter 17.08; and

**WHEREAS**, in furtherance of better informing residents and property owners about pending applications at nearby properties, City staff has recommended revising the noticing procedures for land use applications; 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 OMC contained herein at a public hearing held on July 19, 2021, 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, 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 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 the Ordinance simply provides procedural noticing and posting requirements. The proposed Ordinance does not cause changes to the residential density established in the General Plan. It does not involve a specific site or development project, and does not otherwise result in a physical change that could cause an impact to the environment. Adoption of the Ordinance is therefore not a "project" as defined in CEQA Guideline 15378.
- (2) The proposed Ordinance is exempt from CEQA per CEQA Guideline 15061(b)(3) because it can be seen with certainty, after review and evaluation of the facts regarding the Ordinance and its application, that there is substantial evidence that adoption of the Ordinance would not have a significant effect on the environment and the common sense exemption applies.
- (3) In the unlikely event adoption of the Ordinance would constitute a project under CEQA, it is categorically exempt from the provisions of CEQA per CEQA Guideline 15321(a) (Class 21, Enforcement Actions by Regulatory Agencies) because said adoption 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."

## SECTION III:

Table 17.08.020 of the Orange Municipal Code, "Zoning – General Administrative Procedures – Reviewing Bodies," is hereby amended to read as follows:

**Table 17.08.020**

<b>Type of Procedure, Permit or Hearing</b>	<b>CDD</b>	<b>DRC</b>	<b>ZA</b>	<b>PC</b>	<b>CC</b>
Zoning Ordinance Amendment	A			A	X
Zone Change	A			A	X
Conditional Use Permit	A	A(1)	X(1)	X(1)	X(1)
Variance	A	A(1)	X(1)	X	
Administrative Adjustment Permit			X		
Temporary Use (Non-Recurring) Permit	A	X(1)	X(1)		

Design Review		A/X(1)		X(1)	
Administrative Design Review	X(1)				
Old Towne Demolition Permit		A		X(1)	X
Site Plan Review—Minor	X				
Site Plan Review—Major	A	A		X	
Tentative Tract Map	A			A	X
General Plan Amendment	A			A	X
Environmental Documentation	A			X(1)	X(1)
Sober Living Permit	X				
Reasonable Accommodation	X(1)				
Tentative Parcel Map	X(1)			X(1)	X(1)
Temporary Use (Recurring) Permit	X				
Alcohol Production Permit			X		

Key:

CDD = Community Development Director

DRC = Design Review Committee

ZA = Zoning Administrator

PC = Planning Commission

CC = City Council

A = Advisory

X = Final project determination

(1) = Restricted to certain applications

GENERAL NOTES:

(a) All items may be finally decided by the City Council upon appeal.

(b) When more than one type of application is filed for a single project, the application requiring the highest level of approval shall dictate the review process for the entire group of applications.

#### **SECTION IV:**

Section 17.08.020.C.2 of the Orange Municipal Code, “Zoning – General Administrative Procedures – Reviewing Bodies – Zoning Administrator – Power and Duties,” is hereby amended to add the following:

- e. Decide upon administrative adjustments.

#### **SECTION V:**

Section 17.08.020.E.1 of the Orange Municipal Code, “Zoning – General Administrative Procedures – Reviewing Bodies – Community Development Director – Power and Duties,” is hereby amended to add the following:

- f. Decide upon sober living permits
- g. Decide upon reasonable accommodation requests.
- h. Decide upon temporary use (recurring) permits

#### **SECTION VI:**

Table 17.08.040 of the Orange Municipal Code, “Zoning – General Administrative Procedures – Notice of Hearings,” is hereby amended to read as follows:

**Table 17.08.040**

<b>Type of Procedure, Permit or Hearing</b>	<b>Mail to Surrounding Property Owners</b>	<b>Publication and/or Posting</b>	<b>Other</b>
Appeal			(a)
Conditional Use Permit	Yes	Post	
Demolition Permit, Old Towne			(b)
Design Review	Yes	Post	
Development Agreement	Yes	Publish and Post	
Environmental Impact Report	Yes	Publish and Post	(b)
General Plan Amendment (Map)	Yes	Publish and Post	
General Plan Amendment (Text)	No	Publish	

<b>Type of Procedure, Permit or Hearing</b>	<b>Mail to Surrounding Property Owners</b>	<b>Publication and/or Posting</b>	<b>Other</b>
Negative Declaration/ Mitigated Negative Declaration			(b)
Site Plan Review—Major	Yes	Post	
Site Plan Review—Minor	No	Post	
Tentative Tract Map	Yes	Publish and Post	
Variance	Yes	Post	
Zone Change	Yes	Publish and Post	
Zoning Ordinance Amendment	No	Publish	(c)
Administrative Adjustment			(d)
Administrative Design Review	No	Post	
Tentative Parcel Map			(d)
Temporary Use Permit			(d)
Sober Living Permit			(d)
Reasonable Accommodation			(d)
Alcohol Production Permit			(d)
Supportive Housing	Yes	Post	(e)
Transitional Housing	Yes	Post	(e)

**NOTES:**

- (a) Notification shall occur in same manner as was required for the original permit issuance.
- (b) Notification shall be required in accordance with California Environmental Quality Act Guidelines and the City's Local CEQA Guidelines as determined by the highest entitlement.

- (c) In the event the amendment affects the permitted uses of real property, owners of subject real property and surrounding properties shall also be notified.
- (d) Noticing or notification is not required.
- (e) Only if requesting an alternative parking standard.

#### **SECTION VII:**

Section 17.08.040.B.1.a of the Orange Municipal Code, “Zoning – General Administrative Procedures – Notice of Hearings – Noticing Requirements,” is hereby amended to read as follows:

a. Property Owner. Notice of hearing shall be mailed or delivered to the owner of the subject real property or to the owner's authorized agent.

#### **SECTION VIII:**

Section 17.08.040.B.3 of the Orange Municipal Code, “Zoning – General Administrative Procedures – Notice of Hearings – Noticing Requirements,” is hereby amended to read as follows:

3. For all hearings requiring publication of notice, notice shall be made by publication in a local newspaper of general circulation in the City at least one time.

#### **SECTION IX:**

Section 17.08.040.B.4 of the Orange Municipal Code, “Zoning – General Administrative Procedures – Notice of Hearings – Noticing Requirements,” is hereby amended to read as follows:

4. When notice is provided through either publication or posting, the following shall apply:

#### **SECTION X:**

Sections 17.08.040.B.5 and 17.08.040.B.6 of the Orange Municipal Code, “Zoning – General Administrative Procedures – Notice of Hearings – Noticing Requirements – Actions Where Public Hearing Is Not Required” and “- Posting Requirements are hereby added to read as follows:

5. Actions where public hearing is not required. Noticing for application types not covered by State law, shall be posted 10 days prior to final action on the application. These applications include but not limited to Administrative Adjustment, Design Review Committee, Minor Site Plan, and Administrative Design Review.

6. Posting Requirements. As specified in the Community Development Noticing Procedures.

## **SECTION XI:**

Section 17.10.050.C of the Orange Municipal Code, “Zoning – Specific Administrative Procedures – Administrative Adjustments – Zoning Administrator Review,” is hereby amended to read as follows:

C. Zoning Administrator Review. The Zoning Administrator shall have the authority to review administrative adjustment permit applications and may act to approve, conditionally approve, or deny such applications. No public hearing shall be required to consider the issuance of an administrative adjustment permit. Notice shall be in accordance with Table 17.08.040.

## **SECTION XII:**

Section 17.10.050.D.2 of the Orange Municipal Code, “Zoning – Specific Administrative Procedures – Administrative Adjustments – Actions Considered to be Administrative Adjustments – Adjustment of Other Development Standards,” is hereby amended to read as follows:

2. Adjustment of Other Development Standards. Other development standards in all zones may be adjusted a maximum of ten (10) percent. Any proposed deviation in excess of this limit shall be considered a variance and shall be subject to the provisions of Section 17.10.040.

## **SECTION XIII:**

Section 17.10.070.E.4 of the Orange Municipal Code, “Zoning – Specific Administrative Procedures – Design Review – Administrative Design Review – Procedure and Criteria,” is hereby amended to read as follows:

4. Procedure and Criteria. The Community Development Director, pursuant to Section 17.08.020, shall be responsible for administrative design review. Once an application for administrative design review has been deemed complete, the Community Development Director shall consider and approve, deny or refer the project to the Design Review Committee. In making such determination, the Community Development Director shall consider adopted design standards and guidelines where applicable, the general criteria set forth in Section 17.10.070.D, and the findings required in subsections 17.10.070.G.3 and 4. Appeals of decisions by the Community Development Director shall be made in accordance with the City appeal procedures set forth in Section 17.08.050. Notification of administrative design review shall be in accordance with Section 17.08.040 and Community Development Noticing Procedures.

## **SECTION XIV:**

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 XV:**

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

## 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 UPDATE NOTICING AND POSTING REQUIREMENTS.

#### SECTION III:

Table 17.08.020 of the Orange Municipal Code, “Zoning – General Administrative Procedures – Reviewing Bodies,” is hereby amended to read as follows:

**Table 17.08.020**

<b>Type of Procedure, Permit or Hearing</b>	<b>CDD</b>	<b>DRC</b>	<b>ZA</b>	<b>PC</b>	<b>CC</b>
Zoning Ordinance Amendment	A			A	X
Zone Change	A			A	X
Conditional Use Permit	A	A(1)	X(1)	X(1)	X(1)
Variance	A	A(1)	X(1)	X	
Administrative Adjustment Permit			X		
Temporary Use (Non-Recurring) Permit	A	X(1)	X(1)		
Design Review		A/X(1)		X(1)	
Administrative Design Review	X(1)				
Old Towne Demolition Permit		A		X(1)	X
Site Plan Review—Minor	X				
Site Plan Review—Major	A	A		X	
Tentative Tract Map	A			A	X

General Plan Amendment	A			A	X
Environmental Documentation	A			X(1)	X(1)
Sober Living Permit	X				
Reasonable Accommodation	X(1)				
Tentative Parcel Map	X(1)			X(1)	X(1)
Temporary Use (Recurring) Permit	X				
Alcohol Production Permit	A		X		

 Key:

CDD = Community Development Director

DRC = Design Review Committee

ZA = Zoning Administrator

PC = Planning Commission

CC = City Council

A = Advisory

X = Final project determination

(1) = Restricted to certain applications

**GENERAL NOTES:**

(a) All items may be finally decided by the City Council upon appeal.

(b) When more than one type of application is filed for a single project, the application requiring the highest level of approval shall dictate the review process for the entire group of applications.

**SECTION IV:**

Section 17.08.020.C.2 of the Orange Municipal Code, “Zoning – General Administrative Procedures – Reviewing Bodies – Zoning Administrator – Power and Duties,” is hereby amended to add the following:

- e. **Decide upon administrative adjustments.**

**SECTION V:**

Section 17.08.020.E.1 of the Orange Municipal Code, “Zoning – General Administrative Procedures – Reviewing Bodies – Community Development Director – Power and Duties,” is hereby amended to add the following:

- f. **Decide upon sober living permits**

- g. Decide upon reasonable accommodation requests.
- h. Decide upon temporary use (recurring) permits

## SECTION VI:

Table 17.08.040 of the Orange Municipal Code, “Zoning – General Administrative Procedures – Notice of Hearings,” is hereby amended to read as follows:

**Table 17.08.040**

Type of Procedure, Permit or Hearing	Mail to Surrounding Property Owners	Publication and/or Posting	Other
Appeal			(a)
Conditional Use Permit	Yes	<del>Publish or</del> Post	
Demolition Permit, Old Towne			(b)
Design Review ( <del>Historic District</del> )	Yes	Post	<del>(d)</del>
Development Agreement	Yes	Publish and Post	
Environmental Impact Report	Yes	Publish and Post	(b)
General Plan Amendment (Map)	Yes	Publish and Post	
General Plan Amendment (Text)	No	Publish	
Negative Declaration/ Mitigated Negative Declaration			(b)
Site Plan Review—Major	Yes	<del>Publish or</del> Post	
Site Plan Review—Minor	No	Post	
Tentative Tract Map	Yes	Publish and Post	
Variance	Yes	<del>Publish or</del> Post	
Zone Change	Yes	Publish and Post	
Zoning Ordinance Amendment	No	Publish	(c)

Type of Procedure, Permit or Hearing	Mail to Surrounding Property Owners	Publication and/or Posting	Other
Administrative Adjustment	No		(d)
Administrative Design Review	No	Post	
Tentative Parcel Map			(d)
Temporary Use Permit			(d)
Sober Living Permit			(d)
Reasonable Accommodation			(d)
Alcohol Production Permit			(d)
Supportive Housing	Yes	Post	(e)
Transitional Housing	Yes	Post	(e)

**NOTES:**

- (a) Notification shall occur in same manner as was required for the original permit issuance.
- (b) Notification shall be required in accordance with California Environmental Quality Act Guidelines and the City's Local CEQA Guidelines as determined by the highest entitlement.
- (c) In the event the amendment affects the permitted uses of real property, owners of subject real property and surrounding properties shall also be notified.
- ~~(d) Notification of the public meeting of the Design Review Committee shall occur for any Design Review project involving construction of a new second story, an addition to an existing second story, or construction of additional units, on property in a residential zone within the boundaries of an established historic district. Notices shall be mailed to property owners and occupants within three hundred (300) feet of the subject property, pursuant to OMC 17.08.040.B~~
- (d) Noticing or notification is not required.
- (e) Only if requesting an Alternative alternative Parking-parking Standardstandard.

**SECTION VII:**

Section 17.08.040.B.1.a of the Orange Municipal Code, "Zoning – General Administrative Procedures – Notice of Hearings – Noticing Requirements," is hereby amended to read as follows:

a. Property Owner. Notice of hearing shall be mailed or delivered to the owner of the subject real property or to the owner's ~~duly~~ authorized agent.

#### **SECTION VIII:**

Section 17.08.040.B.3 of the Orange Municipal Code, “Zoning – General Administrative Procedures – Notice of Hearings – Noticing Requirements,” is hereby amended to read as follows:

3. For all hearings requiring publication of notice, notice shall be made by publication in a local newspaper of general circulation in the City ~~no less than~~ **at least** one time.

#### **SECTION IX:**

Section 17.08.040.B.4 of the Orange Municipal Code, “Zoning – General Administrative Procedures – Notice of Hearings – Noticing Requirements,” is hereby amended to read as follows:

4. When notice ~~may be~~ **is** provided through either publication or posting, ~~the Community Development Director shall determine whether to publish or post the notice~~ the following shall apply:

#### **SECTION X:**

Sections 17.08.040.B.5 and 17.08.040.B.6 of the Orange Municipal Code, “Zoning – General Administrative Procedures – Notice of Hearings – Noticing Requirements – Actions Where Public Hearing Is Not Required” and “- Posting Requirements are hereby added to read as follows:

5. **Actions where public hearing is not required. Noticing for application types not covered by State law, shall be posted 10 days prior to final action on the application. These applications include but not limited to Administrative Adjustment, Design Review Committee, Minor Site Plan, and Administrative Design Review.**

6. **Posting Requirements. As specified in the Community Development Noticing Procedures.**

#### **SECTION XI:**

Section 17.10.050.C of the Orange Municipal Code, “Zoning – Specific Administrative Procedures – Administrative Adjustments – Zoning Administrator Review,” is hereby amended to read as follows:

C. Zoning Administrator Review. The Zoning Administrator shall have the authority to review administrative adjustment permit applications and may act to approve, conditionally approve, or deny such applications. No public hearing shall be required to consider the issuance

of an administrative adjustment permit. Notice shall be in accordance with ~~Section~~ Table 17.08.040.

## **SECTION XII:**

Section 17.10.050.D.2 of the Orange Municipal Code, “Zoning – Specific Administrative Procedures – Administrative Adjustments – Actions Considered to be Administrative Adjustments – Adjustment of Other Development Standards,” is hereby amended to read as follows:

2. Adjustment of Other Development Standards. Other development standards in all zones may be adjusted a maximum of ten (10) percent. Any proposed deviation in excess of ~~ten percent~~ this limit shall be considered a variance and shall be subject to the provisions of Section 17.10.040.

## **SECTION XIII:**

Section 17.10.070.E.4 of the Orange Municipal Code, “Zoning – Specific Administrative Procedures – Design Review – Administrative Design Review – Procedure and Criteria,” is hereby amended to read as follows:

4. Procedure and Criteria. The Community Development Director, pursuant to Section 17.08.020, shall be responsible for administrative design review. Once an application for administrative design review has been deemed complete, the Community Development Director shall consider and approve, deny or refer the project to the Design Review Committee. In making such determination, the Community Development Director shall consider adopted design standards and guidelines where applicable, the general criteria set forth in Section 17.10.070.D, and the findings required in subsections 17.10.070.G.3 and 4. Appeals of decisions by the Community Development Director shall be made in accordance with the City appeal procedures set forth in ~~Section~~ 17.08.050. Notification of administrative design review shall be in accordance with Section 17.08.040 and Community Development Noticing Procedures. ~~action shall be posted at the property in a location clearly visible from the public right-of-way for the duration of the appeal period.~~

### Attachment 3 Matrix of Surveyed Cities

<b>City</b>	<b>Mailing to Surrounding Property Owners</b>	<b>On-site Notice Posting</b>
<i>City of Costa Mesa</i>	Mailed to property owners within 500 ft. 10-days prior to hearing date.	Post 8 ½” x 11” City color cardstock, laminated and staked on site.
<i>City of Fullerton</i>	Mailed to property owners within 300 ft. 10-days prior to hearing date.	Post 8 ½” x 14” City color cardstock, laminated and staked on site.
<i>City of Irvine</i>	Mailed to property owners and occupants within 500 ft. 15-days prior to hearing date.	Post 8 ½” x 14” City color cardstock, laminated and staked on site.
<i>City of Anaheim</i>	Mailed to property owners and occupants within 300 ft. 10-days prior to hearing date.	Post wood or metal 4’ x 8’ sign, double post-, fence-, wall-mounted six feet high with project information. Cost of posting notice paid by applicant.
<i>City of Santa Ana</i>	Mailed to property owners within 500 ft. 10-days prior to hearing date.	Post 8 ½” x 11” City white cardstock, laminated and staked on site. Published in newspaper. Posted on website.
<i>City of Tustin</i>	Mailed to property owners within 300/500 ft. 10-days prior to hearing date.	Post 11” x 17” City cardstock, laminated and staked on site.
<i>City of Burbank</i>	Mailed to property owners and occupants within 1,000 ft. 10-days prior to hearing date.	Post plywood or vinyl 4’ x 8’ sign, double post 4 x 4-inch not to exceed 6 feet high with project information in black lettering and white background.
<i>City of Beverly Hills</i>	Mailed to property owners and occupants within 500 ft. 10-days prior to hearing date.	18” x 24” white coroplast posted by applicant with “H” stake for residential properties. 11” x 17” City cardstock posted by applicant for commercial properties.
<i>Proposed City of Orange</i>	Mailed to property owners, tenants, and occupants within 300 ft. 10-days prior to hearing date.	Post 18” x 24” coroplast sign by staff with “H” stake for all projects requiring noticing.



#### Attachment 4 Notice Procedures

Upon a Land Use Application requiring noticing based on the application type as outlined in OMC Section 17.08.020, a project notice or sign will be prepared to inform the public of the project. Staff will be responsible for sign production, preparation and posting. Noticing costs will be deducted from the applicant's project deposit. Noticing procedures are set forth as follows:

- ☐ A. **Noticing Signs.** An 18"x24" coroplast sign on wooden stakes 3-feet high will be posted at the project site 10 days before the public hearing date.
- ☐ B. **Material.** Coroplast is a tough, waterproof, corrugated plastic sign material, which resembles the appearance of "plastic cardboard". The hollow-fluted design of Coroplast makes this sign material extremely lightweight.
- ☐ C. **Location.** The posting sign shall be displayed in line of sign to adjacent driveway entrances or public pathways of the project site for the duration of the appeal period.
- ☐ D. **Content.** The following content shall be provided on the notice:
  - 1. Project Application Number.
  - 2. Project Description
  - 3. CEQA Determination
  - 4. Hearing Date and location
  - 5. Project Planner and Contact Information
  - 6. Applicant Name
  - 7. Property Owner Name
  - 8. Additional Information
  - 9. Project Rendering\*
- ☐ E. **Missing or Damaged Sign.** The applicant/property owner shall be responsible for notifying the Project Planner of any missing or damaged sign.
- ☐ F. **Notification Map, Mailing List, and Labels.** The City of Orange requires for all applications **except** Administrative Adjustments (AA), Minor Site Plans Review (MNSP), or certain Design Review Committee (DRC) as follows:
  - 1. Obtain copies of assessor parcel maps and ownership lots for the subject parcel and surrounding properties within a radius of 300' from all property lines, unless a larger area is required by City planning staff given special project circumstances.
  - 2. A Title Company or Ownership Listing Service must furnish maps and labels, with evidence of preparation provided by the company or service, and a declaration that the information is based upon the most recent equalized assessment or up-to-date records of the Orange County tax assessor.
  - 3. On map, draw radius/circle line (to scale) 300 feet from and around the exterior of the parcel.
  - 4. Obtain **three (3)** sets of **self-adhesive labels** that identify names and addresses of:
    - a. **All owners** of real property located within 300 feet of the subject parcel as identified by the assessor's parcel maps.

- b. **All tenants and/or occupants** located within 300 feet of the subject parcel as identified by the assessor's parcel maps. b. All tenants and/or occupants located on the subject parcel and within 300 feet of the subject parcel as identified by the assessor's parcel maps. For example, if rental properties are located within the notification area, provide a list of the names and addresses of each tenant or occupant. If names are unknown, use "tenant" or "occupant".
- c. Project applicant, if different than property owner.
- d. Homeowners Association
- e. **Parcel numbers must be identified on each label.**



**G. Sample.**

<b>LEGAL NOTICE OF PLANNING COMMISSION PUBLIC HEARING</b>	
<b>LOCATION:</b>	CITY OF ORANGE COUNCIL CHAMBERS 300 EAST CHAPMAN AVENUE
<b>DATE:</b>	MONDAY, MARCH 2, 2020
<b>TIME:</b>	7:00 P.M. (or as soon thereafter as the matter may be heard)
<b>SUBJECT:</b>	CONDITIONAL USE PERMIT NO. 3108-19 - HEEMO SUSHI RESTAURANT
<b>PROPERTY LOCATION:</b>	1632 E. KATELLA AVENUE, SUITE A, ORANGE, CA
<b>REQUEST:</b>	The applicant is requesting approval of Conditional Use Permit (CUP) No. 3108-19 related to an Alcoholic Beverage Control (ABC) Type 41 License (On-Sale Beer and Wine-Eating Place) within an existing restaurant.
<b>ENVIRONMENTAL INFORMATION:</b>	This project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) per State CEQA Guidelines 15301 (Class 1 - Existing Facilities) because the project consists of licensing the sale of alcoholic beverages at an existing restaurant and results in negligible or no expansion of use beyond that existing at the time of the City's determination.
<b>PROPERTY OWNER:</b>	Katella West Partners, LLC
<b>PROJECT APPLICANT:</b>	Gao Zhe for CHU Inheritance Group, Inc.
<b>FURTHER INFORMATION:</b>	To obtain further information about the project, please contact Vidal F. Marquez, Assistant Planner, at the Planning Division of the City of Orange, 300 East Chapman Avenue by phone at (714) 744-7214 or via e-mail at <a href="mailto:vmarquez@cityoforange.org">vmarquez@cityoforange.org</a> .

*If you challenge any decision to this request in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in a written correspondence delivered to the Planning Commission at, or prior to, the public hearing.*

♻️ Printed on Recycled Paper

\*Project Rendering may be requested for larger development projects at staff's discretion.



# Agenda Item

## Planning Commission

Item #: 7.2.

7/19/2021

File #: 21-0374

**TO:** Chair and Members of the Planning Commission

**THRU:** Anna Pehoushek, Assistant Community Development Director

**FROM:** Chad Ortlieb, Senior Planner

### 1. SUBJECT

**Public Hearing:** Comprehensive Citywide Parking Code Update and Related Administrative Revisions

### 2. SUMMARY

The City of Orange has prepared a comprehensive update of parking rates and standards for non-residential uses to reflect practical and appropriate parking requirements for non-residential uses and single-family residences for the City of Orange, thereby supporting economic development and quality site planning.

### 3. RECOMMENDED ACTION

Adopt Planning Commission Resolution No. PC 16-21 entitled:

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.

### 4. AUTHORIZING GUIDELINES

Orange Municipal Code (OMC) Section 17.10.020 establishes procedures by which the Planning Commission reviews ordinance amendments and makes recommendations to the City Council.

### 5. PROJECT BACKGROUND

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 under Ordinance No. 12-95. In addition, a targeted update, not addressing commercial parking standards, was completed in 2008. Hence, the City's parking ratios have generally remained the same since the advent of the internet. Business practices and parking behaviors have evolved over the years and many of the City's parking ratios have become antiquated and stifled economic development and property reinvestment. Parking generation rates have generally declined for most land uses and some new rates are merited for uses previously not contemplated. In response, the City has drafted an update to its Parking Code. The update is intended to retain and attract new businesses to Orange, and support property owner reinvestment by providing "right-sized" and practical standards.

Furthermore, current parking standards and on-site circulation often constrain site planning and

design, causing the City to find itself in a dilemma of Code requirements inhibiting property reinvestment or redevelopment. In many instances the refreshed parking standards will provide greater flexibility for better accommodating City-required water quality site features to comply with regional environmental requirements. The new standards will also allow for better integration of required landscaping to achieve an attractive property frontage along major arterials as well as meaningful buffering between commercial uses and abutting residential neighborhoods, resulting in a mutual benefit to property owners, the City, and community at large.

## 6. PROJECT DESCRIPTION

The City's proposed parking code update is comprehensive in reassessing parking ratios with the exception of multi-family housing parking. Parking for multi-family housing was the subject of its own Code amendment in 2018 (Ordinance No. 06-17). Proposed parking rates are based on solicited feedback from focused stakeholder meetings with key commercial property representatives and real estate brokers followed by consultant-assisted analysis which evaluated:

- Parking rates of comparison cities
- Transportation engineer industry standards for land uses
- The observed actual parking demand for land uses in commercial and industrial centers in separate locations of the City

Using the findings and recommendations of the parking consultant, subsequent analysis by staff has honed the parking rates to those appropriate for the City of Orange so that a reality-based set of standards will be in place to accommodate changes in building tenancy, as well as property improvements and reinvestment that would otherwise be impeded under current parking requirements. The ordinance also implements parking policy refinements.

### Parking Rates

Notable achievements of the ordinance include:

- Retail parking rates decrease from five to four spaces per 1,000 square feet.
- General office parking rates decrease from four to three spaces per 1,000 square feet.
- Restaurant parking rates are restructured based on differing parking generation intensities derived from the operational characteristics of different categories of restaurants, resulting in several rate reductions.
  - No parking ratio changes are proposed for stand-alone restaurants or for cumulative restaurant space in excess of 30% of a shopping center.
  - Significant parking reductions are proposed for restaurants with the following operating conditions:
    - Counter service only
    - Cumulative restaurant area less than 30% of a shopping center
    - 20 or fewer seats
    - Outdoor seating

- Drive-thru operations
  - Commercial center parking rates are simplified and reduced.
  - Rates for the various types of car washes are established based on stacking intensity.
  - Rates for uses in the Master Land Use Matrix but not included in the parking code are added, especially those uses frequently applying for business licenses.
  - Medical office parking rates remain unchanged at five parking spaces per 1,000 square feet.
  - Manufacturing, processing, distribution, and wholesale parking remains unchanged at two parking spaces per 1,000 square feet.

### **Policy Refinements**

- Expands creative parking management techniques such as allowing for tandem parking for some uses, thereby providing for efficient location of parking spaces.
- Extends Community Development Director (CDD) authority to approve minor deviations from required non-residential parking requirements.
- Allows for a Parking Demand Survey to justify an alternate parking rate, some per the CDD and others per the Planning Commission.
- Right-sizes loading zone spaces and provides timing considerations for loading zone placement in parking spaces based on delivery times.

Detailed information about the parking code changes is presented in the attached Proposed Comprehensive Parking Code Update Summary (Attachment 2).

## **7. ANALYSIS AND STATEMENT OF THE ISSUES**

The parking code update is based on thorough analysis with customized rates for the City of Orange, resulting in appropriate parking rates that meet modern-day parking demands and adequately park individual land uses. Overall, parking rates have been reduced which is anticipated to promote economic development, better accommodate compliance with regional water quality requirements, and achieve quality site planning. Hence, no negative issues are identified for the parking code update.

## **8. PUBLIC NOTICE**

On July 7, 2021, the City published a Public Hearing Notice in the Anaheim Bulletin newspaper. Persons specifically requesting notice were also provided the notice via mail or email.

## **9. ENVIRONMENTAL REVIEW**

### **Exemption**

1. 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.

2. 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.
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.”
4. 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.

## 10. ADVISORY BOARD ACTION

No advisory board review or recommendation was required for this code update.

## 11. ATTACHMENTS

- Attachment 1 Planning Commission Resolution No. PC 16-21 Including the Recommended Parking Ordinance Update
- Attachment 2 Proposed Comprehensive Parking Ordinance Update Summary
- Attachment 3 IBI Group Recommended Parking Zoning Standards Update Analysis



# Agenda Item

## Planning Commission

---

**Item #:** 7.3.

7/19/2021

**File #:** 21-0374

---

**TO:** Chair and Members of the Planning Commission

**THRU:** Anna Pehoushek, Assistant Community Development Director

**FROM:** Chad Ortlieb, Senior Planner

### 1. SUBJECT

**Public Hearing:** Comprehensive Citywide Parking Code Update and Related Administrative Revisions

### 2. SUMMARY

The City of Orange has prepared a comprehensive update of parking rates and standards for non-residential uses to reflect practical and appropriate parking requirements for non-residential uses and single-family residences for the City of Orange, thereby supporting economic development and quality site planning.

### 3. RECOMMENDED ACTION

Adopt Planning Commission Resolution No. PC 16-21 entitled:

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.

### 4. AUTHORIZING GUIDELINES

Orange Municipal Code (OMC) Section 17.10.020 establishes procedures by which the Planning Commission reviews ordinance amendments and makes recommendations to the City Council.

### 5. PROJECT BACKGROUND

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 under Ordinance No. 12-95. In addition, a targeted update, not addressing commercial parking standards, was completed in 2008. Hence, the City's parking ratios have generally remained the same since the advent of the internet. Business practices and parking behaviors have evolved over the years and many of the City's parking ratios have become antiquated and stifled economic development and property reinvestment. Parking generation rates have generally declined for most land uses and some new rates are merited for uses previously not contemplated. In response, the City has drafted an update to its Parking Code. The update is intended to retain and attract new businesses to Orange, and support property owner reinvestment by providing "right-sized" and practical standards.

Furthermore, current parking standards and on-site circulation often constrain site planning and

design, causing the City to find itself in a dilemma of Code requirements inhibiting property reinvestment or redevelopment. In many instances the refreshed parking standards will provide greater flexibility for better accommodating City-required water quality site features to comply with regional environmental requirements. The new standards will also allow for better integration of required landscaping to achieve an attractive property frontage along major arterials as well as meaningful buffering between commercial uses and abutting residential neighborhoods, resulting in a mutual benefit to property owners, the City, and community at large.

## 6. PROJECT DESCRIPTION

The City's proposed parking code update is comprehensive in reassessing parking ratios with the exception of multi-family housing parking. Parking for multi-family housing was the subject of its own Code amendment in 2018 (Ordinance No. 06-17). Proposed parking rates are based on solicited feedback from focused stakeholder meetings with key commercial property representatives and real estate brokers followed by consultant-assisted analysis which evaluated:

- Parking rates of comparison cities
- Transportation engineer industry standards for land uses
- The observed actual parking demand for land uses in commercial and industrial centers in separate locations of the City

Using the findings and recommendations of the parking consultant, subsequent analysis by staff has honed the parking rates to those appropriate for the City of Orange so that a reality-based set of standards will be in place to accommodate changes in building tenancy, as well as property improvements and reinvestment that would otherwise be impeded under current parking requirements. The ordinance also implements parking policy refinements.

### Parking Rates

Notable achievements of the ordinance include:

- Retail parking rates decrease from five to four spaces per 1,000 square feet.
- General office parking rates decrease from four to three spaces per 1,000 square feet.
- Restaurant parking rates are restructured based on differing parking generation intensities derived from the operational characteristics of different categories of restaurants, resulting in several rate reductions.
  - No parking ratio changes are proposed for stand-alone restaurants or for cumulative restaurant space in excess of 30% of a shopping center.
  - Significant parking reductions are proposed for restaurants with the following operating conditions:
    - Counter service only
    - Cumulative restaurant area less than 30% of a shopping center
    - 20 or fewer seats
    - Outdoor seating



- Drive-thru operations
  - Commercial center parking rates are simplified and reduced.
  - Rates for the various types of car washes are established based on stacking intensity.
  - Rates for uses in the Master Land Use Matrix but not included in the parking code are added, especially those uses frequently applying for business licenses.
  - Medical office parking rates remain unchanged at five parking spaces per 1,000 square feet.
  - Manufacturing, processing, distribution, and wholesale parking remains unchanged at two parking spaces per 1,000 square feet.

### **Policy Refinements**

- Expands creative parking management techniques such as allowing for tandem parking for some uses, thereby providing for efficient location of parking spaces.
- Extends Community Development Director (CDD) authority to approve minor deviations from required non-residential parking requirements.
- Allows for a Parking Demand Survey to justify an alternate parking rate, some per the CDD and others per the Planning Commission.
- Right-sizes loading zone spaces and provides timing considerations for loading zone placement in parking spaces based on delivery times.

Detailed information about the parking code changes is presented in the attached Proposed Comprehensive Parking Code Update Summary (Attachment 2).

## **7. ANALYSIS AND STATEMENT OF THE ISSUES**

The parking code update is based on thorough analysis with customized rates for the City of Orange, resulting in appropriate parking rates that meet modern-day parking demands and adequately park individual land uses. Overall, parking rates have been reduced which is anticipated to promote economic development, better accommodate compliance with regional water quality requirements, and achieve quality site planning. Hence, no negative issues are identified for the parking code update.

## **8. PUBLIC NOTICE**

On July 7, 2021, the City published a Public Hearing Notice in the Anaheim Bulletin newspaper. Persons specifically requesting notice were also provided the notice via mail or email.

## **9. ENVIRONMENTAL REVIEW**

### **Exemption**

1. 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.

2. 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.
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.”
4. 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.

## 10. ADVISORY BOARD ACTION

No advisory board review or recommendation was required for this code update.

## 11. ATTACHMENTS

- Attachment 1 Planning Commission Resolution No. PC 16-21 Including the Recommended Parking Ordinance Update
- Attachment 2 Proposed Comprehensive Parking Ordinance Update Summary
- Attachment 3 IBI Group Recommended Parking Zoning Standards Update Analysis

**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

## City of Orange

### 2021 Proposed Comprehensive Parking Code Update Summary

The Blue text that follows represents new and replacement text targeted in a comprehensive parking code update.

#### New Definitions:

**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.

**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.

#### Restricted Spaces Change:

On residential property, required parking spaces shall not be subject to a fee, charge, or payment from the property owner or leasing household.

#### New Tandem Parking Allowances:

- Company fleet vehicles in tandem parking arrangement are allowed subject to Community Development Director approval of a parking plan.
- In single-family-zoned residential areas in the Local 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.
- 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.
- Tandem parking is allowed with a conditional use permit for valet service, non-residential uses, and stand-alone single-tenant commercial uses.

### Accessory Dwelling Units (ADU) Parking Change:

Code changes implement State ADU law to indicate that enclosed parking spaces demolished or converted in association with construction of an ADU shall not require replacement.

### Shared Use Parking Change:

- Property owner permission is required for a shared use application.
- 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.
- The applicant shall reference the most current edition of the Urban Land Institute's Shared Parking analysis and the Institute of Transportation Engineers Trip Generation Manual to determine which mix of uses warrant shared parking based on various time-of-day factors.

### Required Parking Area Dimensions Changes:

Parking Area Dimensions are now specific to Required Parking Area Dimensions

Open parking stalls provided in excess of required parking spaces may be eight and a half (8.5) feet wide and eighteen (18) feet long.

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.

### Community Development Director Authority to Approve Minor Modifications to Non-Residential Parking Change:

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 to demonstrate adequate on-site parking will exist in perpetuity 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 replacements of like kind may request a continuation of the deviation.

The Community Development Director may also require additional parking for any non-residential land use where evidence suggests additional parking is merited.

**Loading Area Location Changes:**

- Loading areas may now occupy required parking areas subject to the below provision.
- 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.

Comparison of Required Parking Spaces for Proposed Versus Existing Land Uses:

USE	PROPOSED REQUIRED NUMBER OF SPACES	CURRENTLY REQUIRED NUMBER OF SPACES
<b>Residential Uses</b>		
Accessory Dwelling Unit	Parking shall be provided as specified in Chapter 17.29. (the same as current requirements per State Law)	<p>One unenclosed parking space shall be provided in excess of the code parking requirement for the existing (principal) residential use except that no parking spaces shall be required for an accessory dwelling unit in any of the following instances:</p> <p>(1) The accessory dwelling unit is located within one-half mile of public transit.</p> <p>(2) The accessory dwelling unit is located within an architecturally and historically significant district.</p> <p>(3) The accessory dwelling unit is part of the existing primary residence or an existing accessory structure.</p> <p>(4) When on-street parking permits are required but not offered to the occupant of the accessory dwelling unit.</p> <p>(5) When there is a care share vehicle located within one block of the accessory dwelling unit.</p>

USE	PROPOSED REQUIRED NUMBER OF SPACES	CURRENTLY REQUIRED NUMBER OF SPACES
		An applicant for an accessory dwelling unit who is not proposing at least one parking space shall demonstrate to the satisfaction of the Community Development Director that one or more of the above criteria apply.
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 <a href="#">which may be in tandem configuration but may not be in a required front yard setback</a>. 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><a href="#">Enclosed spaces demolished or converted in association with an</a></p>	<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. 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>

USE	PROPOSED REQUIRED NUMBER OF SPACES	CURRENTLY REQUIRED NUMBER OF SPACES			
	accessory dwelling unit shall not require replacement.				
Duplex, duplex residential	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.	2 parking spaces per unit, one of which shall be in an enclosed garage.			
Multifamily residential (3 units or more)	No change	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:



USE	PROPOSED REQUIRED NUMBER OF SPACES	CURRENTLY REQUIRED NUMBER OF SPACES			
		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/bed room/unit	Each additional bedroom above three—0.5 spaces/bed room/unit	Each additional bedroom above three—0.3 spaces/bed room/unit	Each additional bedroom above three—0.5 spaces/bed room/unit
		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			

USE	PROPOSED REQUIRED NUMBER OF SPACES	CURRENTLY REQUIRED NUMBER OF SPACES
		<p>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	No change	1 space/rentable room, plus any other additional spaces required by the underlying zone
Supportive housing, transitional housing	No change	<p>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".</p> <p>Supportive housing and transitional housing located within a duplex shall be subject to the parking standards for "R-2 Zone Districts".</p> <p>Supportive housing and transitional housing located within a multi-family dwelling unit shall be subject to the parking standards for "Apartments,</p>

USE	PROPOSED REQUIRED NUMBER OF SPACES	CURRENTLY REQUIRED NUMBER OF SPACES
		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.	No existing standard
Student housing (dormitory, fraternity, sorority)	No change	0.5 space/student resident, plus 1 space/each resident staff person
Trailer park, mobilehome park	No change	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	No change	1 space/4 beds

USE	PROPOSED REQUIRED NUMBER OF SPACES	CURRENTLY REQUIRED NUMBER OF SPACES
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.	No existing standard
Independent living facility	1 enclosed or covered space per unit, plus 1 space per 10 units for guests	No existing standard
Sober living facility	1 space per 3 tenants (The code requirement will remain equivalent to the sober living permit section of the code)	All garage and driveway spaces shall, at all times, be available and used for the parking of vehicles. There must be at least one off-street parking spot for every three tenants. Tenants may each only store or park a single vehicle at the dwelling unit or on any residential street within one thousand (1,000) feet of the dwelling unit.
Memory care	0.6 space per beds or approval of a Conditional Use Permit for an alternate rate based on a Parking Demand Study.	No existing standard
Hotel or motel	1 space per guest room, plus 10 spaces per 1,000 sq. ft. 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	1 space/guest room, plus additional parking as required for auxiliary uses

USE	PROPOSED REQUIRED NUMBER OF SPACES	CURRENTLY REQUIRED NUMBER OF SPACES
	sq. ft. of retail uses greater than 5,000 sq. ft. 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.	

