

ORDINANCE NO. 2023-1539

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SAN MARCOS AMENDING TITLE 20, CHAPTER 20.340 OF THE SAN MARCOS MUNICIPAL CODE, ADDING CHAPTER 20.350 TO TITLE 20, AND REMOVING CHAPTER 12.36 FROM TITLE 12, CODIFYING THE TRANSPORTATION DEMAND MANAGEMENT ORDINANCE, AND FINDING THAT SAID AMENDMENTS ARE EXEMPT FROM REVIEW UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

TA 22-0002  
City of San Marcos

WHEREAS, as the City of San Marcos (“City”) experiences growth, it becomes necessary to balance the demand on transportation infrastructure by facilitating other modes of mobility; and

WHEREAS, adoption and implementation of the Transportation Demand Management (“TDM”) Ordinance will result in improvements throughout the City that will facilitate multi-modal travel options for the City’s residents and employees; and

WHEREAS, the City’s adopted Climate Action Plan requires that the City adopt a Citywide TDM Ordinance to reduce vehicular trips in the City and to achieve the City’s Greenhouse Gas reduction goals per State law; and

WHEREAS, the Mobility Element of the City’s General Plan includes Goals and Policies for new development to prepare and implement TDM Plans; and

WHEREAS, the proposed TDM Ordinance and the TDM Policy were circulated and posted on the City’s website for a 30-day comment period from July 19, 2023 to August 16, 2023; and

WHEREAS, on August 9, 2023 the City held a virtual public workshop to provide an informational overview of the proposed project to the general public; and

WHEREAS, the Development Services Department reviewed the proposed TDM Ordinance and recommends approval of the same; and

WHEREAS, on October 2, 2023, the San Marcos Planning Commission held a duly noticed public hearing and recommended approval of the TDM Ordinance and the

Categorical Exemption pursuant to the California Environmental Quality Act ("CEQA") Section 15061(b)(3) to the City Council, by a 6-1 vote, in favor; and

WHEREAS, on November 14, 2023, the City Council held a duly noticed public hearing in the manner prescribed by law to consider said request; and

WHEREAS, the City Council did review and consider a Categorical Exemption (EX 23-053) pursuant to CEQA Section 15061 (b)(3); Review of Exemptions – Common Sense Rule, in that the adoption of this Ordinance would enact changes in land use regulations that will result in the reduction of vehicle trips in the City that would reduce GHG emissions and traffic congestion, and it can be seen with certainty that its adoption will not have a significant effect on the environment because it does not propose any new development. Individual development applications will continue to be reviewed under CEQA.

NOW, THEREFORE, the City Council does ordain as follows:

- A. The foregoing recitals are true and correct and are hereby incorporated by reference into this Ordinance.
- B. Title 20, Chapter 20.340 of the San Marcos Municipal Code is hereby amended as reflected in Exhibits A and B to this Ordinance.
- C. Title 20 of the San Marcos Municipal Code is hereby amended to add Chapter 20.350, as set forth in Exhibits A and B to this Ordinance.
- D. Title 12, Chapter 12.36 of the San Marcos Municipal Code is hereby removed, as set forth in Exhibits A and B to this Ordinance.
- E. The City Council's decision is based on the following findings and determinations:
  1. The proposed Text Amendment to the Municipal Code is consistent with the City's General Plan, in that the Text Amendment does not conflict with any goal, policy or objective of the General Plan. It is consistent with and implements the adopted Climate Action plan in that it will facilitate and encourage the shift away from single occupancy vehicles to alternative travel modes such as walking, biking, carpooling or taking transit.
  2. The proposed Text Amendment to the Municipal Code will not be detrimental to public health, safety, morals and welfare as the Text Amendment will result in reducing vehicular trips and traffic congestion due to new development in the City.

3. If any section, sentence, clause or phrase of this Ordinance is determined to be invalid, illegal or unconstitutional by a decision or order of any court or agency of competent jurisdiction, then such decision or order will not affect the validity and enforceability of the remaining portions of this Ordinance. The City Council declares that it would have passed and adopted the Ordinance, and each section, sentence, clause or phrase thereof, regardless of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared invalid or unconstitutional.
- F. This Text Amendment is Categorically Exempt (EX23-053) from environmental review pursuant to CEQA 15061(b)(3), Review for Exemptions, as it can be seen with certainty that there is no possibility for this action to have a significant effect on the environment, and individual development applications will be reviewed under CEQA as they are proposed.
- G. This Ordinance shall be effective thirty (30) days after its adoption. Within fifteen (15) days after its adoption, the City Clerk shall publish this Ordinance or the title hereof as a summary in a newspaper of general circulation in the City as required by law.

INTRODUCED at a regular meeting of the City Council of the City of San Marcos, California, held on the 11<sup>th</sup> day of November 2023.

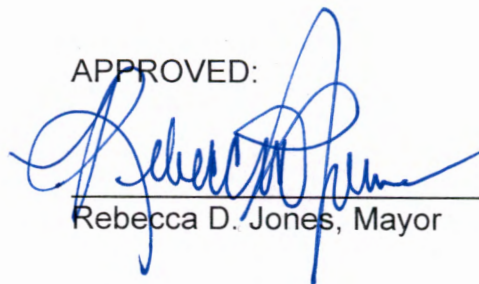
PASSED, APPROVED, AND ADOPTED by the City Council of the City of San Marcos, California, at a regular meeting thereof, held on this 12<sup>th</sup> day of December 2023, by the following roll call vote:

AYES: COUNCIL MEMBERS: JENKINS, MUSGROVE, NUÑEZ, SANNELLA, JONES

NOES: COUNCIL MEMBERS: NONE

ABSENT: COUNCIL MEMBERS: NONE

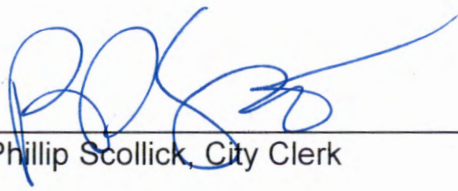
APPROVED:



Rebecca D. Jones, Mayor


ATTEST:

APPROVED AS TO FORM:



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Phillip Scollick, City Clerk



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Helen Holmes Peak, City Attorney

ATTACHMENTS:

- Exhibit A - Chapter 20.340 clean  
Chapter 20.350 clean
- Exhibit B - Chapter 20.340 strikeout  
Chapter 20.350 strikeout  
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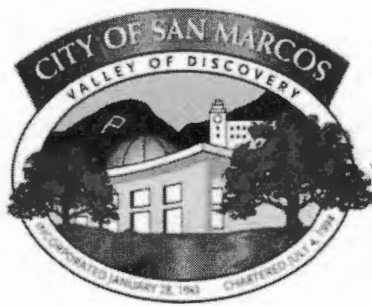
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**EXHIBIT A**

**CHAPTER 20.340 CLEAN VERSION**

## CHAPTER 20.340 OFF-STREET PARKING AND LOADING

### Section 20.340.010 Purpose of Chapter

The purpose of this chapter is to regulate the provision of off-street parking and loading for all land uses, facilitate community-wide accessibility, and promote viability of business within San Marcos. Specifically, the purpose of this chapter is to do the following:

- A. Ensure adequate off-street parking and loading facilities to serve land use needs.
- B. Provide adequate off-street parking, circulation, and access to help support the viability of businesses in the City.
- C. Maintain efficient use of land by avoiding excessive amounts of parking.
- D. Allow parking alternatives and reductions to off-street parking requirements that provide flexibility in meeting off-street parking needs, when appropriate.
- E. Ensure off-street parking and loading facilities are designed in a manner that ensures efficiency, protects public safety, minimizes adverse impacts to adjacent land uses, and promotes the general welfare of the community.

### Section 20.340.020 Applicability

- A. **Applicability.** The standards of this chapter shall be applied to new construction and establishment, conversion, or expansion of any land use in the City, applicable to increases in floor space, seating capacity, dwelling units, employees, or rooms/beds associated with a building or structure. Operations associated with a land use shall not commence, nor a building be occupied, unless off-street parking and loading facilities conform to the requirements of this chapter. Exceptions to these standards are permitted when either of the following occurs:
  1. An adopted Specific Plan, policy plan, or special overlay district supersedes the provisions of this chapter; or
  2. An exception has been granted through a Variance or DP in accordance with the provisions in Chapters 20.525 (Variances) and 20.510 (Director's Permit), respectively.

### Section 20.340.030 General Requirements

- A. **Use of Parking Areas.** Parking spaces regulated in this chapter shall be solely used for parking, not for the display of merchandise; storage or display of equipment; display for sale or lease; or repair of vehicles, trailers, recreation vehicles, boats, and etc. except when permitted by Chapter 20.455 (Temporary Events).
- B. **Required Availability and Maintenance.** All off-street parking and loading required by this chapter shall be available during all hours of operation, marked for their intended uses, and reserved for parking and loading purposes for the life of the use or facility. Parking spaces and associated driveways, maneuvering areas, and landscaping shall be maintained free of vandalism and litter. Striping, paving, walls, lights, and all other facilities shall be maintained in good condition.
- C. **Existing Facilities.** Any building or use for which parking facilities become substandard by the adoption of this chapter shall be considered a nonconforming use. Such nonconforming use may continue, but no

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enlargement or expansion in such a use or building shall be made unless the required number of parking spaces or parking area, as designated by this chapter are provided.

