

**UEI College (Trade School)**  
**2027 Mission Avenue (within Oceanside Plaza)**  
**City of Oceanside**  
**June 4, 2019**

## **Draft Parking Study**

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# Executive Summary

## UEI College (Trade School)

UEI College is a trade school offering diploma programs in Business Office Administration, Dental Assisting, Pharmacy Technician, Medical Assisting, Computer Systems Technician, Medical Billing and Insurance Coding, Medical Assistant Technician, Medical Front Office and Billing, Medical Office Specialist, Computer and Network Technician, Information Technology, Heating, Ventilation and Air Conditioning (HVAC), Automotive Technician, Electrician, Criminal Justice and Welding. The project of 38,000 sf will replace the current indoor swap meet/retail space along with some vacant space. School access will be from pedestrian doors to the front and back of the shopping center. Therefore, students and staff can park in the front and back parking areas. UEI College has planned operating hours from 8:00 AM to 10:30 PM Monday through Friday. There are 3 sessions proposed each day Monday through Friday:

AM Session: 8:00 AM to 12:00 PM

Afternoon Session: 1:00 PM to 5:00 PM

PM Session: 6:00 PM to 10:30 PM.

The maximum number of students anticipated for the AM and PM session is 190 with a maximum of 33 admin, faculty, and staff for a total of 223 people. The maximum afternoon session is forecasted with 15 students and 22 admin, faculty, and staff for a total of 37 people.

UEI College may offer Saturday classes from 8:00 AM to 10:30 PM. If UEI offers Saturday classes, the student population will be between 50-75 students and approximately 8-10 faculty.

The Oceanside Plaza currently has 473 parking spaces. A parking demand survey of Oceanside Plaza was completed on Wednesday, 5/29/19 between the hours of 10:30 AM to 1:30 PM and from 4:30 PM to 7:00 PM. Between Noon and 1:00 PM, the highest parking demand was recorded with 171 occupied spaces out of 473 available spaces for an occupancy of 36%.

The parking generation was calculated using the City of Oceanside Zoning Ordinance, Institute of Transportation Engineers (ITE) 5<sup>th</sup> Edition Parking Generation, and client forecast of students. The highest parking generation was calculated using the applicants forecasted student body for the AM and PM sessions (185 parking spaces) and from the City of Oceanside Zoning Ordinance for the afternoon session (152 parking spaces).

Applying the maximum calculated parking demand of 185 spaces for the AM and PM sessions and 152 spaces for the afternoon session, the existing plus project parking demand was calculated at 12:00 PM with a total parking demand of 356 spaces for a total occupancy of 75%. Under existing + project conditions, the project site is calculated to have sufficient parking supply to accommodate the proposed project. The school has doors facing the front and back parking areas; therefore, the students and staff are anticipated to park in both areas. The current parking split is about 75% front and 25% back. If the same split is applied, then the front side is anticipated to have a total existing plus project parking demand of 269 spaces (130 existing front + 139 students & staff [75% of school's 185 max]). The front side of the shopping center has approximately 350 spaces, which is sufficient to accommodate the forecasted frontside demand of 269 spaces.

## 1.0 Introduction

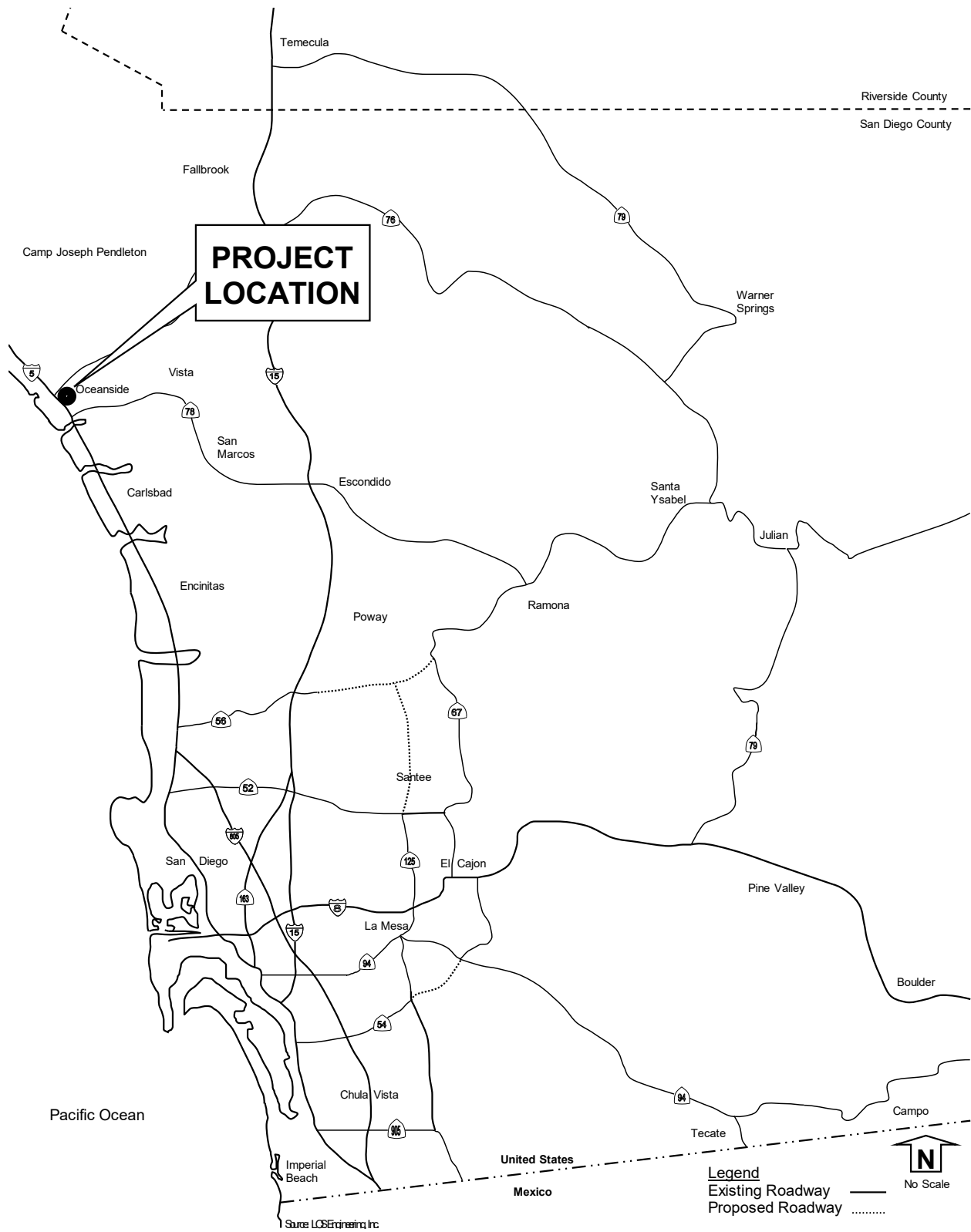
The scope of this study is to determine and analyze parking demands for the proposed UEI College. UEI College is a trade school offering diploma programs in Business Office Administration, Dental Assisting, Pharmacy Technician, Medical Assisting, Computer Systems Technician, Medical Billing and Insurance Coding, Medical Assistant Technician, Medical Front Office and Billing, Medical Office Specialist, Computer and Network Technician, Information Technology, Heating, Ventilation and Air Conditioning (HVAC), Automotive Technician, Electrician, Criminal Justice and Welding.

The project of 38,000 sf will replace the current indoor swap meet/retail space along with some vacant space. The project is located at 2027 Mission Avenue, Oceanside California. Oceanside Plaza is located on the southeast corner of Mission Avenue at Canyon Drive. The location of the project is shown in **Figure 1**. A site plan is shown in **Figure 2**. The location of the project within the existing shopping center is shown in **Figure 3**.

This report describes the existing weekday parking demands and proposed parking demands with the addition of the UEI College. The format of this study includes the following chapters:

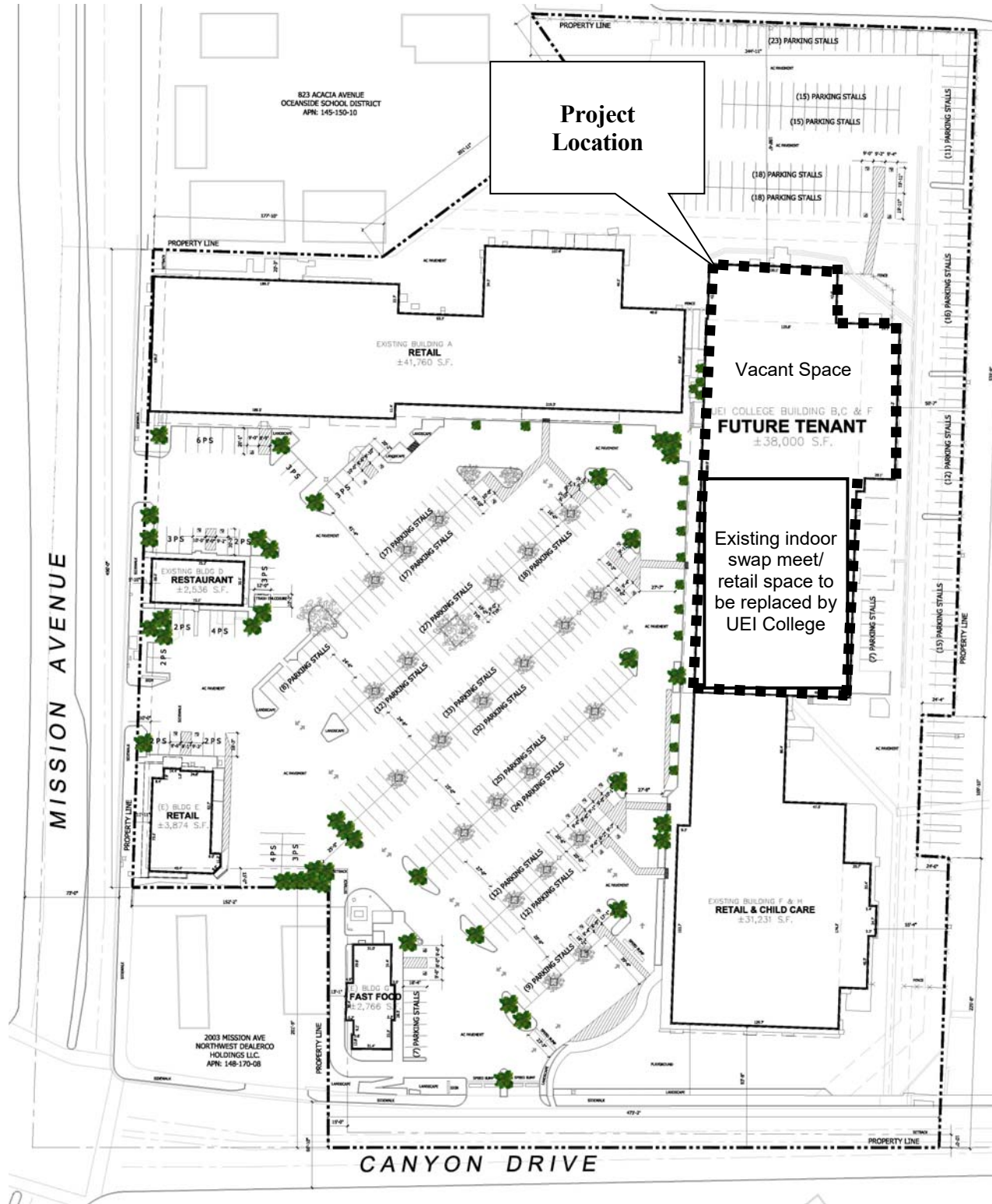
- 1.0 Introduction
- 2.0 Parking Analysis Methodology
- 3.0 Existing Parking Conditions
- 4.0 Project Description
- 5.0 Existing + Project Parking Conditions
- 6.0 Conclusion

**Figure 1: Project Location**





**Figure 3: Project Location within Oceanside Plaza**



Source: CDI Design

## **2.0 Parking Analysis Methodology**

The parameters used to prepare this parking study include the determination of study scenarios and applicable parking rates.

