

Article 13. Off-Street Parking and Loading

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Sec. 1301. Purpose and Objectives: In order to progressively alleviate or to prevent traffic congestion and shortage of curb spaces, off-street parking areas, aisles, access drives, access lanes and off-street loading facilities shall be provided incidental to new land uses and major alterations and enlargements of existing land uses. The number of parking spaces, access drives, and the number of loading berths prescribed in this article or to be prescribed by the Zoning Administrator, the Planning Commission ("Commission"), and the California Building Code shall be in proportion to the need for such facilities created by the particular type of land use. Off-street parking areas, aisles, access drives, access lanes and loading areas are to be laid out in a manner which will ensure their usefulness, protect the public safety and, where appropriate, insulate surrounding land uses from their impact.

Sec. 1302. Requirements for Off-Street Parking Areas, Aisles, Access Drives, and Access Lanes:

- A. **Parking and Loading Spaces to be Permanent:** All off-street parking facilities shall be designed and maintained to be fully usable and provide for safe ingress and egress from the space for the duration of the use to which the parking is intended for. No off-street parking facility or on-street loading facility provided for a use of land or structure in compliance with Table 13-1 and Section 1308 shall be reduced in capacity or in area unless specifically provided for in this Article. All parking facilities shall be permanently maintained free of weeds, litter and debris.
- B. Off-street parking spaces required for any new use, major alteration, or enlargement of a site or building, shall be properly installed prior to the final building inspection or at the time of initial occupancy of a site if no building permit is required.
- C. All off-street parking areas, drives, and access lanes shall comply with the San Joaquin Valley Air Pollution Control District PM10 Dust Management and Control Plans to provide a durable dustless surface, and prevent track-out and carry-out of mud, dirt, gravel, etc. onto County roads, City streets or State Highways. Such parking areas, drives, and access lanes shall also comply with the Kings County Improvement Standards.
- D. **Parking Area Use:** Areas required to meet applicable parking requirements may not be used for any other purpose unless specifically permitted by this Development Code. Required off-street parking areas shall be used exclusively for the temporary parking of vehicles and shall not be used for the sale, lease, display, repair, or storage of vehicles, trailers, boats, campers, mobile homes, merchandise, or equipment, or for any other use not authorized by the provisions of this Zoning Ordinance.
- E. **Multi-Level Parking Facilities are Encouraged:** Particularly as a means of limiting large, sprawling parking lots where a large number of parking spaces is required, multi-level parking facilities are encouraged in the Commercial, Mixed-Use and Industrial zoning districts.



F. Each land use shall be provided with the minimum number of off-street automobile parking spaces as shown in Table 13-1 below or as prescribed by the Planning Commission in a Conditional Use Permit.