USE	PROPOSED REQUIRED NUMBER OF SPACES	CURRENTLY REQUIRED NUMBER OF SPACES
<b>Commercial Uses</b>		
<b>Agriculture/Horticulture Uses</b>		
Agriculture/horticulture (row crops, tree and shrub farms, tree crops and orchards)	1 space per 2 acres	No existing standard
Commercial plant nurseries, retail or seasonal sales	1 space per 1,000 sq. ft. of GFA, plus 1 space per 1,000 sq. ft. of outdoor display	No existing standard
<b>Animal-Orientated Uses</b>		
Dog and cat grooming w/o boarding	4 spaces per 1,000 sq. ft. of GFA	No existing standard

USE	PROPOSED REQUIRED NUMBER OF SPACES	CURRENTLY REQUIRED NUMBER OF SPACES
<b>Commercial Uses</b>		
Dog and cat grooming with boarding	4 spaces per 1,000 sq. ft. of GFA, plus 1 space per 10 boarded pets	No existing standard
Kennels	3 spaces per 1,000 sq. ft. of building and kennel GFA. Animal runs and outdoor activity area is not included in the GFA	No existing standard
Stables	Parking Demand Study or other analysis deemed acceptable by the Community Development Director	No existing standard
Unlisted recreational uses	Operational Plan with Parking Demand Study	No existing standard
Veterinary clinic/hospital, with or without boarding, including or not including livestock animals	5 spaces per 1,000 sq. ft. of GFA	No change 5 spaces per 1,000 sq. ft. of GFA
<b>Automotive Uses</b> For automobile-related uses, parking ratios should be calculated based on the cumulative total of each automotive service provided.		
Vehicle parts sales	4 spaces per 1,000 sq. ft. of GFA	No specific standard Retail rate of 5 spaces per 1,000 sq. ft. of GFA would otherwise be applied

USE	PROPOSED REQUIRED NUMBER OF SPACES	CURRENTLY REQUIRED NUMBER OF SPACES
<b>Commercial Uses</b>		
Vehicle repair, modification, and service as a standalone use. Retail sales showrooms or warehouse storage space calculated separately	3.5 spaces per 1,000 sq. ft. of GFA	3 spaces/service bay for gas stations with service bays, auto repair, body shop, oil change, and smog check and other similar facilities where food, beverages, or sundries are sold on an incidental basis through vending machines or limited display areas representing less than 30 percent of the cashier or waiting area. In the case of gas stations with convenience stores, 2 stalls plus additional parking as required for convenience store. The gas station convenience store parking requirement shall be 1 space/800 sq. ft. of gross floor area. Parking spaces abutting air and water service shall not be included in the total number of parking spaces. Additional parking spaces shall be provided for service bays or car washes associated with gas stations with convenience stores at the ratios identified for such uses in this section.
Vehicle sales, showroom	2.5 spaces per 1,000 sq. ft. of GFA	No existing standard
Vehicle sales, outdoor display: <ul style="list-style-type: none"> <li>New Car Dealership with or without</li> </ul>	<ul style="list-style-type: none"> <li>0.33 spaces per 1,000 sq. ft. of exterior display area, excluding drive aisles</li> </ul>	Outdoor Sales, including plant nurseries, lumber yards, car sales, and salvage yards: 1 space/1,000 sq. ft. indoor GFA, plus 1 space/1,000 sq. ft. gross outdoor retail area

USE	PROPOSED REQUIRED NUMBER OF SPACES	CURRENTLY REQUIRED NUMBER OF SPACES
<b>Commercial Uses</b>		
<p>ancillary used car sales</p> <ul style="list-style-type: none"> <li>Used Car Dealership on property greater than an acre</li> <li>Used Car Dealership on property less than or equal to an acre</li> </ul>	<ul style="list-style-type: none"> <li>0.33 spaces per 1,000 sq. ft. of exterior display area, excluding drive aisles</li> <li>1 space per 2,000 sq. ft. of parcel 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 sq. ft. of motorcycle display	No existing standard
Vehicle wrecking, salvage, or storage (including recreational vehicles and towing yards)	0.5 spaces per 1,000 sq. ft. of area or 5 spaces minimum	No existing standard
Automobile rental agency	3 spaces per 1,000 sq. ft. of GFA, plus area required for the storage of fleet vehicles, as approved by the Community Development Director, which may be in tandem arrangement	No existing standard



USE	PROPOSED REQUIRED NUMBER OF SPACES	CURRENTLY REQUIRED NUMBER OF SPACES
<b>Commercial Uses</b>		
Wholesale auto brokers	3 spaces per 1,000 sq. ft. of GFA	4 spaces/1,000 sq. ft. GFA
Retail auto brokers	3 spaces per 1,000 sq. ft. 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.	For Retail Auto Brokers, required parking shall be 4 spaces/1,000 sq. ft. 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 sq. ft. of GFA	No specific standard General manufacturing and processing uses rate would otherwise be applied at 2 spaces/1,000 sq. ft. GFA, inclusive of auxiliary office area, plus 1 space per company-owned vehicle.
Vehicle gas station	<p><i>If standalone: 2 spaces, not including pump island stalls</i></p> <p><i>With convenience store: 5 spaces per 1,000 sq. ft. of convenience GFA, with 50% of pump islands counted as parking stalls</i></p> <p><i>For service bays: 3.5 spaces per 1,000 sq. ft. of service bay GFA. Parking spaces abutting air and water</i></p>	<p>Listed under "Service and Repair"</p> <p>3 spaces/service bay for gas stations with service bays, auto repair, body shop, oil change, and smog check and other similar facilities where food, beverages, or sundries are sold on an incidental basis through vending machines or limited display areas representing less than 30 percent of the cashier or waiting area.</p> <p>In the case of gas stations with convenience stores, 2 stalls plus additional parking as required</p>

USE	PROPOSED REQUIRED NUMBER OF SPACES	CURRENTLY REQUIRED NUMBER OF SPACES						
Commercial Uses								
	<p>service shall not be included in the total number of parking spaces.</p> <p>For office area: 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>	<p>for convenience store. The gas station convenience store parking requirement shall be 1 space/800 sq. ft. of gross floor area. Parking spaces abutting air and water service shall not be included in the total number of parking spaces.</p> <p>Additional parking spaces shall be provided for service bays or car washes associated with gas stations with convenience stores at the ratios identified for such uses in this section.</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	Currently listed under “Car Wash 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 sq. ft. of gross floor area, not including tunnel	<table><tr><td>a. Hand Detail and Hand Polish</td><td>3 spaces/service bay (service bays maximum size, 18’ long by 16’ wide for single bay; 18’ long by 25’ wide for double bay)</td></tr><tr><td>b. Self Service and Coin Operated</td><td>2.5 spaces/wash bay (spaces may be located in open pavement area as long as on-site circulation is not blocked)</td></tr><tr><td>c. Automatic and Full Service (including hand dry)</td><td>6 spaces for employee parking and 5 spaces per car length of internal car wash tunnel capacity for dry off area (spaces may be located in open pavement area as long as on-site circulation is not blocked).</td></tr></table>	a. Hand Detail and Hand Polish	3 spaces/service bay (service bays maximum size, 18’ long by 16’ wide for single bay; 18’ long by 25’ wide for double bay)	b. Self Service and Coin Operated	2.5 spaces/wash bay (spaces may be located in open pavement area as long as on-site circulation is not blocked)	c. Automatic and Full Service (including hand dry)	6 spaces for employee parking and 5 spaces per car length of internal car wash tunnel capacity for dry off area (spaces may be located in open pavement area as long as on-site circulation is not blocked).
a. Hand Detail and Hand Polish	3 spaces/service bay (service bays maximum size, 18’ long by 16’ wide for single bay; 18’ long by 25’ wide for double bay)							
b. Self Service and Coin Operated	2.5 spaces/wash bay (spaces may be located in open pavement area as long as on-site circulation is not blocked)							
c. Automatic and Full Service (including hand dry)	6 spaces for employee parking and 5 spaces per car length of internal car wash tunnel capacity for dry off area (spaces may be located in open pavement area as long as on-site circulation is not blocked).							
Car wash- full service	0.5 spaces per employee, plus 5 spaces per car length of internal car wash tunnel for stacking and drying.							

USE	PROPOSED REQUIRED NUMBER OF SPACES	CURRENTLY REQUIRED NUMBER OF SPACES
<b>Commercial Uses</b>		
	Drying, and stacking spaces may be tandem and informally arranged.	
Car wash- self-service (hand-spray operated)	2.5 spaces per wash bay	<div> <div></div> <div>Auxiliary uses (i.e., office, retail) calculated separately.</div> </div> <div> <div>d. Hand Wash &amp; Hand Dry</div> <div>2 spaces per car length of internal car wash tunnel capacity for employee parking plus 5 spaces per car length of internal car wash tunnel capacity for dry off area (spaces may be located in open pavement area as long as on-site circulation is not blocked). Auxiliary uses (i.e., office, retail) calculated separately.</div> </div>
<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 loading/unloading zone	Current use only specifies "Day Care, nursery School" 2 spaces/employee
Family day care or community care, residential	Existing spaces required for residence	No existing standard
<b>Entertainment Uses</b>		
Amusement arcade and non-live entertainment venue	No change	Arcades, Pool Halls, Bingo Halls 5 spaces/1,000 sq. ft. GFA
Amusement park, commercial recreation facility, or unlisted recreational use	Parking Needs Assessment	No existing standard
Billiard parlor	2 spaces per table, plus ancillary uses calculated separately	Arcades, Pool Halls, Bingo Halls 5 spaces/1,000 sq. ft. GFA

USE	PROPOSED REQUIRED NUMBER OF SPACES	CURRENTLY REQUIRED NUMBER OF SPACES
<b>Commercial Uses</b>		
Bingo games	1 space per 3 seats, plus ancillary uses calculated separately	No existing standard
Bowling alley	No change	3 spaces/lane, with auxiliary uses calculated separately
Commercial sports facility	1 spaces per 4 fixed seats, plus 33 spaces per 1,000 sq. ft. of assembly GFA where no fixed seats are provided	No existing standard
Dance hall	No Change	1 space/7 sq. ft. gross dance floor area, with auxiliary uses calculated separately
Entertainment establishment	1 space per 4 fixed seats, plus 33 spaces per 1,000 sq. ft. of assembly GFA where no fixed seats are provided	No existing standard
Fortunetelling	Same as office rate	No existing standard
Miniature golf course	No Change	1.5 spaces/hole
Skateboard park	0.25 spaces per 1,000 sq. ft. of active skate park area	No existing standard
Skating rink	33 spaces per 1,000 sq. ft. of rink area, or 1 space per 4 fixed rink seats, whichever is greater	10 spaces/1,000 sq. ft. gross recreation area, with other uses calculated separately

USE	PROPOSED REQUIRED NUMBER OF SPACES	CURRENTLY REQUIRED NUMBER OF SPACES	
Commercial Uses			
Multiple screen cinemas	1 space per 3 fixed seats	Cinemas in shopping centers with less than 100,000 sq. ft. GFA	3 spaces/100 seats in addition to Figure 17.34.060.B requirements
		Cinemas in shopping centers with 100,000 to 199,000 sq. ft. GFA	No additional parking required for first 450 seats, then 3 spaces/100 seats for seating above 450 seats
		Cinemas in shopping centers with 200,000 or more sq. ft. GFA	No additional parking required for first 750 seats, then 3 spaces/100 seats for seating above 750 seats
Tennis/racquetball courts, public or private	No change	3 spaces/court, with other uses calculated separately	
Equestrian riding arena	Commercial: 1 space per 3 stalls, or 1 space per 4 fixed seats, whichever is greater, plus adequate loading/unloading zone  Residential, subdivision, or HOA: 1 space per 5 stalls	No existing standard	

USE	PROPOSED REQUIRED NUMBER OF SPACES	CURRENTLY REQUIRED NUMBER OF SPACES
<b>Commercial Uses</b>		
<b>Food and/or Alcohol Uses</b>		
Alcohol distillation; brewery or winery	<p><i>Without tasting room: 2 spaces per 1,000 sq. ft. of GFA including outdoor seating area</i></p> <p><i>With tasting room: 2 spaces per 1,000 sq. ft. if tasting room areas are equal to or less than 25% of GFA, or 10 spaces per 1,000 sq. ft. of tasting room area if tasting room areas are in excess of 25% of total GFA, including outdoor seating area</i></p>	No existing standard
Bars	33 spaces per 1,000 sq. ft. of assembly GFA	No existing standard
Liquor store	4 spaces per 1,000 sq. ft. of GFA	<p>No specific standard</p> <p>Retail rate of 5 spaces per 1,000 sq. ft. of GFA would otherwise be applied</p>
Packing and processing, food and agricultural	2 spaces per 1,000 sq. ft. of GFA	<p>No specific standard</p> <p>General manufacturing and processing uses rate would otherwise be applied at 2 spaces/1,000 sq.</p>

USE	PROPOSED REQUIRED NUMBER OF SPACES	CURRENTLY REQUIRED NUMBER OF SPACES		
Commercial Uses				
		ft. GFA, inclusive of auxiliary office area, plus 1 space per company-owned vehicle.		
Restaurant (stand-alone)- full service or counter service	10 spaces per 1,000 sq. ft.	10 spaces/1,000 sq. ft. GFA for first 4,000 sq. ft., then 14.2 spaces each 1,000 sq. ft. GFA above 4,000 sq. ft.		
Restaurant (when greater than 30% of commercial center is devoted to restaurant)- full service	10 spaces per 1,000 sq. ft.	10 spaces/1,000 sq. ft. GFA for first 4,000 sq. ft., then 14.2 spaces each 1,000 sq. ft. GFA above 4,000 sq. ft.		
Restaurant (when greater than 30% of commercial center is devoted to restaurant)- counter service	8 spaces per 1,000 sq. ft.	10 spaces/1,000 sq. ft. GFA for first 4,000 sq. ft., then 14.2 spaces each 1,000 sq. ft. GFA above 4,000 sq. ft.		
Restaurant (when less than 30% of commercial center is devoted to restaurant)- full service	5 spaces per 1,000 sq. ft. of GFA	5 spaces/1,000 sq. ft. of GFA. If restaurant space occupies more than 10% of total GFA, or if an individual restaurant contains more than 1,000 sq. ft., then additional parking shall be provided for excess restaurant space beyond the 10% or 1,000 sq. ft. The additional parking shall be calculated at the restaurant rate		
Restaurant (when less than 30% of commercial center is devoted to restaurant)- counter service	4 spaces per 1,000 sq. ft. of GFA			
		<table><tr><td>Restaurant areas occupying more than</td><td>Parking shall be provided as required above for</td></tr></table>	Restaurant areas occupying more than	Parking shall be provided as required above for
Restaurant areas occupying more than	Parking shall be provided as required above for			

USE	PROPOSED REQUIRED NUMBER OF SPACES	CURRENTLY REQUIRED NUMBER OF SPACES
<b>Commercial Uses</b>		
		15 percent of total shopping center GFA restaurants for areas in excess of 15% of total shopping center
Restaurant- 20 seats or fewer, or primary method is takeout	5 spaces per 1,000 sq. ft. of GFA	10 spaces/1,000 sq. ft. GFA for first 4,000 sq. ft., then 14.2 spaces each 1,000 sq. ft. GFA above 4,000 sq. ft.
Restaurant- with drive through window	13 spaces per 1,000 sq. ft. of restaurant GFA, exclusive of kitchen, storage, and restroom uses, plus appropriate stacking	10 spaces/1,000 sq. ft. GFA for first 4,000 sq. ft., then 14.2 spaces each 1,000 sq. ft. GFA above 4,000 sq. ft.
Restaurant- outdoor seating	<p><i>Restaurants in mixed-use zones: 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</i></p> <p><i>Restaurants with 20 seats or fewer in mixed-use zones: no additional parking for the first 1,000 sq. ft. of outdoor area, with 5 spaces per 1,000 sq. ft. of outdoor area thereafter</i></p>	10 spaces/1,000 sq. ft. GFA for first 4,000 sq. ft., then 14.2 spaces each 1,000 sq. ft. GFA above 4,000 sq. ft.



USE	PROPOSED REQUIRED NUMBER OF SPACES	CURRENTLY REQUIRED NUMBER OF SPACES
<b>Commercial Uses</b>		
	<i>Other restaurants: 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</i>	
<b>Medical Uses</b>		
Ambulance service	3 spaces per emergency fleet vehicle	No existing standard
Hospital	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.	Hospitals (providing acute care, clinical and surgical services) 1.5 spaces/patient bed
Medical clinic, urgent	6 spaces per 1,000 sq. ft. of GFA	No existing standard
Medical clinic, out-patient/dialysis/surgery center	5 spaces per 1,000 sq. ft. of GFA	No existing standard
Pharmaceuticals, production	2 spaces per 1,000 sq. ft. of GFA	No specific standard General manufacturing and processing uses rate would otherwise be applied at 2 spaces/1,000 sq.

USE	PROPOSED REQUIRED NUMBER OF SPACES	CURRENTLY REQUIRED NUMBER OF SPACES
<b>Commercial Uses</b>		
		ft. GFA, inclusive of auxiliary office area, plus 1 space per company-owned vehicle.
Pharmacy	4 spaces per 1,000 sq. ft. of GFA	No specific standard Retail rate of 5 spaces per 1,000 sq. ft. of GFA would otherwise be applied
<b>Miscellaneous Uses</b>		
Contractor's yard	0.5 spaces per 1,000 sq. ft. of GFA, plus spaces designated for company fleet (1 space per vehicle and towable equipment)	No existing standard
Laboratory; research and development	3 spaces per 1,000 sq. ft. of GFA	3.3 spaces/1,000 sq. ft. GFA
Production and recording studios	3 spaces per 1,000 sq. ft. of GFA	No existing standard
<b>Office Uses</b>		
Office, professional (including psychiatric or chiropractic offices, or offices of the like)	3 spaces per 1,000 sq. ft. of GFA	4 spaces/1,000 sq. ft. GFA for first 250,000 sq. ft., then 3 spaces/each 1,000 sq. ft. GFA over 250,000 sq. ft.
Medical offices (includes dental offices)	No change	Medical and Dental Offices 5 spaces/1,000 sq. ft. GFA

USE	PROPOSED REQUIRED NUMBER OF SPACES	CURRENTLY REQUIRED NUMBER OF SPACES	
Commercial Uses			
Production and/or Wholesale Uses			
General manufacturing or processing facilities, distribution warehouses, and wholesale sales	2 spaces per 1,000 sq. ft. of GFA	General Manufacturing and Processing Uses: 2 spaces/1,000 sq. ft. GFA, inclusive of auxiliary office area, plus 1 space per company-owned vehicle.	
Public, Social, or Institutional Land Uses			
Art galleries, museums, private libraries	No change	Libraries, Museums, Art Galleries 4 spaces/1,000 sq. ft. GFA	
Assembly uses (clubs and lodges)	33 spaces per 1,000 sq. ft. of assembly GFA	Union Halls, Lodges, Clubs, and other similar assembly uses 1 space/30 sq. ft. of gross assembly floor area	
Religious institution	1 space per 3 fixed seats, or 33 spaces per 1,000 sq. ft. of assembly GFA, whichever is greater	Church, chapel, religious facility, cemetery, mortuary 1 space/4 seats, or 1 space/30 sq. ft. of gross assembly area, whichever is greater (18 inches of continuous bench area = 1 seat)	
Convention center	Parking Demand Study	No existing standard	
Country clubs, golf courses, or driving range	Full country club: Parking Demand Study  Standalone golf course: 6 spaces per hole	No existing standard for Country Clubs	
		Golf	
		Driving Range	1 space/tee
		Regulation Course and Pitch and Putt	9 spaces/hole

USE	PROPOSED REQUIRED NUMBER OF SPACES	CURRENTLY REQUIRED NUMBER OF SPACES
<b>Commercial Uses</b>		
	<i>Driving range: 0.5 spaces per every driving range tee box</i>	
Mortuary (not including crematorium)	33 spaces per 1,000 sq. ft. of assembly GFA. Accessory uses such as office and flower shops parked separately.	No existing standard
Athletic fields, private	Parking Demand Study	No existing standard
Parks, private	2.5 spaces per 1,000 sq. ft. of area	No existing standard
<b>Recycling and Waste Land Use</b>		
Collection facilities, large (recycling)	6 spaces	Space will be provided on site for six vehicles to circulate and to deposit recyclable materials
Collection facilities, small (recycling)	0 spaces	No existing standard
Waste, processing, and refuse facilities	2 spaces per 1,000 sq. ft. of GFA, then 1.5 spaces per 1,000 sq. ft. of GFA over 50,000 sq. ft. of GFA	No existing standard
<b>Retail Uses</b>		
Bulk retail (such as furniture and appliances)	No change	2 spaces/1,000 sq. ft. of indoor GFA

USE	PROPOSED REQUIRED NUMBER OF SPACES	CURRENTLY REQUIRED NUMBER OF SPACES
<b>Commercial Uses</b>		
Commercial centers- over 25,000 sq. ft.	4 spaces per 1,000 sq. ft. of retail GFA to 25,000 sq. ft. of total GFA, plus 3.5 spaces for each additional 1,000 sq. ft. of retail GFA over 25,000 sq. ft. of total GFA. Uses with a non-retail parking rate are calculated at their respective rates.	Shopping Center (25,000 sq. ft. or greater)
		Parking shall be provided in accordance with the graph in Figure 17.34.060.B, regardless of tenant use, with the following exceptions:
		Cinemas in shopping centers with less than 100,000 sq. ft. GFA
		3 spaces/100 seats in addition to Figure 17.34.060.B requirements
		Cinemas in shopping centers with 100,000 to 199,000 sq. ft. GFA
		No additional parking required for first 450 seats, then 3 spaces/100 seats for seating above 450 seats
		Cinemas in shopping centers with 200,000 or more sq. ft. GFA
		No additional parking required for first 750 seats, then 3 spaces/100 seats for seating above 750 seats
		Office space occupying less than 50 percent of total shopping center GFA
		No additional parking required; office space calculated the same as retail for the center
		Office space occupying more than 50 percent of total shopping center GFA
		4 spaces/1,000 sq. ft. of office-GFA in excess of 50% of total shopping center
		Restaurant areas occupying more than 15 percent of total shopping center GFA
		Parking shall be provided as required above for restaurants for areas in excess of 15% of total shopping center

USE	PROPOSED REQUIRED NUMBER OF SPACES	CURRENTLY REQUIRED NUMBER OF SPACES																								
Commercial Uses																										
		<div><p>Shopping Center Parking Requirements</p><table><caption>Shopping Center Parking Requirements Data</caption><thead><tr><th>Shopping Center Size TSF</th><th>Parking Spaces per TSF</th></tr></thead><tbody><tr><td>25</td><td>5.0</td></tr><tr><td>50</td><td>4.9</td></tr><tr><td>75</td><td>4.7</td></tr><tr><td>100</td><td>4.5</td></tr><tr><td>150</td><td>4.3</td></tr><tr><td>200</td><td>4.15</td></tr><tr><td>300</td><td>4.1</td></tr><tr><td>400</td><td>4.3</td></tr><tr><td>500</td><td>4.6</td></tr><tr><td>600</td><td>4.9</td></tr><tr><td>700</td><td>4.9</td></tr></tbody></table></div>	Shopping Center Size TSF	Parking Spaces per TSF	25	5.0	50	4.9	75	4.7	100	4.5	150	4.3	200	4.15	300	4.1	400	4.3	500	4.6	600	4.9	700	4.9
Shopping Center Size TSF	Parking Spaces per TSF																									
25	5.0																									
50	4.9																									
75	4.7																									
100	4.5																									
150	4.3																									
200	4.15																									
300	4.1																									
400	4.3																									
500	4.6																									
600	4.9																									
700	4.9																									
Commercial centers- under 25,000 sq. ft.	Each use within the commercial center shall comply with the parking requirements for said use.	5 spaces/1,000 sq. ft. of GFA. If restaurant space occupies more than 10% of total GFA, or if an individual restaurant contains more than 1,000 sq. ft., then additional parking shall be provided for excess restaurant space beyond the 10% or 1,000 sq. ft. The additional parking shall be calculated at the restaurant rate																								
General retail	4 spaces per 1,000 sq. ft. of GFA	5 spaces/1,000 sq. ft. of GFA. If restaurant space occupies more than 10% of total GFA, or if an individual restaurant contains more than 1,000 sq.																								

USE	PROPOSED REQUIRED NUMBER OF SPACES	CURRENTLY REQUIRED NUMBER OF SPACES
<b>Commercial Uses</b>		
		ft., then additional parking shall be provided for excess restaurant space beyond the 10% or 1,000 sq. ft. The additional parking shall be calculated at the restaurant rate
<b>School Land Uses</b>		
Preschool	2 spaces per employee, plus adequate loading/unloading zone	Day Care, Nursery School 2 spaces/employee
Kindergarten - 8 <sup>th</sup> Grade	1.8 spaces per classroom, plus adequate loading/unloading zone	Elementary and Junior High School 1.8 spaces/classroom
High school	8 spaces per classroom, plus adequate loading/unloading zone	8 spaces/classroom
Business colleges; trade and technical schools	25 spaces per 1,000 sq. ft. of instructional GFA, plus 3 spaces per 1,000 sq. ft. of office GFA; or conditional use permit with Parking Needs Assessment	Trade School, Business School, Adult Education 1 space/35 sq. ft. of instructional area GFA
Instructional use	No change	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 may be justified

USE	PROPOSED REQUIRED NUMBER OF SPACES	CURRENTLY REQUIRED NUMBER OF SPACES
<b>Commercial Uses</b>		
College or university, private	<a href="#">Parking Demand Study via conditional use permit</a>	1 space/employee, plus 4 spaces/10 students based on maximum classroom capacity Parking for on-campus student housing may be deducted from requirements if commuter-only lots are not available to student residents. Also, due to unique needs of colleges, a conditional use permit may be granted by the Planning Commission where different parking standards may be justified.
<b>Service Uses</b>		
<a href="#">Appliance/equipment/furniture repair and service</a>	<a href="#">2 spaces per 1,000 sq. ft. of GFA</a>	No existing standard
Banks and financial institutions	<a href="#">4 spaces per 1,000 sq. ft. of GFA</a>	Financial Services (banks, savings and loans, credit unions) 5 spaces/1,000 sq. ft. GFA
<a href="#">Barber, beauty shop, salon, spa, accessory massage service, or similar</a>	<a href="#">4 spaces per 1,000 sq. ft. of GFA</a>	No existing standard Staff applies the retail rate of 5 spaces/1,000 sq. ft. GFA
<a href="#">Massage establishments</a>	<a href="#">5 spaces per 1,000 sq. ft. of GFA</a>	No existing standard Staff applies the retail rate of 5 spaces/1,000 sq. ft. GFA
<a href="#">General services not specified elsewhere</a>	<a href="#">4 spaces per 1,000 sq. ft. of GFA</a>	No existing standard



USE	PROPOSED REQUIRED NUMBER OF SPACES	CURRENTLY REQUIRED NUMBER OF SPACES
<b>Commercial Uses</b>		
Laundromat	No change	1 space/3 washing machines
<b>Storage or Warehousing Uses</b>		
Indoor warehousing under 10,000 sq. ft.	2 spaces per 1,000 sq. ft. of GFA	No existing standard Staff applies the General Manufacturing and Processing Uses rate of 2 spaces/1,000 sq. ft. GFA, inclusive of auxiliary office area, plus 1 space per company-owned vehicle.
Indoor warehousing over 10,000 sq. ft.	No change	Warehouse over 10,000 sq. ft. 0.5 spaces/1,000 sq. ft. GFA
Mini-warehousing/self-storage	0.3 spaces per 1,000 sq. ft., or 5 spaces minimum, whichever is greater	Mini-Storage Warehouse 4 spaces/1,000 sq. ft. office GFA, or 3 spaces, whichever is greater
Outdoor storage	0.5 spaces per 1,000 sq. ft. of outdoor GFA, plus 1.5 spaces per 1,000 sq. ft. of GFA	No existing standard Outdoor Sales, including plant nurseries, lumber yards, car sales, and salvage yards: 1 space/1,000 sq. ft. indoor GFA, plus 1 space/1,000 sq. ft. gross outdoor retail area



## Parking Zoning Standards Update

Submitted to the City of Orange  
by IBI Group  
February 12, 2020



Defining the cities of tomorrow  
[www.ibigroup.com](http://www.ibigroup.com)

## Contents

1 PURPOSE AND OBJECTIVES .....	2
2 METHODOLOGY/APPROACH .....	3
3 ANALYSIS AND RECOMMENDATIONS .....	7
3.1 ACCESSORY USES .....	7
3.2 AGRICULTURE/HORTICULTURE .....	7
3.3 ANIMAL-ORIENTED USES .....	9
3.4 AUTOMOTIVE USES .....	11
3.5 CARE FACILITY USES .....	15
3.6 ENTERTAINMENT USES .....	17
3.7 FOOD AND/OR ALCOHOL USES .....	21
3.8 HOUSING USES .....	26
3.9 MEDICAL USES .....	29
3.10 MISCELLANEOUS USES .....	31
3.11 OFFICE USES .....	32
3.12 PRODUCTION AND/OR WHOLESALE USES .....	33
3.13 PUBLIC, SOCIAL, OR INSTITUTIONAL USES .....	34
3.14 RECYCLING AND WASTE USES .....	37
3.15 RETAIL USES .....	38
3.16 SCHOOL USES .....	40
3.17 SERVICE USES .....	42
3.18 STORAGE OR WAREHOUSING USES .....	44
4 ADDITIONAL PARKING CONSIDERATIONS .....	46
4.1 PARKING AREA DIMENSIONS .....	46
4.2 MAINTENANCE AND OPERATIONS OF PARKING AREAS .....	46
4.3 LOADING AREAS .....	47
4.4 TANDEM PARKING .....	48
4.5 SHARED PARKING .....	49
4.6 MOTORCYCLE PARKING AREA .....	49
4.7 MIXED-USE ZONES .....	50
5 CONCLUSION .....	51
APPENDIX A .....	52

## 1 PURPOSE AND OBJECTIVES

The City of Orange is seeking to update its parking ordinance in an effort to ensure that its parking standards are effective and accurately meet the parking demands of the variety of land uses and development contexts across the City. IBI Group was retained by the City to provide recommendations for the City's Parking Ordinance update with the goal of ensuring that the new standards are "right sized" and provide adequate onsite parking with sufficient flexibility to accommodate and encourage reinvestment and revitalization of underutilized properties. The purpose of this effort is to provide the City with the information based on modern-day industry standards and empirical research to streamline their development review process, simplify the codes, and update existing standards to reflect best practices.

The City's parking ordinance was last updated as part of a comprehensive Zoning Code update in 1995. In an effort to make the Zoning Code more user-friendly, the City has reorganized their various land use types into a single Master Land Use Matrix to establish consistencies in the treatment of similar land use types. This parking requirements study reflects these reorganized land use types, and provides an analysis of the existing components in Chapter 17.34 (Off-Street Parking and Loading) of the City's Code. The City has already modified the Zoning Code's multiple-family residential parking standards, and as such, this land use type is not included in this analysis.

This report provides recommended parking standards for all land use types across 18 different categories. These recommendations for the City of Orange's Zoning Standards Update are derived from analytical review of observed parking demand, the City's current parking standards, parking standards of peer municipalities, and industry demand rates from the Institute of Transportation Engineers (ITE).

Additionally, the report provides guidance on the components of the Off-Street Parking and Loading section of the Code where updates are recommended. These include parking area dimensions & locations, maintenance and operation of permanent and temporary parking areas, loading areas, tandem parking, and shared parking.

## 2 METHODOLOGY/APPROACH

In order to recommend appropriate parking standards for each of the land use types within the City, this report evaluates parking ratios based on observed demand from field surveys, parking standards from peer cities, and industry standards/empirical data.

### Survey Sites

Seven sample sites, chosen in coordination with City staff, were surveyed to identify a variety of typical/common commercial, office, and industrial land uses throughout the City of Orange. The observational off-street parking field surveys were conducted hourly on one weekday and one weekend day in 2018 from 8:00 am to 7:00 pm. Table 2.1 details the seven sites chosen for observational field surveys in this study, including land use type, building square footage, occupied square footage, existing parking supply, and weekday peak occupancy.<sup>1</sup>

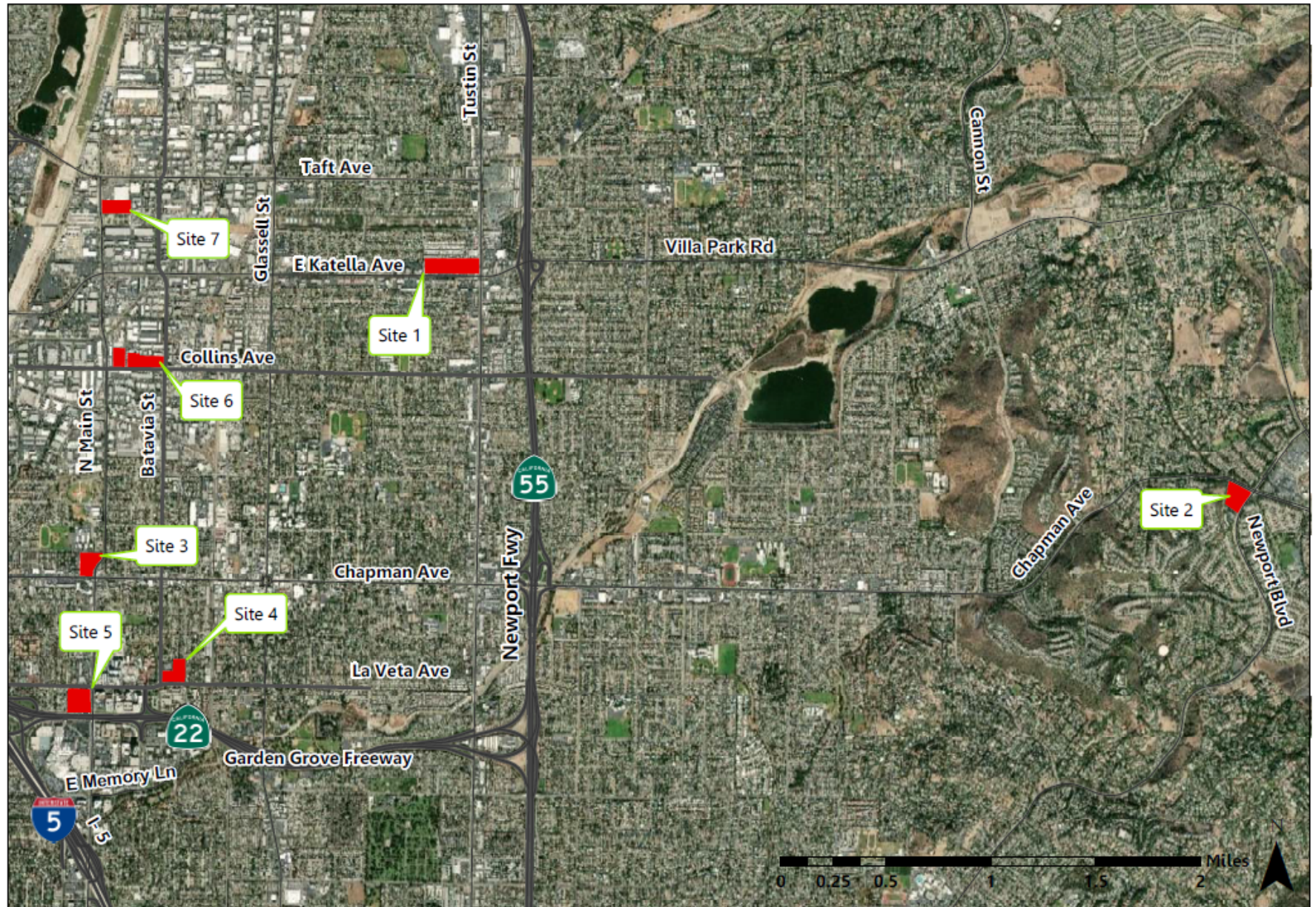
It should be noted that the observed parking demand ratios from the survey sites were not the only source in recommending parking standards for those particular uses. The observed parking demand was compared against peer city rates and industry standards and in some cases the recommended standard reflects a combination of all three sources, tailoring recommendations specifically to the City of Orange.

Figure 2.1 shows the location of each of the seven survey sites.

---

<sup>1</sup> Weekend occupancy was also observed during field surveys. However, Weekday Peak Occupancy is generally higher than Weekend Peak Occupancy for these land uses and was used in this study for comparative purposes.





**Figure 2.1: Field Survey Study Site Locations**



TABLE 2.1 SURVEY SITES

Site	Land Use	Description	Building Sq. Ft.	5 Yr. Average Vacancy Rate	Sq. Ft. Occupied (% occupied)	Parking Supply	Weekday Peak Occupancy	Observed Demand Rate	City of Orange Required Parking Rate
Site 1	Commercial	Tuskatella Center	151,123	3.6%	145,682 (96.4%)	654	529 (81%)	3.63	5 spaces per 1,000
Site 2	Commercial	Chapman and Newport	71,509	3.6%	68,934 (96.4%)	336	263 (78%)	3.82	5 spaces per 1,000
Site 3	Commercial	Chapman and Main	78,636	3.6%	75,805 (96.4%)	303	201 (66%)	2.65	5 spaces per 1,000
Site 4	Office	La Veta and Parker	124,029	9.3%	112,494 (90.7%)	359	371 (100%) <sup>2</sup>	3.3	4 spaces per 1,000
Site 5	Office	500-550 S. Main St.	525,495	9.3%	476,623 (90.7%)	1452	809 (56%)	1.7	4 spaces per 1,000
Site 6	Industrial	Collins and Batavia	147,669	1.7%	145,158 (98.3%)	334	171 (51%)	1.18	2 spaces per 1,000
Site 7	Industrial	Main and Yale	91,173	1.7%	89,623 (98.3%)	226	194 (86%)	2.16	2 spaces per 1,000

Detailed descriptions of the land uses at these sites are as follows:

- **Site 1 (Commercial) – Tuskatella Center:** Shopping center with various retail, service, and food-oriented uses including Smart and Final, CVS, TJMaxx, FedEx, Papa John's, Five Guys, Jersey Mike's, Pollo Loco, Chase Bank, and the Vitamin Shoppe.
- **Site 2 (Commercial) – Chapman and Newport:** Shopping center with various retail, service, and food-oriented uses including Pacific Ranch Market, Wise Guys Pizzeria, Orange Hill Liquor, Tru Bru Coffee, Cyrano's Caffe, Da Bianca, Curves, Massage Envy, a Dentistry, and Heritage Christian Fellowship.
- **Site 3 (Commercial) – Chapman and Main:** a shopping center anchored by a Ralph's, including a Marshall's, Dollar Tree, and additional uses including UPS, Nutrishop, Sprint, a Credit Union, Philly's Cheesesteaks, and a dentist.
- **Site 4 (Office) – La Veta and Parker:** a medical office site including the Batavia Woods Medical Center, UCI Medical Center, and Women's Imaging Center.
- **Site 5 (Office) – 500-550 Main Street:** a professional office site including the offices of the Orange County Transportation Authority.
- **Site 6 (Industrial) – Collins and Batavia:** industrial and commercial uses including a variety of automotive part sales and lawn mower equipment.
- **Site 7 (Industrial) – Main and Yale:** industrial and commercial uses including wholesale and merchandising uses.

