



STAFF REPORT SAN CLEMENTE PLANNING COMMISSION

Date: December 2, 2020

PLANNER: Katie Crockett, Associate Planner

SUBJECT: **Conditional Use Permit (CUP) 20-206, 93 Via Pico Plaza, EOS Fitness,** a request to establish and operate an approximately 30,000 square foot full-service fitness center (including locker room facilities and childcare) in an existing tenant space in Pico Plaza shopping center within the Community Commercial zone of the West Pico Corridor Specific Plan.

REQUIRED FINDINGS

The following findings shall be made to approve the proposed project. The draft Resolution (Attachment 1) and analysis section of this report provide an assessment of the project's compliance with these findings.

Conditional Use Permit to allow a fitness facility per West Pico Corridor Specific Plan (WPCSP) Section 501.VI.A.

- a. The proposed use is permitted within the subject zone pursuant to the approval of a Conditional Use Permit and complies with all the applicable provisions of the Zoning Ordinance, West Pico Corridor Specific Plan, the San Clemente General Plan, and the purpose and intent of the zone in which the use is being proposed.
- b. The site is suitable for the type and intensity of use that is proposed.
- c. The proposed use will not be detrimental to the public health, safety or welfare, or materially injurious to properties and improvements in the vicinity.
- d. The proposed use will not negatively impact surrounding land uses.

BACKGROUND:

The project is located at 93 and 93A Via Pico Plaza, within Pico Plaza shopping center. A Staples retail store was previously located in 93 Via Pico Plaza (25,000 square feet) and has been closed for some time. Fitness 19 occupies 93A Via Pico Plaza (5,250 square feet) and is currently in operation. The center consists of approximately 95,411 square feet of commercial space and has 371 parking spaces. The center has an approved Master Sign Program.

The center is located on a cul-de-sac, directly abutting the I-5 freeway. The site is located in the Community Commercial zone of the West Pico Corridor Specific Plan. Surrounding land uses include general commercial as well as the post office to the northwest, a Holiday Inn to the southeast, and industrial uses to the southwest. Figure 1 shows the project location; Figure 2 shows the exterior of the proposed tenant space.

Figure 1: Project Location

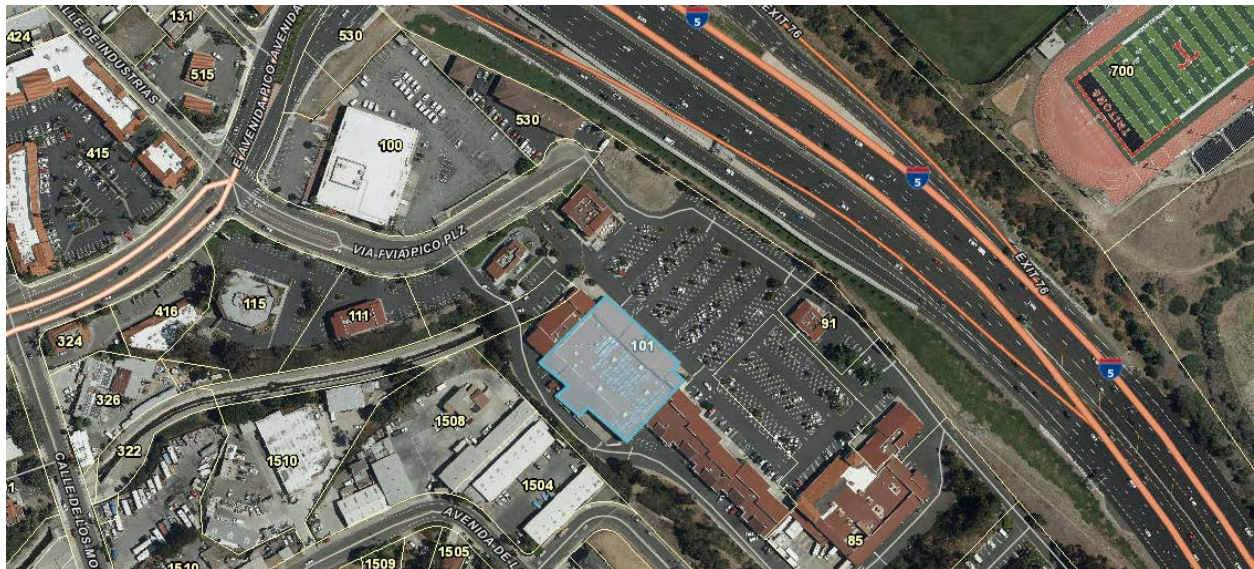


Figure 2: Site Photo



Development Management Team

The Development Management Team (DMT) first reviewed the project on July 23, 2020, and October 8, 2020. The DMT supports the project with the proposed Conditions of Approval.

Noticing

Public notices were distributed and posted per City and State requirements. Staff has not received any public comments regarding this item.

PROJECT DESCRIPTION AND ANALYSIS***Project Description***

EOS Fitness proposes a full-service 30,250 square-foot fitness facility. It will occupy the tenant spaces currently occupied by Fitness 19 (another fitness facility) and the vacant former Staples retail store. The proposed facility will consist of open fitness area (approx. 14,682 sq. ft.) with a variety of fitness equipment including cardio machines, weight machines, and free weights, three group exercise studios (totaling approx.. 4,093 sq. ft.), locker room facilities including showers and saunas, and a “kid’s club” childcare facility for patrons of the club while they are utilizing the club’s other facilities. The floor plan also denotes a “hydromassage” area. The applicant provided further information and this is a standard “massage chair,” for which they have provided the specifications. There is no massage or spa use. The facility is proposed to operate 24-hours per day. Modifications include interior tenant improvements and modifications to the front and rear doors. There is no exterior work proposed for the building and no changes to the subject site proposed.

Fitness facilities are permitted in the Community Commercial zone of the WPCSP with the approval of a Conditional Use Permit (CUP). With fitness uses, primary zoning concerns typically revolve around parking, due to the higher parking demand per square foot, and noise, due to the propensity for these types of facilities to play loud music. The CUP ensures that these potential issues are addressed.

Development Standards and Parking

Because the proposed use will be located in an existing commercial tenant space and no changes to the site plan or building exterior are proposed, the project continues to meet development standard requirements such as setbacks, height limits, and lot coverage. All signage proposed by the use will be reviewed through the Administrative Sign Permit process and will be required to be consistent with the existing approved Master Sign Program for the Center. While a portion of the proposed tenant space (5,250 sq. ft.) is currently approved for a fitness facility, most of the proposed tenant space (25,000 sq. ft.) was previously retail which has a lower parking demand than the proposed use. Staff conducted a parking analysis to ensure adequate parking for the proposed business is provided on the subject site.

In order to use land in the most efficient way possible, it is common for shopping centers to utilize shared parking, which is the case of this center. When calculating the required parking for the center (and assuming full occupancy of the vacant spaces) using Zoning Ordinance parking ratios, the center has a parking deficit. The applicant provided a parking study to show that given actual parking demand (assuming full occupancy of all

tenant spaces) at this center, there is sufficient parking for the addition of the proposed use. R.K. Engineering Group conducted a demand analysis, surveying the actual parking demand at the center on a weekday and weekend at hourly intervals. Their findings were that even at peak usage, the parking lot is less than 50 percent occupied. When the code-required parking ratio is applied to the proposed fitness use and the vacant tenant spaces (assuming retail use), there still exists a surplus of 11 parking spaces. Note that utilizing code required parking for the proposed and vacant uses is a conservative approach. If the Urban Land Institute (ULI) time-based demand ratios are applied, there exists an even greater parking surplus. The parking study conducted by R.K. Engineering Group is Attachment 2. The parking study does suggest requiring employees of the proposed use to park along the back of the building (Zone 3, as identified in the parking study), to maximize the availability of spaces in the front available to patrons and other businesses. Therefore, this has been added as a condition of approval (Condition 7.28).

Neighborhood Compatibility and Noise

The shopping center is in a commercial area surrounded by other commercial and industrial properties. Other uses in the center include retail (e.g. 99 Cents Only, Tuesday Morning, and Dunn Edwards), restaurants (e.g. Pho Thanh Binh, Del Taco, and Stuff Pizza), service uses (e.g. nail salon and credit union), and fitness facilities (e.g. Fitness 19 and a Cross Fit gym). Given the existence of other fitness uses (one of which will be converted to the proposed EOS fitness), the proposed use is an established compatible use at the center. For example, Fitness 19 has been in operation since 2003 and has no code compliance nuisance cases related to noise or other use compatibility issues. The proposed 24-hour operations are appropriate in that during overnight hours other businesses in the center are not operational, and there are no adjacent residential uses, which may be disturbed by patrons entering or existing the business. Conditions are included to ensure continued compatibility, including keeping windows and doors closed during operations to mitigate noise from music or exercise classes (Condition 7.14). Furthermore there are conditions that require the applicant to respond to the City and make appropriate modifications should issues arise such as soundproofing if noise issues occur (Condition 7.22). With regard to parking, because of the location and orientation of the business in a commercial cul-de-sac, there is no potential for parking overflow onto residential streets.

GENERAL PLAN CONSISTENCY

General Plan Table LU-1 indicates that the intent for Community Commercial (CC) zones is to provide “More intense development of localserving retail commercial; personal service; professional office; medical offices, congregate care, and related uses; lodging; cultural uses and eating and drinking uses”. The proposed fitness facility will serve local residents as well as people who work in the area, and is consistent with this General Plan Land Use Element designation as well as goals of the Economic Development Element by improving and expanding on an existing fitness use. The fitness facility is located away from residences and other sensitive uses, consistent with General Plan Policy LU2.03 regarding neighborhood compatibility. The project site is outside of the Coastal Zone and

therefore consistency with the Coastal Land Use Plan was not evaluated and review by the Coastal Commission is not required.

ENVIRONMENTAL REVIEW/COMPLIANCE (CEQA)

The Planning Division completed an initial environmental assessment of the project in accordance with the California Environmental Quality Act (CEQA). Staff recommends that the project be found Categorical Exempt from CEQA pursuant to State CEQA Guidelines Section 15301 (Class 1: Existing Facilities). The project is categorically exempt because it involves the permitting and minor alteration of an existing commercial tenant space for use as a commercial fitness center with no addition or exterior alteration of the building.

ALTERNATIVES

The Planning Commission may take any of the following actions:

1. Approve the application.
2. Modify the conditions of approval to effect desired changes prior to approval.
3. Deny the application. If the Commission wishes to pursue this option, the hearing will need to be continued to allow the appropriate resolution to be prepared and the Commission should state reasons why it cannot meet one or more of the required findings.

These actions may be appealed by the applicant to the City Council or be called up by the City Council for review and action.

RECOMMENDATION

Based on the information in the staff report and subject to the required findings and conditions of approval, staff recommends that the Planning Commission:

1. Determine the project is Categorical Exempt from the requirements of the CEQA pursuant to CEQA Guidelines Section Section 15301 (Class 1: Existing Facilities); and
2. Adopt Resolution PC 20-023, approving Conditional Use Permit (CUP) 20-206, – EOS Fitness, subject to the conditions of approval therein.

Attachments:

1. Resolution No. PC 20-023
Exhibit A - Conditions of Approval
2. Parking Study
3. Plans

RESOLUTION NO. PC 20-023

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SAN CLEMENTE, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT 20-206, EOS FITNESS, A REQUEST TO CONSIDER ESTABLISHMENT AND OPERATION OF AN APPROXIMATELY 30,000 SQUARE FOOT FULL-SERVICE FITNESS CENTER (INCLUDING LOCKER ROOM FACILITIES AND CHILDCARE) IN AN EXISTING TENANT SPACE IN PICO PLAZA SHOPPING CENTER AT 93 VIA PICO PLAZA, , WITHIN THE COMMUNITY COMMERCIAL ZONE OF THE WEST PICO CORRIDOR SPECIFIC PLAN

WHEREAS, on July 20, 2020, an application was submitted by Shaun Prestridge, on behalf of Arthur Babcock, 1 E Washington St., Ste. 250, Phoenix, AZ 85004, for Conditional Use Permit Amendment 20-206, a request to establish and operate an approximately 30,000 square foot fitness center at 93 Via Pico Plaza, Ste. A (APN 692-351-09), and deemed complete on November 20, 2020. The subject site is located in the Pico Community Commercial (CC2) zone of the West Pico Corridor Specific Plan.

WHEREAS, the Planning Division completed an initial environmental assessment of the above matter in accordance with California Environmental Quality Act (CEQA) and recommends that the Planning Commission determine this project categorically exempt from CEQA as a Class 1 exemption pursuant to CEQA Guidelines Section 15301 because the project involves the permitting and minor alteration of an existing commercial tenant space for use as a commercial fitness center with no addition or exterior alteration to the building; and

WHEREAS, on July 23, 2020 and October 8, 2020, the City's Development Management Team reviewed the proposed project for compliance with the General Plan, Zoning Ordinance, Specific Plan, and other applicable requirements; and

WHEREAS, in accordance with City and State requirements, notice of the public hearing was published in the *San Clemente Times* newspaper on November 19, 2020, posted at the project site, and mailed to all property owners within 300 feet of the subject parcel; and

WHEREAS, on December 2, 2020, the City Council held a duly noticed public hearing on the subject application and considered evidence presented by the City staff, the applicant, and other interested parties.

NOW, THEREFORE, the Planning Commission of the City of San Clemente does hereby resolve as follows:

Section 1: Incorporation of Recitals.

The Planning Commission hereby finds that all of the facts in the Recitals are true and correct and are incorporated and adopted as findings of the Planning Commission as fully set forth in this resolution.

Section 2: CEQA Findings.

Based upon its review of the entire record, including the Staff Report, any public comments or testimony presented to the Planning Commission, and the facts outlined below, the Planning Commission hereby finds and determines that the proposed project is categorically exempt from CEQA pursuant to State CEQA Guidelines Section 15301 (Class 1: Existing Facilities). The Class 1 exemption exempts from further CEQA review the operation, permitting, licensing, or minor alteration of existing structures involving negligible or no expansion of the existing or previous use. Here, this project involves the modification of an existing commercial tenant space in for the operation of a commercial fitness facility, with no proposed expansion or exterior modifications. Thus, the project qualifies for the Class 1 exemption.

Furthermore, none of the exceptions to the use of the Class 1 categorical exemption identified in State CEQA Guidelines section 15300.2 apply. The project is not located in a particularly sensitive environment, and will not impact an environmental resource of hazardous or critical concern. The project involves the operation of a fitness facility in an existing commercial shopping center that is not in a sensitive environment and does not have environmental resources of hazardous or critical concern. The project will not result in a cumulative impact from successive projects of the same type in the same place, over time. The project involves the redevelopment of a site according to land use restrictions that limit the amount of development of the site. There are no unusual circumstances surrounding the project that result in a reasonably possibility of a significant effect on the environment. There are no especially sensitive resources (endangered species, wetlands, etc.) on the project site or in the vicinity. The project is not in a state scenic corridor, does not involve modifications to historic buildings, rock outcroppings, or similar resources. Thus, the Class 1 exemption applies, and no further environmental review is required.

Section 3: Conditional Use Permit Findings:

With respect to Conditional Use Permit (CUP) 20-206, for the operation of a fitness facility, the Planning Commission finds as follows:

- A. The proposed use is permitted within the subject zone pursuant to the approval of a Conditional Use Permit and complies with all the applicable provisions of Title 17 of the San Clemente Municipal Code, the San Clemente General Plan, the West Pico Corridor Specific Plan, and the purpose and intent of the zone in which the use is being proposed, in that:
 1. The project is located in the Pico Community Commercial (CC2) zone of the West Pico Corridor Specific Plan where fitness facilities are permitted with approval of a CUP;

2. The Specific Plan states that the purpose of the zone is to promote community-serving commercial uses, which would include fitness facilities;
 3. The 24-hour fitness facility supports the General Plan intent for the Community Commercial land use designation, which is intended for more intense development of local-serving commercial uses;
 4. The 24-hour fitness facility is located away from residences and other sensitive uses, consistent with General Plan Policy LU2.03 regarding neighborhood compatibility; and
 5. The project has sufficient parking based upon the parking study. Which utilized observed actual demand on both weekday and weekend days and adding the code-required parking for the proposed use and for other vacant tenant spaces. The findings of the study resulted in an 11-space surplus.
- B. The site is suitable for the type and intensity of development that is proposed, in that:
1. The project complies with all developments standards and is located in a commercial area where the gym use is permitted with a CUP and will not be detrimental to neighboring properties;
 2. The freeway-adjacent location is convenient for patrons of the gym who live or work in San Clemente;
 3. The project has sufficient parking based upon the parking study. Which utilized observed actual demand on both weekday and weekend days and adding the code-required parking for the proposed use and for other vacant tenant spaces. The findings of the study resulted in an 11-space surplus. Additionally, the site is located in a cul-de-sac off of Avenida Pico with no adjacent residential streets where patron parking could cause negative impacts.
 4. The proposed gym use is taking over a tenant space with an existing gym use (Fitness 19) and expanding into the adjacent tenant space to provide additional fitness facilities and amenities.
- C. The proposed use will not be detrimental to the public health, safety or welfare, or materially injurious to properties and improvements in the vicinity, in that:
1. The project proposes no modifications to the exterior of the building or the site. The interior tenant improvements and operations of the gym must comply will all applicable codes including the Municipal Code, Fire Code, and Building Codes;

2. The project has sufficient parking based upon the parking study. Which utilized observed actual demand on both weekday and weekend days and adding the code-required parking for the proposed use and for other vacant tenant spaces. The findings of the study resulted in an 11-space surplus. Additionally, the site is located in a cul-de-sac off of Avenida Pico with no adjacent residential streets where patron parking could cause negative impacts; and
 3. A fitness facility has been operating on the subject site with no issues related to health and safety.
- D. The proposed use will not negatively impact surrounding land uses in that:
1. The project has sufficient parking based upon the parking study. Which utilized observed actual demand on both weekday and weekend days and adding the code-required parking for the proposed use and for other vacant tenant spaces. The findings of the study resulted in an 11-space surplus. Additionally, the site is located in a cul-de-sac off of Avenida Pico with no adjacent residential streets where patron parking could cause negative impacts;
 2. The project is in a freeway-adjacent commercial area, which abuts an industrial area. These conditions support a slightly higher intensity use such as a fitness center, but still meets the intent of the zone to provide for community-serving commercial uses.
 3. A fitness facility has been operating on the subject site with no issues or complaints to the City from neighboring commercial uses;
 4. The project includes several conditions, such as keeping doors and windows closed during operations, which help to ensure the use does not negatively impact surrounding uses.

Section 4: Planning Commission Approval.

Based on the foregoing recitals and findings above, and the written and oral comments, facts, and evidence presented, the City of San Clemente Planning Commission approves Conditional Use Permit (CUP) 20-206, EOS Fitness, subject to the Conditions of Approval set forth in Exhibit A.

PASSED AND ADOPTED at a regular meeting of the City of San Clemente Planning Commission on December 2, 2020.

