

CITY OF SOLANA BEACH



OFF-STREET PARKING DESIGN MANUAL

March 1, 2012

Adopted by Resolution No. 2012-027

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INTRODUCTION

The purpose of the Off-Street Parking Design Manual is to ensure that parking areas are functional in design and adequately landscaped and/or screened to minimize their visual, noise and headlight impact, particularly when adjoining residential areas.

This Off-Street Parking Design Manual implements Section 17.52.030 of the City of Solana Beach Zoning Ordinance:

17.52.030 DESIGN STANDARDS

The design, dimensions, construction, landscaping, and surfacing of parking and bicycle spaces, driveways, loading spaces and other areas shall conform to the requirements of the City of Solana Beach Off-Street Parking Design Manual on file with the City Clerk, copies of which may be obtained in the Department of Community Development. Pursuant to a minor exception, as provided in SBMC 17.68.030, the director may waive or modify one or more of these requirements when practical difficulties make their strict application infeasible, and upon a finding that the waiver or modification is consistent with the purpose and intent of the Off-Street Parking Design Manual and this chapter. (Ord. 185 § 2, 1993)

Specific parking requirements and regulations pertaining to drive-thru facilities, shared parking, off-site parking and parking assessment districts are contained in Chapter 17.52 (Parking and Loading Regulations) of the City of Solana Beach Zoning Ordinance. Fencing requirements for parking areas are contained in Section 17.60.070.

SECTION 1. PARKING GUIDELINES

A. UNDERGROUND PARKING: Below-grade parking facilities where motor vehicles are parked, stored, or allowed to remain. Underground parking may be located anywhere within the property lines of the building site.

B. PARKING STRUCTURE: A structure of two or more stories above grade where motor vehicles are parked, stored or allowed to remain. A parking structure may be located anywhere on a building site where a structure may be located.

C. SURFACE PARKING: A parking area for motor vehicles where there is no gross floor area of the building below grade and no gross floor area of the building or roof above it.

1. **Covered Parking:** Covered or enclosed parking spaces may be located anywhere on a building site where a structure may be located.
2. **Uncovered Parking:** Required uncovered parking spaces shall be located outside the required right-of-way of any street (as deigned in the General Plan) as follows:

Table 1	Setbacks			
Zoning Designation	Front	Side Interior	Side Exterior	Rear
ER, LR, LMR, MR, MHR, HR	X	+	X	+
OSR (If developed residentially)	X	+	X	X
C	O	O	O	O
SC (West side of Cedros Ave.)	O	O	X	O
SC (East side of Cedros Ave.)	X	O	X	O
SC (All other areas)	X	O	X	O
OP (On Highway 101)	O	O	X	O
LC, PI, LI, OP (All other areas)	X	O	X	O
KEY:				
X – Parking Not Permitted				
+ – Parking Permitted in setback when separated from adjacent property by a 6 foot high solid fence or wall.				
O – Parking Permitted in the setback area provided parking area is setback a minimum of 5 feet from the street property line and separated from adjacent residential properties by a 6 foot high solid fence or wall.				

D. BICYCLE SPACES: Bicycle spaces as required by SBMC 17.52.040.C:

1. General commercial and office uses with 10 or more parking spaces shall provide at least one bicycle parking space per 10 full automobile parking spaces.

2. Locate bicycle parking spaces at ground level as close to building entrances as practical, in visible, well-lit areas that are not accessible by motor vehicles and without interfering with pedestrian paths.
3. Provide locking facilities and weatherproofing or covering where possible. Bicycle racks shall be securely anchored, allow the locking of both wheels and the frame, and provide enough space for bicyclist to park, lock and unlock bicycle.

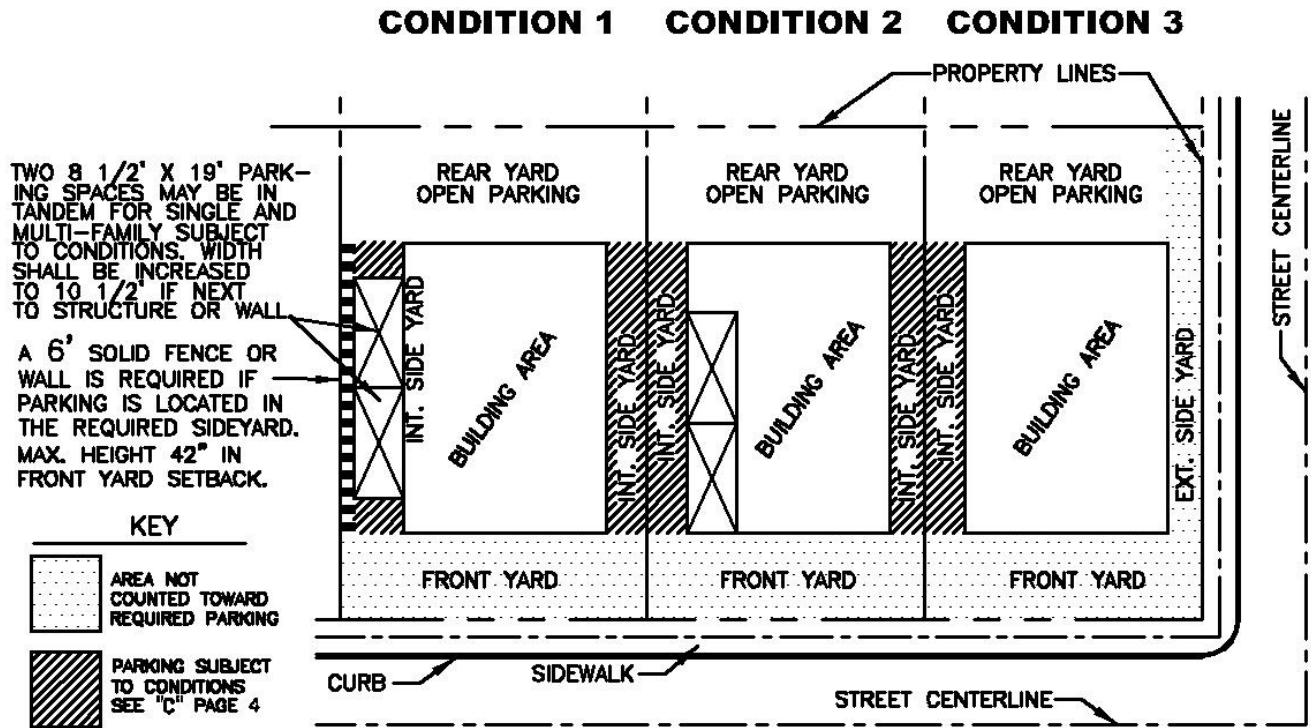
E. EXCEPTIONS: A variance or minor exception may specify the location of parking areas and bicycle spaces in locations other than as permitted by all of the above and subject to the SMBC 17.68.030.C.