<sup>2</sup> Parking occupancy counts included vehicles parked in unmarked spaces. This site experienced 100% occupancy accompanied by overflow, noted by a higher occupancy count over supply.

The Observed Demand Rate is found by dividing the Weekday Peak Occupancy by the Occupied Square Footage per 1,000 sf. For Site 1, for example:

*Weekday Peak Occupancy (529) divided by Occupied Square Footage per 1,000 sf. (145.682)*

*Equals the Observed Demand Rate (3.63)*

While the observed demand rate from these study sites provide useful data in determining a parking rate for a similar recommended land use type, this data is only used in part to determine the recommended rates provided below within Section 3 Analysis and Recommendations. In a number of recommended land use types, the observed demand rate from these study sites might deviate from the recommended parking rate for a number of reasons, including more uniform peer city data, consistency with other recommended parking rates, and the potential influence of shared parking for these larger sites, compared to a whole site delegated for a specific use.

For comparative purposes, the City Required Parking Rate is shown next to the Observed Demand Rate in Table 2.1. All sites, except for Site 7, show the Observed Demand Rate lower than the City Required Parking Rate.

### **Comparable Cities**

The cities of Fullerton, Costa Mesa, Anaheim, Santa Ana, Tustin, and Pasadena were chosen for comparative purposes, based on similar land use types, size, and geographic location. The City of Pasadena was included as they are considered to be progressive in the area of parking management and modified parking standards. The standards used for comparison were chosen based on applicable parking standards in each city's corresponding zoning code according to the most appropriate land use type. Where no data was present for the comparable cities, additional research was conducted (where applicable) for other municipalities outside of the peer cities to provide guidance.

### **ITE Parking Generation Rates**

Lastly, parking standards referenced from the nationally-recognized *ITE Parking Generation Manual (4<sup>th</sup> Edition)* were also utilized in determining the appropriateness of various parking ratios. ITE parking demand rates are based on empirical data from survey sample sites across the United States and represent industry-wide standards where data is not available through other sources.



### 3 ANALYSIS AND RECOMMENDATIONS

IBI has categorized every land use in the City of Orange with a corresponding right-sized parking standard. Each land use is allocated into one of 18 categories implemented by the City of Orange, depending on their general use. Each land use, within their category, is shown in a table with a designation number. The designation number is solely for organizational purposes only.

Each designation number represents a unique parking standard, shown in a table following each land use category. A designation number marked “Removed” does not receive a parking standard, as that specific use does not warrant a justified parking rate (no data, antiquated, accessory, or redundant). All other land uses will have either one or multiple designation numbers associated with that land use. A land use with one designation number means that that use is associated with that parking standard. A land use with multiple designation numbers means specificity was needed, and that use can be broken down into numerous parking standards when implemented, depending on how the land use is implemented. There are instances where multiple land uses receive the same designation number. In most cases, this was used to reduce redundancy or to pair similar uses with similar parking rates.

The parking standard table accompanying each land use shows the designation number, the associated parking standard, the parking rate for each standard, and justification for the parking rate. Following this table is more description on why land uses were either combined or separated, with additional justification.

This section of the memorandum discusses the analysis and resulting recommendations for each of the 18 categories of land use types. For simplicity, the section is broken down by land use type. The comprehensive table found in Appendix A details every land use currently in the City’s Master Land Use Table as well as every associated land use for every peer city, where applicable. The columns next to each land use provide, if applicable, the minimum parking requirement currently in place in the City of Orange, comparable cities, the demand rate as stated by ITE,<sup>3</sup> and any applicable results from the field survey.<sup>4</sup> Based on this information, the last column in the table includes recommended parking rates. Each subsection provides detailed discussion regarding the approach taken to arrive at the recommended parking standards.

A majority of uses and their rates are established by their gross floor area (GFA). In general, GFA is defined as the sum of all floor space within a building. In a few instances, GFA cannot be applied, such as at a skate park or contractor’s yard. For those specialty uses where GFA cannot be directly applied, the rate justification will explain the specific method on how the rate is to be applied.

#### 3.1 ACCESSORY USES

None of the accessory uses listed in the Master Land Use table provided by the City require parking. As such, there are no recommended parking rates for this category.

#### 3.2 AGRICULTURE/HORTICULTURE

Current Agriculture/Horticulture land uses in the City of Orange are shown in Table 3.1. This table details how land uses have been designated pertaining to recommended parking standards. Land use types have either been: removed as they do not warrant a standard, kept if they warrant a parking standard, or revised either due to redundancy, consistency, clarity, or need for additional specificity. All land uses, parking standards, and designations are justified following the tables.

<sup>3</sup> The Institute of Transportation Engineers, *Parking Generation*, 4<sup>th</sup> Edition (2010).

<sup>4</sup> Demand rates are based on occupied square footage at each site.

**Table 3.1: Agriculture/Horticulture Land Use Designations**

Agriculture/Horticulture Land Use Types	Designation Number
Agriculture/Horticulture	AG.1
Commercial Nursery with Seasonal Sales	AG.2
Greenhouse	Removed
Plant Nurseries, retail	AG.2
Row Crops	AG.1
Tree and Shrub Farms	AG.1
Tree Crops and Orchards	AG.1

All land uses in Table 3.1 above have a designation number to show which parking standard applies to that particular use. For consolidation purposes, IBI recommends combining and revising the non-removed uses, shown in Table 3.2:

**Table 3.2: Agriculture/Horticulture Parking Rates and Justification**

Designation Number	Recommended Agriculture/Horticulture Land Use Types	Recommended Parking Rate	Recommendation Justification
AG.1	Agriculture/Horticulture (Row crops, Tree and Shrub Farms, Tree crops and orchards)	1 space per 2 acres	-Fits in line with peer city Anaheim -No established ITE rate -No other peer city provides parking data for agriculture use
AG.2	Commercial Plant nurseries, retail or seasonal sales	1 space per 1,000 sq. ft. of GFA, plus 1 space per 1,000 sq. ft. of outdoor display	-Based on research of six peer cities with highly variable parking standards, current City of Orange standard is adequate.

**AG.1** – Row crops, tree and shrub farms, and tree crops and orchards, have been combined with agriculture and horticulture as these land uses are similar and their parking standard is not anticipated to vary. Only the City of Anaheim provides a rate for this land use type. With no additional data points from ITE or other peer municipalities, IBI recommends matching the Anaheim rate.

**AG.2** – Commercial plant nurseries for either retail or seasonal sales have been combined as these land uses are similar and their parking standard is not anticipated to vary. For outdoor sales such as nurseries, the City of Orange requires providing 1 space per 1,000 square feet of indoor gross floor area (GFA) and 1 space per 1,000 sq. ft. of outdoor retail area. All peer cities show higher rates for this use. Costa Mesa shows a rate for indoor area at 4 spaces per 1,000, plus 2 spaces per 1,000 outdoor area. Anaheim shows a rate of 4 spaces per 1,000 for indoor area, plus 0.4 spaces per 1,000 for outdoor area. Santa Ana provides a rate at 2 spaces per 1,000 for indoor and outdoor areas, plus 4 spaces per 1,000 of office area. Tustin's rate is 4 spaces per 1,000 plus a rate of 1 space per 1,000 for outdoor area. Pasadena's rate does not distinguish between indoor and outdoor, but gives a rate of 2.5 spaces per 1,000. ITE does not provide rates for a comparable use. Due to the wide variation in parking standards, no changes to the City's current requirement for nursery sales are recommended. The city's outdoor rate is in line with peer city rates. Additionally, indoor uses within this land use type are generally limited, so the lower city rate would appear to be adequate.

### 3.3 ANIMAL-ORIENTED USES

Current Animal-Oriented land use types permitted in the City of Orange are shown in Table 3.3. This table details how land uses have been designated pertaining to recommended parking standards. Land uses have either been: removed as they do not warrant a parking standard, kept if they warrant a land use standard, or revised either due to redundancy, consistency, clarity, or additional specificity. Justification for all land uses, parking standards, and designations follow each of the tables.

**Table 3.3: Animal-Orientated Land Use Designations**

Animal-Oriented Land Use Types	Designation Number
Animal Keeping	Removed <sup>5</sup>
Animal Raising and Keeping in excess of specified limits	Removed
Animal Raising—Large Animals	Removed
Animal Raising—Small Animals	Removed
Animal Raising—Wild Animals	Removed
Apiary	Removed
Dairy, commercial	Removed
Dog and cat grooming w/o boarding	AN.1
Dog and cat grooming with boarding	AN.2
Egg ranch and farm, commercial	Removed
Fishing pond or stream	Removed
Hatcheries	Removed
Hog and livestock feeding ranch (including feeding of garbage or offal)	Removed
Hog and livestock feeding ranch (not including feeding of garbage or offal)	Removed
Keeping of Horses and Livestock	Removed
Kennels, Dog	AN.3
Stables	AN.3
Veterinary clinic, animal hospital (boarding permitted only as part of medical treatment)	AN.4
Veterinary clinic, animal hospital with boarding	AN.4
Veterinary clinics and livestock animal hospitals	AN.4
Zoo	AN.5

All land uses in Table 3.3 above have a designation number to show which parking standard applies to each particular use. For consolidation purposes, IBI recommends combining and revising the non-removed uses, shown in Table 3.4:

<sup>5</sup> A majority of animal-oriented land uses have been removed per discussion with city staff. These uses are typically antiquated and uncommon, and therefore do not warrant a standalone parking standard in the City of Orange. If a removed use where to develop with the City, the parking standard for that use would be subject to City of Orange discretion.

**Table 3.4: Animal-Orientated Parking Rates and Justification**

Designation Number	Recommended Animal-Oriented Land Use Types	Recommended Parking Rate	Recommendation Justification
AN.1	Dog and cat grooming w/o boarding	4 spaces per 1,000 sq. ft. of GFA	-Without boarding, related to service use (see SR.4 General Services) -Reduction justified by four lower data points (Anaheim, Tustin, Pasadena, and ITE)
AN.2	Dog and cat grooming with boarding	4 spaces per 1,000 sq. ft. of GFA, plus 1 space per 10 boarded pets	-Similar service as above, gets same rate, plus an additional increase for adding boarding as service -Only Anaheim shows a distinction between grooming w/ or w/o boarding
AN.3	Kennels and Stables	3 spaces per 1,000 sq. ft. of GFA	-Not enough data points to justify solely on code -Rate established through analysis of 5 existing kennels and stables throughout Northern Orange County
AN.4	Veterinary clinic/hospital, with or without boarding, including or not including livestock animals	5 spaces per 1,000 sq. ft. of GFA	-No distinction in any data point (6 peer cities and ITE rate) between varying vet uses, so a combination is recommended -5/1,000, as medical use demands higher rate than general service -medical rate avg. at 5 per 1,000 sq. ft. among all data points (See MD.4)
AN.5	Zoo	12 spaces per 1 acre	-Only one data point (ITE)

**AN.1 and AN.2** – Dog boarding without grooming is separated from grooming with boarding as they exhibit different parking profiles. Grooming without boarding is related to a service use, specified in more detail in Section 3.16 Service Uses. Grooming with boarding receives the same parking rate per area, but has an additional requirement for the additional boarding service. Of the six peer cities, only Anaheim separates the two categories in their parking standards. IBI recommends to provide the same rate for the additional boarding that Anaheim provides, at 1 space per 10 boarded pets.

**AN.3** – Kennels and Stables were combined because they exhibit similar parking profiles based on research of existing kennels and stables throughout Northern Orange County. Limited data is provided by the peer cities and no rate exists within ITE. Given the lack of data available, it is recommended that the rate be based on an average of the rates identified from existing kennels and stables. Furthermore, the rate recommended is in line with the peer City of Tustin.

**AN.4** – All veterinary uses are combined into one land use type and corresponding parking rate. None of the peer cities differentiates between the multiple distinctions in veterinary uses. For consistency, IBI recommends using the same rate as MD.4 (Medical Clinic) and OF.3 (Medical Office). Among all peer cities, the range rate is between 4 spaces per 1,000 (Tustin) and 6 spaces per 1,000 (Costa Mesa). Rates required by the Cities of Fullerton and Anaheim are also slightly higher at 5.49 and 5.5 spaces, respectively, while other cities analyzed show similar rates to Orange. The demand rate specified by ITE is lower at 2.30 spaces. As the ITE rate is significantly lower than the cities' rates, which are similar in comparison with one another, we recommend considering the local context and maintaining the City's current rate for these uses.

**AN.5** – Zoos are not currently included in any of the peer cities parking standards, but the demand rate as reported by ITE is 0.28 spaces per 1,000 square feet, or 12 spaces per acre. As such, it is recommended that the City utilize this rate for the Zoo land use type.

### 3.4 AUTOMOTIVE USES

Current Automotive land uses in the City of Orange are shown in Table 3.5. This table details how land uses have been designated pertaining to recommended parking standards. Land uses have either been: removed as they do not warrant a standard, kept if they warrant a parking standard, or revised either due to redundancy, consistency, clarity, or additional specificity. All land uses, parking standards, and designations are justified following the tables.

**Table 3.5: Automotive Land Use Designations**

Automotive Land Use Types	Designation Number
Auto Accessories - sales, service or, installation (such as automobile alarm, phone or stereo installation, tires, batteries)	AT.1, AT.2
Automobile Accessories, Sale of Services Related to the Retail Merchandising of Auto Accessories in the Commercial Recreation (CR) Zone.	AT.1, AT.2
Automobile body shop	AT.2
Automobile broker—retail sales	AT.7
Automobile broker—wholesale sales	AT.7
Automobile parts and supplies, Assembly	AT.10
Automobile Rental Agency (with on-site auto storage)	AT.7
Automobile repair—major	AT.2
Automobile repair—minor, on properties adjacent to residential districts	AT.2
Automobile repair—minor, on properties not adjacent to residential districts	AT.2
Automobile repair—Vehicles of historic value (per California Vehicle Code)	AT.2
Automobile sales and related service activities	AT.1, AT.2, AT.3, AT.4
Automobile sales—Vehicles of historic value (per California Vehicle Code)	AT.1, AT.2, AT.3, AT.4
Automobile service stations or gas station <sup>6</sup>	AT.2, AT.11
Automobile wrecking, salvage and storage	AT.6
Boat sales and service	AT.1, AT.2, AT.3, AT.4
Car wash/auto detailing	AT.12, AT.13, AT.14, AT.15
Motorcycle sales and service	AT.5
Overnight truck trailer stop	Removed
Parking structure	Removed
Parking lot/structure, private (stand-alone)	Removed
Recreational vehicle sales and service	AT.1, AT.2, AT.3, AT.4
Recreational Vehicle Storage Facility	AT.6
Tire sales and installation	AT.1, AT.2
Truck Repair (more than 1 ton capacity)	AT.2
Truck terminals	Removed
Truck wash	Removed
Used car sales (with no service facilities)	AT.3, AT.4

<sup>6</sup> This singular use, taken from City code, will be broken into two separate uses. Automobile service stations will receive the AT.2 Vehicle repair, modification, and service rate. Automobile gas stations will receive the AT.11 Vehicle gas station rate.

All land uses in Table 3.5 above have a designation number to show which parking standard applies to each particular use. For consolidation purposes, IBI recommends combining and revising the non-removed uses, shown in Table 3.6:

**Table 3.6: Automotive Parking Rates and Justification**

Designation Number	Recommended Automotive Land Use Types	Recommended Parking Rate	Recommendation Justification
AT.1	Vehicle parts sales	4 spaces per 1,000 sq. ft. of GFA	-Standard retail rate (see RT.4 General Retail)
AT.2	Vehicle repair, modification, and service	3.5 spaces per 1,000 sq. ft. of GFA	-3.5 per 1,000 sq. ft. is Anaheim standard for repair, and avg. of all repair uses among data points -3.5 per 1,000 sq. ft. is equivalent to 3 spaces per bay, but retains consistency
AT.3	Vehicle sales, showroom	2.5 spaces per 1,000 sq. ft. of GFA	-2.5 per 1,000 sq. ft. is Anaheim standard for showroom -No ITE rate for this use -No other specific data points for showroom
AT.4	Vehicle sales, outdoor display	0.33 spaces per 1,000 sq. ft. of GFA, excluding drive aisles	-Rate determined through research for the Cities of Westminster and Fontana -Existing site analysis at Selman Chevrolet was also determined to fall in line with this rate
AT.5	Motorcycle dealership	2 spaces per 1,000 sq. ft. of motorcycle display	-Rate in line with peer cities Santa Ana and Westminster
AT.6	Vehicle wrecking, salvage, or storage (including recreational vehicles)	0.5 spaces per 1,000 sq. ft. of area or 5 spaces minimum	-Rate is consistent with peer cities Fullerton, Tustin and Pasadena -5 space minimum for smaller yards
AT.7	Automobile rental agency	4 spaces per 1,000 sq. ft. of GFA, plus 1 space per fleet vehicle	-Standard retail rate -No data points from any peer city or ITE -Remains consistent with current Orange standard
AT.8	Wholesale Auto Brokers	3 spaces per 1,000 sq. ft. of GFA	-Same as office rate (OF.1)
AT.9	Retail Auto Brokers	3 spaces per 1,000 sq. ft. 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.	-Consistent with existing recently approved City rate
AT.10	Vehicle parts and supplies, assembly	2 spaces per 1,000 sq. ft. of GFA	-Assembly use receives the production rate (see PW.1 General Manufacturing)

Designation Number	Recommended Automotive Land Use Types	Recommended Parking Rate	Recommendation Justification
AT.11	Vehicle gas station	<p><i>If standalone:</i> 2 spaces, not including pump island stalls</p> <p><i>With Convenience:</i> 5 spaces per 1,000 sq. ft. of convenience GFA, with 50% of pump islands counted as parking stalls</p> <p><i>For Service Bays:</i> Use AT.2 (3.5 spaces per 1,000 sq. ft. of service bay GFA)</p> <p><i>For office area:</i> absorbed as an accessory use</p>	<p>-For standalone, 2 spaces is consistent with 2 data points and the current Orange standard</p> <p>-With Convenience, rate aligns with previous IBI study on gas station parking demand</p> <p>-Rate is consistent with peer cities Anaheim and Santa Ana</p> <p>-50% clause due to pump users parking in pump stalls to shop at convenience store</p> <p>-Rate for gas stations with service bays is consistent with IBI parking studies for these types of uses.</p>
AT.12	Car Wash- Automatic (in bay – typical to gas stations)	1 space per facility, plus 3 car stacking for each wash stall, plus a 10 ft. x 20 ft. area for every air/water/vacuum facility	<p>-Only one space required, as parking is rare for this use (also typically in conjunction to a convenience store)</p> <p>-1 space per facility in line with two peer cities Santa Ana and Tustin</p> <p>-3 car stacking as typical length for such facilities</p> <p>-3 car stacking in line with peer city Pasadena</p> <p>-Required 10 x 20 zone for self-maintenance auto care when applicable</p>
AT.13	Car Wash- Automatic (tunnel)	2.5 vacuum bays/ wipe down bays per every 20 feet of car wash tunnel, plus 3 spaces per 1,000 sq. ft. of office and break room uses	<p>-Similar to City of Irvine</p> <p>-In line with Rapids Express Car Wash</p> <p>-3 spaces per 1,000 is consistent with the OF.1 Office rate</p>
AT.14	Car Wash- Full Service	0.5 spaces per employee, plus 5 spaces per car length of internal car wash tunnel, 2/3 of which for drying, 1/3 for stacking. Drying spaces may be tandem and informally arranged.	<p>-0.5 spaces is at a rate similar to Santa Ana and Tustin</p> <p>-5 spaces per car length of internal tunnel is same rate as current Orange standard, but recommendation provides specificity to where parking is designated</p>
AT.15	Car Wash- Self Service (hand-spray operated)	2.5 spaces per wash bay	<p>-Rate is in line with peer cities Santa Ana and Tustin</p> <p>-Higher rate of parking compared to automatic due to higher rate of users staying to clean car interior</p>

IBI recommends a significant revision to Automobile related uses that follow the services provided, not the actual land uses. For Automobile related uses, parking ratios should be calculated based on each of these services separately, then combined for each specific land use. This change was requested by City staff and is consistent with peer cities. The relevant services, as mentioned above and are shown in AT.1, AT.2, and AT.3 are 1) Auto part sales, 2) Services, installation, repairs, modification, and 3) Auto showroom.

As an example, land use “Auto Accessories - sales, service or, installation (such as automobile alarm, phone or stereo installation, tires, batteries)” would require 4 spaces per 1,000 per AT.1 applied for all sales floor area, and 3.5 space per 1,000 applied for service and repair area per AT.2.

**AT.1** – 4 spaces per 1,000 is chosen for sales floor as the standard retail rate. For more information see RT.4 General Retail.

**AT.2** – 3.5 spaces per 1,000 is chosen as a comparable standard to a typical 3 spaces per bay, but uses the same sq. ft. ratio as its related uses. This rate is also similar to the ITE rate and multiple peer municipalities Anaheim, Santa Ana, and Pasadena. This rate includes service bay area at car dealerships.

**AT.3** – 2.5 spaces is taken from Anaheim code, and is the only peer city that provides a rate for showroom use. ITE also does not provide a showroom use rate.

**AT.4** – 0.33 spaces per 1,000 square feet, excluding drive aisles is in line with peer city code from Fontana and Westminster, and also is in line with an existing site analysis at Selman Chevrolet in Orange. Drive aisles are excluded because they do not warrant additional parking.

**AT.5** – A rate for motorcycle dealerships is set at 2.0 spaces per 1,000 sq. ft. of motorcycle display is consistent to the rates at the peer cities of Santa Ana and Westminster. Motorcycle display is worded to include all area used for indoor (motorcycle showroom) and outdoor sales display. Any service or ancillary uses would receive those applicable rates separately.

**AT.6** – Applies for both salvage, wrecking and storage including RV storage facilities. This combination is justified as both uses would have the same parking rate. The rate itself is taken from peer municipalities, and most closely aligns with Tustin at a rate of 0.5 spaces per 1,000, for the minimum requirement.

**AT.7** – Rental agencies were determined, through analysis of peer city code and the ITE rate, to merit a standard retail rate (RT.4 General Retail), explained further in Section 3.14. Additional parking is included to account for fleet vehicles.

**AT.8** – Wholesale and retail auto broker uses shall utilize an office space rate (3 spaces/1,000 sq. ft. GFA).

**AT.9** – Retail auto broker uses shall continue to require a maximum of 2 of the required spaces for vehicle display. Where office GFA requires less than 3 spaces, a minimum of 3 spaces shall be required. This is consistent with recently adopted City code, except the office space reduction from 4 to 3/1,000 sq. ft. GFA.

**AT.10** – Uses for assembly of automobile parts and supplies typically follow general manufacturing and processing uses. As such, IBI recommends requiring a rate of 2 spaces per 1,000 sq. ft. GFA for this use which is consistent with PW.1 General Manufacturing and Processing mentioned in Section 3.12.

**AT.11** – Standalone gas stations, although rare, receive a rate of 2 spaces per lot. No additional parking requirement is needed as patrons typically park at the fuel pump location. For gas stations with convenience stores and gas stations with convenience stores and service bays, rates were researched from multiple parking studies conducted for this type of use, including analysis of peer cities. The rate provided is an average of all data sources.

**AT.12/AT.13/AT.14/AT.15** – All stem from one car wash land use, and are broken into four categories due to the varying types of car washes. In coordination with City staff, these four categories were defined to be: automatic in-bay, automatic with tunnel, full service, and self service.

**AT.12** – Automatic car washes, is described as a car wash typically found with service stations and convenience stores, where one car parks in a bay, and the car wash washes, cleans, and dries the entire car without user assistance. Usually only one bay are found at a service station facilities, if any. Through analysis of specific sites and peer city regulations, IBI recommends 1 (additional) parking space for the entire facility, plus 3 car stacking for the bay, plus an area for self-service auto maintenance.



**AT.13** – Automatic tunnel car washes are described as a car wash where the user may remain in their car for the entirety of the tunnel washing process, and then have the opportunity to park their car at a vacuum/drying bay and self-dry their car. The rate applied is meant to include the proper number of vacuum bays for the type of car wash use.

**AT.14** – Full service car washes, typically include a tunnel, where different areas of the tunnel wash, clean, and blow dry the car, and then employees hand dry and vacuum the interior and exterior of the car, respectively. IBI recommendation is consistent with the current Orange regulation of 5 spaces per car length, but provides specificity regarding where the 5 parking spaces are designated (2/3 go for drying, while 1/3 go for stacking). Drying spaces may be in tandem arrangement and informally arranged.

**AT.15** – Self service car washes, typically have car wash equipment present in a bay, where users clean their cars themselves. Most users also clean their interiors after using the bay, which justifies the higher rate of parking. IBI recommends no change from its current rate, as it is in line with other peer cities.

### 3.5 CARE FACILITY USES

Current Care Facility land use types in the City of Orange are shown in Table 3.7. This table details how land uses have been designated pertaining to recommended parking standards. Land uses have either been: removed as they do not warrant a standard, kept if they warrant a parking standard, or revised either due to redundancy, consistency, clarity, or additional specificity. All land uses, parking standards, and designations are justified following the tables.

**Table 3.7: Care Facility Land Use Designations**

Care Facility Land Use Types	Designation Number
Child Care Center	CR.1
Child Care Center in conjunction with a church or school or other similar institutional use	Removed
Community Care Facility	CR.2
Day care, child or elderly	CR.1
Family Day Care Homes-Large (7 to 12 children)	CR.2
Large Family Day Care Homes	CR.2
Family Day Care, Large 9-14 children	CR.2
Family Day Care, Small 8 or fewer children	CR.2

All land uses in Table 3.7 above have a designation number to show which parking standard applies to each particular use. For consolidation purposes, IBI recommends combining and revising the non-removed uses, shown in Table 3.8:

**Table 3.8: Care Facility Parking Rates and Justification**

Designation Number	Recommended Care Facility Land Use Types	Parking Rate	Recommendation Justification
CR.1	Day care, child or elderly	1 space per employee, plus 1 space per 8 individuals, plus 1 loading/unloading zone	-1 space per employee consistent with peer cities Anaheim, Santa Ana, and Tustin -1 space per 8 individuals an avg. of same three cities
CR.2	Family Care or Community Care	2 spaces	-Rate identical to Santa Ana -Uses in residential zones do not demand much parking, as these are primarily drop-off uses
CR.3	Assisted Living, including memory care	1 space per 3 beds <sup>7</sup>	-Rate per bed, consistent with peer cities Santa Ana, Tustin, and Anaheim -Rate an avg. of the three cities and is identical to Santa Ana -Ratio accounts for long-term visitors and employees
CR.4	Independent Living Facility	1 enclosed or covered space per unit, plus 1 space per 10 units for guests	-Rate determined through research of existing independent living facilities and analysis of non-peer city code -Rate is in line with ITE at 1.3 spaces per dwelling
CR.5	Sober Living Facility	1 space per 3 tenants	-Per discussion with city staff, this is the regulated parking rate

**CR.1** – Anaheim, Santa Ana, and Tustin and ITE all provide a rate based on employees. IBI recommends that Orange continue using this format, but add a provision for the number of care users. The 1 space per 8 individuals is an average of these three peer rates. In addition, a loading area (see discussion on loading zones, Section 4.3) is necessary for a use where users cannot drive (children being dropped off), and where drivers do not stay for long periods of time.

**CR.2** – This rate is generally very low as this use is typically found in residential areas. The recommended rate identical to Santa Ana and is only two spaces for the care provider and primarily drop-off uses.

**CR.3** – This use receives a rate per bed, consistent with peer cities Santa Ana, Tustin, and Anaheim. This rate is an average of the three cities and is identical to Santa Ana. This ratio accounts for long-term visitors and employees. Overflow parking arrangements for special events can be made through a Council Use Permit.

**CR.4** – Independent Living Facilities receive a different rate from Assisted Living as their uses vary. This rate is determined through research of existing independent living facilities in Orange County, and analysis of non-peer city code. The rate is in line with ITE at 1.3 spaces per dwelling. The type of space, enclosed or covered, can be made by City discretion.

**CR.5** – Per discussion with city staff, 1 space per 3 tenants is the regulated parking rate of the existing Orange Municipal Code. Per State Law, sober living facilities of six or fewer tenants, plus a house manager, must be considered the same as a residence.

<sup>7</sup> An Overflow Parking Plan may be required as part of a Conditional Use Permit.

### 3.6 ENTERTAINMENT USES

Current Entertainment land use types in the City of Orange are shown in Table 3.9. This table details how land uses have been designated pertaining to recommended parking standards. Land uses have either been: removed as they do not warrant a standard, kept if they warrant a parking standard, or revised either due to redundancy, consistency, clarity, or additional specificity. All land uses, parking standards, and designations are justified following the tables.

**Table 3.9: Entertainment Land Use Designations**

Entertainment Land Use Types	Designation Number
Amusement Arcade	EN.1
Amusement devices, including, but not limited to, video games, pinball machines, pool tables, computers and similar devices (three or fewer)	EN.1
Amusement Park	EN.2
Archery Range	EN.3
Auditorium	EN.4
Billiard Parlor	EN.5
Bingo Games	EN.6
Boating	Removed
Commercial Recreation Facility	EN.2
Commercial Sports Facility	EN.8
Dance floor as accessory use	Removed
Dance floor or hall as primary use	EN.9
Dance hall	EN.9
Entertainment establishment	EN.10
Fortunetelling	EN.11
Miniature golf course	EN.12
Sexually Oriented/Adult Businesses	Removed
Skateboard park	EN.13
Skating rink	EN.14
Stadium; grandstand, other arena	EN.4
Theater, drive in	Removed
Theater, walk in movie or performance	EN.4, EN.15

All land use types in Table 3.9 above have a designation number to show which parking standard applies to each particular use. For consolidation purposes, IBI recommends combining and revising the non-removed uses, shown in Table 3.10:

**Table 3.10: Entertainment Parking Rates and Justification**

Designation Number	Recommended Entertainment Land Use Types	Recommended Parking Rate	Recommendation Justification
EN.1	Amusement Arcade and non-live entertainment venue	5 spaces per 1,000 sq. ft. of GFA	-5 spaces is identical to peer city Tustin -No change from current code
EN.2	Amusement Park or Commercial Recreation Facility	Parking Needs Assessment	-Lack of sufficient data points -Uncommon use with substantial variation in application -Would be inaccurate to provide single rate
EN.3	Archery Range	1.2 spaces per target	-No data points available -Recommended rate provides one space per archer (assuming all drive), and additional spaces for those waiting to shoot.
EN.4	Live Entertainment Assembly	1 spaces per 3 fixed seats <sup>8</sup> , plus 33 spaces per 1,000 sq. ft. of assembly GFA	-Assembly uses receive assembly rate -33 is avg. rate of peer cities Costa Mesa (35), Santa Ana (35.7), and Tustin (28.5) -Rounded for clarity -1 space for 3 seats is consistent with Costa Mesa, Santa Ana, Tustin, and Anaheim
EN.5	Billiard Parlor	2 spaces per table, plus ancillary calculated separately	-Rate is consistent with Anaheim, Santa Ana, and Tustin -Ancillary spaces required for additional uses within the parlor -ITE ratio from only one study
EN.6	Bingo Games	1 space per 3 seats, plus ancillary uses calculated separately	-Ratio based from previous 1 per 3 seats ratio for assembly (EN.4)
EN.7	Bowling Alley	3.5 spaces per lane, plus ancillary uses calculated separately	-Anaheim, Tustin and ITE show higher rates -Costa Mesa and Santa Ana show identical rates to Orange -An avg. of all rates justifies 3.5, not including additional uses, which is calculated separately
EN.8	Commercial Sports Facility	1 spaces per 4 fixed seats <sup>8</sup> , plus 33 spaces per 1,000 sq. ft. of assembly GFA	-Ratio based initially from 1 per 3 seats ratio, but receives a slight reduction due to higher average vehicle occupancy for sport-related uses -Assembly rate as needed for facilities without fixed seats
EN.9	Dance hall	1 space for every 7 sq. ft. of dance floor area, plus ancillary uses calculated separately	-Data points vary widely -Compact nature of use demands higher rate -Current rate is consistent with multiple peer cities -Add ancillary if necessary if a bar or similar use is present

<sup>8</sup> For bleacher or bench seating, 26 inches of bleacher or bench equals one seat.

Designation Number	Recommended Entertainment Land Use Types	Recommended Parking Rate	Recommendation Justification
EN.10	Entertainment Establishment	33 spaces per 1,000 sq. ft. of assembly GFA	-A live performance use receives the assembly rate (EN.4) -Nearly all data points use the general assembly rate for this type use.
EN.11	Fortunetelling	4 spaces per 1,000 sq. ft. of GFA	-This use utilizes the service rate (see SR.4 General Services)
EN.12	Miniature Golf Course	2 spaces per hole, plus ancillary uses calculated separately	-This rate is an average of peer city data points, Orange, Anaheim, Santa Ana, and Tustin -Add ancillary if necessary if an additional use is present such as arcade or bowling
EN.13	Skateboard Park	0.25 spaces per 1,000 sq. ft. of skate park area	-No data points from any peer cities -ITE rate matched analysis of 5 existing skateboard parks throughout Orange County
EN.14	Skating Rink	33 spaces per 1,000 sq. ft. of rink area, or 1 space per 4 fixed rink seats <sup>8</sup> , whichever is greater	-This rate covers both sports based rinks or entertainment rinks with rate based off either fixed seats or rink area
EN.15	Multiple Screen Cinemas	1 space per 3 fixed seats	-A fixed seat use receives the fixed seat rate, consistent with peer cities and ITE
EN.16	Tennis/ racquetball courts, public or private	3 spaces per court, plus ancillary calculated separately	-Rate is line with peer cities Costa Mesa, Santa Ana, and Pasadena -Anaheim and ITE have slightly higher rates, but additional demand will be covered with ancillary use rate
EN.17	Equestrian Riding Arena	<i>Commercial:</i> 1 space per 3 stalls, or 1 space per 4 fixed seats <sup>8</sup> , whichever is greater, plus adequate loading/unloading zone  <i>Residential, subdivision, or HOA:</i> 1 space per 5 stalls	-San Juan Capistrano and Huntington Beach were analyzed for their respective equestrian rates -IBI Group analyzed Peacock Hill Equestrian Riding Facility and Yucaipa Equestrian Center -Rate factors the greater use of either AN.3 for stalls, or EN.8 for commercial sports facility -Residential rate comes from Ranch Palos Verdes

**EN.1** – An amusement arcade and amusement devices are combined as their parking profiles are similar. The rate provided is justified by peer cities, including Tustin, and a slight increase to the service rate SR.4, due to high volumes of users during peak times. Orange currently has a rate of 5 spaces per 1,000, matching Tustin, while Costa Mesa provides a rate of 10 spaces per 1,000. There is no ITE rate for this use.

**EN.2** – Due to the lack of sufficient data to justify a single parking rate for Amusement Park/Commercial Recreational Facility, IBI recommends requiring a parking needs assessment for these types of uses.

**EN.3** – Archery Ranges did not have any parking standards in any of the peer cities or in the ITE. Existing archery ranges are typically an ancillary use and not standalone. However, the rate provided is based on the number of targets provided and a provision for shooters who are waiting in the event all targets are occupied.

**EN.4** – Live Entertainment Assembly includes Auditoriums, Stadiums, and Live performance theatres which share the same parking ratio. The general assembly rate is implemented in most peer cities, including Fullerton, Costa Mesa, Santa Ana, and Tustin, which range from 28 to 35 spaces per 1,000 sq. ft. An average of peer cities puts the rate near 33 spaces per 1,000 sq. ft., which is in line with the current rate used by the City of Orange. IBI recommends using 33 spaces per 1,000 sq. ft. as the assembly rate, indicating little change with current code. In addition, this rate is also based off of fixed seats, which is widely accepted at 1 space per 3 fixed seats among all peer cities and ITE.

**EN.5** – Billiard uses follow a rate per pool table in most peer cities, which show a rate at 2 spaces per pool table. IBI also recommends calculating ancillary uses separately (such as a bar), which would provide additional parking requirements.

**EN.6** – Bingo Games do not need to deviate from the general assembly rate for fixed seats as described for EN.4.

**EN.7** – Bowling Alleys, the review of peer cities and ITE show that the parking rates vary widely from 3 to 6 spaces per lane. An average shows a rate near 3.5 on the lower end, but does not include ancillary uses, which should be calculated separately.

**EN.8** – Review of Commercial Sports Facility parking studies show that sports fixed seats ratios receive a slight reduction in spaces per seats due to a higher average vehicle occupancy (AVO) for these uses. If fixed seats are not provided for these facilities, the assembly rate, justified in EN.4, should be used.

**EN.9** – Data points vary widely, so averaging a rate would be inaccurate. Due to the compact nature of dance floors/halls, a high rate is needed. IBI recommends keeping the current rate, as it is in line with Tustin's current code and provides opportunity for additional parking if ancillary uses are present.

**EN.10** – Entertainment establishment, as described as an adult cabaret and the like by city land use descriptions, receive the assembly rate, as justified in EN.4.

**EN.11** – Fortunetelling should utilize the service rate, as detailed in SR.4.

**EN.12** – The spaces per hole ratio was taken as an average from all peer cities, along with the documented ITE rate. In addition, ancillary uses should be calculated separately, as multiple uses are common with mini golf courses.

**EN.13** – No data from peer cities or ITE was available. As such, the rate provided is based upon an average of the current requirements for skateboard parks in Orange County (outside of the peer cities). Skateboard park area includes the enclosed, gated, or logical boundary of skateboard use.

**EN.14** - This rate accounts for sports-based rinks or entertainment-based rinks by using an 'or' clause, depending on fixed seats, or when seats are not present, the assembly rate. The sports based fixed seats ratio is justified in EN.7 and the assembly rate is justified in EN.4. ITE specifies a demand rate of 4.85 spaces/1,000 sq. ft.<sup>9</sup>

**EN.15** – Cinemas fixed seat ratio is justified in EN.4.

**EN.16** – IBI recommends no change for tennis/racquetball court rates. 3 peer cities either give the same or similar rates from Orange's current standard of 3 spaces per 1,000. The additional clause for ancillary would cover additional uses at the court use.

**EN.17** – San Juan Capistrano and Huntington Beach were analyzed for their respective equestrian rates. IBI Group analyzed Peacock Hill Equestrian Riding Facility and Yucaipa Equestrian Center. The final rate factors the greater use of either AN.3 for stables, or EN.8 for commercial sports facility. The rate for residential stalls came from the City of Rancho Palos Verdes.

<sup>9</sup> This rate is an average of the demand rates specified for Roller Skating Rinks and Ice Skating Rinks in the ITE handbook.

### 3.7 FOOD AND/OR ALCOHOL USES

Current Food and/or Alcohol land uses in the City of Orange are shown in Table 3.11. This table details how land uses have been designated pertaining to recommended parking standards. Land uses have either been: removed as they do not warrant a standard, kept if they warrant a land use standard, or revised either due to redundancy, consistency, clarity, or additional specificity. All land uses, parking standards, and designations are justified following the tables.