Chair

CERTIFICATION:

I HEREBY CERTIFY this Resolution was adopted at a regular meeting of the City of San Clemente Planning Commission on December 2, 2020, carried by the following roll call vote:

AYES: COMMISSIONERS:
NOES: COMMISSIONERS:
ABSTAIN: COMMISSIONERS:
ABSENT: COMMISSIONERS:

Secretary of the Planning Commission

Exhibit A

**Conditions of Approval
CUP 20-206, EOS Fitness**

1.0 GENERAL CONDITIONS OF APPROVAL

- | | | |
|-----|---|--------------|
| 1.1 | Within 30 days of approval of this application, the applicant shall submit to the City Planner a signed acknowledgement concurring with all conditions of approval on a form to be provided by the City. Failure to submit this acknowledgement may be grounds to revoke this approval. | Planning |
| 1.2 | The applicant shall defend, indemnify, and hold harmless the City of San Clemente and its officers, employees, and agents from and against any claim, action, proceeding, fines, damages, expenses, and attorneys' fees, against the City, its officers, employees, or agents to attack, set aside, void, or annul any approval or condition of approval of the City concerning this project, including but not limited to any approval or condition of approval of the City Council, Planning Commission, or City Planner. Applicant shall pay all costs, The City shall promptly notify the applicant of any claim, action, or proceeding concerning the project and the City shall cooperate fully in the defense of the matter. The City reserves the right, at its own option, to choose its own attorney to represent the City, its officers, employees, and agents in the defense of the matter. If the applicant fails to so defend the matter, the City shall have the right, at its own option, to do so and, if it does, the applicant shall promptly pay the City's full cost of the defense. | Planning |
| 1.3 | Use and development of this property shall be in substantial conformance with the approved plans, material boards and other applicable information submitted with this application, and with these conditions of approval. Any modifications to the project shall be reviewed by the City Planner in accordance with Zoning Ordinance Section 17.12.180. | Planning |
| 1.4 | The applicant shall comply with all applicable current and future provisions of the San Clemente Municipal Code, adopted ordinances, and state laws. | All |
| 1.5 | Use of the subject property shall conform to all occupancy requirements, including posting of signs related to the maximum occupancy limitations. | Code
Comp |

- 1.6 CUP 20-206 shall be deemed to have expired if within three years of approval the project is not commenced, or the project permitted by the approved application has lapsed, as defined by Zoning Ordinance Section 17.12.150. Planning
- 1.7 Within five business days of project approval, the applicant shall submit to the Planning Division a check made payable to the Orange County Clerk-Recorder in the amount of \$50 for filing the CEQA Notice. Planning
- 1.8 The Applicant (including any property owners and managers, and their designees) shall use her/his best judgment and best management practices to ensure commercial activities on the premises will be conducted in a manner that will not be disruptive to neighbors. The business owner(s) shall be responsible for ensuring compliance with the San Clemente Municipal Code (SCMC), and all conditions of approval contained herein. The Applicant (including any property owners and managers, and their designees) hereby understands that noncompliance with regulations and conditions of approval, shall be immediate grounds for citation pursuant to SCMC Section 8.52.030(Y), which states, "It is declared a public nuisance for any person owning, leasing, occupying or having charge or possession of any premises in this City to maintain such premises in such manner that ... A structure, improvement, property, and/or land use is not in compliance with terms and/or conditions of any City of San Clemente issued permit or approval," and any subsequent revision of this section of the code. [Citation - Section 8.52.030(Y) of the SCMC] Code Comp**
- 4.0 PRIOR TO ISSUANCE OF BUILDING PERMITS**
- 4.1 The working drawings shall include within the first four pages a list of all conditions of approval included in this resolution. Planning
- 7.0 OPERATIONAL CONDITIONS OF APPROVAL**
- 7.6 A manager shall be on the premises at all times, and available to respond to issues raised by representatives from the Orange County Sheriff's Department, Orange County Fire Authority, or City of San Clemente Code Compliance, during the hours of operation. Code Comp*

- 7.14 All business activities are to occur indoors. Doors and windows shall remain closed at all times during the operating hours of the business. Code
Comp*
- 7.17 The Applicant understands, acknowledges, and is responsible for ensuring that gym personnel/staff are required to ensure patrons are not disruptive to neighbors. Code
Comp**
- 7.18 The Applicant shall use his/her best judgement and best management practices to ensure activities on the premises will be conducted in a manner that will not be disruptive to other commercial or residential neighbors and result in police services, which cost the City of San Clemente expense. Code
Comp
OCSD**
- 7.19 The Applicant understands and acknowledges that if for any reason City Staff determines the 24-hour gym use is not in compliance with the conditions of approval or intent of the Zoning Code related to Conditional Use Permits (CUPs), the permit may be revoked and/or sent to the Planning Commission for modification. Any request for expansion of the activity must be approved by the Planning Commission as an amendment to this CUP. Code
Comp**
- 7.20 The Applicant understands and acknowledges that banners and any temporary signage must meet the City's standards as to placement and time frame displayed according to the City's Municipal Code 17.84.010. No human, moving, or event-related signs placed off-site are permitted. Code
Comp**
- 7.21 The Applicant understands and agrees that no window, banner, or temporary signage is part of this review, nor is any such signage approved or permitted by this permit. Window, banner, and temporary signage shall comply with Zoning Ordinance Table 17.84.030A & Section 17.84.030(H), and any applicable Master Sign Programs. Applicant understands and agrees that as a condition of approval of this permit that Applicant is aware of the City's window, banner, and temporary sign regulations and that compliance with those regulations is a term of the subject permit's approval by the City. As such, any violation of the City's regulations related to window, banner, or temporary signs shall constitute a violation of SCMC Section 8.52.030(Y), as discussed in accompanying conditions of approval. [Citation - Section 17.16.240.D of the SCMC] Code
Comp**

- 7.22 The Applicant understands and agrees that in the event noise generated by the use approved by this permit impacts neighboring properties, the tenant must soundproof the facility, or use other best management practices as determined by the City Planner and/or City Building Official, to comply with the City's noise standards, as described in SCMC Chapter 8.48. Code
Comp**
- 7.23 The Applicant understands and acknowledges that sound amplification devices located outside any business's primary building are not permitted, unless specifically identified and approved in this permit or subsequent permits approved by the City. [Citation - Section 8.48.080 of the SCMC] Code
Comp**
- 7.24 The Applicant shall be responsible for ensuring that no noise-generating maintenance activities on the subject property are conducted between the hours of ten (10:00) p.m. and seven (7:00) a.m. Such prohibited activities include, but are not limited to, dumping trash into outside trash bins, the use of parking lot sweepers, and the use of high-pressure washers. [Citation - Section 8.48.070(P) of the SCMC] Code
Comp**
- 7.25 The Applicant shall be responsible for ensuring that no loud and excessive noise-generating activities on the subject property in connection with loading or unloading any vehicle or the opening and destruction of bales, boxes, crates and containers are conducted between the hours of ten (10:00) p.m. and seven (7:00) a.m. [Citation - Section 8.48.070(O) of the SCMC] Code
Comp**
- 7.26 The Applicant shall be responsible for ensuring that overnight parking of vehicles, whether occupied or otherwise, does not occur, with the exception of those vehicles authorized to be on the premises for the purposes of commercial activity (such as cleaning and maintenance crews). Property owner shall be responsible for posting signs on the property that provide warnings to this effect, and shall take all necessary steps to enforce this prohibition, including providing private security to patrol the site on a regular and nightly basis. Code
Comp**
- 7.27 The Applicant (including any property owners and managers, and their designees) shall be responsible for addressing all issues arising from any person or persons trespassing on the subject property, whether in an automobile or not, without lawful business at the property, or when not authorized by the owner or manager of the premises. To address these issues, the property owner shall do either, or both, of the following: 1) Provide private security to Code
Comp**

patrol the site on a regular and daily basis and address violations as they arise; or 2) provide authorization to the Orange County Sheriff's Department for the purposes of entering the subject property to request that any person who is at the subject property, including, without limitation, all buildings, structures, parking lots, common areas, and private sidewalks, to leave the subject property when identified as a trespasser by the property owner's authorized representatives. [Citation - Section 9.04.010(B)(8&9) of the SCMC]

7.28 The applicant shall require all employees of the subject business to park at the rear of the building (Zone 3, as identified in the parking study submitted with this application) in order to maximize the availability of spaces in the front of the shopping center buildings available to patrons and other businesses.

Planning
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* Denotes a modified standard Condition of Approval

** Denotes a project-specific Condition of Approval

EOS FITNESS OBSERVED PARKING ANALYSIS City of San Clemente, California



February 18, 2020

Ms. Hilery Hixon
EOS FITNESS
1 E. Washington Street, Suite 250
Phoenix, AZ 85004

Subject: EOS Fitness Observed Parking Analysis, City of San Clemente

Dear Ms. Hixon:

Introduction

RK ENGINEERING GROUP, INC. (RK) is pleased to provide this observed parking analysis for the proposed EOS Fitness (fitness facility use) of approximately 30,250 square feet to be located at 93 Via Pico Plaza, in the City of San Clemente. The proposed gym will displace Suite 93 (existing vacancy) and Suite 93A (existing Fitness 19).

The study area consists of approximately 95,411 square feet of shopping center use and has approximately 371 parking spaces on a surface lot. It is understood that the parking area is shared globally by all tenants, with the exception of nine (9) reserved parking spaces for the Pho Thanh Binh restaurant in Zone 2, and seven (7) reserved parking spaces for the Del Taco restaurant in Zone 3. Due to the possible deficiency per code in parking spaces on-site, the City is requesting an observed parking analysis to determine adequacy of on-site parking for the proposed use.

A location map of the shopping center is shown on Exhibit A and a site plan is shown on Exhibit B.

Existing Conditions

The shopping center has a total building area of approximately 95,411 square feet, which includes approximately 31,690 square feet of vacancies. The proposed EOS Fitness is planning to occupy approximately 30,250 square feet of existing vacant use and fitness facility use.

In order to determine the adequacy of parking, this analysis includes calculations per the City of San Clemente Parking Code in order to take into account the proposed project and a 100% tenant occupancy scenario.

Observed Parking Survey Parameters

In order to establish the peak parking demand at the shopping center, RK conducted two (2) days, or thirty-two (32) hours, of observed parking surveys to get an adequate assessment of the existing parking demand at the site.

The parking area was divided into three (3) zones, as shown on Exhibit C. The parking surveys were conducted during the following days and times:

1. Friday, February 7, 2020 from 6:00 AM – 10:00 PM at 1-hour intervals; and
2. Saturday, January 25, 2020 from 6:00 AM – 10:00 PM at 1-hour intervals.

The observed parking counts are included in Appendix A.

This study follows standard engineering practice and guidelines for determining future parking demands for a shopping center use. It should be noted that the survey days included typical weather with no rain. The study days are consistent with shopping center peak parking demand data published in the Institute of Transportation Engineers (ITE) Parking Generation Manual, 5th Edition. The data confirms that peak parking demands at shopping centers typically peak on a Friday and Saturday. The ITE parking rates for a shopping center use are included in Appendix B.

In addition, the parking survey timeframes of 6:00 AM to 10:00 PM were selected because they cover the peak time of day factors for a variety of potential tenants/uses within the site. For example, a health club or restaurant serving breakfast would generate a greater parking demand in the early morning hours when compared to a retail use or restaurant only serving lunch or dinner. As a result, the parking survey covers the peak parking demand time of day factors for a variety of potential land uses.

City of San Clemente Parking Code: Existing Uses (Table 1-A)

Taking into account the existing use mix and assuming full tenant occupancy of the 31,690 square feet of existing vacancies, per the City of San Clemente Parking Code, the shopping center is required to provide a total of 426 parking spaces. The project site provides a total

of 371 on-site parking spaces. As a result, the shopping center has a parking deficiency of 55 parking spaces, or 12.91% deficient, per code. Table 1A provides the City of San Clemente Parking Code for the existing use mix.

The City of San Clemente Parking Code is included in Appendix C.

City of San Clemente Parking Code: Proposed Uses (with Project) (Table 1-B)

With the proposed use mix and assuming full tenant occupancy of the 6,690 square feet of proposed vacancies, per the City of San Clemente Parking Code, the shopping center is required to provide a total of 510 parking spaces. The project site provides a total of 371 on-site parking spaces. As a result, the shopping center has a parking deficiency of 139 parking spaces, or 27.25% deficient, per code. Table 1B provides the City of San Clemente Parking Code for the proposed use mix.

Projected Parking Demand (Full Tenant Occupancy) (Tables 2-4)

Tables 2 and 3 provide the projected parking demand for the shopping center during typical Friday and Saturday conditions, respectively.

It should be noted that the observed parking demand does not account for the proposed project nor the existing vacancies in the shopping center. As a result, the required 167 parking spaces for the proposed EOS Fitness (after the credit of 35 parking spaces for displacing the 5,250 square feet of the existing Fitness 19), and the required 22 parking spaces for the proposed vacancies (proposed retail use) are added to the observed parking survey results.

The time-of-day factors for Weekday/Weekend parking demand from the *Urban Land Institute (ULI) Shared Parking Manual, 2nd Edition* were applied to the parking demand associated with the proposed EOS Fitness and proposed vacancies in Tables 2 and 3. The ULI Parking Demand time-of-day Factors are included in Appendix D.

It should be noted, however, that even without applying the ULI time-of-day factors to the observed parking demand, and instead applying the full code-required parking for the existing tenant vacancies (22 parking spaces) and proposed EOS Fitness (167 parking spaces) for all hours of the day, there is still sufficient amount of parking to accommodate the proposed project for typical weekday and weekend conditions for all hours of the day.

The following is a summary of the projected parking demand assuming full tenant occupancy at the shopping center:

- Table 2: The typical Friday (weekday) projected demand uses the observed counts from Friday, February 7, 2020. The peak parking demand is projected to occur at 4:00 PM with a total of 323 parking spaces occupied, which is approximately 87.1% of the supplied parking. There is a surplus of 48 parking spaces during the typical Friday peak parking demand time.
- Table 3: The typical Saturday (weekend) projected demand uses the observed counts from Saturday, January 25, 2020. The peak parking demand is projected to occur at 5:00 PM with a total of 317 parking spaces occupied, which is approximately 85.4% of the supplied parking. There is a surplus of 54 parking spaces during the typical Saturday peak parking demand time.
- Table 4: The summary of the projected parking demand for weekday and weekend conditions shows that the peak parking demand for the shopping center occurs on typical Friday conditions at 4:00 PM with a total of 323 parking spaces occupied, and a surplus of 48 parking spaces.

The projected parking demand determines that there is a sufficient amount of parking spaces available to accommodate the proposed EOS Fitness and all other uses in the shopping center in a full tenant occupancy scenario.

Summary of Findings

1. Per Tables 1A and 1B, the shopping center located at 93 Via Pico Plaza consists of approximately 95,411 square feet of building area, and provides 371 on-site parking spaces. The 371 on-site parking spaces available are shared globally by all tenants, with the exception of nine (9) reserved parking spaces for the Pho Thanh Binh restaurant in Zone 2, and seven (7) reserved parking spaces for the Del Taco restaurant in Zone 3.
2. Based on Table 1-A, with the existing 31,690 square feet of vacancies, the shopping center requires 426 parking spaces. As a result, the shopping center has a deficiency of 55 parking spaces, or 12.91% deficient per code.

3. Based on Table 1-B, with the proposed 6,690 square feet of vacancies, the shopping center requires 510 parking spaces. As a result, the shopping center will have a deficiency of 139 parking spaces, or 27.25% deficient per code.
4. Based on Tables 2 and 3, the shopping center has a sufficient amount of parking spaces assuming a 100% tenant occupancy during all hours of operation.

In order to maximize the number of parking spaces available on-site for all the tenants, it is recommended that EOS Fitness employees should park alongside the back of the building, in Zone 3. Additionally, no parking spaces should be blocked by storage containers, trash containers/enclosures, etc.

Photographs of the project site are included in Appendix E.

Conclusion

Based on the City of San Clemente Parking Code, the number of available parking spaces in the shopping center is deficient per code. However, based on thirty-two (32) hours of parking surveys obtained during typical weekday and typical weekend conditions, the shopping center has a sufficient amount of parking spaces assuming a 100% tenant occupancy during all hours of operation.

Based on the results of the observed parking analysis, assuming a 100% tenant occupancy scenario with the proposed use, the shopping center located at 93 Via Pico Plaza has an adequate number of parking spaces to accommodate the proposed 30,250 square feet of fitness facility (EOS Fitness) use.

If you have any questions regarding this study, please contact us at (949) 474-0809.

Sincerely,
RK ENGINEERING GROUP, INC.



Rogier Goedecke
President



Elias Bandek, EIT
Engineer II

Exhibits



Legend:

* = Proposed EOS Fitness





Legend:

* = Proposed EOS Fitness



Legend:

* = Proposed EOS Fitness



Tables

ATTACHMENT 2

**Table 1-A
93 Via Pico Plaza
Existing Use Mix
City of San Clemente Municipal Parking Code (17.64.050 - Off-Street Parking Requirements by Land Use)¹**

Suite	Tenant	Hours of Operation	Square Feet	Land Use	Percent of Gross Floor Area	Parking Code ¹	Number of Spaces Required
43	Tuesday Morning	10:00 AM - 7:00 PM	6,120	Retail	6.41%	1/300	20.40
51	99 Cents Only Store	8:00 AM - 9:00 PM	25,000	Retail	26.20%	1/300	83.33
61	Final Touch Nails & Spa	9:00 AM - 7:00 PM	1,890	Beauty Shop	1.98%	1/200	9.45
63	Shipping Outlet	8:00 AM - 6:00 PM	1,770	Retail	1.86%	1/300	5.90
65	Navy Federal Credit Union	OPEN 24 HOURS	930	Banking Institution	0.97%	1/300	3.10
67	Dentist	9:00 AM - 5:00 PM	900	Medical Office	0.94%	1/200	4.50
71	Surfin' Chicken Grill (30 indoor seats) ⁴	11:00 AM - 9:00 PM	1,230	Restaurant	1.29%	1 space/4 indoor seats	7.50
73	Records	1:00 PM - 7:00 PM	900	Retail	0.94%	1/300	3.00
79	Dun Edwards Paints	6:00 AM - 5:00 PM	5,190	Retail	5.44%	1/300	17.30
91	Stuft Pizza (72 indoor seats) ⁴	11:00 AM - 10:00 PM	2,501	Restaurant	2.62%	1 space/4 indoor seats	18.00
93A	Fitness 19 (Proposed EOS Fitness) ²	5:00 AM - 9:00 PM	5,250	Fitness Facility	5.50%	1/150	35.00
97	Karate / CrossFit	5:00 AM - 7:30 PM	3,840	Fitness Facility	4.02%	1/150	25.60
99	Eyeland Lash	9:00 AM - 6:00 PM	928	Beauty Shop	0.97%	1/200	4.64
103	Fast Signs	9:00 AM - 5:00 PM	1,405	Retail	1.47%	1/300	4.68
107	Pho Thanh Binh	11:00 AM - 9:00 PM	4,012	Restaurant	4.20%	1/120	33.43
109	Del Taco with Drive-Thru ³	7:00 AM - 12:00 AM	1,855	Restaurant	1.94%	--	44.26
SUBTOTAL OCCUPIED SUITES			63,721		66.79%		320.10
69	VACANT	N/A	1,830	Retail	1.92%	1/300	6.10
83	VACANT	N/A	2,030	Retail	2.13%	1/300	6.77
89	VACANT	N/A	2,830	Retail	2.97%	1/300	9.43
93	VACANT (Former Staples / Proposed EOS Fitness) ²	N/A	25,000	Retail	26.20%	1/300	83.33
SUBTOTAL VACANT SUITES			31,690		33.21%		105.63
Grand Total Shopping Center Required Parking			95,411		100.00%		426
Total Parking Spaces Provided On-Site⁵							371
Number of Deficient Parking Spaces Per Municipal Code							-55
Percent Deficient Per Code							-12.91%

¹ Parking rates obtained from City of San Clemente Municipal Parking Code Section 17.64.050 - Off-Street Parking Requirements by Land Use.

