

4.2 Off-Street Parking

I. GOALS

- A. To provide necessary parking without large expanses of paving.
- B. To promote tree canopies to shade asphalt parking lots.
- C. To create a safe and comfortable environment for pedestrians and bicyclists as well as for vehicles.
- D. For large parking lots to incorporate dedicated pedestrian circulation.
- E. To design sites, including buildings and the parking lot, such that vehicles are not the dominant feature.
- F. In the Core Area, to incorporate retail and other commercial uses at the street level of parking structures, in order to enhance pedestrian activity on the street.
- G. To minimize polluted runoff from parking lots from contaminating the City's waterways.



Fig. 4.2.1 "Orchard" tree planting at O'Reilly & Associates in Sebastopol along Highway 116.



Fig. 4.2.2 A dedicated pedestrian path through the large parking lot at a retail center along Santa Rosa Avenue.



Fig. 4.2.3 A parking lot with mature, large shade trees.

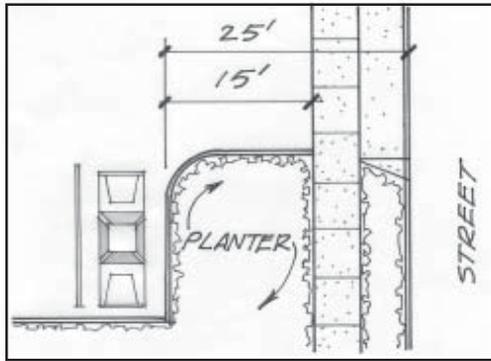


Fig. 4.2.4



Fig. 4.2.5 A pedestrian walkway, with trellis, at a shopping center parking lot.

II. GUIDELINES

Refer to Sections 3.1-3.5 for guidelines relating to specific building types. In general, buildings, not parking areas, should be the dominant feature along a streetscape.

A. GENERAL CRITERIA- SURFACE LOTS

1. Design parking areas to facilitate the movement of vehicles in and out, to avoid difficult turning maneuvers, and to reduce the possibility of accidents to vehicles and pedestrians.
2. Do not locate parking stalls adjacent to vehicular entrances and exits where vehicles entering and exiting the parking space will be in conflicts with vehicles entering and exiting the parking lot. Provide a minimum of 15 feet behind the sidewalk to the first parking space. If there is no sidewalk, provide 25' to the face of curb. See Figure 4.2.4.
3. Provide clearly defined pedestrian pathways from public sidewalks, bus stops and on-street parking spaces, through parking lots, to the building entries.
4. Include a pedestrian corridor or sidewalk through the parking lot at large retail shopping centers.
5. Pave all parking areas with hard surfaces. Alternatives to concrete and asphaltic concrete include approved assemblies that permit water to penetrate while maintaining support for vehicles in winter months, such as paver stones and turf blocks. Refer to section 4.4 for additional information on storm drainage and ground water recharge.
6. Provide for bicycle parking.

B. LANDSCAPING- SURFACE LOTS

1. Landscape parking lots with shade trees to provide a canopy over the parked cars and reduce solar heat gain in the summer. The City's preference is for "orchard" style planting, typically a minimum of one tree should be planted for every five parking spaces.

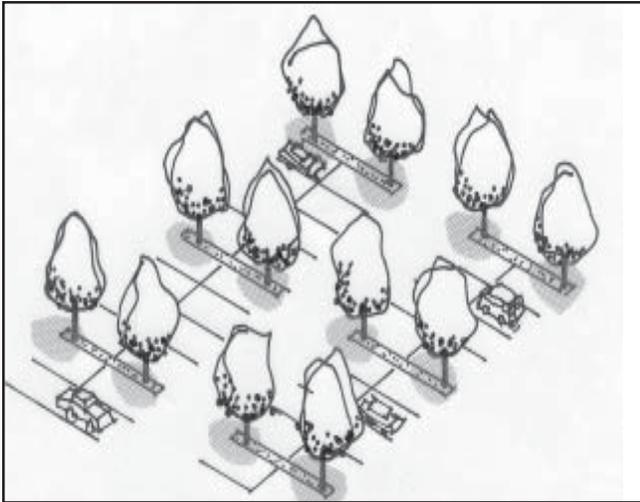


Fig. 4.2.6 "Orchard" planting provides a relatively uniform shade pattern for parking lots and is the preferred treatment.

