

## **Chapter 12 – Parking**

This Chapter presents recommendation for Downtown parking strategies to meet future demand and establishes standards for bicycle parking in the Downtown Specific Plan area. The Chapter is organized as follows:

- 12 Parking
  - 12.1 Parking Policies and Supply
  - 12.2 Standards for Off-Street Parking and Loading
  - 12.3 Parking Strategies
  - 12.4 Bicycle Parking Standards

See Appendix B, Existing Conditions, for additional information on current parking policies, supply and utilization.

### **12.1 PARKING POLICIES AND SUPPLY**

#### **12.1.1 Parking Policies**

Because of the small size of the Downtown, its pedestrian character, and the typically pleasant weather, a “park once” policy is recommended for the Downtown. Rather than driving from one Downtown use to another, visitors should be encouraged to park once and walk to one or more destinations within the Downtown. Residents and employees should similarly be encouraged to walk from their homes or workplaces to Downtown destinations.

Most of the Downtown Core and a portion of the Civic District fall within a parking district established in the 1950s. Except for residential uses, uses in the Parking District are not required to provide off-street parking nor to pay an in-lieu fee (City Code section 22.36.020 D.) Instead, these uses rely on City parking lots and on-street parking.

#### **12.1.2 Future Supply Needs**

Several current and planned uses are major generators of Downtown parking demand. In addition to the courts and other County functions, the Intermodal Station and the planned Willows Theater require safe, convenient parking. Downtown special events create additional demand.

To preserve the availability of on-street parking for commercial and civic uses, any residential development that occurs in the Specific Plan area is required to provide dedicated off-street parking in accordance with the standards in Chapter 10 of this Plan. The development concepts prepared as part of this plan assumed that residential parking would be provided on-site and a limited amount of convenience parking could be provided on-site for some new commercial uses. In addition, a central parking structure would provide additional off-street parking supply to support Downtown revitalization.

### 12.1.3 Future Supply Locations

Several options are possible for a Downtown parking structure. Given the small size of Downtown blocks, a full-block site is preferable in order to provide a meaningful number of parking spaces in a structure that is in scale with other Downtown buildings. A structure should be sited where it can serve as many different Downtown uses as possible.

Recommended sites for a central parking structure are shown in Figure 12-1. These include 1) the Kalsbeek property at Marina Vista and Estudillo Streets (opportunity site 9) plus the adjacent Intermodal lot to the north; 2) the block bounded by Alhambra Creek, Marina Vista, Estudillo and Escobar (opportunity site 11); 3) the existing City-owned lot at Ward and Las Juntas (opportunity site 24, plus would likely require acquisition of adjacent parcels); and the existing city-owned lot at Ferry and Marina Vista (opportunity site 13). Of these four options, Site 9 would best serve the Intermodal Station, and Sites 11,13 and 24 would best serve County functions. Another option for increasing the supply of County parking would be to add a single deck to the existing surface lots to the east of the County offices and correctional facility. The existing street grades on the periphery of this site would allow such a deck to have minimal visual impact on the residences on the east side of Willow Street and could allow for vehicular circulation with minimal ramping.

This Plan recommends that parking for the Intermodal Station be located either north or south of the railroad tracks, and that parking for other Downtown uses be located south of the railroad tracks wherever possible.

A Downtown parking structure should have retail space at the base along at least one street frontage and could incorporate office or cultural space as well, as in the example at right from Boulder, Colorado. It should be designed with vertically-proportioned openings and traditional materials and detailing in order to blend in with existing Downtown buildings.



### 12.2 STANDARDS FOR OFF-STREET PARKING AND LOADING

Refer to Chapter 22.36 of the City Zoning Code for additional standards for off-street parking and loading.

