


TO: TOWN COUNCIL  
FROM: TOWN MANAGER   
RE: DOWNTOWN PARKING REQUIREMENTS

**ISSUE**

Council Member Ucovich would like to discuss downtown parking requirements and changes that may be needed to accomplish some purpose.

**RECOMMENDATION**

Discuss and direct staff.

**CEQA**

There are no CEQA requirements presently but there could be depending on changes that may be required in the General Plan and/or Municipal Code.

**MONEY**

Money issues are unknown and depend on the changes that the Council may desire.

**DISCUSSION**

Council Member Ucovich would like to discuss parking issues in the downtown area and possibly suggest changes to the General Plan and/or Municipal Code to accomplish some purpose.

The Municipal Code requires that land uses in the downtown provide parking based on formulas shown in the Municipal Code (see pertinent section below).

The recently approved Downtown Plan provided an analysis of parking in the downtown area and concluded with some recommendations (see attached pertinent portions from the KDA Traffic/Parking Impact Analysis for the Loomis Town Center Implementation Plan, Loomis, CA February 4, 2010).

So how are parking regulations administered today?

In short, a person comes with an idea to use a particular parcel, there may or may not be a building on site, and in due course staff opens the code and finds the number of parking spaces that will be needed pursuant to the laws of the Town. The person faints. When they awaken Staff tells them that there is an option whereby they can sign an agreement not to protest the formation of a downtown parking improvement district if one is ever formed. The purpose of such a district would be to provide parking that downtown parcels can't possibly provide today because the parcels are too small. The person asks

how much a parking space might cost in the district and Staff indicates \$10,000 per space because that is what the Depot parking lot cost. The person faints again. When they awaken they proceed with the project by signing the no protest agreement, or they speed dial their favorite Council Member in the hopes that the Member can change the minds of the heartless Staff, or they go elsewhere.

Most people with valid ideas and real money to do business proceed with their project and sign the no protest agreement. In the past 11 years no legitimate business proposal has been stopped by the rules and regulations of the Town even though there may have been some weeping and gnashing of teeth.

Staff does not believe there is a parking problem in the downtown area. Would that there was and the sales tax receipts reflect the problem. The fact is that in the future there may be a need for a parking district and over time, given current project review practices, the Town will have the means to form one. Whether it will or not is going to be up to the will of the downtown property owners coupled with the will of the Council.

Following are excerpts from the Town Municipal Code having to do with parking.

**13.36.040 - Number of parking spaces required.**

Each land use shall be provided the number of off-street parking spaces required by this section. See Sections 13.36.100, and 13.36.110 for off-street parking requirements for bicycles and motorcycles, respectively.

**A. Parking Requirements by Land Use.**

1. Each land use shall provide the number of off-street parking spaces required by Table 3-7, except where a greater number of spaces is required through minor use permit or use permit approval.
2. A land use not specifically listed by Table 3-7 shall provide parking as required by the director. The director shall use the requirements Table 3-7 as a guide in determining the number of off-street parking spaces required.

3. In any case where Table 3-7 establishes a parking requirement based on floor area in square feet (for example: one space per one thousand sf of floor area), the floor area shall be construed to mean gross interior floor area.

4. A single use with accessory components shall provide parking for each component. For example, a hotel with a meeting room shall provide the parking spaces required by Table 3-7 for a hotel (i.e., the guest rooms), and for a meeting room.

**B. Expansion of Structure, Change in Use.** When a structure is enlarged, or when a change in its use requires more off-street parking than the previous use, additional parking spaces shall be provided in compliance with this chapter except where the number of additional spaces required is ten percent or less of the number of existing spaces. See also Chapter 13.72.

**C. Multi-Tenant Sites.** A site with multiple tenants shall provide the aggregate number of parking spaces required for each separate use; except where the site is developed as an integrated center with shared parking and no spaces reserved for a particular use, parking shall be provided as required by Table 3-7 for a shopping center. When a multi-tenant center includes one or more uses that will need more parking than retail uses (for example, a fitness center, restaurant, or theater) additional parking shall be required for the non-retail use unless a parking reduction is approved in compliance with 13.36.050.

**D. Excessive Parking.** The town discourages a land use being provided more off-street parking spaces than required by this chapter, to avoid the inefficient use of land, unnecessary pavement, and excessive storm water runoff from paved surfaces. The provision of off-street parking spaces in excess of the requirements in Table 3-7 is allowed only with minor use permit approval, and when additional landscaping and pedestrian amenities are also provided to the satisfaction of the review authority.

**E. Bench or Bleacher Seating.** Where fixed seating is provided as benches, bleachers, pews, or similar seating, a seat shall be defined as eighteen inches of bench space for the purpose of calculating the number of required parking spaces as provided in Table 3-7.

**F. Nonconforming Parking.** A structure with nonconforming off-street parking may be physically changed or undergo a change in use subject to the following provisions.

1. **Residential Uses.** No additional parking spaces shall be required, provided the change does not increase the number of dwelling units, nor eliminate the only portion of the site that can be used for the required or existing parking or access.

2. **Nonresidential Uses.** The number of existing parking spaces shall be maintained on the site and additional parking shall be provided in compliance with this chapter for any additional floor area. If the use of the structure is changed to one that requires more parking than the previous use, the difference between the parking spaces required for the previous use and the new use shall be provided.

3. **Waiver by Director.** The director may waive covered parking requirements when a nonconforming structure is proposed for rehabilitation if the director determines that the existing structure location, lot size, or topography renders the requirement unreasonable.

**TABLE 3-7 - PARKING REQUIREMENTS BY LAND USE**

LAND USE TYPE	VEHICLE SPACES REQUIRED
<b>Manufacturing Processing and Warehousing</b>	
All manufacturing, industrial and processing uses, except the following.	1 space for each 200 sf of office area; 1 space for each 1,000 sf of ground and/or building area devoted to other than office; 1 space for each 5,000 sf of open storage; 1 space for each company vehicle.
Recycling facilities	
Scrap/dismantling yard	1 space for each 300 sf of gross building area, plus 1 space for each 10,000 sf of gross yard area.
Small collection facility	Determined by minor use permit.
Research and development, laboratories	1 space for each 300 sf of floor area, plus 1 space for each company vehicle.
<b>Recreation, Education, Public Assembly</b>	
Clubs, lodge, private meeting hall	1 space for each 100 sf of floor area.
Dance floor	1 space for each 30 sf of floor area.
Equestrian facilities - Commercial stables	1 space for each 5 horses boarded.
Golf	
Golf courses and country clubs	4 spaces per hole, plus as required by this table for accessory uses (e.g., pro shop, bar, restaurant, banquet room, etc.).
Golf driving range	1 space for each tee.
Miniature golf courses	3 spaces for each hole, plus as required by this table for accessory uses (e.g., game room, food service, etc.).
Commercial recreation facility - Indoor	
Arcades	1 space for each 200 sf of floor area.
Bowling alleys	5 spaces for each alley.
Pool and billiard rooms	2 spaces for each table.
Skating rinks	1 space for each 100 sf of rink area.
Commercial recreation facility - Outdoor	Determined by use permit.
Fitness/health facility	1 space for each 200 sf of floor area.
Library, museum	1 space for each 300 sf of floor area.
Religious facility	1 space for each 4 seats, or 1 space for each 75 sf of floor area, whichever is greater; plus 1 space for each classroom or office.
Schools (public and private)	
Kindergarten and nursery schools	1 space per employee plus 1 space per 10 children.