Table 13-1 REQUIRED ON-SITE PARKING SPACES	
<i>Land Use Classification</i>	<i>Number of Required Automobile Parking Spaces</i>
Residential Uses	
Single-family dwellings.	1 space for each dwelling unit.
Accessory dwelling unit.	1 space in addition to the space required for first residence unless attached to the existing residence
Multifamily dwellings.	1 ½ spaces for each dwelling unit; One additional guest parking space shall be provided for every three units.
Fraternity houses, sorority houses.	1 space for each 2 beds.
Lodging houses and rooming houses.	1 space for each 2 beds plus 1 guest parking space for every 3 beds.
Emergency Shelters, Community Care Facilities.	1 space for each 4 beds or as specified by CUP.
Supportive and Transitional Housing.	2 spaces for each unit.
Hotels and Motels.	1 space per guest room, plus 2 spaces adjacent to registration office.
Single Room Occupancy (SRO) hotel.	1 space per unit.
Small Family Day Care Home.	None beyond what is required for the residential use.
Large Family Day Care Home.	1 per non-resident employee. 1 passenger loading space, on or off the site. (Required spaces are in addition to those required for the primary residential use).
Commercial Uses	
Banks and financial institutions.	1 space for each 300 sq. ft. of floor area.
Business offices.	1 space for each 300 sq. ft. of floor area.
Food and beverage retail sales.	1 space for each 250 sq. ft. of floor area.
Retail sales.	1 space for each 300 sq. ft. of floor area in the MU District; 1 space for each 250 sq. ft. of floor area in the CN, CT, CS, CH and CR Districts.
Bulky merchandise retail sales (Furniture, appliances, etc.).	1 space for each 500 sq. ft. of floor area.
Commercial Service Establishments.	1 space for each 500 sq. ft. of floor area.
Personal service establishment (Beauty shop, tattoo parlor, etc.)	1 space for each 250 sq. ft. of floor area.
Maintenance and repair shops.	1 space for each 500 sq. ft. of floor area plus 1 space for each fleet vehicle.
Automobile/vehicle sales and leasing.	1 space for each 500 sq. ft. of floor area.
Automobile/vehicle repair.	2 spaces per service bay.
Automobile/vehicle washing.	Minimum 1 space for automatic facilities, minimum 3 spaces for other facilities.
Large vehicle and equipment sales service and rental.	1 space for each 500 sq. ft. of floor area.
Service station/fueling station.	2 spaces per service bay, if service bays are included on site. 1 per 250 Sq. Ft of any convenience store on site.
Open commercial use conducted primarily outside of buildings.	1 space for each 3 employees of the maximum working shift, plus the number of additional spaces prescribed by the Zoning Administrator or Planning Commission.
Nursery and garden centers.	1 space per 250 sq. ft. of floor area, plus 1 space per 500 sq. ft. of outside display or greenhouse area.
Convenience stores.	1 space per 250 sq. ft. of floor area.
Liquor stores.	1 space per 250 sq. ft. of floor area or as specified by CUP.
Riding stable and riding academies.	As specified by CUP.
Manufacturing plants.	1 space for each 1½ employees of the maximum working shift.
Industrial Uses	
Open industrial use conducted primarily outside of buildings.	1 space for each 3 employees of the maximum working shift, plus the number of additional spaces prescribed by the Zoning Administrator or Planning Commission.



Table 13-1

REQUIRED ON-SITE PARKING SPACES

<i>Land Use Classification</i>	<i>Number of Required Parking Spaces</i>
Industrial Uses	
Construction and materials yards.	Minimum 1 space. Number of additional spaces to be determined by the Zoning Administrator.
Recycling collection facilities.	Minimum 1 space. Number of additional spaces to be determined by the Zoning Administrator.
Recycling processing facilities.	1 space for each 2 employees on a maximum work shift or 1 space per 1,000 sq. ft. of floor area, whichever is greater.
Places of Assembly	
Bars/night clubs/lounges.	1 space for each 6 seats in the <u>MU</u> District; 1 space for each 4 seats in the CS, CH, CN, and CT Districts.
Coffee shops/cafes.	1 space for each 6 seats in the <u>MU</u> District; 1 space for each 4 seats in the CS, CH, CN, and CT Districts.
Restaurants.	1 space for each 6 seats in the <u>MU</u> District; 1 space for each 4 seats in the CS, CH, CN, and CT Districts.
Drive-In restaurants.	The number of spaces prescribed by the Zoning Administrator or Planning Commission.
Auditoriums (except school auditoriums).	1 space for each 4 seats.
Religious Facilities.	1 space for each 4 seats or as specified by CUP.
Mortuaries/funeral parlors.	1 space for each 4 seats or as specified by CUP.
Sports arenas, stadiums, race tracks, etc.	1 space for each 4 seats or as specified by CUP.
Theaters.	1 space for each 4 seats or as specified by CUP if applicable.
Bowling alleys.	4 spaces for each alley, plus 1 space for each employee of the maximum working shift, plus 1 space for each 4 seats devoted to restaurant and/or cocktail lounge or as specified by CUP.
Meeting halls, dance halls, private clubs and lodges.	1 space for each 50 sq. ft. of floor area used for seating where temporary or moveable seats are provided, or 1 space for each 4 permanent seats or as specified by CUP.
Open space activities such as festivals, circuses, carnivals or amusement parks.	1 space for every 3 participants based on the maximum number of people expected to attend or as specified by CUP if applicable.
Health Uses	
Medical/dental offices and clinics.	1 space per 250 sq. ft. of floor area.
Medical facilities.	1 space per 200 sq. ft. of floor area.
Charitable and religious institutions (With sleeping accommodations).	1 space for each 3 employees plus 1 space for each 4 beds.
Educational Uses	
Nursery schools/preschools.	1 space per 250 sq. ft. of floor area.
Elementary and junior high schools.	1 space per classroom, plus 1 space per 250 square feet of office area.
High schools.	0.35 spaces per student.
Business, professional and trade schools and colleges; art, craft, music and dancing schools.	0.38 spaces per student.
Colleges.	0.38 spaces per student.
Transportation Terminals and Facilities	
Airports and heliports.	1 space for each three employees of the maximum working shift, plus the number of additional spaces prescribed by the Zoning Administrator or Planning Commission.
Bus depots and truck terminals.	1 space for each three employees of the maximum working shift, plus the number of additional spaces prescribed by the Zoning Administrator or Planning Commission.
Railroad stations.	1 space for each three employees of the maximum working shift, plus the number of additional spaces prescribed by the Zoning Administrator or Planning Commission.