#### 12.2.1 Off-Street Parking Requirements

Residential uses shall provide off-street parking in accordance with the standards contained in Chapter 22.36 of the Zoning Code. Nonresidential uses within Martinez Parking District No. 1, which includes nearly all of the Downtown Core District, are not required to provide off-street parking. Outside the parking district, nonresidential uses in the Specific Plan area shall provide off-street parking in accordance with the standards contained in Chapter 22.36 of the Zoning Code.

### **12.3 PARKING STRATEGIES**

A comprehensive Downtown parking management strategy would assist the City, County, Courts, and Community College District in meeting future parking needs and achieving the goals of the Specific Plan. In addition to relevant recommendations from previous studies, a comprehensive parking strategy should do the following:

- Develop estimates of long-term demand for additional parking for major Downtown uses, with identification of seasonal, daily and hourly variation in demand.
- Develop shared parking strategies to maximize joint use of structures and ensure high parking occupancy throughout weekdays, evenings and weekends.
- Identify preferred location(s) for parking structures.
- Improve “wayfinding” signage to direct auto traffic along Multi-Modal streets into and out of any parking structure.
- Provide convenient and attractive pedestrian connections to and from the parking structure lobby.
- Periodically review the parking requirements of the Specific Plan. As noted earlier, the “park once” concept results in lower overall demand than providing dedicated parking for each use, so it is important to review parking requirements in light of actual utilization.
- Explore opportunities for additional sources of funding under the existing parking district as well as other funding opportunities.
- Encourage walking, bicycling, and greater use of transit, as well as ridesharing, telecommuting and flexible work schedules, to reduce overall parking demand.
- In any parking structure, allow space for car-sharing vehicles should a car-sharing club desire to set up operation in Martinez.

## **12.4 BICYCLE PARKING STANDARDS**

All uses subject to Design Review should provide bicycle parking in accordance with the following standards:

### **12.4.1 Parking Structures**

Public and commercial parking structures should provided a minimum of 20 bicycle spaces. These should be located within view of the entry wherever possible in order to enhance their security.

### **12.4.2 Residential Uses**

For residential development requiring Design Review, one sheltered, secure bicycle parking space per dwelling unit should be required. Bicycle parking may be located in garages, basements, storage sheds, utility rooms, or similar areas that can be secured from unauthorized access and are sheltered from sun and rain. Additional convenience bicycle parking may be provided with exterior racks but does not count toward the sheltered bicycle parking requirement.