### **2.1 Scenario Criteria**

For this project, the following scenarios were included:

- 1) Existing Conditions
- 2) Existing + Project Conditions

### **2.2 Parking Rates**

Parking rates from the City of Oceanside Zoning Ordinance, Institute of Transportation Engineers (ITE) 5<sup>th</sup> Edition Parking Generation, and client forecast of students were reviewed and applied for this analysis.



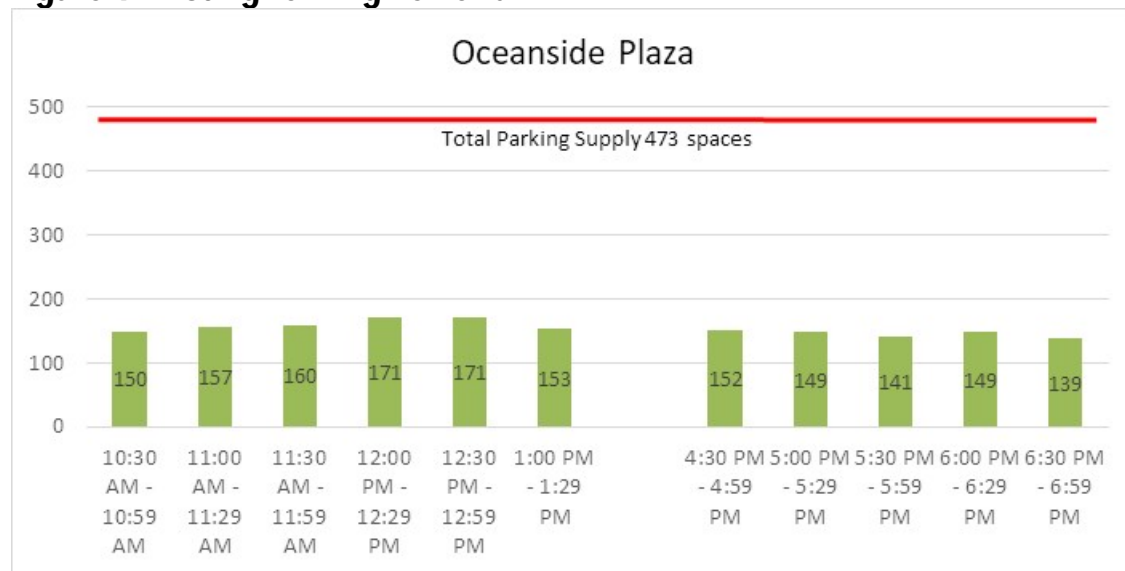
### 3.0 Existing Parking Conditions

The Oceanside Plaza currently has 473 parking spaces (CDL Design summary – **Appendix A**). A parking demand survey was completed on Wednesday, 5/29/19 between the hours of 10:30 AM to 1:30 PM and from 4:30 PM to 7:00 PM (demand data included in **Appendix B**). The parking demand by time is shown in **Table 1** and graphically in **Figure 4**.

**TABLE 1: EXISTING PARKING DEMAND (WEDNESDAY, 5/29/2019)**

Time	Occupied Parking Spaces in Front	Occupied Parking Spaces in Back	Total Parking Demand	% Occupied of 473 Spaces
10:30 AM - 10:59 AM	106	44	150	32%
11:00 AM - 11:29 AM	113	44	157	33%
11:30 AM - 11:59 AM	119	41	160	34%
12:00 PM - 12:29 PM	129	42	171	36%
12:30 PM - 12:59 PM	130	41	171	36%
1:00 PM - 1:29 PM	112	41	153	32%
4:30 PM - 4:59 PM	108	44	152	32%
5:00 PM - 5:29 PM	107	42	149	32%
5:30 PM - 5:59 PM	101	40	141	30%
6:00 PM - 6:29 PM	107	42	149	32%
6:30 PM - 6:59 PM	99	40	139	29%
		<b>Minimum</b>	<b>139</b>	<b>29%</b>
		<b>Maximum</b>	<b>171</b>	<b>36%</b>
<b>Split between front and back from 12:00 PM to 12:30 PM</b>	<b>75%</b>	<b>25%</b>		

**Figure 4: Existing Parking Demand**



## 4.0 Project Description

UEI College is a trade school offering diploma programs in Business Office Administration, Dental Assisting, Pharmacy Technician, Medical Assisting, Computer Systems Technician, Medical Billing and Insurance Coding, Medical Assistant Technician, Medical Front Office and Billing, Medical Office Specialist, Computer and Network Technician, Information Technology, Heating, Ventilation and Air Conditioning (HVAC), Automotive Technician, Electrician, Criminal Justice and Welding.

The project of 38,000 sf will replace the current indoor swap meet/retail space along with some vacant space. School access will be from pedestrian doors to the front and back of the shopping center. Therefore, students and staff can park in the front and back parking areas.

UEI students are predominately working adults that enroll in a session based on their current work or family obligations. The students attend one 4-hour session each day for nine consecutive months. The average class size is typically 10 – 15 students, with one faculty member per session.

UEI College has planned operating hours from 8:00 AM to 10:30 PM Monday through Friday.

There are 3 sessions proposed each day Monday through Friday:

AM Session: 8:00 AM to 12:00 PM

Afternoon Session: 1:00 PM to 5:00 PM

PM Session: 6:00 PM to 10:30 PM.

The number of faculty/instructors, admin/staff, and students by session are shown in **Table 2**.

**TABLE 2: NUMBER OF FACULTY/INSTRUCTORS, ADMIN/STAFF, AND STUDENTS BY SESSION**

	<b>AM Session 8:00 AM - 12:00 PM</b>	<b>Afternoon 1:00 PM - 5:00 PM</b>	<b>PM Session 6:00 PM - 10:30 PM</b>
Faculty/Instructors	12 - 15	3 - 4	12 - 15
Admin/Staff	18	18	18
Students	175 - 190	10 - 15	175 - 190
<b>Maximums:</b>	<b>223</b>	<b>37</b>	<b>223</b>

The maximum number of students anticipated for the AM and PM session is 190 with a maximum of 33 admin, faculty, and staff for a total of 223 people. The maximum afternoon session is forecasted with 15 students and 22 admin, faculty, and staff for a total of 37 people.

UEI College may offer Saturday classes from 8:00 AM to 10:30 PM. If UEI offers Saturday classes, the student population will be between 50-75 students and approximately 8-10 faculty.

## 4.1 Project Parking Generation

The parking generation was calculated using the City of Oceanside Zoning Ordinance, Institute of Transportation Engineers (ITE) 5<sup>th</sup> Edition Parking Generation, and client forecast of students.

### 4.1.1 City of Oceanside Zoning Ordinance

The project Architect coordinated with City staff and was provided direction to apply the City of Oceanside Comprehensive Zoning Ordinance Article 31 Section 3103 parking rate of 1 space per 250 sf based on the category of “Personal Improvement Services”. The Article 4 defines Personal Improvement Services as:

“Provision of instructional services or facilities, including: photography, fine arts, crafts, dance or music studios; driving, business or trade schools; diet centers, or reducing salons; and health/fitness studios, spas or clubs.”

A copy of the Ordinance is included in **Appendix C**. Applying this zoning rate, the project requirements are calculated at 152 spaces (38,000/250). Since this rate is not dependent on time, the parking demand is applied uniformly across the day.

### 4.1.2 Institute of Transportation Engineers Parking Generation Manual 5<sup>th</sup> Edition

The ITE 5<sup>th</sup> Edition *Parking Generation Manual* has parking rates for Junior/Community College and notes “This land use includes two-year junior, community, and technical colleges.”. Copies of the rates are included in **Appendix D**. A rate per student population and per 1,000 sf were applied. This rate is not dependent on time, the parking demand is applied uniformly across the day.

The student population was taken as the aggregate between the AM, midday, and PM sessions with 130 AM students plus 75 midday plus 140 PM students for a total of 335 students. When multiplied by the rate of 0.17 spaces per student, the parking requirement is 57 spaces.

Using the ITE rate of 3.71 spaces per 1,000 sf, the project with 38,000 sf is calculated to require 141 parking spaces.

### 4.1.3 Client Forecast of Student and Support Parking Needs

The project applicant operates several other similar trade schools including a nearby school at 2085 Montiel Road in San Marcos. According to the applicant, about 20-25% of their students use public transportation.

The North County Transit District has two bus routes that can serve the project. Both routes connect with the Oceanside Transit Center, which has multiple connections to other bus routes, the Coaster, Sprinter, Metrolink, and Amtrak. Bus Route 303 runs on Mission Avenue along the project

frontage and operates Monday through Friday from approximately 4 AM to about 2 AM with headways of approximately 15 minutes (range from 10-20 minutes) during the school hours. Bus Route 313 also runs on Mission Avenue along the project frontage and operates Monday through Friday from approximately 6:30 AM to 6:30 PM with headways of approximately 1 hour during the school hours up to 6:30 PM. Route details are included in **Appendix E**.

The applicant forecasts a maximum of 190 students for the AM and PM sessions with a maximum support of 33 for admin, faculty, and staff. To be conservative, a reduction of only 20% for student transit usage was applied even though the applicant notes that the average transit usage is between 20-25% across all campuses. Additionally, the carpool incentive program can reduce single vehicle occupancy. No transit reduction is applied for the admin, faculty, or staff members.

Using a 20% student transit usage, the AM and PM student parking is calculated by taking the 190 maximum students times 0.8 = 152 plus 33 spaces for admin, faculty, and staff for a total of 185 spaces. For the afternoon session, the maximum student count of 15 x 0.8 = 12 plus 22 spaces for admin, faculty, and staff for a total of 34 spaces.

#### 4.1.4 Parking Demand Forecast Summary

A summary of the parking demand by source and session is shown in **Table 3**.

**TABLE 3: PROJECT PARKING GENERATION SUMMARY**

	8:00 AM 12:00 PM	1:00 PM 5:00 PM	6:00 PM 10:30 PM
<b>City of Oceanside Zoning Ordinance</b>			
Personal Improvement Service (1 space/250 sf): 38,000 sf / 250 sf	152	152	152
<b>ITE 5th Edition Parking Generation</b>			
Junior/Community College (0.17 space / School Population): 395 total students (190+15+190) x 0.17	67	67	67
Junior/Community College (3.71 space / 1,000 sf): (38,000 sf / 1,000) x 3.71	141	141	141
<b>Client Forecast (Maximum Anticipated Attendance)</b>			
AM & PM Maximum 190 students x 0.8 + 33 support	185		185
Afternoon Maximum 15 students x 0.8 + 22 support		34	
<b>MAXIMUM PARKING DEMAND</b>	<b>185</b>	<b>152</b>	<b>185</b>

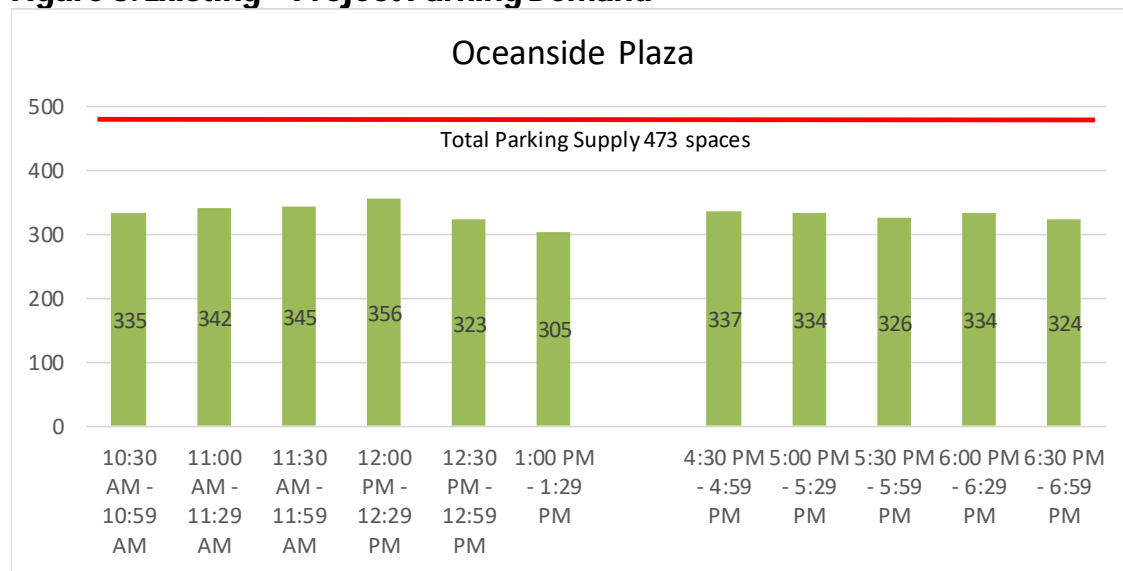
## 5.0 Existing + Project Conditions

Applying the maximum calculated parking demands throughout the day, the existing plus project parking requirements by time are shown in **Table 4** and graphically in **Figure 5**.