Table 13-1 REQUIRED ON-SITE PARKING SPACES	
<i>Land Use Classification</i>	<i>Number of Required Automobile Parking Spaces</i>
Utility Uses	
Electric distribution, transmission & gas regulator substations, public utility pumping stations, reservoirs, water or gas storage tank farms, sewage treatment plants, solar farms, etc.	1 space for each 3 employees of the maximum working shift, plus 1 space for each 3 company vehicles using the site or as specified by CUP. Where such facility is unmanned, no spaces need be provided.
Public Uses	
City, county, special district, state and federal administrative offices.	1 space per 300 sq. ft. of floor area or as specified by CUP.
Public buildings and grounds other than administrative offices and educational uses.	1 space per 300 sq. ft. of floor area or as specified by CUP.
Miscellaneous Uses	
	For a use not specified in the above parking space schedule, the same number of off-street parking spaces shall be provided, as determined by the Zoning Administrator or Planning Commission, as are required for the most similar specified use.
Additional Parking Spaces	
Accessible parking spaces and access aisles.	Accessible parking spaces shall be required in compliance with the California Building Code as shown in Table 13-2 below. Additional parking spaces for the physically handicapped, may be required by the Zoning Administrator or Planning Commission where usage indicates a greater need for such parking spaces.

(Ord. No. 668-1-16, §15, 1/12/16) (Ord. No. 668-1-17, §57 and §58, 3/28/17)

G. **Accessible Parking Spaces:** The number of required accessible parking spaces as shown below in Table 13-2 for public accommodation and commercial buildings is established by the California Building Code. If only one space is provided, then the accessible space will be in addition to the standard space.

Table 13-2 Number of Accessible Parking Spaces Required	
Total Number of Parking Spaces in Lot or Garage	Minimum Required Number of Accessible Parking Spaces
1-25	1
26-50	2
51-75	3
76-100	4
101-150	5
151-200	6
201-300	7
301-400	8
401-500	9
501-1,000	2% of total
1,001 and over	20 plus 1 for each 100, or fraction over 1,001

(Ord No. 668-1-16, §16, 1/12/16)

H. **Designated Parking Spaces:** Designated spaces for low-emitting, fuel efficient and carpool/vanpool vehicles may be required by the California Building Code based on the total number of spaces available. Refer to the California Building Code to determine the number of spaces required for new, rehabilitated and expanded projects.

I. **Density Bonus Projects:** Refer to Article 22 for information concerning parking requirements for projects involving the granting of a density bonus.