**Table 3.11: Food and/or Alcohol Land Use Designations**

Food and/or Alcohol Land Use Types	Designation Number
Alcohol distillation; brewery or winery	FD.1
Bars	FD.2
Cottage Food Operation	Removed
Drive-in dairy	RT.4
Hot Dog Vending Carts	Removed
Liquor store	FD.3
Packaging and processing, food	FD.4
Packing plant for whole agricultural products	FD.4
Restaurants or Other Businesses with Drive-Through Services in the Commercial Recreation (CR) Zone	Reorganized FD.5- FD.12
Restaurants w/alcoholic beverages sales	Reorganized FD.5- FD.12
Restaurants w/drive thru or take out window	Reorganized FD.5- FD.12
Restaurants w/o alcoholic beverage sales	Reorganized FD.5- FD.12
Restaurants w/on-site brewing and sale of beer or wine	Reorganized FD.5- FD.12
Restaurants w/walk-up take out window	Reorganized FD.5- FD.12
Sale of alcoholic beverages	Removed
Sandwich shop	Reorganized FD.5- FD.12
Wine tasting	FD.1

All land uses in Table 3.11 above have a designation number to show which parking standard applies to each particular use. For consolidation purposes, IBI recommends combining and revising the non-removed uses, shown in Table 3.12:

**Table 3.12: Food and/or Alcohol Parking Rates and Justification**

Designation Number	Recommended Food and/or Alcohol Land Use Types	Recommended Parking Rate	Recommendation Justification
FD.1	Alcohol distillation; brewery or winery	<p><i>Without Tasting Room:</i> 2 spaces per 1,000 sq. ft. of GFA</p> <p><i>With Tasting Room:</i> 2 spaces per 1,000 sq. ft. if tasting room areas are equal to or less than 25% of GFA, or 10 spaces per 1,000 sq. ft. of tasting room area if tasting room areas are in excess of 25% of total GFA</p>	<p>-Anaheim is the only data point for this use</p> <p>-Anaheim provides a format of: production rate for floor area and assembly rate for tasting area</p> <p>-This rate follows this format but rate justifications from PW.1 General Manufacturing and Processing and EN.4 Assembly.</p>
FD.2	Bars	33 spaces per 1,000 sq. ft. of assembly GFA	<p>-Bars receive the assembly rate due to their high peak usage, similar to entertainment establishments</p> <p>-Bars with dance floors receive the dance floor rate for that area</p> <p>-Other cities follow the same format</p> <p>-No ITE rate for bars</p>
FD.3	Liquor Store	4 spaces per 1,000 sq. ft. of GFA	<p>-A liquor store receives the retail rate (see RT.4 General Retail)</p> <p>-Peer cities give liquor stores their respective retail rate</p>
FD.4	Packing and processing, food and agricultural	2 spaces per 1,000 sq. ft. of GFA	<p>-A packing and processing use receives the processing rate (see PW.1 General Manufacturing and Processing)</p>
FD.5	Restaurant (Stand Alone)- Full Service or Counter Service <sup>10</sup>	10 spaces per 1,000 sq. ft.	<p>-This use demands the highest rate among all restaurants based on other parking studies</p> <p>-Peer city of Anaheim has the same starting rate for this category</p> <p>-Similar to existing City of Orange code</p>
FD.6	Restaurant (when greater than 30% of Commercial Center is devoted to restaurant)- Full Service	10 spaces per 1,000 sq. ft.	<p>-This use in a restaurant-dominated commercial center can share its demand for parking, keeping the same rate from FD.5</p> <p>-This rate is consistent from what Anaheim uses</p>
FD.7	Restaurant (when greater than 30% of Commercial Center is devoted to	8 spaces per 1,000 sq. ft.	<p>-This use receives a slight reduction in parking requirement</p>

<sup>10</sup> Coffee/ Bagel/ Donut Shops, Cafés, or the like to be included as counter service. The rate for these uses is dependent on counter service type (FD.5, FD.7, or FD.9).



Designation Number	Recommended Food and/or Alcohol Land Use Types	Recommended Parking Rate	Recommendation Justification
	restaurant)- Counter Service <sup>10</sup>		from FD.6 due to higher turnover of users
FD.8	Restaurant (when less than 30% of Commercial Center is devoted to restaurant)- Full Service	5 spaces per 1,000 sq. ft. of GFA	-This use demands less parking because of the opportunity for shared parking when commercial is the primary use -This ratio is the same as Anaheim for the same category
FD.9	Restaurant (when less than 30% of Commercial Center is devoted to restaurant)- Counter Service <sup>10</sup>	4 spaces per 1,000 sq. ft. of GFA	-This use demands less parking because of the opportunity for shared parking when commercial is the primary use -The ratio is the same as Anaheim for the same category
FD.10	Restaurant- 20 seats <sup>8</sup> or fewer, or primary method is takeout	5 spaces per 1,000 sq. ft. of GFA	-These uses are rarely standalone. ITE rate is similar to this rate. This use demands a higher rate compared to other restaurants in a commercial center due increased number of users driving to takeout.
FD.11	Restaurant- With drive through window	13 spaces per 1,000 sq. ft. of restaurant GFA exclusive of kitchen, storage, and restroom uses, plus appropriate stacking	-Most peer cities require reasonable stacking per drive-through -ITE does show differing rates for drive-through restaurants, however, ITE categories do not align to the most detailed restaurant code in peer cities -This rate is reflective of a standard restaurant rate, but bases the GFA on seating area and not total area
FD.12	Restaurant- Outdoor seating	<i>Restaurants in mixed-use zones:</i> No additional parking for sidewalk-oriented outdoor area equivalent to the first 30% of enclosed restaurant area, plus base associated restaurant rate of sidewalk-oriented outdoor area in excess of 30% of enclosed restaurant area  <i>Restaurants with 20 seats or fewer in mixed-use zones:</i> No additional parking for	-Three peer cities Anaheim, Santa Ana, and Pasadena extend their GFA calculations to include outdoor seating -Rate is in line with peer cities Newport Beach and Westminster

Designation Number	Recommended Food and/or Alcohol Land Use Types	Recommended Parking Rate	Recommendation Justification
		<p>the first 2,000 sq. ft. of outdoor area, with 5 spaces per 1,000 sq. ft. 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 of outdoor area in excess of 25% of enclosed restaurant area</p>	

**FD.1** - This use lacked sufficient data points, except from Anaheim. Their rate was the production rate for GFA, plus the assembly rate for tasting area. Research of breweries in the City of Costa Mesa showed that the parking requirements were separated out based on individual uses, as stated in the recommended standard for this use.

**FD.2** – Bars follow the assembly rate due to high use during peak hours, as well as the dance floor rate if necessary. Most data points follow the same rates for bars, and nightclubs, including Costa Mesa, Anaheim, Santa Ana, and Tustin.

**FD.3** – Liquor stores typically receive the general retail rate. See RT.4 for more detail. Peer cities give the same retail rate to liquor stores. This rate deviates from ITE at 7.2, but fits in line with peer cities. ITE rate based on one data point from over 30 years ago.

**FD.4** – Food processing receives the production rate at 2, justified at PW.1 General Manufacturing and Processing.

**FD.5 through FD.12** – Categorical change of parking standards, deviating from current Orange land uses. All restaurant uses are mutually exclusive and exhaustive from FD.5 to FD.13. They vary based on two major criteria: the type of service provided, and whether they are located in a commercial center or stand-alone. Other variations include whether they operate like a café or a takeout restaurant. FD.12 provides provisions for drive-through windows (if applicable) for FD.5 to FD.11.

Type of service provided is important because the higher the quality of restaurant typically equates to longer turnover of spaces. Restaurants with counter service (with the exception of coffee shops) have a quicker turnover of customer times. The second criteria is based on percentage restaurant GFA in a commercial center. If a restaurant is stand-alone, a higher parking rate is necessary compared to a restaurant that shares parking with a commercial center. If restaurant use is less than 30% of the commercial center, restaurants are not typically the primary reason for users, (shared parking), and therefore demand less parking than shopping complexes where restaurants are the primary use. The most detailed peer cities, including Anaheim and Tustin, divide their restaurant uses in a similar way. ITE rates were not the most reliable as the criteria did not exactly match the new category descriptions. Field Survey observations were considered for the recommended rates, but like ITE, could not be directly applied as the studied sites do not categorically match the recommended land use types.

**FD.5** – Standalone, full-service restaurants and counter service restaurants demand a rate of 10 spaces per 1,000 sq. ft. Peer city Anaheim has the same starting rate for this category, and represents the only

peer city that provides a specific rate. This rate is in line with existing code from the City of Orange and does not need any major revisions.

**FD.6** – Restaurant-dominated commercial centers have opportunities for shared parking. This would keep the rate the same from FD.5, which is consistent to what peer city Anaheim provides.

**FD.7** – Use that receives a slight reduction in parking requirement from FD.6 due to higher turnover of uses based on studies of restaurants within a commercial center that provide counter service.

**FD.8 and FD. 9** – Uses that demand less parking from FD.6 and FD.7, as the primary use for this commercial center is typically not the restaurant. Shared parking opportunities essentially reduce the parking requirement for these types of restaurants where commercial retail is the primary use. In addition, this ratio is the same as Anaheim for the same category.

**FD.10** – Rarely a standalone use. ITE rate is similar to the recommended rate. This use demands a higher rate compared to other restaurants in a commercial center due to the increased number of users driving to takeout. The 20 seat threshold was established and is consistent with peer city Anaheim.

**FD.11** – Most peer cities require reasonable stacking per drive-through. ITE does show differing rates for drive-through restaurants, however ITE categories do not align to the most detailed restaurant code in peer cities. The rate presented is reflective of a growing trend to assign parking requirement to restaurant seating area as opposed to the total building GFA. The resulting rate is provides a more accurate parking standard from restaurant to another regardless of kitchen size or total size.

**FD.12** – This rate is broken down in three sections to incorporate additional parking for outdoor areas for all types of restaurants. The three sections are mixed-use restaurants, restaurants with less than 10 seats, and all other restaurants. For almost all restaurants there will be no additional parking for outdoor areas up to 25% of the enclosed restaurant GFA. However, all outdoor area in excess of 25% of the enclosed restaurant GFA will apply their base restaurant rate for every additional 1,000 sf. Mixed-use restaurants gets a discounted rate that puts the threshold at 30%. This rate is in line with Westminster and Newport Beach. For restaurants with less than 10 seats regardless of zoning, a rate was established with discussion with staff to disallow a parking standard for the first 10 seats outside.

### 3.8 HOUSING USES

Current Housing land uses in the City of Orange are shown in Table 3.13. This table details how land uses have been designated pertaining to recommended parking standards. Land uses have either been: removed as they do not warrant a standard, kept if they warrant a land use standard, or revised either due to redundancy, consistency, clarity, or additional specificity. All land uses, parking standards, and designations are justified following the tables.

**Table 3.13: Housing Land Use Designations**

Housing Land Use Types	Designation Number
Accessory Dwelling Unit	N/A <sup>11</sup>
Bed and Breakfast Inn	HS.3 <sup>12</sup>
Boarding and Lodging Houses	HS.3
Caretaker residence/Caretaker mobile home	N/A
Condominiums	HS.4
Congregate Care (assisted living) Home Health Facility (6 or fewer persons)	N/A
Convalescent facility, skilled nursing facility	HS.9
Convalescent hospital	HS.9
Conversion of multi-family units (condominium conversion)	HS.4
Duplex	HS.1
Fraternity, sorority	HS.5
Guest house	N/A
Home for Elderly, or mentally, or physically disabled persons (6 or fewer persons)	N/A
Homeless shelter	N/A
Hotels	HS.10
Motels	HS.10
Housing Related to Church, College or Hospital	HS.5, N/A
Live/work units	HS.4
Mixed use development	HS.4
Mobile Home Park	HS.6
Mobile Home, Modular, or Manufactured Housing Unit with permanent foundation	HS.6
Mobile Home, Modular, or Manufactured Housing Unit without permanent foundation	HS.6
Multi-family housing as a standalone development not in conjunction with a mixed use development	HS.4
Multi-family housing in conjunction with a mixed use development	HS.4

<sup>11</sup> All Housing land use types receiving an N/A designation are either not in the scope of work and do not have a parking rate provided by City of Orange in the Ordinance Code Section 17.34.060.

<sup>12</sup> All designation numbers given, except Duplex (HS.1) and Single-Family Dwelling (HS.2) have recently been updated in the Zoning Code's multiple-family residential parking standards and the rates for these uses are showing in Table 3.14.

Housing Land Use Types	Designation Number
Multiple-Family Dwelling	HS.4
Planned Unit Developments	N/A
Residential structure	N/A
Rest home	N/A
Sanitarium	N/A
Senior Citizen Housing Development	N/A
Senior Housing	N/A
Single-Family Dwelling	HS.2
Sober Living Facility	N/A
Supportive housing (6 or fewer persons)	HS.7
Supportive Housing (7 or more persons)	HS.7
Transitional housing (6 or fewer persons)	HS.7
Transitional housing (7 or more persons)	HS.7

All land uses in Table 3.13 above have a designation number to show which parking standard applies to each particular use. For consolidation purposes, IBI recommends combining and revising the non-removed uses, shown in Table 3.14:

**Table 3.14: Housing Parking Rates and Justification**

Designation Number	Recommended Housing Land Use Type	Recommended Parking Rate	Recommendation Justification
HS.1	Duplex	2 spaces minimum, 1 of which is enclosed, plus 1 additional space if dwelling greater than 4 bedrooms. A third space may be in tandem.	-Orange code currently fits in line with peer cities -This rate similar to current Orange code, but peer most cities specify minimum spaces first, then the number of enclosed spaces stemming from the minimum
HS.2	Single-Family Dwelling	2 enclosed spaces per units with 1, 2, and 3 bedrooms; 3 enclosed spaces, per units with 4 or more bedrooms, in which spaces may be in tandem	-Orange code fits in line with peer cities -This rate similar to current Orange code and peer cities Newport Beach, Irvine, and San Juan Capistrano
HS.3	Boarding house, bed and breakfast inns	1 space per rentable room, plus any other additional spaces required by the underlying zone	-No change proposed from current City of Orange Code
HS.4	Multifamily Residential (3 units or more)	Dependent on development size and shelter type of resident parking provided	-Recently updated in the City of Orange's Zoning Code
HS.5	Student housing (dormitory, fraternity, sorority)	0.5 spaces per student, plus 1 spaces per each resident staff person	-No change proposed from current City of Orange Code
HS.6	Trailer park, mobile home park	2 spaces per unit, plus 1 guest space per 3 trailers or mobile homes <sup>13</sup>	-No change proposed from current City of Orange Code
HS.7	Supportive Housing, Transitional Housing	1 space per 3 tenants	-No change proposed from current City of Orange Code
HS.8	Homeless Shelters	1 space per 6 beds, plus 1 space per staff member	-As presented in Orange Municipal Code Section 17.12.0501.6
HS.9	Convalescent Hospital or Facility	1 space per 4 beds	-Existing rate is in line with Huntington Beach and Newport Beach, and Irvine
HS.10	Hotel or Motel	1 space per guest room, plus 10 spaces per 1,000 sq. ft. of banquet, assembly, meeting or restaurant seating area, plus 2.5 spaces per 1,000 sq. ft. of retail uses greater than 5,000 sq. ft. of GFA	-Base rate of 1 space per guest room consistent with current standard, City of Santa Ana, Tustin, and Pasadena. -All peer cities require additional parking for meeting, restaurant, retail, and other uses at a reduced rate due to a high occurrence of internal non-driving users -Rate follows Pasadena outline for auxiliary uses

<sup>13</sup> With a continued allowance of tandem parking. See Section 4.4.

**HS.1 and HS.2** – Orange code currently fits in line with peer cities. In addition, this recommended rate is similar to current Orange code. The rates presented are in line with peer cities Newport Beach, Irvine, and San Juan Capistrano.

**HS.3 through HS.7** – These Housing land use types have been provided a rate in the City of Orange's residential parking standards.

**HS.8** – This rate was taken from the Orange Municipal Code, Section 17.12.0501.6.

**HS.9** – The rate provided for convalescent hospitals or facilities is the current rate for the City of Orange. The rate is in line with Huntington Beach, Newport Beach, and Irvine.

**HS.10** – The base rate of 1 space per guest room consistent with current City of Orange standard, as well as the Cities of Santa Ana, Tustin, and Pasadena. All peer cities require additional parking for meeting, banquet, restaurant kitchen, retail, and other uses at a reduced rate due to a high occurrence of internal non-driving users. Some peer cities require parking for employees, but these cities have a lower hotel base rate (Costa Mesa: 1 space per 2 units; Anaheim: 0.8 spaces per guest room).

### 3.9 MEDICAL USES

Current Medical land uses in the City of Orange are shown in Table 3.15. This table details how land uses have been designated pertaining to recommended parking standards. Land uses have either been: removed as they do not warrant a standard, kept if they warrant a parking standard, or revised either due to redundancy, consistency, clarity, or additional specificity. All land uses, parking standards, and designations are justified following the tables.

**Table 3.15: Medical Land Use Designations**

Medical Land Use Types	Designation Number
Ambulance Service	MD.1
Hospital	MD.2
Medical clinic	MD.3, MD.4
Pharmaceuticals, production	MD.5
Pharmacy	MD.6

All land uses in Table 3.15 above have a designation number to show which parking standard applies to each particular use. For consolidation purposes, IBI recommends combining and revising the non-removed uses, shown in Table 3.16:

**Table 3.16: Medical Parking Rates and Justification**

Designation Number	Recommended Medical Land Use Type	Recommended Parking Rate	Recommendation Justification
MD.1	Ambulance Service	3 spaces per emergency vehicle	-Only two peer city data points (Anaheim/Santa Ana), and no ITE rate -No non-employee usage
MD.2	Hospital	Parking Demand Study <sup>14</sup>	-Six data points, including ITE, avg. is similar to current Orange rate, but data points vary
MD.3	Medical Clinic, urgent	6 spaces per 1,000 sq. ft. of GFA	-Five data points, including ITE, show this rate for medical -Medical clinics typically see higher rates compared to typical service due to longer wait times and urgent nature of the use
MD.4	Medical Clinic, out-patient/ dialysis/ surgery center	5 spaces per 1,000 sq. ft. of GFA	-No peer cities differentiate between out-patient or urgent. This is not as sporadic in peak times, therefore receives a slightly lower rate than MD.3
MD.5	Pharmaceuticals, production	2 spaces per 1,000 sq. ft. of GFA	-This use receives the production rate (see PW.1 General Manufacturing and Processing)
MD.6	Pharmacy	4 spaces per 1,000 sq. ft. of GFA	-This use is a retail service, is typically found in a retail store, and receives the retail rate (RT.4 General Retail)

**MD. 1** – Ambulance services would rarely see non-employee usage, so the rate provided gives spaces to employees who work in this use and a space for the vehicles they drive. Because of this, this rate provides two spaces for two employees occupying an emergency vehicle and one space for the vehicle itself. Two peer cities Anaheim and Santa Ana provide rates based off of 1,000 sq. ft. There is no ITE rate for this use.

**MD.2** – Hospitals, with six data points to reference, ranged from 1 per bed in Fullerton to 3 per bed in Pasadena and 4.5 per bed from ITE. Due to variability of peer city code and hospitals themselves as parking demand study is warranted.

**MD.3 and MD.4** – Broken out into two separate categories, per discussion with City staff, although the distinction between the two is not made by any other peer city. 5 of peer cities as well as ITE show a rate of 6 spaces per 1,000 sq. ft. for medical clinics. Out-patient centers receive a lower rate due the appointment-based nature of this use when compared to urgent care.

**MD.5** – Pharmaceutical production is considered a manufacturing use. We recommend requiring a rate of 2 spaces per 1,000 sq. ft. GFA, which is justified in PW.1 General Manufacturing and Processing.

**MD.6** – A pharmacy is most similar to a retail service and as such the retail rate (RT.4 General Retail) is recommended. Peer cities Fullerton and Costa Mesa utilize this parking standard. The ITE rate of 2.3 per 1,000 sq. ft. was deemed too low based on survey types and year of data collection. Most pharmacies are typically part of a larger retail use. Pharmacies as part of a hospital are already inherent to the parking standard for the hospital.

<sup>14</sup> 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 established in Section 3.9 or elsewhere in the document in conjunction to the Parking Demand Study.



### 3.10 MISCELLANEOUS USES

Current Miscellaneous land uses in the City of Orange are shown in Table 3.17. This table details how land uses have been designated pertaining to recommended parking standards. Land uses have either been: removed as they do not warrant a standard, kept if they warrant a parking standard, or revised either due to redundancy, consistency, clarity, or additional specificity. All land uses, parking standards, and designations are justified following the tables.

**Table 3.17: Miscellaneous Land Use Designations**

Miscellaneous Land Use Types	Designation Number
Backfilling, with inert materials	Removed
Contractor's yards	MS.1
Conversion of a residential structure to a non-residential use	Removed
Creation of a lot without frontage on a public street	Removed
Highway maintenance yards and facilities	Removed
Integrated industrial or commercial complex	Removed
Laboratory; research and development	MS.2
Movie Production Studios	MS.3
Moving an existing structure or building	Removed
Outdoor uses within 300 feet of residential zones	Removed
Recording Studios	MS.3
Small buildings (200 sf or less)	Removed

All land uses in Table 3.17 above have a designation number to show which parking standard applies to each particular use. For consolidation purposes, IBI recommends combining and revising the non-removed uses, shown in Table 3.18:

**Table 3.18: Miscellaneous Parking Rates and Justifications**

Designation Number	Recommended Miscellaneous Land Use Types	Recommended Parking Rate	Recommendation Justification
MS.1	Contractor's yard	0.5 spaces per 1,000 sq. ft. of GFA, plus spaces designated for company fleet (1 space per vehicle and towable equipment)	-This rate matches peer city Santa Ana -ITE does not provide a rate -Ancillary clause will cover any additional use -A parking space minimum for company fleet ensures that contractor's yards will have parking spaces
MS.2	Laboratory; research and development	3 spaces per 1,000 sq. ft. of GFA	-This rate is an avg. among 3 peer cities Anaheim, Pasadena, and Tustin -No ITE rate for this use -This rate is in line with the current Orange rate
MS.3	Production and Recording Studios	3 spaces per 1,000 sq. ft. of GFA	-This rate is an approximate avg. of 2 peer cities Anaheim and Santa Ana -No ITE rate for this use

**MS.1** – This rate matches peer city Santa Ana. ITE does not provide a contractor's yard rate. Ancillary clause will cover any additional use other than the main use. A parking space minimum for company fleet ensures that contractor's yards will have parking spaces.

**MS.2** – Laboratory and research had a few data points. Anaheim was at 4 spaces and 3 spaces for smaller, Tustin at 2 spaces, and Pasadena at 3 spaces. An average puts the rate at 3. There is not current rate in ITE for this use, and as such the rate of 3 spaces per 1,000 sq. ft. is not recommended to change.

**MS. 3** – This rate is an approximate average of 2 peer cities Anaheim at 2.5 and Santa Ana at 5. There is no ITE rate for this use. IBI recommends keeping consistent with MS.2 and staying at 3 spaces per 1,000 for a similar frequented use.

### 3.11 OFFICE USES

Current Office land uses in the City of Orange are shown in Table 3.19. This table details how land uses have been designated pertaining to recommended parking standards. Land uses have either been: removed as they do not warrant a standard, kept if they warrant a parking standard, or revised either due to redundancy, consistency, clarity, or additional specificity. All land uses, parking standards, and designations are justified following the tables.

**Table 3.19: Office Land Use Designations**

Office Land Use Types	Designation Number
Charitable Institutions	OF.1
Office, Administrative, comprising less than 25% gross sq. ft.	Removed
Office, Professional	OF.1
Medical Offices	OF.2
Real Estate Office, Temporary	OF.1
Stock or bond broker	OF.1

All land uses in Table 3.19 above have a designation number to show which parking standard applies to each particular use. For consolidation purposes, IBI recommends combining and revising the non-removed uses, shown in Table 3.20:

**Table 3.20: Office Parking Rates and Justifications**

Designation Number	Recommended Office Land Use Types	Recommended Parking Rate	Recommendation Justification
OF.1	Office, Professional	3 spaces per 1,000 sq. ft. of GFA	-Santa Ana and Pasadena show rate of 3 spaces per 1,000 -Peer cities Anaheim and Tustin show a reduction to 3/1,000 for a taller building or a building with greater GFA -ITE rate 2.84 and field survey 1.7 also lower -Costa Mesa and Fullerton show a rate of 4
OF.2	Medical Offices	5 spaces per 1,000 sq. ft. of GFA	-This rate is consistent with the medial clinic rate MD.4 -Two peer cities raise their rate for medical office from general office -ITE rate is slightly higher for medical office from general office

**OF.1** – This new rate is a reduction from Orange’s current rate of 4 per 1,000. This rate is recommended from peer city evaluation in Santa Ana and Pasadena, field survey observations at two office sites (Site 4 and Site 5), and consideration from the ITE rate at 2.84. The ITE studied approximately 100 sites to determine their ratio. A lower ITE rate, paired with lower rates from Orange office site studies and lower code in peer cities justifies a lower rate for this use.

**OF.2** – IBI recommends keeping the medical office rate at 5.00 spaces/1,000 sq. ft., as the rates for the Cities of Fullerton and Costa Mesa are slightly higher, the ITE and field survey demand rates are both lower than 5. All other peer cities, except Pasadena (who increased their rate to 4) do not show a distinction from office to medical office.

### 3.12 PRODUCTION AND/OR WHOLESALE USES

Current Production and/or Wholesale land uses in the City of Orange are shown in Table 3.21. This table details how land uses have been designated pertaining to recommended parking standards. Land uses have either been: removed as they do not warrant a standard, kept if they warrant a parking standard, or revised either due to redundancy, consistency, clarity, or additional specificity. All land uses, parking standards, and designations are justified following the tables.

**Table 3.21: Production and/or Wholesale Use Designations**

Production and/or Wholesale Land Use Types	Designation Number
Agricultural equipment	PW.1
Asphalt	PW.1
Bindings; rope and wire	PW.1
Blast Furnace; coke oven	PW.1
Bottling plant	PW.1
Brick; ceramic tile, precast concrete	PW.1
Building components (including assembly of windows, doors, etc.)	PW.1
Casting from refined materials	PW.1
Cement, lime, gypsum, or plaster	PW.1
Chemicals such as: Acetylene gas, Acid, Ammonia, Chlorine, Fertilizers	PW.1
Drop forge industries	PW.1
Electronics, Electrical parts and supplies	PW.1
Explosives	PW.1
Fertilizers	PW.1
Furniture	PW.1
Gasoline and other fuels	PW.1
Glass	PW.1
Hardware/Lumber	PW.1
Manufacture from raw materials extracted on site	PW.1
Manufacturing, processing, assembling and/or, warehousing of materials and products in conjunction with the retail sales and service or office functions related to such products	PW.1
Mechanical, Assembly	PW.1
Mining, quarrying, extraction, excavation and removal of rock, sand, gravel and similar materials. Storage of such materials is limited to outside the flood plain.	PW.1
Newspapers	PW.1
Oil or natural gas	PW.1
Plastic fabrication or lamination	PW.1
Plumbing parts and supplies	PW.1
Printing plant	PW.1
Refining raw materials (in copper, zinc or iron ores)	PW.1

Production and/or Wholesale Land Use Types	Designation Number
Rock crushing; treatment	PW.1
Rubber and its constituents	PW.1
Sales and supply (of fuels)	PW.1
Sheet metal fabrication	PW.1
Smelting	PW.1
Tar distillation	PW.1

All land uses in Table 3.21 above have a designation number to show which parking standard applies to each particular use. For consolidation purposes, IBI recommends combining and revising the non-removed uses, shown in Table 3.22:

**Table 3.22: Production and/or Wholesale Parking Rates and Justifications**

Designation Number	Recommended Production and/or Wholesale Land Use Type	Recommended Parking Rate	Recommendation Justification
PW.1	General Manufacturing and Processing	2 spaces per 1,000 sq. ft. of GFA	-All peer cities provide a rate between 1 and 2 -ITE rate at 1.15 -Field survey rate at 1.67 -Per previous comments, a rate of 2 is suggested

**PW.1** – All cities show a rate below 2 spaces per 1,000 sq. ft. of GFA (Fullerton 1.25, Anaheim 1.55, Santa Ana 1, Tustin 1 but with 4 for office area, and Pasadena 2). ITE shows 1.15, and the field survey showed and observed rate of 1.67. Based on the review of all peer cities, coupled with the documented ITE and field survey rates, all Production and/or Wholesale uses were aggregated into a single land use type with a reduced parking standard of 2 spaces per 1,000 sq. ft.

### 3.13 PUBLIC, SOCIAL, OR INSTITUTIONAL USES

Current Public, Social and Institutional land uses in the City of Orange are shown in Table 3.23. This table details how land uses have been designated pertaining to recommended parking standards. Land uses have either been: removed as they do not warrant a standard, kept if they warrant a parking standard, or revised either due to redundancy, consistency, clarity, or additional specificity. All land uses, parking standards, and designations are justified following the tables.

**Table 3.23: Public, Social, or Institutional Land Use Designations**

Public, Social, or Institutional Land Use Types	Designation Number
Antennas, Wireless Communication	Removed
Art gallery	PS.1
Assembly uses (clubs, lodges, and similar uses)	PS.2
Cemetery (not including crematorium)	Removed
Church	PS.3
Community center	Removed
Convention center	PS.4
Country clubs, golf courses, tennis clubs and the like	PS.5
Crematorium	Removed
Department of Motor Vehicles office	Removed
Landfills	Removed
Libraries, private	PS.1
Mortuary (not including crematorium)	PS.6
County, and other government buildings	Removed
Museum	PS.1
Observatory	Removed
Parks and athletic fields, private	PS.7, PS.8
Private clubs and lodges	PS.2
Public utilities installation or substation	Removed
Public utility buildings , structures, and facilities (on less than one acre)	Removed
Public utility buildings, structures, and facilities (on one acre or more)	Removed
Recreation facilities such as campgrounds, playgrounds, fishing lakes, equestrian users, hunting clubs, trails, golf courses	Removed
Transit facilities	Removed

All land uses in Table 3.23 above have a designation number to show which parking standard applies to each particular use. For consolidation purposes, IBI recommends combining and revising the non-removed uses, shown in Table 3.24:

**Table 3.24: Public, Social, and Institutional Parking Rates and Justifications**

Designation Number	Recommended Public, Social, and Institutional Land Use Types	Recommended Parking Rate	Recommendation Justification
PS.1	Art Galleries, Museums, Private Libraries	4 spaces per 1,000 sq. ft. of GFA	-This rate is consistent with 3 peer cities Anaheim, Santa Ana, and Tustin -Orange rate currently consistent with other rates
PS.2	Assembly Uses (clubs and lodges)	33 spaces per 1,000 sq. ft. of assembly GFA	-Assembly uses receives the assembly rate (see EN.4 General Assembly)
PS.3	Religious Institution	1 space per 3 fixed seats <sup>a</sup> , or 33 spaces per 1,000 sq. ft. of assembly GFA, whichever is greater	-Assembly use receives the assembly rate, or could be determined by fixed seats (see EN.4 General Assembly) -Fits in line with previous IBI parking studies of religious institutions
PS.4	Convention Center	Parking Demand Study	-Lack of sufficient data points -Uncommon land use -Warrants parking demand study
PS.5	Country Clubs, golf courses, or driving range	<i>Full County Club:</i> 33 spaces per 1,000 sq. ft. of assembly GFA, plus 4 spaces per 1,000 sq. ft. of remaining GFA including pool and pool deck area, plus 6 spaces per hole <i>Standalone Golf Course:</i> 6 spaces per hole <i>Driving Range:</i> 0.5 spaces per every driving range tee box	-All data points provide the assembly rate -More specificity needed, due to the varying uses this site -Avg. of three peer city golf course ratios is approximately 6 per hole -Golf courses, when not combined with other uses, receive a slightly higher rate -All data points show 1 space per driving range tee box; Orange noted a lower rate to account for shared rides
PS.6	Mortuary (not including crematorium)	33 spaces per 1,000 sq. ft. of assembly GFA. Accessory uses such as flower shops parked separately.	-An assembly use receives the assembly rate (see EN.4 General Assembly)
PS.7	Athletic Fields, private	Parking Demand Study	-No data on spaces per field from peer cities -Fields vary per sport, so single rate may be inaccurate -ITE rate at 38 spaces per soccer field does not factor ancillary uses
PS.8	Parks, private	2.5 spaces per 1,000 sq. ft. of area	-Matches Pasadena rate and other cities outside of the peer cities

**PS.1** – Art galleries, museums, and libraries are combined as they are similar uses that do not warrant differing parking demands. Their rate is based upon analysis of three peer cities Santa Ana, Tustin and Anaheim. Orange's current rate is similar to these peer city rates.

**PS.2** – Assembly uses such as halls, lodges, and clubs require the assembly rate. See EN.4 Live Entertainment Assembly for more detail.

**PS.3** – Religious institutions, (formerly Churches), also require the assembly rate justified in EN.4, but demand an additional ratio for fixed seats. The fixed seats ratio is also justified in EN.4. The recommended rates are in line with recent parking studies conducted by IBI for religious institutions.

**PS. 4 and PS.7** – Convention centers or private athletic fields require a parking demand study as these uses would be inaccurate to provide a single parking ratio. These uses often include a variety of land uses, which require varying parking standards. In addition, there is a lack of data points that would justify using a single rate for these uses. Data from outside the peer cities and from ITE suggested a highly variable rate, depending on the mix of uses. Therefore, a parking study would be warranted for Convention Center and Athletic Field Uses.

**PS.5** – Country Club parking standards have been expanded to include golf courses and driving ranges. Most peer cities, such as Fullerton and Costa Mesa, provide the assembly rate. Anaheim provides more detail, specifying between golf, assembly, and commercial space. The recommended rate most closely aligns with Anaheim's rate. For assembly space, the assembly rate at 33 spaces per 1,000 sq. ft. is given, justified in EN.4 General Assembly. For commercial space, the retail rate is given from RT.4 General Retail, and the golf rate is an average from analysis of multiple peer cities. When data is provided for driving ranges, the rate is 0.5 spaces per tee box.

**PS.6** – Mortuaries require an assembly rate, which is similar to the peer cities Fullerton, Costa Mesa, and Anaheim. Ancillary uses such as flower shops and offices for funeral arrangements area parked separately.

**PS.8** – A lack of substantial data points exist. Pasadena provides a rate of 2.5/1,000. Most data points show a need for a parking demand study for this use.

### 3.14 RECYCLING AND WASTE USES

Current Recycling and Waste land uses in the City of Orange are shown in Table 3.25. This table details how land uses have been designated pertaining to recommended parking standards. Land uses have either been: removed as they do not warrant a standard, kept if they warrant a parking standard, or revised either due to redundancy, consistency, clarity, or additional specificity. All land uses, parking standards, and designations are justified following the tables.

**Table 3.25: Recycling and Waste Land Use Designations**

Recycling and Waste Land Use Types	Designation Number
Collection facilities (recycling)	RW.1
Collection facilities, small (recycling)	RW.2
Collection facility	Removed
Hazardous waste facility	RW.3
Manure stockpiling or processing, commercial	Removed
Processing facility	RW.3
Ranches operating for disposal of garbage, sewage, rubbish or offal	Removed
Refuse transfer	RW.3
Reverse vending machines (recycling) inside a building	Removed
Reverse vending machines (recycling) outside a building	Removed
Storage of hazardous or toxic materials in a flood plain	Removed

All land uses in Table 3.25 above have a designation number to show which parking standard applies to each particular use. For consolidation purposes, IBI recommends combining and revising the non-removed uses, shown in Table 3.26:

**Table 3.26: Recycling and Waste Parking Rates and Justifications**

Designation Number	Recommended Recycling and Waste Land Use Types	Recommended Parking Rate	Recommendation Justification
RW.1	Collection facilities, large (recycling)	6 spaces	-Per OMC Section 17.18.070K
RW.2	Collection facilities, small (recycling)	0 spaces	-Per OMC Section 17.18.070K
RW.3	Waste, Processing, and Refuse Facilities	2 spaces per 1,000 sq. ft. of GFA, then 1.5 spaces per 1,000 sq. ft. of GFA over 50,000 sq. ft. of GFA	-Data from three peer cities Costa Mesa, Anaheim, and Santa Ana avg. at this rate -No ITE rate -Costa Mesa also shows a reduction based rate on sq. ft.

**RW.1 and RW.2** – Rates are justified through Orange Municipal Code Section 17.18.070K, which outlines conditional use regulations for these types of facilities.

**RW.3** – Waste Processing, and Refuse facilities were combined as their uses are similar and would receive the same rate. Data was analyzed from Costa Mesa, Anaheim and Santa Ana. While Anaheim shows a rate of 1.55, and Santa Ana's rate is 2, Costa Mesa shows a graduated rate from 3 to 2 to 1.5 depending on square footage. IBI recommends using a step down rate similar to Costa Mesa, while using a ratio that fits in line with all three data points. There is no ITE rate for these facilities.

### 3.15 RETAIL USES

Current Retail land uses in the City of Orange are shown in Table 3.27. This table details how land uses have been designated pertaining to recommended parking standards. Land uses have either been: removed as they do not warrant a standard, kept if they warrant a parking standard, or revised either due to redundancy, consistency, clarity, or additional specificity. All land uses, parking standards, and designations are justified following the tables.

**Table 3.27: Retail Land Use Designations**

Retail Land Use Types	Designation Number
Adult Enterprise	RT.4
Feed supply	RT.1
Newspaper and magazine shop	RT.4
Pawnshop	RT.4
Regional-Serving Retail Uses such as: bulk merchandise, design showrooms & sales, furniture stores, home improvement & garden centers, office & electrical equipment, retail outlets, etc.	RT.1
Retail within a building, except when otherwise noted	RT.4
Sale of agricultural goods grown on-site	AG.2

All land uses in Table 3.27 above have a designation number to show which parking standard applies to each particular use. For consolidation purposes, IBI recommends combining and revising the non-removed uses, shown in Table 3.28:



**Table 3.28: Retail Parking Rates and Justifications**

Designation Number	Recommended Retail Land Use Types	Recommended Parking Rate	Recommendation Justification
RT.1	Bulk Retail	2 spaces per 1,000 sq. ft. of GFA	-Anaheim, Santa Ana, and Tustin, who reduce their retail rate for bulk, average at 2 -No ITE rate for this use
RT.2	Commercial Centers- over 25,000 sq. ft.	4 spaces per 1,000 sq. ft. of retail GFA to 25,000 sq. ft. of total GFA, plus 3.5 spaces for each additional 1,000 sq. ft. of retail GFA over 25,000 sq. ft. of total GFA	-This rate is consistent with RT.4 until 25,000 sq. ft., but then receives a reduction for the remaining sq. ft. due to the shared parking likely occurring in the facility
RT.3	Commercial Centers- under 25,000 sq. ft.	Each use within the commercial center shall comply with the parking requirements for said use	-This code is consistent with two peer cities
RT.4	General Retail	4 spaces per 1,000 sq. ft. of GFA	-Three peer cities, Fullerton, Anaheim, and Tustin, show a rate of 4 spaces per 1,000 for general retail -Two peer cities, Costa Mesa and Santa Ana, show a rate of 5 spaces per 1,000 for general retail -Pasadena shows a rate of 3 spaces per 1,000 -ITE shows a rate of 5 spaces per 1,000 -Previous IBI site studies show that demand for parking at a rate of 4 spaces per 1,000 for general retail is adequate

**RT.1** – The bulk retail rate is either reduced to 2 compared to general retail rate in Santa Ana and Tustin, 2.25 in Anaheim, or not specified to be separate from general retail in other peer cities. Using these 3 data points, IBI recommends to leave the current bulk rate of 2 per 1,000 sq. ft. as shown in the code.