**TABLE 4: EXISTING + PROJECT PARKING DEMAND**

Time	Existing Parking Demand	Forecasted Project Parking Demand	Total Parking Demand	% Occupied of 473 Spaces
10:30 AM - 10:59 AM	150	185	335	71%
11:00 AM - 11:29 AM	157	185	342	72%
11:30 AM - 11:59 AM	160	185	345	73%
12:00 PM - 12:29 PM	171	185	356	75%
12:30 PM - 12:59 PM	171	152	323	68%
1:00 PM - 1:29 PM	153	152	305	64%
4:30 PM - 4:59 PM	152	185	337	71%
5:00 PM - 5:29 PM	149	185	334	71%
5:30 PM - 5:59 PM	141	185	326	69%
6:00 PM - 6:29 PM	149	185	334	71%
6:30 PM - 6:59 PM	139	185	324	68%
<b>Maximum</b>	<b>171</b>	<b>185</b>	<b>356</b>	<b>75%</b>

**Figure 5: Existing + Project Parking Demand**



Under existing + project conditions, the project site is calculated to have sufficient parking supply to accommodate the proposed project. The school has doors facing the front and back parking areas; therefore, the students and staff are anticipated to park in both areas. The current parking split is about 75% front and 25% back. If the same split is applied, then the front side is anticipated to have a total existing plus project parking demand of 269 spaces (130 existing front + 139 students & staff [75% of school's 185 max]). The front side of the shopping center has approximately 350 spaces, which is sufficient to accommodate the forecasted frontside demand of 269 spaces.

## 6.0 Conclusion

UEI College is a trade school offering diploma programs in Business Office Administration, Dental Assisting, Pharmacy Technician, Medical Assisting, Computer Systems Technician, Medical Billing and Insurance Coding, Medical Assistant Technician, Medical Front Office and Billing, Medical Office Specialist, Computer and Network Technician, Information Technology, Heating, Ventilation and Air Conditioning (HVAC), Automotive Technician, Electrician, Criminal Justice and Welding. The project of 38,000 sf will replace the current indoor swap meet/retail space along with some vacant space. School access will be from pedestrian doors to the front and back of the shopping center. Therefore, students and staff can park in the front and back parking areas. UEI College has planned operating hours from 8:00 AM to 10:30 PM Monday through Friday. There are 3 sessions proposed each day Monday through Friday:

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The parking generation was calculated using the City of Oceanside Zoning Ordinance, Institute of Transportation Engineers (ITE) 5<sup>th</sup> Edition Parking Generation, and client forecast of students. The highest parking generation was calculated using the applicants forecasted student body for the AM and PM sessions (185 parking spaces) and from the City of Oceanside Zoning Ordinance for the afternoon session (152 parking spaces).

Applying the maximum calculated parking demand of 185 spaces for the AM and PM sessions and 152 spaces for the afternoon session, the existing plus project parking demand was calculated at 12:00 PM with a total parking demand of 356 spaces for a total occupancy of 75%. Under existing + project conditions, the project site is calculated to have sufficient parking supply to accommodate the proposed project. The school has doors facing the front and back parking areas; therefore, the students and staff are anticipated to park in both areas. The current parking split is about 75% front and 25% back. If the same split is applied, then the front side is anticipated to have a total existing plus project parking demand of 269 spaces (130 existing front + 139 students & staff [75% of school's 185 max]). The front side of the shopping center has approximately 350 spaces, which is sufficient to accommodate the forecasted frontside demand of 269 spaces.

## **Appendix A**

### **CDL Design Parking Site Totals**

NEAR - NONE

HEIGHT - 50 FEET

ZONE - GC /PBD (GENERAL COMMERCIAL/ PBD OVERLAY)

GROSS LAND AREA: 460,942 S.F. / 10.58 ACRES

NET LAND AREA: 442,204 S.F. / 10.15 ACRES

"THE PROPERTY IS NOT LOCATED WITHIN A FLOOD ZONE, FIRM MEP #06073C0753H, PANEL 753 OF 2375"

EXISTING PARKING: 473 PARKING STALLS

REQUIRED PARKING:

SHOPPING CENTER/TRADE SCHOOL 107,641 S.F. @ 1/250 = 431

CHILD CARE USE (12,526 @ 1/7 OCCUPANCY) 12,526 @ 1/7 OCCUPANCY 32

TOTAL REQUIRED: 463 PARKING STALLS

PARKING TABULATION	
TYPE OF PARKING STALL	TOTAL EXISTING
STANDARD	444
ACCESSIBLE	25
TRUCK	1
TOTAL	473



INTERIOR ARCHITECTURE + SPACE PLANNING  
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2027 MISSION AVE  
 OCEANSIDE, CA 92054

## **Appendix B**

### **Parking Demand Data**

**Oceanside Plaza Parking Demand Survey on Wednesday May 29, 2019**

<b>Time</b>	<b>Occupied Parking Spaces in Front</b>	<b>Occupied Parking Spaces in Back</b>	<b>Total Parking Demand</b>
10:30 AM - 10:59 AM	106	44	150
11:00 AM - 11:29 AM	113	44	157
11:30 AM - 11:59 AM	119	41	160
12:00 PM - 12:29 PM	129	42	171
12:30 PM - 12:59 PM	130	41	171
1:00 PM - 1:29 PM	112	41	153
4:30 PM - 4:59 PM	108	44	152
5:00 PM - 5:29 PM	107	42	149
5:30 PM - 5:59 PM	101	40	141
6:00 PM - 6:29 PM	107	42	149
6:30 PM - 6:59 PM	99	40	139
<b>Minimums</b>	<b>99</b>	<b>40</b>	<b>139</b>
<b>Maximums</b>	<b>130</b>	<b>44</b>	<b>171</b>

## **Appendix C**

### **City of Oceanside Zoning Ordinance for Parking Rates**

- T. Marine Sales, Rentals, and Services. Establishments providing supplies and equipment for shipping or related services, or pleasure boating and recreation. Typical uses include chandleries, yacht brokerage, sales, boat yards, boat docks, and sail-making lofts.
- U. Nurseries. Wholesale or retail establishments for the selling of plants, shrubs, trees and related products in which all merchandise other than plants is kept within an enclosed building or a fully screened enclosure, and fertilizer or chemicals of any type are stored and sold in package form only. Nurseries may include the growing and propagation of plants as part of the operation. ***This classification excludes medical Cannabis Nurseries.***
- V. Offices, Business and Professional. Offices of firms or organizations providing professional, executive, management, or administrative services, such as architectural, engineering, real estate, insurance, investment, legal, and medical/dental offices. This classification includes medical/dental laboratories incidental to an office use, but excludes banks and savings and loan associations.
- W. Payday Loan/Paycheck Advance Establishment. A person or entity that for compensation, engages in whole or in part, in the business of lending limited amounts of funds for a short-term, against the borrower's future paychecks. The aforementioned definition excludes State or federally chartered banks, savings associations, credit unions, or industrial loan companies offering direct deposit advance service to their customer that is incidental to their main purpose or business.
- X. Pawn Shops. Establishments engaged in the buying or selling of new or secondhand merchandise and offering loans secured by personal property and subject to Chapter 22 of the Municipal Code.
- Y. Personal Improvement Services. Provision of instructional services or facilities, including: photography, fine arts, crafts, dance or music studios; driving, business or trade schools; diet centers, or reducing salons; and health/fitness studios, spas or clubs.
1. Health/Fitness Studios, Spas or Clubs. Establishments with equipment for exercise and physical conditioning.
  2. Massage Establishments. Establishments providing massage service.
  3. Small Scale. Establishments occupying no more than 5,000 square feet.
- Z. Personal Services. Provision of services of a personal nature. This classification includes: tattooing establishments, body piercing establishment, escort services, barber and beauty shops, seamstresses, tailors, shoe repair shops, laundry and dry cleaning agencies (excluding large-sale plants - see Section 15.C.1), photo-copying, word processing, packaging, postal and office supply support facilities, and self-service laundries.

## **Article 31 Off-Street Parking and Loading Regulations (Citywide)**

### **Sections:**

- 3101 Specific Purposes
- 3102 Basic Requirements for Off-Street Parking and Loading
- 3103 Off-Street Parking and Loading Spaces Required
- 3104 Collective Provision of Parking
- 3105 Reduced Parking for Other Uses
- 3106 Parking In-Lieu Payments
- 3107 Parking Spaces for the Handicapped
- 3108 Bicycle Parking
- 3109 Parking Space Dimensions
- 3110 Application of Dimensional Requirements
- 3111 Aisle Dimensions
- 3112 Specific Parking Area Design
- 3113 Parking Access from Street
- 3114 Driveway Widths and Clearances
- 3115 Driveways; Visibility
- 3116 Parking Area Screening: Walls and Fences
- 3117 Lighting
- 3118 Parking Lot Landscaping
- 3119 Driveways and Covered Parking Structure Design and Location in Residential Districts
- 3120 Additional Design Standards for Parking Lots and Structures
- 3121 Location and Design of Off-Street Loading Spaces
- 3122 Bus Turnouts and Shelters

### **3101 Specific Purposes**

In addition to the general purposes listed in Article 1, the specific purposes of the off-street parking and loading regulations are to:

- A. Ensure that off-street parking and loading facilities are provided for new land uses and for major alterations and enlargements of existing uses in proportion to the need for such facilities created by each use.
- B. Establish parking standards for commercial uses consistent with need and with the feasibility of providing parking on specific commercial sites.
- C. Ensure that off-street parking and loading facilities are designed in a manner that will ensure efficiency, protect the public safety, and, where appropriate, insulate surrounding land uses from adverse impacts.

### **3102 Basic Requirements for Off-Street Parking and Loading**

A. When Required. Inland and Downtown D –District: At the time of initial occupancy of a site, construction of a new structure, or major alteration or enlargement of an existing site or structure, off-street parking facilities and off-street loading facilities shall be provided in accord with the regulations prescribed in this article. For the purposes of these requirements, "major alteration or enlargement" shall mean a change of use, a change of occupancy, an alteration, or an addition that would increase the number of parking spaces or loading berths required by more than 25 percent of the total number required prior to the major alteration or enlargement. The following exceptions shall apply to residential properties:

1. Alterations or additions up to five hundred (500) square feet or fifty (50%) percent, whichever is greater, of existing floor area of single family homes shall be allowed without providing additional off-street parking. Additions over five hundred (500) square feet or fifty (50%) percent, whichever is greater, and not over a total (existing and proposed) square footage of 2,000 square feet shall provide for a minimum of two enclosed, open or any combination of, off-street parking spaces.
2. Duplex and multi-family dwellings that are conforming in terms of density and land use shall be allowed additional square footage of up to twenty (20%) percent of each unit's existing square footage without providing additional off-street parking, provided that the addition would not increase the number of parking spaces required prior to the addition. In all cases an Administrative Development Plan is required. If the project is located within the coastal zone, an Administrative Coastal Permit is also required.