Elementary/junior high	1 space per employee plus 1 space per 8 students.
High school	1 space per employee plus 1 space per 4 students.
Colleges and universities (including trade, business, and art/music/dancing schools)	1 space per 1.5 students.
Studios (art, dance, music, photography, etc.)	1 space for each 200 sf of floor area.
Swimming pools (public, private and commercial)	1 space for each 100 sf of pool area.
Tennis/racquetball/handball or other courts	2 spaces for each court, plus 1 space for each 300 sf of floor area for accessory uses.
Theaters, auditoriums and places of assembly	1 space for each 7 seats, or 1 space for each 75 sf of floor area, whichever is greater.
<b>LAND USE TYPE</b>	<b>VEHICLE SPACES REQUIRED</b>
<b>Residential Uses</b>	
Live/work unit	2 spaces.
Mobile home	
Individual mobile home	1 covered space for each unit.
Mobile home park	1 covered space for each unit plus 0.5 uncovered guest parking space and 0.25 parking space for each unit for vehicle storage.
Multifamily dwelling	2 covered spaces per unit, plus 1 additional space for each bedroom over 3, plus guest parking at a ratio of 1 uncovered space per each 3 units.
Multifamily dwelling in a mixed-use project	Studio or 1 bedroom unit - 1 space per unit 2 or 3 bedroom unit - 2 spaces per unit guest parking - 1 space per each 4 units.
Organizational house	1 covered or uncovered space for each bedroom.
Residential care homes	
Six or fewer clients	2 covered spaces.
Seven or more clients	1 space for each 2 residential units, plus 1 space for each 4 units for guests and employees.
Rooming and boarding houses	1 covered or uncovered space for each bedroom.
Second unit, carriage house	1 off-street, all-weather surface parking space for each studio and one bedroom unit and 2 off-street, all-weather surface parking spaces for two and three bedroom units, plus the off-street parking required for the main dwelling.
Senior housing project	1 space for each two units, with half the spaces covered, plus 1 guest parking space for each 10 units.
Single-family dwelling	2 covered spaces, plus 1 additional space for each bedroom over 3.
<b>Retail Trade</b>	
All "Retail Trade" uses listed in Section 13.26.030, Table 2-6, except the following	1 space for each 200 sf of floor area, plus 1 space per 200 sf of outdoor sales area.
Appliances, building materials, and furniture stores	1 space for each 500 sf of indoor display area for first 10,000 sf, 1 space for each 1,000 sf of indoor display area over 10,000; 1 space for each 1,000 sf of outdoor display area.

Auto and vehicle sales and rental	1 space for each 400 sf of floor area for showroom and office, plus 1 space for each 2,000 sf of outdoor display area, plus spaces as required by this section for parts sales ("retail trade," above), and vehicle services.
Bar, night club	1 space for each 50 sf of seating area and waiting/lounge area exclusive of dance floor, plus 1 space for each 30 sf of dance floor.
Convenience store	1 space for each 250 sf of floor area.
Plant nursery, garden supply store	1 space for each 2,000 sf of site area; 1 loading space, 15 ft. x 30 ft., for each acre.
Produce stand or other outdoor vendor	3 spaces minimum, located at least 20 feet off the public right-of-way or 20 feet from the front property line with no automobile maneuvering permitted in the public right-of-way. The minor use permit may require additional parking, depending on the nature of the sales proposed.
Restaurant	1 space for each 60 sf of dining area.
Shopping center	1 space for each 250 sf of floor area for centers of less than 30,000 sf, and 1 space per 300 sf for centers of 30,000 sf or more.
<b>LAND USE TYPE</b>	<b>VEHICLE SPACES REQUIRED</b>
<b>Service Uses</b>	
Banks and financial services	1 space for each 300 sf of floor area plus 4 tandem stacking spaces for each outdoor teller or teller station.
Car wash	
Self-service	1 drying space for each stall.
Full service	10 spaces, plus 6 spaces for each wash lane for queuing and drying area.
Child day care	
Large family day care homes	3 spaces minimum; may include spaces provided to fulfill residential parking requirements and on-street parking so long as it abuts the site.
Child/adult care centers	1 space for each employee plus 1 space for each 10 children.
Equipment rental	1 space for each 300 sf of floor area; none required for outdoor storage and rental area provided sufficient area is provided within the yard to accommodate all customer vehicles entirely on-site.
Laundry - Dry cleaning pick-up facilities and Laundromats	1 space for each 250 sf of floor area.
Laundry - Laundries and dry cleaning plants	1 space for each 1,000 sf of floor area.
Lodging	
Bed and breakfast inn	1 space for each guest room plus 2 covered spaces for the resident family.
Hotel or motel	1 space for each unit, plus 2 manager spaces, plus 1 space for each 2 employees on largest shift, plus required spaces for accessory uses.
Recreational vehicle (RV) park	1 space per RV space.
Medical services	
Clinics, offices, and laboratories	1 space for each 200 sf of floor area, or 4 spaces for each

Extended care	doctor, whichever is greater. 1 space for each 3 beds or patients the facility is licensed to accommodate.
Hospitals	1 space for each 250 sf of floor area.
Mortuaries and funeral homes	1 space for each 4 seats in sanctuary.
Offices	
Business, service, government	1 space for each 250 sf of floor area.
Processing	1 space for each 150 sf of floor area.
Professional	1 space for each 300 sf of floor area.
Personal services	
All personal service uses except the following	1 space for each 250 sf of floor area.
Barber/beauty shops	2 spaces for each barber or beautician, with a minimum of 4 spaces.
Pet grooming	1 space for each 400 sf of floor area.
Service stations	1 space for each 250 sf of floor area, plus 3 spaces for each service bay.
Storage	
Outdoor	1 space for each 3,000 sf of lot area.
Personal storage facilities (mini-storage)	4 spaces for manager office.
Vehicle services	4 spaces per service bay, plus spaces for any office as required by this section for offices.
<b>LAND USE TYPE</b>	<b>VEHICLE SPACES REQUIRED</b>
<b>Service Uses (continued)</b>	
Veterinary clinics, animal hospitals, kennels	1 space for each 250 sf of floor area.
Kennels separate from other facilities	1 space per employee plus 2 spaces.