F. RELATIONSHIP OF PARKING AREA TO BUILDING SERVED: All required parking and bicycle spaces shall be located on the same lot or building site with the use or structure served, unless the building site has an approved conditional use permit (CUP) for shared or off-site parking according to SBMC 17.52.050 and 17.52.060.

G. ACCESSIBLE PARKING REGULATIONS: Accessible parking shall conform to the California Building Code, Part 2, Title 24 of the California Code of Regulations.

H. PEDESTRIAN ACCESS: Pedestrian walkways from public street sidewalks to building entrances shall be incorporated into the site design, accommodating and encouraging people that travel by foot, rather than drive and park a private vehicle.

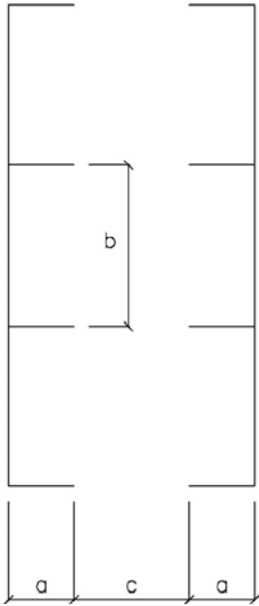
I. LOCATION OF PARKING ON TYPICAL RESIDENTIAL LOTS



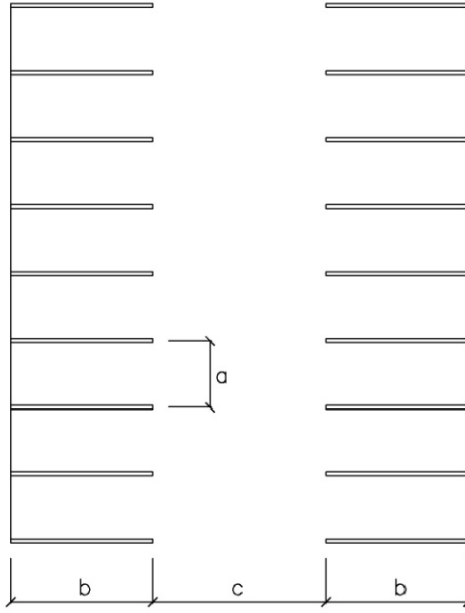
- CONDITION 1 – TANDEM PARKING ALONG INTERIOR SIDE YARD
- CONDITION 2 – TANDEM PARKING IN BUILDING INTERIOR
- CONDITION 3 – CORNER LOT (REQUIRED PARKING NOT ALLOWED ALONG EXTERIOR SIDE YARD)

J. MINIMUM PARKING LOT DIMENSIONS

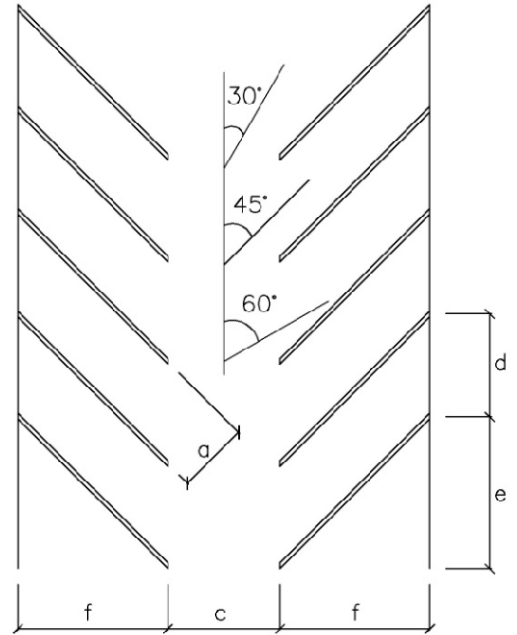
0° Parking



90° Parking



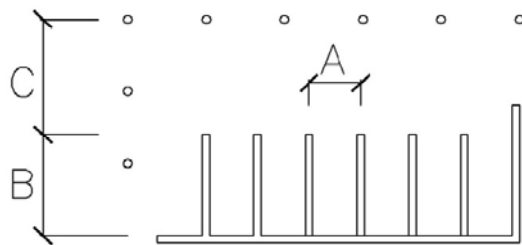
30°, 45°, 60° Parking



MINIMUM DIMENSIONS FOR REQUIRED PARKING SPACES					
Dimension Indicator	0°	30°	45°	60°	90°
a	8'-6"	8'-6"	8'-6"	8'-6"	8'-6"
b	21'-0"	18'-0"	18'-0"	18'-0"	18'-0"
c	15'-0"	13'-0"	14'-0"	18'-0"	22'-0"
d		17'-0"	12'-0"	9'-10"	
e		28'-4"	18'-8"	11'-5"	
f		16'-4"	18'-8"	19'-10"	

MOTORCYCLE AND BICYCLE PARKING AND SPACES			
Dimension Indicator	Motorcycle	Bicycle	
		Open	Closed
A	3'-6"	2'-0"	3'-3"
B	7'-0"	6'-0"	6'-0"
C	8'-0"	5'-0"	5'-0"

Spaces shall be protected by fence, wall, or curb at least 6" high or by a 4" Ø steel pipe @ 5 ft. o.c., 3 ft. above ground.