Coastal Areas (except for Downtown D-District): Every building, or portion of a building hereinafter erected, shall be provided with such parking space(s) as provided in this Article, and such parking space(s) be made permanently available and be permanently maintained for parking purposes, provided however that any alterations or additions providing less than 500 square feet of additional floor area shall be exempted from this requirement. Provided further that when an addition is made to an existing building only the square feet in the addition need be used in computing the required off-street parking.

- B. Nonconforming Parking or Loading. No existing use of land or structure shall be deemed to be nonconforming solely because of the lack of off-street parking or loading facilities required by this article, provided that facilities being used for off-street parking and loading as of the date of adoption of this article shall not be reduced in number to less than that required by the provisions of this article.
- C. Spaces Required for Multiple Uses. If more than one use is located on a site, the number of off-street parking spaces and loading berths to be provided shall be equal to the sum of the requirements prescribed for each use. If the gross floor area of individual uses on the

same site is less than that for which a loading berth would be required by Schedule B of Section 3103, but the aggregate gross floor area of all uses is greater than the minimum for which loading berths would be required, the aggregate gross floor area shall be used in determining the required number of loading berths.

D. Joint Use. Off-street parking and loading facilities required by this chapter for any use shall not be considered as providing parking spaces or loading berths for any other use except where the provisions of Section 3104: Collective Provision of Parking apply or a joint facility exists. Such a facility shall contain not less than the total number of spaces or berths as determined individually, unless provided for in the provisions of subsection (G) below, or fewer spaces may be permitted where adjoining uses on the same site have different hours of operation and the same parking spaces or loading berths can serve both without conflict. A determination of the extent, if any, to which joint use will achieve the purposes of this chapter shall be made by the City Planner, who may require submission of survey data necessary to reach a decision.

E. Location and Ownership. Parking required to serve a nonresidential use may be on the same or a different site under the same or different ownership as the use served, provided that parking shall be within the following distances of the use served, measured from the near corner of the parking facility to the public entrance of the use served via the shortest pedestrian route:

Customer/Visitor Spaces  
300 ft.

Employee Spaces  
400 ft.

F. Life of Facility. Facilities for off-site parking shall be restricted to that use by a recorded deed, lease, or agreement for the life of the project or use for which the parking is intended to serve, provided that the City Planner may lift the restriction upon finding that substitute parking facilities meeting the requirements of this chapter are provided. No use shall be continued if the parking is removed unless substitute parking facilities are provided.

G. Common Loading Facilities. The off-street loading facilities requirements of this chapter may be satisfied by the permanent allocation of the prescribed number of berths for each use in a common truck loading facility, provided that the total number of berths shall not be less than the sum of the individual requirements unless the City Planner determines that a reduced number of berths can reasonably serve the proposed uses. As a requirement of approval, an attested copy of a contract between the parties concerned setting forth an agreement to joint use of the common truck loading facility shall be filed with the application for development approval.

H. Computation of Spaces Required. If, in the application of the requirements of this chapter, a fractional number is obtained, one parking space or loading berth shall be required for a fraction of one-half or more, and no space or berth shall be required for a fraction of less than one-half.

### 3103 Off-Street Parking and Loading Spaces Required

Off-street parking and loading spaces shall be provided in accord with the following schedules. For off-street loading, references are to Schedule B which sets space requirements and standards for different groups of use classifications and sizes of buildings. References to spaces per square foot are to be computed on the basis of gross floor area unless otherwise specified, and shall include allocations of shared restroom, halls and lobby area, but shall exclude area for vertical circulation, stairs or elevators.

Where the use is undetermined, the City Planner shall determine the probable use and the number of parking and loading spaces required. In order to make this determination, the City Planner may require the submission of survey data from the applicant or collected at the applicant's expense.

**OFF STREET PARKING AND LOADING SPACES REQUIRED**  
**COASTAL ZONE (EXCEPT FOR D-DISTRICT)**

Use Classification	Off Street Parking Spaces: Schedule A
Single Family Residential	2 car garage per dwelling unit; minimum interior area 400 sq. ft.; minimum interior width 18 ft.
Multiple Family Residential*	1.5 spaces (1 covered, ½ space open) for 1 bdrm
Condominiums in PRD or PCD*	2 spaces (1 covered; 1 open) for 2 bdrm or greater 2 spaces (1 garage, 1 open)

*\*The above provision for R-3, O-P and R-T zones shall not be applicable to any lot legally subdivided prior to January 20, 1958, where the combination of such lots has a total area for each lot of 7,500 square feet or less. Off-street parking requirements for such a lot or combination thereof shall be the same as required by Ordinance No. 69-39 and shall be as follows:*

1 and 2 bedroom units	1 enclosed or covered space per DU
3 bedrooms or greater	1.5 space per DU; 1 covered or enclosed (min)
Banks, business or professional offices	1 per 400 sq. ft. of gross floor area
Bowling Alleys	7 per lane

**OFF STREET PARKING AND LOADING SPACES REQUIRED**  
**COASTAL ZONE (EXCEPT FOR D-DISTRICT)**

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<b>Use Classification</b>	<b>Off Street Parking Spaces: Schedule A</b>
Churches and accessory uses	1 per 4 fixed seats, or 1 space per 40 sq. ft. of assembly floor area
Retail centers with less than 5,000 sq. ft. of gross floor area	1 per 300 sq. ft. of gross floor area
Retail centers greater than 5,000 sq. ft. but less than 20,000 sq. ft. of gross floor area	1 per 250 sq. ft. of gross floor area
Retail centers greater than 20,000 sq. ft. of gross floor area	1 per 200 sq. ft. of gross floor area
Bars and Cocktail Lounges	1 per 2 seats or 1 space per 30 sq. ft. of area used for consumption of beverages (15 spaces min.)
Food and beverage Kiosk	1 per 100 sq. ft. gross area; plus queue for 5 cars for drive-up service measured from menu board
Furniture and appliance stores, hardware stores, household equipment, service shops, clothing or shoe repair or personal service shops	1 per 600 sq. ft. of gross floor area
Hospitals	1 per bed
Hotels	1 per licensed unit
Libraries	1 per 250 sq. ft. of gross floor area
Motels	1 per licensed unit

**OFF STREET PARKING AND LOADING SPACES REQUIRED**  
**COASTAL ZONE (EXCEPT FOR D-DISTRICT)**

<b>Use Classification</b>	<b>Off Street Parking Spaces: Schedule A</b>
Manufacturing uses, research and testing laboratories, creameries, bottling establishments, bakeries, canneries, printing and engraving shops	1 per 800 sq. ft. of gross floor area
Medical and dental clinics and medical-professional offices	1 200 sq. ft. of gross floor area
Mortuaries	1 per 50 sq. ft. of assembly service areas
Motor vehicle, machinery sales or wholesale stores	1 space per 1,000 sq. ft. of gross floor area
Offices not providing customer service on the premises	1 space per 400 sq. ft. of gross floor area
Restaurants Fast Food	1 per 3 seats or 1 space per 45 sq. ft. of floor area used for food or beverages consumption (15 min.); plus queue spaces for 5 cars for drive up service measured from menu board
Restaurants Full Service	1 per 3 seats or 1 space per 45 sq. ft. of floor area used for food or beverages consumption (15 min.)
Rooming houses, lodging houses, clubs and fraternity houses with sleeping quarters	1 per 2 sleeping rooms
Sanitariums, children's homes, homes for aged, asylums, nursing homes	1per 3 beds
Schools	1 per each employee
Schools (business and vocational)	1 per 40 sq. ft. of classroom area

**OFF STREET PARKING AND LOADING SPACES REQUIRED**  
**COASTAL ZONE (EXCEPT FOR D-DISTRICT)**

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**Use Classification**

**Off Street Parking Spaces:  
Schedule A**

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Stadiums, sports arenas, auditoriums  
(including school auditoriums) and  
other places of public assembly, and clubs  
and lodges having no sleeping quarters

1 per 4 fixed seats and/or 1 per 40 sq. ft. of gross  
floor area used for assembly

Theaters

1 space per 4 fixed seats, up to 800 seats plus 1 space  
per 8 seats over 800 seats. A greater number of  
spaces may be required based on land use location  
factors, to satisfy parking demand

Transportation terminal facilities,  
warehouse and storage building

As determined to meet parking demand by the  
Planning Commission

**OFF-STREET PARKING AND LOADING SPACES REQUIRED  
INLAND & DOWNTOWN D-DISTRICT**

<b>Use Classification</b>	<b>Off-Street Parking Spaces: Schedule A</b>	<b>Off-Street Loading Spaces: Schedule B Group Number</b>
Group Residential	1 per 2 beds; plus 1 per 100 sq. ft. used for assembly purposes.	1
Multifamily Residential	1.5/unit including 1 covered for studios and one-bedroom units: 2/unit including 1 covered for units with two bedrooms or more.	
Guest Parking	4-10 units: 1 space More than 10 units: 1 space plus 20% total number of units.	
Residential Care, Limited	1 per 3 beds.	
Single-Family Residential	2 enclosed spaces/unit. A 20 foot wide by 19 foot deep 2-car garage is required in all districts not subject to an overlay district, except on designated historic sites.  Garage space for 3 cars is required for all new single family residential units in excess of 2,500 sq. ft. Garage spaces must be a minimum size of 10 feet wide by 19 feet deep and shall meet the provisions of Section 3110. The 3rd garage space may be provided in a tandem configuration.	
Airports	As specified by use permit.	
Cemeteries	As specified by use permit.	

**OFF STREET PARKING AND LOADING SPACES REQUIRED  
INLAND & DOWNTOWN D-DISTRICT (continued)**

<b>Use Classification</b>	<b>Off-Street Parking Spaces: Schedule A</b>	<b>Off-Street Loading Spaces: Schedule B Group Number</b>
Clubs and Lodges	1 per 100 sq. ft. used for assembly purposes.	3
Cultural Facilities	1 per 300 sq. ft. gross floor area.	3
Day Care, General	1 per 7 persons based on maximum occupancy load.	
Government Offices	1 per 300 sq. ft. gross floor area.	2
Heliports	As specified by use permit.	
Hospitals	1 per 1 bed.	3
Maintenance and Service Facilities	1 per 500 sq. ft.	1
Park and Recreation Facilities	As specified by master plan or use permit.	
Public Safety Facilities	As specified by use permit.	3
Religious Assembly	1 per each 4 seats or 1 per each 40 sq. ft. of non-fixed seating area. Ancillary uses, such as office, daycare, and schools/ study areas, must provide additional parking based on sq. ft.	3
Residential Care, General	1 per 3 beds; plus additional specified by use permit.	3
Schools, Public or Public	As specified by use permit.	1
Utilities, Major	As specified by use permit.	1

**OFF STREET PARKING AND LOADING SPACES REQUIRED  
INLAND & DOWNTOWN D-DISTRICT (continued)**

<b>Use Classification</b>	<b>Off-Street Parking Spaces: Schedule A</b>	<b>Off-Street Loading Spaces: Schedule B Group</b>
Adult Businesses	1 per 250 sq. ft.	1
Ambulance Services	1 per 500 sq. ft.; plus 2 storage spaces.	1
Animal Sales and Services:		
Animal Boarding	1 per 400 sq. ft.	1
Animal Grooming	1 per 400 sq. ft.	1
Animal Hospitals	1 per 400 sq. ft.	1
Animals, Retail Sales	1 per 250 sq. ft.	1
Artists' Studios	1 per 1,000 sq. ft.	
Banks and Savings & Loans:	1 per 250 sq. ft.	2
With Drive-Up Service	Queue space for 5 cars per teller	
Building Materials and Services	1 per 1,000 sq. ft. of lot area of lot area.	1
Catering Services	1 per 400 sq. ft.	1
Bowling Alleys	3 per alley, plus 1 per 250 sq. ft. of public assembly and retail areas.	1