Sec. 1303. Location of off-street parking areas: In all districts, off-street parking areas prescribed in Section 1302 shall be located as specified below:

- A. For single-family, or multi-family dwellings, parking facilities shall be located on the same site as the buildings they are to serve.
- B. When the required parking spaces for a single-family, or multifamily dwelling are not to be provided in a covered garage or carport, each such space shall be not less than 200 square feet in area and shall be so located or constructed that it may be later covered by a garage or carport structure in accordance with the provisions of this Development Code.
- C. For some uses such as hospitals, nursing or rest homes, orphanages, boarding or rooming houses, lodging houses, club and lodges, fraternity and sorority houses, parking facilities may be located on another site, provided that such facilities shall be located not more than 150 feet from the buildings they are required to serve.
- D. For uses other than the uses listed above in Subsection C, or similar uses, parking spaces may be located on another site, provided that such facilities shall be located not more than 300 feet from the buildings they are required to serve.
- E. Where a distance is specified, such distance shall be the walking distance measured from the nearest point of the parking facility to the nearest point of the building that such facility is required to serve.
- F. Parking spaces provided to meet the Americans with Disability Act requirements shall be located so as to minimize the travel distance to the use's primary entrances for handicapped access.
- G. Preferential parking for alternative fuel vehicles is encouraged and each space shall be provided with a sign/markings that identifies the parking space as designated for use by alternative fuel vehicles. Preferential parking spaces shall be located as close as possible to the primary entrance without conflicting with parking provided to meet the Americans with Disability Act requirements or preferential parking provided for carpool/vanpools.
- H. For those sites already containing parking spaces for vehicle recharging stations, those spaces may be dually designated as vehicle recharging stations and as preferential parking for electric vehicles.
- I. All off-street parking areas for new uses in Commercial or Mixed Use shopping areas shall be located to the rear of the buildings and accessed from alleys and well lit pedestrian walkways. Driveways off the main street shall be minimized and shared wherever possible.
- J. **Pedestrian Friendly Design:** In Neighborhood Commercial, Rural Commercial and Mixed-Use zoning districts, parking and vehicle drives shall be located away from building entrances, and not between building entrances and streets with pedestrian activity.

Sec. 1304. Joint Use or Shared Parking:

- A. The Zoning Administrator or Planning Commission may, upon application by the owner or lessee of any property, authorize the joint or shared use of parking facilities by the following uses or activities under the conditions specified herein:
 - 1. Up to 50% of the parking facilities required by this article for a use considered to be primarily a daytime use may be provided by the parking facilities of a use considered to be primarily a nighttime use and up to 50% of the parking facilities required by this article for a use considered to be primarily a nighttime use may be provided by the parking facilities of a use considered to be primarily a daytime use, provided that such parking area shall meet the conditions set forth in paragraph 3 below.
 - 2. The following uses are typical daytime uses: banks, business offices, retail stores, personal service shops, clothing or shoe repair or service shops, manufacturing or wholesale buildings and similar uses. The following uses are typical nighttime uses: theaters, bars, night clubs, auditoriums other than those incidental to a public or parochial school or religious institution, and similar uses.



3. The following are conditions required for joint or shared use:
 - a. The building or use for which application is being made for authority to utilize the existing off-street parking facilities provided by another building or use, shall be located within 150 feet of such parking facility.
 - b. The applicant shall show that there is no substantial conflict in the principal operating hours of the buildings or uses for which the joint use of off-street parking facilities is proposed.
 - c. The applicant of the project proposing to use parking already established for another use shall submit a signed contract (covenant) between the applicant and the other property owner(s) providing the off-street parking spaces subject to the shared parking arrangement.
 - (1) The covenant shall be subject to the approval of the Zoning Administrator.
 - (2) The covenant shall also be subject to review by County Counsel, as to form and content.
 - (3) The covenant shall stipulate that the title to and right to use the parcel or parcels upon which the parking space is to be provided will be subservient to the title to the premises upon which the building is to be erected and that said parcel or parcels are not and will not be made subject to any other covenant or contract for use without prior written consent of the County.
 - (4) The covenant shall be recorded in the office of the County Recorder of Kings County, State of California.