K. DRIVE AISLE & PARKING SPACE DETAILS

1. The width of a parking space shall be increased by 2'0" when adjacent to fences, walls, columns, and planters with curbs taller than 6 inches. If side obstructions, such as parking structure columns, are limited to the front 4-feet or rear 4-feet of the 18-foot long parking stall, the parking space width does not need to be increased.
2. A 5'0" backing area extended beyond any stall in a dead-end drive aisle is required.
3. A 6'0" high solid fence or wall is required when parking area abuts a residential use or zone, except when located in the front yard setback where the height shall be limited to 42 inches. See SBMC 17.60.070 for more information.
4. For minimum width driveways serving 5 or more spaces, the edge of driveway shall be at least 2'0" from the eave of the structure.
5. Bicycle storage facilities shall be protected by a barrier to prevent vehicles from striking parked bicycles.
6. A 6" curb, wheel stops, rocks or other means of a buffer shall separate landscaped areas from parking areas.
7. The minimum width of driveways shall be per the table below:

MINIMUM WIDTH OF DRIVEWAY		
# of Spaces	Min. Width	Max. Length for Under 18' Wide*
1 - 4	10'	None
5 - 8	10'	80'
9 - 19	16'**	80'
20 - up	18'	None***

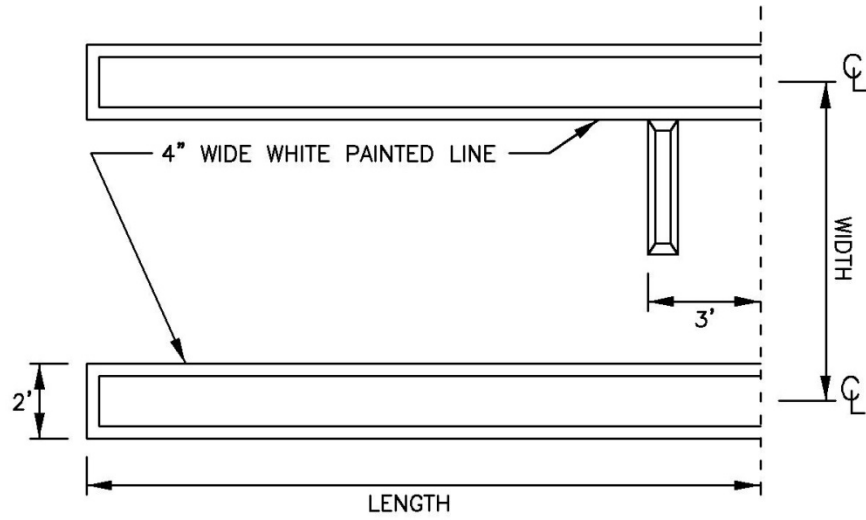
* Provide at least a 10' x 30' turn-out if longer driveway is required.

** Or provide separate 10' entrance and exit driveways (any length), provided no portion of a building may be more than 150' from a 15' wide access.

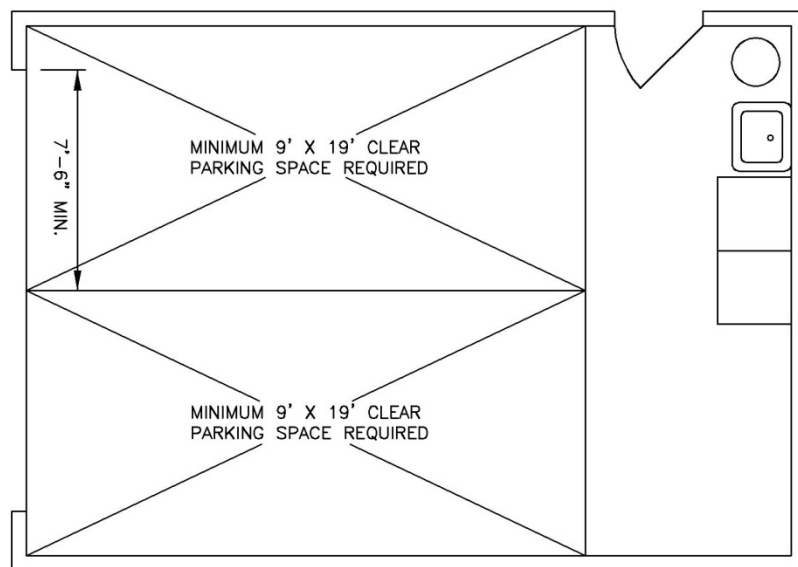
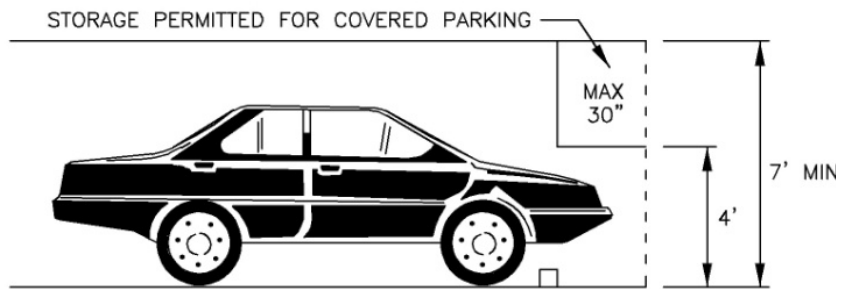
*** If driveway also serves another building, a 10'-0" unobstructed minimum width is required.

8. Typical Off-Street Parking Space

PLAN VIEW



SIDE VIEW



PRIVATE GARAGE

L. GENERAL REQUIREMENTS FOR PARKING AREAS

1. **ACCESS.** Parking area layouts shall be arranged so vehicles do not need to back into a public street (not applicable to single family dwellings or duplexes).
2. **GRADING AND DRAINAGE.** No parking area will be approved that has a minimum grade less than 0.5% or a maximum grade exceeding 5%. Driveways to parking areas shall not exceed 25% longitudinal grade and 5% cross grade. Longitudinal slope shall not exceed 20% for fire lanes (SBMC 15.32).
3. **BEST MANAGEMENT PRACTICES (BMP's).** Storm water runoff shall comply with the City's Jurisdictional Urban Runoff Management Program. Parking areas shall drain to landscaping, bio-swales, infiltration pits, pervious pavements or use of other acceptable Best Management Practices (BMP's). Catch basin filter inserts are not acceptable BMP's.