ATTACHMENT 2

Table 1-B
93 Via Pico Plaza
Proposed Use Mix (with Proposed Project)
City of San Clemente Municipal Parking Code (17.64.050 - Off-Street Parking Requirements by Land Use)¹

Suite	Tenant	Hours of Operation	Square Feet	Land Use	Percent of Gross Floor Area	Parking Code ¹	Number of Spaces Required
43	Tuesday Morning	10:00 AM - 7:00 PM	6,120	Retail	6.41%	1/300	20.40
51	99 Cents Only Store	8:00 AM - 9:00 PM	25,000	Retail	26.20%	1/300	83.33
61	Final Touch Nails & Spa	9:00 AM - 7:00 PM	1,890	Beauty Shop	1.98%	1/200	9.45
63	Shipping Outlet	8:00 AM - 6:00 PM	1,770	Retail	1.86%	1/300	5.90
65	Navy Federal Credit Union	OPEN 24 HOURS	930	Banking Institution	0.97%	1/300	3.10
67	Dentist	9:00 AM - 5:00 PM	900	Medical Office	0.94%	1/200	4.50
71	Surfin' Chicken Grill (30 indoor seats) ⁴	11:00 AM - 9:00 PM	1,230	Restaurant	1.29%	1 space/4 indoor seats	7.50
73	Records	1:00 PM - 7:00 PM	900	Retail	0.94%	1/300	3.00
79	Dun Edwards Paints	6:00 AM - 5:00 PM	5,190	Retail	5.44%	1/300	17.30
91	Stuft Pizza (72 indoor seats) ⁴	11:00 AM - 10:00 PM	2,501	Restaurant	2.62%	1 space/4 indoor seats	18.00
93/93A	EOS Fitness (Proposed)²	OPEN 24 HOURS	30,250	Fitness Facility	31.70%	1/150	201.67
97	Karate / CrossFit	5:00 AM - 7:30 PM	3,840	Fitness Facility	4.02%	1/150	25.60
99	Eyeland Lash	9:00 AM - 6:00 PM	928	Beauty Shop	0.97%	1/200	4.64
103	Fast Signs	9:00 AM - 5:00 PM	1,405	Retail	1.47%	1/300	4.68
107	Pho Thanh Binh	11:00 AM - 9:00 PM	4,012	Restaurant	4.20%	1/120	33.43
109	Del Taco with Drive-Thru ³	7:00 AM - 12:00 AM	1,855	Restaurant	1.94%	--	44.26
SUBTOTAL OCCUPIED SUITES			88,721		92.99%		486.76
69	VACANT	N/A	1,830	Retail	1.92%	1/300	6.10
83	VACANT	N/A	2,030	Retail	2.13%	1/300	6.77
89	VACANT	N/A	2,830	Retail	2.97%	1/300	9.43
SUBTOTAL VACANT SUITES			6,690		7.01%		22.30
Grand Total Shopping Center Required Parking			95,411		100.00%		510
Total Parking Spaces Provided On-Site⁵							371
Number of Deficient Parking Spaces Per Municipal Code							-139
Percent Deficient Per Code							-27.25%

¹ Parking rates obtained from City of San Clemente Municipal Parking Code Section 17.64.050 - Off-Street Parking Requirements by Land Use.

ATTACHMENT 2

Table 2-A
Via Pico Plaza
Observed Hourly Parking Demand (ULI)
Friday, February 7, 2020

TIME	ZONE 1		ZONE 2		ZONE 3		ULI Parking Demand for Vacant Suites (6,690 s.f.) ²	ULI Parking Demand for Proposed EOS Fitness (30,250 s.f.) ^{1,2}	TOTAL	Percent Occupied ³
	Regular	♿	Regular	♿	Regular	♿				
Spaces Provided	150	11	171	5	33	1			371	
6:00 AM	20	1	17	0	10	0	0	117	165	44.5%
7:00 AM	20	0	21	1	10	0	1	67	120	32.3%
8:00 AM	28	1	27	0	12	0	3	67	138	37.2%
9:00 AM	56	1	41	0	24	0	8	117	247	66.6%
10:00 AM	66	0	33	0	22	0	14	117	252	67.9%
11:00 AM	63	4	34	1	26	1	19	134	282	76.0%
12:00 PM	84	2	48	1	32	0	21	100	288	77.6%
1:00 PM	79	3	61	1	27	0	22	117	310	83.6%
2:00 PM	70	3	47	0	25	0	21	117	283	76.3%
3:00 PM	78	3	50	0	25	0	20	117	293	79.0%
4:00 PM	80	5	52	0	32	0	20	134	323	87.1%
5:00 PM	61	2	38	1	31	0	21	150	304	81.9%
6:00 PM	49	2	53	0	28	0	21	167	320	86.3%
7:00 PM	50	1	38	0	27	0	21	150	287	77.4%
8:00 PM	39	1	25	0	15	0	18	134	232	62.5%
9:00 PM	31	2	9	0	11	0	11	117	181	48.8%
10:00 PM	27	0	6	0	6	0	7	58	104	28.0%

¹ Since the 30,250 s.f. of proposed EOS Fitness will displace the 5,250 s.f. of existing Fitness 19 (Suite 93A), which was existing during the time the observed parking counts were taken, only the delta of 25,000 s.f. of proposed EOS Fitness was added to the total projected parking demand (202 - 35 = 167 spaces).

² Based on the Time-of-Day Factors for Weekday Parking Demand from the *Urban Land Institute (ULI) Shared Parking Manual, 2nd Edition*.

³ Includes 6,690 s.f. of proposed vacant space and 25,000 s.f. delta of proposed EOS Fitness.

ATTACHMENT 2

Table 2-B
Via Pico Plaza
Observed Hourly Parking Demand (City Parking Code)
Friday, February 7, 2020

TIME	ZONE 1		ZONE 2		ZONE 3		Parking Demand for Vacant Suites (6,690 s.f.) ²	Parking Demand for Proposed EOS Fitness (30,250 s.f.) ^{1,2}	TOTAL	Percent Occupied ³
	Regular	♿	Regular	♿	Regular	♿				
Spaces Provided	150	11	171	5	33	1			371	
6:00 AM	20	1	17	0	10	0	22	167	237	63.9%
7:00 AM	20	0	21	1	10	0	22	167	241	65.0%
8:00 AM	28	1	27	0	12	0	22	167	257	69.3%
9:00 AM	56	1	41	0	24	0	22	167	311	83.8%
10:00 AM	66	0	33	0	22	0	22	167	310	83.6%
11:00 AM	63	4	34	1	26	1	22	167	318	85.7%
12:00 PM	84	2	48	1	32	0	22	167	356	96.0%
1:00 PM	79	3	61	1	27	0	22	167	360	97.0%
2:00 PM	70	3	47	0	25	0	22	167	334	90.0%
3:00 PM	78	3	50	0	25	0	22	167	345	93.0%
4:00 PM	80	5	52	0	32	0	22	167	358	96.5%
5:00 PM	61	2	38	1	31	0	22	167	322	86.8%
6:00 PM	49	2	53	0	28	0	22	167	321	86.5%
7:00 PM	50	1	38	0	27	0	22	167	305	82.2%
8:00 PM	39	1	25	0	15	0	22	167	269	72.5%
9:00 PM	31	2	9	0	11	0	22	167	242	65.2%
10:00 PM	27	0	6	0	6	0	22	167	228	61.5%

¹ Since the 30,250 s.f. of proposed EOS Fitness will displace the 5,250 s.f. of existing Fitness 19 (Suite 93A), which was existing during the time the observed parking counts were taken, only the delta of 25,000 s.f. of proposed EOS Fitness was added to the total projected parking demand (202 - 35 = 167 spaces).

² Based on the City of San Clemente Parking Code Requirements

³ Includes 6,690 s.f. of proposed vacant space and 25,000 s.f. delta of proposed EOS Fitness.

ATTACHMENT 2

Table 3-A
Via Pico Plaza
Observed Hourly Parking Demand (ULI)
Saturday, January 25, 2020

TIME	ZONE 1		ZONE 2		ZONE 3		ULI Parking Demand for Vacant Suites (6,690 s.f.) ²	ULI Parking Demand for Proposed EOS Fitness (30,250 s.f.) ^{1,2}	TOTAL	Percent Occupied ³
	Regular	♿	Regular	♿	Regular	♿				
Spaces Provided	150	11	171	5	33	1			371	
6:00 AM	16	0	8	0	7	0	0	134	165	44.5%
7:00 AM	17	0	12	0	9	0	1	75	114	30.7%
8:00 AM	25	1	29	0	11	0	2	58	126	34.0%
9:00 AM	32	1	39	0	14	0	7	84	177	47.7%
10:00 AM	43	3	40	0	21	0	11	58	176	47.4%
11:00 AM	65	4	49	0	27	0	14	84	243	65.5%
12:00 PM	67	4	42	0	25	0	18	84	240	64.7%
1:00 PM	83	4	37	0	25	0	20	50	219	59.0%
2:00 PM	79	4	39	0	27	0	22	42	213	57.4%
3:00 PM	93	3	36	0	26	0	22	50	230	62.0%
4:00 PM	89	2	23	0	21	0	21	92	248	66.8%
5:00 PM	79	0	30	0	21	0	20	167	317	85.4%
6:00 PM	55	3	36	0	20	0	18	159	291	78.4%
7:00 PM	58	2	38	1	20	0	17	100	236	63.6%
8:00 PM	38	1	26	0	15	0	14	50	144	38.8%
9:00 PM	29	0	11	1	13	0	11	17	82	22.1%
10:00 PM	23	0	9	0	9	0	8	2	51	13.7%

¹ Since the 30,250 s.f. of proposed EOS Fitness will displace the 5,250 s.f. of existing Fitness 19 (Suite 93A), which was existing during the time the observed parking counts were taken, only the delta of 25,000 s.f. of proposed EOS Fitness was added to the total projected parking demand (202 - 35 = 167 spaces).

² Based on the Time-of-Day Factors for Weekend Parking Demand from the *Urban Land Institute (ULI) Shared Parking Manual, 2nd Edition*.

³ Includes 6,690 s.f. of proposed vacant space and 25,000 s.f. delta of proposed EOS Fitness.

ATTACHMENT 2

Table 3-B
Via Pico Plaza
Observed Hourly Parking Demand (City Parking Code)
Saturday, January 25, 2020

TIME	ZONE 1		ZONE 2		ZONE 3		Parking Demand for Vacant Suites (6,690 s.f.) ²	Parking Demand for Proposed EOS Fitness (30,250 s.f.) ^{1,2}	TOTAL	Percent Occupied ³
	Regular	♿	Regular	♿	Regular	♿				
Spaces Provided	150	11	171	5	33	1			371	
6:00 AM	16	0	8	0	7	0	22	167	220	59.3%
7:00 AM	17	0	12	0	9	0	22	167	227	61.2%
8:00 AM	25	1	29	0	11	0	22	167	255	68.7%
9:00 AM	32	1	39	0	14	0	22	167	275	74.1%
10:00 AM	43	3	40	0	21	0	22	167	296	79.8%
11:00 AM	65	4	49	0	27	0	22	167	334	90.0%
12:00 PM	67	4	42	0	25	0	22	167	327	88.1%
1:00 PM	83	4	37	0	25	0	22	167	338	91.1%
2:00 PM	79	4	39	0	27	0	22	167	338	91.1%
3:00 PM	93	3	36	0	26	0	22	167	347	93.5%
4:00 PM	89	2	23	0	21	0	22	167	324	87.3%
5:00 PM	79	0	30	0	21	0	22	167	319	86.0%
6:00 PM	55	3	36	0	20	0	22	167	303	81.7%
7:00 PM	58	2	38	1	20	0	22	167	308	83.0%
8:00 PM	38	1	26	0	15	0	22	167	269	72.5%
9:00 PM	29	0	11	1	13	0	22	167	243	65.5%
10:00 PM	23	0	9	0	9	0	22	167	230	62.0%

¹ Since the 30,250 s.f. of proposed EOS Fitness will displace the 5,250 s.f. of existing Fitness 19 (Suite 93A), which was existing during the time the observed parking counts were taken, only the delta of 25,000 s.f. of proposed EOS Fitness was added to the total projected parking demand (202 - 35 = 167 spaces).

² Based on the City of San Clemente Parking Code Requirements.

³ Includes 6,690 s.f. of proposed vacant space and 25,000 s.f. delta of proposed EOS Fitness.

ATTACHMENT 2

Table 4
Via Pico Plaza
Projected Observed Peak Hour Parking Demand Summary¹

Observed Date	Peak Hour Parking Demand Time	Peak Hour Parking Demand	Parking Spaces Provided	Percent Occupied	Parking Spaces Available
Friday, February 7, 2020	4:00 - 5:00 PM	323	371	87.1%	+48
Saturday, January 25, 2020	5:00 - 6:00 PM	317	371	85.4%	+54

¹ The observed parking counts were obtained during typical operating conditions an one (1) hour intervals from 6:00 AM to 10:00 PM for a typical Friday and a typical Saturday.

Appendices

ATTACHMENT 2

Appendix A

Observed Parking Demand Counts

ATTACHMENT 2

93 Via Pico Plaza
San Clemente, CA
Saturday, January 25th, 2020

Time	Parking Zone														Grand Total	Percent Occupied
	Zone 1		Total	Percent Occupied	Zone 2			Total	Percent Occupied	Zone 3			Total	Percent Occupied		
	Regular Spaces	Handicap			Regular Spaces	Handicap	Reserve			Regular Spaces	Handicap	Reserve				
Parking Spaces	150	11	161		162	5	9	176		26	1	7	34		371	
6:00 AM	16	0	16	10%	8	0	0	8	5%	6	0	1	7	21%	31	8%
7:00 AM	17	0	17	11%	12	0	0	12	7%	8	0	1	9	26%	38	10%
8:00 AM	25	1	26	16%	29	0	0	29	16%	9	0	2	11	32%	66	18%
9:00 AM	32	1	33	20%	39	0	0	39	22%	11	0	3	14	41%	86	23%
10:00 AM	43	3	46	29%	40	0	0	40	23%	19	0	2	21	62%	107	29%
11:00 AM	65	4	69	43%	46	0	3	49	28%	22	0	5	27	79%	145	39%
12:00 PM	67	4	71	44%	33	0	9	42	24%	22	0	3	25	74%	138	37%
1:00 PM	83	4	87	54%	32	0	5	37	21%	22	0	3	25	74%	149	40%
2:00 PM	79	4	83	52%	33	0	6	39	22%	22	0	5	27	79%	149	40%
3:00 PM	93	3	96	60%	32	0	4	36	20%	21	0	5	26	76%	158	43%
4:00 PM	89	2	91	57%	21	0	2	23	13%	19	0	2	21	62%	135	36%
5:00 PM	79	0	79	49%	22	0	8	30	17%	19	0	2	21	62%	130	35%
6:00 PM	55	3	58	36%	27	0	9	36	20%	17	0	3	20	59%	114	31%
7:00 PM	58	2	60	37%	30	1	8	39	22%	15	0	5	20	59%	119	32%
8:00 PM	38	1	39	24%	21	0	5	26	15%	9	0	6	15	44%	80	22%
9:00 PM	29	0	29	18%	11	1	0	12	7%	9	0	4	13	38%	54	15%
10:00 PM	23	0	23	14%	9	0	0	9	5%	6	0	3	9	26%	41	11%

ATTACHMENT 2

93 Via Pico Plaza
San Clemente, CA
Friday, February 7th, 2020

Time	Parking Zone														Grand Total	Percent Occupied
	Zone 1		Total	Percent Occupied	Zone 2			Total	Percent Occupied	Zone 3			Total	Percent Occupied		
	Regular Spaces	Handicap			Regular Spaces	Handicap	Reserve			Regular Spaces	Handicap	Reserve				
Parking Spaces	150	11	161		162	5	9	176		26	1	7	34		371	
6:00 AM	20	1	21	13%	17	0	0	17	10%	9	0	1	10	29%	48	13%
7:00 AM	20	0	20	12%	21	1	0	22	13%	10	0	0	10	29%	52	14%
8:00 AM	28	1	29	18%	27	0	0	27	15%	11	0	1	12	35%	68	18%
9:00 AM	56	1	57	35%	41	0	0	41	23%	21	0	3	24	71%	122	33%
10:00 AM	66	0	66	41%	33	0	0	33	19%	20	0	2	22	65%	121	33%
11:00 AM	63	4	67	42%	34	1	0	35	20%	21	1	5	27	79%	129	35%
12:00 PM	84	2	86	53%	42	1	6	49	28%	25	0	7	32	94%	167	45%
1:00 PM	79	3	82	51%	54	1	7	62	35%	23	0	4	27	79%	171	46%
2:00 PM	70	3	73	45%	42	0	5	47	27%	20	0	5	25	74%	145	39%
3:00 PM	78	3	81	50%	44	0	6	50	28%	19	0	6	25	74%	156	42%
4:00 PM	80	5	85	53%	47	0	5	52	30%	25	0	7	32	94%	169	46%
5:00 PM	61	2	63	39%	37	1	1	39	22%	27	0	4	31	91%	133	36%
6:00 PM	49	2	51	32%	45	0	8	53	30%	23	0	5	28	82%	132	36%
7:00 PM	50	1	51	32%	33	0	5	38	22%	22	0	5	27	79%	116	31%
8:00 PM	39	1	40	25%	22	0	3	25	14%	12	0	3	15	44%	80	22%
9:00 PM	31	2	33	20%	8	0	1	9	5%	7	0	4	11	32%	53	14%
10:00 PM	27	0	27	17%	6	0	0	6	3%	4	0	2	6	18%	39	11%

ATTACHMENT 2

Appendix B

Institute of Transportation Engineers (ITE)
Parking Generation Manual, 5th Edition (January 2019)
Shopping Center Peak Parking Demand Rates

ATTACHMENT 2

Shopping Center - Non-December (820)

Peak Period Parking Demand vs: 1000 Sq. Ft. GLA

On a: Weekday (Monday - Thursday)

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 12:00 - 6:00 p.m.