- D. **Change of Occupancy or Use.** For a change of occupancy, a new business license, or enlargement of a structure or use where the parking demand is increased, off-street parking facilities and loading shall be provided in compliance with the minimum requirements of this chapter.
- E. **Parking of Inoperable or Unregistered Vehicles.** Except as set forth in this chapter, it shall be unlawful for any person to park or store an automotive vehicle or trailer without current registration from the Department of Motor Vehicles or in inoperable condition, except when stored in a fully enclosed building.
- F. **Change of Parking Requirements.** When parking requirements, as set forth in this chapter, are amended, such amendments shall not invalidate a previously approved permit.
- G. **Request for Special Review of Parking.** Modifications to parking improvement standards or other parking provisions in this chapter shall be considered in conjunction with the review permit applications or Site Development Plans by the appropriate authority. The applicant shall submit with the request, evidence necessary to demonstrate the unusual conditions warranting the modification, such as floor plans and other evidence, as requested by the reviewing authority.

### Section 20.340.040 Required Number of Parking Spaces

The requirements of this Section shall be applied uniformly, based on land uses, regardless of the Zone in which a land use is to be located, unless otherwise specified.

- A. **Minimum Standards.** Every use shall provide at least the minimum number of off-street parking spaces required by Table 20.340-1 (see Section 20.340.090 (Bicycle Parking) for bicycle parking requirements). Reductions to the parking requirements may be permitted, subject to compliance with the provisions of Section 20.340.050 (Off-Street Parking and Trip Reduction Measures). Required parking space dimensions, based on parking configuration, are established in Table 20.3403, Section 20.340.060 (Off-Street Parking Size and Location).
- B. **Uses Not Listed.** Parking requirements for uses not specifically listed in Table 20.340-1 will be determined by the Director, based on comparable uses in the Table or through a parking demand analysis of similar facilities in the region.
- C. **Mixed Use Sites.** Where multiple land uses are combined within a single building, structure, or parcel, off-street parking facilities for a single use shall not be considered as providing required parking facilities for any other uses. The aggregate number of parking spaces for each separate use, required by this chapter, shall be met, except where otherwise specified and a reduction of parking is allowed in compliance with Section 20.340.050 (Off-Street Parking and Trip Reduction Measures).
- D. **Rounding Calculations.** Calculations resulting in a fractional number shall be treated as follows: one (1) parking space is required for fractions of one-half (0.5) or greater; no additional parking space is required for fractions of less than one-half (0.5).
- E. **Calculations.**
  - 1. **Gross Floor Area Calculations.** Gross floor area calculations are based on the area within the surrounding exterior walls of a building or any portion, thereof, including shared bathroom spaces, storage areas, and areas for circulation.
  - 2. **Seating Calculations.** Where fixed seats provided are either benches, bleachers, or pews, such seats shall be calculated at one (1) seat per eighteen (18) inches and one (1) seat per twenty-four (24) inches of booth length for dining.

3. Assembly Area Calculations. All rooms or areas that can be logically used for seating, in addition to any fixed seating area, shall be calculated in determining the parking requirement for assembly areas.

**Table 20.340-1  
Parking Requirements by Land Use**

<b>Land Use</b>	<b>Minimum Required Parking</b>	<b>Additional Use Regulations</b>
<b>Residential Uses</b>		
Animal Keeping, Small	None required	
Accessory Dwelling Unit/Accessory Dwelling (Ord. 2017-1445, 7/11/2017)		See Section 20.410
Caretaker Unit	1 space	
Child Care Facility, Large Family Home	Required residential unit parking spaces and 1 space/2 employees	Tandem parking is permitted in driveways; vehicles cannot encroach into public rights-of-way
Child Care Facility, Small Family Home	Required residential unit parking spaces	Tandem parking is permitted in driveways; vehicles cannot encroach into public rights-of-way
Community Garden	None required.	
Duplex	2 spaces/unit; guest parking: 1 space/3 units	1 space shall be covered
Emergency Shelter	1 space per on duty staff person	
Qualified Worker Housing, Large	1 space/unit	
Qualified Worker Housing, Small		
Live/Work Space or Live/Work Unit	Refer to live/work requirements under Section 20.340.040.F, Table 20.240-2	
Mobile/Manufactured Home	2 covered spaces/mobilehome; 1 guest space/6 mobilehomes	Tandem parking is permitted
Mobile/Manufactured Home Mini Park		
Mobile/Manufactured Home Park		
Multifamily Dwelling	<b>Studio:</b> 1 space/unit; <b>1 Bedroom Unit:</b> 1.5 space/unit <b>2+ Bedroom Unit*:</b> 2 spaces/unit; 1 space shall be covered Guest Parking: 1 space/3 units	*1 garage space shall be provided for condominiums, duplexes, townhomes, patio homes. Apartments shall provide one covered parking space (garage or carport) of the required ratio. Additional multifamily requirements are

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		provided in Section 20.340.040.G
Multifamily Dwelling, Affordable Housing (deed restricted)	Parking to be provided based on State's requirements	Additional multifamily requirements are provided in Section 20.340.040.G
Planned Residential Development (PRD)	Sum of individual parking requirements for each use; residential parking by bedroom count	Chapter 20.435 (Planned Residential Development)
Recreational Vehicles (RVs)/Parks	To be determined by the Director during SDP or CUP review process.	
Residential Care Facility, Small & Large	1 space/3 residents	Provision of parking shall be based on the population served and level of care provided at the facility. Minimum requirements here are guidelines for establishing appropriate service levels on a case by case basis at time of SDP review
Rooming House	1 space/room; plus 2 spaces	
Senior/Age-Restricted Dwelling or Unit	1.25 spaces/unit	Satisfies resident and visitor parking
Single-Family Attached	2 spaces/unit	1 space shall be covered
Single-Family Detached	≤3,000 s.f. unit: 2 attached covered spaces required; >3,000 s.f. unit: 3 attached covered spaces required	See Table 20.340-5 for additional standards; Section 20.340.060.H
Supportive Housing	<b>Studio:</b> 1 space/unit <b>1 Bedroom Unit:</b> 1.5 space/unit <b>2+ Bedroom Unit:</b> 2 spaces/unit; 1 space shall be covered, Guest Parking: 1 space/3 units	
Transitional Housing	2 covered spaces/unit	
<b>Recreation, Education &amp; Public Assembly Uses</b>		
Animal Keeping, Large	1 space/250 s.f. gross floor area	
Assembly and Recreation	To be determined by the Director during SDP or CUP review process.	
Automobile Parking Lot or Storage	Adequate for facility, building, or area served.	

Garage (Enclosed or Freestanding)		
Cemetery	As provided by internal circulation system.	
Child Care Facility, Daycare Center	1 space/2 employees plus 1 space/5 children (per maximum capacity) or 1 space/10 children where adequate drop-off facilities are provided per 20.340.040.I.1.	
Club	10 spaces/1,000 s.f. of assembly floor area	
College, Nontraditional Campus Setting	3 spaces/1,000 s.f.	
College, Traditional Campus	1 space/3 non-resident students; plus 1 space/3 employees and faculty	
Conference/Convention Center	To be determined at time of Site Development Plan Review	
Extended Care Facility	To be determined by the Director during SDP or CUP review process.	
Museum, Library, or Gallery	1 space/350 s.f. gross floor area	Section 20.340.040.C
Outdoor Recreation Facility	To be determined by the Director during SDP or CUP review process.	
Places of Assembly	1 space/4 fixed seats or 1 space/50 s.f. assembly floor area with no fixed seating	Section 20.340.040.C
Small Place of Assembly	1 space/150 s.f. plus 1 space/instructor or employee.	
Public Buildings and Facilities	To be determined at time of application based on building/facility purpose.	
Public Maintenance Buildings and Facilities		
Public Park/Open Space/Recreation	To be determined by the Director during SDP or CUP review process.	
Recreation Facilities/Park (Manufactured Home Park Zone)	To be determined by the Director during SDP or CUP review process.	
School	<b>Elementary or Secondary School:</b> 1.5 spaces/classroom; 1 space/2 employees; and 1 space/75 s.f.	

	multipurpose/auditorium floor area <b>High School:</b> 1 space/2 employees and 1 space/5 students	
Small Wind Energy Systems	No parking required.	Only applies to private facilities in Residential Zone.
Sport Court, Lighted & Unlighted	3 spaces/court and/or 1 space/200 s.f. gross floor area	
Stable, Private	None required.	
Stable, Public	1 space/4 stalls and/or enclosures	
Swimming Pool/Sauna/Hot Tub	No parking required.	Only applies to private facilities in Residential Zone
<b>Agricultural Uses</b>		
Agricultural/Horticultural, Non-Commercial	No parking required.	
Agricultural/Horticultural, Commercial	1 space/250 s.f. gross floor area plus 1 space/1,000 s.f. outdoor area usage	
Agricultural/Horticultural, Processing and Packaging	1 space/250 s.f. gross floor area plus 1 space/1,500 s.f. outdoor area/greenhouse space	
Small Animals		
Plants and Crops		
Plants and crops Wholesale Production	1 space/3 employees plus on-site area for 1 commercial loading/unloading vehicle	Only applies in R-1-20 Zone
Greenhouse/Nursery	1 space/250 s.f. gross floor area; plus 1 space/1,500 s.f. outdoor area usage	
Commercial Production		
Retail		
Sales Stand	2 spaces	
<b>General Retail Uses</b>		
Adult Entertainment Business	1 space/250 s.f. gross floor area plus 1 space/2 employees	
Animal Shelter	1 space/250 s.f. gross floor area	
ATM, Freestanding Exterior/Exterior Wall	1 space/ATM, plus queue space for 5 cars for drive-through facilities	
ATM, Interior to Building/Vestibule	1 space/ATM; on-street parking may satisfy requirements at the discretion of the Director.	
Automotive Fueling Station	1 space/1,000 s.f. minus convenience store area; plus 3.3 spaces/1,000 s.f. convenience	