Recommended resources:

California Storm Water Association Handbooks

<http://www.cabmphandbooks.com>

County of San Diego Low Impact Development Handbook

<http://www.sdcounty.ca.gov/dplu/docs/LID-Handbook.pdf>

4. **DIRECTIONAL INDICATORS.** The City Engineer or City Manager may require directional signs or painted directional markers to guide traffic in parking areas with one-way drive isles.
5. **ALTERNATIVE-FUEL VEHICLE PARKING STALLS.** To encourage the use of vehicles that are designed to reduce greenhouse gas emissions (i.e. mitigation for compliance with AB 32 and SB 375), off-street parking areas in new development or re-development projects should consider allocating parking spaces for alternative-fuel vehicles, including but not limited to, gas-electric hybrid, neighborhood electric vehicles, alternative fuels, etc. on a case-by-case basis. Proper signage shall be installed to identify these parking spaces. These spaces shall count towards the requirement of the off-street parking for the project.
6. **TANDEM PARKING.** Tandem parking is allowed to be utilized to meet the parking requirements specified in the SBMC Title 17 for residential uses as follows:
 - a. Tandem parking spaces are only allowed for single-family and multi-dwelling unit residential uses, and may be located within a garage area or in a surface parking lot. However, tandem parking spaces for multi-dwelling unit buildings may only be utilized when each tandem space is

specifically assigned to a single dwelling unit, to meet the parking space requirement for that unit, and no tandem spaces are allowed for guest parking.

- b. Tandem parking spaces may be utilized to accommodate disabled access parking compliance retrofits or reconfigurations on existing sites, only when necessary to meet the minimum requirements for access, and where the City Manager (or designee) determines that no other code conforming design solutions are feasible.
- c. Tandem parking spaces may be utilized on commercial parking lots which provide for valet service, only when the tandem spaces exceed the minimum number required by the SBMC for the site, or sites served.
- d. A tandem space shall be twice as long and the same width as single space dimensions specified in this design manual. Only 2-car deep tandem parking shall be allowed.

7. LIGHTING STANDARDS AND FIXTURES. Adequate lighting shall be provided in all parking areas used by the public for safe pedestrian and vehicular movement. A minimum lighting level of 0.2 foot-candles is required for all parking areas. All lights provided to illuminate any loading space or parking area shall be designed, adjusted and shielded to avoid casting light toward public roads and adjoining residential properties. Light standards shall not exceed 16-feet in height, unless approved by discretionary permit. Special consideration is given for lighting requirements in the Dark Sky Zone.

8. WHEEL STOPS. 6-inch wheel stops shall be installed 3-feet from the end of a parking space where the space is abutting an adjacent property, building, landscape area, or a walkway. The wheel stop shall be securely mounted and need only stop one tire. Wheel stops straddling two parking spaces creates a trip hazard and are prohibited where pedestrians are likely to walk between parking stalls.

9. STRIPING. All parking spaces should be delineated by double-line striping consisting of 4-inch wide painted white lines 2-feet part.

10. IDENTIFICATION OF SPACES. All specially designated parking spaces are required to be identified by symbols, legends or signs.

11. MINIMUM SETBACK. All surface parking areas and multi-level parking structures above grade shall be setback a minimum of 5-feet from any street right-of-way line. Perimeter landscaping areas shall be incorporated into setback areas. The 5-foot minimum setback requirement does not apply to multi-use buildings where the first level is

not a vehicle parking area; second floor and above parking levels shall be setback according to the Zoning Ordinance.

12. WALLS AND FENCES. All surface parking areas abutting property in a residential zone shall be separated from the residential property with a properly maintained solid fence or wall. The wall shall be 6' in height except when located within a front yard or exterior side yard setback wherein the fence or wall shall be limited to 42" in height. (See SBMC Section 17.60.070 for fence and wall regulations).

13. LANDSCAPING. For landscaping of parking areas, see Section 3 for more information.

14. LOADING SPACE. A loading space shall mean an area, other than a street or alley on the same lot with a building or a group of buildings not less than 10-feet wide, 35-feet long, and a 14-foot unobstructed height which affords adequate ingress and egress for trucks from a public street or alley, and which is permanently reserved and maintained for the temporary parking of commercial vehicles while loading or unloading merchandise or materials. Loading and unloading shall not obstruct access to any parking space. (See SBMC Section 17.52.040 on when loading zones are required).

15. PARKING SPACE. A parking space shall mean an unobstructed space or area other than a street or alley, not less than the minimum size specified for the type described in this manual and provided with adequate ingress and egress, and which is permanently reserved and maintained for the parking of motor vehicles.

16. MARGIN NOTES ON PARKING/LANDSCAPE PLANS.

Applicant shall note on the plans:

- a. The number of parking spaces required for each land use
- b. The total number of parking spaces provided
- c. The number of regular car spaces provided
- d. The number of handicapped spaces provided
- e. The number of loading spaces provided
- f. Total project site area
- g. Vehicle Use Area (VUA); see Section 3-B, Landscaping
- h. Landscape area counted toward VUA
- i. Landscape area for entire project site

17. PAVEMENTS REQUIRED AND RECOMMENDED THICKNESS.

Except in the OSR zone, all parking spaces, loading spaces and driveways shall be surfaced with asphalt concrete, Portland cement concrete, interlocking pavers, or a pervious pavement system incorporating vegetation or gravel. For one and two-family dwellings

accessed by private roads, parking and driveway surfacing does not need to be more durable than the private road. Required surfacing shall be placed on a suitable prepared base. The use of light colored, pervious pavement is encouraged.