**13.36.050 - Disabled/handicapped parking requirements.**

Parking spaces for the disabled shall be provided in compliance with the Uniform Building Code (UBC), the Federal Accessibility Guidelines, and/or California Code of Regulations Title 24, as applicable. These spaces shall count toward fulfilling the off-street parking requirements of this chapter. (Ord. 205 § 1 (Exh. A), 2003)

**13.36.080 - Reduction of parking requirements.**

**A. Shared On-Site Parking.** Where two or more adjacent nonresidential uses have distinct and differing peak parking usage periods, (e.g. a theater and a bank), a reduction in the required number of parking spaces may be allowed through use permit approval. Approval shall also require a recorded covenant running with the land, recorded by the owner of the parking lot, guaranteeing that

the required parking will be maintained exclusively for the use or activity served for the duration of the use or activity.

**B. Waiver of Parking.** The director may reduce or waive the number of parking spaces required by Section 13.36.040 based on quantitative information provided by the applicant that documents the need for fewer spaces (e.g., sales receipts, documentation of customer frequency, information on parking standards required for the proposed land use by other cities, etc.).

**C. Waiver of Parking - Downtown Off-Hour Uses.** The review authority for a land use or development permit application within the downtown area identified by the general plan may waive the parking requirements of this chapter for land uses that are determined by the review authority to operate exclusively at night, when their peak parking demand occurs after the evening peak period parking demand within the downtown generally, and adequate on-street or public parking is available.

**D. Alternative Parking Arrangements.** Other alternatives to the parking requirements of this chapter may be approved by the review authority for projects within the downtown where the applicant executes an agreement with the town to:

1. Pay a parking in-lieu fee, if an in-lieu fee program is established by the council;
2. Waive the right to protest the formation of a parking district, if a parking district is formed by the council; or
3. Provide some other fair share contribution acceptable to the review authority, where authorized by the council.

The agreement shall be recorded prior to the issuance of a building permit for the project.

**E. Off-Site Parking in the Downtown.** Where approved by the review authority, parking required for a use proposed within the downtown may be located in a common or shared parking facility away from the site of the proposed use.

1. **Evaluation of Proposal.** In considering a request for shared off-site parking, the review authority shall consider how the distance between the parking area and the proposed use may affect whether the off-site facility will satisfy the parking needs of the proposed use.
2. **Guarantee of Continued Availability.** Required parking spaces that are approved off-site shall be committed by a recordable covenant, lease, or other agreement, acceptable to the town attorney. The parties to the covenant, lease, or agreement shall include the owners, and if applicable, the lessees of the off-site parking spaces and the owners, and if applicable, the lessees of the subject site, with covenants reflecting the conditions of approval and the approved off-site parking plan.
3. **Loss of Off-Site Spaces.**
  - a. **Notification to the Town.** The owner/operator of a business that uses approved off-site spaces to satisfy its parking requirements shall immediately notify the director of



a change of ownership or use of the property for which the spaces are required, and of termination or default of the agreement between the parties.

b. **Effect of Termination of Agreement.** Upon notification that a lease for required off-site parking has terminated, the director shall determine a reasonable time in which one of the following shall occur:

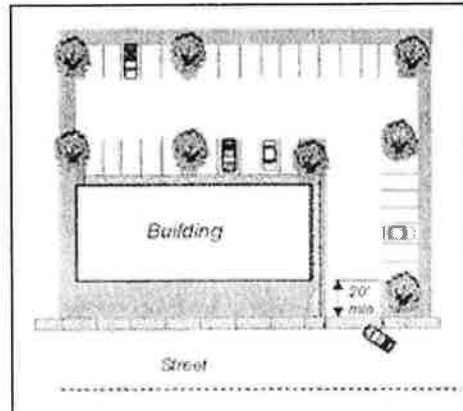
- i. Substitute parking is provided that is acceptable to the director; or
- ii. The size or capacity of the use is reduced in proportion to the parking spaces lost. (Ord. 205 § 1 (Exh. A), 2003)

**13.36.090 - Parking design and development standards.**

Required parking areas shall be designed and constructed as follows.

A. **Access to Parking.** Access to parking shall be provided as follows for all parking areas other than garages for individual dwelling units.

1. Parking areas shall provide suitable maneuvering area so that vehicles exit to a street in a forward direction. Parking lots shall be designed to prevent access at any point other than at designated access drives. Single-family homes and duplexes are exempt from this requirement.
2. An industrial use located on Taylor or Rippey Roads, and commercial uses that provide fifty or more parking spaces shall have access driveways that are not intersected by a parking aisle, parking space, or another access driveway for a minimum distance of twenty feet from the street right-of-way, to provide a stacking area for vehicles entering and exiting the parking area. See Figure 3-7.
3. A minimum unobstructed clearance height of fourteen feet shall be maintained above areas accessible to vehicles within nonresidential uses.



**Figure 3-7 - Queuing Area**

**B. Access to Adjacent Sites.** Applicants for nonresidential development are encouraged to provide on-site vehicle access to parking areas on adjacent nonresidential properties to provide for convenience, safety, and efficient circulation. A joint access agreement running with the land shall be recorded by the owners of the abutting properties, as approved by the director, guaranteeing the continued availability of the shared access between the properties.

Shared pedestrian access between adjacent properties, including residential developments is also strongly encouraged.

**C. Location.** Parking areas shall be located as follows:

1. Residential parking shall be located on the same parcel as the uses served.
2. Nonresidential parking shall be located on the same parcel as the uses served or within three hundred feet of the parcel (within five hundred feet in the downtown) if shared parking or public parking facilities are used to meet parking requirements.
3. Nonresidential parking shall not be located within a required front yard setback area. Parking (not including loading or loading docks) may be located within a required side or rear yard setback area, provided it is separated from the side or rear property line by a minimum of five-foot landscaped area or in the event the adjacent lot is residentially zoned, by a minimum of ten-foot landscaped setback area.
4. Nonresidential parking within the downtown area identified by the general plan shall not be located between a building and the fronting street.

**D. Parking Stall and Lot Dimensions.** Each parking stall, aisle, and other parking lot features shall comply with the minimum dimension requirements in Table 3-9, and as illustrated in Figure 3-8 except that, within all parking lots with noncovered spaces designed so that thirty-three and one-third percent of the required number of parking spaces shall be sized for compact cars (ten feet in

width and sixteen feet in length) in order to provide for tree wells and shall be clearly marked "Compact Cars Only" in nonresidential projects. Compact parking spaces shall be distributed throughout the parking lot as determined by the director. Residential garages shall comply with the "General Parking Stall Dimension Requirements" in Table 3-9.

**TABLE 3-9 - MINIMUM PARKING STALL AND LOT DIMENSIONS**

<b>General Parking Stall Dimension Requirements</b>	
<b>Length</b>	<b>Width</b>
20 feet, including bumper overhang. <sup>1</sup>	10 ft.

<sup>1</sup> Industrial uses to allow up to 20% of the required parking stalls to be compact, 9 feet x 16 feet (only in order to provide area for orchard style trees) as approved by the director or commission.