	store; plus 5 queue spaces for self-service auto wash	
Automotive Rentals	2.5 spaces/1,000 s.f.	
Automotive Sales, New	1 space/400 s.f. interior showroom floor area and office plus 1 space/2,000 s.f. outdoor display area plus 1 space/300 s.f. floor area for the parts department	
Automotive Sales, Other Vehicle Sales	1 space/1,000 s.f. interior showroom floor area plus 1 space/1,000 s.f. outdoor display area plus 1 space/350 s.f. office floor area	
Automotive Sales, Used		
Automotive Sales, Wholesale		
Bar	1 space/3 seats or 1 space/100 s.f. gross floor area whichever is greater	
Catering	1 space/400 s.f. gross floor area	
Catering, Food Truck	Per issued food facility permit requirements	
Cigar Lounge/Smoke Shop	1 space/250 s.f. gross floor area	
Commercial Artist/Production Studio	1 space/350 s.f. gross floor area	
Commercial Entertainment	1 space/3 seats up to 800 seats then 1 space/6 seats +1 space/employee	
Commercial Recreation, Indoor	1 space/250 s.f. gross floor area; plus 1 space/employee	
Commercial Recreation, Outdoor	4 spaces/court and/or 1 space/200 s.f. gross floor area	
Drive-Through	Parking per primary land use	Refer to stacking per Section 20.340.040.H
Dry Cleaning or Laundry, Plant	1 space/500 s.f. gross floor area	
Employee Services	3 spaces/1,000 s.f.	
Funeral Home/Mortuary	14 spaces/1,000 s.f.	
Kiosk (stand-alone)	2 spaces	
Lodging, Bed & Breakfast	1 space/guest room; plus 2 spaces	
Lodging, Hotel	1 space/guest room; plus 10 spaces/1,000 s.f. banquet, assembly, meeting, or restaurant floor area or 1 space/8 seats; for accessory	Additional parking per standards if additional uses (e.g., restaurants, conference/convention centers) are open to public patronage
Lodging, Motel		

	retail uses greater than 5,000 s.f.: 2.5 spaces/1,000 s.f.	
Market, Grocery/Supermarket	1 space/250 s.f. gross floor area	
Market; Convenience		
Market; Liquor		
Market; Specialty Food and Beverage		
Merchandise Sales, Discount	1 space/250 s.f. gross floor area	
Merchandise Sales, New Retail <100,000 s.f.		
Merchandise Sales, New Retail <30,000 s.f.		
Merchandise Sales, New Retail >100,000 s.f.	1 space/250 s.f. gross floor area	
Merchandise Sales, Showrooms		
Merchandise Sales, Used/Pawn		
Moving Company	1 space/4,000 s.f. gross floor area	
Nightclub	1 space/30 s.f. of dance floor area; 1 space/100 sf of bar/seating area	
Nursery (Retail-Plant)	1 space/250 s.f. gross floor area plus 1 space/1,000 s.f. outdoor area usage	
Outdoor Dining	Area comprising less than 25% of indoor seating shall not require additional parking; area greater than 25% of the indoor spaces shall require 1 space/150 s.f.	
Parcel Delivery Service	1 space/250 s.f. gross floor area For office space; 1 space/500 s.f. gross floor area	
Parking Lot Sale	No parking required for temporary events; minimum of 80% of parking lot shall be available for parking during event.	20.455 Temporary Events
Restaurant, Sit-Down and/or Take-Out	<b>1,000 s.f. or less:</b> 1 space/250 s.f. gross floor area plus 2 employee spaces; <b>1,001-4,000 s.f.:</b> 1 space/3 seats	

	or 1 space/100 s.f. gross floor area whichever is greater; plus 3 employee spaces; <b>4,001 s.f. and larger:</b> 1 space/3 seats or 1 space/100 s.f. gross floor area whichever is greater; plus 1 space/employee	
<b>Office, Professional, and Business Support Services</b>		
Business Support Service	1 space/250 s.f. gross floor area	
Financial Institution	1 space/250 s.f. gross floor area; for drive-through facilities, refer to stacking per Section 20.340.040.H	
Financial Institution, with Drive-Through		
Internet-Based Sales	1 space/350 s.f. gross floor area	
Medical; Hospital	1 space/3 beds plus 1 space/250 s.f. administration	
Medical; Urgent Care	1 space /200 s.f. gross floor area	
Office; Corporate, Regional Administrative, Business, and Professional	1 space/250 s.f. gross floor area	
Office; Government	1 space/200 s.f. gross floor area	
Office; Medical, Dental, and Holistic	1 space/200 s.f. gross floor area	Including massage establishments.
Research and Development (R&D)	1 space/400 s.f. gross floor area	
R&D Fabrication and Light Manufacturing	1 space/500 s.f. gross floor area	
Technical/Scientific/Medical Laboratory, Incidental Uses	1 space/350 s.f. gross floor area	
<b>Service Uses</b>		
Animal Sales and Services	1 space/400 s.f. gross floor area	
Auctions, Indoor	1 space/3 fixed seat, or 1 space/100 s.f. assembly space	
Automotive Services, Repair	1 space/800 s.f. gross floor area + 1 for every employee	
Automotive Services, Washing/Detailing	1 space/500 s.f.; plus queue spaces for minimum of 5 cars	
Dry Cleaning or Laundry, Agency	1 space/250 s.f. gross floor area	
Equipment Rental Yards	1 space/250 s.f. gross floor area plus 1 space/10,000 s.f. outdoor area usage	
Firearm Shooting Range (Indoor) (Ord. No. 2016-1419, 2-23-2016)	1.25 parking spaces/shooting lane, plus 1 parking space for every 250 square feet of retail	

	and office area, plus 1 parking space for every 4,000 square feet of storage/warehouse area	
Massage Establishment	1 space/treatment room; plus 1 space/employee	
Massage, Accessory Use		
Personal Services, Fitness/Health Facility	1 space/250 s.f. gross floor area; plus 1 space/employee	
Personal Services, General	1 space/300 s.f. gross floor area	
Personal Services, Instructional and Limited Instructional	1 space/250 s.f. gross floor area; plus 1 space/employee	
Tattoo and/or Body Art Facility	1 space/250 s.f. gross floor area; plus 1 space/employee	
<b>Industrial, Manufacturing &amp; Processing Uses</b>		
Boat Building	1 space/500 s.f. gross floor area	
Building Material Storage & Sales Yard	1 space/10,000 s.f. gross storage area (indoor or outdoor) plus parking for office floor area per this Table	
Commercial Bakery	1 space/500 s.f. gross floor area + 1 space for every 200 s.f. of service area open to public	
Contractor Office & Services	Per square footage of individual uses per this Table	
Food Processing	1 space/750 s.f. processing floor area plus 1 space/300 s.f. office gross floor area	
Fueling Station; Fleets	1 space/300 s.f. office space plus 1 space/4 bays	
Furniture and Carpentry	1 space/500 s.f. gross floor area	
Industrial Design and Services	1 space/400 s.f. gross floor area except office area shall provide 1 space/300 s.f. gross floor area and retail area shall provide 1 space/250 s.f. gross floor area	Section 20.340.040.C
Machine Repair Shop	1 space/500 s.f. gross floor area	
Manufacturing and Assembly	1 space/500 s.f. gross floor area plus 1 space/300 s.f. office gross floor area	
Metal Working Shop	1 space/500 s.f. gross floor area	
Microbrewery/winery w/ Tasting Room	1 space/500 s.f. gross floor area	

Microbrewery/winery Tasting Room with Restaurant	1 space/500 s.f. gross floor area plus 1 space/3 seats, plus 1 space/2 employees	
Newspaper Printing	1 space/500 s.f. gross floor area plus 1 space/300 s.f. office gross floor area	
Outdoor Storage, Accessory Use	1 space/10,000 s.f. gross storage area (indoor or outdoor) plus parking for office floor area per this Table	Section 20.340.040.C
Outdoor Storage, Primary Use		
Renewable Energy Harvesting/Production	To be determined at time of application review.	
Self-Storage	3 spaces, plus 1 space/100 units	
Warehousing, Indoor	1 space/4,000 s.f. gross floor area plus parking for office floor area per this Table	Section 20.340.040.C
Water Treatment and Filtering Services	To be determined at time of Site Development Plan Review	
Wholesale, Processing, and Distribution	1 space/4,000 s.f. gross floor area; or 1 space for each employee and employer, whichever is greater.	
<b>Transportation, Communication &amp; Utility Uses(2)</b>		
Antenna or Communication Facility	No parking required; sufficient usable on-site area shall be provided for employee/service agents and loading activities	
Non-Public Antenna or Communication Facility	To be determined at time of application review.	
Parking; Fleets	No parking required	
Public Utilities		
Transportation Dispatch Only	1 space/500 s.f.; plus 1 space/commercial vehicle	
Transportation Dispatch, Fleet Usage		
<b>Recycling Facilities</b>		
Small Collection Facility	1 space/500 s.f.; plus 1 space/bin	
Large Collection Facility		
Small Processing Facility	1 space/400 s.f. gross floor area	
Large Processing Facility		
Reverse Vending	2 spaces	

( Ord. No. 2021-1512 , § 2(Exh. B), 1-11-22)