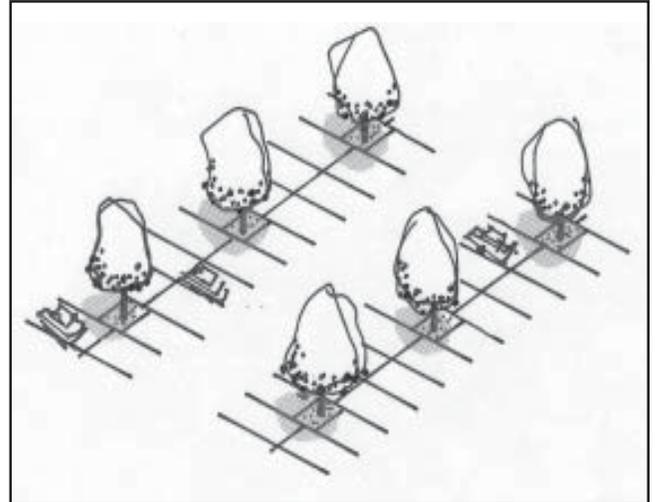


Fig. 4.2.7 This row planting is a typical landscape treatment for a parking lot, however it provides a less uniform pattern than the "orchard" style, and is therefore less desirable.

2. When a parking lot abuts a public street, provide a landscaped planter strip. This planter strip should be no less than 15 feet wide (from the back of sidewalk or street curb to the parking lot paving, whichever is greater.)

The generous width of this planter strip is an incentive to place parking behind buildings rather than along the street.



Fig. 4.2.8 This parking lot along Mendocino Avenue screens parked cars with landscaping.

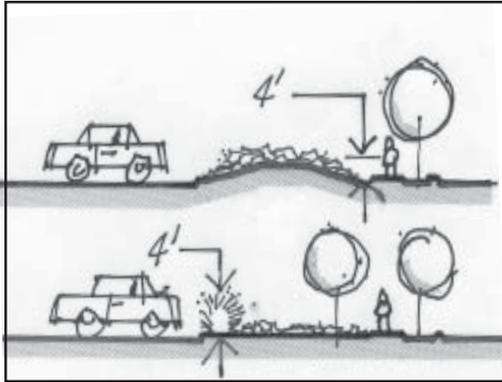


Fig. 4.2.9 When parking is adjacent to a public street, it should be screened.



Fig. 4.2.10 This parking structure in San Diego features ground floor retail and detailing to simulate windows on the upper levels. This helps the structure to blend in with the surrounding buildings.



Fig. 4.2.11 This parking structure in Ft. Myers, Florida incorporates both ground level retail, and architectural detailing to screen the cars and simulate the form of windows.

3. Screen parked cars from public street frontage. Screening may be of landscaping, a planted earth berm, planted fencing, or some combination of the above. The screening should be to a height of not less than 4 feet above the adjacent sidewalk (or curb if there is no sidewalk) to obscure the greater portion of each parked vehicle.
4. Protect parking lot landscape areas with concrete curbing, bollards, or other approved devices.
5. Provide a planter strips at least seven feet wide along the perimeter of parking lots to accommodate two feet of vehicle overhang and five feet of landscaping.
6. When a landscape island of a certain dimension is called for, it shall mean the width of the planting medium. For example, a five foot planter would be five feet to the inside face of a concrete curb or sidewalk.
7. Locate trees to clear bumper overhangs and also to be clear of car doors when the latter is opened. The canopy of the tree should be kept pruned sufficiently high (7 feet minimum) to avoid damage to the trees and to allow free pedestrian movement.

C. PARKING STRUCTURES

1. In the Core Area, design parking structures with frontage along streets to provide space for retail and commercial establishments along the street in order to enhance the pedestrian experience and create street level activity.
Long blank walls discourage pedestrian activity.
2. Design parking structures to be consistent with the design of adjacent buildings.
3. Include means for screening vehicles in parking garages, such as in Figures 4.2.10 and 4.2.11.