**RT.2 and RT.3** – These uses are additions that were not previously shown in the City's land use categories. These two categories are separated due to justification of reduced parking requirements when exceeding certain square footage to account for shared parking opportunities. For RT.3, all GFA is calculated separately then combined to create a rate for an entire shopping center. For RT.2, a standard rate of 4 spaces per 1,000 is used for the minimum size, then decreases to 3.5 per 1,000 for the remaining square footage. The rate of 4 per 1,000 is classified under RT.4. The rate of 3.5 per 1,000 is a rate that is based off on both peer and non-peer cities, previous IBI parking studies, and the previous Orange Code that used a sliding scale. This recommended rate is a modified sliding scale. The rate is reduced due to the ability to share parking of differing peak uses at the commercial center. This RT.2 rate applies to retail exclusively for a commercial center over 25,000 sq. ft. Restaurants are excluded from the RT.2 rate because they have specific parking requirements for commercial centers found in Section 3.7 of this document, from parking rates FD.5 to FD.12.

**RT.4** – Three peer cities, Fullerton, Anaheim, and Tustin show rates of 4 per 1,000 sq. ft. Two peer cities, Costa Mesa and Santa Ana, show retail rates of 5 and Pasadena shows a rate of 3. ITE shows a rate of 5. Previous IBI parking studies show that a rate of 4 spaces per 1,000 is adequate for general retail uses. IBI field surveys in Sites 1, 2, and 3 are also in line with this rate, at just below 4 spaces per 1,000. IBI Group referenced the SANDAG Parking Strategies for Smart Growth study, which suggests a retail rate of 3.6

spaces per 1,000 sq. ft. The study also shows retail rates as low as 2 spaces per 1,000 sq. ft. of retail area in transit oriented development areas.

### 3.16 SCHOOL USES

Current School land uses in the City of Orange are shown in Table 3.29. This table details how land uses have been designated pertaining to recommended parking standards. Land uses have either been: removed as they do not warrant a standard, kept if they warrant a parking standard, or revised either due to redundancy, consistency, clarity, or additional specificity. All land uses, parking standards, and designations are justified following the tables.

**Table 3.29: School Land Use Designations**

School Land Use Types	Designation Number
Business colleges; trade and technical schools	SC.4
Instructional Use	SC.5
Juvenile or adult education	SC.5
School (private)	SC.1, SC.2, SC.3
School or College (public/private)	SC.6

All land uses in Table 3.29 above have a designation number to show which parking standard applies to each particular use. For consolidation purposes, IBI recommends combining and revising the non-removed uses, shown in Table 3.30:

**Table 3.30: School Parking Rates and Justifications**

Designation Number	Recommended School Land Use Types	Recommended Parking Rate	Recommendation Justification
SC.1	Preschool	2 spaces per employee, plus adequate loading/unloading zone <sup>15</sup>	-Remains consistent with current Orange standard
SC.2	Kindergarten - 8 <sup>th</sup> Grade	1.8 spaces per classroom, plus adequate loading/unloading zone	-Four peer cities, Anaheim, Santa Ana, and Tustin, provide a rate per classroom -Remains consistent with current Orange standard -The rate has added specificity for loading and unloading
SC.3	High School	8 spaces per classroom, plus adequate loading/unloading zone	-Remains consistent with current Orange standard -The rate has added specificity for loading and unloading
SC.4	Business colleges; trade and technical schools	25 spaces per 1,000 sq. ft. of instructional GFA, plus 3 spaces per 1,000 sq. ft. of office GFA; or Conditional Use Permit with Parking Needs Assessment	-Four peer cities Anaheim, Santa Ana, Tustin, and Pasadena, provide rates by instructional GFA -Rate is an avg. of these peer cities and matches Santa Ana and Tustin -The rate has added specificity due to the complexity of this use -Conditional Use Permit justifies a different rate to accommodate various types of trade schools
SC.5	Instructional Use	1 space per employee, plus 4 spaces per 10 students based on maximum classroom capacity	-Remains consistent with current Orange standard
SC.6	College or University, private	Parking Demand Study via Conditional Use Permit	-Lack of sufficient data points -Uncommon land use -Would be inaccurate to provide single rate

**SC.1** – This rate is based off of SC.2, but requires more parking per classroom due to more parking users and less drop off users. There are no data points for preschool among ITE and peer cities as no differentiates from kindergarten-8th to preschool. See Section 4.3 for guidance on loading zones.

**SC.2** – Four peer cities, Anaheim, Santa Ana, and Tustin, and Pasadena provide a rate per classroom for this use. The recommended rate keeps the Orange existing rate and is consistent with peer cities. See Section 4.3 for guidance on loading zones.

**SC.3** – Three peer cities, Anaheim, Tustin, and Pasadena provide a rate per student for this use. The recommended rate keeps the Orange existing rate and is consistent with peer cities. See Section 4.3 for guidance on loading zones.

**SC.4** – Four peer cities Anaheim, Santa Ana, Tustin, and Pasadena, provide rates by instructional GFA for this use. The recommended rate is an average of these peer cities and matches Santa Ana and Tustin. The rate has added specificity due to the complexity of this use. The office rate follows the rate for office OF.1. The ITE rate is based off of students, not instructional GFA. Per City direction, a change in base use

<sup>15</sup> For SC.1, SC.2, and SC.3, please see Section 4.3 for adequate loading zone requirements.

for business colleges or trade/ technical schools that changes parking demand may be submitted as a Conditional Use Permit.

**SC.5** – Per discussion with the City, the rate remains the same from current Orange Parking Code.

**SC.6** – A parking demand study is recommended because these uses as providing a single rate would be inaccurate. Different facilities for this use, even for the same category, can vary widely, which requires a more detailed study. In addition, there is a lack of data points that would justify a single rate.

### 3.17 SERVICE USES

Current Service land uses in the City of Orange are shown in Table 3.31. This table details how land uses have been designated pertaining to recommended parking standards. Land uses have either been: removed as they do not warrant a standard, kept if they warrant a land use standard, or revised either due to redundancy, consistency, clarity, or additional specificity. All land uses, parking standards, and designations are justified following the tables.

**Table 3.31: Service Land Use Designations**

Service Land Use Types	Designation Number
Appliance repair and service (portable appliances only)	SR.1
Appliance, equipment or furniture repair	SR.1
Banks and similar financial institutions	SR.2
Barber, beauty shop, manicure salon, or spa	SR.3
Bindery	Removed
Blacksmith	Removed
Check cashing, pay day loans	SR.2
Commercial laundry	SR.4
Driving school	Removed
Dry cleaners	SR.4
Dry cleaners w/o onsite cleaning	SR.4
Dry cleaning plant	SR.4
Equipment rental	SR.4
Health Clubs	SR.4
Janitorial supplies and service	SR.4
Job Centers	Removed
Laundromat	SR.5
Massage establishments	SR.3
Photocopy centers	SR.4
Photographic processing	SR.4
Private postal centers	SR.4
Public scales	Removed
Public service or use	Removed
Shoe repair	SR.4
Tailoring	SR.4
Tattoo parlor	SR.4
Upholstery Shop	SR.4
Vending carts (located on private property only)	Removed
Welding	Removed

All land uses in Table 3.31 above have a designation number to show which parking standard applies to each particular use. For consolidation purposes, IBI recommends combining and revising the non-removed uses, shown in Table 3.32:

**Table 3.32: Service Parking Rates and Justifications**

Designation Number	Recommended Service Land Use Types	Recommended Parking Rate	Recommendation Justification
SR.1	Appliance/equipment/furniture repair and service	2 spaces per 1,000 sq. ft. of GFA	-A common service but receives a rate lower than the general service rate
SR.2	Banks and financial institutions	4 spaces per 1,000 sq. ft. of GFA	-A common service receives the general service rate (see SR.4)
SR.3	Barber, beauty shop, salon, spa, or message establishments	5 spaces per 1,000 sq. ft. of GFA	-Service uses where users tend to stay for longer periods of time demand a higher ratio -Costa Mesa raises their rates for these uses -Santa Ana has a matching rate -ITE does not provide a rate
SR.4	General Services not specified elsewhere	4 spaces per 1,000 sq. ft. of GFA	-Services are similar to retail, but tend to have quicker turnaround than retail uses, so a similar or lower rate is justified -Peer cities Anaheim and Tustin have matching rates, Pasadena is typically lower -ITE does not provide a general rate
SR.5	Laundromat	1 space per 3 machines	-A use specific to machines can provide a ratio on machines -Tustin also uses a rate by machines

**SR.1 and SR.2** – These uses are similar to general services, but receive a lower rate due to reduced parking demand for these types of uses.

**SR.3** – A higher rate is required compared to SR.4 due to users that stay for longer periods of time than standard services, based on previous studies. Costa Mesa raises their rates to 6 for these uses, and Costa Mesa provides a similar rate. There is no ITE rate for these services.

**SR.4** – Services in general are similar to retail, but tend to have quicker turnaround than retail uses, so a similar or lower rate is justified from the current 5 spaces per 1,000 standard for the City of Orange. Peer cities Anaheim and Tustin have matching rates, and Pasadena is even lower. ITE does not provide a general rate.

**SR.5** – A laundromat should have its own rate due to the self-service nature of these facilities, and the greater specificity to provide a ratio of spaces to the number of machines provided. Tustin provides the same rate, and IBI recommends keeping this rate.

### 3.18 STORAGE OR WAREHOUSING USES

Current Storage or Warehousing land uses in the City of Orange are shown in Table 3.33. This table details how land uses have been designated pertaining to recommended parking standards. Land uses have either been: removed as they do not warrant a standard, kept if they warrant a land use standard, or revised either due to redundancy, consistency, clarity, or additional specificity. All land uses, parking standards, and designations are justified following the tables.

**Table 3.33: Storage or Warehousing Land Use Designations**

Storage or Warehousing Land Use Types	Designation Number
Cold or frozen goods, Storage	SW.1, SW.2
Construction Materials Storage Yard	SW.4
Mini-Warehouse/Self Storage Facility	SW.3
Outdoor storage	SW.4
Storage of floatable substances or materials in a flood plain overlay	SW.1, 2
Tank storage, Extraction, Manufacture And Refinery	SW.1, SW.2
Warehouse	SW.1, SW.2

All land uses in Table 3.33 above have a designation number to show which parking standard applies to each particular use. For consolidation purposes, IBI recommends combining and revising the non-removed uses, shown in Table 3.34:

**Table 3.34: Storage or Warehousing Parking Rates and Justifications**

Designation Number	Recommended Storage or Warehousing Land Use Types	Recommended Parking Rate	Recommendation Justification
SW.1	Indoor Warehousing under 10,000 sq. ft.	2 spaces per 1,000 sq. ft. of GFA	-All peer rates and ITE are between 0.5 and 2 -Smaller facilities should have a higher ratio than larger facilities
SW.2	Indoor Warehousing over 10,000 sq. ft.	0.5 spaces per 1,000 sq. ft. of GFA	-All peer rates and ITE are between 0.5 and 2 -Larger facilities should have a lower ratio than smaller facilities
SW.3	Mini-Warehousing/ Self-Storage	0.3 spaces per 1,000 sq. ft., or 5 spaces minimum, whichever is greater	-Data points vary widely for this use -Peer city Anaheim has a matching rate -ITE rate is similar to this rate
SW.4	Outdoor Storage	0.5 spaces per 1,000 sq. ft. of outdoor GFA, plus 1.5 spaces per 1,000 sq. ft. of GFA	-All peer rates and ITE are between 0.5 and 2 -Outdoor storage rate is in line with Anaheim, Tustin, Fullerton and ITE -Specificity is included for outdoor storage that may come with an indoor component

**SW.1** – A rate of 2 is an average between all peer cities and ITE with a range from 0.5 to 2. Compared to SW.2, this rate should be higher due to the smaller facility size as smaller facilities tend to be more intensive. Anaheim's rate matches this rate.

**SW.2** – A rate of 0.5 is an average between all peer cities and ITE with a range from 0.5 to 2. Compared to SW.1, this rate should be lower due to the larger facility size, which tends to have a lower intensity as the size increases. Anaheim's rate matches this rate.

**SW.3** – Mini-storage warehouse uses do not require much parking at all, as storage is not a high peak use and users typically park in front of their storage unit. City of Orange currently requires 4 spaces per 1,000 sq. ft. or 3 spaces. The City of Fullerton requires 6 spaces per mini-storage warehouse, and the ITE specifies a much lower rate of 0.20 spaces per 1,000 sq. ft. GFA. Tustin and Anaheim provide similar rate to the recommendation. The minimum spaces provided is to provide a baseline rate for smaller facilities.

**SW.4** – This rate is in line with justification from AT.4 Vehicle Wrecking and Salvage, and fits with all peer rates and ITE with a range from 0.5 to 2 for this use. In addition, specificity is included for outdoor storage that may come with an indoor component.

## 4 ADDITIONAL PARKING CONSIDERATIONS

In addition to the above recommendations, the City is interested in any updates recommended for the remainder of Orange Municipal Code Chapter 17.34 (Off-Street Parking and Loading). The following sections detail the analysis and any recommendations for updates to be made to sections 17.34.100 – 17.34.180, which include parking area dimensions, maintenance and operations of parking areas, loading areas, tandem parking, and shared parking.

### 4.1 PARKING AREA DIMENSIONS

Although adopted almost 20 years ago, the City of Costa Mesa parking design standards serves as a good example of a compact, uniform set of parking design standards. The minimum parking stall sizes for the City of Costa Mesa are 8.5-9 feet in width and 18 feet in length. The City of Fullerton minimum parking stall sizes are 9 feet in width 19 feet in length for commercial and residential areas. Angled and perpendicular parking design standards for the City of Orange are in line with the aforementioned design standards.

- **Section 17.34.110.B – Parallel Parking**
  - The current standard is a minimum width of 9 feet and length of 24 feet. A minimum width of 8 feet is observed in many cities, including some of the neighboring cities. The minimum length of 24 feet is appropriate for parallel parking spots connected sequentially. For parallel spots placed in pairs, the stall length has been observed to be 18 feet in the City of Costa Mesa which is in line with current City requirements – the required gap of 8 feet between sets of spaces is adequate.
- **Section 17.34.110.F.1 – Driveway Aisle Width**
  - For 30-degree stalls, the current minimum aisle width is 13 feet. A minimum of 12 feet has been observed in other neighboring cities. Keeping the same 13 foot width as the code currently states in Section 17.34.110.F.1 is recommended.
- **Section 17.34.110.F.3 – Driveway Aisle Width**
  - For 60-degree stalls, the current minimum aisle width is 19 feet. A minimum of 18 feet has been observed in other neighboring cities.

Based on the review of peer cities and industry-wide best practices, IBI does not recommend any modifications to the parking area dimensions include in the City's code.

### 4.2 MAINTENANCE AND OPERATIONS OF PARKING AREAS

Section 17.34.130 – Maintenance and Operation of Permanent Parking Areas, of the City's current Municipal Code, discusses requirements for both curbs and wheel stops. However, the section does not specify whether vehicle overhang over curbs is counted in part of the parking space dimension as it is for wheel stops.

The City of Costa Mesa requires wheel stops or continuous curbing to be provided for each required parking space. A two-foot overhang above landscaped areas is permitted; overhang above a walkway is not mentioned. The two-foot overhang is taken to be a part of the 18-foot minimum length set in the standards for standard stalls (16-foot length for small car stalls).

The City of Fullerton allows for an overhang of two feet over a landscaped area or walkway which has a minimum width of six feet in commercial and residential zones.

Based on design standards of neighboring cities and professional judgement, it is recommended that a two-foot overhang be allowed over landscaped areas and walkways wider than six feet. If the walkway is bordered by a travel lane (non-parking) on the opposite side it is not recommended that an overhang be permitted, as this reduces the effective width of the walkway and causes pedestrians to walk closer to moving traffic. The two foot overhang should be included in the total minimum stall length (18 feet for standard and 16 feet for small car stalls). The inclusion of any overhang in parking stall length shall only apply to 90-degree parking.



### 4.3 LOADING AREAS

Regarding Section 17.34.160 - Loading Areas for Non-Residential Uses, it is recommended that the use of drive aisles or parking spaces during off-peak period for loading be provided on a per-case basis. For example, off-peak utilization of drive aisles or parking spaces is not recommended for a shared use facility where two or more land uses are operating at the same time because the loading may create unwanted congestion or a shortage of parking for land uses experiencing peak or higher-than-peak demand. Conversely, use of drive aisles or parking spaces during off-peak hours may be appropriate for parking facilities being utilized by a single land use, because use of the space comes solely at their discretion and convenience.

The chart below shows a brief summary on peer city code regarding Loading Zone requirements, along with a final recommendation for changes to current Orange code based off of analyzing peer city code. Loading zones are applicable to Care Facilities, Schools, and some Food Service uses, as described in each respective sections of the report. Based from peer city code, it is recommended to reduce the length requirement for loading zones from 10x40 feet to 10x30 feet for uses with 1-50 parking spaces, which is in line with peer city code. The remainder of the code remains consistent with current City code.

**Table 4.1: Loading Zone Requirements and Recommendation**

City	Summarized Loading Zone Requirements
City of Orange	10x40 area for 1-50 spaces of required parking; 10x60 area for 51-250 spaces of required parking; 10x80 area for 250+ spaces of required parking
City of Fullerton	N/A
City of Costa Mesa	N/A
City of Anaheim	12x20 area for sites 25,000 or smaller; alley loading requirements for larger
City of Santa Ana	10x25 loading zone every 10,000 sq. ft. of gross floor area
City of Tustin	Dimensions determined through Design Review, number of loading spaces (as many as 4) are dependent on land use and GFA
City of Pasadena	10x20 area for sites 3,000 sq. ft. or smaller, 12x30 area for sites 3,000 sq. ft. or larger; number of spaces varies depending on land use and GFA,
<b>Recommendation</b>	<b>10x30 area loading for 1-50 spaces of required parking, 10x60 area for 51-250 spaces of required parking, 10x80 area for 250+ spaces of required parking</b>

#### 4.4 TANDEM PARKING

According to the City's current Municipal Code, tandem parking is currently only permitted in the Mobile Home District and in multi-family residential with a Minor Site Plan Review.

Tandem parking has the benefit of saving space within parking lots, allowing for more parking spaces. However, tandem parking does carry a limited application in terms of land use types, largely due to logistics during use and during the sale of a property (if spot is shared with another unit). A common, and appropriate, application for tandem parking is apartment/condominiums in which two parking spots are typically allotted to each unit. This works because the parking arrangement is handled by tenants of the same unit, and does not require coordination with the governing housing association and/or tenants of another unit. In this type of application, the two spots would need to be reserved, and therefore should not be on a first-come-first-served basis; additional first-come-first-served parking can be provided as on-street parking, for example. Reservation of the parking spots may be included with the apartment/condo unit (assigned), assigned via a waitlist, or deeded. Deeded tandem parking is phenomenon in areas where owners would like to profit from the extremely limited parking, such as in New York.

A key drawback in applying tandem parking to a wider range of land uses is the need for coordination of the users or the requirement of both users to have a key to each vehicle. However, this problem can be circumvented through the use of a valet service. Although valets aren't common in housing complexes, this opens the opportunity of applying tandem parking to select commercial land uses such as sit-down restaurants, hotels, and hand car washes. Tandem parking for commercial applications is typically operated by valet for employees only through a Conditional Use Permit that requires a full-time parking attendant be on duty at all times the parking facility is available for use. In Pasadena, they allow up to 75% of the total off-street parking spaces provided for incorporation of tandem parking upon approval of a Minor Conditional Use Permit.

Table 4.2 below shows a brief summary on peer city code regarding Tandem Parking requirements, along with a final recommendation for changes to current Orange code based off of analyzing peer city code.

**Table 4.2: Tandem Parking Requirements and Recommendation**

City	Summarized Tandem Parking Requirements
City of Orange	Allowed only in the Mobile Home District and in multi-family residential with a Minor Site Plan Review, where vertical parking is assigned to the same unit
City of Fullerton	Allowed in multi-family only, assigned to same unit, no more than 50% of parking provided shall be tandem
City of Costa Mesa	Allowed exclusively for two cars in tandem, and only for single-family dwellings with 5 bedrooms or more
City of Anaheim	Allowed only in multi-family, and no more than 2 vehicles deep. Can be accommodated by valet
City of Santa Ana	Allowed in single family, where non-enclosed spaces may be tandem. In a duplex, tandem is allowed only as they don't block other units
City of Tustin	Allowed for company vehicles, mobile homes, accessory dwellings, and valet
City of Pasadena	Allowed for the residential component of mixed use, day-car centers. Triple stack allowed for projects with over 100 parking spaces
<b>Recommendation</b>	<b>Tandem is allowed for mobile homes, same unit assigned multi-family, company vehicles, and residential areas in the Local Old Towne Orange Historic District on a driveway but within the required setback. For other single family residential, the 3<sup>rd</sup> enclosed required space may be in tandem, where applicable. Tandem is allowed with a Conditional Use Permit for valet, non-residential uses, and stand-alone single tenant/commercial use.</b>

#### 4.5 SHARED PARKING

For mixed-use occupancies, it is recommended that the requirements for shared parking facilities take into account the individual land uses and sum the demand. The requirement should assess the need for parking based on the individual/total peak demand as well as the time at which peak demands are observed. An ideal scenario would be one in which two land uses operate at mutually exclusive hours, and thus observed peak demands are offsets of one another – reducing the amount of parking required. In cases where two or more land uses are sharing a parking facility, a more detailed Shared Parking Analysis should be conducted specific to those uses. Refer to the Urban Land Institute's Shared Parking (2<sup>nd</sup> Edition) to determine which mix of uses warrant shared parking based on various time-of-day factors.

#### 4.6 MOTORCYCLE PARKING AREA

City of Orange Municipal Code Section 17.34.110 – Parking Area Dimensions does not include guidance for standard space dimensions for motorcycle parking. However, in Section 17.34.080, there are minimum areas for motorcycles based on the required parking spaces (e.g., 50 sq. ft. for 10 to 50 spaces and 300 sq. ft. for 50 or more spaces). In Santa Ana, they require a 17 foot by 18 foot (~300 sq. ft.) area for the first 500 spaces and the same area for every 250 spaces thereafter, bordered by bumper guards or concrete curb to preclude automobile access. Industry standards from the Transportation Research Board and other accredited publications, a minimum area of 5 feet by 8.2 feet is typically required for motorcycle parking, which represents approximately 40 sq. ft. As such, no revisions to the City's parking area requirements are recommended as they provide a larger area than what is typically required.

## 4.7 MIXED-USE ZONES

As cities grow, new developments are commonly mixed-use, straying away from Euclidean single use zoning. Mixed-use zoning can be defined as any building, complex or community that combines residential, commercial and even industrial uses within a dense area. Mixed use properties stimulate more variety in design for single and multi-family housing, encourage dense, compact uses, create pedestrian-oriented environments, and reduce traffic and congestion as distances between living, working, and retail, are reduced.

Mixed-use zones have benefits for reducing parking demand, as a mix of uses supports a “park-once” philosophy. In a walkable mixed-use area, users can easily park once for many various uses, reducing the demand for parking that traditionally would have been required for every use individually. Due to mixed-use zoning, parking standards can be reduced as mixed-use developments have natural parking efficiencies.

Currently in the City of Orange, mixed-use developments must comply with Off-street Parking and Loading requirements but can apply for a reduction in standards by submitting a parking study for review and decision by the applicable reviewing body. Although mixed use zones have shown to reduce parking demand by up to 25%, mixed use zones vary too widely to establish a specific reduction percentage from standard code for every case. As such, it is recommended to keep the existing code as it stands. Table 4.3 below provides a brief summary of all peer city Mixed Use Zoning requirements, along with a final recommendation for any changes to current City of Orange Mixed-Use Zoning Code.

**Table 4.3: Mixed-Use Zones Requirements and Recommendation**

City	Summarized Mixed-Use Zones Parking Requirements
City of Orange	Parking for Mixed-Use Districts shall comply with Off-Street Parking and Loading requirements, though applicants can submit a parking study for review and decision by the applicable reviewing body
City of Fullerton	Total on-site parking required shall be equal to the sum of the spaces required if the uses were separate, though a Conditional Use Permit may be granted to reduce parking on appeal to the Planning Commission or City Council
City of Costa Mesa	The Zoning Administrator, by minor conditional use permit, may allow a reduction in amount of required parking when required parking for nonresidential land use can be shown to substantially exceed the demand
City of Anaheim	Vehicle parking requirements shall be determined as a part of the conditional use permit process by the Planning Services Manager of the Planning Department, based on a parking demand study.
City of Santa Ana	If two or more uses exist at the same site, the number of parking spaces required for each use shall be determined separately
City of Tustin	Whenever two or more uses exist on the same site, the number of parking spaces required of each separate space shall be determined separately at the rates established for each use
City of Pasadena	If more than one use is located on a site, the number of off-street parking and loading spaces to be provided shall be equal to the sum of the requirements for individual use, unless approved by the Zoning Administrator through a Minor Conditional Use Permit.
<b>Recommendation</b>	<b>Parking for Mixed-Use Districts shall comply with Off-Street Parking and Loading requirements, though applicants can submit a parking study via a Conditional Use Permit process for review and decision by the applicable reviewing body (no change)</b>

## 5 CONCLUSION

The resulting recommendations for parking requirements for the 18 categories in the City's Master Land Use table are largely based on the rates from our comparative sources (peer cities) and ITE parking demand rates, as well as demand observed during field surveys and empirical data from previous IBI parking studies for various land uses. IBI suggested that any land uses within those categories that did not have applicable comparative standards to either keep the existing parking rate, adopt a rate as specified by the ITE handbook, or to conduct a parking demand study. IBI also made recommendations regarding the City's land use types where applicable land use types have either been removed as they do not warrant a specific parking standard, kept if they warrant a specific land use standard, or revised (combined/reorganized) either due to redundancy, consistency, clarity, or additional specificity.

In summary, the proposed code is a streamlined version of the City's existing code, combining the requirements for some of the land uses into as many groups as applicable. The standards were recommended based on the practicality of right-sizing parking according to empirical data and modern day trends for redevelopment and new development opportunities. The recommendations serve as a starting point with which to begin to revise the City's Municipal Code with updated parking standards in line with the Orange Municipal Code format.

Appendix A

Category	Designation Number	Zoning	City of ORANGE	City of FULLERTON	City of COSTA MESA	City of ANAHEIM	City of SANTA ANA	City of TUSTIN	City of PASADENA	ITE Demand Rate	Field Survey	Recommendation	Recommendation Justification
Agriculture/ Horticulture	AG.1	Agriculture/ Horticulture (Row crops, Tree and Shrub Farms, Tree	N/A	N/A	N/A	1 space per 2 acres	N/A	N/A	N/A	N/A	N/A	1 space per 2 acres	Fits inline with peer City Anaheim. No established ITE rate. No other peer city provides parking data for agriculture use.
	AG.2	Commercial Plant nurseries, retail or seasonal sales	1/1,000 sq. ft. indoor GFA, plus 1/1,000 sq. ft. outdoor GFA	N/A	4/1,000 GFA, plus 2/1,000 outdoor display	4/1,000 buildingGFA, plus .4/1,000 outdoor (excluding parking/access ways	2/1,000 display/storage area, plus 4/1,000 office area	4/1,000 indoor display, plus 1/1,000 outdoor display	2.5/1,000	N/A	N/A	1 spaces per 1,000 sq. ft. of GFA, plus 1 space per every 1,000 sq. ft. of outdoor display	Based on research of six peer cities with highly variable parking standards, current City of Orange standard is adequate.
Animal Oriented Use	AN.1	Dog and cat grooming w/o boarding	5.00	5.49	N/A	4/1,000 GFA	N/A	2/1,000 GFA	2.5/1,000	2.30	N/A	4 spaces per 1,000 sq. ft. of GFA	Dog and cat grooming is related to a retail service. In addition, when compared to other peer cities and the ITE rate for this use, the City of Orange's standard are higher than most.
	AN.2	Dog and cat grooming with boarding	5	5.49	N/A	1 space per employee, plus 1 spaces per 10 pets	N/A	2/1,000 GFA	2.5/1,000	2.30	N/A	4 spaces per 1,000 sq. ft. of GFA plus 1 space per 10 boarded pets	No city, nor the ITE rate shows a distinction in parking regulations between grooming services with boarding and grooming services without boarding. Without any real distinction in parking demand between the two uses, the same rate for grooming is applied.
	AN.3	Kennels and Stables	N/A	N/A	N/A	1 space per employee, plus 1 spaces per 10 pets	N/A	2/1,000 GFA	Conditional Use Permit	N/A	N/A	3 spaces per 1,000 sq. ft. of GFA	Not enough data points to justify solely on code. Rate established through analysis of 5 existing kennels and stables throughout Northern Orange County.
	AN.4	Veterinary clinic/ hospital, with or without boarding, including or not	5	5.49	N/A	5.5/1,000 GFA, plus 4.5/1,000 for every 1,000 over 100,000	N/A	4/1,000 for first 4000, plus 6/1,000 after 4000	N/A	2.30	N/A	5 spaces per 1,000 sq. ft. of GFA	No distinction in any data point (6 peer cities and ITE rate) between varying vet uses, so a combination recommended. 5/1,000, as a medical use demands higher rate than general service. Medical rate avg. 5 per 1,000 sq. ft. among all data points.
	AN.5	Zoo	N/A	N/A	N/A	N/A	N/A	N/A	N/A	12 spaces per 1 acre	N/A	12 spaces per 1 acre	Only one data point (ITE).
	AT.1	Vehicle parts sales	5.00 retail	N/A	N/A	4/1,000 for sales	5/1,000	2.5/1,000	4 per 1,000	4.17	N/A	4 spaces per 1,000 sq. ft. of GFA	Standard retail rate (see RT.4 General Retail).
	AT.2	Vehicle repair, modification, and service	3 spaces/ bay	N/A	N/A	3.5/1,000 or min 5	5/1,000	4 spaces/ bay	4 per 1,000	N/A	N/A	3.5 spaces per 1,000 sq. ft. of GFA	3.5 per 1,000 sq. ft. is Anaheim standard for repair, and avg. of all repair uses among data points. 3.5 per 1,000 sq. ft. is equivalent to 3 spaces per bay, but retains consistency.
	AT.3	Vehicle sales, showroom	N/A	N/A	N/A	2.5/1,000 GFA for interior showroom	For Auto Sales: 5/1,000 plus one space for every vehicle for sale on site	N/A	4 per 1,000	5.4	1.18	2.5 spaces per 1,000 sq. ft. of GFA	2.5 per 1,000 sq. ft. is Anaheim standard for showroom. No ITE rate for this use. No other specific data points for showroom.
	AT.4	Vehicle sales, outdoor display	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	.33 spaces per 1,000 sq. ft. of GFA, excluding drive aisles	Rate determined though research for the Cities of Westminster and Fontana. Existing site analysis at Selma Chevrolet was also determined to fall in line with this rate.
	AT.5	Motorcycle dealership	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2 spaces per 1,000 sq. ft. of motorcycle display	Rate in line with peer cities Santa Ana and Westminster.

Category	Designation Number	Zoning	City of ORANGE	City of FULLERTON	City of COSTA MESA	City of ANAHEIM	City of SANTA ANA	City of TUSTIN	City of PASADENA	ITE Demand Rate	Field Survey	Recommendation	Recommendation Justification
Automotive	AT.6	Vehicle wrecking, salvage, or storage (includes recreational vehicles)	N/A	6 spaces minimum	N/A	4/1,000 or 5 minimum	4/1,000	.5/1,000 building GFA, plus 2	2/1,000	N/A	N/A	0.5 spaces per 1,000 sq. ft. of area or 5 spaces minimum	Rate consistent with peer cities Fullerton, Tustin, and Pasadena. 5 space minimum for smaller yards.
	AT.7	Automobile rental agency	4/1,000 GFA	4/1,000	4/1,000	4/1,000 for parking vehicles to be sold.	5/1,000 plus 1 spaces for every rental vehicle on site	N/A	2.5/1,000	N/A	N/A	4 spaces per 1,000 sq. ft. of GFA, plus 1 space per fleet vehicle	Standard retail rate (See RT.4) plus 1 space per car in fleet. No data points from any peer cities or ITE. Remains consistent with current Orange standard.
	AT.8	Wholesale Auto Brokers	4/1,000 GFA	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3 spaces per 1,000 sq. ft. of GFA	Same as Office (OF.1)
	AT.9	Retail Auto Brokers	4/1,000 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.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3 spaces per 1,000 sq. ft. 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.	Consistent with existing City rate
	AT.10	Vehicle parts and supplies, assembly	N/A	2/1,000	3/1,000 for first 25,000; 2/1,000 from 25,000 to 50,000; 1.5/1,000 over 50,000	1.55	5/1,000	2 per 1,000	4 per 1,000	N/A	1.67	1.75 spaces per 1,000 sq. ft. of GFA	Assembly use receives the production rate (See PW.1 General Manufacturing)
	AT.11	Vehicle gas station	2 spaces, plus 1.25/1,000 for convenience GFA, plus 3/bay for repair	N/A	N/A	2 spaces if stand-alone; (with convenience) 4/1,000 with 50% of pump islands counted as parking stalls	2 spaces if stand-alone; 5/1,000 with convenience	4/ service bay	1/1,000 GFA; plus 3.3/1,000 convenience store GFA, plus 5 car stacking for any car wash, plus 8 fueling stations may count as parking	N/A	N/A	If standalone : 2 spaces; not including pump island stalls. With Convenience : 5 spaces per 1,000 of convenience GFA, with maximum 50% of pump islands counted as parking stalls. For Service Bays : 3.5 spaces per 1,000 sq. ft. of service bay GFA. For office area: absorbed as an accessory use	For standalone, 2 spaces is consistent with 2 data points and the current Orange standard. With Convenience, rate aligns with previous IBI study on gas station parking demand. Rate is consistent with peer cities Anaheim and Santa Ana. 50% clause due to pump users parking in pump stalls to shop at convenience store. Rate for gas stations with service bays is consistent with IBI parking studies for three types of uses.
	AT.12	Car Wash - Automatic (in bay - typical to gas stations)	N/A	N/A	N/A	Parking demand study	2 spaces, 60 ft. stacking, 10x20 ft. area for air/water	1 space per facility	.5/1,000 GFA, plus 3.3/1,000 convenience GFA, plus 5 car stacking, minimum 3	N/A	N/A	1 space per facility, plus 3 car stacking for each wash stall, plus a 10 ft. x 20 ft. area for every air/water/vacuum facility	Only one space required, as parking is rare for this use (also typically in conjunction to a convenience store). 1 space per facility in line with two peer cities Santa Ana and Tustin. 3 car stacking as typical length for such facilities. 3 car stacking in line with peer city Pasadena. Required 10 x 20 zone for self-maintenance auto care when applicable.
	AT.13	Car Wash - Automatic (tunnel)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2.5 vacuum bays/ wipe down bays per every 20 feet of car wash tunnel, plus 3 spaces per 1,000 sq. ft. of office and break room uses	Similar to City of Irvine. In line with Rapids Express Car Wash. 3 spaces per 1,000 is consistent with the OF.1 Office Rate

Category	Designation Number	Zoning	City of ORANGE	City of FULLERTON	City of COSTA MESA	City of ANAHEIM	City of SANTA ANA	City of TUSTIN	City of PASADENA	ITE Demand Rate	Field Survey	Recommendation	Recommendation Justification
	AT.14	Car Wash- Full Service	6 employee spaces, 5 spaces per car length of internal car wash tunnel	N/A	N/A	Parking demand study	5 spaces, 20 spaces minimum drying area, 120ft stacking entrance, 10x20 ft. area for air/water	10 spaces, plus 10 spaces for each wash lane, plus 5 vehicle stacking for each lane	1/1,000 GFA; plus 3.3/1,000 convenience store GFA, plus 5 car stacking	N/A	N/A	0.5 spaces per employee, plus 5 spaces per car length of internal car wash tunnel, 2/3 of which for drying, 1/3 for stacking. Drying spaces may be tandem and informally arranged.	0.5 spaces is at a rate similar to Santa Ana and Tustin. 5 spaces per car length of internal tunnel is same rate as current Orange standard, but recommendation provides specificity to where parking is designated.
	AT.15	Car Wash- Self Service (hand-spray operated)	2.5 per bay	N/A	N/A	Parking demand study	2 spaces per washing bay, 10x20 ft. air/water	2.5 spaces per washing stall	N/A	N/A	N/A	2.5 spaces per bay	Rate is in line with peer cities Santa Ana and Tustin. Higher rate of parking compared to automatic due to higher rate of users staying to clean car interior.
Care Facility	CR.1	Day Care, child or elderly	2 spaces/ employee	N/A	N/A	1 space per employee, plus 1 spaces per 10 children, plus 1 spaces loading/unloading	1 space per 8 individuals, plus 1 for each teacher/supervisor	1 space per employee, 1 spaces per 5 children, OR 1 spaces per employee, 1 space per 10 children with adequate drop-off	Conditional Use Permit for Child Day Care; 2/1,000 for adult day care	1.38/ employee	N/A	1 space per employee, plus 1 space per 8 individuals, plus 1 loading/unloading area	1 space per employee consistent with peer cities Anaheim, Santa Ana, and Tustin. 1 space per 8 individuals an avg. of same three cities.
	CR.2	Family Care or Community Care	2 spaces	N/A	N/A	N/A	2 spaces	1 space per each non-resident employee	1 space	N/A	N/A	2 spaces	Rate identical to Santa Ana. Uses in residential zones do not demand much parking, as these are primarily drop-off uses.
	CR.3	Assisted Living, including memory Care	2 spaces/ employee	N/A	N/A	.8 spaces/bed	1 space per 3 beds	1 space per 4 beds	Conditional Use Permit	.6 spaces per dwelling	N/A	1 space per 3 beds	Same rate as CR.1 for employees, but adds a higher rate of spaces per users to account for long-term visitors.
	CR.4	Independent Living Facility	N/A	N/A	N/A	N/A	N/A	N/A	Conditional Use Permit	1.3 spaces per dwelling	N/A	1 space per unit, plus 1 space per 10 units for guests	Rate determined through research of existing independent living facilities and analysis of non-peer city code. Rate is in line with ITE at 1.3 spaces per dwelling.
	CR.5	Sober Living Facility	1 space per 3 residents	N/A	N/A	N/A	N/A	N/A	Conditional Use Permit	N/A	N/A	1 space per 3 tenants	Per discussion with city staff, this is the regulated parking rate.
	EN.1	Amusement Arcade and non-live entertainment venues	5	N/A	10	2 spaces per billiard table; 6 spaces per bowling lane	1 space for 4 seats in bingo, 1 space for each video game, plus 2 spaces per each billiard table or gaming device	5/1,000	Conditional Use Permit	N/A	N/A	5 spaces per 1,000 sq. ft. of GFA	5 spaces is identical to peer city Tustin. No change from current code.
	EN.2	Amusement Park or Commercial Recreation Facility	N/A	N/A	N/A	Parking demand study	5/1,000 public sq. ft. plus 3/1,000 office	N/A	Conditional Use Permit	approx. 2/1,000	N/A	Parking Needs Assessment	Lack of sufficient data points. Uncommon use with substantial variation. Would be inaccurate to provide single rate.
	EN.3	Archery Range	N/A	N/A	N/A	N/A	N/A	N/A	Conditional Use Permit	N/A	N/A	1.2 spaces per target	No data points available. Recommended rate provides one space per archer (assuming all drive), and additional spaces for those waiting to shoot.
	EN.4	Live Entertainment Assembly	33.33	N/A	1 space per 3 fixed seats OR 1 space per 35sq. ft. non-fixed	.4 spaces per seat/patron, whichever is greater, plus .8 per employee	1 spaces per 3 fixed seats, plus 35.7/1,000 assembly GFA	1 space per 3 fixed seats, plus 28.5/1,000 assembly area	Conditional Use Permit	N/A	N/A	1 spaces per 3 fixed seats, plus 33 spaces per 1,000 sq. ft. of assembly GFA	Assembly use receives the assembly rate. 33 is avg. rate of peer cities Costa Mesa, Santa Ana, and Tustin. Rounded for clarity. 1 space for 3 seats is consistent with Costa Mesa, Santa Ana, Tustin, and Anaheim.
	EN.5	Billiard Parlor	N/A	N/A	N/A	2 spaces per billiard table	2 spaces per billiard table	2 spaces per table	Conditional Use Permit	6.56	N/A	2 spaces per table, plus ancillary calculated separately	Rate is consistent with Anaheim, Santa Ana, and Tustin, Ancillary spaces required ofr additional uses within the parlor. ITE ratio only from one study.