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(Supp. No. 8, Update 3)

F. Mixed Use Parking Requirements

Table 20.340-2  
Mixed Use Parking Requirements

Land Use	Minimum Required Vehicular Parking	Minimum Required Motorcycle Parking	Minimum Required Bicycle Parking
<b>Residential</b>			
Studio	1 space/unit	0.1 space per studio	0.5 space per studio
1 Bedroom Unit	1.25 space /unit	0.1 space per unit	0.5 space per unit
2 Bedroom Unit	1.75 spaces/unit	0.1 space/unit	0.75 space/unit
3+ Bedroom Unit	2.0 spaces/unit	0.1 space/unit	1 space/unit
<b>Senior Housing</b>	0.8 space/unit	0.1 space/unit	0.5 space/unit
<b>Live-Work Units</b>	≤ 2,000 s.f.: 1 space > 2,000 s.f.: 2 spaces	0.25 space/1,000 s.f. per unit 0.25 space/1,000 s.f. per unit	.75 space/1,000 s.f. per unit .75 space/1,000 s.f. per unit
<b>Non-Residential</b>	1 space/350 s.f.	0.75 space/1,000 s.f. per unit	.75 space/1,000 s.f. per unit
<b>Restaurants</b>			
Sit-down	1 space/120 s.f.	1 space/1,000 s.f.	1 space/500 s.f.
Take-out	1 space/150 s.f.	0.25 space/1,000 s.f.	1 space/2000 s.f.

G. Additional Multifamily Requirements

1. Residential projects and Mixed Use projects with residential components that provide required uncovered parking shall assign parking spaces by dwelling unit. Spaces shall be clearly marked to denote assigned parking. For the convenience of tenants and guests, parking spaces shall be located as close as possible to the unit or common facility it is intended to serve. The project applicant shall submit a Parking Management Plan during the Site Development Plan Review.
2. Required guest parking shall be provided, per the requirements in Table 20.340-1 and shall be clearly marked. Guest parking need not be in addition to required residential parking when parking spaces are not assigned.
3. Parking spaces adjacent to non-residential tenants shall be clearly marked for customer parking and shall not permit residential assigned parking.
4. All permanent, assigned, and unassigned spaces must be full sized spaces, nine (9) feet wide by eighteen (18) feet long. Unassigned spaces are permitted to include compact spaces, evenly distributed throughout the project.

H. **Drive-Through Facilities/Stacking Capacity.** For drive-through facilities that permit transaction of business directly with customers within a motor vehicle, the minimum length provided per vehicle for stacking capacity of vehicles in a drive-through service lane shall be twenty-five (25) linear feet. The total stacking capacity required shall be determined through CUP review and approval.

I. **Prohibited Uses and Exceptions**

1. **Daycare or Commercial Child Daycare.** Required parking may be reduced per the standards of Table 20.340-1 where adequate drop-off facilities are provided.

a. Drop-off facilities shall be designed to accommodate a continuous flow of vehicles to safely load and unload children. Adequacy will be determined by the approval authority during project application review.

2. **Overnight Parking.** Outside overnight parking is prohibited for vehicles associated with repair activities and fueling/service stations.

J. **Permitted Off-Site Parking.** Off-site parking may be used to comply with the required off-street parking, subject to the provisions of Section 20.340.080 (Off-Site Parking Alternatives).

(Ord. No. 2022-1527 , § 2(Exh. A), 10-25-2022)

**Section 20.340.050 Off-Street Parking Size and Location**

Every use shall provide the required off-street parking spaces in accordance with the location and dimensional requirements in this Section.

A. **Vehicular Parking and Driveway Sizes.** Table 20.340-4 regulates minimum off-street space dimensions and drive aisle requirements for various angles of parking. See Figure 20.340-1 that graphically supplements Table 20.340-4.

**Table 20.340-4  
Parking Dimensions Table**

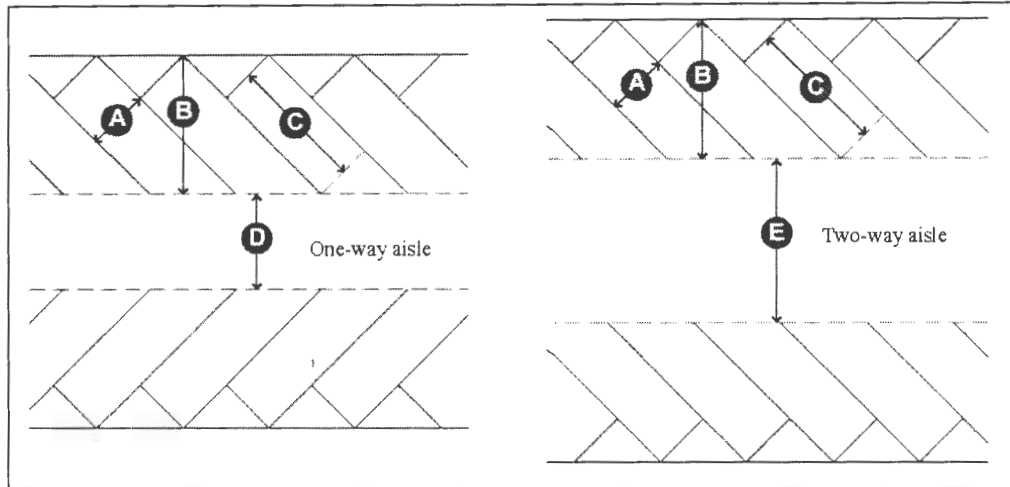
Angle	A	B <sup>1</sup>	C <sup>2</sup>	D	E
	Space Width	Space Depth	Space Length	One-Way Aisle Width	Two-Way Aisle Width
<b>Standard Vehicle</b>					
Parallel <sup>2</sup>	9' 0"	9' 0"	22' 0"	12' 0"	20' 0"
30°	9' 0"	18' 0"	20' 0"	12' 0"	24' 0"
45°	9' 0"	20' 6"	20' 0"	14' 0"	24' 0"
60°	9' 0"	22' 0"	20' 0"	18' 0"	24' 0"
Perpendicular	9' 0"	18' 0"	18' 0"	24' 0"	24' 0"
<b>Compact Vehicle<sup>4</sup></b>					
Parallel <sup>3</sup>	8' 6"	8' 6"	20' 0"	12' 0"	20' 0"
30°	8' 6"	15' 6"	16' 0"	12' 0"	24' 0"
45°	8' 6"	17' 0"	16' 0"	14' 0"	24' 0"
60°	8' 6"	18' 0"	16' 0"	18' 0"	24' 0"
Perpendicular	8' 6"	16' 0"	16' 0"	24' 0"	24' 0"

Notes:

Measured perpendicular to aisle.

2. The paved parking space length may be decreased by up to 2 feet by providing an equivalent vehicle overhang into landscaped areas, or other paved walkways.
3. End spaces may be reduced to 18 feet.
4. Compact spaces shall not exceed the overall number of required parking spaces in Section 20.340.060.I.

**Figure 20.340-1 Parking Dimensions Figure**



- B. **Minimum Vertical Clearances.** Vertical clearance for all standard parking spaces, including entrances, shall be a minimum of seven (7) feet, except the front three (3) feet of a parking space in an enclosed garage in a residential Zone may have a vertical clearance of four (4) feet.
- C. **Minimum Drive aisle and Driveway Widths.** Drive aisle widths in parking areas shall comply with the minimum requirements specified in Table 20.340-4. Residential garages shall reference subsection H, below. Shared driveway access with adjacent lots is encouraged, provided the following requirements are met:
  1. The driveway is directly adjacent to a shared property line;
  2. An easement for the use of the driveway is obtained;
  3. The driveway width is adequate to serve the additional number of vehicles to be served.
- D. **Driveway Entrances.** Parking lot driveway entrances shall be located in a manner to coordinate with future median openings and shall line up with opposite side driveway entrances. Location criteria shall be per the City's Urban Street Design Criteria or its successor and shall be to the satisfaction of the City Engineer.
- E. **Sufficient Vehicular Maneuvering Area, Access, and Circulation.** The following standards are provided to ensure suitable maneuvering and circulation for parking lots or loading areas accessed from a public street or alley:
  1. All access and circulation shall facilitate vehicles entering and exiting a facility or lot without backing up into a public street, reentering a public ROW, or making other hazardous turning movements, including trucks, solid waste, emergency, and other public service vehicles.
  2. If such circulation, described in paragraph A is not possible, a turnaround area shall be provided, subject to the requirements of the San Marcos Fire Department or City of San Marcos Engineering Division.

3. Traffic controls at ingress and egress points and directional arrow markings on the pavement may be required, as determined to be necessary by the City for public safety.
- F. **Parking Location.** Off-street parking shall be provided in a paved parking area, building, as follows:
1. **Residential Development.** All off-street parking for residential uses shall be located on the same site as the uses they are intended to serve, but shall not be located within a required front or corner side setback, except as otherwise provided in this chapter.
  2. **Multifamily Residential within Mixed Use Development.** At least one (1) space for each residential unit shall be located on-site; other required parking spaces may be located off-site, subject to the standards for off-site parking in Section 20.340.080 (Off-Site Parking Alternatives) and the following standards.
    - a. Residential parking garages shall be located adjacent and behind the building elevation.
    - b. Surface parking for commercial uses shall be located adjacent to or behind buildings and is prohibited at street corners, unless otherwise approved by the City at the time of site development review.
  3. **Non-Residential Development within Mixed Use.** Parking required to serve non-residential uses may be on the same or different site as the uses served, subject to complying with the standards for off-site parking in Section 20.340.080 (Off-Site Parking Alternatives).
- G. **Design Exceptions.** Where an applicant can demonstrate to the satisfaction of the approval authority that exceptions on the dimensions, otherwise required by this Section, are warranted in order to achieve environmental design and sustainable building objectives (i.e., certification under the LEED™ Green Building Rating System or an equivalent), specific parking area design variances may be approved by the Director.
- H. **Garage Standards.** Consistent with the standards of Chapter 20.215 (Residential Zones), garages within the R Zones shall conform to the standards and regulations of Table 20.340-5. All garages and parking spaces shall be constructed concurrently with the dwelling unit prior to occupation.