B. Shared Parking within Common Facilities:

1. Common parking facilities may be provided in place of the individual requirements specified in this Article, and shared between the uses they serve provided the total number of such off-street parking spaces, when used together, shall not be less than the sum of the various uses computed separately taking into consideration allowable reductions for joint use as set forth in Subsection A above.
2. When any such common parking facility is to occupy a site of 5,000 square feet or more, then the parking requirements as specified herein for each of two or more participating buildings or uses may be reduced by not more than 15% of the total area of the common parking facilities required upon approval of development plans by the Commission in the manner prescribed for a Conditional Use Permit as set forth in Article 17 of this Development Code.

C. Mixed Uses: In the case of mixed uses, the total requirements for off-street parking facilities shall be the sum of the requirements for the various uses computed separately. Off-street parking facilities for one use shall not be considered as providing required parking facilities for any other use except as specified for the joint use.

D. Parking Demand Study: The Zoning Administrator may require the applicant to submit a parking study, prepared by a person/firm experienced in preparing parking plans, to assist the Zoning Administrator in determining the appropriate shared parking reduction.

E. Low Demand: The number of required parking spaces may also be reduced if the use will not utilize the required number of spaces due to the nature of the specific use, as demonstrated by a parking demand study submitted to and approved by the Zoning Administrator.

Sec. 1305. Exemption from Parking Space Requirements: None of the provisions of this Development Code which require off-street parking spaces in connection with the use of property for commercial or industrial purposes shall apply to any parcel of property which is located within any parking district hereafter formed and existing under the provisions of any parking district ordinance approved by the Board of Supervisors.

Sec. 1306. Standards for Off-Street Parking Areas, Aisles, Access Drives and Access Lanes:

A. Off-street parking areas, aisles, access drives and access lanes, shall conform to the following standards:



1. All new development and parking areas shall have adequate ingress or egress on an improved and maintained durable and dustless access drive or access lane to the nearest maintained right-of-way. Access drives, access lanes, roads and streets shall be designed in accordance with Article 2 of the *Kings County Improvement Standards*. Where only a building permit is required for the construction of a single facility then the following shall apply:
 - a. Access drives and lanes for rural residential units and to other agricultural facilities shall conform to Design Table 2013 of the Improvement Standards for a single parcel.
 - b. In instances where a person proposes to construct a residence or some other use and the required access drive or access lane to that residence or other use crosses property that is not owned by the applicant, the driveway must still be improved to the minimum standards as shown in Table 2013 of the Improvement Standards. In order to ensure that this requirement can be met, the person proposing to construct a residence or some other use which will have an access drive or access lane which crosses property that is not owned by the applicant, shall provide a written agreement signed by each property owner(s), and recorded in the office of the County Recorder of Kings County, State of California, which provides an access easement and that provides permission for the person who is being granted the easement, to install and maintain a durable dustless surface across the property(ies) to a point where the access drive ultimately connects with a County maintained road, City street or State highway through a properly permitted drive approach to such road, street or highway.
 - c. Access to urban facilities, as defined in the 2035 Kings County General Plan, shall conform to Design Table 2012 of the Improvement Standards.
 - d. All parking areas provided for new development within urban fringe areas and the communities of Armona, Stratford, Home Garden and Kettleman City shall provide and maintain shade trees and other landscaping within the parking areas to help reduce radiation heating.

2. **Parking Area Requirements:**

- a. All parking areas, aisles and access drives shall be surfaced as to provide and maintain a durable, dustless surface and shall be so graded and drained as to dispose of surface water, with the design and specifications of such work subject to the approval of the Public Works Director.
- b. Sufficient room for turning and maneuvering vehicles shall be provided on the site.
- c. Concrete wheel stops shall be provided where needed for safety or to protect property, as determined by the County Public Works Director.
- d. Entrances and exits to parking lots and other parking facilities shall be provided at locations approved by the Zoning Administrator and Public Works Director.
- e. If the parking area is illuminated, lighting shall be hooded and/or deflected away from adjoining uses to prevent annoying glare.
- f. All parking spaces for compact cars shall be clearly marked with the word “Compact” on the pavement at the opening of the space.
- g. All parking spaces for “low-emitting”, “fuel efficient” and “carpool/vanpool” vehicles shall be clearly marked on the pavement as required by the California Building Code. Electric Vehicle (EV) recharging stations installed to charge electric vehicles parked within a properly designated on-site space shall not block or impede pedestrian access or passage of a sidewalk.
- h. Questions concerning mandatory standards for Electric Vehicle (EV) charging infrastructure for parking spaces in multifamily dwelling and non-residential developments should be referred to the Kings County Building Official.
- i. In a C or MU District where a parking area is located across a street or alley from an RR, R or RM District, a solid wall or fence, vine-covered open fence, or compact evergreen hedge five feet in height shall be located