<b>One-Way Traffic and Double-Loaded Aisles</b>				
<b>Parking angle (degrees)</b>	<b>Curb length</b>	<b>Interior stall depth, with bumper overhang</b>	<b>Perimeter stall depth, with bumper overhang</b>	<b>Aisle width (travel lane)</b>
30	18 ft.	16 ft. 6 in.	17 ft. 10 in.	13 ft.
45	12 ft. 8 in.	18 ft. 10 in.	20 ft. 6 in.	15 ft.
60	10 ft. 5 in.	19 ft. 7 in.	21 ft. 10 in.	19 ft.
90	10 ft.	20 ft.	20 ft.	13 ft.
<b>Two-Way Traffic and Double-Loaded Aisles</b>				
<b>Parking angle (degrees)</b>	<b>Curb length</b>	<b>Interior stall depth, with bumper overhang</b>	<b>Perimeter stall depth, with bumper overhang</b>	<b>Aisle width (travel lane)</b>
30	18 ft.	16 ft. 6 in.	17 ft. 10 in.	24 ft.
45	12 ft. 8 in.	18 ft. 10 in.	20 ft. 6 in.	24 ft.
60	10 ft. 5 in.	19 ft. 7 in.	21 ft. 10 in.	24 ft.
90	10 ft.	20 ft.	20 ft.	24 ft.

<b>Parallel Parking Spaces</b>				
<b>Parking angle (degrees)</b>	<b>Stall width</b>	<b>Interior stall depth</b>	<b>Perimeter stall depth, with bumper overhang</b>	<b>Aisle width (travel lane)</b>
N.A.	9 ft.	24 ft.	N.A.	12 ft. — One- way traffic
				16 ft. — Two- way traffic

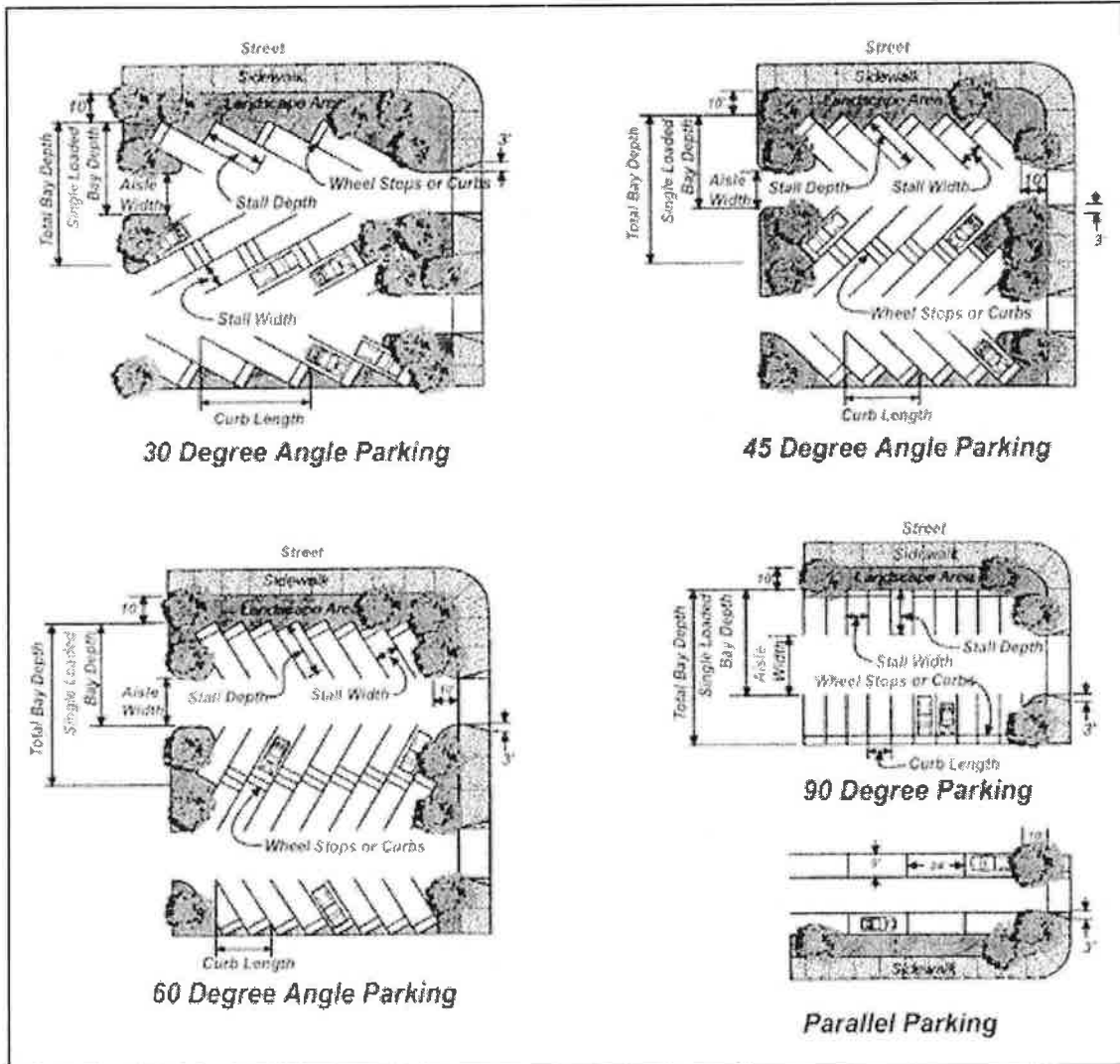


Figure 3-8 - Parking Lot Dimensions

E. **Landscaping.** Landscaping shall be provided in compliance with Section 13.34.040(C).

F. **Lighting.** See Section 13.30.080.

**G. Striping and Identification.** Parking spaces shall be clearly outlined with four-inch wide lines painted on the parking surface. Car pool spaces shall be clearly identified for car pool use only. The re-striping of any parking space or lot shall require the approval of a re-striping plan by the director.

**H. Surfacing.** Parking spaces and maneuvering areas shall be paved and permanently maintained with asphalt, concrete or other all-weather surfacing approved by the director. Required parking in the RA, RE, or RR zoning districts may be surfaced with gravel, decomposed granite, or other all-weather surface at the discretion of the review authority.

**I. Wheel Stops/Curbing.** Continuous concrete curbing at least six inches high and six inches wide shall be provided for parking spaces located adjacent to fences, walls, property lines, landscaped areas, and structures. Individual wheel stops may be provided in lieu of continuous curbing when the parking is adjacent to a landscaped area, and the drainage is directed to the landscaped area.