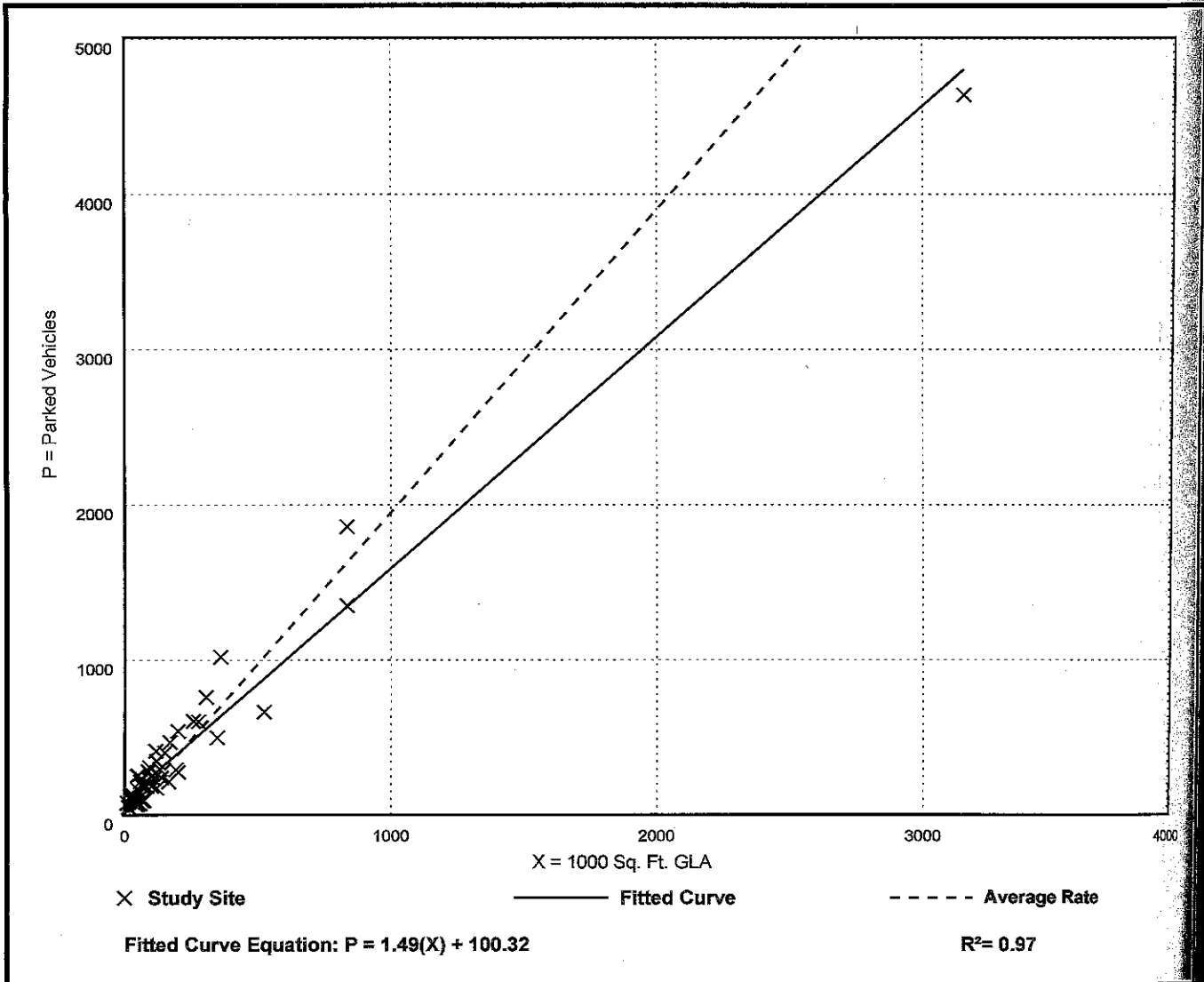
Number of Studies: 46

Avg. 1000 Sq. Ft. GLA: 218

Peak Period Parking Demand per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.95	1.27 - 7.98	1.99 / 3.68	1.73 - 2.17	0.75 (38%)

Data Plot and Equation



Shopping Center - Non-December (820)

Peak Period Parking Demand vs: 1000 Sq. Ft. GLA

On a: Friday

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 12:00 - 6:00 p.m.

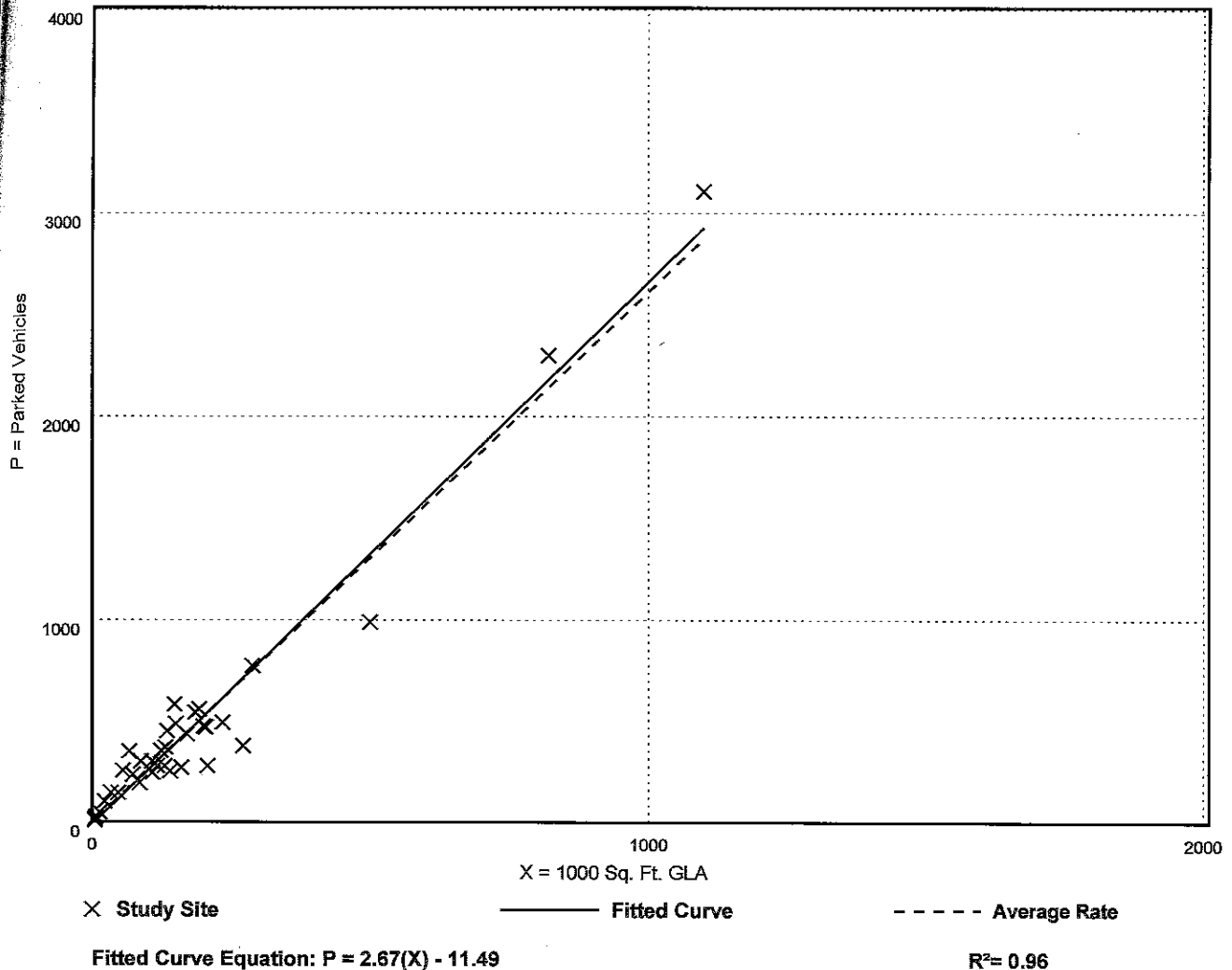
Number of Studies: 37

Avg. 1000 Sq. Ft. GLA: 174

Peak Period Parking Demand per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
2.61	1.34 - 5.25	2.37 / 3.78	2.39 - 2.83	0.67 (26%)

Data Plot and Equation



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Shopping Center - Non-December (820)

Peak Period Parking Demand vs: 1000 Sq. Ft. GLA

On a: Saturday

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 11:00 a.m. - 5:00 p.m.

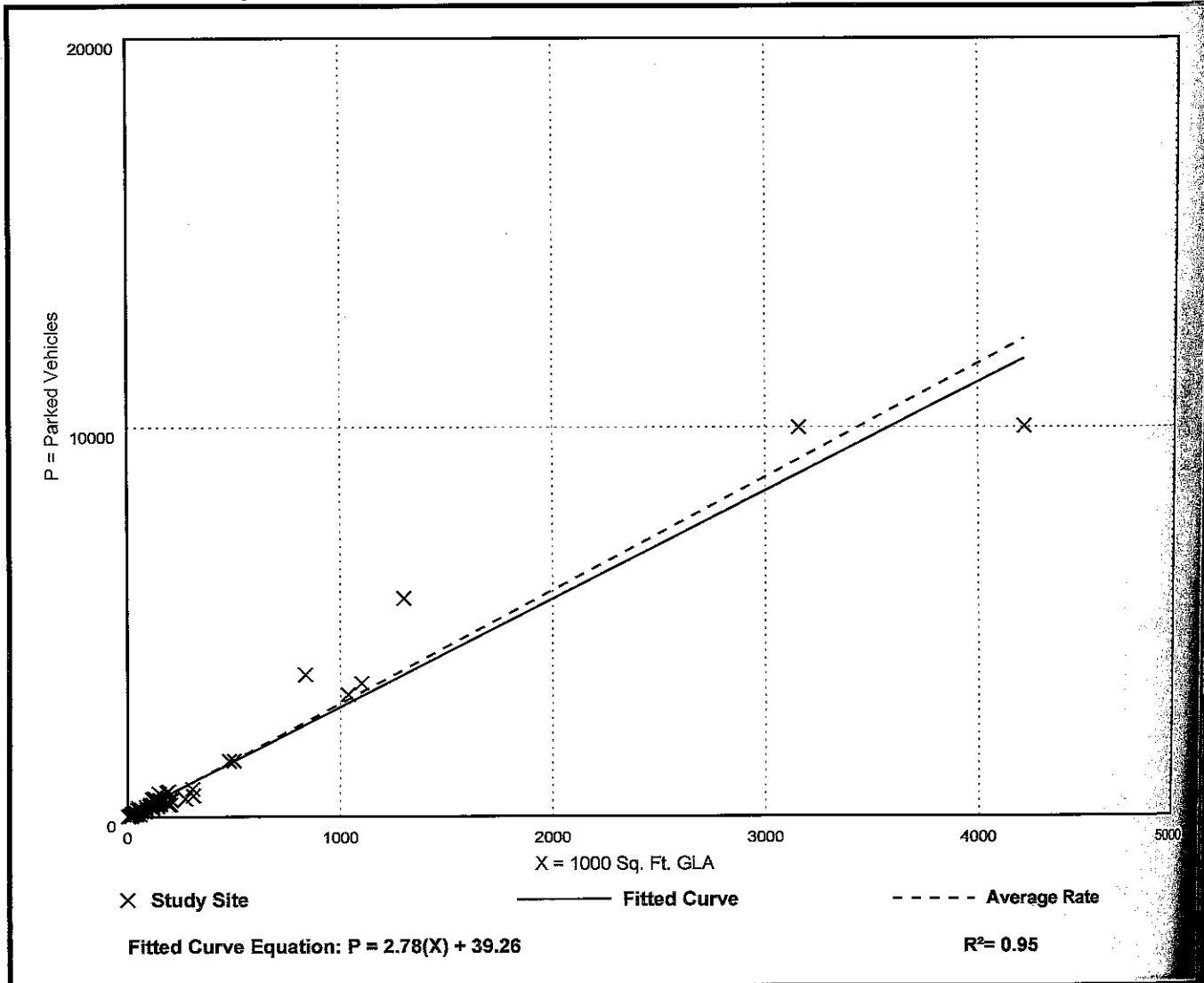
Number of Studies: 58

Avg. 1000 Sq. Ft. GLA: 313

Peak Period Parking Demand per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
2.91	1.15 - 4.72	2.27 / 3.74	2.72 - 3.10	0.74 (25%)

Data Plot and Equation



Shopping Center - Non-December (820)

Peak Period Parking Demand vs: 1000 Sq. Ft. GLA

On a: Sunday

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 12:00 - 3:00 p.m.

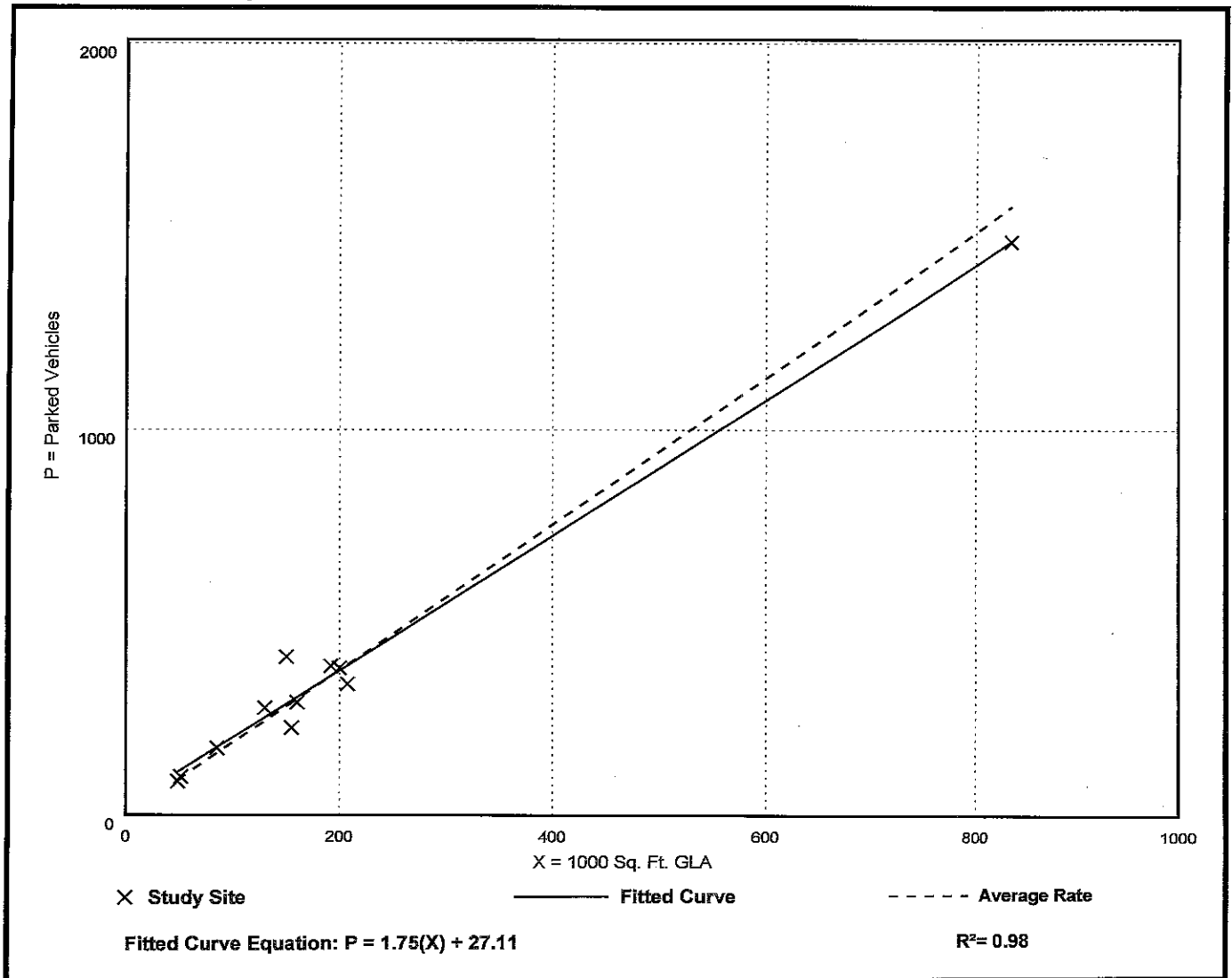
Number of Studies: 11

Avg. 1000 Sq. Ft. GLA: 201

Peak Period Parking Demand per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.89	1.47 - 2.75	1.81 / 2.27	***	0.30 (16%)

Data Plot and Equation



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Appendix C

City of San Clemente Parking Code
(Chapter 17.64.050 – Off-Street Parking Requirements by Land Use)

CHAPTER 17.64 - PARKING AND ACCESS STANDARDS

17.64.010 - Purpose and Intent.

The purpose of this chapter is to ensure that adequate off-street parking is provided for the various land uses in San Clemente, to minimize traffic congestion associated with the layout of parking facilities and the access to uses, to provide safe access to all land uses, and to ensure that parking facilities are as compatible as possible with surrounding land uses.

(Ord. 1172 § 3 (part), 1996)

17.64.020 - Applicability.

- A. **All Approved Land Uses.** All approved land uses in San Clemente shall provide parking as required by this chapter.
- B. **Review of Parking Areas.** The plans of any new parking area or existing parking area which is being resurfaced, restriped or reconfigured shall be submitted to the Community Development Department for review for compliance with this chapter. This review may take place as part of a discretionary application, when one is required. The plans shall show clearly and indicate the proposed development and its dimensions, including the location, size, shape, design, curb cuts, lighting, landscaping, line painting, bumper stops, and other features and appurtenances of the proposed or revised parking area.

(Ord. 1172 § 3 (part), 1996)

17.64.030 - Location of Parking Spaces.

- A. **Location of Parking in Relationship to a Use.** Parking required for all residential uses shall be located within the same project site as the use; in no case shall parking for a residential use be more than 300 feet away from the residential use it serves. All other required parking shall be located either on site or within 300 feet away from the residential use it serves. All other required parking shall be located either on site or within 300 feet of the of the use for which the parking is required, as provided for in Section 17.64.110, Off-Site Parking, of this chapter.
- B. **Distance of Off-Site Parking.** The distance between a use and off-site parking shall be measured from the nearest point of the parking facility to the nearest point of the portion of the building or structure the parking is required to serve.
- C. **Location of Residential Parking, Permitted.** Vehicles on private property used for residential purposes shall be parked only in paved parking spaces or in driveways which comply with the following standards:
 1. The driveway provides access to required parking spaces; and
 2. The vehicle is not blocking access to parking for other residential units.

Driveway parking cannot count toward the required off-street parking for residential units, except in the case of tandem parking, as provided for in Table 17.64.050, Number of Parking Spaces Required, of this title.
- D. **Location of Parking in Mixed Use Zones for Nonresidential and Mixed-Use Projects .** In Mixed-Use Zones, parking for commercial and mixed-use projects shall be located behind buildings or to the side of buildings when parking behind buildings is impossible. For specific requirements regarding the location of parking, please refer to Section 17.40.030.A.2, Special Use Regulations and Section 17.56.030, Central Business (-CB) Overlay District, of this title, along with the San Clemente General Plan and Urban Design Guidelines. Exceptions to parking location requirements may be granted pursuant to Section 17.40.050(C)(f), Miscellaneous Parking Requirements for Existing Development being converted to a Mixed-use Project, of this code.

(Ord. 1252 § 14, 2001; Ord. 1172 § 3 (part), 1996)

(Ord. No. 1652, § 4, 5-15-2018)

17.64.040 - Type of Parking Required.