**OFF STREET PARKING AND LOADING SPACES REQUIRED  
INLAND & DOWNTOWN D-DISTRICT (continued)**

<b>Use Classification</b>	<b>Off-Street Parking Spaces: Schedule A</b>	<b>Off-Street Loading Spaces: Schedule B Group Number</b>
Card Rooms	1 space per chair, plus additional spaces for ancillary uses, as required by this article.	1
Arcades and Game Centers	1 per 400 sq. ft.	
Skating Rinks	1 per 5 fixed seats, or 1 per 35 sq. ft. seating area if there are no fixed seats; plus 1 per 250 sq. ft. floor area not used for seating.	1
Tennis and Racquetball Clubs	4 per court.	1
Theaters	1 per 4 fixed seats, or 1 per 35 sq. ft. seating area if there are no fixed seats.	1
Other Commercial Recreation and Entertainment	As specified by the City Planner.	
Communications Facilities	1 per 500 sq. ft.	2
Food and Beverage Kiosk	1 per 100 sq. ft. of gross area; plus queue space for 5 cars for drive-up service measured from menu board.	
Food and Beverage Sales	1 per 200 sq. ft.	1
Funeral and Interment Services	1 per 35 sq. ft. of seating area.	1

**OFF STREET PARKING AND LOADING SPACES REQUIRED  
INLAND & DOWNTOWN D-DISTRICT (continued)**

<b>Use Classification</b>	<b>Off-Street Parking Spaces: Schedule A</b>	<b>Off-Street Loading Spaces: Schedule B Group Number</b>
Horticulture, Limited	1 per 2 acres.	
Laboratories	1 per 500 sq. ft.	1
Maintenance and Repair Services	1 per 500 sq. ft.	1
Marinas	0.8 per berth.	1
Marine Sales and Service	1 per 350 sq. ft.	
Nurseries	1 per 1,000 sq. ft. lot area for first 10,000 sq. ft.; 1 per 5,000 sq. ft. thereafter, plus 1 per 250 sq. ft. gross floor area.	
Offices, Business and Professional	1 per 300 sq. ft.	2
Offices, Medical and Dental	1 per 200 sq. ft.	2
Pawn Shops	1 per 250 sq. ft.	1
Personal Improvement Services:  Dance or Music Studio	1 per 250 sq. ft.	
Personal Services	1 per 600 sq. ft.	
Research and Development Services	1 per 250 sq. ft.	1
	1 per 400 sq. ft.	

**OFF STREET PARKING AND LOADING SPACES REQUIRED  
INLAND & DOWNTOWN D-DISTRICT (continued)**

<b>Use Classification</b>	<b>Off-Street Parking Spaces: Schedule A</b>	<b>Off-Street Loading Spaces: Schedule B Group Number</b>
Dance or Music Studio	1 per 600 sq. ft.	
Personal Services	1 per 250 sq. ft.	1
Research and Development Services	1 per 400 sq. ft.	
Restaurants Full Service	1 per 50 sq. ft. of seating area	
With Live Entertainment	1 per 35 sq. ft. seating area; plus 1 per 35 sq. ft. of dance floor.	1
Restaurant Fast Food	1 per 50 sq. ft. of seating area.	
Restaurants with Drive-thru or Drive-up	1 per 100 sq. ft. gross area; plus queue for 5 cars for drive-up service measured from menu board.	
Retail Sales Not Listed Under Another Use Classification	1 per 200 sq. ft.	1
Automobile Washing	1 per 200 sq. ft. of sales, office, or lounge area; plus queue for 5 cars per washing station.	
Service Stations	1 per 2,500 sq. ft. lot area; plus 1 per 600 sq. ft. of service bay and storage area.	

**OFF STREET PARKING AND LOADING SPACES REQUIRED  
INLAND & DOWNTOWN D-DISTRICT (continued)**

<b>Use Classification</b>	<b>Off Street Parking Spaces: Schedule A</b>	<b>Off Street Loading Spaces: Schedule B Group Number</b>
Vehicle/Equipment Repair	1 per 300 sq. ft.	1
Vehicle/Equipment Sales and Rentals	1 per 1,000 sq. ft. lot area.	1
Vehicle Storage	1 per 500 sq. ft.	
Visitor Accommodations:		
Bed and Breakfast Inns	1 per guest room; plus 2 spaces.	
Hotels, Motels and Time Share Facilities	1.2 per guest room; plus 1 per 50 sq. ft. banquet seating area.	1
SRO Hotels	0.2 per room.	1
Warehousing and Storage, Limited	1 per 2,000 sq. ft.	
Industry, Custom and General	1 per 1,000 sq. ft.	1
Industry, Limited	1 per 750 sq. ft.	1
Industry, Research and Development	1 per 500 sq. ft.	1
Wholesaling, Distribution and Storage	1 per 1,500 sq. ft.	1

**SCHEDULE B: LOADING SPACES REQUIRED**

Gross Floor Area (sq. ft.)	Number of Spaces Required	
	10' x 20' x 10' Vert. Clearance	12' x 35' x 14' Vert. Clearance
<u>Use Classification Group 1</u>		
0 to 3,000		
3,001 to 15,000		1
15,001 to 50,000		2
50,001 and over		3
<u>Use Classification Group 2</u>		
0 to 10,000	1	
10,001 to 20,000		1
20,001 and over	1	1
<u>Use Classification Group 3</u>		
0 to 30,000		1
30,001 to 100,000		2
100,000 and over		3

**3104 Collective Provision of Parking**

Notwithstanding the provisions of Section 3102 (E), a use permit may be approved for collective provision of parking serving more than one use or site and located in a district in which parking for the uses served is a permitted or conditional use. A use permit for collective off-street parking may reduce the total number of spaces required by this article if the following findings are made:

- A. The spaces to be provided will be available as long as the uses requiring the spaces are in operation; and
- B. The adequacy of the quantity and efficiency of parking provided will equal or exceed the level that can be expected if collective parking is not provided.

The maximum allowable reduction in the number of spaces to be provided shall not exceed 20 percent of the sum of the number required for each use served.

An applicant for a use permit for collective parking may be required to submit survey data substantiating a request for reduced parking requirements. A use permit for collective parking shall describe the limits of any area subject to reduced parking requirements and the reduction applicable to each use.

Within the Coastal Zone, the Planning Commission may, upon application of a Conditional Use Permit by the owner or lessee of any property, authorize the joint use of parking facilities by the following uses or activities under the conditions specified herein:

(a) Up to fifty (50) percent of the parking facilities required by this Article for a use considered to be primarily a daytime use may be provided by the parking facilities of a use considered to be primarily a nighttime use and vice versa, provided such reciprocal parking areas shall be subject to conditions set forth in paragraph (b) below.

Typical daytime uses include but are not limited to the following: banks, business offices, retail stores, personal service shops, clothing, repair or service shops, manufacturing or wholesale buildings and similar uses. Typical nighttime and/or Sunday uses include but are not limited to the following: auditoriums incidental to a public or parochial school, churches, dance halls, theaters and bars.

(b) Conditions required for joint use:

(1) The building or use for which application is being made to utilize the existing off-street parking facilities provided by another building or use, shall be located within three hundred (300) feet of such parking facility.

(2) The applicant shall show that there is no substantial conflict in the principal operating hours of the building or uses for which the joint use of off-street parking facilities is proposed.

(3) Parties concerned in the joint use of off-street parking facilities shall evidence agreement for such joint use by a proper legal instrument approved by the City Attorney as to form and content. Such instrument, when approved as conforming to the provisions of this Ordinance, shall be recorded in the office of the County Recorder and copies thereof filed with the City Clerk and Planning Division.

### **3105 Reduced Parking for Other Uses**

A use permit may be approved reducing the number of spaces to less than the number specified in the schedules in Section 3103, provided that the following findings are made:

A. The parking demand will be less than the requirement in Schedule A or B; and

B. The probable long-term occupancy of the building or structure, based on its design, will not generate additional parking demand.

In reaching a decision, the Planning Commission or Community Development Commission, as the case may be, shall consider survey data submitted by an applicant or collected at the applicant's request and expense.

Projects exceeding base density allowances that reserve units for low and moderate-income households in accordance with Municipal Code Chapter 14C.7 are eligible for the following concessions to the parking standards specified in the scheduled in Section 3103:

One (1.0) parking space per market-rate studio and one-bedroom unit;

1.5 parking spaces per market-rate unit exceeding one bedroom;

0.5 parking space per inclusionary studio unit;

One (1.0) parking space per inclusionary one-bedroom unit;

1.25 parking spaces per inclusionary two-bedroom unit;

1.5 parking spaces per inclusionary unit exceeding two bedrooms.

### **3106 Parking In-Lieu Payments**

Within the D District and designated parking districts established by the City Council and shown on the zoning map, a parking requirement serving nonresidential uses on a site may be met by a cash in-lieu payment to the City prior to issuance of a building permit or a certificate of occupancy if no permit is required. The fee shall be to provide public off-street parking in the vicinity of the use. The City shall not be obligated to provide more than 20 spaces, and then only with the express approval of the City Council.

In establishing such parking districts, the City may set limitations on the number of spaces or the maximum percentage of parking spaces required for which an in-lieu fee may be tendered.

### **3107 Parking Spaces for the Handicapped**

All parking facilities shall comply with the requirements of the California Administrative Code (Title 24, Part 2, Chapter 2-71) and with the sign requirements of the California Vehicle Code, Section 22507.8.

Recreation facilities in Mobile Home Parks and Mobile Home Subdivisions shall designate within their parking areas handicapped spaces at a ratio of one handicapped space for every 10 standard spaces provided.

### 3108 Bicycle Parking

- A. Where Required. Bicycle parking spaces shall be provided as required by this section; the provisions of Section 3102 shall apply.
- B. Number Required.
1. Public and Semipublic Use Classifications: as specified by use permit.
  2. Commercial and Industrial Use Classifications: 5 percent of the requirement for automobile parking spaces, except for the following classifications, which are exempt:
    - a. Ambulance Services;
    - b. Animal Boarding;
    - c. Animal Grooming;
    - d. Catering Services;
    - e. Commercial Filming;
    - f. Horticulture, Limited;
    - g. Funeral and Internment Services;
    - h. Swap Meets, Recurring;
    - i. Vehicle/Equipment Sales and Services (all classifications).
- C. Design Requirements. For each bicycle parking space required, a stationary object shall be provided to which a user can secure both wheels and the frame of a bicycle with a user-provided 6-foot cable and lock. The stationary object may be either a freestanding bicycle rack or a wall-mounted bracket.

### 3109 Parking Space Dimensions

Required parking spaces shall have the following minimum interior dimensions:

<u>Use</u>	<u>Type of Space</u>	<u>Large Car (ft.)</u>	<u>Small Car (ft.)</u>
Residential	In separate garage or covered parking structure housing 6 or fewer cars, or with door at rear of each space	9.0x19 deep	9.0x19 deep
Residential	In garage or covered parking Structure housing more than 6 cars with access via aisle	8.5x18 deep	7.5x15 deep

Nonresidential	Angle spaces	8.5x18 deep	7.5x15 deep
All	Parallel spaces	8.0x22 deep	8.0x22 deep

### 3110 Application of Dimensional Requirements

- A. In General. All required spaces shall be large-car spaces. However, spaces provided in addition to the number required may be small-car spaces.
- B. Relation to Aisles.
1. Each parking space adjoining a wall, column, or other obstruction higher than 0.5 feet shall be increased by 1 foot on each obstructed side.
  2. At the end of a parking bay, an aisle providing access to a parking space perpendicular to the aisle shall extend 2 feet beyond the required width of the parking space.
- C. Vertical Clearance. Vertical clearance for parking spaces shall be 7 feet, except that an entrance may be 6.67 feet and the front 5 feet of a parking space serving a residential use may be 4.5 feet.
- D. Wheel Stops. All spaces shall have wheel stops 2.5 feet from a fence, wall, or walkway. When a parking space abuts a landscaped planter, the front two feet of the required length for a parking space may overhang the planter if the planter area is increased in depth by 2 feet (See Section 3019.E.6).