### **12.4.3 Nonresidential Uses**

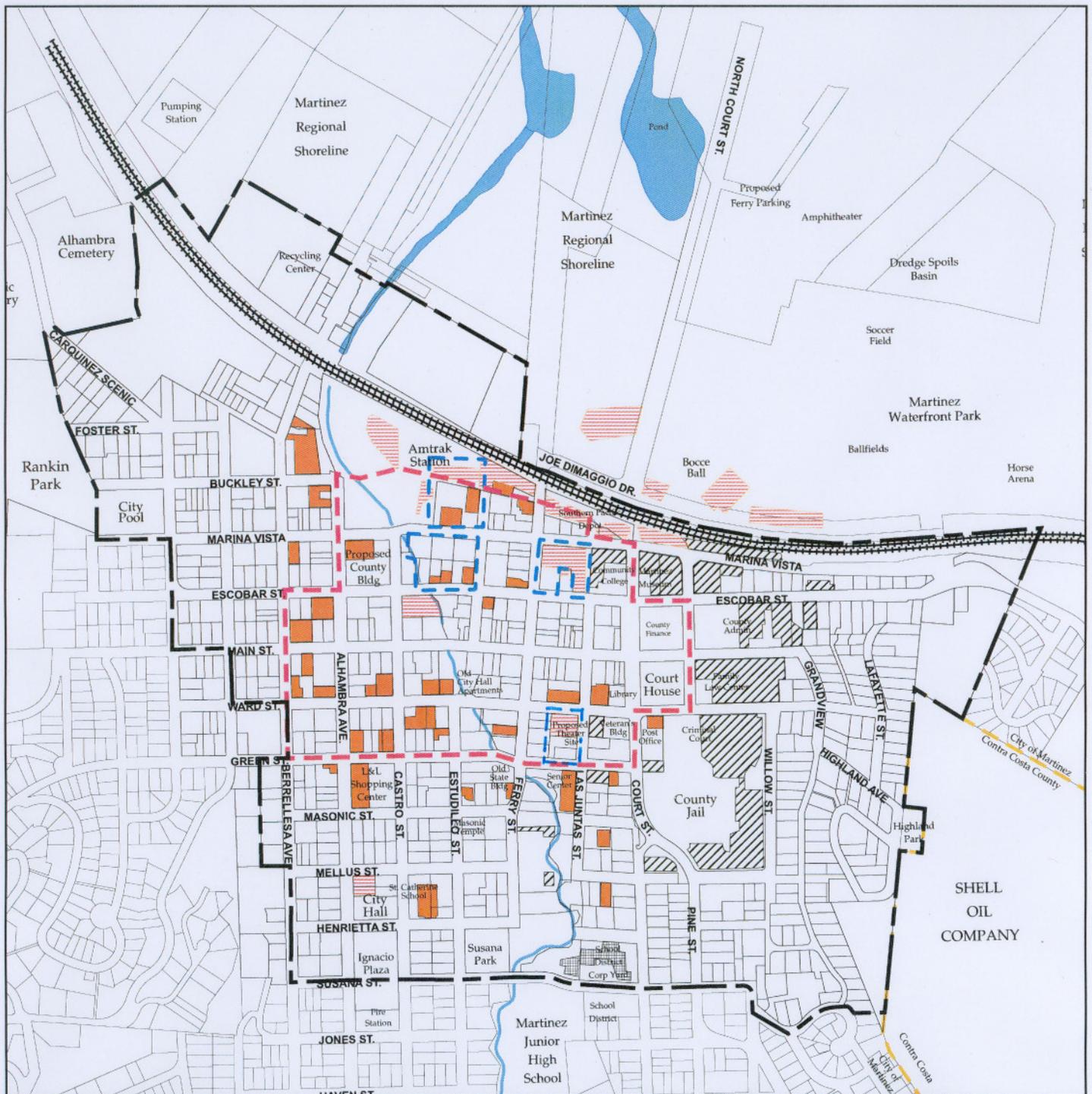
New parking areas created to serve nonresidential uses should provide one bicycle parking space for every 20 vehicle parking spaces, with a minimum of four bicycle spaces.

### **12.4.4 Downtown Core and Civic Areas**

For projects requiring Design Review, bicycle parking for employees and customers should be provided along the street at a rate of at least one space per use. Existing uses are encouraged to provide bicycle parking as well. Spaces should be located on sidewalks or in specially constructed areas such as curb extensions. Individual uses may provide their own parking or spaces may be clustered to serve up to six bicycles. Loop or ribbon racks are recommended and bicycle parking areas may or may not be sheltered. Bike parking should not interfere with pedestrian passage, leaving a clear space of at least 4 feet between bicycles and existing and potential obstructions.

### **12.4.5 Visibility and Security**

Bicycle parking should be visible to cyclists from the street and visible from at least one building entrance and the sidewalk, in order to provide increased security. Bicycle parking areas should be at least as well lit as vehicle parking areas.



**Fig.12-1 OFF - STREET PARKING**

**Downtown Martinez Specific Plan**

Martinez, California



- LEGEND**
- Study Area Boundary
  - ++++ Rail Road
  - Property Lines
  - Alhambra Creek
  - Potential Parking Structure Sites
  - Parking District Boundary
  - Ownership of Parking Lots**
  - City of Martinez
  - Contra Costa County
  - Commercial or Other
  - Martinez Unified School District/  
Martinez Junior High School

Sources:  
Off-Street Parking: Digitized from Aerial Photography and Site Visit (May 2003)  
Downtown Martinez Parking Study



City of Martinez, California