**Table 20.340-5  
Garage Development Standards**

Home Type	Garage/Space Type	Minimum Dimension Requirements	Additional Regulation(s)
<b>Residential and Agricultural Zones</b>			
≤3,000 s.f. dwelling unit	Attached 2 Car	20 feet x 20 feet (400 s.f.) interior minimum	Shall be constructed out of the same materials as the principal dwelling structure on the lot or parcel.
≥3,001 s.f. dwelling unit	Attached 3 Car	20 foot depth required, 640 s.f. interior minimum	Third space may be tandem; no required portion shall be eligible for garage conversion
<b>R-2/R-3 Zone</b>			
Rental	Single unit-assigned parking space	12 feet x 20 feet (240 s.f.) interior minimum	Space shall be covered and assigned

Ownership	Single enclosed garage space	12 feet x 20 feet (240 s.f.) interior minimum	Automatic garage door required
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- I. **Compact Car Spaces.** Compact car spaces may be permitted in accordance with the following standards:
1. **Dimensions.** Spaces shall be the minimum size specified in Table 20.340-4.
  2. **Designation of Parking.** "Compact" shall be clearly marked on the pavement or curb to designate spaces.
  3. **Distribution of Spaces.** When included, compact spaces shall be distributed throughout the parking area, and shall not be provided disproportionately near building(s).
  4. **For Industrial and Office uses.** Parking lots of thirty (30) or more spaces shall be permitted to include compact spaces for up to twenty percent (20%) of total required spaces.
  5. **For Uncovered Multifamily Parking and Guest Parking.** Compact parking spaces shall be permitted for up to twenty percent (20%) of the total required spaces. All garage dimensions shall conform to standards of Section 20.340.060.H (Garage Standards), and compact spaces shall not be used to count toward requirements for covered spaces. Compact spaces shall not count toward required single-family residential parking spaces.
  6. **Other Land Uses.** Land uses not identified in Section 20.340.040 (Required Number of Parking Spaces) with parking lots of thirty (30) spaces or more shall be permitted to include compact spaces for up to twenty percent (20%) of total required spaces.
- J. **ADA Compliant Parking Spaces.** ADA compliant parking spaces shall be provided on-site for each land use and/or development in accordance with the following standards:
1. Designated ADA parking spaces shall be provided in compliance with state law (Title 24) and the California Vehicle Code (Section 22507.8), including required number of parking spaces and design requirements.
  2. Parking spaces and loading/unloading areas shall be reserved for the life of the approved land use.
  3. Designated parking shall be visibly marked with blue paint and appropriate signage, per state requirements.
- K. **Electric/Alternative Fuel Vehicle Parking.** Electric/alternative fuel vehicle parking and charging stations shall be provided in accordance with the following standards. Charging station levels are defined in Chapter 20.600 (Definitions).
1. **Number of Spaces Required.**
    - a. All multi-family residential and non-residential projects are required to provide 5% of their required spaces as Electric Vehicle charging stations (Level 2 or better). Projects that emit fewer than 500 MT of carbon dioxide equivalent annually are exempt from this requirement, as identified in the City's Climate Action Plan Consistency Review Checklist.
    - b. All residential and non-residential Electrical Vehicle parking must comply with the requirements of Chapter 17.28 of this Municipal Code and the California Green Building Standards Code.

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2. **Permit Requirements.** All applicable electrical and building permit requirements, restrictions and inspections shall apply to the construction of charging/exchange stations. Charging stations/spaces:
    - a. Shall be posted with signage indicating the space is only for Electric Vehicle charging purposes. Days and hours of operations shall be included if time limits or tow away provisions are to be enforced by the owner. Information identifying voltage and amperage levels or safety information must be posted.
    - b. Should be sited within parking areas to discourage non-electric vehicle use.
    - c. Shall not interfere with on-site parking or pedestrian circulation.
    - d. Shall be maintained in functioning order in all respects.

(Ord. No. 2023-1529 , § 3(Att. A), 2-28-2023)

## Section 20.340.060 Parking Lot Improvement Standards and Other Parking Layouts

### A. Parking Lot Improvement Standards.

1. **Pavement Surfacing.** All circulation, loading, ingress and egress, and off-street parking areas shall be surfaced with an asphaltic or cement concrete paving, designed to withstand repeated vehicular traffic. Other paving material may be used, such as pervious surfaces, subject to the approval of the Director and/or City Engineer.
  - a. All surface water runoff shall be conveyed into a public ROW or storm drain or directed into planting areas. Drains shall be provided in accordance with the specifications of the City Engineer. Runoff shall be treated per the requirements of the latest NPDES permit prior to entering the public ROW or storm drain.
2. **Striping.** All parking spaces (with the exception of single-family garages or carport) and, when required, aisles, loading Zones, pedestrian walks and crossings, visitor parking, and fire lanes shall be striped or otherwise designated to provide safe access, circulation, and parking.
  - a. Pavement markings and other distinctions shall be maintained in a visible and legible manner.
3. **Bumper Guards or Wheel Stops.** Bumper guards or wheel stops shall be provided in such a manner as to ensure that no portion of any parked vehicle shall touch any wall, fence, building or project beyond any lot lines bounding a parking area facility.
4. **Landscaping Requirements.**
  - a. Except those areas devoted to driveways and/or pedestrian walkways, all off-street parking areas or structures abutting a public street or sidewalk shall be bound by a planting strip or appropriate permeable drainage treatment with minimum widths established by Site Development Plan Review standards or permit application review and shall comply with the American with Disabilities Act standards. The design shall include a method to ensure separation between landscaping and vehicle.
  - b. In addition to the requirements of paragraph 4.a above, for any required parking area of more than ten (10) spaces, landscaping shall be installed and maintained as follows:
    - i. Landscaped areas shall be evenly dispersed throughout the parking lot and shall include a combination of trees, shrubs, and ground cover, emphasizing drought-tolerant landscaping.
    - ii. Parking lots shall be required to provide trees for shade at a minimum of one (1) tree for every five (5) parking spaces, in planters or landscaped islands evenly distributed

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throughout the parking lot. Trees shall be selected from the City's approved planting list, shall be a minimum twenty-four (24)-inch box size, and designed to achieve a goal of fifty percent (50%) shade requirement within fifteen (15) years of planting.

- iii. Tree planters shall have a minimum interior dimension of five (5) feet and/or shall be sized to accommodate the selected species of tree growth. To increase the parking lot landscape area, a two (2)-foot landscaped overhang area may be provided as part of the eighteen (18)-foot minimum length of a parking space, provided the total depth of such overhang area is in accordance with the specifications of Table 20.340-4. Such overhang area shall not be considered as part of the landscaping requirement. In no case shall such overhang be considered part of a required walkway or sidewalk width.
  - iv. Landscape irrigation shall be provided per the requirements of Chapter 20.330 (Water Efficient Landscape Standards).
  - v. Parking area landscaping requirements may be reduced if a developer provides substitute open areas as approved by the Director. Substitute areas may include reflection pools, lawns, and similar landscape features.
5. **Pedestrian Walkways and Bicycle Paths.** To ensure public safety and convenience, internal circulation and connections shall be created between a project and street and parking areas to address the needs of pedestrians, bicyclists, and vehicles and shall be designed to comply with the American with Disabilities Act and the following other standards:
- a. Parking lots should provide direct, continuous, and safe path(s) between the parking area and public entrance of a building or use to minimize pedestrian conflicts with vehicles.
  - b. Where pedestrian and/or bicycle paths parallel the side of a building or use with a public entry, pedestrian walkways shall be provided at a minimum interval of seventy-five (75) feet.
  - c. Pedestrian and bicycle paths within parking lots or intersecting vehicular driveways shall be clearly distinguished using pavement markings, signage, planter areas, fences, raised curbs at a minimum of six (6) inches high, or other methods that ensure these routes are visible to drivers and require vehicles to yield to pedestrians and bicyclists.
  - d. Vehicular drives and aisles shall not be permitted to intersect a bicycle path at intervals of less than eighty (80) feet.
  - e. Bicycle paths and pedestrian walkways shall not be required in private parking lots in industrial, warehouse, and manufacturing uses, or for other developments requiring less than ten (10) off-street parking spaces, if deemed unnecessary by the City.
6. **Lighting.** Lighting fixtures in parking areas, access drives, and internal vehicular circulation shall be directed and shielded so as not to illuminate surrounding properties and shall comply with the following standards, as verified through a photometric study.
- a. Lighting shall comply with the City's standards.
  - b. Parking lot illumination levels shall achieve a uniform ratio of three to one (3:1) (average to minimum) and maintain an average of one (1) foot candle, with a minimum of one-half (1/2) foot candle.
  - c. Parking garages shall achieve and maintain uniform lighting at a minimum of three (3) foot candles.
  - d. Perimeter lighting, not affiliated with the lighting of parking lots, shall not exceed one-half (1/2) foot candle at any point along the property line of the subject or adjacent parcel.