When provided, wheel stops shall be placed to allow for two feet of vehicle overhang area within the dimension of the parking space. (Ord. 229 § 1, 2006; Ord. 218 § 3, 2005; Ord. 216 § 1, 2005; Ord. 205 § 1 (Exh. A), 2003)

### **13.36.110 - Loading space requirements.**

**A. Number of Loading Spaces Required.** Nonresidential uses shall provide off-street loading spaces in compliance with Table 3-11, below. Requirements for uses not listed shall be determined by the director based upon the requirements for comparable uses.

**TABLE 3-11 - REQUIRED LOADING SPACES**

<b>Type of Land Use</b>	<b>Loading Spaces Required</b>
Commercial uses	1 space for each 10,000 sf of floor area over the first 10,000.
Manufacturing, and industrial uses	1 space, plus one additional space for each 10,000 sf of floor area over the first 10,000.
Office uses and public uses	1 space for each 25,000 sf of floor area.

**B. Standards for Loading Areas.** Off-street loading areas shall be provided as follows. These standards and the requirements of subsection A may be reduced by the review authority where the review authority first determines that the operating, shipping and delivery characteristics of the use do not require the number or type of loading spaces required by this section.

- 1. Dimensions.** Loading spaces shall be a minimum of twelve feet in width, forty feet in length, with fourteen feet of vertical clearance.
- 2. Lighting.** Loading areas shall have lighting capable of providing adequate illumination for security and safety. Lighting shall also comply with the provisions of Section 13.30.080.

3. **Loading Ramps.** Plans for loading ramps or truck wells shall be accompanied by a profile drawing showing the ramp, ramp transitions and overhead clearances.
4. **Location.** Loading spaces shall be:
  - a. As near as possible to the main structure and limited to the rear two-thirds of the parcel, if feasible;
  - b. Situated to ensure that the loading facility is screened from adjacent streets;
  - c. Situated to ensure that loading and unloading takes place on-site and in no case faces a public street, or is located within a required front yard setback, adjacent public right-of-way, or other on-site traffic circulation areas;
  - d. Situated to ensure that vehicular maneuvers occur on-site; and
  - e. Situated to avoid adverse impacts upon neighboring residential properties and located no closer than one hundred feet from a residential zoning district unless adequately screened, and authorized through design review approval.
5. **Screening.** Loading areas shall be screened from abutting parcels and streets with dense landscaping or solid masonry walls with a minimum height of six feet.
6. **Striping.** Loading spaces shall be striped, and identified for "loading only." The striping and "loading only" notations shall be continuously maintained in a clear and visible manner. (Ord. 205 § 1 (Exh. A), 2003)

## Parking

The materials which follow are intended to categorize and quantify the available parking supply within the Implementation Plan area and to describe the use of these facilities. Information addressing these goals was developed through field review and through an occupancy survey conducted during early July 2009, as well as observation of parking demands occurring during the Loomis Eggplant Festival, the largest special event held each year in Loomis.

**How Much Parking Does Loomis Have? - Parking Supply Inventory.** The parking supply serving the Implementation Plan area was identified through a field survey conducted in late May 2009 and supplemented in November 2009. For reference, the parking supply was divided into the following categories:

- Legal On-street parking
- Informal On-street parking
- Public Off-street parking
- Private off street parking

It is important to recognize that as a rural community Loomis has relatively few on-street parking spaces that fully satisfy adopted minimum standards for width (8 feet) and length (23 feet). In many areas, paved space must also be used for automobile travel (12 feet) and for bicycle lanes (5 feet). While many residents of this rural community are comfortable parking on the remaining space and adjoining shoulder, much of the area used for parking along Taylor Road, Magnolia Street, Park Street and Walnut Street is not legal.

**Legal On Street Parking.** The legal on-street parking supply was identified as the number of parking spaces available within the following study area limits:

- Taylor Road from Sierra College Blvd to King Road
- Shawn Way from Taylor Road to Tudor Way
- Oak Street from Oak Street to Magnolia Street
- Walnut Street north of Taylor Road and between Taylor Road and Magnolia Street
- Horseshoe Bar Road from Laird Street to the multi-modal terminal
- Webb Street from Laird Street to the UPRR

Nearly all of the on-street parking spaces have no time limits. A few spaces located on Taylor Road adjoining the Post Office have a time limit of 10 minutes. The limits of few on-street parking spaces are marked.

Based on consideration of the width needed for travel lanes, bike lanes and parking, the on-street parking supply on Taylor Road and Horseshoe bar Road totals 104 spaces, as noted in Table 4



**TABLE 4  
LEGAL ON STREET PARKING SUPPLY**

Location from	To	Side of Street	Existing Spaces
<b>Taylor Road</b>			
Sierra College Blvd	Shawn Drive	South	14
Shawn Drive	Circle Drive	South	8
High Hand Nursery frontage	Oak Street	North	14
Circle Drive	Oak Street	South	17
Oak Street	Walnut Street	North	3
		South	5
Walnut Street	Horseshoe Bar Road	North	11
		South	12
Horseshoe Bar Road	Webb Street	North	0
		South	0
Webb Street	Loomis Elementary	North	0
		South	0
Loomis Elementary	King Road	North	0
		South	6
<b>Total</b>			<b>90</b>
<b>Horseshoe Bar Road</b>			
Taylor Road	Library Drive	West	7
		East	5
Library Drive	Doc Barnes Drive	West	0
		East	2
<b>Total</b>			<b>14</b>

**Informal On-Street Parking.** Loomis residents often park in area where the combination of pavement and unpaved shoulder provide enough room to park. There are few if any locations in Loomis that are marked “No Parking”. An exact tally of the number of “informal; spaces” is difficult unless a vehicle is actually parked in the area.

**Legal Public Off-Street Parking.** The paved public off street parking supply included the following two areas:

- Town’s parking lot behind the Post Office at Magnolia Street / Walnut Street (48 spaces)
- Multi-modal lot at Taylor Road / Horseshoe Bar Road (67 spaces)

Loomis’ public parking lots have no designated time limits.

**Informal Off-Street Parking.** Most of the Town's property within the Implementation Plan area along Taylor Road between the UPRR and existing buildings is not paved. Portions of this area are used on a day to day basis by abutting businesses, and these areas are also used for special events. Because these areas are not paved an exact number of available parking spaces has not been determined.

**Private Parking.** There are a wide variety of parking areas owned and maintained by private parties. These areas range from paved and marked parking lots to paved areas abutting Taylor Road to overflow areas used primarily for special events. Important private parking facilities include:

- Parking at businesses on the south side of Taylor Road from Lorenzo's restaurant to Circle Drive (more than 240 spaces)
- Parking for High Hand Nursery (75 spaces with recent expansion)
- Parking at businesses on the north side of Taylor Road between Oak Street and Horseshoe Bar Road (43 spaces)
- Parking on south side of Taylor Road behind Post Office (26 spaces)
- Regular parking for Jim Boy's restaurant (28 spaces plus overflow)
- Regular parking for Blue Goose businesses (20 spaces)
- Parking for business along the south side of Taylor Road between Horseshoe Bar Road and Loomis Elementary School (128 spaces)

In total, there are roughly 670 marked parking spaces in private areas.