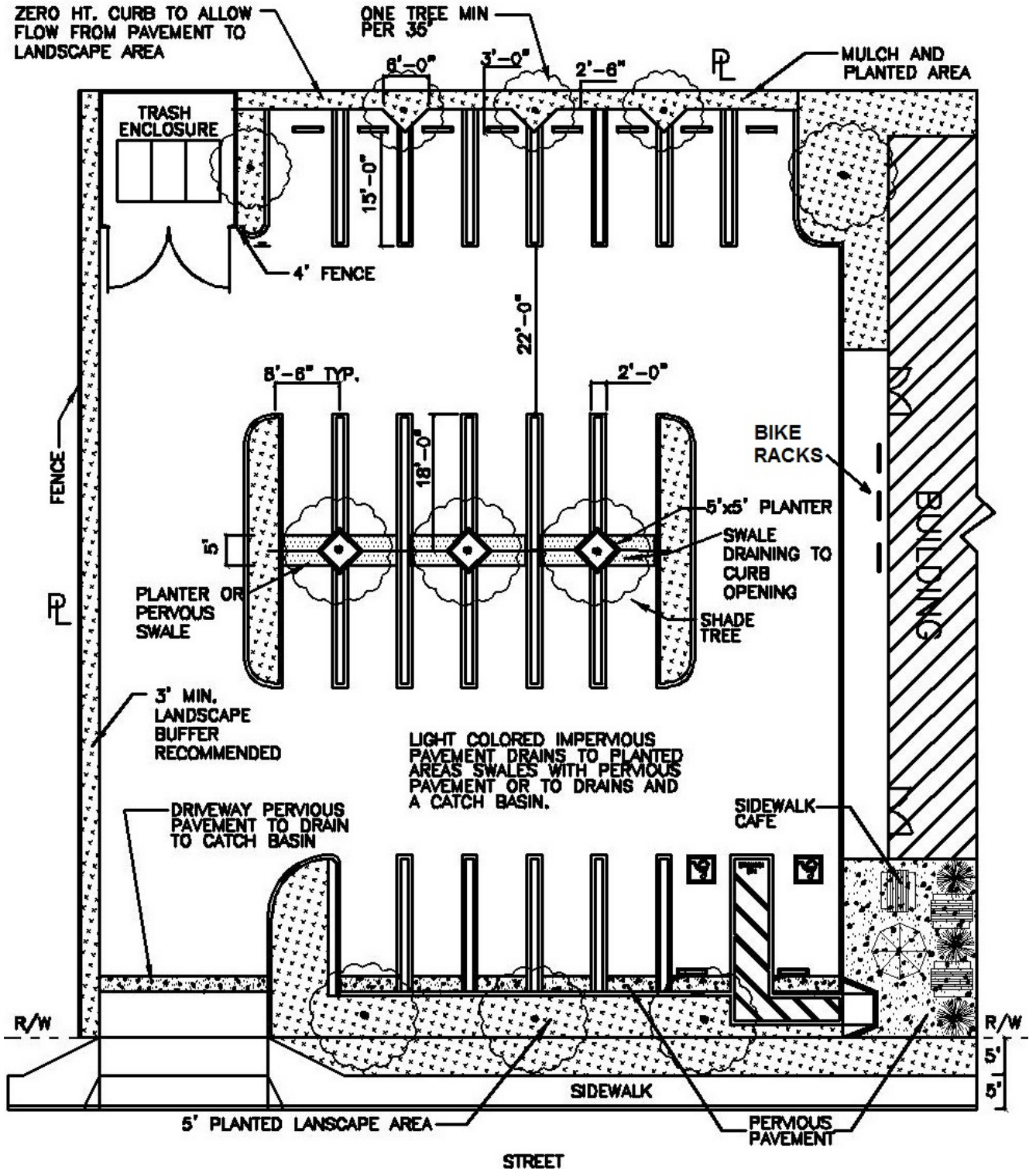
RECOMMENDED MINIMUM ASPHALT CONCRETE PAVEMENTS*			
Existing Soil Conditions	Residential & General Parking for Autos Serving not more than 4 spaces	Multi-Family Commercial Store Frontage Parking	Commercial Heavy Duty Truck Loading and Parking
GOOD TO EXCELLENT BASE Decomposed granite, well graded sands and gravel which retain load supporting capacity when wet.	2" A/C on existing soil	3" A/C on existing soil	3" A/C on 5" aggregate base or 5" A/C on existing soil
MEDIUM BASE Silty sands and sand gravels containing moderate amounts of clay and fine silt. Retains moderate amount of firmness under adverse moisture conditions.	3" A/C on 3" aggregate base or 4" on existing soil	3" A/C on 5" aggregate base or 5" on existing soil	3" A/C on 7" aggregate base or 6" A/C on existing soil
POOR BASE Soils having appreciable amounts of clay and fine silt. Soils become quite soft and plastic when wet.	3" A/C on 5.5" aggregate base or 5" A/C on existing soil	3" A/C on 8" aggregate base or 6" A/C on existing soil	3" A/C on 12" aggregate base or 8" A/C on existing soil.

*These A/C paving thicknesses are minimum requirements. Site specific pavement design by a registered civil or soil engineer may be required by the City Engineer.

18. EDGE OF A/C PAVING. Edge of A/C paving is recommended to be protected with Portland cement concrete curbs, A.C. berms or 2" X 4" redwood or wood composite header strips staked 4' on center (o.c.).

19. TEMPORARY PARKING AREAS. Temporary Parking Areas shall comply with SBMC 17.60.010 and any additional conditions set forth by the City Manager or designee.

20. SHOPPING CARTS - All stores that use shopping carts shall provide convenient and accessible on-site storage areas for the shopping carts to satisfaction of the City Manager. If the shopping cart storage areas displace any required parking stalls, the displaced required parking stalls must be accounted for elsewhere in the parking lot.



M. ILLUSTRATIVE PARKING LOT LAYOUT

(This is only an illustration of a parking layout and is intended as an example only. Parking layout designs may deviate from this illustration based on site specific conditions. All parking layout designs shall comply with all provisions of this manual.)

SECTION 2. DRIVEWAY DESIGN STANDARDS

1. GENERAL

- a. The driveway location and width shall be in accordance with the latest edition of the San Diego Regional Standard Drawings (G-15, G-16).
- b. Joint-use driveways may be permitted in special instances where a recorded easement for both property owners is obtained. An approved joint-use driveway must conform to all driveway standards for a single driveway other than the property line location.
- c. Drainage from driveways exceeding 20-feet in length shall be intercepted and drained to an acceptable BMP.

2. PORTION OF DRIVEWAY WITHIN CITY RIGHT-OF-WAY

- a. Driveways constructed within the City right-of-way requires an encroachment permit per Solana Beach Municipal Code Section 11.20.200. Encroachment permits are obtained from the Engineering Department.
- b. The construction, repair and maintenance of driveways are the responsibility of the property owner, developer, or tenant of the fronting property. The property owner responsibility shall include the entire area of driveway from the edge of the existing pavement of traveled way to the property line, including culverts or other drainage structures.
- c. Where street curbs exist, the portion of the driveway within the public right-of-way shall be constructed with Portland cement concrete per the Regional Standard Drawings.
- d. Where street curbs do not exist, driveways shall be surfaced with asphalt concrete, Portland cement concrete, interlocking pavers, or a pervious pavement system incorporating vegetation or gravel.
- e. Portland cement driveways within the City right-of-way shall be constructed in accordance with the latest edition of the San Diego Regional Standard Drawings (G-14A, B, C or D). Where curbs do not exist, driveway details may be modified, subject to City Engineer approval.
- f. Where curbs exist, the area between the curb and City right-of-way line shall be graded or constructed at a 2% slope toward the curb in accordance with the Regional Standard Drawings. Where curbs and sidewalks do not exist, driveway grades shall be designed and graded to accommodate future curbs and sidewalks in accordance with the Regional Standard Drawings, sloping at 2% toward the future curb.