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7. **Parking Area Screening.**
    - a. Parking lots shall be screened from major public streets and adjacent residential land uses with plants, trees, low walls, fences, berms, or grade changes that are a minimum of forty-two (42) inches in height.
    - b. Interior property lines between parking lot areas and an existing or proposed residential development shall require a six (6)-foot-high decorative masonry wall or street trees.
  8. **Maintenance.** Refer to Section 20.340.030.B (Required Availability and Maintenance) for parking area maintenance requirements.
  9. **Parking Locater Signs.** Signage clearly identifying the location of parking lots shall be required where parking garages or parking lots are provided that serve off-site uses. See Section 20.340.080 (Off-Site Parking Alternatives) for further requirements and affiliated parking scenarios.
  10. **Alternative Energy Systems.** Non-commercial alternative energy systems (solar and wind) including the provision of solar panels on parking lot shade structures or carports are permitted as an accessory use in all non-residential, R-2, and R-3 Zone parking areas subject to Site Development Plan Review. See Chapter 20.450 (Renewable Energy).
- B. Additional Improvement Standards for Multifamily Residential and Mixed Use Developments.** Parking improvement standards for multifamily residential and mixed use developments shall comply with the standards in this Section and the following design standards:
1. The design and materials used for covered parking structures shall be compatible with the design of the main structure on the property.
  2. Metal carports with decking for roofs shall be prohibited. Metal posts painted to match the color scheme of the project may be acceptable, but shall not be located within the designated area of the parking space and cannot be counted as part of the required parking stall width. Trees, lattice/trellis structures and/or decorative masonry walls shall be incorporated as part of carports to minimize visual impact.
  3. Solutions that minimize the visual impact of residential and commercial driveways shall be used including shared driveways, alley access, or other design approaches that minimize the number and width of driveways and curb cuts.
  4. Surface parking shall be divided into smaller, landscaped lots or courts with defined pedestrian connections, landscaping, and shade trees.
  5. There shall be a ratio of at least one (1) tree for every seven (7) parking spaces throughout or adjacent to open and covered parking areas. Rows of parking stalls, either open or covered, shall be broken up by a tree planting approximately every seven (7) spaces.
  6. Reduction of parking stall size shall be allowed to be reduced by two and one-half (2.5) feet if:
    - a. The two and one-half (2.5) feet gained (by use of a parking stall overhang) shall be incorporated into adjacent landscaping areas.
    - b. For angled parking, the triangular space at the head of each stall shall be landscaped (as a planter when abutting a sidewalk or incorporated into adjacent landscaped strips).
  7. The more efficient ninety (90)-degree parking arrangement shall be used when possible, so as to minimize parking lot area.
  8. Dwelling units and parking/driveway areas shall have a minimum five (5)-foot landscaped separation, but, in general shall be located as far apart as possible.

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- C. **Tandem Parking.** Tandem parking shall be permitted for multifamily housing components of mixed use projects, and daycare homes, subject to approval of a DP.
1. **Tandem Parking for Mixed Use Projects.** For the residential components of mixed use project, the following conditions shall be met for tandem spaces:
    - a. Tandem spaces are required to be assigned for the same dwelling unit.
    - b. Up to ten percent (10%) of the total off-street parking spaces provided may incorporate tandem parking.
    - c. The minimum dimension for two (2) parking spaces in tandem shall be nine (9) feet in width by thirty-four (34) feet in length.
- D. **Tuck Under Parking.** Tuck under parking shall be subject to the following requirements:
1. Parking is restricted to an alley or the rear forty percent (40%) of the site.
  2. Parking spaces shall not be visible from the street or from an adjacent property.
- E. **Parking Structures.** Parking structures, above or below grade, shall be subject to CUP approval by the Planning Commission when no other entitlement is required. All parking structures shall comply with the following requirements.
1. Parking structures shall be subject to applicable regulations in this section and to the regulations for main buildings and accessory structures, including setback requirements.
  2. Transition ramps, which are also used as back-up space for parking stalls shall have a maximum slope of five percent (5%). The maximum slope for transition ramps with no adjacent parking spaces shall be ten percent (10%). A ramp used for ingress and egress to a public street shall have a transition section at least sixteen (16) feet long and a maximum slope of five percent (5%).
  3. Parking structures with more than three hundred (300) spaces shall provide secondary circulation ramps and additional ingress and egress if deemed necessary by a traffic study prepared by a state registered traffic engineer.
  4. All parking structures shall be architecturally compatible with existing or proposed structures and shall be subject to review and approval during the Site Development Plan Review process. The following factors shall be considered while reviewing a proposal: bulk, scale, proportion, building materials, colors, signage, architectural features, and landscaping. The design and location of the parking structure should be screened by the main building if possible.
  5. Parking structures shall be provided with a minimum ten (10)-foot-wide perimeter landscape planter at ground level. Parked cars shall be screened on each level through landscape planters or trellises and/or decorative screening wall or railings.
  6. Parking structures shall be designed with smart technology systems, subject to approval by the City.
- F. **Valet Parking.** Valet parking for restaurants within Mixed Use projects may be authorized through a CUP as a means of satisfying up to one hundred percent (100%) of applicable off-street parking requirements, subject to satisfying the approval criteria for Off-Site Parking in Section 20.340.080.A (Off-Site Parking Criteria).

### Section 20.340.070 Off-Site Parking Alternatives

Where use of off-site parking is authorized to satisfy the parking requirements of this chapter, parking shall be provided by one (1) or more alternatives in this section, in accordance with the following requirements:

- A. **Off-Site Parking Criteria.** Off-site parking options may be permitted through Site Development Plan Review, or Director Permit, subject to the following standards:

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1. **Parking Distance.** Off-site parking spaces must be located no farther than eight hundred (800) feet of the primary entrance to a site and provide a traversable pedestrian route that complies with Title 24 and ADA standards, not more than six hundred (600) feet in length, over and along public streets or walkways or permanently established easements between the parking site and the buildings or structures they serve.
  2. **Improvement Standards.** All off-site parking spaces shall conform to the same standards for access, configuration, layout, size, etc. as is required for off-street parking in this chapter.
  3. **Off-Site Parking Agreement.** An agreement in a form satisfactory to the City Attorney, providing for the use of the off-site parking area, executed by the owner/tenants or other parties involved must be approved and guarantee the long term availability of the parking, commensurate with the uses they serve. Off-site parking privileges shall continue for as long as this binding agreement remains in force.
- B. **Collective Parking.** Collective parking may be permitted where appropriate locations are identified for commercial or industrial Zones serving two (2) or more buildings or uses. Collective parking may be approved per the following requirements:
1. Total parking spaces provided shall not be less than the sum of the requirements for the individual uses served, as identified by Table 20.340-1, unless a DP is approved.
  2. Parking facilities on adjoining lots may share access points and driveways, subject to a recorded covenant for the properties on which the facilities are located.
  3. A covenant or agreement establishing the long-term availability, maintenance, and use of the collective parking area(s) shall be executed by all parties involved and approved by the City. Collective parking privileges shall continue in effect for as long as the parking agreement remains in force. If the collective parking agreement lapses or is no longer valid, then parking must be provided for each use on-site, as required by this chapter.
- C. **Shared Parking.** Shared parking allows reduction of parking spaces for any site development or adjacent parcels proposing two (2) or more land uses where the hours of operation for the uses allows shared use of parking spaces to occur without conflict. Parking reductions are permitted, subject to the following standards:
1. Approval of a Site Development Plan, or DP, supported by a shared parking study, accompanied by the following findings:
    - a. Land uses/buildings participating in the shared parking program demonstrate different parking profile demands;
    - b. Parking spaces designated for shared parking are not otherwise committed to satisfying parking requirements for some other use at similar times;
    - c. Spaces are located within six hundred (600) feet of the use to be served and comply with the distance requirements, above, in Section 20.340.080.A (Off-Site Parking Criteria).
  2. A parking management plan that includes a shared parking study, citing Urban Land Institute (ULI) accepted ratios or an equivalent source to be approved by the Director, is required as part of the DP application to clearly define and achieve projected shared parking.
    - a. Base parking requirements shall be calculated as the sum of the requirements for each land use, per the requirements of Table 20.340-1.
    - b. When different land uses share a common parking footprint, the total number of spaces required to support the collective uses will be determined by parking profiles rather than by individual peak ratios.

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- c. Review and approval of shared parking studies and associated parking management plan(s) will be at the discretion of the applicable approval authority.
  3. A shared parking agreement establishing the long-term availability, maintenance, and spaces required, commensurate with the use of the facility, shall be approved and recorded by the City. Shared parking privileges will continue in effect for as long as the agreement remains binding on all parties. If a shared parking agreement lapses or is no longer valid, then parking must be sufficiently provided for each use, as required by this chapter.
- D. **"Park Once" Program.** Establishment and participation in a "Park Once" program may be used to comply with off-street parking requirements, in accordance with the following standards:
1. A "park once" parking strategy may be established for mixed use sites in a City-owned parking lot, parking assessment district, or other areas where opportunities exist to provide a centralized parking area, within a walkable distance of 1,320 feet of adjoining businesses and uses that encourages patrons to park once and walk to their destinations.
  2. A parking management plan shall be required to define the parking demand needs of participating sites or areas, proposed uses and/or programs, site or parking characteristics, walkability, transit opportunities, and other factors that support the development of the program.
  3. A covenant or agreement establishing the long-term availability, maintenance, and use of the parking area(s) used in the park once program or parking assessment district shall be executed by all parties involved and approved by the City. Collective parking privileges shall continue in effect for as long as the parking agreement remains in force. If the collective parking agreement lapses or is no longer valid, then parking must be provided for each use on-site as required by this chapter.
- E. **In-Lieu Fees.** The owner/tenant of any property upon which a development project is proposed, adjacent to a City parking facility or within a parking assessment district may meet their off-site parking requirements, established in Table 20.340-1 through payment of an in-lieu fee, subject to the following standards:
1. **Criteria.** The reviewing authority must make the following findings:
    - a. An existing or planned parking facility exists within six hundred (600) feet of the site.
    - b. There is available planned parking capacity to offset parking demands.
    - c. The parking will be available when the project is ready for occupancy.
  2. **Within a Parking Assessment District.** Parking may be provided by payment of an in-lieu fee to a parking assessment district, if a separate fund has been established for the collection of in lieu fees to be used to provide new or improved parking spaces in a participating district.