adjoining the street or alley and permanently maintained, except that within 30 feet of a street intersection (intersecting curb lines) the height of plant materials, other than trees, shall be not greater than three feet.

- j. No commercial repair work, servicing of vehicles, or parking of new or used motor vehicles for the purpose of storage, rent, or sale shall be conducted on a parking area, aisle or access drive.
- k. In any residential district, all motor vehicles incapable of movement under their own power, other than in cases of emergency, shall be stored in an entirely enclosed space, garage or carport.

3. **Parking Design Standards:** Standard parking dimensions and designs are as follows:

- a. Each standard, angled, and parallel parking space for non-residential uses shall as shown below in Figure 13-1 and Table 13-3 below, exclusive of aisles, access drives, walkways and required landscaping areas.
- b. Compact car parking spaces, not less than 17 feet in length and eight feet in width marked for compact cars, may be provided for 25 percent of all parking spaces required for any use.

Figure 13-1

STANDARD PARKING DESIGNS

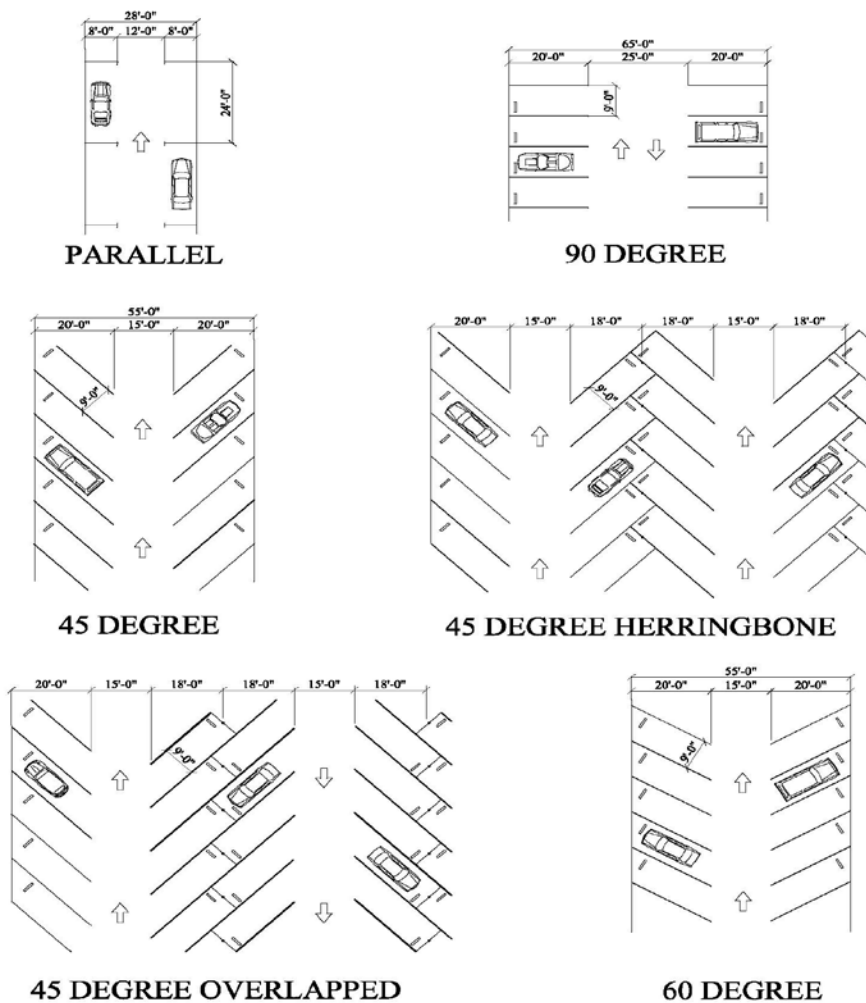


Table 13-3 Minimum Angled and Parallel Parking Stall Dimensions			
Angle	Stall Width	Stall Depth	Aisle Width
0° (Parallel)	8	24	12
45°	9	20	15
45° Herringbone	9	18	15
45° Overlapped	9	18	15
60°	9	20	15
90°	9	20	25