- g. When an opening for a driveway is constructed through an existing Portland cement concrete curb, the existing curb, or curb and gutter, shall be saw-cut at the limits of work or removed to the nearest construction joints and the opening replaced with standard curb and driveway.
- h. When a driveway through a Portland cement curb is abandoned or is replaced by another driveway serving the same property, the owner shall saw-cut and remove the old driveway and install a full height curb across the entire curb opening. The depression behind the curb shall be properly filled.
- i. No concrete shall be poured until forms have been inspected and accepted by the City's Engineering Department.

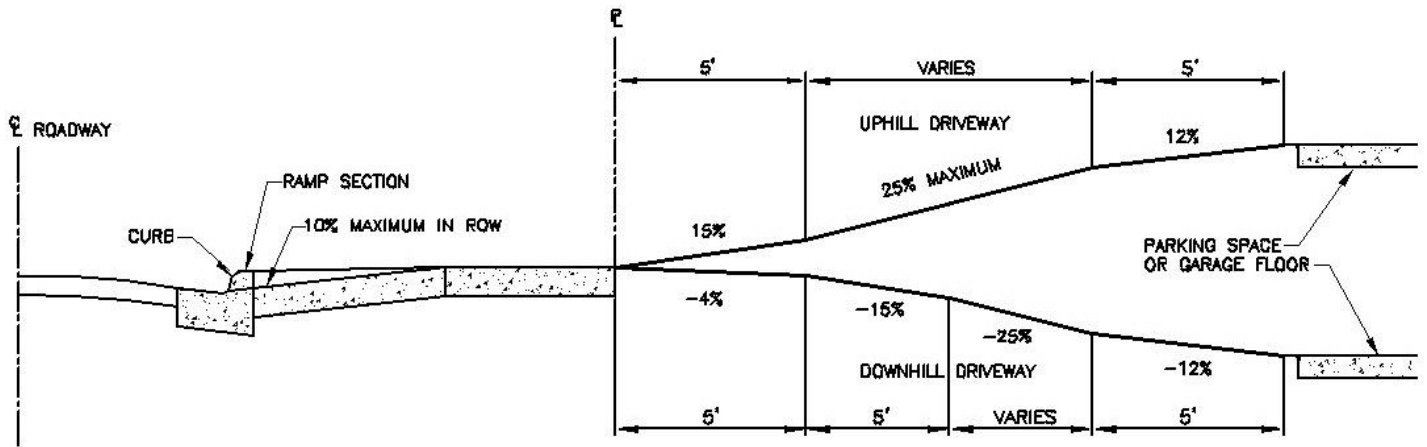
3. CULVERTS CROSSING DRIVEWAY

- a. Where driveways cross existing roadside ditches, a dip section providing an unobstructed waterway equivalent to the full area of the ditch may be used if grades are feasible. Where grades make use of a dip section infeasible, a culvert pipe of a diameter 6 inches less than the depth of the ditch, but not less than 18 inches in diameter shall be installed. The City Engineer shall review culvert crossings exceeding 4-square-feet of cross sectional opening.
- b. Headwalls, inlet structures, or other drainage structures shall be in accordance with City standards or designed by a registered engineer and approved by the City Engineer.

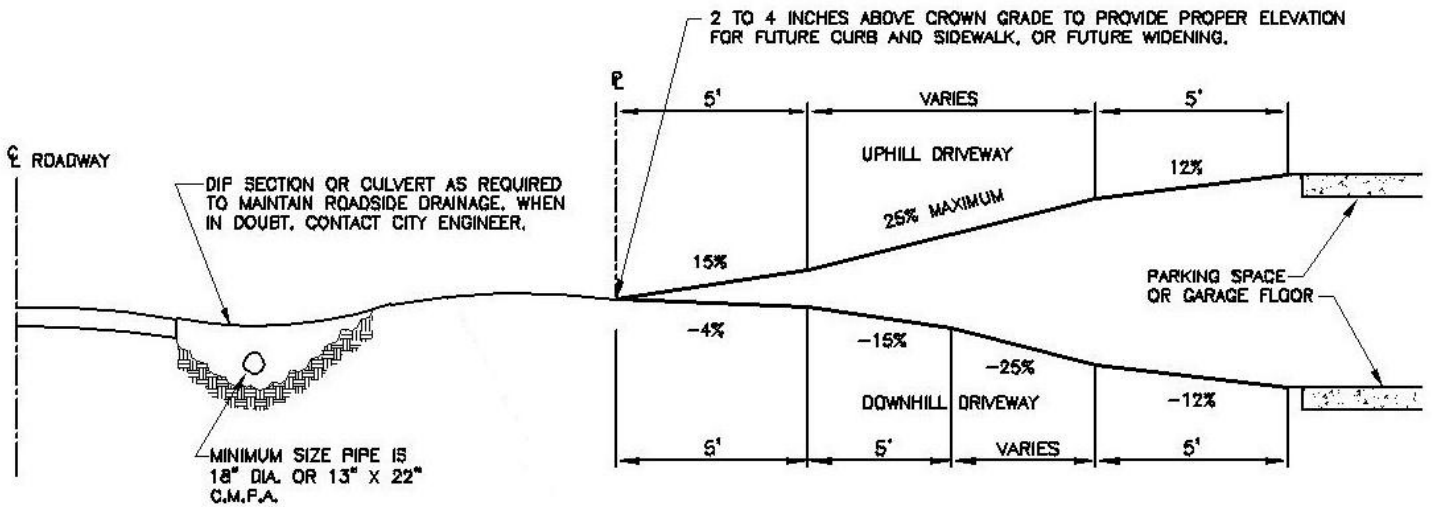
4. DRIVEWAY PROFILES ON PRIVATE PROPERTY

- a. Driveway grades shall not exceed 25% longitudinally and 5% perpendicular.
- b. Driveways with grades greater than 15% shall be surfaced with asphalt concrete, Portland cement concrete or interlocking pavers.
- c. Portland cement concrete driveways with grades greater than 14% shall have a deep broom finish perpendicular to the direction of travel.
- d. Grade changes shall not exceed 14% over 10-feet longitudinally. Longer and low profile vehicles may require longer vertical curves.
- e. Driveways serving parking lots (5 or more spaces) shall not exceed 15% slope.
- f. Example of driveway profiles are shown below:

EXISTING CONCRETE CURB (Concrete Driveway)



NO CURB (Asphaltic Concrete, D.G., or Dirt Driveway)



SECTION 3. LANDSCAPING

A. LANDSCAPE PLANNING

1. **LANDSCAPE DESIGN.** The purpose of parking lot landscape is to enhance the aesthetic appearance and to provide shading, cooling, screening and storm water filtration. The landscaping shall reflect the existing street planting and complement the site's architectural theme and surrounding community character.
2. **PERIMETER PLANTERS.** Perimeter planting brings relief from continuous areas of paving and also screens parked cars from view of the surrounding properties. Planters with a minimum width of 5-feet shall be placed to separate all parking lots from any adjacent street frontage. Planters with a minimum width of 3-feet shall be placed along the perimeters that are not adjacent to public or private streets.
3. **INTERNAL PLANTERS.** Within parking lots, internal planters with a minimum width of 3-feet between parking stalls and drive aisles shall be used to bring relief from excess stretches of paving and to aid the flow of both automotive and pedestrian traffic.
4. **DESIGNER.** The planting and irrigation plans required by SBMC 17.56.090 shall be prepared by a licensed landscape architect, licensed civil engineer, licensed architect, or other landscape professional licensed by the state to do this work.
5. **RECYCLED WATER.** The City requires new commercial developments to utilize recycled water per SBMC 17.56.120. The City may require commercial projects, by Council resolution, to extend existing recycled water systems to their property.

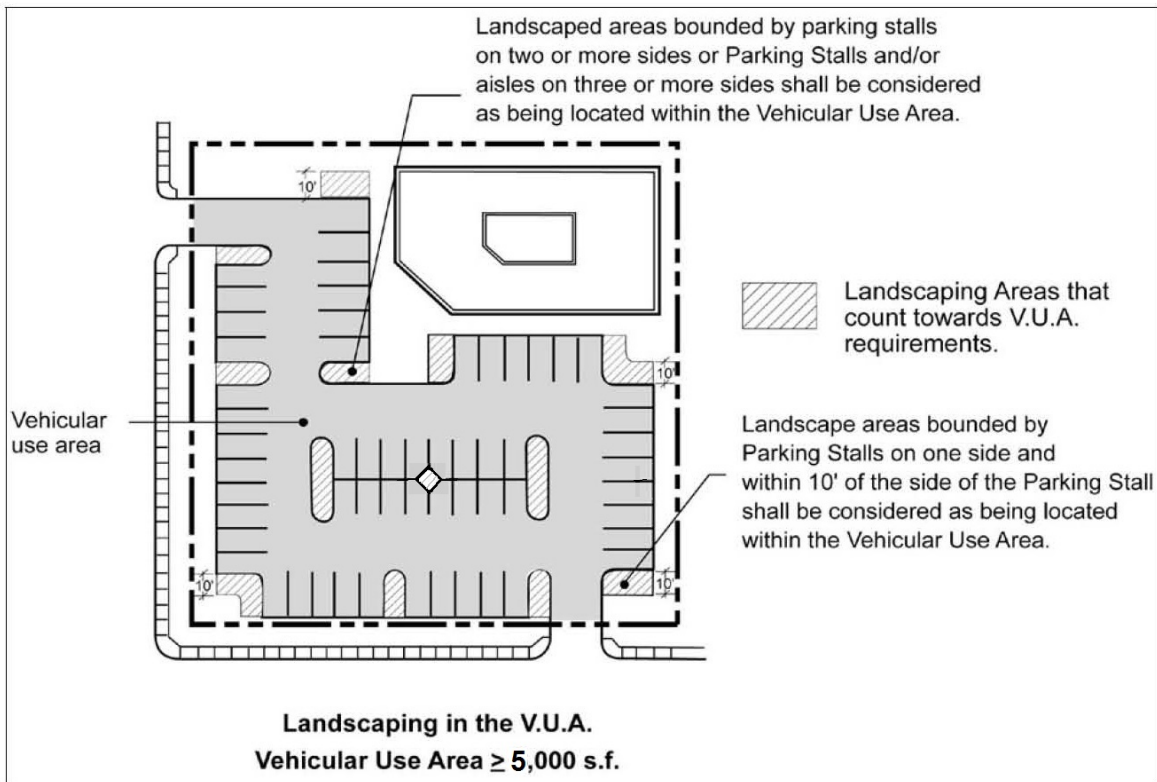
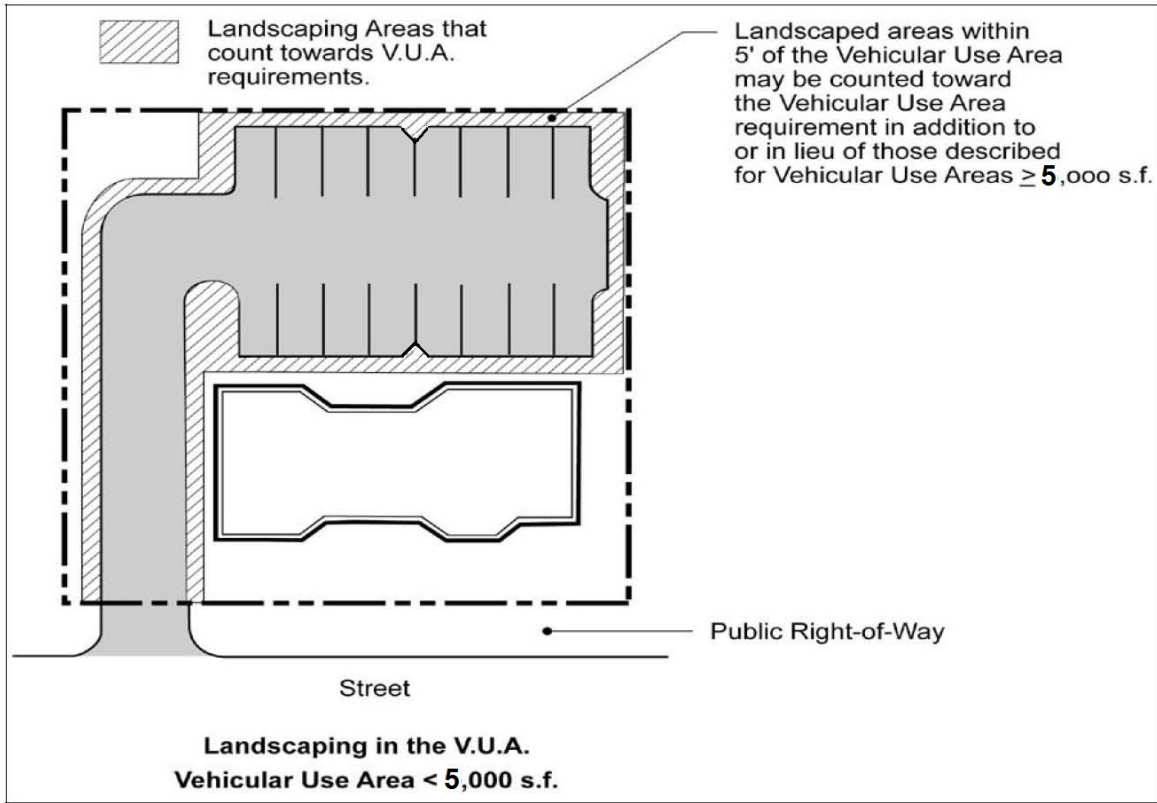
B. GENERAL LANDSCAPE REQUIREMENTS