### Section 20.340.080 Bicycle Parking

- A. **Applicability.** Bicycle parking facilities shall be provided per Table 20.340-6 and the standards in this section. Bicycle parking facility classifications are defined in Chapter 20.600 (Definitions) and in the TDM Policy.
1. Stand alone building below the thresholds for required bicycle parking in Table 20.340-4 are not required to provide bicycle parking. 2. Where two (2) or more small uses exist in a single building below the thresholds for required bicycle parking, Table 20.340-6, they are encouraged to provide one (1) bicycle space per tenant and group.

- B. **Minimum Bicycle Parking Requirements.** Bicycle parking spaces shall be provided in compliance with the minimum requirements in Table 20.340-6 and the standards that follow.

**Table 20.340-6  
Minimum Bicycle Spaces Required by Land Use**

<b>Building Type</b>	<b>Required Bicycle Parking<sup>(1)</sup></b>	<b>Minimum Spaces</b>	<b>Type Required</b>
Single-family detached units	None	0	N/A
Single-family attached units	None	0	N/A
Multifamily units including units in mixed use projects <sup>(2)</sup>	1 space/5 attached units	No minimum	Secure and weather protected 100% Class I lockers, including garages or accessible indoor areas; or Class II racks with direct access to residential buildings and entries
Mixed Use	Refer to bicycle parking requirements for Mixed Use in Section 20.340.040.F, Table 340-2	No minimum	<b>Residential Uses:</b> 100% Class I lockers, including garages or accessible indoor areas; or Class II racks with direct access to residential entries <b>Non-Residential Uses:</b> 25% Class I; 75% Class 2
Commercial	1 space/5,000 s.f. gross floor area	2	25% Class I; 75% Class 2
Office	1 space/10,000 s.f. gross floor area	2	25% Class I; 75% Class 2
Retail	1 space/7,500 s.f. gross floor area	2	25% Class I; 75% Class 2
Industrial	1 space/10,000 s.f. gross floor area	2	25% Class I; 75% Class 2

**Notes:**

1. Fractions over 0.5 shall be rounded up to the nearest whole number.
2. Shall apply to all units in an R-3 Zone, attached PRD units in any R Zone, Specific Plan areas and Mixed Use zones.

1. **Design.** Bicycle parking facilities shall be designed to the following standards and installed in a manner that allows adequate spacing for bicycle use and access:
  - a. Designed so as not to cause damage to bicycles.
  - b. Consist of racks or lockers anchored so they cannot be easily removed and of solid construction to resist rust, corrosion, hammers, and saws.
  - c. For Class II facilities, allow both bicycle frame and wheels to be locked using a standard U-lock.

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- d. Each bicycle parking space shall be no less than six (6) feet by two (2) feet wide and provide a minimum of two (2) feet behind the bicycle or adjacent to the nearest wall for access.
2. **Location.** The following provisions regulate the location of bicycle parking:
    - a. Bicycle parking shall be located in close proximity to public entrances and other high activity areas or highly visible, active, well-lit areas and shall not interfere with a public ROW or pedestrian movement. If the parking is not visible from the sidewalk, a sign directing bicyclists to the parking location shall be posted.
    - b. A parcel or development with multiple buildings is permitted to group all required bicycle parking into a single location, subject to Site Development Plan Review.
    - c. When located within a parking area, spaces shall be protected by curbs, fences, planters, bumpers, or similar barriers to protect bicycles from damage by motor vehicles.
  3. **Feasibility.** Where the provision of bicycle parking is physically not feasible, the requirements of this section may be modified by the Director or applicable approval authority.

### **Section 20.340.90 Truck Loading and Unloading Areas Loading Space Requirements and Design Standards**

- A. **Applicability.** Loading and unloading areas permanently reserved and maintained for the temporary parking of commercial vehicles for the loading or unloading of merchandise or materials, providing adequate ingress and egress from a public ROW or alley.
- B. **Minimum Loading Space Requirements.** Loading spaces shall be provided and maintained on the same lot with every building in any commercial, mixed use, or industrial Zones per the minimum requirements of Table 20.340-7 and the standards in this section.
  1. For developments with 3,000 square feet of gross floor area or less, loading spaces shall be a minimum of ten (10) feet by twenty (20) feet, with twelve (12) feet of vertical clearance; exceptions to the vertical clearance requirement may be permitted within an enclosed parking garage, subject to City approval.
  2. For developments with more than 3,000 square feet gross floor area:
    - a. the first loading space shall be a minimum of twelve (12) feet by thirty (30) feet, with fourteen (14) feet of vertical clearance;
    - b. all additional loading spaces shall be a minimum of ten (10) feet by twenty (20) feet, with twelve (12) feet of vertical clearance;
    - c. exceptions to the vertical clearance requirement may be permitted within an enclosed parking garage, subject to City approval.
  3. Additional width shall be provided where loading spaces are adjacent to a building along the length of the space. Additional loading sizes shall be permitted as pertinent to the loading needs of the use or building.
  4. No more than three (3) loading spaces shall be required for any use or building despite gross floor area size.
  5. All loading space shall have adequate ingress and egress, as approved by the City.

**Table 20.340-7  
Minimum Loading Spaces Required**

<b>Land Use Category</b>	<b>Loading Spaces Required<sup>(*)</sup></b>
<b>Residential Uses</b>	
Residential Care Facility	1 loading space/20,000 s.f. gross floor area
<b>Recreation, Education, and Public Assembly Uses</b>	
Entertainment/Recreation Uses	1 loading space/25,000 s.f. gross floor area for uses/buildings 12,500 s.f. or larger
Educational Institution (All Types)	2 loading spaces
Family Child Care Homes (< 14 children)	None
Daycare or Commercial Child Daycare	1 loading space for uses 10,000 s.f. or larger
Public, Quasi-Public, and Public Assembly	1 loading space/20,000 s.f. gross floor area for buildings/uses 10,000 s.f. or larger
Conference/Convention Center	To be determined at time of Site Plan Review
<b>General Retail Uses</b>	
All Uses not listed below	1 loading space/25,000 s.f. gross floor area; 1 space minimum
Automotive Sales and Service	1 loading space/40,000 s.f. gross floor area; 1 space minimum
Food Service	1 loading space/25,000 s.f. gross floor area for uses/buildings 12,500 s.f. or larger
Dry Cleaning or Laundry Plant	1 loading space/10,000 s.f. gross floor area; 1 loading space minimum
Merchandise Sales/Showrooms	1 loading space/40,000 s.f. gross floor area; 1 loading space minimum
Market (Any type) & Liquor Stores	0—40,000 s.f. gross floor area: 1 loading space; >40,000 s.f. gross floor area: 1 loading space/25,000 s.f.
Merchandise Sales, New Retail	1 loading space/25,000 s.f. gross floor area; 1 space minimum
Merchandise Sales, Used/Pawn	1 loading space/40,000 s.f. gross floor area; 1 space minimum
Wholesale business	1 loading space/40,000 s.f. gross floor area; 1 space minimum
Hotels/Motel	2 loading spaces
<b>All Services</b>	
All Uses not listed below	1 loading space/25,000 s.f. gross floor area for buildings/uses 10,000 s.f. or larger
Hotels/Motel	2 loading spaces
Office; Medical and Dental	1 loading space/20,000 s.f. gross floor area for buildings/uses 10,000 s.f. or larger
Urgent Care/Hospital	1 loading space/10,000 s.f. gross floor area
Animal Related Uses	1 loading space for uses 10,000 s.f. or larger
<b>Industrial, Manufacturing, and Processing Uses</b>	
All Uses (Indoor or outdoor)	1 loading space/40,000 s.f. gross floor area; 1 space minimum for buildings/uses larger than 10,000 s.f.
<b>Transportation, Communication, and Utility Uses</b>	

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Antenna or Communication Facility	None. Sufficient usable on-site area shall be provided for loading activities
<b>Other Uses</b>	
Similar Conforming Uses	Loading will be required per "similar" land use listed in this Table as deemed appropriate by the Director

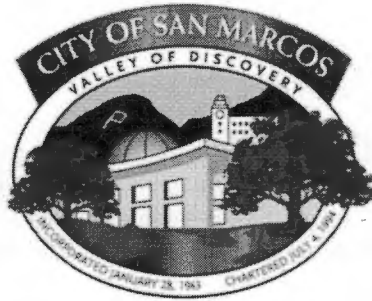
**Note:**

\* The maximum number of loading spaces required for any building or use regardless of size shall be three (3) spaces.