- A. **Standard Parking Spaces.** The number of parking spaces required for various land uses shall be as required in Table 17.64.050, Number of Parking Spaces Required. Parking spaces shall be designed as required in Section 17.64.060, Design Standards for Off-Street Parking Facilities, of this chapter.
- B. **Disabled Accessible Parking Spaces.** Disabled accessible parking spaces shall be provided for uses as required by Title 24 of the California Code of Regulations and they shall be designed as required by Section 17.64.070, Disabled Accessible Parking Spaces, of this chapter. The Americans With Disabilities Act also contains requirements for disabled-accessible parking spaces, although the City is not responsible for the enforcement of these requirements.
- C. **Bicycle and Carpool Vehicle Parking Facilities for Employment Centers.** Bicycle and carpool vehicle parking facilities shall be provided for new employment centers other than residential developments, as required by Chapter 17.76, Trip Reduction and Travel Demand Management, of this title.
- D. **Over-Sized Vehicle Parking Spaces.** Over-sized vehicle parking spaces shall comply with the design standards in Section 17.64.080, Oversized-Vehicle Parking, of this title.

(Ord. 1172 § 3 (part), 1996)

17.64.050 - Off-Street Parking Requirements by Land Use.

A. **Enforcement and Interpretation of Parking Requirements.**

1. **Number of Off-Street Parking Spaces Required.** The number of off-street parking spaces required for the land uses identified in the Permitted and Conditional Use Tables of this title are listed in Table 17.64.050, Number of Parking Spaces Required, except where parking requirements are established in Chapter 17.28, Special Uses, or exceptions to these requirements are granted in accordance with Section 17.64.125, Waivers of Parking Requirements, in this chapter.
2. **Uses Not Listed.** When parking requirements for land uses are not specifically listed in this section or in Chapter 17.28, Special Uses, the parking requirements shall be those required for the most similar use. The most similar use shall be determined by the City Planner as provided for in Section 17.04.040, Interpretations, subject to the concurrent review and appeal provisions contained in Section 17.12.090, Consideration of Concurrent Applications, and Section 17.12.140, Appeals of an Action, of this title.
3. **New Buildings Without Tenants.** If the type of tenants that will occupy a nonresidential building, or the nonresidential portion of a mixed-use building, is not known at the time the new building is being proposed, the number of parking spaces required for the nonresidential uses will be determined through the discretionary review process. Through the discretionary review process, conditions may be placed on the type of future tenant allowed to ensure the parking provided for the project will be adequate.
4. **Mixed-Use Sites.** When several uses/businesses occupy a single structure or parcel, the total parking required shall be the sum of the requirements for each individual use, except as otherwise provided in Subsection (A) (5), Mixed-Function Uses, below, and Section 17.64.120, Shared Parking, in this chapter.
5. **Mixed-Function Uses.** When a building or tenant space is occupied by a single use, but the use contains several functions, such as sales, office and storage, parking spaces shall be provided based on the gross floor area of occupied tenant space(s), as required in Table 17.64.050, Number of Parking Spaces Required. Exceptions: Exceptions to this requirement may be granted by the City Planner for buildings or tenant spaces which meet one of the following criteria:
 - a. One of the functions is a restaurant.
 - b. Each function generates significant parking demand so parking requirements should be applied to each

function individually.

- 6. Alterations of Use.
 - a. For changes of use when the required number of parking spaces is not provided. refer to Chapter 17.72.060.C.2, Changes of Use, of this Title.
 - b. Parking spaces are waived per Section 17.64.125, Waivers of Parking Requirements.
 - c. Uses are proposed in Mixed Use Zoning districts within the Central Business Overlay, the number of off-street parking spaces shall be provided for an alteration of use or addition of square footage based on the net increase in parking spaces required for the alteration or addition of square footage. For example, if an existing retail establishment currently requiring four parking spaces wishes to convert to a restaurant requiring seven parking spaces, the net increase in parking requirements is three spaces. To be permitted by the City, the restaurant in this example would have to be able to cover the net increase of three parking spaces.
 - 7. Rounding of Numbers. When the required number of parking spaces is other than a whole number, the total number of spaces shall be rounded up to the nearest whole number, unless otherwise provided for in this title. Exceptions in this title include provisions: 1) for mixed-use projects on lots of 6,000 square feet or smaller and requiring less than 5 parking spaces, Section 17.40.050(C)(1)(d), Total Parking Space Requirement for Mixed-use Projects on Lots 6,000 square feet or smaller, of this title; and 2) for three or more dwelling units on a single lot in Table 17.64.050, Number of Parking Spaces Required, of this title.
 - 8. More than One Parking Ratio. Where more than one parking ratio is shown for a particular use, the required number of spaces shall be the total of all ratios shown. For instance, the parking requirement for bed and breakfast inns is "1 per unit, 2 for the owner's unit." The total parking requirement for a bed and breakfast inn is the sum of the required parking for the units and two spaces for the owner's unit.
- B. **Number of Parking Spaces Required.** The number of off-street parking spaces required for various land uses shall be as listed in Table 17.64.050, Number of Parking Spaces Required, except for those listed in Chapter 17.28, Special Uses. Unless otherwise indicated, the parking requirements are for square feet of gross floor area occupied by the use and, in the case of nonresidential uses, include the parking required for customers and employees. Exception: Where a portion of a structure is used for automobile parking, that portion shall not be counted in calculating the required parking for the structure. If parking is eliminated and the space is occupied by another use, parking shall be required for the use as indicated for the use in this chapter.

Table 17.64.050 - Number of Parking Spaces Required

Use	Number of Parking Spaces Required
1. Commercial Uses	
Convenience Stores or Mini-Markets	Please refer to <u>Section 17.28.120</u> , Convenience Stores.
General Retail Stores	In MU Zones within the CB Overlay: One per 400 square feet. Elsewhere: one per 300 square feet
Beauty Shops or Barbershops	One per 200 square feet
Furniture and Appliance Stores	Two spaces plus one space per 500 square feet
Laundromats	One per four washing machines

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Massage	One per 200 square feet
Retail Nursery/Garden Shop	One space for each 300 sq. ft. of indoor display area; one space for each 800 sq. ft. of outdoor display area.
2. Hospital Uses	
Convalescent Home	One per four patient beds
Hospitals	Two per patient bed
3. Industrial Uses	
Manufacturing	One per 500 sq. ft.
Research and Development	One per 500 sq. ft.
Warehousing/Storage	One per 2,000 sq. ft.
4. Lodging	
Bed and Breakfast Inns	Please refer to <u>Section 17.28.090</u> , Bed and Breakfast Inns.
Boarding House	1.0 per guest room
Hotels and Motels	Please refer to <u>Section 17.28.170</u> , Hotels and Motels.
Timeshares	1.2 per unit
5. Professional Offices, Financial Institutions and Related Uses	
Banking Institutions	One per 300 sq. ft.
Offices, General and Professional	In MU Zones within the CB Overlay: One per 350 sq. ft. Elsewhere: One per 300 sq. ft.
Offices, Medical	One per 200 sq. ft.
6. Public/Quasi-Public Uses	
Group Counseling/Group Instruction	One space per employee; one space per two students, maximum capacity

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Churches	One per four seats, based on seating capacity and/or occupancy signs posted by the Orange County Fire Authority
Public Assembly	One per Four seats, based on seating capacity and/or occupancy signs posted by the Orange County Fire Authority
Day Care Facilities	One for each two employees; one for each five children. Minimum of three spaces
Educational Facilities	
Elementary/Junior High	One per staff, one per 10 students
High School	One per three students
Community College/University	One per two students
Business/Professional/Trade	One per staff; one per two students
Driving Range	1.25 spaces for each tee
Golf Course	Six spaces per hole, plus parking required for incidental uses (such as restaurant, pro-shop, etc.)
7. Residential Uses	
Accessory Dwelling Units	Please refer to <u>Section 17.28.270</u> , Accessory Dwelling Units.
	All required parking for single-family dwelling units shall be covered. Exceptions to covered parking requirements may be granted pursuant to <u>Section 17.40.050(C)(f)</u> , Miscellaneous Parking Requirements for Existing Development being converted to a Mixed-use Project, of this title.
Congregate Care Facility	Please refer to <u>Section 17.28.110</u> , Congregate Care
Single Dwelling Unit on a Single Lot	Two per dwelling unit
Guesthouses	One per guesthouse

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<p>Two Dwelling Units on a Single Lot (Except for Single-family Homes with Second Residential Units)</p>	<p>Two per dwelling unit. Fifty percent (50%) of the spaces must be covered. Each dwelling unit shall be assigned at least one covered parking space. Exceptions to covered parking requirements may be granted pursuant to <u>Section 17.40.050(C)(f)</u>, Miscellaneous Parking Requirements for Existing Development being converted to a Mixed-use Project, of this title.</p>
	<p>1. Large Two-unit Projects: Two-unit projects which have a cumulative bedroom count which exceeds seven and/or a project net floor area which exceeds 5,400 square feet shall provide one additional parking space for the project.</p>
	<p>2. Tandem Parking on Narrow Lots: Lots less than 50 feet wide measured 50 feet back from the front property line, may have tandem parking. Please refer to <u>Section 17.64.090</u>, Tandem Parking—Residential Uses, for special development standards required when tandem parking is employed. This exception shall not be applied to mixed-use projects containing residential and nonresidential uses.</p>
<p>Three or More Dwelling Units on a Single Lot</p>	<p>1. The Total Parking Required for a Project: The total number of parking spaces required for a project shall comply with all of the following:</p>
	<p>a. The total number of parking spaces required for a project shall be the sum of the parking required for the dwelling units (Subsection (2)) and the parking required for guests (Subsection (3));</p>
	<p>b. The total number of parking spaces required for a project shall not be less than two spaces per unit;</p>
	<p>c. Calculations shall be rounded off as provided for in Subsection (4), below:</p>

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	<p>2. Parking Requirements for Dwelling Units: The number of parking spaces required for each dwelling unit shall be determined using the following two methods of calculating parking. The method resulting in the greater number of spaces being required for a unit shall be used for that unit:</p>
	<p>a. Method 1—Number of Bedrooms in a Dwelling Unit:</p>
	<p>0—1 Bedroom: 1.5 spaces</p>
	<p>2 Bedrooms: 2.0 spaces</p>
	<p>3 Bedrooms: 2.5 spaces</p>
	<p>Over 3 Bdrms.: 3.0 spaces</p>
	<p>b. Method 2—Net Floor Area of a Dwelling Unit:</p>
	<p>To 900 sq. ft.: 1.5 spaces</p>
	<p>To 1,800 sq. ft.: 2.0 spaces</p>
	<p>To 2,700 sq. ft.: 2.5 spaces</p>
	<p>Over 2,700 sq. ft.: 3.0 spaces</p>
	<p>c. Covered Spaces: Fifty (50) percent of the total number of parking spaces required for the dwelling units shall be covered, with no less than one covered assigned parking space being provided for each dwelling unit.</p>
	<p>3. Guest Parking: The number of guest parking spaces provided for a project shall be .333 spaces per dwelling unit.</p>
	<p>4. Rounding Off: Fractional numbers shall be rounded off once the dwelling unit and guest parking requirements have been added together. The following rules regarding rounding shall apply:</p>

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	<p>a. Fewer than Five Units: If the total number of required parking spaces is a fractional number of .45 or greater, that number shall be rounded up to the next whole number; if the total number of required parking spaces is a fractional number less than .45, that number shall be rounded down to the next whole number.</p>
	<p>b. Five or Greater Units: If the total number of required parking spaces is a fractional number, the total number shall be rounded up to the nearest whole number.</p>
Senior Housing Projects	Please refer to <u>Section 17.28.280</u> , Senior Housing
Mobilehome Parks	Please refer to <u>Section 17.28.190</u> , Mobilehomes
8. Restaurants	
Bars, Cocktail Lounges	One per four seats, based on seating capacity or occupancy signs posted by the Orange County Fire Department.
Restaurants	n MU Zones within the CB Overlay: One per five indoor seats. Elsewhere: One per four indoor seats. Required parking based on seating capacity or occupancy signs posted by the Orange County Fire Department, except in the following cases:
	1. Single destination restaurants over 3,000 square feet: One per 120 square feet of interior space.
	2. Drive-thru/take-out/fast food restaurants: One per 35 square feet of public seating area, plus one per 200 square feet of all other gross floor area, with one lane for each drive-up window with stacking spaces for six vehicles.
9. Unclassified Uses	
Bowling Alleys	Two per alley, plus parking for incidental uses (restaurant, pro-shop, etc.)

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Health Club/Fitness Facilities	One per 150 sq. ft.
Theater	One per four seats, based on seating capacity as shown by capacity signs posted by the Orange County Fire Authority
Tennis/Racquetball Courts	Three spaces per court, plus parking required for incidental uses
10. Vehicle-Related Repair, Sales and Service	
Car Wash:	
a. Full Service (Includes Gas)	One per every three employees on the maximum shift plus 600 square feet of operations parking area for each 20 feet of conveyor length
b. Self Service	One per stall plus one space queuing lane in front of each stall
Oil Change, Lube and Tune Shops	One per service bay, plus one for each employee, plus two space queuing lanes for each bay, with a minimum of five spaces.
Service/Gas Stations	Please refer to <u>Section 17.28.290</u> , Service Stations.
Vehicle Dealerships	Please refer to <u>Section 17.28.310</u> , Vehicle Dealerships.
Vehicle Repair/Service	Please refer to <u>Section 17.28.320</u> , Vehicle Repair Facilities.

(Ord. 1252 §§ 14—16, 2001; Ord. 1190 §§ 12—14, 1997; Ord. 1182 § 16, 1997; Ord. 1172 § 3 (part), 1996; Ord. No. 1524, § 9, 12-7-2010; Ord. No. 1548, § 3(Exh. C, § 13), 3-6-2012; Ord. No. 1561, § 3(Exh. A, §§ 24—26), 11-27-2012)

(Ord. No. 1575, § 3(Exh. A, § 12), 12-3-2013; Ord. No. 1622, § 11, 5-17-2016; Ord. No. 1652, § 4, 5-15-2018; Ord. No. 1668, § 2, 3-5-2019)

17.64.060 - Design Standards for Off-Street Parking Facilities.

According to requirements in this section and the City Engineering Division's technical standards, parking design standards are as follows, except as otherwise provided for in Section 17.64.125, Waivers of Parking Requirements, or Section 17.64.070, Disabled Accessible Parking Spaces.

A. Parking Space Size.

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1. Garages or carports that contain four or fewer parking spaces. Parking spaces shall be a minimum of nine feet in minimum length of 19 feet in residential garages or carports that contain four or fewer parking spaces and circulation elements such as driveway aisles, but consists primarily of parking spaces.
 2. Other garages. Please refer to the City of San Clemente Engineering Division's Technical Standards for parking space size requirements for all other parking spaces.
- B. Parking Setbacks.** All parking spaces, whether covered or required or otherwise, shall be subject to the setback restrictions for accessory buildings in the zone in which the parking area is located, except for the following exceptions in residential zones:
1. **Setback for Street-Facing Garages or Carports.** The minimum setback for a street-facing garage or carport shall be 20 feet, when standard garage doors are provided, and 18 feet, when roll-up garage doors are provided. In zones where the minimum setback for a street-facing garage or carport listed is greater than 18 feet or 20 feet, the more restrictive requirement shall apply. This requirement shall only apply to garages where parking would be allowed in the driveway, in accordance with Section 17.64.030(C), Location of Residential Parking, Permitted, of this chapter.
 2. **Vehicle Parking.** In residential zones, vehicles may be parked in the front yard setback area in driveways, as provided for in Section 17.64.030(C), Location of Residential Parking, Permitted.
- C. Landscaping.** Landscaping shall be provided for the following outdoor parking facilities—parking lots, all nonresidential parking areas, and outdoor residential parking areas of 10 or greater parking spaces—in compliance with the following standards:
1. All landscaping with parking lots shall be located in planter areas which are bounded by concrete curbing. All required curbing for planter areas shall be at least six inches high and six inches wide.
 2. For limitations on the distance a vehicle may overhang a landscaped area, please refer to the City of San Clemente Engineering Division's Technical Standards.
 3. Excluding curbing, all required planter areas shall be at least four feet wide and at least 25 square feet in area. Each planter shall be supplied with appropriate irrigation.
 4. The landscaping plan for the parking lot shall include a minimum of one canopy tree for every five parking stalls in the parking lot.
 5. Landscaping shall not interfere with the vehicle line of sight while entering or exiting a parking structure.
 6. For nonresidential uses, if parking is between a building and the street, a minimum 10-foot landscaped setback area shall be required between the street and the parking area.
 7. Parking lots shall provide landscaped area in the interior of the parking lot as follows:

Table 17.64.060

Percent of Parking Area to be Landscaped

Parking Stalls Required	% of Total Parking Area to be Landscaped
0—50 stalls	10
50 +	12

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Landscaping provided in parking areas shall count toward the site landscaping requirements found in Chapter 17.68, Landscape Standards. For requirements for parking lots functioning as a single-use, please refer to Section 17.28.220, Parking Lots, of this title.

- D. **Accessibility and Usability.** All required off-street parking spaces shall be designed, located, constructed and maintained so as to be fully and independently usable and accessible for automobile parking purposes.
- E. **Maintenance of Off-Street Parking Facilities.**
 - 1. All parking areas shall be kept clean and free of dust, mud or trash; pavement and striping shall be maintained in a continuous State of good repair.
 - 2. No storage of dismantled or disabled vehicles is permitted in driveways or open parking areas, unless specifically permitted as a part of site approval.

(Ord. 1190 § 15, 1997; Ord. 1172 § 3 (part), 1996)

(Ord. No. 1575, § 3(Exh. A, § 13), 12-3-2013)

17.64.070 - Disabled Accessible Parking Spaces.

Disabled accessible parking spaces shall be provided as required by Title 24 of the California State Building Standards Code. Such spaces shall be identified as required below:

- A. By posting a sign depicting profile view of a wheelchair with an occupant in white on a blue background; and
- B. By outlining or painting the stall of space in blue and outlining on the ground in the stall or space in white or suitable contrasting color a profile view depicting a wheelchair with an occupant.

It shall be unlawful for any person having control over an off-street parking facility containing spaces or stalls reserved for the physically handicapped to fail to maintain either sign required by subsection (A) of this section such that the sign(s) cease to clearly and conspicuously provide notice that the stall or space is reserved for physically handicapped persons.

The Americans with Disabilities Act (ADA) also contains parking regulations. For information regarding these standards, please refer to the City's Building Division.

(Ord. 1172 § 3 (part), 1996; Ord. No. 1664, § 45, 9-18-2018)

17.64.080 - Boat, Trailer, and Oversized Vehicle Parking on Residentially Zoned or Developed Properties.

- A. **Purpose and Intent.** The parking restrictions set forth in this section are designed to provide for parking for boats, trailers, and oversized vehicles to improve the appearance and aesthetic values of the City's residential areas and residentially developed properties, and to further eliminate or prevent the occurrence of potential traffic hazards.
- B. **Applicability.** This section shall apply to the parking of all boats, trailers, and oversized vehicles on all residentially zoned and residentially developed properties. With the exception of Subsection (E), Partial-Screening Required, Subsection (F), Parking Space Surfacing and Maintenance, and Subsection (G)(3), Modifications to the Minimum Height for Partial Screening, this section shall become operative on January 14, 2000. Subsection (F), Parking Space Surfacing and Maintenance, shall become operative on January 14, 2001. Subsection (E), Partial-Screening Required, and Subsection (G)(3), Modifications to the Minimum Height for Partial-Screening, shall become operative on January 14, 2003.
- C. **Setbacks.**
 - 1. Standard. All boats, trailers, and oversized vehicles parked on residentially zoned or residentially developed property, including oversized vehicles parked in driveways, shall be parked a minimum of 20 feet from the

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back of any curb or, if no curb exists, from the edge of any improved street.