- c. Required off street parking spaces for the physically handicapped, and standards for those spaces, shall meet state standards.
- d. Parking spaces dedicated for recreational vehicles or vehicles with trailers shall be a minimum of 10 feet in width by 36 feet in length.
- e. Each parking space for single-family or multifamily dwellings not provided in a covered garage or carport, shall be 20 feet in length and 10 feet in width, and shall comply with Section 1304 above.

B. Units of Measurements:

- 1. In indoor or outdoor places of assembly in which patrons or spectators occupy benches, pews or other similar seating facilities, each 24 inches of such seating facility shall be counted as one seat for the purpose of determining requirements for off-street parking facilities.
- 2. If, in the application of the requirements of this Section, a fractional number is obtained, one parking space shall be provided for a fraction of one-half or more, and no parking space shall be required for a fraction of less than one-half.

C. Change in Use; additions and enlargements: Whenever there is a change in use, or increase in floor area, or other unit of measurement specified herein and such change, increase, or other unit of measurement is such that it creates a need for an increase in the number of off-street parking spaces, as specified by the provisions of this article, by 10% or more, such increase in off-street parking facilities shall be provided on the basis of the increased requirements of the new use, or on the basis of the total increase in floor area, or in other units of measurement; provided, however, that in case a change in use creates a need for an increase of two or less off-street parking spaces, no additional parking facilities shall be required. The effects of additions, enlargements and changes in use subsequent to the adoption of this Development Code shall be cumulative in regard to off-street parking requirements.

D. Remodeling: No additional off-street parking facilities shall be required solely because of the remodeling of an existing use or building, unless there is a change in use or increase in floor area or other unit of measurement as the result of such remodeling for which additional facilities are required in accordance with the provisions of Paragraph 1306.C above.

Sec. 1307. Temporary Carports and Vehicle Shades: Fabric covered temporary carports and vehicle shades that do not constitute a structure, and therefore do not require a building permit, may be located anywhere within the required front, side or rear yard setback areas; however, safety issues and aesthetics shall constitute cause for the County to require their removal. Such temporary fabric covered shades shall comply with the following:

- A. The shade shall be the sort of light-weight tent-type shade which is designed to be placed on the ground without a permanent anchoring system. Tent-like pegs may be used to secure the shade to the landscaped area beside the driveway.
- B. The shade shall not be anchored to the ground using any type of weight system (such as coffee cans filled with concrete tied to the frame).
- C. The light-weight framework of the shade shall be covered by a non-rigid, fabric covered canopy. Frames without covers shall not be allowed in public view for periods in excess of 72 hours. If the cover must be removed for any reason, the frame-work must also be removed from view. Uncovered frames allowed to remain in public view in excess of 72 hours shall be deemed to be a public nuisance.



- D. The shade fabric covering shall be maintained in good repair and shall not be allowed to become tattered and torn. Such tattered and torn shade covers shall be deemed to be a public nuisance and must be replaced or removed immediately.
- E. Any question as to whether a temporary carport or shade structure is located properly, requires a building permit, or constitutes a public nuisance shall be up to the discretion of the Kings County Building Official.

Sec. 1308. Requirements for Off-Street Loading Facilities: In any district, in connection with every building or part thereof hereafter erected and having a gross floor area of 10,000 square feet or more, which is to be occupied by manufacturing, storage, warehouse, goods display, retail store, wholesale store, market, hotel, hospital, mortuary, laundry, dry cleaning or other uses similarly requiring the receipt or distribution by vehicles of material or merchandise, there shall be provided and maintained, on the same parcel with such building, at least one off-street loading space, plus one additional off-street loading space for each 20,000 square feet (or any fraction thereof) of gross floor area. The location of off-street loading facilities shall be approved by the Zoning Administrator and the Public Works Director. No off-street loading space shall be required where buildings are served by a public alley.