Category	Designation Number	Zoning	City of ORANGE	City of FULLERTON	City of COSTA MESA	City of ANAHEIM	City of SANTA ANA	City of TUSTIN	City of PASADENA	ITE Demand Rate	Field Survey	Recommendation	Recommendation Justification
Entertainment	EN.6	Bingo Games	N/A	N/A	N/A	17/1,000	1 space per 4 seats	N/A	Conditional Use Permit	N/A	N/A	1 space per 3 seats, plus ancillary uses calculated separately	Ratio based from 1 per 3 seats ratio for assembly (EN.4)
	EN.7	Bowling Alley	3/lane, plus auxiliary	N/A	3/lane	6/lane	3/alley	5/lane, plus ancillary	Conditional Use Permit	5.6/lane	N/A	3.5 spaces per lane, plus ancillary uses calculated separately	Anaheim, Tustin, and ITE show higher rates. Costa Mesa and Santa Ana show identical rates to Orange. An avg. of all rates justifies 3.5 not including additional uses, which is calculated separately
	EN.8	Commercial Sports Facility	N/A	N/A	N/A	N/A	1 spaces per 4 fixed seats, plus 35.7/1,000 assembly GFA	N/A	Conditional Use Permit	58.8 vehicles/ field	N/A	1 spaces per 4 fixed seats, plus 33 spaces per 1,000 sq. ft. of assembly GFA	Ratio based initially from 1 per 3 seats ratio, but receives a slight reduction due to higher average vehicle occupancy for sport-related uses. Assembly rate as needed for facilities without fixed seats.
	EN.9	Dance hall	1/7 dance floor area, plus auxiliary calculated separately	N/A	1 spaces for each of the first 100 persons, 1 spaces for every 2 persons 101-300, 1 space for 3 persons 300+	17/1,000 plus 29/1,000 of dance floor area	35.7/1,000	142.8/1,000 dance floor area, plus 28.57/1,000 GFA	1/3 fixed seats, or 28/1,000, plus 28/1,000 for dance floor	N/A	N/A	1 space for every 7 sq. ft. of dance floor area, plus ancillary uses calculated separately	Data points vary widely. Compact nature of use demands higher rate. Current rate is consistent with multiple peer cities. Add ancillary if necessary if a bar or similar use is present.
	EN.10	Entertainment Establishment	N/A	N/A	N/A	10/1,000	35.7/1,000	28.57/1,000	3/1,000	5.9/1,000	N/A	33 spaces per 1,000 sq. ft. of assembly GFA	A live performance use receives the assembly rate (see EN.4). Nearly all data points use their general assembly rate for this type of use.
	EN.11	Fortunetelling	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	4 spaces per 1,000 sq. ft. of GFA	This use utilizes the service rate (see SR.4 General Services)
	EN.12	Miniature Golf Course	1.5 hole	N/A	N/A	20/course, plus 1 for each employee	3/hole	3/hole	N/A	N/A	N/A	2 spaces per hole, plus ancillary uses calculated separately	This rate is an average of peer city data points, Orange, Anaheim, Santa Ana, and Tustin. Add ancillary if necessary if an additional use is present such as arcade or bowling.
	EN.13	Skateboard Park	N/A	N/A	N/A	2.4	N/A	N/A	N/A	3.9	N/A	4 spaces per 1,000 sq. ft. of GFA	No data points from any peer cities. ITE rate matched analysis of 3 existing skateboard parks throughout Orange County.
	EN.14	Skating Rink	10	N/A	N/A	2.4/1,000	35.7/1,000, plus 1/4 fixed seats, plus loading	6/1,000 rink area, plus 4/1,000 non-rink area	1/5 fixed seats, or 28/1000 seating area, plus 4/1000 otherwise	4.85	N/A	33 spaces per 1,000 sq. ft. of rink area, or 1 space per 4 fixed rink seats, whichever is greater	This rate covers both sports based rinks or entertainment rinks with rate based off either fixed seats or rink area. Add ancillary if necessary if an additional use is present such as concessions or arcade.
	EN.15	Multiple Screen Cinemas	1 per 5 seats, plus 7 spaces for employees	1 space per 3 fixed seats OR 1 space per 35sq. ft. non-fixed	1 space per 3 fixed seats OR 1 space per 35sq. ft. non-fixed	.3 spaces per seat, plus 2 employee spaces per screen	1 spaces per 3 fixed seats, plus 35.7/1,000 assembly GFA	1/3 fixed seats	05-Jan	61 / screen	N/A	1 space per 3 fixed seats	A fixed seat use receives the fixed seat rate, consistent with peer cities and ITE.
	EN.16	Tennis/ racquetball courts	3/court, plus auxiliary	N/A	3/court	5/court	2.5/court	1.5/court, plus 4/1,000 indoor GFA excepting the court, plus ancillary	4/court	6/court	N/A	3 spaces per court, plus ancillary calculated separately	Rate is line with peer cities Costa Mesa, Santa Ana, and Pasadena. Anaheim and ITE have slightly higher rates, but additional demand will be covered with ancillary use rate.
	EN.17	Equestrian Riding Arena	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Commercial: 1 space per 3 stalls, or 1 space per 4 fixed seats, whichever is greater, plus adequate loading/unloading zone Residential: 1 space per 5 stalls	San Juan Capistrano and Huntington Beach were analyzed for their respective equestrian rates.-IBI Group analyzed Peacock Hill Equestrian Riding Facility and Yucaipa Equestrian Center. Rate factors the greater use of either AN.3 for stalls, or EN.8 for commercial sports facility. Residential rate comes from Ranch Palos Verdes
	FD.1	Alcohol distillation; brewery or winery	N/A	N/A	N/A	1.55/1,000 with max. 10% office, IF exceeds 10% office, 4/1,000 office GFA in excess of the 10%	N/A	N/A	N/A	N/A	N/A	Without Tasting Room: 2 spaces per 1,000 sq. ft. of GFA. With Tasting Room: 2 spaces per 1,000 sq. ft. if tasting room areas are equal to or less than 25% of GFA, or 10 spaces per 1,000 sq. ft. of tasting room area if tasting room areas are in excess of 25% of GFA	Anaheim is the only data point for this use. Anaheim provides a format of: production rate for floor area and assembly rate for tasting area. This rate follows this format but rate justifications from PW.1 General Manufacturing and Processing and EN.4 Assembly.

Category	Designation Number	Zoning	City of ORANGE	City of FULLERTON	City of COSTA MESA	City of ANAHEIM	City of SANTA ANA	City of TUSTIN	City of PASADENA	ITE Demand Rate	Field Survey	Recommendation	Recommendation Justification
Food and/or Alcohol Oriented Use	FD.2	Bars	N/A	10	10/1,000 for first 3,000, plus 12/1,000 for every 1,000 over 3000	29/1,000 dance floor area, plus 17/1,000 GFA	35.7/1,000	142.8/1,000 dance floor area, plus 28.57/1,000 GFA	10/1000	N/A	N/A	33 spaces per 1,000 sq. ft. of assembly GFA	Bars receive the assembly rate due to their high peak usage, similar to entertainment establishments. Bars with dance floors receive the dance floor rate for that area. Other cities follow the same format. No ITE rate for bars.
	FD.3	Liquor store	N/A	N/A	N/A	4/1,000	5/1,000	4/1,000	4/1000	7.2	N/A	4 spaces per 1,000 sq. ft. of GFA	A liquor store receives the retail rate (see RT.4 General Retail). Peer cities give liquor stores their respective retail rate.
	FD.4	Packaging and processing, food and agricultural	N/A	N/A	N/A	1.55/1,000 GFA, plus 4/1,000 office GFA in excess of 10%	2/1,000	2/1,000	N/A	N/A	N/A	2 spaces per 1,000 sq. ft. of GFA	A packing and processing use receives the processing rate (see PW.1 General Manufacturing and Processing).
	FD.5	Restaurant (Stand-Alone)- Full Service or Counter Service	10/1,000, then 14.2/1,000 over 4000	10/1,000	10/1,000	15/1,000	10/1,000	10/1,000	10	20.2/1,000 or 14.3/1,000	N/A	10 spaces per 1,000 sq. ft.	This use demands the highest rate among all restaurants based on other parking studies. Peer city of Anaheim has the same starting rate for this category. Similar to existing City of Orange code. This use demands the highest rate among all restaurants based on other parking studies. Peer city of Anaheim has the same starting rate for this category. Similar to existing City of Orange code.
	FD.6	Restaurant (when greater than 30% of Commercial Center GFA is devoted to restaurant)- Full Service	10/1,000, then 14.2/1,000 over 1,000 over 4000	10/1,000	10/1,000	8	10/1,000	10	10	N/A	N/A	10 spaces per 1,000 sq. ft.	This use in a restaurant-dominated commercial center can share its demand for parking, reducing the rate slightly from FD.5. This rate is slightly higher than what Anaheim uses.
	FD.7	Restaurant (when greater than 30% of Commercial Center GFA is devoted to restaurant)- Counter Service	10/1,000, then 14.2/1,000 over 1,000 over 4000	10/1,000	10/1,000	10	10/1,000	10	Dependent on GFA between 4/1000 for small and 10/1000 for large	N/A	N/A	8 spaces per 1,000 sq. ft.	This use receives a slight reduction in parking requirement from FD.7 due to higher turnover of users.
	FD.8	Restaurant- (when less than 30% of Commercial Center GFA is devoted to restaurant)- Full Service	10/1,000, then 14.2/1,000 over 1,000 over 4000	10/1,000	10/1,000	4	10/1,000	10	10	N/A	N/A	5 spaces per 1,000 sq. ft. of GFA	This use demands less parking because of the opportunity for shared parking when commercial is the primary use. This ratio is the same as Anaheim for the same category.
	FD.9	Restaurant- (when less than 30% of Commercial Center GFA is devoted to restaurant)- Counter Service	10/1,000, then 14.2/1,000 over 1,000 over 4000	10/1,000	10/1,000	4	10/1,000	10	Dependent on GFA between 4/1000 for small and 10/1000 for large	N/A	N/A	4 spaces per 1,000 sq. ft. of GFA	This use demands less parking because of the opportunity for shared parking when commercial is the primary use. This ratio is the same as Anaheim for the same category.
	FD.10	Restaurant- 20 seats or fewer, or primary method is takeout	10/1,000, then 14.2/1,000 over 1,000 over 4000	10/1,000	10/1,000	5.5	10/1,000	4	Dependent on GFA between 4/1000 for small and 10/1000 for large	5.5/1,000	N/A	5 spaces per 1,000 sq. ft. of GFA	These uses are rarely standalone. ITE rate is similar to this rate. This use demands a higher rate compared to other restaurants in a commercial center due increased number of users driving to takeout.
	FD.11	Restaurant- With drive through window	N/A	N/A	N/A	Adequate space for queuing	80 feet	7 car stacking minimum	5 car stacking minimum	N/A	N/A	13 spaces per 1,000 sq. ft. of restaurant GFA exclusive of kitchen, storage, and restroom uses, plus appropriate stacking	All peer cities do not require more parking for restaurants that have a drive through window vs. restaurants that do not. Most peer cities require reasonable stacking per drive-through. ITE does show differing rates for drive-through restaurants, however. ITE categories do not align to the most detailed restaurant code in peer cities.

Category	Designation Number	Zoning	City of ORANGE	City of FULLERTON	City of COSTA MESA	City of ANAHEIM	City of SANTA ANA	City of TUSTIN	City of PASADENA	ITE Demand Rate	Field Survey	Recommendation	Recommendation Justification
	FD.12	Restaurant- Outdoor seating	N/A	10/1,001	10/1,001	Outdoor GFA included in total GFA	Outdoor GFA included in total GFA	10 spaces per 1,000 only after outdoor seating area is greater than 50% of interior area	Outdoor GFA included in total GFA	N/A	N/A	<p><i>Restaurants in mixed-use zones:</i> No additional parking for sidewalk-oriented outdoor area equivalent to the first 30% of enclosed restaurant area, plus base associated restaurant rate of sidewalk-oriented 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 2,000 sq. ft. of outdoor area, with 5 spaces per 1,000 sq. ft. 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 of outdoor area in excess of 25% of enclosed restaurant area</p>	Three peer cities Anaheim, Santa Ana, and Pasadena extend their GFA calculations to include outdoor seating. Rate is in line with peer cities Newport Beach and Westminster.
Housing	HS.1	Duplex	2 spaces per unit, one of which is enclosed	N/A	N/A	N/A	3 spaces plus 1 additional space for each bedroom in excess of 2 bedrooms; two spaces in an enclosed garage	2 enclosed per unit, plus 1 space guest per 4 units	N/A	1.4	N/A	2 spaces minimum, 1 of which is enclosed, plus 1 additional space if dwelling greater than 4 bedrooms. A third space may be in tandem.	Orange code currently fits in line with peer cities. This rate similar to current Orange code, but peer most cities specify minimum spaces first, then the number of enclosed spaces stemming from the minimum.
	HS.2	Single-Family Dwelling	2 enclosed spaces up to 4 bedrooms; 1 additional bedroom for dwellings with 5 or more bedrooms	N/A	Total 4, 2 garage up to 4 bedrooms; Total 5, 3 garage if 5 or more bedrooms	4 total, 2 enclosed spaces with dwelling 6 bedrooms or fewer; 1 additional space per bedroom over 6	4 spaces for 5 bedrooms or fewer, 5 spaces for 6, 6 for 7, 7 for 8, 8 spaces for dwellings with 9 bedrooms; no less than half in an enclosed garage	2 enclosed for 4 or fewer bedrooms; 3 enclosed for 5+ bedrooms	2 covered within a garage/ carport	2	N/A	2 enclosed spaces per units with 1, 2, and 3 bedrooms; 3 enclosed spaces, per units with 4 or more bedrooms, in which spaces may be in tandem	Orange code fits in line with peer cities. This rate similar to current Orange code and peer cities Newport Beach, Irvine, and San Juan Capistrano
	HS.3 through HS.8	Housing Land Uses with Rates already established in City of Orange Code	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
	HS.9	Convalescent Hospital or Facility	1 space per 4 beds	N/A	N/A	N/A	N/A	CUP	N/A	N/A	N/A	Varies  1 space per 4 beds	Recently updated in the City of Orange's Zoning Code  Existing rate in line with Huntington Beach, Newport Beach, and Irvine

Category	Designation Number	Zoning	City of ORANGE	City of FULLERTON	City of COSTA MESA	City of ANAHEIM	City of SANTA ANA	City of TUSTIN	City of PASADENA	ITE Demand Rate	Field Survey	Recommendation	Recommendation Justification
	HS.10	Hotel or Motel	1 space per guest room, plus additional parking as required for auxiliary uses	N/A	1 space per 2 units plus 10 spaces per 1,000 sf for the first 3,000 sf, and 20 spaces per 1,000 sf for each additional 1,000 sf above the first 3,000 sf for restaurant, banquet, meeting room and kitchen spaces	0.8 space per guest room, plus 8 spaces per 1,000 sf of GFA for meeting room, plus 8 spaces per 1,000 sf for restaurant, plus 5.5 spaces per 1,000 sf of GFA for take-out restaurants, plus 1 space per 1,000 sf of retail space plus 0.25 space for each employee working in guest room areas	1 space for each guest room, plus 1 space for each 10 rooms, plus 2 spaces for a manager's unit	1 space for each guest room, plus 1 space for each 2 employees on largest shift, plus requirements for other accessory uses	1 space per guest room; plus 10 spaces per 1,000 sq. ft. of banquet, assembly, meeting or restaurant seating area or 1 space per 8 fixed seats. Accessory retail uses greater than 5,000 sq. ft. gross: 2.5 spaces per 1,000 sq. ft.	1 space per room	N/A	1 space per guest room, plus 10 spaces per 1,000 sq. ft. of banquet, assembly, meeting or restaurant seating area, plus 2.5 spaces per 1,000 sq. ft. of retail uses greater than 5,000 sq. ft. of GFA	Base rate of 1 space per guest room consistent with current standard, City of Santa Ana, Tustin, and Pasadena. -All peer cities require additional parking for meeting, restaurant, retail, and other uses at a reduced rate due to a high occurrence of internal non-driving users -Rate follows Pasadena outline for auxiliary uses
Medical	MD.1	Ambulance Service	N/A	N/A	N/A	4/1,000 plus parking for emergency vehicles	5/1,000	N/A	N/A	N/A	N/A	3 spaces per emergency vehicle	Only two peer city data points (Anaheim/Santa Ana), and no ITE rate. No non-employee usage.
	MD.2	Hospital	1.5/bed	1/bed	N/A	Parking demand study	2/bed	2/bed	3/bed	4.49/bed	N/A	Parking Demand Study	Six data points, including ITE, avg. is similar to current Orange rate
	MD.3	Medical clinic, urgent	N/A	.2/bed	6/1,000	6/1,000	6/1,000	4/1,000 if under 4000 GFA, 6/1,000 if over 4000 GFA	N/A	6.4	N/A	6 spaces per 1,000 sq. ft. of GFA	Five data points, including ITE, show this rate for medical. Medical clinics typically see higher rates compare to typical service due to longer wait times and urgent nature of the use
	MD.4	Medical Clinic, out-patient/ dialysis/ surgery center	N/A	N/A	N/A	N/A	N/A	N/A	N/A	5.67	N/A	5 spaces per 1,000 sq. ft. of GFA	No peer cities differentiate between out-patient or urgent. This is not as sporadic in peak times, therefore receives a slightly lower rate than MD.3.
	MD.5	Pharmaceuticals, production	2	1.25	Graduated rate	N/A	N/A	N/A	N/A	1.02	N/A	2 spaces per 1,000 sq. ft. of GFA	This use receives the production rate (see PW.1 General Manufacturing and Processing)
	MD.6	Pharmacy	5	4	4	N/A	N/A	N/A	N/A	2.3	N/A	4 spaces per 1,000 sq. ft. of GFA	This use is a retail service, is typically found in a retail store, and receives the retail rate (RT.4 General Retail)
Miscellaneous	MS.1	Contractor's yards	N/A	N/A	N/A	4/1,000	1/1,000	N/A	N/A	N/A	N/A	0.5 spaces per 1,000 sq. ft. of GFA, plus spaces designated for company fleet (1 space per vehicle and towable equipment)	This rate matches peer city Santa Ana. ITE does not provide a rate. Ancillary clause will cover any additional use
	MS.2	Laboratory; research and development	3.3	N/A	N/A	4/1,000 for building 3 stories or lower, 3/1,000 for taller	N/A	2/1,000	3/1,000	N/A	N/A	3 spaces per 1,000 sq. ft. of GFA	This rate is an avg. among 3 peer cities Anaheim, Pasadena, and Tustin. No ITE rate for this use. This rate is in line with the current Orange rate
	MS.3	Production and Recording Studios	N/A	N/A	N/A	2.5/1,000	5/1,000	N/A	N/A	N/A	N/A	3 spaces per 1,000 sq. ft. of GFA	This rate is an approximate avg. of 2 peer cities Anaheim and Santa Ana. No ITE rate for this use.
Office	OF.1	Office, Professional	4/1,000 for first 250,000 GFA, then 3/1,000 for remaining GFA	4	4	4/1,000 for building 3 stories or lower, 3/1,000 for taller	3	4/1,000 for first 25,000; 3.33 for every 1,000 after	3	2.84	1.7	3 spaces per 1,000 sq. ft. of GFA	Santa Ana and Pasadena show rate of 3 spaces per 1,000. Peer cities Anaheim and Tustin show a reduction to 3/1,000 for a taller building or a building with greater GFA. ITE rate 2.84 and field survey 1.7 also lower. Costa Mesa and Fullerton show a rate of 4
	OF.2	Medical Offices	5	5.49	6	4/1,000 for building 3 stories or lower, 3/1,000 for taller	3	4/1,000 for first 25,000; 3.33 for every 1,000 after	4	3.2	3.3	5 spaces per 1,000 sq. ft. of GFA	This rate is consistent with the medial clinic rate MD.4. Two peer cities raise their rate for medical office from general office. ITE rate is slightly higher for medical office from general office

Category	Designation Number	Zoning	City of ORANGE	City of FULLERTON	City of COSTA MESA	City of ANAHEIM	City of SANTA ANA	City of TUSTIN	City of PASADENA	ITE Demand Rate	Field Survey	Recommendation	Recommendation Justification
Production and/or Wholesale	PW.1	General Manufacturing and Processing	2	1.25	Graduated rate	1.55 for buildings 100,000 or less; 1/1,000 for greater	1	1 for wholesale/production area, 4/1,000 for office area	N/A	1.15	1.67	2 spaces per 1,000 sq. ft. of GFA	All peer cities provide a rate between 1 and 2 -ITE rate at 1.15 -Field survey rate at 1.67 -Per previous comments, a rate of 2 is suggested
Public, Social, or Institutional Use	PS.1	Art galleries, Mueseums, Private Libraries	4	N/A	N/A	3.33	5/1,000 assembly, 3/1,000 office	3.33	N/A	N/A	N/A	4 spaces per 1,000 sq. ft. of GFA	This rate is consistent with 3 peer cities Anaheim, Santa Ana, and Tustin. Orange rate currently consistent with other rates
	PS.2	Assembly uses (club and lodges)	33.33 of assembly	28.57	1/3 fixed seats OR 28.57	Parking demand study	35.7	1 per 3 fixed seats, 1 spaces per 28.57 assembly GFA	10	3.2	N/A	33 spaces per 1,000 sq. ft. of assembly GFA	Assembly uses receives the assembly rate (see EN.4 General Assembly)
	PS.3	Religious institution	1 per 4 seats, or 33.33/1,000 assembly area	1/3 fixed seats, plus 47.6/1,000 for non-fixed assembly	1/3 fixed seats OR 28.57	Parking demand study	35.7	1 per 3 fixed seats, 1 spaces per 28.57 assembly GFA	1/4 fixed, or 20/1000 in Residential PS; OR 1/8 or 14/1000 in Commercial	8.37	N/A	1 space per 3 fixed seats, or 33 spaces per 1,000 sq. ft. of assembly GFA, whichever is greater	Assembly use receives the assembly rate, or could be determined by fixed seats (see EN.4 General Assembly). Fits in line with previous IBI parking studies of religious institutions
	PS.4	Convention center	N/A	1/3 fixed seats, plus 47.6/1,000 for non-fixed assembly	1/3 fixed seats OR 28.57	Parking demand study	1 per 4 fixed seats, plus 35.7/1,000 assembly	1 per 3 fixed seats, 1 spaces per 28.57 assembly GFA	Conditional Use Permit		N/A	Parking Demand Study	Lack of sufficient data points. Uncommon use with substantial variation. Would be inaccurate to provide single rate.
	PS.5	Country Clubs, golf courses, or driving range	33.33; 9 spaces per hole	28.57; no data per hole	28.57; no data per hole	10 per hole, 28.5/1,000 for assembly, and 4/1,000 for other commercial	Standalone Golf: 3 spaces per hole	Standalone Golf: 6 spaces per hole	10 per hole	3.56 per hole	N/A	Full County Club: 33 spaces per 1,000 sq. ft. of assembly GFA, plus 4 spaces per 1,000 sq. ft. of remaining GFA including pool and pool deck area, plus 6 spaces per hole Standalone Golf Course: 6 spaces per hole Driving Range: 0.5 spaces per every driving range tee box	All data points provide the assembly rate. More specificity needed, due to the varying uses this site. Avg. of three peer city golf course ratios is approximately 6 per hole. Golf courses, when not combined with other uses, receive a slightly higher rate. All data points show 1 space per driving range tee box
	PS.6	Mortuary (not including crematorium)	1 per 4 seats, or 33.33/1,000 assembly area	28.57	28.57	Parking demand study	1/4 fixed seats, plus 28.57/1,000 for seating area without fixed seats, plus 1 for each business vehicle	N/A	1/5 fixed, or 28/1000	N/A	N/A	33 spaces per 1,000 sq. ft. of assembly GFA. Accessory uses such as flower shops parked separately.	An assembly use receives the assembly rate (see EN.4 General Assembly)
	PS.7	Athletic fields, private	N/A	N/A	N/A	N/A	N/A	N/A	N/A	38/field; 5.1 acre for large park	N/A	Parking Demand Study	No data on spaces per field from peer cities. Fields vary per sport, so single rate may be inaccurate. ITE rate at 38 spaces per soccer field does not factor ancillary uses.
	PS.8	Parks	N/A	N/A	N/A	N/A	N/A	N/A	2.5/1000	N/A	N/A	2.5 spaces per 1,000 sq. ft. of area	Matches Pasadena rate and other cities outside of the peer cities.
Recycling and Waste	RW.1	Collection facilities, large (recycling)	6 total spaces	N/A	3/1,000 for first 25,000; 2/1,000 from 25,000 to 50,000; 1.5/1,000 over 50,000	1.55	2	N/A	2/1000 or 1 space per bin	N/A	N/A	6 spaces	Per OMC Section 17.18.070K
	RW.2	Collection facilities, small (recycling)	0	N/A	3/1,000 for first 25,000; 2/1,000 from 25,000 to 50,000; 1.5/1,000 over 50,000	1.55	2	N/A	2/1000 or 1 space per bin	N/A	N/A	0 spaces	Per OMC Section 17.18.070K
	RW.3	Waste, Processing, and Refuse Facilities	N/A	N/A	3/1,000 for first 25,000; 2/1,000 from 25,000 to 50,000; 1.5/1,000 over 50,000	1.55	2	N/A	N/A	N/A	N/A	2 spaces per 1,000 sq. ft. of GFA, then 1.5 spaces per 1,000 sq. ft. of GFA over 50,000 sq. ft. of GFA	Data from three peer cities Costa Mesa, Anaheim, and Santa Ana avg. at this rate. No ITE rate. Costa Mesa also shows a reduction based rate on sq. ft.
	RT.1	Bulk Retail	2	4	5	2.25	2	2	3	N/A	N/A	2 spaces per 1,000 sq. ft. of GFA	Anaheim, Santa Ana, and Tustin, who reduce their retail rate for bulk, average at 2. No ITE rate for this use.



Category	Designation Number	Zoning	City of ORANGE	City of FULLERTON	City of COSTA MESA	City of ANAHEIM	City of SANTA ANA	City of TUSTIN	City of PASADENA	ITE Demand Rate	Field Survey	Recommendation	Recommendation Justification
Retail	RT.2	Commercial Centers-over 25,000 sq. ft.	Sliding scale	N/A	5	4	N/A	4.5	N/A	Strip-4.1; Neighborhood 4.7; Community 4.9; Regional 5.5; Super Regional 5.1	N/A	4 spaces per 1,000 sq. ft. of retail GFA to 25,000 sq. ft. of total GFA, plus 3.5 spaces for each additional 1,000 sq. ft. of retail GFA over 25,000 sq. ft. of total GFA	This rate is consistent with RT.4 until 25,000 sq. ft., but then receives a reduction for the remaining sq. ft. due to the shared parking likely occurring in the facility.
	RT.3	Commercial Centers-under 25,000 sq. ft.	5 per 1000	N/A	N/A	Each use within the commercial center shall comply with the parking requirements for said use	N/A	The parking required will be the sum of parking requirements for the individual uses as specified in this Table	N/A	N/A	N/A	Each use within the commercial center shall comply with the parking requirements for said use	This code is consistent with two peer cities
	RT.4	General Retail	5	4	5	4	5	4	3	N/A	N/A	4 spaces per 1,000 sq. ft. of GFA	Three peer cities, Fullerton, Anaheim, and Tustin, show a rate of 4 spaces per 1,000 for general retail. Two peer cities, Costa Mesa and Santa Ana, show a rate of 5 spaces per 1,000 for general retail. Pasadena shows a rate of 3 spaces per 1,000. ITE shows a rate of 5 spaces per 1,000. Previous IBI studies show that demand for parking at a rate of 4 spaces per 1,000 for general retail is adequate.
School	SC.1	Preschool	1.8/ classroom	With Minor Site Plan	N/A	1/classroom, plus 1 per non-office employee, plus 4/1,000 office GFA, plus additional for auditoriums	1.5/ classroom, plus 3/1,000 office GFA	2 spaces per classroom, plus adequate drop-off	1.5 per classroom, plus 1 space per 2 employees/faculty	.2/student	N/A	2 spaces per employee, plus adequate loading /unloading zone	Remains consistent with Orange standard
	SC.2	Kindergarten-8th Grade	1.8/ classroom	With Minor Site Plan	N/A	1/classroom, plus 1 per non-office employee, plus 4/1,000 office GFA, plus additional for auditoriums	1.5/ classroom, plus 3/1,000 office GFA	2 spaces per classroom, plus adequate drop-off	1.5 per classroom, plus 1 space per 2 employees/ faculty	.2/student	N/A	1.8 spaces per classroom, plus adequate loading/unloading zone	Four peer Cities, Anaheim, Santa Ana, and Tustin, provide a Rate per classroom -Remains consistent with current Orange standard -the Rate has added specificity for loading and unloading -Four peer Cities, Anaheim, Santa Ana, and Tustin, provide a Rate per classroom -Remains consistent with current Orange standard -the Rate has added specificity for loading and unloading
	SC.3	High School	8/ classroom	With Minor Site Plan	N/A	1/ 6 students, plus 1 per non-office employee, plus 4/1,000 office GFA, plus additional for auditoriums	6.66/ 1,000 classroom GFA, plus 3/1,000 office	1 per 3 students, plus adequate drop off	1 space per 5 students, plus 1 space per 2 employees/ faculty	.5 spaces per student	N/A	8 spaces per classroom, plus adequate loading/ unloading zone	Remains consistent with Orange standard
	SC.4	Business colleges; trade and technical schools	28.57 of instructional GFA	With Minor Site Plan	N/A	0.82/ student, or 20 spaces per 1,000 instructional GFA whichever is greater, plus 4/ 1,000 office GFA	25 spaces per 1,000 sq. ft., plus 3 spaces per 1,000 office GFA	25 spaces per 1,000 sq. ft., plus 3 spaces per 1,000 office GFA	3.5/1000 plus 2 drop off	N/A	N/A	25 spaces per 1,000 sq. ft. of instructional GFA, plus 3 spaces per 1,000 sq. ft. of office GFAI or CUP with Parking Needs Assessment	Four peer cities Anaheim, Santa Ana, Tustin, and Pasadena, provide rates by instructional GFA -Rate is an avg. of these peer cities and matches Santa Ana and Tustin -The rate has added specificity due to the complexity of this use -Conditional Use Permit justifies a different rate to accommodate various types of trade schools
	SC.5	Instructional Use	1/ employee, plus 4 per 10 students	With Minor Site Plan	N/A	0.82/ student, or 20 spaces per 1,000 instructional GFA whichever is greater, plus 4/ 1,000 office GFA	25 spaces per 1,000 sq. ft., plus 3 spaces per 1,000 office GFA	25 spaces per 1,000 sq. ft., plus 3 spaces per 1,000 office GFA	3.5/1000 plus 2 drop off	N/A	N/A	1 space per employee, plus 4 spaces per 10 students based on maximum classroom capacity	Remains consistent with Orange standard
	SC.6	College or University (public/private)	1/ employee, plus 4 per 10 students	With Minor Site Plan	N/A	N/A	N/A	1/ 3 students	N/A	student, plus 3/ 1,000	N/A	Parking Demand Study via CUP	Lack of sufficient data points. Uncommon use with substantial variation. Would be inaccurate to provide single rate.
	SR.1	Appliance/ equipment/ furniture repair and service	N/A	N/A	N/A	5.5/1,000 for first 1,00000, 4.5/1,000 over 1,00000	5/1,000	N/A	3	N/A	N/A	2 spaces per 1,000 sq. ft. of GFA	A common service receives the general service rate (see SR.4)

Category	Designation Number	Zoning	City of ORANGE	City of FULLERTON	City of COSTA MESA	City of ANAHEIM	City of SANTA ANA	City of TUSTIN	City of PASADENA	ITE Demand Rate	Field Survey	Recommendation	Recommendation Justification
Service	SR.2	Banks and similar financial institutions (1)(4)	5	N/A	5	4	5	4	3	8.4	N/A	4 spaces per 1,000 sq. ft. of GFA	A common service receives the general service rate (see SR.4)
	SR.3	Barber, beauty shop, manicure salon, spa or massage establsihments	N/A	N/A	6	4	5	4	3	N/A	N/A	5 spaces per 1,000 sq. ft. of GFA	Service uses where users tend to stay for longer periods of time demand a higher ratio. Costa Mesa raises their rates for these uses. Santa Ana has a matching rate. ITE does not provide a rate.
	SR.4	General Services not specified elsewhere	N/A	N/A	5	4	5	4	3	N/A	N/A	4 spaces per 1,000 sq. ft. of GFA	Services are similar to retail, but tend to have quicker turnaround than retail uses, so a similar or lower rate is justified. Peer cities Anaheim and Tustin have matching rates, Pasadena is typically lower. ITE does not provide a general rate.
	SR.5	Laundromat	1 for every 3 machines	N/A	5	4	5	1 for every 3 machines	3	N/A	N/A	1 space per 3 machines	A use specific to machines can provide a ratio on machines. Tustin also uses a rate by machines.
Storage or Warehousing	SW.1	Indoor Warehousing under 10,000 sq. ft.	0.5	0.5	N/A	1.55 for buildings 100,000 or less; 1/1,000 for greater	1	1/1,000 for first 20,000; .5/1,000 after that	2	0 and 1 for each em	N/A	2 spaces per 1,000 sq. ft. of GFA	All peer rates and ITE are between 0.5 and 2. Smaller facilities should have a higher ratio that larger facilities. Peer city Anaheim has a matching rate.
	SW.2	Indoor Warehousing over 10,000 sq. ft.	0.5	0.5	N/A	1.55 for buildings 100,000 or less; 1/1,000 for greater	1	1/1,000 for first 20,000; .5/1,000 after that	2	0 and 1 for each em	N/A	0.5 spaces per 1,000 sq. ft. of GFA	All peer rates and ITE are between 0.5 and 2. Larger facilities should have a lower ratio than smaller facilities. Peer city Anaheim has a matching rate.
	SW.3	Mini-Warehouse/Self Storage Facility	4 spaces/ 1,000 sq. ft. of office or 3 spaces	6 spaces minimum	N/A	.27/ 1,000	1 space per 150 units until 900; after 900 1 space per 300 units	.5/1,000, plus 2	2	0.2	N/A	0.3 spaces per 1,000 sq. ft., or 5 spaces minimum, whichever is greater	Data points vary widely for this use. Peer city Anaheim has a matching rate. ITE is similar to this rate.
	SW.4	Outdoor storage	0.5	0.5	N/A	4/1,000 or 4 spaces, plus spaces for service vehicles	1	1/100 for first 20,000; .5/1,000 after that	2	0 and 1 for each em	N/A	0.5 spaces per 1,000 sq. ft. of outdoor GFA, plus 1.5 spaces per 1,000 sq. ft. of GFA	All peer rates and ITE are between 0.5 and 2. Outdoor storage rate is in line with Anaheim, Tustin, Fullerton and ITE. Specificity is included for outdoor storage that may come with an indoor component.
Additional Parking Considerations	Section 4.3	Loading Zones	10x40 for 1-50 required parking; 10x60 for 51-250 required parking; 10x80 for 250+ required parking	N/A	N/A	12x20 for site 25,000 or less; alley loading requirements for larger	10x25 loading zone every 10,000 sq. ft. floor area	Dimensions determined through Design Review, number of loading spaces vary 1-4 depending on land use and GFA	10x20 area for sites 3,000 sq. ft. or smaller, 12x30 area for sites 3,000 sq. ft. or larger; number of spaces varies depending on land use and GFA,	N/A	N/A	10x30 area loading for 1-50 spaces of required parking, 10x60 area for 51-250 spaces of required parking, 10x80 area for 250+ spaces of required parking	See Section 4.3 Loading Areas.
	Section 4.4	Tandem Parking	Allowed only in the Mobile Home District, where vertical parking are assigned to the same unit	Multi-family only, assigned to same unit, no more than 50% of parking provided shall be tandem	Exclusively two, and for single-family with 5 bedrooms or more	Only multi-family, no more than 2 vehicles deep. Can be accommodated by valet	In single family, non-enclosed spaces may be tandem. In duplex, tandem allowed only as they don't block other units	Company vehicles, mobile homes, accessory dwellings, valet	Allowed for the residential component of mixed use, day-car centers. Triple stack allowed for projects with over 100 parking spaces	N/A	N/A	Tandem is allowed for mobile homes, same unit assigned multi-family, company vehicles, and residential areas in the Local Old Towne Orange Historic District on a driveway but within the required setback. For other single family residential, the 3rd enclosed required space may be in tandem, where applicable. Tandem is allowed with a Conditional Use Permit for valet, non-residential uses, and stand-alone single tenant/ commercial use.	See Section 4.4 Tandem Parking.

Category	Designation Number	Zoning	City of ORANGE	City of FULLERTON	City of COSTA MESA	City of ANAHEIM	City of SANTA ANA	City of TUSTIN	City of PASADENA	ITE Demand Rate	Field Survey	Recommendation	Recommendation Justification
	Section 4.7	Mixed-Use Zones Parking	Parking for Mixed-Use Districts shall comply with Off-Street Parking and Loading requirements, though applicants can submit a parking study for review and decision by the applicable reviewing body	Total on-site parking required shall be equal to the sum of the spaces required if the uses were separate, though a Conditional Use Permit may be granted to reduce parking on appeal to the Planning Commission or City Council	The Zoning Administrator, by minor conditional use permit, may allow a reduction in amount of required parking when required parking for nonresidential land use can be shown to substantially exceed the demand	Vehicle parking requirements shall be determined as a part of the conditional use permit process by the Planning Services Manager of the Planning Department, based on a parking demand study.	If two or more uses exist at the same site, the number of parking spaces required for each use shall be determined separately	Whenever two or more uses exist on the same site, the number of parking spaces required of each separate space shall be determined separately at the rates established for each use	If more than one use is located on a site, the number of off-street parking and loading spaces to be provided shall be equal to the sum of the requirements for individual use, unless approved by the Zoning Administrator though a Minor Conditional Use Permit.	N/A	N/A	Parking for Mixed-Use Districts shall comply with Off-Street Parking and Loading requirements, though applicants can submit a parking study via a Conditional Use Permit process for review and decision by the applicable reviewing body (no change)	See Section 4.7 Mixed-Use Zones





# Agenda Item

## Planning Commission

---

**Item #:** 7.3.

7/19/2021

**File #:** 21-0384

---

**TO:** Chair and Members of the Planning Commission

**FROM:** Anna Pehoushek, Assistant Community Development Director

### 1. SUBJECT

**Public Hearing:** An ordinance amending Titles 16 and 17 of the Orange Municipal Code to establish development standards and streamlined subdivision and entitlement procedures for small lot subdivisions in multi-family residential zones.

### 2. SUMMARY

The City of Orange has prepared a Small Lot Subdivision Ordinance and associated guidelines to provide more flexible development standards and streamlined procedures for the development of single-family residential housing units on infill sites.

### 3. RECOMMENDED ACTION

1. Adopt Planning Commission Resolution No. 17-21 entitled:

A Resolution of the Planning Commission of the City of Orange recommending City Council approval of an ordinance of the City Council of the City of Orange amending Titles 16 and 17 of the Orange Municipal Code to establish development standards and streamlined subdivision and entitlement procedures for small lot subdivisions.