2. Exceptions: This 20-foot setback shall not apply when:
 - a. The boat, trailer, or oversized vehicle is parked in any area within a garage or carport or within a legal enclosure or behind a fence or wall which totally shields such boat, trailer, or oversized vehicle from view from the adjacent street; or
 - b. The oversized vehicle is required for the daily use of an individual who is disabled, in accordance with Subsection (G)(1) of this section; or
 - c. The boat, trailer, or oversized vehicle is parked for temporary loading and unloading, in accordance with Subsection (G)(2) of this section.
- D. Parking in Driveways.** The only oversized vehicles that shall be allowed to be parked in required driveways shall be oversized vehicles that are self-powered and operable. Boats and trailers shall not be parked in required driveways. For the purposes of this section, the required driveway is that portion of the driveway determined to be required to provide access to the garage, carport, or other legally required off-street parking area for vehicles on the property, pursuant to the City's driveway standards on file in the Office of the City Engineer.
- E. Partial-Screening Required.**
1. Purpose and Intent. The purpose and intent of this section is to address the potential aesthetic impacts of boats, trailers, and oversized vehicles that are parked outside the required driveway and that are visible from the street. The regulations in this subsection are meant to result in fences, walls, and hedges that partially block the view of boats, trailers, and oversized vehicles from vantage points along street-side property lines of the property on which the boat, trailer, or oversized vehicle is parked. The intent of this subsection is to require partial, and not full screening, from both vertical and horizontal perspectives of the boat, trailer, or oversized vehicle. The screening required by this section is partial from a vertical perspective, because most boats, trailers, and oversized vehicles exceed the maximum height of the fence, wall or hedge required in this subsection. The screening required by this subsection is partial from a horizontal perspective because: (1) this subsection requires screening from views along the street-side property line of the subject property, not along the entire street; and (2) this subsection does not require that fences, walls, or hedges be 100 percent opaque. The City recognizes the desirability, for aesthetic purposes, of allowing a variety of opaqueness and materials to be used to satisfy the fence, wall, and hedge requirements.
 2. Standards. All boats, trailers, and oversized vehicles shall be partially screened by fences, walls, or hedges which comply with City standards, Section 17.24.090, Fences, Walls, and Hedges, and meet the following standards:
 - a. Height. Fences, walls, and hedges provided for partial screening shall be six feet in height, unless granted an exception by the Community Development Director, as provided for in Subsection (G)(3) of this section.
 - b. Location. The fence, wall, or hedge shall be located between any visible portion of the boat, trailer, or oversized vehicle and the entire length of any street-side property line of the property on which the boat, trailer, or oversized vehicle is located.
 - c. Opaqueness. Fences, walls, or hedges must be at least 50 percent opaque, as viewed from a line perpendicular to the fence, wall, or hedge. Open fencing, such as wrought iron, may be used for partial screening, if combined with other materials or plantings to achieve at least 50 percent opacity.
 3. Exceptions. The requirements of this subsection shall not apply when:
 - a. The boat, trailer, or oversized vehicle is parked in any area within a garage or carport or within a legal enclosure or behind a fence or wall which totally shields such boat, trailer, or oversized vehicle from view from the adjacent street; or

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- b. The oversized vehicle is located entirely on the required driveway, in accordance with Subsection D of this section; or
 - c. The oversized vehicle is located partially on the required driveway, the entire oversized vehicle shall be partially in accordance with the provisions of this subsection; or
 - c. The oversized vehicle is required for the daily use of an individual who is disabled, in accordance with Subsection (G)(1) of this section;
 - d. The boat, trailer, or oversized vehicle is parked for temporary loading and unloading, in accordance with Subsection (G)(2) of this section.
- F. Parking Space Surfacing and Maintenance.** All parking spaces for boats, trailers, and oversized vehicles, shall be:
- 1. Covered with an all-weather surface, as deemed appropriate by the City Planner; and
 - 2. Kept clean and free of dust, mud, and trash. Surfacing shall be maintained in a continuous state of good repair, as determined by the City Planner.
- G. Exceptions.**
- 1. **Vehicles for the Disabled.** Vehicles displaying license plates or placards issued pursuant to Vehicle Code Section 5007, 22511.55 or 22511.59 shall be exempt from the setback and partial-screening provisions of this Section (Subsections (C) and (E)). The requirements contained in subsections C and E shall not be applicable to any vehicles which meet both of the following requirements:
 - a. The vehicle is properly displaying a disabled persons special identification license plate issued under Vehicle Code Sections 5007, 22511.55 or 22511.59; and
 - b. The owner has filed with the City Clerk of the City of San Clemente written authorization from a duly licensed medical doctor noting that the oversized vehicle is reasonably necessary to accommodate the individual's daily needs.
 - 2. **Temporary Parking for Loading and Unloading.** Boats, trailers, and oversized vehicles parked in a driveway for the purpose of loading and unloading shall be exempt from the setback requirements (Subsection (C)) and partial screening requirements (Subsection (E)) of this section for a maximum of six round-trips per calendar year. It is the intent of this subsection that the provisions for loading and unloading be granted solely for boats, trailers, and oversized vehicles, owned or rented by the residents of the property on which the boat, trailer, or oversized vehicle, is being parked. For the purpose of this section, a round-trip shall mean one 48-hour period for the loading of the boat, trailer, or oversized vehicle, and one 48-hour period for the unloading of the boat, trailer, or oversized vehicle. With the exception of RV Parking Extension Roundtrips allowed in Section 10.28.230 of the Municipal Code, no two round-trips shall be allowed within a three-day period. At the expiration of each 48-hour period, the boat, trailer, or oversized vehicle, shall be moved to a location that complies with all the provisions of this section.
 - 3. **Modifications to the Minimum Height for Partial Screening.** The minimum fence, wall, or hedge height for partial screening may be reduced to 42 inches with the approval of the Community Development Director, if the Community Development Director determines that all of the following conditions are met:
 - a. The boat, trailer, or oversized vehicle is located on an area of the lot which does not permit fences over 42 inches in height, in accordance with the height limits for fences, walls, and hedges found in Section 17.24.090(B), Standards; and
 - b. Location of the boat, trailer, or oversized vehicle to an area of the lot which would allow partial-screening that is six feet tall would be impractical or economically infeasible, that is, it would impose costs on the applicant which are excessive in light of the purchase costs of the boat, trailer, or oversized vehicle; and
 - c. The applicant's inability to satisfy the minimum height requirements for partial screening is not the result of the applicant maintaining his or her property in a manner which renders it impossible to satisfy the requirements of this section.

(Ord. 1235 § 3, 1999; Ord. 1172 § 3 (part), 1996)

17.64.090 - Tandem Parking—Residential Uses.

Duplexes which meet parking requirements with tandem parking spaces shall comply with the following requirements:

- A. **Curb Break.** No greater than a 16-foot curb break shall be provided. Any deviation from this width shall be subject to a minor exception permit, in accordance with Section 17.16.090, Minor Exception Permits, of this title, with concurrent approval from the City Engineer.
- B. **Garage Size, Minimum.** A minimum two-car garage not less than 18 by 38 feet shall be provided.
- C. **Setbacks for Parking.**
 - 1. **Setback for Uncovered Parking.** All uncovered parking spaces shall meet a minimum front yard setback of 18 feet.
 - 2. **Setback for All Covered Parking.** All covered parking shall comply with the setbacks for street-facing garages and/or carports listed in Section 17.64.060(B), Parking Setbacks, of this title.

(Ord. 1304 § 31, 2005; Ord. 1172 § 3 (part), 1996)

17.64.100 - In-Lieu Certificates for Off-Street Parking.

- A. **Sale of In-Lieu Certificates.** The City Council may authorize the sale of in-lieu certificates for off-street parking to owners of the property who make the showing required under Subsection (B), Required Showing, of this section. The City Council shall adopt a resolution or resolutions creating in-lieu parking districts within the City, setting forth both the boundaries of such districts and the applicable in-lieu fee within each district. Such fees shall be based upon the cost of providing the necessary parking facilities within the applicable district. The boundaries of each district and the fee for the in-lieu certificates therein may be adjusted from time to time as the City Council sees fit.
- B. **Required Showing.** The applicant shall show to the satisfaction of the City Council that the sale of in-lieu certificates is necessary because there is not available space to provide the requisite amount of off-street parking and the project cannot be reasonably redesigned to accommodate such parking without extreme hardship. The owner of the property for which the parking certificate(s) is approved shall be required to purchase and retain one certificate for each required parking space not provided in accordance with the minimum requirements of the San Clemente Zoning Ordinance. All certificates purchased shall run with the property and shall not be transferable to another property.
- C. **Use of Funds.** All moneys paid for certificates shall be deposited with the City and expenditures from the fund shall be used solely to purchase land and make improvements for public parking within the in-lieu district from which the money was obtained.
- D. **Method of Sale.** The City Council shall have the right to authorize the sale of in-lieu certificates subject to the following minimum requirements:
 - 1. Where four or fewer certificates are to be purchased, a minimum cash down payment equal to the value of one-half space shall be made, with the balance to be paid in equal monthly, quarterly or annual payments over a maximum period of five years;
 - 2. Where five or more spaces are to be purchased, a minimum cash down payment equal to the value of one space shall be made, with the balance to be paid in equal monthly, quarterly or annual payments over a maximum period of 10 years;
 - 3. The owner shall post a bond, a letter of credit, or a lien on the property for the balance of the certificates purchased as determined by the City;
 - 4. Interest shall accrue on the unpaid balance of the in-lieu parking fee at the rate of 10 percent per annum,

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which percentage may be adjusted by resolution of the City Council as necessary; or

5. Commercial development purchasing five or more in-lieu certificates may pay for such certificates in 108 equal monthly installments at a one percent annum interest rate by entering into an agreement with the City. Owners shall enter into the agreement prior to the issuances of the Building Permit, or if no Building Permit is required, prior to the commencement of business at the proposed location. The obligation to pay shall commence on the first day of the month directly following the date the owner commences operations.

(Ord. 1172 § 3 (part), 1996)

17.64.110 - Off-Site Parking.

Where permitted by this chapter, parking required for nonresidential uses may be provided off-site, within 300 feet of a use, through the execution of a legal document. The document shall comply with the following restrictions:

- A. The agreement shall restrict the use of the land on which the off-site parking is located for the duration of the use for which that parking is provided;
- B. The agreement shall be executed by the owner of the property on which the parking is located. Only the property owner may enter into these agreements; and
- C. The agreement shall be submitted for the review and approval of the City Attorney; and
- D. Following its approval of a Conditional Use Permit pursuant to Section 17.16.060, the agreement shall be recorded by the applicant and a copy furnished to the Community Development Department when applying for a permit, for inclusion in any related discretionary application files and the Building Division address files.

(Ord. 1172 § 3 (part), 1996)

17.64.120 - Shared Parking.

In all nonresidential and mixed-use zones, private parking facilities may be shared by multiple uses whose activities are not normally conducted during the same hours, or when hours of peak use vary. The applicant shall have the burden of proof for a reduction in the total number of required off-street parking spaces.

A. Review Requirements.

1. Existing Buildings with Change of Use [Except a Change to a Mixed Use (Residential/Commercial on the Same Site)]. Shared parking may be granted through the approval of a Minor Conditional Use Permit, in accordance with Section 17.16.070, Minor Conditional Use Permits, of this title, subject to the requirements and findings in subsections (B) and (C) of this section.
2. New Mixed Use (Residential/Commercial on Same Site) Buildings. Shared parking may be granted through the approval of a Conditional Use Permit, in accordance with Section 17.16.060, Conditional Use Permits, of this title, subject to the requirements and findings in subsections (B) and (C) of this section.
3. All Other Projects. Shared parking may be granted through the approval of a Conditional Use Permit, in accordance with Section 17.16.060, Conditional Use Permits, of this title, subject to the requirements and findings in subsections (B) and (C) of this section.

B. Requirements .

1. Evidence shall be submitted that demonstrates shared parking will not result in inadequate parking. Applicants shall submit a parking study that provides an analysis of available and used parking spaces based on parking counts taken at certain time intervals and days to verify parking usage patterns. The City Planner

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determines if parking studies are adequate and has the authority to decide which parking analysis methods and counting is necessary to verify parking patterns.

- a. Downtown Parking Study Area. At a minimum, for shared parking in the Downtown Study Area, parking studies shall be conducted for two weeks with parking counts taken every hour on Thursday and Saturday each week.
2. Shared parking facilities shall not be located further than 300 feet from any structure or use served. Exception: In the case of the Downtown Parking Study Area, this distance may be increased to 500 feet.
3. Prior to the use being initiated, a written agreement shall be reviewed by the City Attorney and executed by the property owner to assure the continued availability of the shared parking spaces for the life of the development.
4. In the case of mixed-use projects, any parking for the residential component of the project that exceeds the minimum of two per dwelling units may be considered for shared parking.

C. Findings.

1. Given the specific conditions of the site and the adjacent area, the shared parking arrangement will not result in inadequate parking; and
2. The number of parking spaces required for the site, in accordance with Section 17.64.050(B), Number of Parking Spaces Required, is provided through the shared parking arrangement, based on varied hours of operation and/or combinations of peak and off-peak uses. Exceptions: The following findings may be substituted for this finding in the specific situations described below:
 - a. In the case of sites/projects that are already nonconforming as to the number of parking spaces provided, the following finding may be made:

The shared parking arrangement does not intensify the nonconformity, and/or any intensification can be accommodated because of varied hours of operation and/or combinations of peak and off-peak uses.
 - b. In the case of the Downtown Parking Study Area, the following finding may be made:

The number of spaces to be shared has been demonstrated to be physically available (not occupied) for the proposed use(s), during the hours of operation of the proposed use(s).

(Ord. 1308 § 15, 2006; Ord. 1190 § 16, 1997; Ord. 1182 § 15, 1997; Ord. 1172 § 3 (part), 1996)

(Ord. No. 1594, § 3(Exh. A, § 39), 5-5-2015)

17.64.125 - Waivers of Parking Requirements.**A. The Downtown Parking Study Area.**

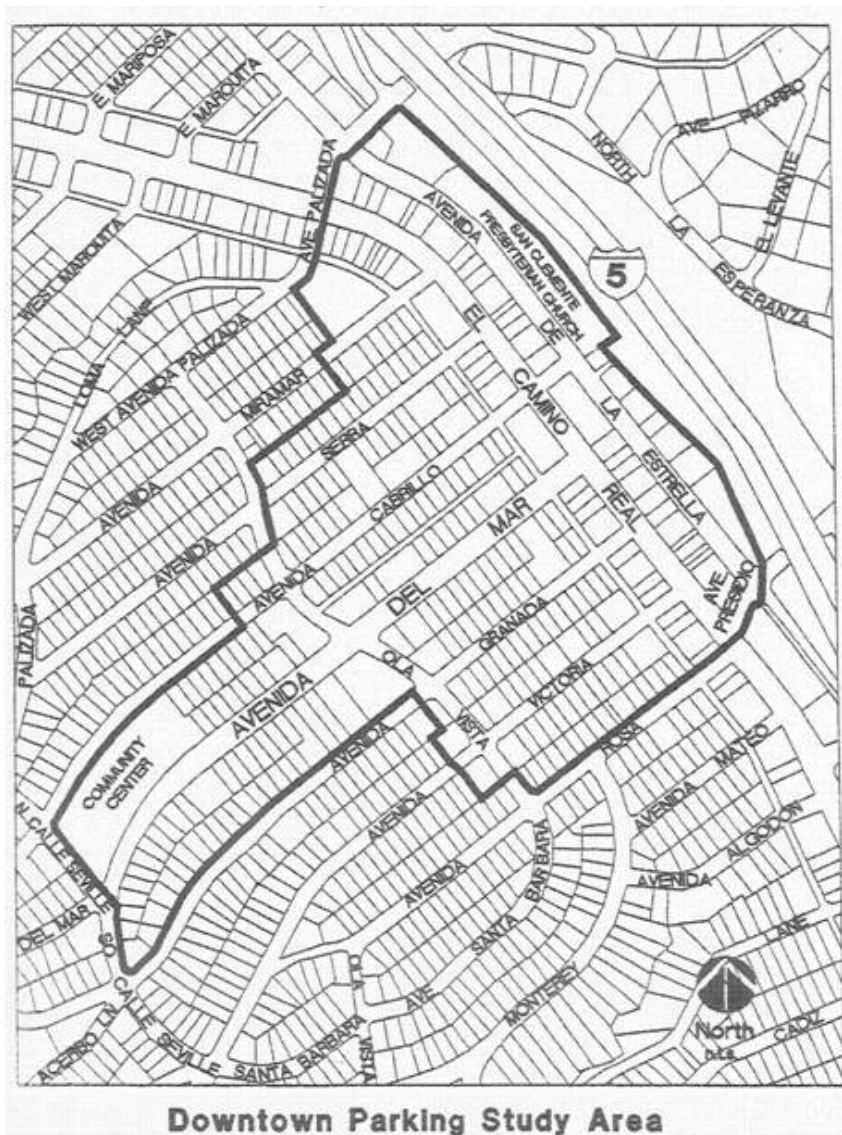
1. Purpose and Intent. The Parking Waiver Program for the Downtown Parking Study Area is designed to serve the unique characteristics of this area which influence parking demand. The Parking Study Area contains a significant number of public parking spaces which absorb the overflow parking from private parking lots and substitute for private parking. In addition, the existing mix of land uses is varied, with retail and office uses, public services, service-oriented businesses and some residential uses. The variety of land uses in the area, the incorporation of residential uses into commercial projects, the varied peak parking demand periods that they create, their proximity to one another, and the pedestrian-orientation of the area result in a shared or joint-use of the available public parking. All of these factors reduce the parking demand from that experienced by many types of commercial areas. A parking study completed in 1995, on which this program is partially based, confirmed the unique parking circumstances in the Downtown Parking Study Area.

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The Parking Waiver Program was developed to address the reduced parking demand experienced within the study area. The program has been designed so that waivers are not automatic; rather, they require discretionary action on the part of the City. Waivers are to be granted based on the availability of public parking near the proposed project and on the project's contribution to the pedestrian atmosphere of the Downtown Parking Study Area. The availability of private parking near a project is not a basis for granting waivers. In the development of this program, the City recognizes that each block within the Parking Study Area is unique, with its own set of circumstances related to public parking availability, parking demand, pedestrian-orientation and mix of uses. These individual circumstances shall be taken into consideration when waivers requests are evaluated.

Property owners in the Downtown Parking Study Area (see Figure 17.64.125, Downtown Parking Study Area) may request waivers of their off-street parking requirement for nonresidential development in accordance with the provisions found in this section.