1. Vehicular Use Area (VUA) is the area of a property allowed for parking and vehicular traffic for all types of vehicles, excluding covered parking structures or underground parking. Uncovered parking area on top of a structure is included in the VUA calculation. Refer to the VUA diagrams on Page 21 for illustration.
2. A minimum of 10% of all Vehicular Use Areas (VUA) shall be landscaped in conformance with this Design Manual and SBMC Section 17.56 (Landscaping Regulations) of the City of Solana Beach Zoning Ordinance.

3. The minimum 10% landscape area that counts toward the VUA's is as follows:
 - a. For Vehicular Use Area less than 5,000 s.f., the landscape areas within 5-feet of the VUA.
 - b. For Vehicular Use Area equal to or greater than 5,000 s.f., at least 50% of the required landscape areas shall be internal:
 - i. bounded by parking stalls on two or more sides
 - ii. bounded by parking stalls and/or drive aisles on three or more sides
 - iii. bounded by parking stalls on one side, within 10-feet of parking stall
 - c. Planting, mulch and pervious decorative rock in landscaped areas count toward required VUA landscaping. Impervious areas are not counted, such as curbs, decorative paving and walkways.
 - d. Planting in the public right-of-way is not counted toward the 10% requirement.
 - e. Planters less than 3-feet wide shall not be counted toward 10% requirement.
4. Parking areas shall be screened from the public right-of-way with a 5-foot minimum wide planter strip, measured between the property line and the parking area, with a maintained minimum height of 36", but no taller than 42", except for trees. Any approved combination of shrubs, planting mounts, boulders, low walls and/or decorative features, which are visually compatible with community aesthetic values, may be utilized. Safe driver sight distances are to be maintained to the satisfaction of the City Engineer.
5. Shade trees shall be planted such that each parking stall is no further than 30-feet from the center of at least one tree. Along the perimeter of a vehicle use area, trees shall be planted with spacing no further than 35-feet on center, except along street frontage where centered distance is increased to 45-feet. If palm trees are used to meet vehicular use area tree requirements, a palm tree shall be within 15-feet of each parking space and no less than 20-feet on center along perimeter. Where trees are planted, the minimum planter width shall be 5-feet.
6. Landscape areas shall be raised and separated from vehicle use areas by 6" high curbs. However, where planters are used for storm water treatment and level with the parking surface, planters may be protected by wheel stops or other means approved by the City Manager (or designee).
7. Between facing rows of parking spaces, planters may be installed that are protected by 6" curbs, wheel stops or other means. If planted with ground cover such that a vehicle can overhang the planter, a maximum of 2-1/2 feet of the required parking stall length can overlap the planter. Trees may be planted at

the intersection of the sidelines of facing parking stalls. The tree planters shall have a minimum uncovered planter area (no curbs or paving) of 36 square-feet and a minimum 5-foot diameter uncovered planter area centered on tree.

8. Trees inside parking lots adjacent to stalls shall be high branching with a minimum of 6-feet to lowest branch as measured from grade. The species of trees selected may require larger than 24" box specimens to meet this requirement.
9. Mulch Requirements. All required planting areas and all exposed soil areas without vegetation less than 2:1 (H:V) slope shall be covered with mulch to a minimum depth of 2 inches.
10. All slopes 2:1 or steeper shall be stabilized for erosion and comply with the City's Storm Water Best Management Practice (BMP) requirements.
11. Use of native or drought-tolerated plant species is encouraged.
12. Landscaping shall comply with the Water Efficient Landscape Ordinance (SBMC 17.56).
13. Loading docks shall be screened as viewed from the public right-of-way to the maximum extent feasible and to the satisfaction of the City Manager for ministerial projects or the City Council for discretionary projects.
14. The parking lot landscape plan shall demonstrate that landscaping, when installed and at maturity, will be positioned to avoid obstructing motorist's views of pedestrian crossings, driveways, roadways and other vehicular travel ways. If the landscaping will require maintenance to avoid obstructing motorist's views, the plan shall describe the maintenance and frequency of the proposed maintenance.
15. Prior to receiving final approval for completion of a project, each applicant, other than for a single-family residence with a total landscaped area less than 2,500 square feet, shall submit a signed certificate of completion for the project. The certificate of completion shall be submitted on a form signed by the professional of record for the landscape design and include a statement verifying that the landscaping and irrigation were installed as approved. See SBMC 17.56.123 for more information. The plants shall be healthy and free of weeds, disease, or pests. The irrigation system shall be properly constructed and in good working order.



VEHICLE USE AREA (VUA) DIAGRAMS