- A. Standards for Off-Street Loading Facilities:** Off-street loading facilities shall conform with the following standards:
1. Each loading berth shall be not less than 35 feet in length and 12 feet in width and shall have an overhead clearance of not less than 14 feet.
 2. Sufficient room for the turning and maneuvering of vehicles shall be provided on the site.
 3. Entrances and exits shall be provided at locations approved by the Zoning Administrator and Public Works Director.
 4. The loading area, access drives and aisles shall be surfaced so as to provide a durable, dustless surface and shall be so graded and drained as to dispose of surface water, with the design and specifications of such work subject to approval of the Public Works Director.
 5. Concrete wheel stops shall be provided where needed for safety or to protect property, as determined by the Zoning Administrator and Public Works Director.
 6. If the loading area is illuminated, lighting shall be deflected away from abutting properties so as to cause no annoying glare to such properties.
 7. A loading area shall not be located in a required front or side yard. A loading area may be located in a required rear yard.
 8. No commercial repair work or servicing of vehicles shall be conducted in an off-street loading area.
 9. Loading areas shall be striped and clearly identified for loading purposes only.

B. Location of Off-Street Loading Facilities: Off-street loading facilities shall be located on the same site with the use for which the berths are required or on an adjoining site.

Sec. 1309. Existing Uses: No lawfully existing use of land or structure shall be deemed to be a nonconforming use solely because of the lack of off-street parking facilities or off-street loading facilities prescribed in this article, provided that facilities being used for off-street parking and off-street loading at the time of the adoption of this Development Code shall not be reduced in capacity to less than the number of spaces or berths prescribed in this article or reduced in area to less than the minimum standards prescribed in this article. Where an existing use is expanded, the parking requirements of this article shall apply only to the addition.

Sec. 1310. Motorcycle Parking: Motorcycle parking shall be provided for any new use, major alteration, or enlargement of a multifamily, commercial, mixed use, or industrial site or building as shown in Table 13-4 below.

Table 13-4 Motorcycle Parking Space Requirements	
Number of Automobile Spaces Provided	Number of Motorcycle Parking Spaces Provided
1 - 25 spaces.	None Required.
26 - 100 spaces.	One area.
More than 100 spaces.	One area for each 100 automobile spaces or portion thereof.

- A. A motorcycle parking area space shall be a minimum of four feet in width and eight feet in length.
- B. All motorcycle spaces shall be clearly marked with signage or bollards to prevent automobile usage.
- C. Motorcycle parking areas shall be paved with concrete to prevent damage from motorcycle kick stands and center stands.

Sec. 1311. Bicycle Parking: Short-term and/or long-term bicycle parking shall be provided for any new use, major alteration, or enlargement of a commercial building or multifamily dwelling as shown below. Bicycle parking areas and racks shall not block pedestrian traffic on sidewalks as follows.

- A. **Short-Term Bicycle Parking** for each newly permitted, newly rehabilitated, or newly remodeled business establishment for shoppers who generally stay for a short time and for public facility uses:
 - 1. Provide permanently anchored bicycle racks within 200 feet of the entrance to the building readily visible to passers-by.
 - 2. The number of required bicycle racks shall be as established by the California Building Code with a minimum of one two bike capacity rack provided for any new project or an addition or alteration
- B. **Long-Term Bicycle Parking:** For new buildings, additions, or alterations that add 10 or more tenant vehicular parking spaces, secure bicycle parking shall be provided for five percent of the tenant vehicular parking spaces being added, with a minimum of one space. Acceptable bicycle parking facilities shall be convenient from the street and shall meet the following:
 - 1. Covered, lockable enclosures with permanently anchored racks for bicycles;
 - 2. Lockable bicycle rooms with permanently anchored racks; or
 - 3. Lockable, permanently anchored bicycle lockers



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