2. Adopt Planning Commission Resolution No. 18-21 entitled:

A Resolution of the Planning Commission of the City of Orange recommending City Council approval of Small Lot Subdivision Guidelines.

### 4. AUTHORIZING GUIDELINES

Orange Municipal Code (OMC) Section 17.10.020 requires City Council approval of amendments to the Zoning Ordinance, but also establishes procedures by which the Planning Commission reviews and makes a recommendation to the City Council on amendments to the Zoning Ordinance.

### 5. PROJECT BACKGROUND

With growing frequency, the Planning Division is receiving inquiries about site redevelopment involving compact arrangements of detached, for sale, single-family housing units. The sites involved in these inquiries are typically properties that have been developed with non-residential uses that have become obsolete. Despite the development conditions, in most cases, the zoning for the sites is multi-family residential. Real estate market forces and geographic location leave them most suitable for residential redevelopment. The desired small lot development format and single-family product type are not easily accommodated by the development standards in the Zoning Ordinance. The purpose of the subject ordinance is to provide development standards to accommodate compact single-family neighborhood formats and to streamline the entitlement process for projects on small

parcels.

### Public Outreach

Staff and the City's consultant conducted stakeholder meetings with representatives of the development community who have expressed interest in, or brought forward, similar projects in the community that could have taken advantage of a more streamlined process, and also the broader range of residential developers that are active in the City. Meeting discussions focused on the developer's entitlement process experience in Orange, and the challenges presented by existing zoning standards. Staff also asked them to share their experiences in other cities developing smaller infill sites and what they found to be useful in the way of development standards in those situations. This input and sharing of lessons learned have been an important aspect of informing the ordinance work effort.

The draft Small Lot Subdivision Ordinance and Design Guidelines were crafted to facilitate development, and provide pragmatic and context sensitive standards.

## 6. PROJECT DESCRIPTION

The Small Lot Subdivision Ordinance (Attachment 1) amends Title 16 and Title 17 of the Orange Municipal Code and includes the following key features:

- Applies to properties located in Multi-Family Residential zones (R-3 and R-4) and the Neighborhood Mixed Use-24 zone (NMU-24) where the underlying General Plan land use designations are intended to accommodate multi-family residential development.
- Streamlines the entitlement process to authorize Planning Commission approval of tentative tract maps (five or more lots) rather than City Council approval for projects that do not require preparation of an EIR.
- Provides development standards to accommodate small lot homes for infill developments related to:
  - Building setbacks
  - Building height
  - Lot coverage
  - Open space requirements
  - Manner in which parking is provided
  - Wall height

A comparison of existing and proposed development standard highlights include the following:

	Existing Code	Proposed Ordinance
Minimum Lot Area	7,000 sq. ft. Interior 8,000 sq. ft. Corner	n/a

<b>Minimum Lot Frontage</b>	R-3 Zone: 70 ft. Interior 80 ft. Corner R-4 Zone: 60 ft. Interior 70 ft. Corner	25 ft.
<b>Minimum Lot Depth</b>	R-3 Zone: 100 ft. R-4 Zone: n/a	50 ft.
<b>Minimum Lot Coverage</b>	R-3 Zone: 45% 2-story 55% 1-story R-4 Zone: 60%	n/a
<b>Maximum Height</b>	R-3 Zone: 32 ft. or 2 stories, whichever is less R-4 Zone: 32 ft. or 2 stories, whichever is less NMU-24 45 ft. or 3 stories	R-3 Zone: 35 ft. or 3 stories R-4 Zone: 45 ft. or 3 stories NMU-24 45 ft. or 3 stories

<b>Maximum Lot Coverage</b>		
	R-3 Zone: 45% 2-story 55% 1-story R-4 Zone: 60% NMU-24: No limit (up to 100%)	75% of an approved small lot
<b>Minimum Open Space</b>	R-3 Zone: 250 sq. ft./unit <sup>1</sup> R-4 Zone: 150 sq. ft./unit <sup>1, 2</sup> NMU-24: 150 sq. ft./unit <sup>1, 2</sup>	150 sq. ft./unit private open space. No common open space required.
<b>Perimeter Setbacks</b>		
<b>Front</b>	R-3 Zone: 15 ft. min. R-4 Zone: 10 ft. min. NMU-24: 10 ft. max.	Applies to the front perimeter lot line of the overall subdivision site, not individual lots within the subdivision R-3 Zone: 15ft. min. R-4 Zone: 10ft. min. NMU-24: 10 ft. max.
<b>Side</b>	R-3 Zone: 5 ft. min. R-4 Zone: 0 min. NMU-24: 0	Applies to the side perimeter lot line of the overall subdivision site, not individual lots within the subdivision 5 ft. min. 10 ft. min. street side yard for corner and reverse corner lots
<b>Rear</b>	R-3 Zone: 10 min. R-4 Zone: 10 min. NMU-24: 0	Applies to the rear perimeter lot line of the overall subdivision site, not individual lots within the subdivision 10 ft. min. 5 ft. min. where the rear lot line abuts an alley

<b>Interior Setbacks</b> See "Side Setbacks" above No front, side, or rear yard shall be required between interior lot lines created within an approved small lot subdivision		
---	--	--

<sup>1</sup> Each unit shall be provided with at least one area of private usable open space accessible directly from the living area of the unit, in the form of a fenced yard or patio, a deck or balcony. In order to count toward the open space requirement, a yard area, or uncovered deck or patio shall have a minimum width and length of ten feet, and the minimum dimension of a balcony (both width and depth) shall be seven feet. In the R-3 and R-4 districts all such private open space may be counted up to a total of one-third of the required usable open space.

<sup>2</sup> A minimum of fifteen (15) percent of the total floor area of the dwelling units shall be provided as private and/or common open space. Up to twenty-five (25) percent of the total open space requirement may be met by counting any private exterior open space areas (patios and balconies) provided within the project.

The Ordinance does not apply to Single-Family (R-1) or Duplex (R-2) zones because the higher density development typically associated with the small lot development format cannot be accommodated in the lower density R-1 and R-2 zones. Similarly, the Ordinance does not apply to commercial zones because a concentrated single-family neighborhood would not be a contextually appropriate development format along the major commercial corridors of Orange.

### **Small Lot Subdivision Design Guidelines**

The Small Lot Subdivision Design Guidelines (Attachment 3) are intended to guide the site layout and building design in order to ensure that the new small lot subdivisions are compatible with existing adjacent neighborhoods. Key content that is intended to address contextual compatibility includes:

- Scale and massing
- Building orientation
- Building articulation
- Roof forms
- Stepped upper stories
- Access and connectivity to established neighborhood

## **7. ANALYSIS AND STATEMENT OF THE ISSUES**

### **Issue 1: Alternative Development Standards**

Infill single-family residential development projects that have come before the City in recent years have been subject to the multi-family residential development standards of the Zoning Ordinance dating from the early 1990s that were intended to be applied to walk-up garden style apartment and condominium projects. Therefore, development standards are oriented to large areas of shared common open space, private patio and balcony areas, and specified types of complex amenities (e.g., tot lots, pools, tennis court, clubhouse). Similarly, building setbacks and parking standards are crafted to address a development format where a complex has an internal and insular orientation, and parking is provided in a more communal format.

Consequently, when new infill projects have come to Planning staff with units laid out in a more traditional neighborhood format with individual “single-family” residences oriented to a private street, the code does not provide options for accommodating them. Instead, the only option available to developers is to develop the site as a single-family condominium product, and to prepare of a specific plan with development standards tailored to that product type. Staff and the applicants work together to ensure that specific plan development standards facilitate integration with existing surrounding neighborhoods and other neighborhood-serving services and amenities in the area such as parks, schools, and the existing City sidewalk network.

The development standards contained in the proposed ordinance are intended to eliminate the need

for a specific plan. Specifically, the standards eliminate a minimum lot size, allow options for classification of front, side and rear property lines, allow for a higher percentage of lot coverage than typical multi-family zoning, and differentiate between setbacks for the overall perimeter of the development site and building setbacks for units contained within the development itself.

### **Density**

While the development standards accommodate a more compact single-family neighborhood format, they do not allow a higher density of units than is already provided for by the underlying Medium Density Residential and Neighborhood Mixed Use General Plan designations (24 dwelling units/acre max.). With the proposed development standards, the density can be arranged for a compatible interface with surrounding development.

### **Parking**

Parking requirements under the proposed ordinance would be consistent with the number of spaces required in single-family zones; however, flexibility is provided in the form of allowing for tandem parking. Additionally, parking may be provided in either an enclosed garage or carport on the residential lot, as opposed to the City's standard single-family residential parking requirement needing to be entirely met in an enclosed garage. Additionally, the proposed ordinance requires 0.25 spaces of guest parking per unit, whereas guest parking is not required for homes in typical single-family zoning districts in Orange.

### Issue 2: Streamlined Entitlement Process

As noted above, the present entitlement process for small lot development is cumbersome, requiring a Zone Change and preparation of a specific plan to establish alternative development standards, along with an environmental document. This process typically takes 18-24 months and culminates with City Council approval. Examples include the MBK Irving House on Orange Olive Road and adjacent Cohen Residential project on Grove Avenue.

The proposed development standards contained in the ordinance have been crafted to eliminate the need for a specific plan to accommodate small lot subdivisions. Projects that can be designed within the parameters of the new ordinance will typically be exempt from environmental review based on the Infill Development Exemption (Class 32) afforded by the California Environmental Quality Act Guidelines. This exemption applies to projects on sites five acres or less in size that are served by public services and utilities that comply with the General Plan and Zoning Ordinance.

Another area of streamlining resulting from the ordinance is the change in approval body from the City Council to the Planning Commission for projects involving tentative tract maps (subdivision of five or more parcels). Given the nature of development associated with a small lot subdivision, projects would continue to undergo design review and major site plan review in accordance with Chapter 17.10 of the Zoning Ordinance. Planning Commission review and approval of the subdivision maps, concurrently with Major Site Plan and Design Review, will reduce processing time and cost.

### Issue 3: Small Lot Subdivision Guidelines

Small Lot Subdivision Guidelines have been prepared as a companion document to the proposed ordinance to better articulate expectations for site layout, building scale, unit orientation, building heights, privacy, and contextual compatibility. The illustrated guidelines are not intended to be

applied as strict requirements; rather, their stated goals are to:

- Ensure that new small lot subdivisions fit into the existing neighborhood context.
- Introduce new dwellings and a new housing typology that maintains and responds to the existing urban form.
- Promote walkable urbanism through infill development.
- Achieve high quality new urban design.

The guidelines provide a framework for informing site planning and building design, and supporting a neighborhood and housing product type that is appropriate for the Orange community.

## 8. PUBLIC NOTICE

Because of the citywide nature of the ordinance, the City published a one-eighth page notice in the Anaheim Bulletin newspaper on July 8, 2021.

## 9. ENVIRONMENTAL REVIEW

**Categorical Exemption:** The proposed ordinance and guidelines are categorically exempt from the provisions of the California Environmental Quality Act (CEQA) per State CEQA Guidelines 15305 (Class 5 - Minor Alterations in Land Use Limitations) because the ordinance simply provides greater flexibility in site planning and building design and a streamlined entitlement process for infill residential development sites. The guidelines provide parameters for neighborhood compatibility, privacy, and internal cohesiveness of small lot subdivisions. Neither the ordinance nor the guidelines cause changes to the residential density established in the General Plan for the multi-family and Neighborhood Mixed Use land use districts. They do not involve a specific site or development project, and do not otherwise result in a physical change that could cause an impact to the environment.

## 10. ADVISORY BOARD ACTION

### Staff Review Committee:

The Staff Review Committee provided input on the ordinance and guidelines through a series of inter-departmental meetings with Planning staff and the City's consultant.

## 11. ATTACHMENTS

- Attachment 1 Planning Commission Resolution No. PC 17-21 (including draft Ordinance)
- Attachment 2 Redlined Ordinance
- Attachment 3 Planning Commission Resolution no. PC 17-21 (including draft Small Lot Subdivision Guidelines)



# Agenda Item

## Planning Commission

---

**Item #:** 7.2.

7/19/2021

**File #:** 21-0384

---

**TO:** Chair and Members of the Planning Commission

**FROM:** Anna Pehoushek, Assistant Community Development Director

### 1. SUBJECT

**Public Hearing:** An ordinance amending Titles 16 and 17 of the Orange Municipal Code to establish development standards and streamlined subdivision and entitlement procedures for small lot subdivisions in multi-family residential zones.

### 2. SUMMARY

The City of Orange has prepared a Small Lot Subdivision Ordinance and associated guidelines to provide more flexible development standards and streamlined procedures for the development of single-family residential housing units on infill sites.

### 3. RECOMMENDED ACTION

Adopt Planning Commission Resolution No. 17-21 entitled:

A Resolution of the Planning Commission of the City of Orange recommending City Council approval of an ordinance of the City Council of the City of Orange amending Titles 16 and 17 of the Orange Municipal Code to establish development standards and streamlined subdivision and entitlement procedures for small lot subdivisions.

Adopt Planning Commission Resolution No. 18-21 entitled:

A Resolution of the Planning Commission of the City of Orange recommending City Council approval of Small Lot Subdivision Guidelines.

### 4. AUTHORIZING GUIDELINES

Orange Municipal Code (OMC) Section 17.10.020 requires City Council approval of amendments to the Zoning Ordinance, but also establishes procedures by which the Planning Commission reviews and makes a recommendation to the City Council on amendments to the Zoning Ordinance.

### 5. PROJECT BACKGROUND

With growing frequency, the Planning Division is receiving inquiries about site redevelopment involving compact arrangements of detached, for sale, single-family housing units. The sites involved in these inquiries are typically properties that have been developed with non-residential uses that have become obsolete. Despite the development conditions, in most cases, the zoning for the sites is multi-family residential. Real estate market forces and geographic location leave them most suitable for residential redevelopment. The desired small lot development format and single-family product type are not easily accommodated by the development standards in the Zoning Ordinance. The purpose of the subject ordinance is to provide development standards to accommodate compact

single-family neighborhood formats and to streamline the entitlement process for projects on small parcels.

### Public Outreach

Staff and the City's consultant conducted stakeholder meetings with representatives of the development community who have expressed interest in, or brought forward, similar projects in the community that could have taken advantage of a more streamlined process, and also the broader range of residential developers that are active in the City. Meeting discussions focused on the developer's entitlement process experience in Orange, and the challenges presented by existing zoning standards. Staff also asked them to share their experiences in other cities developing smaller infill sites and what they found to be useful in the way of development standards in those situations. This input and sharing of lessons learned have been an important aspect of informing the ordinance work effort.

The draft Small Lot Subdivision Ordinance and Design Guidelines were crafted to facilitate development, and provide pragmatic and context sensitive standards.

## 6. PROJECT DESCRIPTION

The Small Lot Subdivision Ordinance (Attachment 1) amends Title 16 and Title 17 of the Orange Municipal Code and includes the following key features:

- Applies to properties located in Multi-Family Residential zones (R-3 and R-4) and the Neighborhood Mixed Use-24 zone (NMU-24) where the underlying General Plan land use designations are intended to accommodate multi-family residential development.
- Streamlines the entitlement process to authorize Planning Commission approval of tentative tract maps (five or more lots) rather than City Council approval for projects that do not require preparation of an EIR.
- Provides development standards to accommodate small lot homes for infill developments related to:
  - Building setbacks
  - Building height
  - Lot coverage
  - Open space requirements
  - Manner in which parking is provided
  - Wall height

A comparison of existing and proposed development standard highlights include the following:

	Existing Code	Proposed Ordinance
Minimum Lot Area	7,000 sq. ft. Interior 8,000 sq. ft. Corner	n/a



<b>Minimum Lot Frontage</b>	R-3 Zone: 70 ft. Interior 80 ft. Corner R-4 Zone: 60 ft. Interior 70 ft. Corner	25 ft.
<b>Minimum Lot Depth</b>	R-3 Zone: 100 ft. R-4 Zone: n/a	50 ft.
<b>Minimum Lot Coverage</b>	R-3 Zone: 45% 2-story 55% 1-story R-4 Zone: 60%	n/a
<b>Maximum Height</b>	R-3 Zone: 32 ft. or 2 stories, whichever is less R-4 Zone: 32 ft. or 2 stories, whichever is less NMU-24 45 ft. or 3 stories	R-3 Zone: 35 ft. or 3 stories R-4 Zone: 45 ft. or 3 stories NMU-24 45 ft. or 3 stories

<b>Maximum Lot Coverage</b>		
	R-3 Zone: 45% 2-story 55% 1-story R-4 Zone: 60% NMU-24: No limit (up to 100%)	75% of an approved small lot
<b>Minimum Open Space</b>	R-3 Zone: 250 sq. ft./unit <sup>1</sup> R-4 Zone: 150 sq. ft./unit <sup>1, 2</sup> NMU-24: 150 sq. ft./unit <sup>1, 2</sup>	150 sq. ft./unit private open space. No common open space required.
<b>Perimeter Setbacks</b>		
<b>Front</b>	R-3 Zone: 15 ft. min. R-4 Zone: 10 ft. min. NMU-24: 10 ft. max.	Applies to the front perimeter lot line of the overall subdivision site, not individual lots within the subdivision R-3 Zone: 15ft. min. R-4 Zone: 10ft. min. NMU-24: 10 ft. max.
<b>Side</b>	R-3 Zone: 5 ft. min. R-4 Zone: 0 min. NMU-24: 0	Applies to the side perimeter lot line of the overall subdivision site, not individual lots within the subdivision 5 ft. min. 10 ft. min. street side yard for corner and reverse corner lots
<b>Rear</b>	R-3 Zone: 10 min. R-4 Zone: 10 min. NMU-24: 0	Applies to the rear perimeter lot line of the overall subdivision site, not individual lots within the subdivision 10 ft. min. 5 ft. min. where the rear lot line abuts an alley

<b>Interior Setbacks</b> See "Side Setbacks" above No front, side, or rear yard shall be required between interior lot lines created within an approved small lot subdivision		
---	--	--

<sup>1</sup> Each unit shall be provided with at least one area of private usable open space accessible directly from the living area of the unit, in the form of a fenced yard or patio, a deck or balcony. In order to count toward the open space requirement, a yard area, or uncovered deck or patio shall have a minimum width and length of ten feet, and the minimum dimension of a balcony (both width and depth) shall be seven feet. In the R-3 and R-4 districts all such private open space may be counted up to a total of one-third of the required usable open space.

<sup>2</sup> A minimum of fifteen (15) percent of the total floor area of the dwelling units shall be provided as private and/or common open space. Up to twenty-five (25) percent of the total open space requirement may be met by counting any private exterior open space areas (patios and balconies) provided within the project.

The Ordinance does not apply to Single-Family (R-1) or Duplex (R-2) zones because the higher density development typically associated with the small lot development format cannot be accommodated in the lower density R-1 and R-2 zones. Similarly, the Ordinance does not apply to commercial zones because a concentrated single-family neighborhood would not be a contextually appropriate development format along the major commercial corridors of Orange.

### **Small Lot Subdivision Design Guidelines**

The Small Lot Subdivision Design Guidelines (Attachment 3) are intended to guide the site layout and building design in order to ensure that the new small lot subdivisions are compatible with existing adjacent neighborhoods. Key content that is intended to address contextual compatibility includes:

- Scale and massing
- Building orientation
- Building articulation
- Roof forms
- Stepped upper stories
- Access and connectivity to established neighborhood

## **7. ANALYSIS AND STATEMENT OF THE ISSUES**

### Issue 1: Alternative Development Standards

Infill single-family residential development projects that have come before the City in recent years have been subject to the multi-family residential development standards of the Zoning Ordinance dating from the early 1990s that were intended to be applied to walk-up garden style apartment and condominium projects. Therefore, development standards are oriented to large areas of shared common open space, private patio and balcony areas, and specified types of complex amenities (e.g., tot lots, pools, tennis court, clubhouse). Similarly, building setbacks and parking standards are crafted to address a development format where a complex has an internal and insular orientation, and parking is provided in a more communal format.

Consequently, when new infill projects have come to Planning staff with units laid out in a more traditional neighborhood format with individual “single-family” residences oriented to a private street, the code does not provide options for accommodating them. Instead, the only option available to developers is to develop the site as a single-family condominium product, and to prepare of a specific plan with development standards tailored to that product type. Staff and the applicants work together to ensure that specific plan development standards facilitate integration with existing surrounding neighborhoods and other neighborhood-serving services and amenities in the area such as parks, schools, and the existing City sidewalk network.

The development standards contained in the proposed ordinance are intended to eliminate the need

for a specific plan. Specifically, the standards eliminate a minimum lot size, allow options for classification of front, side and rear property lines, allow for a higher percentage of lot coverage than typical multi-family zoning, and differentiate between setbacks for the overall perimeter of the development site and building setbacks for units contained within the development itself.

### **Density**

While the development standards accommodate a more compact single-family neighborhood format, they do not allow a higher density of units than is already provided for by the underlying Medium Density Residential and Neighborhood Mixed Use General Plan designations (24 dwelling units/acre max.). With the proposed development standards, the density can be arranged for a compatible interface with surrounding development.

### **Parking**

Parking requirements under the proposed ordinance would be consistent with the number of spaces required in single-family zones; however, flexibility is provided in the form of allowing for tandem parking. Additionally, parking may be provided in either an enclosed garage or carport on the residential lot, as opposed to the City's standard single-family residential parking requirement needing to be entirely met in an enclosed garage. Additionally, the proposed ordinance requires 0.25 spaces of guest parking per unit, whereas guest parking is not required for homes in typical single-family zoning districts in Orange.

### Issue 2: Streamlined Entitlement Process

As noted above, the present entitlement process for small lot development is cumbersome, requiring a Zone Change and preparation of a specific plan to establish alternative development standards, along with an environmental document. This process typically takes 18-24 months and culminates with City Council approval. Examples include the MBK Irving House on Orange Olive Road and adjacent Cohen Residential project on Grove Avenue.

The proposed development standards contained in the ordinance have been crafted to eliminate the need for a specific plan to accommodate small lot subdivisions. Projects that can be designed within the parameters of the new ordinance will typically be exempt from environmental review based on the Infill Development Exemption (Class 32) afforded by the California Environmental Quality Act Guidelines. This exemption applies to projects on sites five acres or less in size that are served by public services and utilities that comply with the General Plan and Zoning Ordinance.

Another area of streamlining resulting from the ordinance is the change in approval body from the City Council to the Planning Commission for projects involving tentative tract maps (subdivision of five or more parcels). Given the nature of development associated with a small lot subdivision, projects would continue to undergo design review and major site plan review in accordance with Chapter 17.10 of the Zoning Ordinance. Planning Commission review and approval of the subdivision maps, concurrently with Major Site Plan and Design Review, will reduce processing time and cost.

### Issue 3: Small Lot Subdivision Guidelines

Small Lot Subdivision Guidelines have been prepared as a companion document to the proposed ordinance to better articulate expectations for site layout, building scale, unit orientation, building heights, privacy, and contextual compatibility. The illustrated guidelines are not intended to be

applied as strict requirements; rather, their stated goals are to:

- Ensure that new small lot subdivisions fit into the existing neighborhood context.
- Introduce new dwellings and a new housing typology that maintains and responds to the existing urban form.
- Promote walkable urbanism through infill development.
- Achieve high quality new urban design.

The guidelines provide a framework for informing site planning and building design, and supporting a neighborhood and housing product type that is appropriate for the Orange community.

## 8. PUBLIC NOTICE

Because of the citywide nature of the ordinance, the City published a one-eighth page notice in the Anaheim Bulletin newspaper on July 8, 2021.

## 9. ENVIRONMENTAL REVIEW

**Categorical Exemption:** The proposed ordinance and guidelines are categorically exempt from the provisions of the California Environmental Quality Act (CEQA) per State CEQA Guidelines 15305 (Class 5 - Minor Alterations in Land Use Limitations) because the ordinance simply provides greater flexibility in site planning and building design and a streamlined entitlement process for infill residential development sites. The guidelines provide parameters for neighborhood compatibility, privacy, and internal cohesiveness of small lot subdivisions. Neither the ordinance nor the guidelines cause changes to the residential density established in the General Plan for the multi-family and Neighborhood Mixed Use land use districts. They do not involve a specific site or development project, and do not otherwise result in a physical change that could cause an impact to the environment.

## 10. ADVISORY BOARD ACTION

### Staff Review Committee:

The Staff Review Committee provided input on the ordinance and guidelines through a series of inter-departmental meetings with Planning staff and the City's consultant.

## 11. ATTACHMENTS

- Attachment 1 Planning Commission Resolution No. PC 17-21 (including draft Ordinance)
- Attachment 2 Redlined Ordinance
- Attachment 3 Planning Commission Resolution no. PC 17-21 (including draft Small Lot Subdivision Guidelines)

**RESOLUTION NO. PC 17-21**

**A RESOLUTION OF THE PLANNING COMMISSION  
RECOMMENDING CITY COUNCIL APPROVAL OF AN  
ORDINANCE OF THE CITY COUNCIL OF THE CITY OF  
ORANGE AMENDING TITLE 16 AND TITLE 17 OF THE  
ORANGE MUNICIPAL CODE RELATING TO  
REGULATING SMALL LOT SUBDIVISIONS**

**APPLICANT: CITY OF ORANGE**

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

**WHEREAS**, small lot subdivision development provides an alternative housing type to larger scale condominiums and apartments in multi-family residential zones and some mixed use zones, and is particularly well-suited in transitional areas between established neighborhoods developed with single-family homes and other more intensive residential or commercial uses;

**WHEREAS**, this Small Lot Subdivision Ordinance will allow for development of smaller single-family residential lots in the multi-family residential zones (R-3 and R-4) and in the Neighborhood Mixed Use-24 zone (NMU-24), consistent with existing permitted densities;

**WHEREAS**, this Ordinance will provide a space-efficient and economical alternative to traditional options for homeownership in the City of Orange and potentially create opportunities for affordable homeownership through lower land costs;

**WHEREAS**, the Planning Commission conducted a duly advertised public hearing on July 19, 2021, at which time interested persons had an opportunity to testify either in support of or in opposition to the proposed Ordinance and recommends approval thereof;

**NOW, THEREFORE, BE IT RESOLVED** that the Planning Commission recommends that the City Council approve the subject Ordinance Amendment, shown as Attachment 1, attached hereto, based on the following finding:

**SECTION 1- FINDING**

Specialized development standards and a streamlined entitlement process for small lot single-family subdivisions in multi-family residential and neighborhood mixed use zoning districts are consistent with the goals and policies stated within the City's General Plan Land Use, Housing, and Natural Resources Elements by supporting diverse residential environments, infill residential development, and increasing the inventory of housing in Orange. Accommodation of alternative residential development formats provides options for a variety of household types and household incomes, having the potential to increase the workforce housing inventory in Orange.

## **SECTION 2-ENVIRONMENTAL REVIEW**

The proposed ordinance is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) per State CEQA Guidelines 15305 (Class 5 – Minor Alterations in Land Use Limitations) because the ordinance simply provides greater flexibility in site planning and building design and a streamlined entitlement process for infill residential development sites. The ordinance does not cause changes to the residential density established in the General Plan for the multi-family and Neighborhood Mixed Use land use districts. It does not involve a specific site or development project, and does not otherwise result in a physical change that could cause an impact to the environment.

I hereby certify that the Planning Commission of the City of Orange adopts 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 16 AND TITLE 17 OF THE ORANGE MUNICIPAL CODE RELATING TO REGULATING SMALL LOT SUBDIVISIONS.**

**WHEREAS**, small lot subdivision development provides an alternative housing type to larger scale condominiums and apartments in multi-family residential zones and some mixed use zones, and is particularly well-suited in transitional areas between established neighborhoods developed with single-family homes and other more intensive residential or commercial uses;

**WHEREAS**, this Small Lot Subdivision Ordinance will allow for development of smaller single-family residential lots in the multi-family residential zones (R-3 and R-4) and in the Neighborhood Mixed Use - 24 zone (NMU-24), consistent with existing permitted densities;

**WHEREAS**, this Ordinance will provide a space-efficient and economical alternative to traditional options for homeownership in the City of Orange and potentially create opportunities for affordable homeownership through lower land costs;

**WHEREAS**, the Planning Commission conducted a duly advertised public hearing on \_\_\_\_\_, 2021, at which time interested persons had an opportunity to testify either in support of or in opposition to the proposed Ordinance and recommended its approval to the City Council;

**WHEREAS**, the City Council conducted a duly advertised public hearing on \_\_\_\_\_, 2021, at which time interested persons had an opportunity to testify either in support of or in opposition to the proposed Ordinance; and

**WHEREAS**, the City Council finds that the proposed Ordinance will serve 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:**

Section 16.04.060 of the Orange Municipal Code, “Subdivisions – General Provisions – Advisory Agencies,” is hereby amended in its entirety to read as follows:

#### **16.04.060 – Advisory Agencies.**

Advisory agencies are charged with the duty of making investigations and reports on the design and improvement of proposed divisions of real property and the imposing of requirements or conditions thereon. The Community Development Director is designated as the advisory agency

as that term is used in the Subdivision Map Act and in this title. Subject to the provisions and according to the procedures of this title, such agency shall make reports and recommendations to the City Planning Commission on all tentative and final tract maps.

## **SECTION II:**

Section 16.12.010 of the Orange Municipal Code, “Subdivisions – Procedure – Tentative Tract Map,” is hereby amended in its entirety to read as follows:

### **16.12.010 – Tentative Tract Map.**

A. A tentative tract map, accompanied by any forms and fees required, shall be submitted to the Community Development Director for review. The Community Development Director shall refer the map to a staff review committee as designated by the City Manager for review and comment.

B. After the tentative tract map is reviewed by staff, the Community Development Director shall forward the map to the City Planning Commission with his/her comments and/or recommendations. Within fifty (50) days of the submittal of the tentative tract map to the Community Development Director, the City Planning Commission shall review the tentative tract map and shall approve, conditionally approve, or disapprove the tentative tract map.

C. If the map is not approved by the City Planning Commission, the subdivider will be notified and given the opportunity to correct the map.

D. The subdivider may appeal to the City Council from any action taken by the City Planning Commission pursuant to the procedure set forth in the Subdivision Map Act.

E. Any interested person adversely affected by a decision of the Planning Commission may file a complaint with the City Council concerning any such decision. Processing of the complaint shall comply with the Subdivision Map Act.

F. If the map is approved by the City Planning Commission, or by the City Council on appeal, a final tract map, substantially in conformance with the tentative tract map, must be recorded within eighteen (18) months.

## **SECTION III:**

Section 17.14.270, “Zoning – Residential Districts – Small Lot Subdivision Development Standards,” Table 17.14.270, “Small Lot Subdivision Development Standards,” and Section 17.14.275, “Zoning – Residential Districts – Small Lot Subdivision Guidelines,” are hereby added to the Orange Municipal Code to read as follows:

### **17.14.270 – Small Lot Subdivision Development Standards.**



A. The purpose of this section is to provide supplemental development standards allowing alternative housing typologies in small lot subdivisions within multiple-family residential zones and specific mixed use zones. A subdivision for the purpose of small lots enables construction of new small lot homes and provides a space-efficient and economical alternative to traditional single dwelling unit and multiple dwelling unit development. It also provides pedestrian-friendly developments that are compatible with the existing neighborhood character and context.

B. A small lot subdivision shall be permitted in the R-3, R-4, and NMU-24 zoning districts pursuant to an approved tract or parcel map.

C. The following supplemental regulations shall apply to small lot subdivisions:

(1) A tract map or parcel map pursuant to Chapter 16.08 (Maps) of this code shall be required for the creation of a small lot subdivision.

(2) The Design Review Committee shall review small lot subdivision projects prior to issuance of any demolition, grading, or building permit and make a finding that the small lot subdivision project complies with the small lot subdivision guidelines in Section 17.14.275 of this chapter. The application for design review shall be filed concurrent with the tract or parcel map application.

(3) A small lot subdivision development shall comply with the regulations in Table 17.14.270 and the supplemental regulations in this section. The footnotes and text following Table 17.14.270 clarify the development standards as necessary.

**Table 17.14.270**

**SMALL LOT SUBDIVISION DEVELOPMENT STANDARDS**

<b>Maximum Permitted Density</b>	
<b>Within Subdivision – dwelling units (du) per acre (ac)</b>	<b>Per the underlying zone</b>
R-3 and R-4	(a)
NMU-24	16-24
<b>Subdivided Lot – dwelling units (du) per lot</b>	1
<b>Minimum Lot Area – square feet (sf)</b>	n/a
<b>Minimum Lot Frontage – feet (ft)</b>	25
<b>Minimum Lot Depth – feet (ft)</b>	50
<b>Perimeter Setbacks – feet (ft)</b>	
<b>Front</b>	(b)
<b>Side</b>	(c)
<b>Rear</b>	(d)

<b>Interior Setbacks – feet (ft)</b>	(e)
<b>Maximum Height – feet (ft) or stories, whichever is less</b>	
R-3 and R-4	35' or 3 stories
NMU-24	45' or 3 stories
<b>Maximum Lot Coverage</b>	75% of an approved small lot (f)
<b>Minimum Private Open Space – square feet (sf) per dwelling unit (du)</b>	150

Notes:

- (a) The permitted density range shall be as indicated on the General Plan Land Use Policy Map. Typically, 6-15 du/ac for R-3 and 16-24 du/ac for R-4.
- (b) The provisions of the front yard of the underlying zone shall apply to the front lot line of the perimeter of the subdivision.
- (c) A minimum five-foot yard shall be required along the side lot line of the perimeter of the subdivision, except that corner and reverse corner lots along the perimeter of the subdivision shall have a minimum ten-foot street side yard.
- (d) A minimum ten-foot yard shall be required along the rear lot line of the perimeter of the subdivision, except that where the rear lot line abuts an alley, a minimum five-foot rear yard shall be required along the perimeter of the subdivision.
- (e) No front, side, or rear yard shall be required between interior lot lines created within an approved small lot subdivision.
- (f) Unless the tract or parcel map provides a usable common open space area equivalent to 25% of the lot area of each lot not meeting this provision, and subject to the requirements of Section 17.14.110(B)(2) of this chapter.

(4) **Site Access.** Access to a small lot within a small lot subdivision, and to its required parking spaces, shall be provided by way of a public or private street, alley, access easement, or driveway.

(5) **Accessory Structures, Garages, and Accessory Dwelling Units.** Accessory structures, garages, and accessory dwelling units shall be permitted in small lot subdivisions in accordance with Section 17.14.160 (Accessory Structures, Garages, and Accessory Dwelling Units) of this chapter.

(6) **Open Space.** Each small lot shall provide no less than a total of 150 square feet of private usable open space, accessible directly from the living area of the unit, in the form of a fenced yard or patio, a deck, or balcony. In order to count toward the open space requirement, a yard area, or uncovered deck or patio shall have a minimum width and length of ten feet, and the

minimum dimension of a balcony (both width and depth) shall be seven feet. Parking areas, driveways, and required front setback areas shall not count as private usable open space.

(7) Fences and Walls. Fences and walls shall be permitted in small lot subdivisions in accordance with Section 17.14.180 (Fences and Walls) of this chapter and subject to the following regulations:

a. Within the front yard setback areas along the perimeter of the proposed subdivision, the height shall be limited to three and one-half feet.

b. Within the side and rear yard setback areas along the perimeter of the proposed subdivision, the height shall be limited to six feet, except that where the perimeter abuts a major arterial street or a commercial zoned property the height shall be limited to eight feet.

(8) Parking. Parking requirements and parking design shall comply with the following regulations and Chapter 17.34 (Off-Street Parking and Loading) of this title for small lot subdivisions. Where there is a conflict with Chapter 17.34, the requirements of this section shall apply.

a. The number of off-street parking spaces shall be consistent with the ratios for small lot subdivisions in Table 17.34.060.A of this title.

b. Required parking shall be provided on each lot except that guest parking may be provided in an easily accessible common parking area, or on private streets and alleys associated with the small lot subdivision.

c. Required parking spaces on each lot shall be provided within a garage or a carport. Guest parking may be unenclosed.

d. Tandem parking is permitted only for the required parking spaces on each lot and not for guest parking in common parking areas.

(9) Landscaping. Landscaping shall be provided as required by Chapter 16.50 (Landscaping Requirements) of this code.

(10) Stormwater Management. Small lot subdivision developments shall comply with Chapter 7.01 (Water Quality and Stormwater Discharges) of this code and shall require low impact development (LID) practices that result in the infiltration, evapotranspiration, or otherwise natural drainage of stormwater in order to protect water quality.

(11) Trash Enclosures. All small lot subdivision developments shall provide trash (including trash, recycling, and green waste) collection areas adequately and conveniently placed throughout the development. These collection areas shall be screened from view on three sides by a six-foot high masonry wall. A view obscuring gate shall be provided.

(12) Access and Maintenance. An agreement for access and maintenance for all facilities used in common shall be executed to the satisfaction of the City Attorney and shall be recorded in the office of the Orange County Clerk-Recorder prior to the issuance of a certificate of occupancy for the project.

(13) Hazardous Fire Areas and Vegetation Management. Small lot subdivision developments shall be subject to the requirements of the Orange City Fire Department, including the fuel modification requirements outlined in the “Vegetation Management Guideline—Technical Design for New Construction Fuel Modification Plans and Maintenance Program.”

#### **17.14.275 – Small Lot Subdivision Guidelines.**

Small lot subdivision development shall conform to the City of Orange small lot subdivision guidelines adopted by resolution of the City Council and available at the Community Development Department.

#### **SECTION IV:**

The definition of HOUSING DEVELOPMENT in Section 17.15.020 of the Orange Municipal Code, “Zoning – Density Bonus – Definitions,” is hereby amended in its entirety to read as follows:

HOUSING DEVELOPMENT – (1) one or more groups of projects of five or more residential units constructed in a planned development; (2) a subdivision, including a small lot subdivision, or common interest development approved by the City and consisting of five or more residential units or unimproved residential lots; and (3) either a project to substantially rehabilitate and convert an existing commercial building to residential use or the substantial rehabilitation of an existing multifamily dwelling where the result of the rehabilitation would be a net increase in available residential units of five or more.

#### **SECTION V:**

Section 17.19.250, “Zoning – Mixed Use Districts – Small Lot Subdivisions,” is hereby added to the Orange Municipal code to read as follows:

#### **17.19.250 – Small Lot Subdivisions.**

Small lot subdivision development in the NMU-24 zoning district shall conform to the regulations for small lot subdivisions contained in Section 17.14.270 (Small Lot Subdivision Development Standards) of this title.

#### **SECTION VI:**

Section 17.34.060.D, “Zoning – Off-Street Parking and Loading – Required Number of Parking Spaces,” is hereby amended in its entirety to read as follows:

D. Tandem parking, mechanical lifts, or other similar parking solutions may be allowed in multifamily residential developments and in small lot subdivisions 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 title. 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.

## **SECTION VII:**

The following use is hereby added to Table 17.34.060.A, “Required Number of Parking Spaces for Residential Uses,” to read as follows:

**Table 17.34.060.A**

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

<b>USE</b>	<b>REQUIRED NUMBER OF SPACES</b>
Small Lot Subdivision	2 parking spaces per unit, either enclosed or covered (i.e. garage or carport). For units with 4 or more bedrooms, 1 additional space shall be provided on the lot, which may be enclosed or unenclosed. Enclosed or covered parking may be provided in a tandem format.
	A minimum of 0.25 spaces per unit (with a minimum of 2 guest spaces) shall be provided as easily accessible and distinguishable guest parking in addition to the required parking for each unit. Guest parking may be unenclosed.