6. All loading facilities and maneuvering areas shall be on-site and designed so that vehicles do not back in from or onto a public street and maneuvering, loading, or unloading of vehicles does not interfere with the movement of traffic and pedestrians on the street.
7. All loading spaces, in connection with any existing building or use, shall be maintained so long as said building remains, unless an equivalent number of spaces are provided on a continuous lot in conformity with the requirements of this article, provided that this regulation shall not require the maintenance of more loading space than is hereby required for a new building, nor the maintenance of such space for any type of main building other than those specified.

**C. Required Location of Loading Spaces.** The following standards apply to the location of loading areas:

1. Lots abutting upon a street. Loading areas in the front of the building or facing front setbacks shall be prohibited unless there are no other ingress or egress points provided within sixty (60) feet of the lot frontage. The preferred location of all service, loading and dock areas, trash and truck parking areas is at the rear of buildings, out of public view from adjacent roadways, when possible.
2. Lots abutting upon an alley. Loading space abutting an alley shall adjoin or have direct access from said alley. The length of the loading space shall be measured perpendicular to or parallel with the center line of the alley. Where such loading is parallel with the alley, the loading space shall extend across the full width of the lot, except that if only two (2) spaces are required, the length of the loading area shall not exceed fifty (50) feet.
3. Screening of loading spaces. Areas for loading and unloading shall be designed to avoid potential adverse noise, visual, and illumination impacts on neighboring residences. Height shall screen loading activities.
  - a. Any loading space or areas visible from a street shall be screened on three (3) sides by a fence, hedge, or wall at a height that will fully screen loading activity and shall be designed to be compatible with the primary structures and on-site landscaping.
  - b. Dense vegetative hedges, combined with decorative six (6)- to eight (8)-foot-high walls are the preferred screening method.
4. Prohibited parking areas. Truck parking shall be prohibited:
  - a. Within the freeway frontage or other public or private roads.
  - b. Within access easements and driveways other than for loading and unloading purposes.
  - c. Within the front setback.
5. Truck and/or delivery truck washing shall be prohibited within those areas that have direct visibility from State Route 78.



**EXHIBIT A**

**CHAPTER 20.350 CLEAN VERSION**

## CHAPTER 20.350 TRANSPORTATION DEMAND MANAGEMENT

### 20.350.010 Purpose of Chapter.

This Chapter establishes Transportation Demand Management (TDM) Ordinance with the goals of lessening traffic impacts by reducing vehicle miles traveled (VMT) in the City and the region and facilitating the use of alternative modes of transportation by residents, tenants, employees and visitors. The TDM Ordinance also implements the Greenhouse Gas emissions reduction measure of the City's Climate Action Plan.

### 20.350.020 Incorporation of Transportation Demand Management Policy by Reference.

The City Manager or their designee shall establish and maintain the rules, procedures, and additional requirements within a TDM Policy to implement the provisions of this Chapter. The TDM Policy is incorporated by reference into this Chapter. The City Manager or their designee is hereby authorized to modify the TDM Policy as necessary, provided such amendments are consistent with this Chapter and State law.

### 20.350.030 Definitions.

The following words and phrases shall have the meanings below when used in this Chapter. Additional information is provided in the TDM Policy.

- A. **Carpool** shall mean a motor vehicle occupied by two or more persons travelling together.
- B. **Commute** shall mean a regular trip between home and work-related facilities, i.e., home to park-and-ride to work.
- C. **Complex** shall mean either:
  - 1. A business park, shopping center, or other commercial/industrial project in separate or common ownership, which can be identified by any of the following characteristics:
    - (a) It is known by a common name given to the project by its developer or owner(s);
    - (b) It is governed by a common set of covenants, conditions, and restrictions;
    - (c) It was approved, or is to be approved, as an entity by the City;
    - (d) It is covered by a single tentative, final subdivision map or parcel map;
    - (e) It is managed as a single aggregated center by the property owner or management company;  
or
  - 2. Any non-retail multi-tenant building or group of buildings with 50 or more employees at the single site, which is not included within the definition of **complex** pursuant to Section 12.36.030(a) above.
  - 3. Any set of residences served by a single management company, on-site management team, or homeowners association.
- D. **Compressed work week** shall mean a policy and supportive strategies that allow an employee to work fewer but longer days within a week.
- E. **Employee** shall mean any person hired by any employer, including part-time and seasonal employees.
- F. **Employer** shall mean any private or public employer, including the City, who has a permanent place of business in the City.

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- G. **Single-Occupancy Vehicle** shall mean a motor-driven vehicle (to include two-wheel, motor-driven vehicles) occupied by one person. For the purposes of this ordinance, motorized e-bikes and scooters are excluded from this definition.
  - H. **Telecommuting** shall mean a policy and supportive strategies that allow an employee to work wholly or partially from home or other remote location.
  - I. **Transportation Demand Management (TDM)** is a system of strategies, policies, and programs that aim to increase availability and convenience of alternative travel modes to reduce the number of single-occupancy vehicle trips.
  - J. **TDM Coordinator** shall mean an assigned on-site person, by the developer/owner/project operator who is responsible for implementing and monitoring the project's TDM Plan, as approved by the City. The TDM coordinator shall be responsible for sharing TDM information with residents, employees, and other project users, answering questions, and coordinating with the City on matters such as monitoring and reporting.
  - K. **TDM Plan-Applicant** A plan/documentation prepared by the project applicant/developer that shows how a proposed development will show compliance with Chapter 20.350 of the SMMC and adopted TDM Policy. The TDM Plans shall include information on which strategies will be applicable to the project and details on how they will be implemented and monitored over time.
  - L. **Vanpool** shall mean a van occupied by three to 15 people travelling together.

#### **20.350.040 Applicability.**

- A. The standards of this Chapter and the TDM Policy shall apply to all development projects that are not exempt from CEQA and that emit more than 500 metric tons of carbon dioxide (MT of CO<sub>2</sub>) per year.
- B. Projects that are subject to this Ordinance shall submit a project specific TDM Plan for the City's review and approval with the entitlement application to show compliance with this Chapter and the TDM Policy.

#### **20.350.050 TDM Plans.**

- A. Development projects that are subject to the TDM Ordinance and Policy are required to establish project specific TDM Plans that include all mandatory and a selection of optional strategies from the City's TDM Policy. Project applicants shall submit their project's TDM Plans to the City with their entitlement application. A project's TDM Plan is to be considered by the decision making body with project's other entitlements.
- B. After initial approval and during the life of the project, City Manager or designee are authorized to approve amendments to TDM Plans, in consultation with and based on input from the project applicants or successors.
- C. City approved TDM Plans for development projects are binding on the project applicant and successors for the life of the project. The applicant is required to notify the City when administration and monitoring of the TDM Plan transfers to their successor.

#### **20.350.60 Monitoring and Reporting.**

- A. **Monitoring.** The project applicant or their successor and the TDM Coordinator are responsible for implementation, monitoring, and reporting of their project's TDM Plan. Monitoring mechanisms may include printed copies of materials provided to employees or residents, photographs of installed features, site inspections by City staff, documented site inspections by applicant staff, or surveys of site employees and/or residents to determine the mode share for single-occupancy vehicles, carpooling/vanpooling, public transit, walking, bicycling, and telecommuting. Surveys may also include participation rates for programmatic strategies and usage of infrastructure strategies. Collaboration with City staff is required to determine the monitoring documentation appropriate to the specific measures and nature of the project.

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- B. Reporting. The project applicant/their successor or TDM coordinator shall submit TDM Plan's Monitoring and Compliance Reports to the City, during the first five years of a project's operations, with relevant data and reports to document compliance with the project's TDM Plan. The initial/first Report shall be due to the City after one year of issuance of final Certificate of Occupancy. After the initial report, Monitoring Reports are required to be submitted to the City after every other year. The reports may include results of surveys and mode choices by project residents and/or employees to disclose if mode share goals are being met. The reports should list all the mandatory and optional strategies that a project included in its TDM Plan and show implementation efforts undertaken by the applicant/TDM coordinator. The report should additionally identify participation rate by employees/residents for each strategy. If certain strategies are not able to achieve desired goals of reduction in vehicle trips, the report should identify what strategies the project will employ moving forward to achieve the goal of trips reduction.

**20.350.070 Enforcement.**

- A. The City Manager or their designee shall investigate and enforce this Chapter. Any City authorized personnel or enforcement officer may exercise any enforcement power as set forth in Chapter 1.12 of the San Marcos Municipal Code.
- B. The City Manager or their designee may delegate to or enter into a contract with a consulting firm to implement and administer any of the provisions of this Chapter on behalf of the City.
- C. TDM amenities approved and installed pursuant to the provisions of this Chapter and project specific TDM Plan shall be maintained in accordance with the policies and requirements of the TDM Policy. Failure to do so may be subject to enforcement to the provisions of this section. Non-compliance with this Chapter includes failure to submit a TDM Plan when required; failure to submit biennial Monitoring and Compliance Reports or non-implementation of TDM strategies included in a project's TDM Plan.
- D. If the City determines that a project's mode share goals are not being met and strategies included in the TDM Plan are deemed insufficient, the TDM Coordinator shall work with the City to revise the project's TDM Plan to modify or replace strategies.

**20.350.080 Fees.**

An applicant for a project subject to this Chapter shall include with the TDM Plan and with subsequent Monitoring and Compliance Reports, all fees established by the City Council by resolution to cover the City's cost to review the TDM documentation packages and any other documents that the city staff reviews pursuant to the requirements of this Chapter, the TDM Policy and the project specific TDM Plan.