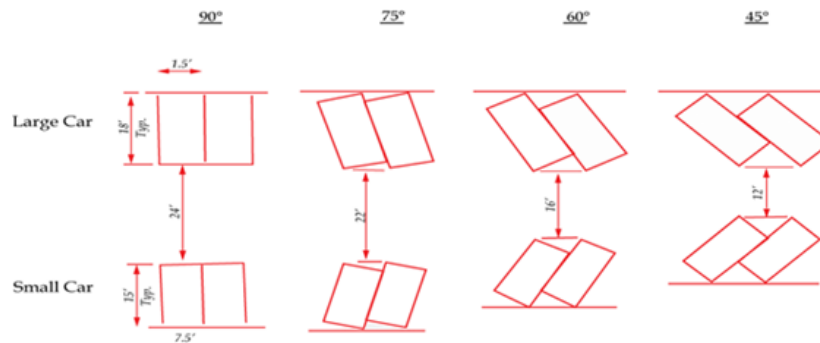
### 3111 Aisle Dimensions

Aisle widths adjoining parking spaces shall be as follows (See Diagram 3111):

#### Minimum One-way Aisle Width for Specified Parking Angle (ft.)

Angle	90°	75°	60°	45° or less
Aisle Width (ft.)	24	23	16	12

The minimum two-way aisle width shall be 24 feet in all cases.



**3112 Specific Parking Area Design**

Where an applicant can demonstrate to the satisfaction of the City Planner that variations on the dimensions otherwise required by this article, a specific parking area design may be approved under the following limitations:

- A. The area affected by the specific design shall be for parking by persons employed on the site only. Visitor parking stalls shall meet the dimensions required.
- B. The surface area available for parking shall not be less than would be required to accommodate the minimum required number of stalls for large and small cars.

**3113 Parking Access from Street**

Access to parking spaces shall not require backing across a property line or into the public right-of-way. An alley may be used as maneuvering space for access to off-street parking.

Residential development proposals on lots or parcels with alley access shall be designed such that all on-site parking shall be accessed by way of the abutting alley. Residential development proposals on lots or parcels with multiple street frontages shall be designed such that all on-site parking shall be accessed by way of the minor street frontage. No more than one driveway shall be permitted for any residential lot or parcel unless otherwise approved by the Planning Commission, or Community Development Commission, as the case may be or City Council.

All spaces in a parking facility shall be made accessible without re-entering a public right-of-way unless it is physically impossible to provide for such access.

**3114 Driveway Widths and Clearances**

Driveways shall have the following minimum widths at the property line, plus a minimum of 1-foot additional clearance on each side of a vertical obstruction exceeding 0.5 foot in height.

A.	Serving a residential use	1 dwelling unit or 2 dwelling Units within 150 ft. of street	8 ft. 1-way 16 ft. 2-way
		3 dwelling units or 2 dwelling Units more than 150 ft. of street	12 ft. 1-way 20 ft. 2-way
		More than 3 dwelling units Up to 9 dwelling units	12 ft. 1-way 24 ft. 2-way
		More than 9 dwelling units	Private Street
B.	Serving a nonresidential use:		14 ft. 1-way 27 ft. 2-way

The City Planner and the City Engineer may require driveways in excess of the above widths where unusual traffic, grade or site conditions prevail. The City Planner and the City Engineer also may require driveways to be constructed with full curb returns and handicapped ramps as opposed to simple curb depression.

**3115 Driveways; Visibility**

Visibility of a driveway crossing a street property line shall meet the design standards established in the City of Oceanside Engineers Design and Processing Manual.

Driveways or drive-aisles adjacent to buildings in a commercial or industrial district shall be setback from a building a minimum of five (5) feet to provide site distance at the corners of the building.

**3116 Parking Area Screening: Walls and Fences**

A parking area serving a nonresidential use shall be screened from an adjoining residential district or a ground-floor residential use by a solid decorative concrete or masonry wall with a minimum height of 6 feet, and a maximum as specified in Section 3040. The height of the wall adjoining a required front yard in a residential district shall be 42 inches. A covered parking structure or open parking area serving a residential use shall be screened from an adjoining lot in a residential district or a ground-floor residential use by a solid decorative concrete or masonry wall 6 feet in height, except that the height of a wall adjoining a required front yard in a residential district shall be 42 inches.

**3117 Lighting**

Outdoor parking area lighting shall not employ a light source higher than 25 feet. Building plans submitted for building permit shall include provisions indicating that lighting is properly shielded and directed so as to prevent glare on surrounding properties or onto an adjacent street. Lighting shall comply with all City codes and ordinances in effect at the time of

building permit issuance including any light pollution control measures.

**3118 Parking Lot Landscaping**

Parking lot landscaping shall be as prescribed by Section 3019.

**3119 Driveways and Covered Parking Structure Design and Location in Residential Districts**

The following provisions shall apply to driveways, garages, and carports in residential districts, whether they are accessory structures or part of a principal structure:

A. Driveways. Driveways shall be paved and shall have widths and clearances prescribed by Section 3114, subject to the visibility requirements of Section 3115.

B. Covered Parking Structures. Covered Parking Structures shall be designed and located so that parked vehicles are not visible from a street or adjacent property. Covered parking structures shall have at the minimum a roof and be enclosed on three sides. The architectural design, roofline, and materials of covered parking structures shall be substantially the same as and compatible with the primary structures.

**3120 Additional Design Standards for Parking Lots and Structures**

Parking lots shall have paving, drainage, wheel stops, lighting, space marking, directional signs, ramp grades, litter collection containers, fire equipment, and queuing space for drive-in facilities or ticket dispensing booths or machines, which shall be subject to approval of the City Planner.

**3121 Location and Design of Off-Street Loading Spaces**

Required spaces shall not be within a building, but shall be on the site of the use served. On a site adjoining an alley, a required loading space shall be accessible from the alley unless alternative access is approved by the City Planner and City Engineer. A required loading space shall be accessible without backing a truck across a property line or street right-of-way unless the City Planner and City Engineer determines that provision of turn-around space is infeasible and approves alternative access. An occupied loading space shall not prevent access to a required off-street parking space. A loading area shall not be located in a required yard.

A loading area visible from a street or adjacent property shall be screened on three sides by a fence, wall, or hedge at least 6 feet in height.

**3122 Bus Turnouts and Shelters**

Bus turnouts and shelters shall be provided in residential, commercial, and industrial developments on secondary arterial streets and above, where and when appropriate, as determined by the City Planner and the City Engineer.

## **Appendix D**

### **ITE 5<sup>th</sup> Edition Parking Rates**



# Parking Generation Manual

5<sup>th</sup> Edition



INSTITUTE OF TRANSPORTATION ENGINEERS

# Junior/Community College (540)

## Peak Period Parking Demand vs: School Population

On a: **Weekday (Monday - Friday)**

**Setting/Location: General Urban/Suburban**

Peak Period of Parking Demand: 9:00 a.m. - 3:00 p.m.

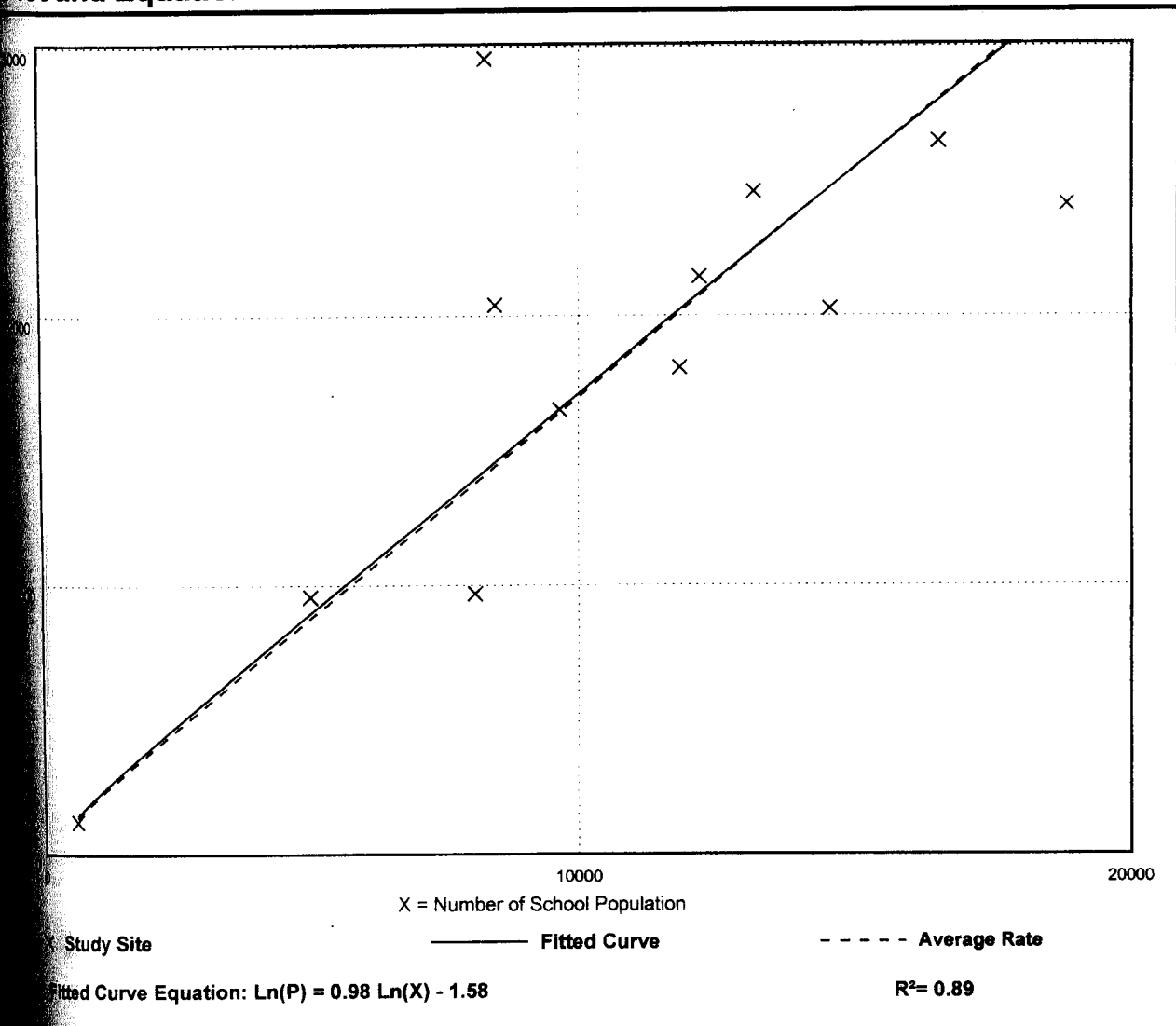
Number of Studies: 12

Avg. Num. of School Population: 10636

### Period Parking Demand per School Population

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.17	0.12 - 0.36	0.15 / 0.25	***	0.06 ( 35% )

### Plot and Equation



# Junior/Community College (540)

**Peak Period Parking Demand vs: 1000 Sq. Ft. GFA**

On a: **Weekday (Monday - Friday)**

**Setting/Location: General Urban/Suburban**

Peak Period of Parking Demand: 9:00 a.m. - 3:00 p.m.