## **SECTION VIII:**

The action proposed herein is not a project subject to CEQA in accordance with CEQA Section 21065 and State CEQA Guidelines Sections 15060(c)(2), 15060(c)(3), and 15378. The Ordinance involves general policy and procedure making that would not cause either a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment. Furthermore, the action is exempt from CEQA pursuant to State CEQA Guidelines Section 15061(b)(3), the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. Such is the case with the Ordinance. No new development is proposed and the regulations for small lot subdivisions would generally allow for infill development, which would not result in a significant impact on the environment. Furthermore, any development applications subject to these provisions will be reviewed for CEQA compliance under a separate entitlement. On a case-by-case review of each project, the appropriate environmental document will be prepared to address any project-specific impacts. Therefore, the Ordinance will not have a significant effect on the environment.

**SECTION IX:**

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 X:**

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

## ORDINANCE NO. XX-21

### AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ORANGE AMENDING TITLE 16 AND TITLE 17 OF THE ORANGE MUNICIPAL CODE RELATING TO REGULATING SMALL LOT SUBDIVISIONS.

#### **SECTION I:**

Section 16.04.060 of the Orange Municipal Code, “Subdivisions – General Provisions – Advisory Agencies,” is hereby amended in its entirety to read as follows:

##### **16.04.060 – Advisory Agencies.**

Advisory agencies are charged with the duty of making investigations and reports on the design and improvement of proposed divisions of real property and the imposing of requirements or conditions thereon. The Community Development Director ~~and the City Planning Commission~~ ~~are~~ is designated as the advisory agency as that term is used in the Subdivision Map Act and in this title. Subject to the provisions and according to the procedures of this title, such agency shall make reports and recommendations to the City ~~Council~~ Planning Commission on all tentative and final tract maps.

#### **SECTION II:**

Section 16.12.010 of the Orange Municipal Code, “Subdivisions – Procedure – Tentative Tract Map,” is hereby amended in its entirety to read as follows:

##### **16.12.010 – Tentative Tract Map.**

A. A tentative tract map, accompanied by any forms and fees required, shall be submitted to the Community Development Director for review. The Community Development Director shall refer the map to a staff review committee as designated by the City Manager for review and comment.

B. After the tentative tract map is reviewed by staff, the Community Development Director shall forward the map to the City Planning Commission with his/her comments and/or recommendations. Within fifty (50) days of the submittal of the tentative tract map to the Community Development Director, the City Planning Commission shall ~~have reviewed~~ the tentative tract map and ~~made its recommendations~~ shall approve, conditionally approve, or disapprove the tentative tract map.

~~C. — After the tentative tract map is reviewed by the City Planning Commission, the map shall then be forwarded to the City Council together with any comments and/or recommendations. The City Council shall then review the tentative tract map and shall have the power to approve, conditionally approve, or disapprove the tentative tract map.~~



~~D-C.~~ If the map is not approved by the City ~~Council~~ Planning Commission, the subdivider will be notified and given the opportunity to correct the map.

~~E.~~ ~~With respect to a tentative tract map, the subdivider may appeal from any action of the Community Development Director to the City Planning Commission and taken to the City Council pursuant to the procedure set forth in the Subdivision Map Act.~~

D. The subdivider may appeal to the City Council from any action taken by the City Planning Commission pursuant to the procedure set forth in the Subdivision Map Act.

~~F E.~~ Any interested person adversely affected by a decision of the Planning Commission may file a complaint with the City Council concerning any such decision. Processing of the complaint shall comply with the Subdivision Map Act.

~~G F.~~ If the map is approved by the City ~~Council~~ Planning Commission, or by the City Council on appeal, a final tract map, substantially in conformance with the tentative tract map, must be recorded within eighteen (18) months.

### **SECTION III:**

Section 17.14.270, “Zoning – Residential Districts – Small Lot Subdivision Development Standards,” Table 17.14.270, “Small Lot Subdivision Development Standards,” and Section 17.14.275, “Zoning – Residential Districts – Small Lot Subdivision Guidelines,” are hereby added to the Orange Municipal Code to read as follows:

#### **17.14.270 – Small Lot Subdivision Development Standards.**

A. The purpose of this section is to provide supplemental development standards allowing alternative housing typologies in small lot subdivisions within multiple-family residential zones and specific mixed use zones. A subdivision for the purpose of small lots enables construction of new small lot homes and provides a space-efficient and economical alternative to traditional single dwelling unit and multiple dwelling unit development. It also provides pedestrian-friendly developments that are compatible with the existing neighborhood character and context.

B. A small lot subdivision shall be permitted in the R-3, R-4, and NMU-24 zoning districts pursuant to an approved tract or parcel map.

C. The following supplemental regulations shall apply to small lot subdivisions:

(1) A tract map or parcel map pursuant to Chapter 16.08 (Maps) of this code shall be required for the creation of a small lot subdivision.

(2) The Design Review Committee shall review small lot subdivision projects prior to issuance of any demolition, grading, or building permit and make a finding that the small

lot subdivision project complies with the small lot subdivision guidelines in Section 17.14.275 of this chapter. The application for design review shall be filed concurrent with the tract or parcel map application.

(3) A small lot subdivision development shall comply with the regulations in Table 17.14.270 and the supplemental regulations in this section. The footnotes and text following Table 17.14.270 clarify the development standards as necessary.

**Table 17.14.270**

**SMALL LOT SUBDIVISION DEVELOPMENT STANDARDS**

<b><u>Maximum Permitted Density</u></b>	
<b><u>Within Subdivision – dwelling units (du) per acre (ac)</u></b>	<b><u>Per the underlying zone</u></b>
<b><u>R-3 and R-4</u></b>	<b><u>(a)</u></b>
<b><u>NMU-24</u></b>	<b><u>16-24</u></b>
<b><u>Subdivided Lot – dwelling units (du) per lot</u></b>	<b><u>1</u></b>
<b><u>Minimum Lot Area – square feet (sf)</u></b>	<b><u>n/a</u></b>
<b><u>Minimum Lot Frontage – feet (ft)</u></b>	<b><u>25</u></b>
<b><u>Minimum Lot Depth – feet (ft)</u></b>	<b><u>50</u></b>
<b><u>Perimeter Setbacks – feet (ft)</u></b>	
<b><u>Front</u></b>	<b><u>(b)</u></b>
<b><u>Side</u></b>	<b><u>(c)</u></b>
<b><u>Rear</u></b>	<b><u>(d)</u></b>
<b><u>Interior Setbacks – feet (ft)</u></b>	<b><u>(e)</u></b>
<b><u>Maximum Height – feet (ft) or stories, whichever is less</u></b>	
<b><u>R-3 and R-4</u></b>	<b><u>35' or 3 stories</u></b>
<b><u>NMU-24</u></b>	<b><u>45' or 3 stories</u></b>
<b><u>Maximum Lot Coverage</u></b>	<b><u>75% of an approved small lot (f)</u></b>
<b><u>Minimum Private Open Space – square feet (sf) per dwelling unit (du)</u></b>	<b><u>150</u></b>

Notes:

- (a) The permitted density range shall be as indicated on the General Plan Land Use Policy Map. Typically, 6-15 du/ac for R-3 and 16-24 du/ac for R-4.
- (b) The provisions of the front yard of the underlying zone shall apply to the front lot line of the perimeter of the subdivision.

- (c) A minimum five-foot yard shall be required along the side lot line of the perimeter of the subdivision, except that corner and reverse corner lots along the perimeter of the subdivision shall have a minimum ten-foot street side yard.
- (d) A minimum ten-foot yard shall be required along the rear lot line of the perimeter of the subdivision, except that where the rear lot line abuts an alley, a minimum five-foot rear yard shall be required along the perimeter of the subdivision.
- (e) No front, side, or rear yard shall be required between interior lot lines created within an approved small lot subdivision.
- (f) Unless the tract or parcel map provides a usable common open space area equivalent to 25% of the lot area of each lot not meeting this provision, and subject to the requirements of Section 17.14.110(B)(2) of this chapter.

(4) Site Access. Access to a small lot within a small lot subdivision, and to its required parking spaces, shall be provided by way of a public or private street, alley, access easement, or driveway.

(5) Accessory Structures, Garages, and Accessory Dwelling Units. Accessory structures, garages, and accessory dwelling units shall be permitted in small lot subdivisions in accordance with Section 17.14.160 (Accessory Structures, Garages, and Accessory Dwelling Units) of this chapter.

(6) Open Space. Each small lot shall provide no less than a total of 150 square feet of private usable open space, accessible directly from the living area of the unit, in the form of a fenced yard or patio, a deck, or balcony. In order to count toward the open space requirement, a yard area, or uncovered deck or patio shall have a minimum width and length of ten feet, and the minimum dimension of a balcony (both width and depth) shall be seven feet. Parking areas, driveways, and required front setback areas shall not count as private usable open space.

(7) Fences and Walls. Fences and walls shall be permitted in small lot subdivisions in accordance with Section 17.14.180 (Fences and Walls) of this chapter and subject to the following regulations:

a. Within the front yard setback areas along the perimeter of the proposed subdivision, the height shall be limited to three and one-half feet.

b. Within the side and rear yard setback areas along the perimeter of the proposed subdivision, the height shall be limited to six feet, except that where the perimeter abuts a major arterial street or a commercial zoned property the height shall be limited to eight feet.

(8) Parking. Parking requirements and parking design shall comply with the following regulations and Chapter 17.34 (Off-Street Parking and Loading) of this title for small

lot subdivisions. Where there is a conflict with Chapter 17.34, the requirements of this section shall apply.

a. The number of off-street parking spaces shall be consistent with the ratios for small lot subdivisions in Table 17.34.060.A of this title.

b. Required parking shall be provided on each lot except that guest parking may be provided in an easily accessible common parking area, or on private streets and alleys associated with the small lot subdivision.

c. Required parking spaces on each lot shall be provided within a garage or a carport. Guest parking may be unenclosed.

d. Tandem parking is permitted only for the required parking spaces on each lot and not for guest parking in common parking areas.

(9) Landscaping. Landscaping shall be provided as required by Chapter 16.50 (Landscaping Requirements) of this code.

(10) Stormwater Management. Small lot subdivision developments shall comply with Chapter 7.01 (Water Quality and Stormwater Discharges) of this code and shall require low impact development (LID) practices that result in the infiltration, evapotranspiration, or otherwise natural drainage of stormwater in order to protect water quality.

(11) Trash Enclosures. All small lot subdivision developments shall provide trash (including trash, recycling, and green waste) collection areas adequately and conveniently placed throughout the development. These collection areas shall be screened from view on three sides by a six-foot high masonry wall. A view obscuring gate shall be provided.

(12) Access and Maintenance. An agreement for access and maintenance for all facilities used in common shall be executed to the satisfaction of the City Attorney and shall be recorded in the office of the Orange County Clerk-Recorder prior to the issuance of a certificate of occupancy for the project.

(13) Hazardous Fire Areas and Vegetation Management. Small lot subdivision developments shall be subject to the requirements of the Orange City Fire Department, including the fuel modification requirements outlined in the “Vegetation Management Guideline—Technical Design for New Construction Fuel Modification Plans and Maintenance Program.”

#### **17.14.275 – Small Lot Subdivision Guidelines.**

Small lot subdivision development shall conform to the City of Orange small lot subdivision guidelines adopted by resolution of the City Council and available at the Community Development Department.

### **SECTION III:**

Title 17, Chapter 17.15, Section 17.15.020 is hereby amended to read as follows:

**17.15.020 – Definitions.**

HOUSING DEVELOPMENT – (1) one or more groups of projects of five or more residential units constructed in a planned development; (2) a subdivision, [including a small lot subdivision](#), or common interest development approved by the City and consisting of five or more residential units or unimproved residential lots; and (3) either a project to substantially rehabilitate and convert an existing commercial building to residential use or the substantial rehabilitation of an existing multifamily dwelling where the result of the rehabilitation would be a net increase in available residential units of five or more.

**SECTION V:**

Section 17.19.250, “Zoning – Mixed Use Districts – Small Lot Subdivisions,” is hereby added to the Orange Municipal code to read as follows:

**17.19.250 – Small Lot Subdivisions.**

[Small lot subdivision development in the NMU-24 zoning district shall conform to the regulations for small lot subdivisions contained in Section 17.14.270 \(Small Lot Subdivision Development Standards\) of this title.](#)

**SECTION VI:**

Section 17.34.060.D, “Zoning – Off-Street Parking and Loading – Required Number of Parking Spaces,” is hereby amended in its entirety to read as follows:

D. Tandem parking, mechanical lifts, or other similar parking solutions may be allowed in multifamily residential developments [and in small lot subdivisions](#) 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 title. 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.

**SECTION VII:**

The following use is hereby added to Table 17.34.060.A, “Required Number of Parking Spaces for Residential Uses,” to read as follows:

**Table 17.34.060.A**

**REQUIRED NUMBER OF PARKING SPACES FOR RESIDENTIAL USES**

USE	REQUIRED NUMBER OF SPACES
<a href="#"><u>Small Lot Subdivision</u></a>	<a href="#"><u>2 parking spaces per unit, either enclosed or covered (i.e. garage or carport). For units with 4 or more bedrooms, 1 additional space shall be provided on the lot, which may be enclosed or unenclosed. Enclosed or covered parking may be provided in a tandem format.</u></a>
	<a href="#"><u>A minimum of 0.25 spaces per unit (with a minimum of 2 guest spaces) shall be provided as easily accessible and distinguishable guest parking in addition to the required parking for each unit. Guest parking may be unenclosed.</u></a>

**RESOLUTION NO. PC 18-21**

**A RESOLUTION OF THE PLANNING COMMISSION  
RECOMMENDING CITY COUNCIL APPROVAL OF  
SMALL LOT SUBDIVISION GUIDELINES**

**APPLICANT: CITY OF ORANGE**

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

**WHEREAS**, small lot subdivision development provides an alternative housing type to larger scale condominiums and apartments in multi-family residential zones and some mixed use zones, and is particularly well-suited in transitional areas between established neighborhoods developed with single-family homes and other more intensive residential or commercial uses;

**WHEREAS**, the Small Lot Subdivision Guidelines have been prepared as a companion document to the Small Lot Subdivision Ordinance to articulate City expectations for site layout, building scale, unit orientation, building height, privacy and contextual compatibility for infill residential development with surrounding established neighborhoods;

**WHEREAS**, the Small Lot Subdivision Guidelines are intended to uphold the goals of introducing new dwellings and a new housing typology that maintains and responds to the existing urban form, achieves high quality urban design, and promotes walkability through infill development;

**WHEREAS**, the Planning Commission conducted a duly advertised public hearing on July 19, 2021, at which time interested persons had an opportunity to testify either in support of or in opposition to the proposed Small Lot Subdivision Guidelines and recommends approval thereof;

**NOW, THEREFORE, BE IT RESOLVED** that the Planning Commission recommends that the City Council approve the subject Small Lot Subdivision Guidelines, shown as Attachment 1, attached hereto, based on the following finding:

**SECTION 1- FINDING**

The Small Lot Subdivision Guidelines are consistent with the goals and policies stated within the City's General Plan Land Use, Housing, and Urban Design Elements by supporting diverse residential environments, contextually compatible infill residential development, and integration of new development with the established urban form.

**SECTION 2-ENVIRONMENTAL REVIEW**

The proposed Small Lot Subdivision Guidelines are categorically exempt from the provisions of the California Environmental Quality Act (CEQA) per State CEQA Guidelines 15305 (Class 5 –

Minor Alterations in Land Use Limitations) because the guidelines simply provide guidance for site planning and building design for infill residential development sites. The guidelines provide parameters for neighborhood compatibility, privacy, and internal cohesiveness of small lot subdivisions. The guidelines will not cause changes to the residential density established in the General Plan for the multi-family and Neighborhood Mixed Use land use districts. They do not involve a specific site or development project, and do not otherwise result in a physical change that could cause an impact to the environment.

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

AYES:

NOES:

ABSTAIN:

ABSENT:

---

Dave Simpson, Planning Commission Chair

---

Date



# CITY OF ORANGE

## SMALL LOT SUBDIVISION GUIDELINES



JULY 2021



**TABLE OF CONTENTS**

INTRODUCTION	3
PURPOSE, GOALS, AND APPLICABILITY	4
RELATIONSHIP TO GENERAL PLAN	5
PROCESS	5
DESIGN GUIDELINES	6



## INTRODUCTION

The City of Orange has a distinct community identity and a strong sense of place, attributable to the community's efforts to preserve significant physical features, such as buildings, parks, and landscapes, that communicate the City's cultural, historical, and architectural past. Yet Orange is also a forward-thinking city that looks to adapt and innovate with respect to land development, while ensuring the preservation of its community character.

In 2019, the City was awarded a SB 2 Planning Grant by the California Department of Housing and Community Development (HCD) for the preparation of a small lot subdivision ordinance to accommodate non-traditional residential development, specifically on smaller infill sites. In concert with these guidelines, the ordinance is intended to streamline the design review and entitlement process for small lot subdivision development to create efficiencies for housing production in the City by reducing the time, uncertainty, and complexity of approval and permitting for such projects.

The small lot subdivision ordinance allows for the development of smaller fee simple, single-family residential lots in the multi-family residential zones (R-3 and R-4) and in the NMU-24 mixed use zone. The single-family residential lots created through the ordinance are less than the typical minimum area of a standard single-family lot (e.g., 5,000 sf. and minimum lot width of 50 ft. for an R1-5 lot). The ordinance amended Title 17 (Zoning) of the Orange Municipal Code (OMC) to establish new development standards for small lot subdivisions. These new development standards include regulations for lot frontage, setbacks, height, private open space, and parking. Furthermore, under the ordinance, small lot subdivision development is subject to final approval by either the Community Development Director or the Planning Commission.

Small lot subdivisions provide a space-efficient and economical alternative to traditional options for homeownership in the City of Orange. They reduce the amount of land required for new single-family residences, which potentially creates opportunities for more affordable homeownership through lower land costs. In addition, small lot subdivisions allow a greater variety in lot sizes and flexibility in lot configuration, which promote urban infill, a diversity of housing types, and neighborhood stability.



These potential benefits can come with development complexities. Small lot design and layout require unique considerations with respect to small lot sizes and irregular lot configurations, parking and vehicle access, adequate access to air and light, and outdoor space and privacy. In addition, a small lot subdivision's relationship with surrounding existing developments in an established neighborhood and public areas, such as streets and sidewalks, also plays a critical role in shaping its design and layout. The purpose of this document is to address these spatial complexities and ensure neighborhood compatibility through design guidelines. These guidelines are intended to be used to support the implementation of the small lot subdivision ordinance.

## **PURPOSE, GOALS, AND APPLICABILITY**

### **Purpose of the Guidelines**

These guidelines are intended to convey to property owners and developers the fundamental expectations the City has for the development of small lot subdivisions. This document offers guidance to promote context-sensitive small lot subdivision development.

### **Goals**

These guidelines provide direction for the design of a small lot subdivision project. They illustrate options, solutions, and techniques to achieve high-quality design in new small lot subdivision development. The guidelines aim to accomplish the following goals:

- » Ensure that new small lot subdivisions fit into the existing neighborhood context.
- » Introduce new dwellings and a new housing typology that maintains and responds to the existing urban form.
- » Promote walkable urbanism through infill development.
- » Achieve high-quality new urban design.

### **Applicability**

These guidelines shall apply to all small lot subdivision development that is subject to design review as outlined in OMC Section 17.14.270.

Small lot subdivision development located within the boundaries of a historic district is also subject to compliance with the relevant historic preservation design standards. Where these guidelines conflict or overlap with the historic preservation design standards, the historic

preservation standards shall prevail. Likewise, small lot subdivision development located within the Single Story Overlay District is also subject to the development standards of the overlay, and therefore the height of all buildings within the Single Story Overlay District shall be limited to one story or 20 feet, whichever is less.

## RELATIONSHIP TO GENERAL PLAN

The General Plan provides the blueprint for long-term development in the City of Orange. It identifies a number of goals and policies related to housing production, preserving community character, and encouraging and accommodating new development. Included in the Land Use Element of the General Plan are the following policies:

- » Policy 1.3: Provide a range of housing densities and types to meet the diverse needs and lifestyles of residents.
- » Policy 1.6: Minimize effects of new development on the privacy and character of surrounding neighborhoods.
- » Policy 6.1: Ensure that new development is compatible with the style and design of established structures and the surrounding environment.

In addition, a specific Housing Element policy supports small lot subdivision development:

- » Policy Action 7: Facilitate Infill Construction

The Small Lot Subdivision Guidelines are consistent with and further the General Plan goals and objectives.

## PROCESS

Any small lot subdivision development involving four or fewer lots and to which the parcel map provisions of the Subdivision Map Act and City of Orange Subdivision Ordinance apply, is subject to review and approval by the City's Design Review Committee (DRC) and the Community Development Director prior to the issuance of building permits.

For small lot subdivisions involving five or more lots, the tract map provisions of the Subdivision Map Act and City of Orange Subdivision Ordinance apply. In this case, the project requires approval by the DRC and the Planning Commission.

Furthermore, some small lot subdivision projects may also require approval by the Planning Commission if they involve the need for a variance, conditional use permit, or major site plan review in accordance with Chapter 17.10 of the Orange Municipal Code (OMC). City staff will work with

applicants to determine the appropriate approval process for your project. The review process is initiated through the filing of a Land Use Application with the Planning Division of the Community Development Department. Application materials and submittal requirements can be obtained from City staff or by visiting the Planning Division webpage at: <https://www.cityoforange.org/287/Planning-Division>.

## DESIGN GUIDELINES

### A. Neighborhood Context

The successful fit of a new small lot subdivision project into an existing context depends on how well it relates to neighboring buildings and with the public realm, such as the street and the sidewalk. New small lot development needs to occur through compatible massing and thoughtful design. When considering neighborhood compatibility, the focus should be on basic patterns, which are defined by recurring characteristics such as building scale and massing in the vicinity, and the streetscapes in the neighborhood.



#### 1. Scale and Massing

Buildings within a small lot subdivision should respect adjacent buildings by responding to their scale, massing, and need for light, natural ventilation, and views. Small lot subdivision development should follow the established size, shape, and form of the surrounding neighborhood through the use of similar proportions and details.

- a. Design small lot homes to be similar in scale and to have similar forms and shapes to nearby and surrounding buildings to avoid the appearance of being



**Figure 1:** Small lot subdivision development should follow the established size, shape, and form of the surrounding neighborhood through the use of similar proportions and details. In this example, the house in color is disproportionate in scale compared to the surrounding houses.



overwhelming or disproportionate in comparison and to maintain existing massing patterns.

- b. Where the scale of proposed small lot homes exceeds that of the immediately surrounding lots, use transitional design elements, such as architectural elements and features, stepping back upper floors, varied forms or articulated massing, or vertical and horizontal projections to provide a human scale and visual relief.
- c. Provide variation in building massing and placement to create contrast in the façades and to allow for more articulated building design.
- d. Small lot homes shall be unique in design so that there is variety between the dwellings within a subdivision. Variations in building design may include changes in building orientation, primary entryways, façade articulation, doors and windows, varied roofline, etc.

## 2. Access and Connectivity

An important determinant of whether a small lot subdivision development fits into the existing context is how it connects to the public realm and completes the streetscape. The character of the public realm is compromised when parking, driveways, and garages dominate the streetscape and undermine the aesthetic quality and walkability of the street. Access to a small lot subdivision should be designed to reinforce the residential and pedestrian-friendly character of the street.

- a. Coordinate the placement of curb cuts to minimize the width and frequency of curb cuts, to maximize the number and size of on-street parking spaces available, and to promote continuity of the sidewalk.
- b. When an alley is present, utilize the alley for vehicular access.
- c. Provide pedestrian pathways from the public street (or right-of-way) to all primary entryways and common areas, such as common open space areas, guest parking, mailboxes, and centralized trash enclosures. Pathways shall be a minimum width of 3 feet.
- d. Provide pedestrian pathways separate from the driveway whenever possible. When the driveway provides pedestrian access to individual dwellings, a distinguishable path shall be provided and treated with a change of materials, finishes, pattern, or paving that differentiates the pathway from vehicular traffic.





## B. Site Planning

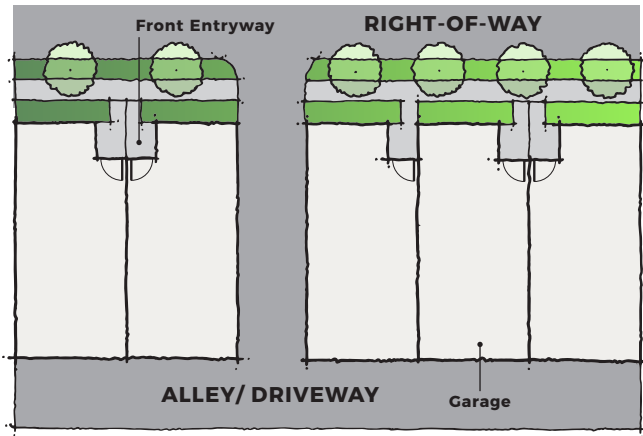
A small lot subdivision's site layout and circulation, the façades and entryways of the dwellings, and the landscaping along the development's perimeter all contribute to the overall quality of the streetscape and to the subdivision's relationship with the street. Yet by its very nature, small lot design is confronted with spatial challenges. A small lot subdivision's topography, geometry, location, and orientation are all factors that must be considered when site planning.

### 1. Building Orientation

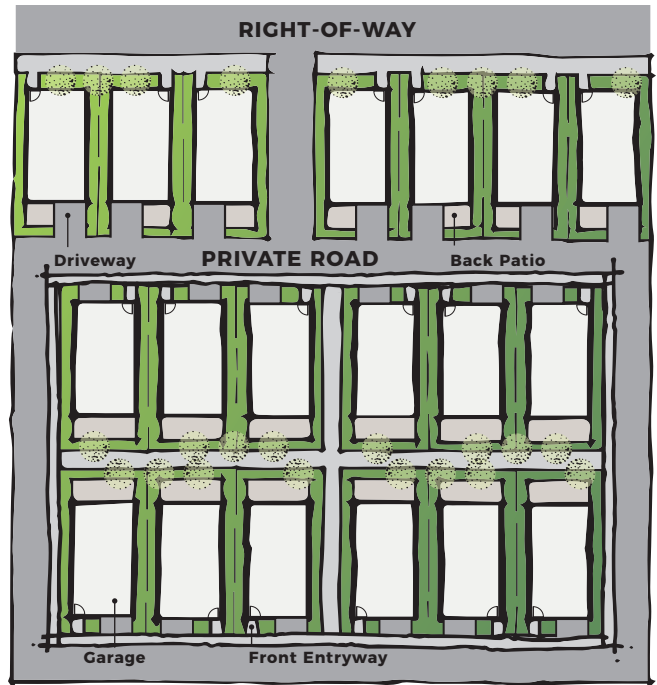
Buildings should have a strong relationship to the street they front and should be oriented to positively define and frame adjacent public streets. However, the dimensions of a project site play a critical role in determining the layout of a small lot subdivision.

- a. Small lot homes that have street frontage shall be oriented toward and have direct pedestrian access to the public right-of-way. Where there is a physical site constraint, a clearly identifiable entry to the site shall be provided from the right-of-way (Figure 2).
- b. Small lot homes located in the interior of the subdivision shall orient the primary entryway toward and be visible from a pedestrian pathway that is connected to the public right-of-way or private street (Figure 3).
- c. Small lot homes that front an alley shall orient the primary entryway toward the alley, or shall be connected to a pedestrian pathway that leads directly to a public right-of-way (Figure 4 and Figure 5).
- d. Creation of a safe environment should be considered when planning the orientation of buildings in a small lot subdivision. Primary entryways should be easily identifiable and accessible to emergency services, and windows, lighting, and landscaping should be designed and properly placed to allow for maximum visibility and natural surveillance of the site.

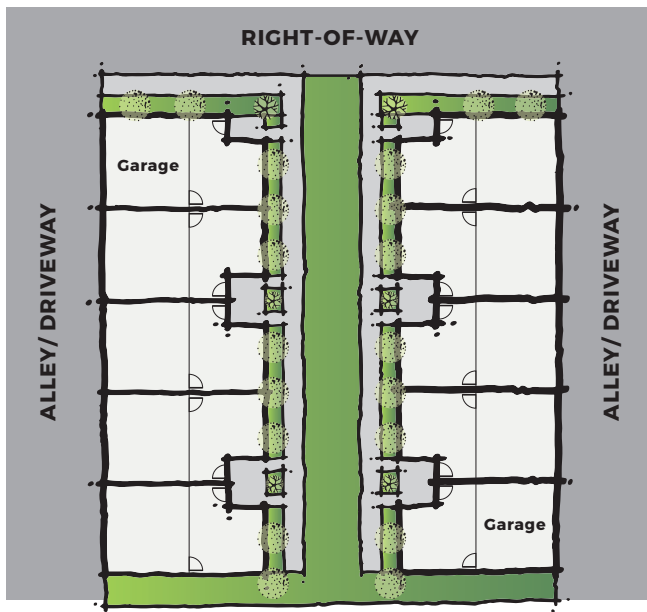




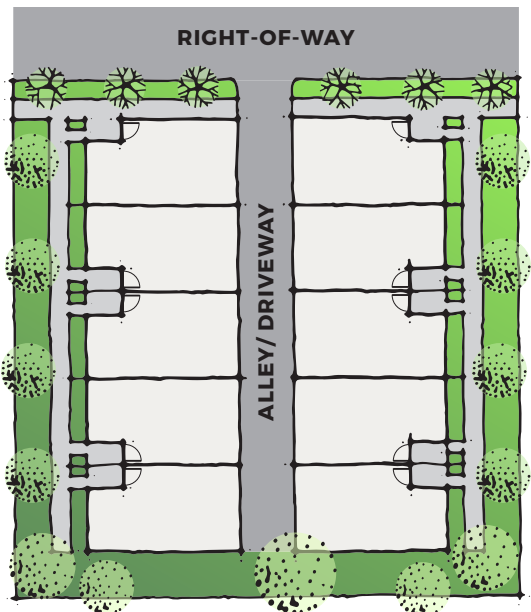
**Figure 2:** Small lot homes that have street frontage shall be oriented toward and have direct pedestrian access to the public right-of-way.



**Figure 3:** Small lot homes located in the interior of the subdivision shall orient the primary entryway toward and be visible from a pedestrian pathway.



**Figure 4:** Small lot homes that front an alley shall orient the primary entryway toward the alley, or shall be connected to a pedestrian pathway that leads directly to a public right-of-way.



**Figure 5:** Small lot homes shall be connected to a pedestrian pathway that leads directly to a public right-of-way.



## 2. Primary Entryways

Building entrances are an important building feature, providing the connection between the public realm of the street and sidewalk, and the private realm of the dwelling. A well-designed building entrance will appear welcoming and inviting to the pedestrian, making the neighborhood a pleasant place to live. In addition to the doorway itself, the entry may be comprised of stairways, landings, porches, and other elements.

- a. Place the primary entryways of street-fronting small lot homes on the front façades so that the entryways face the street.
- b. Incorporate transitions such as landings, porches, and patios in the articulation of the primary entryways.
- c. Primary entryways shall provide the address or unit identification, and ornamental low-level lighting to illuminate the entry area.
- d. Primary entryways shall be well-articulated in order to enhance the overall quality of the entrance. Elements may include raised landings, recessed doorways, overhangs, side window panels, decorative hardscaping in the landing area, etc.

## 3. Existing Site Features

Unique natural characteristics, such as mature trees and topography, on both the project site and adjacent sites should be respected and taken into account in new building design and subdivision layout.

## 4. Privacy

As with any infill development, some loss of privacy to existing neighboring buildings can be expected with the introduction of a small lot subdivision in an urban setting. To mitigate against any unusual impact on privacy to neighboring interior living spaces, design modifications can be integrated to minimize the impacts

- a. Incorporate landscaping and green screens, where appropriate, between buildings on adjacent properties.
- b. Use solid railings on upper-level balconies and decks.
- c. Arrange window configurations that break the line of sight between houses.
- d. Use translucent glazing such as glass block or frosted glass on windows and doors facing openings on abutting structures.

## C. Building Character

Thoughtful architectural design means that buildings are conceived holistically. Once a small lot subdivision has been fitted into its neighborhood context, and its relationship to the streetscape has been set, the various architectural issues of the small lot homes can be resolved. There are many opportunities in the building design, including the selection of materials, window and door assemblies, colors, finishes, balcony orientation, and landscaping where architects and builders can offer creative solutions to further enhance the overall character of a building and improve the livability within a small lot subdivision.

### 1. Building Articulation

A building's architectural details, openings, and materials provide the finishing touches that convey a sense of quality and define the building's character. Architectural details have a great impact on how a building is perceived, and provide visual interest, texture, and richness. Small lot homes with virtually identical forms can appear dramatically different due to their details. Meanwhile, the use of compatible details visually unifies a small lot subdivision with neighboring buildings, providing continuity and reinforcing the architectural character of an area.

- a. All building façades and exterior building elevations facing a street or the project perimeter shall be treated with an equal level of detail and articulation.
- b. Use a combination of materials, textures, colors, architectural treatments, and details to accentuate variations in building massing and to add visual interest to the building elevations.
- c. Avoid the creation of uninterrupted blank wall surfaces on the building elevations, especially those facing a street or common open space area, by breaking the wall plane a minimum of 6 inches in depth at least every 20 linear feet and employing varied massing and architectural elements.
- d. Strategically place doors, windows, and other openings to create visual interest and provide visibility from the street-fronting small lot homes to the street.
- e. Use porticos, awnings, terraces, balconies, or trellises to provide variations in the building plane.
- f. Apply additional architectural enhancements to the ground floor at the primary entryway, so as to create





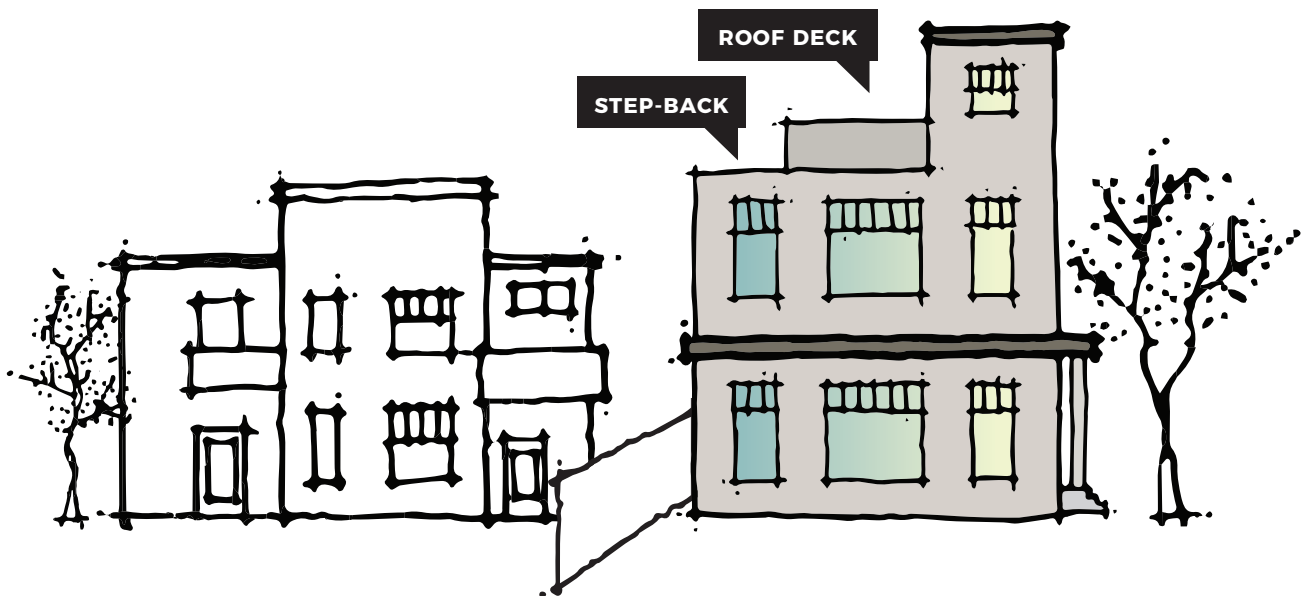


a human scale to the building. Enhancements may include handrails, fixed planters, and ornamental details, such as lighting, molding, or tiles.

## 2. Roof Form

The roof is one of the most distinguishing elements on a building or home, and the collection of roofs in a small lot subdivision or along a streetscape create a “roofline,” which is the profile of the buildings against the sky. To design a visually stimulating house, varied roof types may be used together or the same roof type may be utilized in different ways. This creates a home that uniquely responds to both its interior function and its exterior individuality. Small lot home roofs should be well-articulated and should consider the types of rooflines found on surrounding buildings.

- a. Rooflines and roof shapes should be consistent with the design and structure of the building itself as well as with the rooflines found in the surrounding established neighborhood.
- b. Roof forms should reflect the facade articulation and building massing, as opposed to a single-mass roof over an articulated facade.
- c. Roof articulation may incorporate varying roof planes, sloped roofs, open decks, corner balconies, step backs, or any form of roof modulation that adds visual interest and decreases the perceived scale of the residence.



**Figure 6:** All roof decks along the project perimeter and abutting residential uses shall be stepped back a minimum of 5 feet from the roof edge, so that they are oriented away from and screened to prevent direct views of abutting residential neighbors.

### 3. Private Open Space and Roof Decks

Outdoor living spaces can make a small lot home feel more like a traditional single-family residence and provide a number of other benefits toward creating healthy and livable communities. Private open space in a small lot subdivision can be in the form of a fenced yard or patio at ground level, or balconies or decks above ground level. Private open spaces should be designed to be inviting and usable for seating, dining, play equipment, gardening, and other outdoor living activities.

- a. When feasible, locate private usable open space next to primary living areas so that the private usable open space functions as an outdoor extension of the adjacent living room, family room, dining room, or kitchen.
- b. Provide ground level private usable open space that is directly accessible from an indoor living space with a door that opens onto it. Ground level open space should have a minimum width and length of 10 feet.
- c. Provide upper-level private usable open space, such as balconies or decks, that is large enough to accommodate several chairs. Balconies and decks should have a minimum dimension of 7 feet.
- d. Roof decks are a way to maximize access to private outdoor space, light, and air in a small lot subdivision. Roof decks must, however, be designed with the privacy of residential neighbors in mind.
  - i. All roof decks along the project perimeter and abutting residential uses shall be stepped back a minimum of 5 feet from the roof edge, so that they are oriented away from and screened to prevent direct views of abutting residential neighbors. Roof decks facing a right-of-way are not required to be stepped back (Figure 6).
  - ii. Rooftop guardrails, trellises, and other structures should be designed in a manner that is consistent with the architectural language of the rest of the building.
  - iii. Rooftop structures, including guardrails, shall be counted towards building height.





#### 4. Landscape and Hardscape

Landscape and hardscape within a small lot development should add to the character of the new buildings, facilitate sustainable water use, and be relatively easy to maintain. The landscape design should be integrated with the small lot homes and enhance the natural environment of the neighborhood.

- a. All setback and open areas not used for buildings, parking areas, driveways, pedestrian pathways, and utilities shall be attractively landscaped and maintained.
- b. All yards abutting the street shall be improved with landscaping (combination of groundcover, shrubs, and trees) and amenities. Amenities may include: decorative fencing, garden walls, pedestrian pathways, uncovered patios, seating areas, and/or decorative bike racks.
- c. Plants adapted to the local climate, soil, and hydrology should be used to reduce the need for irrigation. For suggested plant and tree species, please refer to the City of Orange Landscape Standards and Specifications.
- d. Landscaping should be used to soften walls and fences and provide a green screen, where appropriate, between buildings on adjacent properties.
- e. Walls and fences exposed to public view (e.g., along the street or common open space areas) are subject to the following:
  - i. The form of walls and fences and their materials should be consistent with the architectural style of the homes within the small lot subdivision.
  - ii. Walls and fences should be articulated in a manner that adds architectural interest.
- f. Trash containers should be screened from public view by opaque walls or fences subject to the rest of the recommendations under these guidelines and to OMC Section 17.14.270(I).