### **Parking Utilization Survey**

The use of the available parking supply was identified based on field surveys. These surveys were first conducted in early July 2009, while the area near High Hand Conservatory was re-assessed in November 2009 after additional paved parking had been developed near that business.

Weekday utilization was observed at two times on a Wednesday in order to capture the effects of parking demands of Town Center eateries (i.e., 12:15 to 1:00 p.m.) and to identify the demands occurring during the rest of the day (i.e., 2:00 p.m.). Supply / occupancy data was collected for 58 distinct locations and the results are summarized in Table 5. The survey record is included in the Appendix.

**TABLE 5  
PARKING SUPPLY / OCCUPANCY SURVEY RESULTS**

Type	Number of Spaces	Parking Demands					
		Wednesday July 1, 2009 (12:15 to 1:00 pm)		Wednesday July 1, 2009 (2:00 to 2:30 p.m.)		Saturday* July 4, 2009 (12:15 to 1:00 p.m.)	
		Occupied	%	Occupied	%	Occupied	%
On-street - Legal	104	65	32%	50	25%	11	5%
On Street - Informal	100+	-	-	-	-	-	-
Town's Designated Public Lots (2)	115	39	34%	28	24%	5	4%
Overflow on Town Property	unknown	48	-	32	-	5	-
Private	668	300	45%	254	38%	120	18%

\* many downtown businesses were closed for the 4<sup>th</sup> of July

As noted in Table 5, the overall demand for parking in Loomis is well within the limits of the available parking supply. Because not every space may be available due to poor parking practices or uneven turnover, parking supplies are assumed to be “fully utilized” when occupancy rates reach 85% to 90%.

Overall, the current parking ratios throughout Loomis fall well below the 85% -90% occupancy level. However, there are a few locations where the demand for parking results in occupancy rates that approach or exceed 85%. These locations include:

**The High Hand Nursery parking lots and the on-street parking supply along Taylor Road adjoining High Hand Nursery).** Before their on-site supply was expanded, the parking demands associated with High Hand nursery’s restaurant at noon regularly exceeded the supply as well as adjoining on-street parking, and parking demands spilled over onto the south side of Taylor Road. With the recent expansion of the High Hand parking lot there has been relatively little demand for parking on the south side of Taylor Road.

**Walnut Street north of Taylor Road.** The spaces adjoining Christiansen’s are regularly full.

**The private lot on the south side of Taylor Rd / Webb Street.** The two restaurants in this retail center create parking demands that approach or exceed the on-site parking supply and spillover onto the west side of Webb Street near the old Hardware Emporium building.

**TABLE 6  
CHANGES TO TOWN CENTER ON STREET PARKING SUPPLY**

Location from	To	Side of street	Parking Spaces	
			Existing	Proposed
<b>Taylor Road</b>				
High Hand Nursery frontage	Oak Street	North	14	5
Circle Drive	Oak Street	South	17	6
Oak Street	Walnut Street	North	3	10
		South	5	9
Walnut Street	Horseshoe Bar Road	North	11	10
		South	12	12
Horseshoe Bar Road	Webb Street	North	0	0
		South	0	5
Webb Street	Loomis Elementary	North	0	0
		South	0	0
Loomis Elementary	King Road	North	0	0
		South	0	0
<b>Total</b>			<b>62</b>	<b>57</b>
<b>Horseshoe Bar Road</b>				
Taylor Road	Library Drive	West	7	0
		East	5	0
Library Drive	Doc Barnes Drive	West	0	0
		East	2	0
<b>Total</b>			<b>14</b>	<b>0</b>

**Off-Street Parking on Town Property.** The Implementation plan includes new paved parking areas on Town property, and the plan preserves the opportunity for special event parking in the area east of the Blue Goose. The total off-street supply that is proposed is noted in Table 7.

Today most of the Town property outside of the High Hand parking lot is unimproved, and on a regular basis some motorists choose to park in the areas behind Star Liquors and behind Nelthorpe. The Implementation Program accommodates those demands with paved parking spaces and provides new paved spaces behind the High Hand sheds and near the Blue Goose.

As noted, the paved parking supply totals 190 spaces. This compares to 75 paved spaces that exist today (includes High Hand parking lot).

**TABLE 7  
CHANGES TO OFF-STREET PARKING**

Description	Location	Number of Paved Spaces	
		Existing	Proposed
<b>Taylor Road</b>			
High Hand Nursery		55	55
Behind High Hand and Earth Central	Behind nursery West of Walnut Ave	0	38
Behind Christensen's and Nelthorpe	East of Walnut Avenue and West of Railroad Depot	0	44
West of Blue Goose	East of Webb Street	0	39
Front of Blue Goose	Along Taylor Road	20	12
	<b>Total</b>	<b>76</b>	<b>190</b>

**Transit Service.** Public bus service will continue to be provided to the Loomis area by Placer County Transit via the *Taylor Road Shuttle* that links Loomis, Penryn, Auburn and Sierra College in Rocklin. Under the Implementation Plan transit stops will be available but the nature of improvement at some stops will be limited.

There will be two stops where busses can pull out of the travel way. Near King Road a formal bus stop will be created on westbound Taylor Road. This stop will allow busses to load passengers out of the travel way without blocking through traffic. Similarly, there will be a westbound bus stop near Shawn Way. The existing bus stop in the multi-modal parking lot will remain.

The plan does not designate other bus stops. Busses will be able to stop on westbound Taylor Road in the vicinity of the existing stop at Star Liquors, but nor formal pull-out is planned. Busses will stop in the bike lane. There are no dedicated bus-pullouts in the eastbound direction. Near King Road, an eastbound stop will be placed within the area devoted to the eastbound right turn lane.

**Overview of Analysis Approach**

The impacts of implementing the Town Center Implementation Plan have been evaluated from the following perspectives.

From the standpoint of the Town's Level of Service Policies:

The effects of Increased Vehicular Trip Generation associated with the day to day operation of new land uses envisioned on Town property.

The effects of reduced Taylor Road and Horseshoe Bar Road street widths on local and regional travel patterns.

The effects of changes to the Downtown Parking Supply on regular weekday Parking utilization and parking during special events

The effect of changes to transit stops on Placer County Transit policies and use.

**Characteristics of Land Uses on Town Property**

The Town Center Implementation Plan identifies various land uses that will be developed on Town property. These uses range from recreational facilities that accommodate particular activities, to flexible space that accommodate a variety of activities, to parking for new uses and adjoining businesses, and to new pedestrian and bicycle trails.

**Trip Generation.** The amount of vehicular traffic associated with new land uses can be estimated based on trip generation rates derived from observation of similar uses. Data published by the Institute of Transportation Engineers (ITE) is typically considered, and trip generation rates identified in their publication *Trip Generation, 8<sup>th</sup> Edition* are noted in Table 8.