Number of Studies: 5

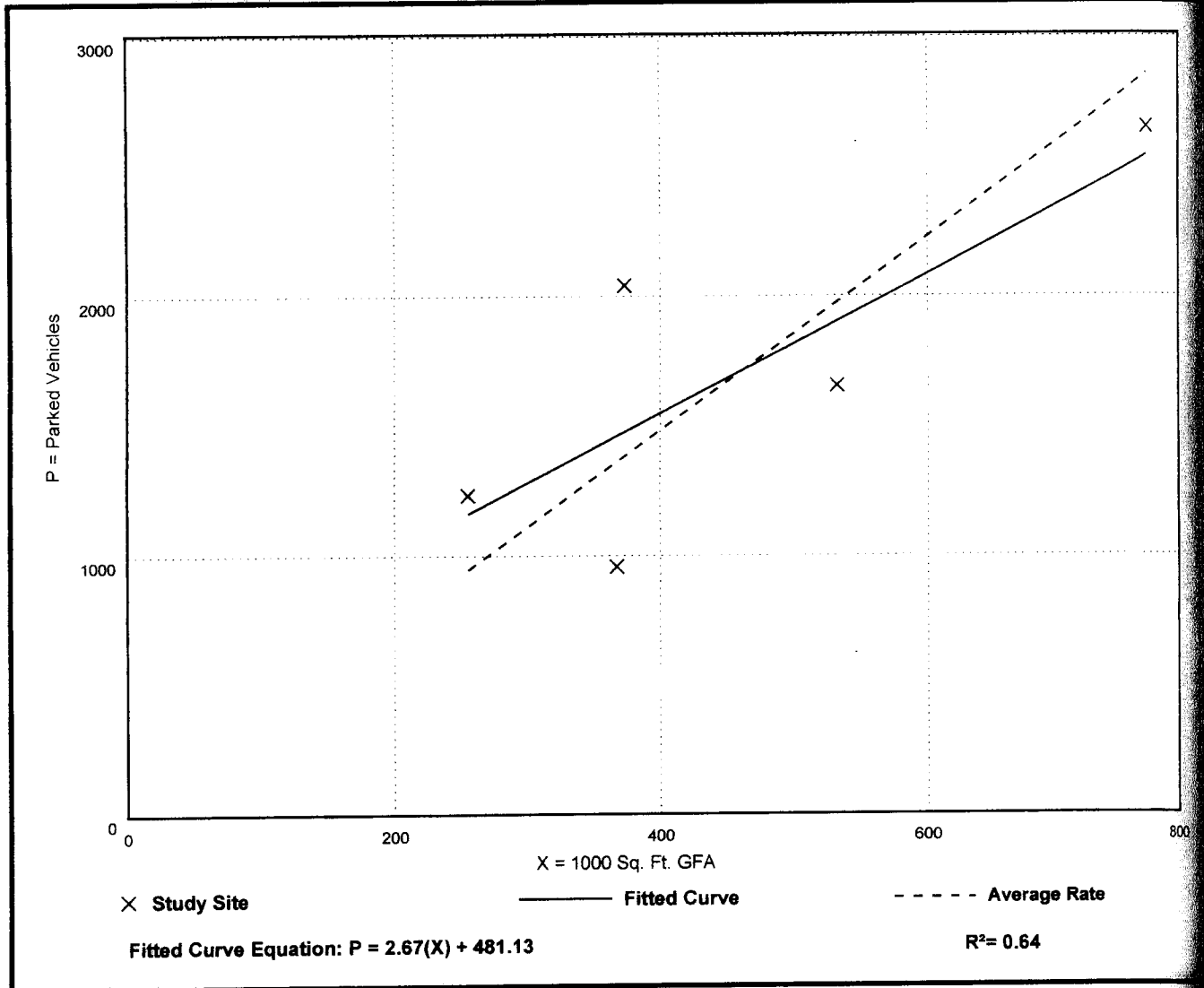
Avg. 1000 Sq. Ft. GFA: 460

## Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
3.71	2.61 - 5.47	3.10 / 5.47	***	1.09 ( 29% )

## Data Plot and Equation

*Caution - Small Sample Size*



## **Appendix E**

### **NCTD Bus Route Details**

# 303

## Oceanside to Vista via Town Center North

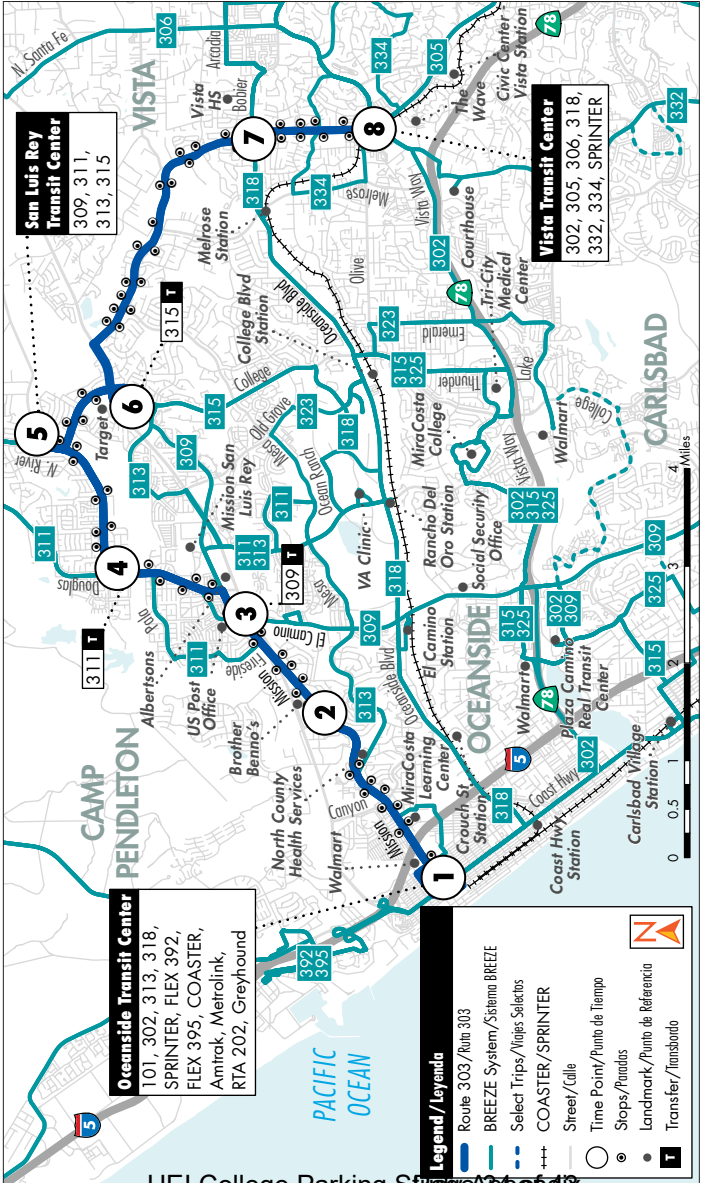
Oceanside a Vista via Town Center North

M-F • SA • SU • H  
L-V • SÁ • DO • F

### Destinations/Destinos

- North County Health Services
- MiraCosta College Learning Center
- Town Center North Shopping Center
- Vista High School

- Antique Gas & Steam Engine Museum
- Jefferson Middle School
- Oceanside High School
- Vista Community Clinic



**Bold denotes P.M. times/El texto en negrita indica horario en las tardes (P.M.)**

<b>Monday - Friday</b>							
<b>Eastbound to Vista</b>							
<i>Lunes a Viernes • Dirección hacia el este a Vista</i>							
Oceanside Transit Center	Mission Ave. & Airport Rd.	Mission Ave. & El Camino Real	Douglas Dr. & N. River Rd.	San Luis Rey Transit Center	Town Center North	N. Santa Fe & Bobier Dr.	Vista Transit Center
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>
4:04	4:11	4:15	4:20	4:28	4:34	4:43	4:52 <sub>a</sub>
4:34	4:41	4:45	4:50	4:58	5:04	5:13	5:22
5:00	5:09	5:13	5:18	5:26	5:33	5:44	5:54
5:18	5:27	5:31	5:36	5:44	5:51	6:02	6:12
5:28	5:37	5:41	5:46	5:54	6:01	6:12	6:22
5:42	5:51	5:55	6:00	6:08	6:16	6:27	6:39
5:55	6:04	6:08	6:13	6:21	6:29	6:40	6:52
6:10	6:20	6:25	6:30	6:39	6:48	6:59	7:11
6:21	6:31	6:36	6:41	6:50	6:59	7:10	7:22
6:32	6:42	6:47	6:52	7:01	7:10	7:21	7:33
6:41	6:51	6:57	7:03	7:13	7:22	7:35	7:50
6:59	7:09	7:15	7:21	7:31	7:40	7:53	8:08
7:12	7:23	7:29	7:35	7:45	7:54	8:07	8:22
7:39	7:50	7:56	8:02	8:12	8:21	8:34	8:42
7:49	8:00	8:06	8:12	8:22	8:31	8:44	8:52
8:07	8:18	8:24	8:30	8:40	8:49	9:01	9:10
8:19	8:30	8:36	8:42	8:52	9:01	9:13	9:22
8:35	8:47	8:53	8:59	9:08	9:17	9:29	9:38
8:49	9:01	9:07	9:13	9:22	9:31	9:43	9:52
9:07	9:19	9:25	9:31	9:40	9:49	10:01	10:10
9:19	9:31	9:37	9:43	9:52	10:01	10:13	10:22
9:34	9:46	9:52	9:58	10:07	10:16	10:28	10:37
9:49	10:01	10:07	10:13	10:22	10:31	10:43	10:52
10:03	10:15	10:21	10:28	10:38	10:47	10:59	11:08
10:17	10:29	10:35	10:42	10:52	11:01	11:13	11:22
10:34	10:46	10:52	10:59	11:09	11:18	11:30	11:39
10:47	10:59	11:05	11:12	11:22	11:31	11:43	11:52
11:01	11:14	11:20	11:27	11:37	11:46	11:58	<b>12:09p</b>
11:14	11:27	11:33	11:40	11:50	11:59	<b>12:11</b>	<b>12:22</b>
11:34	11:47	11:54	<b>12:01</b>	<b>12:11</b>	<b>12:20</b>	<b>12:32</b>	<b>12:42</b>
11:44	11:57	<b>12:04</b>	<b>12:11</b>	<b>12:21</b>	<b>12:30</b>	<b>12:42</b>	<b>12:52</b>
<b>12:07</b>	<b>12:20</b>	<b>12:27</b>	<b>12:34</b>	<b>12:44</b>	<b>12:54</b>	<b>1:06</b>	<b>1:17</b>
<b>12:14</b>	<b>12:27</b>	<b>12:34</b>	<b>12:41</b>	<b>12:51</b>	<b>1:01</b>	<b>1:13</b>	<b>1:24</b>
<b>12:32</b>	<b>12:45</b>	<b>12:52</b>	<b>12:59</b>	<b>1:09</b>	<b>1:19</b>	<b>1:31</b>	<b>1:43</b>
<b>12:41</b>	<b>12:54</b>	<b>1:01</b>	<b>1:08</b>	<b>1:18</b>	<b>1:28</b>	<b>1:40</b>	<b>1:52</b>
<b>1:05</b>	<b>1:18</b>	<b>1:25</b>	<b>1:33</b>	<b>1:43</b>	<b>1:53</b>	<b>2:05</b>	<b>2:16</b>
<b>1:12</b>	<b>1:25</b>	<b>1:32</b>	<b>1:40</b>	<b>1:50</b>	<b>2:00</b>	<b>2:12</b>	<b>2:23</b>