Figure 17.64.125



2. Review Requirements.
 - a. Waivers for Alterations of Use. Waivers of the parking requirements for alterations of use, except for outdoor dining, may be allowed by the following authorities, subject to the concurrent review provisions of Section 17.12.090, Consideration of Concurrent Applications, and the findings in Subsection (A)(3) of

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this section, through the indicated applications:

Table 17.64.125(A)

Review Requirements for

Waivers for Alterations of Use

Threshold for Review	Community Development Director/ Administrative Approval	Zoning Administrator MCUP	Planning Commission CUP
Waiver of Up to 3 Parking Spaces	X		
Waiver of 4—6 Parking Spaces		X	
Waiver of 7—10 Parking Spaces			X

- b. Waivers for Outdoor Dining, Additions and New Structures. The waiver of some or all parking requirements for outdoor dining, additions to existing structures, and new structures shall be reviewed by the approval body required to review other aspects of the outdoor dining facility, addition or new structure, in accordance with Chapter 17.16, Applications, of this title and subject to the findings of Subsection (A)(4) of this section. An application for a waiver shall be filed and processed in the following manner:

 - i. When only ministerial, City Planner, or Community Development Director review of the project is required, the parking waiver shall be reviewed by the Community Development Director through the plan check process.
 - ii. When Zoning Administrator review of the project is required, the applicant shall process and obtain a Minor Conditional Use Permit, in accordance with Section 17.16.070, Minor Conditional Use Permits, of this title, for the parking waiver request.
 - iii. When Planning Commission review of the project is required, the applicant shall process and obtain a Conditional Use Permit, in accordance with Section 17.16.060, Conditional Use Permits, of this title, for the parking waiver request.
- 3. Limitations on Waiver Requests.

 - a. For the Downtown Parking Study Area. The City may approve up to 90 parking waivers in the Downtown Parking Study Area. Parking waivers may be granted for alterations of use and new nonresidential development. After 90 waivers have been granted, the City shall consider whether an additional parking study is necessary to assure that granting of an additional 90 waivers, for a total of 180, will not create inadequate parking in the study area. For the most recent count on parking waivers available, contact the Planning Division.

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- b. For an Individual Project Site. The City may approve parking waivers for an individual project site, subject to limitations:
 - i. No project site may be granted more than 10 parking space waivers.
 - ii. The limitation on the total number of waivers which the City may grant to an individual project site is cumulative, beginning with the effective date of this amendment to the City's Zoning Ordinance.
 - iii. Should the use or addition for which the parking waiver is granted be terminated or demolished, the parking waivers shall revert back to the City and shall be available for granting by the City to other projects.
 - iv. Prior to the granting of any waivers, the findings outlined in Subsection (A)(4) shall be made.
- 4. Findings. Prior to the administrative approval by the Community Development Director or approval of a Minor Conditional Use Permit or Conditional Use Permit for a waiver of parking requirements, all of the following findings shall be made in addition to any general findings required for the appropriate permit:
 - a. No more than 180 parking space waivers have been granted in the Downtown Parking Study Area since the effective date of this amendment to the City's Zoning Ordinance;
 - b. There is currently adequate parking to support the change of use and/or development and provide adequate beach parking within the study area;
 - c. The City Council has approved an interim parking study for the Downtown Parking Study Area that shows the occupancy of the parking spaces in the study area is 90 percent or less during daylight hours, on summer weekends;
 - d. Public parking is available in close proximity to the project site; and
 - e. The project receiving waivers: 1) improves pedestrian access to and from alleys and streets within the Downtown Parking Study Area to the extent feasible and commensurate with the scale of the project; or 2) the project contains both nonresidential and residential uses and, therefore, promotes shared parking and pedestrian activity within the area.

B. Outside the Downtown Parking Study Area. Waivers of the parking requirements for the uses contained in the following table may be approved, subject to the approval of the indicated permits:

USE	REVIEW REQUIREMENTS	FINDINGS WAIVERS MAY BE GRANTED TO THE INDICATED USES IF THE FINDINGS ARE MADE, IN ADDITION TO THE GENERAL FINDINGS FOR THE SPECIFIED PERMITS

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<p>1. Hotels —Waivers for the Number of Parking Spaces Required</p>	<p>CUP</p>	<p>1. The hotel provides for the transportation needs of its guests such that the hotel guest's use or storage of personal automobiles will not exceed the parking spaces provided for hotel guests; and></p> <p>2. Either the hotel is in close proximity to existing or approved public transportation facilities or other criteria exist which would reduce the amount of parking which would otherwise be required by the hotel.</p>
<p>2. Historic Structures in RM and RH Zones — Waivers of the Parking Space and Circulation Requirements</p>	<p>MEP—2 space reduction</p>	
<p>CUP—All others</p>		<p>1. The structure is listed on the City's Designated Historic Structures List; and</p> <p>2. The parking required by the district within which the property is located cannot be provided without altering or modifying the historic structure in a manner which is incompatible with its original style and character; and</p> <p>3. The modifications of the parking and circulation requirements will not be detrimental to the health, safety and general welfare of either the people residing in the area or the general public.</p>
<p>3. Historic Nonresidential and Mixed-Use Structures —Waivers of the Parking Space and Circulation Requirements</p>	<p>MEP—2 space reduction</p>	

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<p>CUP—All others</p>		<ol style="list-style-type: none"> 1. The structure is listed on the City's Designated Historic Structures List; and 2. Public parking is available in close proximity to the structure; and 3. The parking required by the zone and/or district within which the property is located cannot be provided without altering or modifying the historic structure in a manner which is incompatible with the historic structure's original architectural style and character; and 4. The modification of the parking requirements will not be detrimental to the health, safety and general welfare of either the people residing in the area or the general public.
<p>Relocation of Historic Structures—Waivers of the Parking Space and Circulation Requirements</p>	<p>MCUP. Please also refer to <u>Section 17.24.160</u>, Relocation of Structures</p>	<p>The structure is listed on the City's Designated Historic Structures List</p>
<p>4. Minor Additions to Nonresidential Structures and the Commercial Portion of Mixed-Use Structures —Waivers for the Number of Parking Spaces Required</p>	<p>MEP</p>	<ol style="list-style-type: none"> 1. The proposed expansion will not result in a deficit of more than 2 parking spaces for the use; and 2. Public parking is available in close proximity to the structure; and 3. Given the specific conditions of the site and the adjacent area, the waiver or modification of requirements will not result in inadequate parking.
<p>5. Changes of Use — Waivers for the Number of Parking Spaces Required</p>	<p>MEP</p>	<ol style="list-style-type: none"> 1. The change of use will not result in a deficit of more than 2 parking spaces for the use; and 2. Public parking is available in close proximity to the use; and 3. Given the specific conditions of the site and the adjacent area, the waiver or modification of requirements will not result in inadequate parking.

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<p>6. Indoor Seating for Restaurants —Waivers for the Number of Parking Spaces Required for Indoor Seats</p>	<p>MEP</p>	<ol style="list-style-type: none"> 1. The total indoor seating for the restaurant will not result in a deficit of more than 5 parking spaces; and 2. Other nonresidential uses whose activities are not normally conducted during the same hours share parking spaces with the restaurant; and 3. Public parking is available in close proximity to the restaurant; and 4. Given the specific conditions of the site and the adjacent area, the waiver or modification of requirements will not result in inadequate parking.
<p>7. Outdoor Dining Areas</p>	<p>MCUP</p>	<p>a. Public parking is available in close proximity to the restaurant;</p>
		<p>b. Given the specific conditions of the site and the adjacent area, the waiver or modification of requirements will not result in inadequate parking</p>

(Ord. 1304 § 32, 2005; Ord. 1252 §§ 17 and 18, 2001; Ord. 1190 §§ 17, 18, 1997)

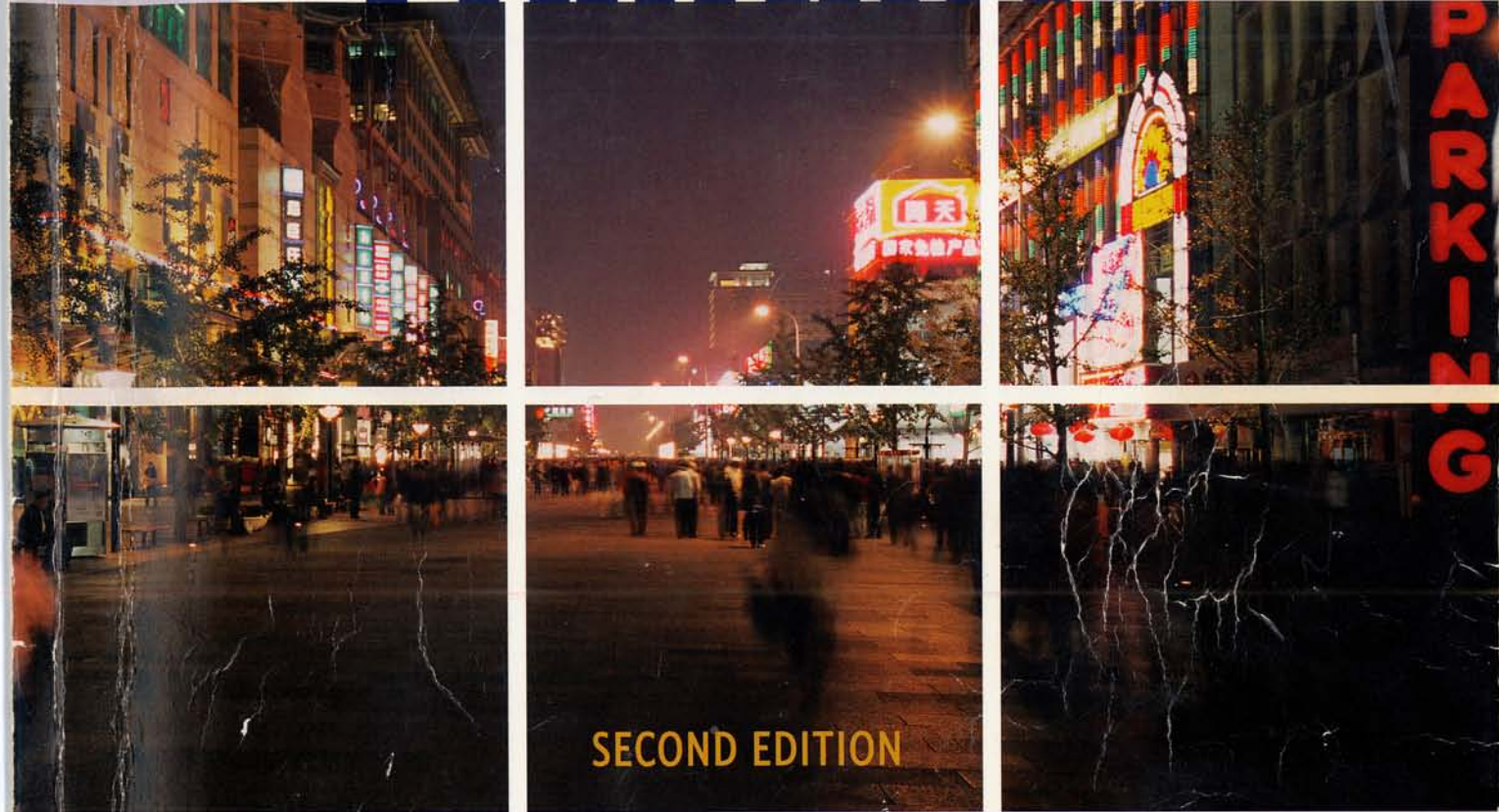
(Ord. No. 1594, § 3(Exh. A, § 40), 5-5-2015)

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Appendix D

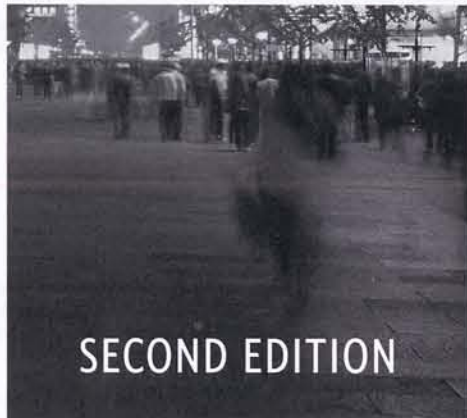
Urban Land Institute (ULI) Shared Parking Manual, 2nd Edition
Time-of-Day Factors

SHARED PARKING



SECOND EDITION

SHARED PARKING



SECOND EDITION

Mary S. Smith

Table 2-5 Recommended Time-of-Day Factors for Weekdays

Land Use	User	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight	Source
Shopping Center—Typical	Customer	1%	5%	15%	35%	65%	85%	95%	100%	95%	90%	90%	95%	95%	95%	80%	50%	30%	10%	—	1
	Peak December	1%	5%	15%	30%	55%	75%	90%	100%	100%	100%	95%	85%	80%	75%	65%	50%	30%	10%	—	1
	Late December	1%	5%	10%	20%	40%	65%	90%	100%	100%	100%	100%	95%	85%	70%	55%	40%	25%	15%	5%	—
Fine/Casual Dining	Employee	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	95%	95%	90%	75%	40%	15%	—	2
	Customer	—	—	—	—	15%	40%	75%	75%	65%	40%	50%	75%	95%	100%	100%	100%	95%	75%	25%	2
Family Restaurant	Employee	—	20%	50%	75%	90%	90%	90%	90%	90%	75%	75%	100%	100%	100%	100%	100%	100%	85%	35%	2
	Customer	25%	50%	60%	75%	85%	90%	100%	90%	50%	45%	45%	75%	80%	80%	80%	60%	55%	50%	25%	2
Fast Food	Employee	50%	75%	90%	90%	100%	100%	100%	100%	100%	75%	75%	95%	95%	95%	95%	80%	65%	65%	35%	2
	Customer	5%	10%	20%	30%	55%	85%	100%	100%	90%	60%	75%	60%	85%	80%	50%	30%	20%	10%	5%	3
Nightclub	Employee	15%	20%	30%	40%	75%	100%	100%	100%	95%	70%	60%	70%	90%	90%	60%	40%	30%	20%	20%	2
	Customer	—	—	—	—	—	—	—	—	—	—	—	—	25%	50%	75%	100%	100%	100%	100%	2
Cineplex—Typical	Employee	—	—	—	5%	5%	5%	5%	10%	10%	10%	20%	45%	70%	100%	100%	100%	100%	100%	100%	2
	Customer	—	—	—	—	—	—	20%	45%	55%	55%	55%	60%	60%	80%	100%	100%	80%	65%	40%	2, 6
Late December	Employee	—	—	—	—	—	—	50%	60%	60%	80%	80%	80%	70%	80%	100%	100%	85%	70%	55%	2, 6
	Customer	—	—	—	—	—	—	—	—	—	75%	75%	100%	100%	100%	100%	100%	100%	70%	50%	2
Performing Arts Theater	Employee	—	10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	100%	100%	100%	100%	30%	10%	5%	2
	Customer	—	—	—	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	25%	100%	100%	—	—	—	2
Arena	Employee	—	10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	100%	100%	100%	100%	30%	10%	5%	2
	Customer	—	—	—	1%	1%	1%	1%	1%	1%	1%	1%	1%	10%	25%	100%	100%	85%	—	—	2
Stadium	Employee	—	10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	100%	100%	100%	100%	30%	10%	5%	2
	Customer	—	—	—	1%	1%	1%	5%	5%	5%	5%	5%	5%	10%	50%	100%	100%	85%	25%	—	2
Health Club	Employee	—	10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	100%	100%	100%	100%	100%	25%	10%	2
	Customer	70%	40%	40%	70%	70%	80%	60%	70%	70%	70%	70%	70%	100%	90%	80%	70%	35%	10%	—	2, 4
Convention Center	Employee	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	100%	100%	75%	50%	20%	20%	—	2, 4
	Visitor	—	—	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%	10%	—	—	—	2
Hotel—Business	Employee	5%	30%	33%	33%	100%	100%	100%	100%	100%	100%	100%	70%	40%	25%	20%	20%	5%	—	—	2
	Guest	95%	90%	80%	70%	60%	60%	55%	55%	60%	60%	65%	70%	75%	75%	80%	85%	95%	100%	100%	5
Hotel—Leisure	Employee	95%	95%	90%	80%	70%	70%	65%	65%	70%	70%	75%	80%	85%	85%	90%	95%	95%	100%	100%	2
	Guest	—	10%	30%	10%	10%	5%	100%	100%	33%	33%	10%	10%	30%	55%	60%	70%	67%	60%	40%	30%
Restaurant/Lounge	Employee	—	—	30%	60%	60%	60%	65%	65%	65%	65%	65%	100%	100%	100%	100%	100%	50%	—	—	2
	Customer	—	—	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%	10%	—	—	—	2
Conference/Banquet	Employee	5%	30%	90%	90%	100%	100%	100%	100%	100%	100%	100%	90%	70%	40%	20%	20%	20%	10%	5%	2
	Guest	—	10%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	100%	100%	100%	100%	100%	80%	50%	2
Residential	Reserved	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	2
	Resident	100%	90%	85%	80%	75%	70%	65%	70%	70%	70%	75%	85%	90%	97%	98%	99%	100%	100%	100%	2
Office	Visitor	—	1%	20%	60%	100%	45%	15%	45%	100%	45%	15%	10%	5%	2%	1%	—	—	—	—	2
	Employee	3%	30%	75%	95%	100%	100%	90%	90%	100%	100%	90%	50%	25%	10%	7%	3%	1%	—	—	3
Medical/Dental Office	Visitor	—	—	90%	90%	100%	100%	30%	90%	100%	100%	90%	80%	67%	30%	15%	—	—	—	—	2
	Employee	—	—	60%	100%	100%	100%	100%	100%	100%	100%	100%	100%	67%	30%	15%	—	—	—	—	2
Bank	Customer	—	—	50%	90%	100%	50%	50%	50%	70%	50%	80%	100%	—	—	—	—	—	—	—	3
	Employee	—	—	60%	100%	100%	100%	100%	100%	100%	100%	100%	100%	—	—	—	—	—	—	—	2

Sources:
 1. Confidential data provided by shopping center managers.
 2. Developed by team members.
 3. *Parking Generation*, 3rd ed. (Washington, D.C.: Institute of Transportation Engineers, 2004).
 4. John W. Dorsett, "Parking Requirements for Health Clubs," *The Parking Professional*, April 2004.
 5. Gerald Salzman, "Hotel Parking: How Much Is Enough?" *Urban Land*, January 1988.
 6. Parking study conducted by Patton Harris Rust & Associates for the Peterson Companies, 2001.