As noted, parks in urban areas generate relatively little automobile traffic on weekdays. "Passive" city parks generate a handful of new automobile trips and cater primarily to persons who are already in the area as residents or visitors to other attractions. Higher trip generation forecasts can be expected from those facilities that offer specific activities for visitors, such as amusement parks and zoos.

In this case, the features included in the Downtown Loomis Implementation Plan area have been conservatively assumed to generate new automobile trips at a rate that is similar to that associated with a Regional Park. This, the roughly 6 acres controlled by the Town might be expected to generate 28 daily trips daily trips on a typical weekday.

**TABLE 8  
TRIP GENERATION FORECASTS**

Land Use	Unit	Weekday Trips per unit	Quantity	Daily Trip Ends
City Park	acre	1.60	6 acres	28
County Park	acre	2.30		
Regional Park	acre	4.60		
Multi-Purpose Recreational Facility	acre	90.40		
Amusement Park	acre	75.80		
Zoo	acre	23.90		
Recreational Community Center	Building ksf	22.90		

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To put this forecast in perspective, a single family residence is assumed to generate roughly 10 daily trip ends. Thus the weekday traffic associated with the uses on Town property is roughly equivalent to the trips accompanying two to three single family homes.

Special events held on the Town property would certainly generate additional traffic, primarily on weekends. However, while the new facilities provided by the Implementation plan may increase the frequency of special events, the traffic impacts of events held in these areas would be no worse than those already occurring in downtown Loomis.

**Relocation of Existing Local Traffic to new Parking lots.** Eliminating some on-street parking along Taylor Road and relocating employees and business patron vehicles to new parking lots on Town property will have a minor effect on local travel patterns. While motorists using the new parking lots will add traffic to Walnut Street and the north end of Horseshoe Bar Road, their trips would not be “new” to the regional circulation system.

The amount of local traffic generated by the new parking lots can be estimated based on typical turnover rates in urban parking lots. A “worst case” assumption is that the new parking was fully utilized and that each space turned over on average once every 2 hours over the nine hours when downtown business are typically open (i.e., 9:00 a.m. to 6:00 p.m.). This assumption would yield 1,215 daily trips (½ inbound and ½ outbound) made to and from the 135 new parking spaces on Town Property. This estimate would exclude the traffic already being generated by patrons of High Hand Nursery and the Blue Goose Shed who are parking on Town property. Approximately 10% of the daily traffic, or 120 trips could be expected during peak hours. This analysis assumes peak hour traffic is split 80 inbound and 40 outbound in the a.m. peak hour, with this directionality reversed in the p.m. peak hour.

**Effect on Regional Travel.** Taylor Road and Horseshoe Bar Road carry traffic that does not originate in the Town of Loomis as well as trips generated by Loomis businesses and residents. Changes to the character of these roads, especially in terms of travel speeds, could cause current and future road users to consider using alternative travel routes. If the time needed to travel through Loomis increases, it is possible that some through traffic will be diverted to other routes.

The Town of Loomis regional travel demand forecasting model was used to identify the extent of possible diversion due to changes in the character of Taylor Road and Horseshoe Bar Road. Current traffic model assumptions regarding travel speed were identified, and alternative assumptions regarding the new street sections were made. In this case it was conservatively assumed that the “free-flow” speed on Taylor Road from Circle Drive to King Road would be reduced by 5 mph as a result of the new plan. Because the model currently is calibrated to a relatively low speed on Horseshoe Bar Road, no change to that facility was made.

To evaluate the effect of this change on current travel patterns, the baseline (year 2005) traffic model was adjusted to reduce the free-flow travel speed on Taylor Road, and resulting daily and hourly traffic volumes were identified. The net change between original baseline and modified baseline year traffic volumes was then identified and applied to the observed 2009 daily and peak hour traffic volumes.

**Impacts to Parking**

**Effects of Changes to On-Street Parking on Regular Midweek Parking Conditions.** As noted in the project description, the number of parking spaces that will be available on Taylor Road (57) after the Implementation Plan proceeds will be similar to but slightly few than the number of legal spaces that exist today (62). The available spaces have been compared to the parking demands observed on a regular weekday, as noted in Table 11. As shown, on a weekday there were 40 vehicles parked on Taylor Road. Assuming that on-street parking is considered to be “fully utilized” when occupancies reach 90%, the new on-street supply will accommodate 51 cars, or all of the 40 vehicles observed in this area. This would indicate that no motorists would be “displaced” from Taylor Road under the Implementation plan. Furthermore, as noted in the discussion of off-street parking which follows, new parking spaces will be created in Town property to accommodate downtown employees and business patrons.

No on-street parking will remain on Horseshoe Bar Road. However, these spaces were not used on the weekday.

**TABLE 11  
COMPARISON OF DOWNTOWN ON-STREET PARKING SUPPLY AND DEMAND**

Location From	To	Side of Street	Proposed Spaces	Occupied Spaces Wednesday Noon
<b>Taylor Road</b>				
High Hand Nursery frontage	Oak Street	North	5	18*
Circle Drive	Oak Street	South	8	1*
Oak Street	Walnut Street	North	10	2
		South	7	3
Walnut Street	Horseshoe Bar Road	North	10	4
		South	12	6
Horseshoe Bar Road	Webb Street	North	0	0
		South	5	0
Webb Street	Loomis Elementary	North	0	0
		South	0	6
Loomis Elementary	King Road	North	0	0
		South	0	0
<b>Total</b>			<b>57</b>	<b>40</b>
<b>Horseshoe Bar Road</b>				
Taylor Road	Library Drive	West	0	0
		East	0	0
Library Drive	Doc Barnes Drive	West	0	1
		East	0	0
<b>Total</b>			<b>0</b>	<b>1</b>
Weekday demand observed in July 2009, except for locations observed 12/2/09 as noted *				



A key issue to be considered when eliminating on-street parking is the "acceptable" walking distance between the new parking supply and businesses on Taylor Road. Many business owners perceive that their customers need to be able to park on the same block as the front door of their business and that off-site parking that is difficult to find will not be used. While this may be true for a few businesses, when customers are provided with a safe and attractive walking experience, including accessible walkways and crosswalks, both the real and perceived walking distances will be reduced. The new plan creates new mid-block crosswalks on Taylor Road, as well as a new walkway that would connect Taylor Road business with the Town property. A new public connection is also planned between Earth Central and Star Liquors. The plan also includes landscape improvements to increase the attractiveness of the walkways.

The walking distances from Taylor Road businesses to the middle of new parking areas will be about 2 minutes or less, which is normally judged by land use planners to be acceptable in urban areas.

Residences on Horseshoe Bar Road could be affected by the plan in that on-street parking is eliminated. Guest parking for these residences that today occurs on Horseshoe Bar Road would move to other local streets such as Library Drive, Laird Street and Magnolia Street.

**Effects of Off-Street Parking on Town Property.** The Implementation plan includes new paved parking areas on Town property, and the plan preserves the opportunity for special event parking in the area east of the Blue Goose.