Table 2-6 Recommended Time-of-Day Factors for Weekends

Land Use	User	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight	Source	
Shopping Center—Typical	Customer	1%	5%	10%	30%	50%	65%	80%	90%	100%	100%	95%	90%	80%	75%	65%	50%	35%	15%	—	—	1
	Customer	1%	5%	10%	35%	60%	70%	85%	95%	100%	100%	95%	90%	80%	75%	65%	50%	35%	15%	—	—	1
	Customer	1%	5%	10%	20%	40%	60%	80%	95%	100%	100%	95%	85%	70%	60%	50%	30%	20%	10%	—	—	1
Fine/Casual Dining	Employee	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	85%	80%	75%	65%	45%	15%	—	—	2
	Customer	—	—	—	—	—	15%	50%	55%	45%	45%	45%	60%	90%	95%	100%	90%	90%	90%	50%	—	2
Family Restaurant	Employee	—	20%	30%	60%	75%	75%	75%	75%	75%	75%	75%	100%	100%	100%	100%	100%	100%	85%	50%	—	2
	Customer	10%	25%	45%	70%	90%	90%	100%	85%	65%	40%	45%	60%	70%	70%	65%	30%	25%	15%	10%	—	2
Fast Food	Employee	50%	75%	90%	90%	100%	100%	100%	100%	100%	75%	75%	95%	95%	95%	95%	80%	65%	65%	35%	—	2
	Customer	5%	10%	20%	30%	55%	85%	100%	100%	90%	60%	55%	60%	85%	80%	50%	30%	20%	10%	5%	—	3
Nightclub	Employee	15%	20%	30%	40%	75%	100%	100%	100%	95%	70%	60%	70%	90%	90%	60%	40%	30%	20%	20%	—	2
	Customer	—	—	—	—	—	—	—	—	—	—	—	—	25%	50%	75%	100%	100%	100%	100%	—	2
Cineplex—Typical	Employee	—	—	—	5%	5%	5%	5%	10%	10%	10%	20%	45%	70%	100%	100%	100%	100%	100%	100%	—	2
	Customer	—	—	—	—	—	—	20%	45%	55%	55%	55%	60%	60%	80%	100%	100%	100%	80%	50%	—	2, 6
Performing Arts Theater	Customer	—	—	—	1%	1%	1%	1%	17%	67%	80%	80%	80%	70%	80%	100%	100%	100%	85%	70%	—	2, 6
	Employee	—	—	—	—	—	—	50%	60%	60%	75%	75%	100%	100%	100%	100%	100%	100%	70%	50%	—	2
Arena (two shows)	Customer	—	—	—	1%	1%	1%	1%	25%	95%	67%	1%	1%	1%	25%	100%	100%	—	—	—	—	2
	Employee	—	10%	10%	20%	20%	20%	30%	100%	100%	100%	30%	30%	100%	100%	100%	100%	30%	10%	5%	—	2
Stadium (1 p.m. start; see weekday for evening game)	Customer	—	—	1%	1%	5%	5%	50%	100%	100%	95%	81%	1%	1%	25%	100%	100%	—	—	—	—	2
	Employee	—	5%	10%	20%	30%	30%	100%	100%	100%	100%	100%	30%	100%	100%	100%	100%	30%	10%	5%	—	2
Health Club	Customer	80%	45%	35%	50%	35%	50%	50%	30%	25%	85%	25%	—	—	—	—	—	—	—	—	—	2
	Employee	50%	50%	50%	50%	50%	50%	50%	50%	50%	100%	25%	10%	5%	5%	—	—	—	—	—	—	—
Convention Center	Customer	—	—	50%	100%	100%	100%	100%	100%	100%	30%	55%	100%	95%	60%	30%	10%	1%	1%	—	—	2, 4
	Employee	5%	30%	33%	33%	100%	100%	100%	100%	100%	50%	75%	100%	100%	75%	50%	20%	20%	20%	—	—	2, 4
Hotel—Business	Visitor	—	—	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%	10%	—	—	—	—	2
Hotel—Leisure	Employee	5%	30%	33%	33%	100%	100%	100%	100%	100%	100%	90%	70%	40%	25%	20%	20%	5%	—	—	—	2
	Guest	95%	90%	80%	70%	60%	60%	55%	55%	60%	60%	65%	70%	75%	75%	80%	85%	95%	100%	100%	—	5
Restaurant/Lounge	Guest	95%	95%	90%	80%	70%	70%	65%	65%	70%	70%	75%	80%	85%	85%	90%	95%	95%	100%	100%	—	2
	Customer	—	10%	30%	10%	10%	5%	100%	100%	33%	10%	10%	30%	55%	60%	70%	67%	60%	40%	30%	—	5
Conference/Banquet	Customer	—	—	30%	60%	60%	60%	65%	65%	65%	65%	65%	100%	100%	100%	100%	100%	50%	—	—	—	5
	Customer	—	—	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%	10%	—	—	—	—	2
Convention	Employee	5%	30%	90%	90%	100%	100%	100%	100%	100%	100%	90%	75%	60%	55%	55%	55%	45%	45%	30%	—	5
	Guest	—	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%	—	2
Residential	Reserved	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	—	2
Residential	Resident	100%	90%	85%	80%	75%	70%	65%	70%	70%	70%	75%	85%	90%	97%	98%	99%	100%	100%	100%	—	2
Office	Visitor	—	20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%	—	—	—	—	—	—	—	2
Office	Employee	—	20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%	—	—	—	—	—	—	—	3
	Visitor	—	—	90%	90%	100%	100%	30%	—	—	—	—	—	—	—	—	—	—	—	—	—	2
Medical/Dental Office	Employee	—	—	60%	100%	100%	100%	100%	—	—	—	—	—	—	—	—	—	—	—	—	—	2
	Customer	—	—	25%	40%	75%	100%	90%	—	—	—	—	—	—	—	—	—	—	—	—	—	3
Bank	Employee	—	—	90%	100%	100%	100%	100%	—	—	—	—	—	—	—	—	—	—	—	—	—	2

- Sources:**
- Confidential data provided by shopping center managers.
 - Developed by team members.
 - Parking Generation*, 3rd ed. (Washington, D.C.: Institute of Transportation Engineers, 2004).
 - John W. Dorsett, "Parking Requirements for Health Clubs," *The Parking Professional*, April 2004.
 - Gerald Salzman, "Hotel Parking: How Much Is Enough?" *Urban Land*, January 1988.
 - Parking study conducted by Patton Harris Rust & Associates for the Peterson Companies, 2001.

ATTACHMENT 2

Appendix E

Photos

ATTACHMENT 2



ATTACHMENT 2



ATTACHMENT 2



ATTACHMENT 2



ATTACHMENT 2



ATTACHMENT 2



93 Via Pico Plaza [CA5A]
 San Clemente, CA 92672
 for
 EoS Fitness Holdings, LLC.
 1 East Washington Street, 250
 Phoenix, AZ 85004

REVISIONS

No.	Description	Date
1	Architectural	
2	Cover & Information Sheet	
3	Accessibility	
4	Exit Path	

CODE INFORMATION

Code	Description	Notes
1	Occupancy	Table 103.1
2	Type of Construction	Table 602
3	Height - Actual / Allowable	Table 601, Exception 6
4	Stories - Actual / Allowable	Table 601, Exception 6
5	Area - Actual / Allowable	Table 601, Exception 6
6	Fire Resistance Rating for Building Elements	Table 602
7	Fire Resistance Rating for Exterior Walls Based on Fire Separation Distance	Table 602
8	Number of Exit Required / Provided	Table 1009.3.2
9	Exit Width Required / Provided - Occupant Load F.0.3.1 (Inches)	87 / 231
10	Exit Width - 10% of Occupant Load F.0.3.1 (Inches)	44 / 72
11	Fire Resistance Rating for Building Elements	Table 602
12	Code Type per IBC	Table 601, Exception 6
13	Code Type per IBC	Table 601, Exception 6

PLUMBING FIXTURE REQUIREMENTS - 2016 CALIFORNIA BUILDING CODE TABLE 422.1

Category	Required Fixtures	Minimum	Maximum
1	Plumbing Occupancy	583	
2	Water Closets Required / Provided	291	291 WOMEN
3	Urinals Required / Provided		
4	Lavatories Required / Provided	8.0 / 9	8
5	Sinks Required / Provided	2.0 / 5	5
6	Drinking Fountains Required / Provided	1.0 / 1	1
7	Drinking Fountains Required / Provided	2.0 / 6	6

PROJECT TEAM

Client	Architect
EoS Fitness Holdings, LLC 1 East Washington Street, Suite 250 Phoenix, AZ 85004	Moment Engineers, LLC 3110 S. Durango Drive, Suite 205 Las Vegas, Nevada 89117
Project Manager: Alex Belsora, VP of Construction Phone: (602) 923-2414	Project Manager: Alex Belsora, VP of Construction Phone: (602) 923-2414
Architect: Alex Belsora, VP of Construction Phone: (602) 923-2414	Architect: Alex Belsora, VP of Construction Phone: (602) 923-2414

GENERAL NOTES

- ALL WORK SHALL BE IN ACCORDANCE WITH THE 2016 CALIFORNIA BUILDING CODE AND ALL APPLICABLE CODES AND REGULATIONS.
- DO NOT SCALE DRAWINGS. REQUEST CLARIFICATION FROM THE ARCHITECT TO RESOLVE DISCREPANCIES OR TO SUPPLY ADDITIONAL INFORMATION.
- ALL WORK SHALL BE IN ACCORDANCE WITH THE 2016 CALIFORNIA BUILDING CODE AND ALL APPLICABLE CODES AND REGULATIONS.
- WOOD NOT CLASSIFIED AS FIRE-RETARDING TREATED SHALL BE FIRE-RETARDING TREATED. USE AN EXTERIOR GRADE PFT PRODUCT FOR EXTERIOR WALL CONSTRUCTION, ROOF RELATED CONSTRUCTION, AND FINISHING CONDITIONS.
- ALL EXTERIOR CONSTRUCTION SHALL BE PROTECTED AGAINST DAMAGE TO EXISTING CONSTRUCTION BY THE PROPOSED CONSTRUCTION. PROTECT ALL EXISTING CONSTRUCTION TO REMAIN AND REPAIR ANY DAMAGE TO EXISTING CONSTRUCTION.
- BEARING THE APPROXIMATE UTILITY LABEL FOR THE EXISTING CONSTRUCTION.
- REPAIR & RECONSTRUCTION OF EXISTING CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE 2016 CALIFORNIA BUILDING CODE AND ALL APPLICABLE CODES AND REGULATIONS.
- WALL AND CEILING MOUNTED ITEMS INCLUDING BUT NOT LIMITED TO REGISTERED OFFICERS, GRILLS, SPEAKERS, CLEAN OUTS SHALL BE INSTALLED TO A MINIMUM OF 12" FROM THE WALL OR CEILING.
- CONCRETE WITH SPECIAL WORKING CONDITIONS RELATING TO THE PROJECT INCLUDING BUT NOT LIMITED TO REQUIREMENTS FOR SPECIAL WORKING CONDITIONS RELATING TO THE PROJECT INCLUDING BUT NOT LIMITED TO REQUIREMENTS FOR SPECIAL WORKING CONDITIONS.

DEFERRED SUBMITTALS

THE FOLLOWING SHALL BE DESIGNED AND SUBMITTED UNDER A SEPARATE PERMIT:

- FIRE SPRINKLER SYSTEM
- FIRE ALARM SYSTEM



ABBREVIATION LIST

AB	ANCHOR BOLT
AC	ACRYLIC CONCRETE
AD	ASPHALTIC CONCRETE
AE	ASPHALTIC CONCRETE PAVING
AF	ASPHALT
AG	ASPHALT
AH	ASPHALT
AI	ASPHALT
AJ	ASPHALT
AK	ASPHALT
AL	ALUMINUM
AM	ALUMINUM
AN	ALUMINUM
AO	ALUMINUM
AP	ALUMINUM
AQ	ALUMINUM
AR	ALUMINUM
AS	ALUMINUM
AT	ALUMINUM
AV	ALUMINUM
AW	ALUMINUM
AX	ALUMINUM
AY	ALUMINUM
AZ	ALUMINUM
BA	BRASS
BB	BRASS
BC	BRASS
BD	BRASS
BE	BRASS
BF	BRASS
BG	BRASS
BH	BRASS
BI	BRASS
BJ	BRASS
BK	BRASS
BL	BRASS
BM	BRASS
BN	BRASS
BO	BRASS
BP	BRASS
BQ	BRASS
BR	BRASS
BS	BRASS
BT	BRASS
BV	BRASS
BW	BRASS
BX	BRASS
BY	BRASS
BZ	BRASS

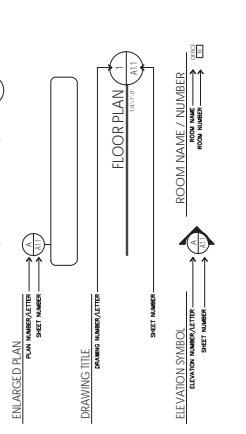
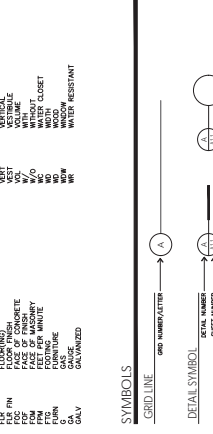
GENERAL NOTES

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- WALL AND CEILING MOUNTED ITEMS INCLUDING BUT NOT LIMITED TO REGISTERED OFFICERS, GRILLS, SPEAKERS, CLEAN OUTS SHALL BE INSTALLED TO A MINIMUM OF 12" FROM THE WALL OR CEILING.
- CONCRETE WITH SPECIAL WORKING CONDITIONS RELATING TO THE PROJECT INCLUDING BUT NOT LIMITED TO REQUIREMENTS FOR SPECIAL WORKING CONDITIONS.

DEFERRED SUBMITTALS

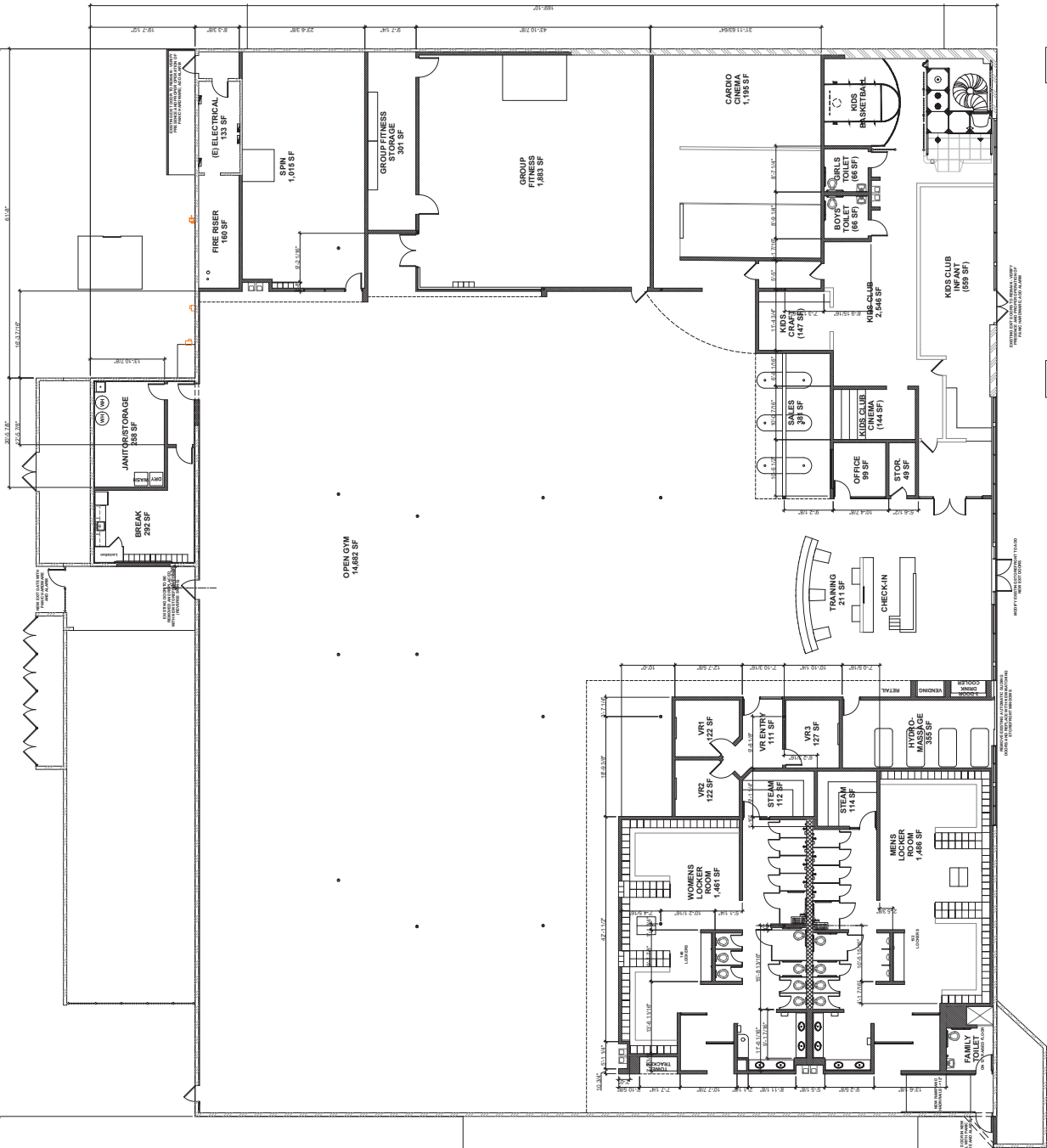
THE FOLLOWING SHALL BE DESIGNED AND SUBMITTED UNDER A SEPARATE PERMIT:

- FIRE SPRINKLER SYSTEM
- FIRE ALARM SYSTEM



GENERAL NOTES

- 1) THIS FLOOR SHALL BE UTILIZED BY THE TENANT FOR THE PURPOSES OF TENANT IMPROVEMENTS. THE TENANT SHALL BE RESPONSIBLE FOR ALL WORK REQUIRED TO ACCOMMODATE THE PROPOSED IMPROVEMENTS. THE TENANT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPLICABLE AGENCIES.
- 2) THE TENANT SHALL BE RESPONSIBLE FOR PROVIDING ALL MATERIALS AND LABOR REQUIRED FOR THE IMPROVEMENTS. THE TENANT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPLICABLE AGENCIES.
- 3) DO NOT SCALE DIMENSIONS FROM THIS DRAWING. DIMENSIONS SHALL BE TAKEN FROM THE DIMENSION LINES.
- 4) ALL DIMENSIONS SHALL BE IN FEET AND INCHES. DIMENSIONS SHALL BE ROUNDED UP TO THE NEAREST 1/8" OR DOWN TO THE NEAREST 1/4".
- 5) ALL DIMENSIONS SHALL BE TAKEN FROM THE FACE UNLESS OTHERWISE NOTED.
- 6) ALL DIMENSIONS SHALL BE TAKEN FROM THE CENTERLINE UNLESS OTHERWISE NOTED.
- 7) PROVIDE ADSURE STRIKE-RESISTANT GYPSUM BOARD AT ALL INTERSECTIONS OF WALLS AND CEILING. PROVIDE ADSURE STRIKE-RESISTANT GYPSUM BOARD AT ALL INTERSECTIONS OF WALLS AND FLOOR.
- 8) PROVIDE ADSURE STRIKE-RESISTANT GYPSUM BOARD AT ALL INTERSECTIONS OF WALLS AND CEILING. PROVIDE ADSURE STRIKE-RESISTANT GYPSUM BOARD AT ALL INTERSECTIONS OF WALLS AND FLOOR.
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WALL TYPE LEGEND

- 1. WALL TYPE TO BE 5/8" Gypsum Wall Board on Metal Studs with 5/8" Mineral Wool Insulation, 5/8" Gypsum Wall Board on the other side. Finish with 1/2" Gypsum Wall Board on the other side.
- 2. WALL TYPE TO BE 5/8" Gypsum Wall Board on Metal Studs with 5/8" Mineral Wool Insulation, 5/8" Gypsum Wall Board on the other side. Finish with 1/2" Gypsum Wall Board on the other side.
- 3. WALL TYPE TO BE 5/8" Gypsum Wall Board on Metal Studs with 5/8" Mineral Wool Insulation, 5/8" Gypsum Wall Board on the other side. Finish with 1/2" Gypsum Wall Board on the other side.