The regular weekday demands observed in these areas totals 91 spaces. Adding the "net loss" of 5 on street spaces on Taylor Road, the current weekday demand is 96 spaces. As noted in Table 12, the new parking supply greatly exceeds the current off-street usage.

**TABLE 12  
CHANGES TO OFF-STREET PARKING AND DEMAND / SUPPLY COMPARISON**

Description	Location	Parking Spaces			
		Paved Spaces		Occupied Spaces	
		Existing	Proposed	Wednesday	Noon
<b>Taylor Road</b>					
High Hand Nursery		55	55	43*	
Behind High Hand and Earth Central	Behind nursery and west of Walnut Ave	0	38	27	
Behind Christensen's and Nelthorpe	East of Walnut Avenue and west of Railroad Depot	0	44	16	
West of Blue Goose	East of Webb Street	0	39	0	
Front of Blue Goose	Along Taylor Road	20	14	5	
East of Blue Goose	North of Taylor Road	(U)	(U)	0	
	<b>Total</b>	<b>75</b> <b>(+48)</b>	<b>190</b> <b>(+48)</b>	<b>91</b>	

Demand observed in July 2009, except for locations observed 12/2/09 as noted \*  
(U) is unpaved area available during the Festival

**Effects of Parking Demands of New and Revitalized Land Uses.** The Implementation Program envisions development of facilities that will attract persons to the downtown Loomis area. Persons using the new parks / trails could drive to the downtown. Existing businesses could see more customers, and vacant buildings could be occupied. This new activity would also create the need for more parking for patrons and employees.

The new recreational facilities planned in the Town property will have their own parking demands. Based on typical planning guidelines for these uses, the new activity areas could create the need for 30 parking spaces.

**Overall Effects of Implementation Program on Weekday on Regular Weekday Parking.** The overall effect of the planned parking areas on weekdays is noted in Table 13. As noted a total of 190 paved off-street spaces will be available. The regular weekday use in off-street areas today totals 91 vehicles. Another 30 spaces are needed by the new recreational uses in the Implementation Program, and 5 spaces are lost on Taylor Road. The weekday total demand is 126 spaces, leaving roughly 64 additional available spaces. Thus, while some Town Center employees and patrons who today may be able to park directly in front of their building may not longer be able to do so, based on the overall positive increase in the Town Center parking supply parking, the impact of the Implementation Plan on parking is not significant under CEQA.

The number of available spaces can be compared to the total number of spaces in the Town’s lot at Magnolia St / Walnut St (i.e., 48 spaces) or to the existing parking space count in the multi-modal parking lot (i.e., 67 spaces).

**TABLE 13  
PROJECTED WEEKDAY USE OF NEW PARKING FACILITIES**

Total Supply		190 spaces
Parking Demands		
	Observed Existing Regular Weekday Use	91 spaces
	Parking Spaces lost on Taylor Road	5 spaces
	Spaces Required for Recreational Uses	30 spaces
	Subtotal	126 spaces
	<i>Space available for additional downtown shoppers / employees</i>	<i>64 spaces</i>

**Other Use for Parking.** As noted earlier, the “surplus” spaces could be used to accommodate new customers and employees. Many communities use this opportunity to provide parking for new “in-fill” business that would otherwise have difficulty providing adequate on-site parking. Many local jurisdictions form “parking districts” to create common parking facilities that can be funded by in-lieu parking fees.

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This approach could be very useful in Loomis. For example, a parking district could provide all or part of the parking demand associated with conversion of existing structures for higher uses. A small building converted to retail space would not have to devote all of its lot to on-site parking.

**Overall Effects of Implementation Program on Parking During Special Events.** The Eggplant Festival is annually the most notable special event in Loomis, although other smaller events occur throughout the year. The festival draws large crowds, and the associated parking demands are accommodated by a combination of legal parking spaces, “informal” on-street parking throughout the Downtown, temporary parking in vacant lots, parking on Town property, and satellite parking at area schools. This year, roughly 1,200 cars were observed parked at various locations at noon, including 111 vehicles were parked along Taylor Road in informal and legal parking spaces.

Since Taylor Road will be narrowed under the Implementation Plan to create pedestrian walkways and bikeways, informal parking areas will be eliminated, and the number of vehicles that can be accommodated on-street during the Festival will be reduced. A portion of the observed demand can park in the on-street spaces planed under the Implementation Plan, but approximately 55 vehicles that were observed on Taylor Road will have to park elsewhere. Similarly 15 vehicles parked on Horseshoe Bar Road during the festival, and these vehicles would have to park elsewhere. New parking spaces on Town property will make up for part of this deficiency.

Town property within this study area is used for parking during the Eggplant Festival. During the festival there were 250 vehicles parked on Town property, including cars parked in the paved High Hand lot and in the overflow area east of the Blue Goose.

The new parking supply isn't intended to accommodate the entire parking demand of the Eggplant Festival. The off-street parking supply on Town property will increase to 190 spaces and another 48 vehicles can continue to be accommodated in the overflow area east of the Blue Goose, for a total of 238 spaces. This is roughly the same as number of parked cars observed during the festival in these areas, but twelve vehicles could be displaced. Roughly 70 cars that will no longer be able to park on Taylor Road and Horseshoe Bar Road during the festival and these vehicles will need to park elsewhere. Thus the total “deficiency” resulting from the Implementation Plan could be 80 to 85 vehicles.

The need to provide additional paved parking on Town property for an event occurring once a year is certainly questionable. The 80 to 85 vehicle deficiency represents less than 10% of the Festival's 1,200 vehicle total parking demand, although the lost on-street spaces are among the most central to the Festival. It is reasonable to expect that this deficiency can be accommodated in areas beyond the limits of current parking use where people are not yet parking during the Festival. Private parking lots further west on Taylor Road west of the High Hand are generally empty during the Festival. With approval to use these lots, signing to direct Festival guests to unused western parking areas will be in order, and expanding the Festival's current horse drawn shuttle service to conveniently connect western parking areas with the Downtown makes sense. Using these areas would help those western downtown businesses that are not readily incorporated into the festival, and is a better option than dedicating more of the Town's property to pavement.

### **Future Parking District**

The Town may consider implementing a parking district for the Town Center Area. Developing a parking district could help ameliorate the need, especially if business owners have different peak demand times. While the new parking created as part of the Implementation Program could be used for this purpose, additional information will need to be developed by the Town in order to finalize a parking district. Parking code requirements will need to be affirmed, and the share of individual and cumulative parking code requirements that can be satisfied by a district will need to be quantified. These decisions might be based on the proximity of specific parcels to the common parking supply, and will need to recognize the total amount of demand for new parking that might be realized in downtown Loomis. In addition, the extent to which on-site parking should be made available for use by others, particularly during special events, will need to be considered in order to maximize the usefulness of the overall parking supply.