**Bold denotes P.M. times/El texto en negrita indica horario en las tardes (P.M.)**

<b>Monday - Friday</b> <b>Eastbound to Vista</b> <i>Lunes a Viernes • Dirección hacia el este a Vista</i>							
Oceanside Transit Center	Mission Ave. & Airport Rd.	Mission Ave. & El Camino Real	Douglas Dr. & N. River Rd.	San Luis Rey Transit Center	Town Center North	N. Santa Fe & Bobier Dr.	Vista Transit Center
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>
<b>1:34</b>	<b>1:47</b>	<b>1:54</b>	<b>2:02</b>	<b>2:12</b>	<b>2:22</b>	<b>2:34</b>	<b>2:45</b>
<b>1:38</b>	<b>1:52</b>	<b>2:00</b>	<b>2:08</b>	<b>2:19</b>	<b>2:29</b>	<b>2:41</b>	<b>2:54</b>
<b>*2:00</b>	<b>*2:15</b>	<b>*2:23</b>	<b>*2:31</b>	<b>*2:42</b>	<b>*2:53</b>	<b>*3:06</b>	<b>*3:21</b>
<b>2:02</b>	<b>2:17</b>	<b>2:25</b>	<b>2:33</b>	<b>2:44</b>	<b>2:55</b>	<b>3:08</b>	<b>3:23</b>
<b>2:10</b>	<b>2:25</b>	<b>2:33</b>	<b>2:41</b>	<b>2:52</b>	<b>3:03</b>	<b>3:16</b>	<b>3:31</b>
<b>2:17</b>	<b>2:32</b>	<b>2:40</b>	<b>2:48</b>	<b>2:59</b>	<b>3:10</b>	<b>3:23</b>	<b>3:38</b>
<b>2:30</b>	<b>2:45</b>	<b>2:53</b>	<b>3:01</b>	<b>3:12</b>	<b>3:24</b>	<b>3:37</b>	<b>3:52</b>
<b>2:32</b>	<b>2:47</b>	<b>2:55</b>	<b>3:03</b>	<b>3:14</b>	<b>3:26</b>	<b>3:39</b>	<b>3:54</b>
<b>2:52</b>	<b>3:07</b>	<b>3:15</b>	<b>3:23</b>	<b>3:34</b>	<b>3:46</b>	<b>3:59</b>	<b>4:14</b>
<b>3:02</b>	<b>3:17</b>	<b>3:25</b>	<b>3:33</b>	<b>3:44</b>	<b>3:56</b>	<b>4:11</b>	<b>4:24</b>
<b>3:12</b>	<b>3:27</b>	<b>3:35</b>	<b>3:43</b>	<b>3:54</b>	<b>4:06</b>	<b>4:21</b>	<b>4:34</b>
<b>3:32</b>	<b>3:48</b>	<b>3:56</b>	<b>4:04</b>	<b>4:15</b>	<b>4:27</b>	<b>4:42</b>	<b>4:55</b>
<b>3:47</b>	<b>4:03</b>	<b>4:11</b>	<b>4:19</b>	<b>4:30</b>	<b>4:42</b>	<b>4:57</b>	<b>5:10</b>
<b>4:03</b>	<b>4:17</b>	<b>4:25</b>	<b>4:33</b>	<b>4:44</b>	<b>4:56</b>	<b>5:11</b>	<b>5:24</b>
<b>4:19</b>	<b>4:33</b>	<b>4:41</b>	<b>4:49</b>	<b>5:00</b>	<b>5:12</b>	<b>5:27</b>	<b>5:40</b>
<b>4:34</b>	<b>4:48</b>	<b>4:56</b>	<b>5:04</b>	<b>5:15</b>	<b>5:27</b>	<b>5:41</b>	<b>5:52</b>
<b>4:52</b>	<b>5:06</b>	<b>5:14</b>	<b>5:22</b>	<b>5:33</b>	<b>5:45</b>	<b>5:59</b>	<b>6:10</b>
<b>5:04</b>	<b>5:18</b>	<b>5:25</b>	<b>5:33</b>	<b>5:45</b>	<b>5:57</b>	<b>6:11</b>	<b>6:19</b>
<b>5:18</b>	<b>5:32</b>	<b>5:39</b>	<b>5:47</b>	<b>5:59</b>	<b>6:11</b>	<b>6:25</b>	<b>6:33</b>
<b>5:39</b>	<b>5:53</b>	<b>6:00</b>	<b>6:08</b>	<b>6:20</b>	<b>6:31</b>	<b>6:45</b>	<b>6:52</b>
<b>6:09</b>	<b>6:22</b>	<b>6:29</b>	<b>6:37</b>	<b>6:48</b>	<b>6:59</b>	<b>7:11</b>	<b>7:17</b>
<b>6:43</b>	<b>6:56</b>	<b>7:02</b>	<b>7:09</b>	<b>7:20</b>	<b>7:31</b>	<b>7:42</b>	<b>7:48</b>
<b>7:14</b>	<b>7:27</b>	<b>7:33</b>	<b>7:40</b>	<b>7:50</b>	<b>7:59</b>	<b>8:10</b>	<b>8:16</b>
<b>7:47</b>	<b>7:59</b>	<b>8:05</b>	<b>8:12</b>	<b>8:22</b>	<b>8:31</b>	<b>8:42</b>	<b>8:47</b>
<b>8:32</b>	<b>8:44</b>	<b>8:50</b>	<b>8:56</b>	<b>9:04</b>	<b>9:11</b>	–	–
<b>9:02</b>	<b>9:13</b>	<b>9:18</b>	<b>9:23</b>	<b>9:31</b>	<b>9:38</b>	<b>9:47</b>	<b>9:52</b>
<b>9:35</b>	<b>9:46</b>	<b>9:51</b>	<b>9:56</b>	<b>10:04</b>	<b>10:11</b>	–	–
<b>10:02</b>	<b>10:13</b>	<b>10:18</b>	<b>10:23</b>	<b>10:31</b>	<b>10:38</b>	<b>10:47</b>	<b>10:52</b>
<b>10:32</b>	<b>10:40</b>	<b>10:44</b>	<b>10:49</b>	<b>10:56</b>	<b>11:03</b>	<b>11:12</b>	<b>11:17</b>
<b>11:15</b>	<b>11:23</b>	<b>11:27</b>	<b>11:31</b>	<b>11:38</b>	<b>11:44</b>	<b>11:52</b>	<b>11:56</b>
<b>11:35</b>	<b>11:43</b>	<b>11:47</b>	<b>11:51</b>	<b>11:58</b>	<b>12:04<sub>a</sub></b>	–	–

\* Trip operates Wednesday only when school is in session.

El viaje opera solamente los miércoles durante el calendario escolar.

Trip operates on school days in regular school year (not during summer school).

El viaje opera los días escolares durante el año regular de clases (no durante el verano).

UEI College Parking Schedule Appendix

**Bold denotes P.M. times/El texto en negrita indica horario en las tardes (P.M.)**

<b>Monday - Friday</b> <b>Westbound to Oceanside</b> <i>Lunes a Viernes • Dirección hacia el oeste a Oceanside</i>							
Vista Transit Center	N. Santa Fe & Bobier Dr.	Town Center North	San Luis Rey Transit Center	Douglas Dr. & N. River Rd.	Mission Ave. & El Camino Real	Mission Ave. & Airport Rd.	Oceanside Transit Center
<b>8</b>	<b>7</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>
–	–	4:05	4:13	4:21	4:27	4:34	4:47 <sub>a</sub>
5:07	5:12	5:23	5:31	5:39	5:45	5:52	6:05
5:37	5:42	5:53	6:01	6:09	6:15	6:22	6:35
5:49	5:54	6:05	6:13	6:21	6:27	6:34	6:47
–	–	6:16	6:26	6:34	6:40	6:47	7:04
6:06	6:12	6:25	6:35	6:43	6:49	6:56	7:13
–	–	6:37	6:47	6:55	7:01	7:08	7:25
6:19	6:25	6:38	6:48	6:56	7:02	7:09	7:26
6:36	6:42	6:56	7:06	7:14	7:20	7:27	7:44
6:46	6:52	7:06	7:16	7:24	7:30	7:37	7:54
7:06	7:15	7:31	7:41	7:49	7:55	8:02	8:20
7:13	7:22	7:38	7:48	7:56	8:02	8:09	8:27
7:36	7:45	8:04	8:12	8:20	8:26	8:33	8:51
7:43	7:52	8:11	8:19	8:27	8:33	8:40	8:58
8:06	8:13	8:27	8:35	8:43	8:49	8:56	9:14
8:17	8:24	8:38	8:46	8:54	9:00	9:07	9:25
8:36	8:42	8:56	9:04	9:12	9:18	9:25	9:43
8:48	8:54	9:08	9:16	9:24	9:30	9:37	9:55
9:06	9:12	9:26	9:34	9:42	9:48	9:55	10:12
9:18	9:24	9:38	9:46	9:54	10:00	10:07	10:24
9:36	9:42	9:56	10:04	10:11	10:17	10:24	10:41
9:46	9:52	10:06	10:14	10:21	10:27	10:34	10:51
10:06	10:12	10:26	10:36	10:43	10:49	10:56	11:13
10:18	10:24	10:38	10:48	10:55	11:01	11:08	11:25
10:36	10:42	10:56	11:06	11:13	11:19	11:26	11:46
10:49	10:55	11:09	11:19	11:26	11:32	11:39	11:59
11:08	11:14	11:28	11:38	11:45	11:51	11:58	<b>12:18p</b>
11:17	11:23	11:37	11:47	11:54	<b>12:00</b>	<b>12:07</b>	<b>12:27</b>
11:36	11:42	11:56	<b>12:06</b>	<b>12:13</b>	<b>12:19</b>	<b>12:26</b>	<b>12:46</b>
11:47	11:53	<b>12:07</b>	<b>12:17</b>	<b>12:24</b>	<b>12:30</b>	<b>12:37</b>	<b>12:57</b>
<b>12:06</b>	<b>12:12</b>	<b>12:26</b>	<b>12:36</b>	<b>12:43</b>	<b>12:49</b>	<b>12:56</b>	<b>1:15</b>
<b>12:17</b>	<b>12:23</b>	<b>12:37</b>	<b>12:47</b>	<b>12:54</b>	<b>1:00</b>	<b>1:07</b>	<b>1:26</b>
<b>12:36</b>	<b>12:42</b>	<b>12:56</b>	<b>1:06</b>	<b>1:14</b>	<b>1:20</b>	<b>1:26</b>	<b>1:45</b>
<b>12:47</b>	<b>12:53</b>	<b>1:07</b>	<b>1:17</b>	<b>1:25</b>	<b>1:31</b>	<b>1:37</b>	<b>1:56</b>

**Trip operates on school days in regular school year (not during summer school).**  
 El viaje opera los días escolares durante el año regular de clases (no durante el verano).

**UEI College Parking Space Open 48**

**Bold denotes P.M. times/El texto en negrita indica horario en las tardes (P.M.)**

<b>Monday - Friday</b>							
<b>Westbound to Oceanside</b>							
<i>Lunes a Viernes • Dirección hacia el oeste a Oceanside</i>							
Vista Transit Center	N. Santa Fe & Bobier Dr.	Town Center North	San Luis Rey Transit Center	Douglas Dr. & N. River Rd.	Mission Ave. & El Camino Real	Mission Ave. & Airport Rd.	Oceanside Transit Center
<b>8</b>	<b>7</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>
<b>1:06</b>	<b>1:12</b>	<b>1:26</b>	<b>1:36</b>	<b>1:44</b>	<b>1:50</b>	<b>1:56</b>	<b>2:13</b>
<b>1:17</b>	<b>1:23</b>	<b>1:37</b>	<b>1:47</b>	<b>1:55</b>	<b>2:01</b>	<b>2:07</b>	<b>2:24</b>
<b>1:36</b>	<b>1:42</b>	<b>1:57</b>	<b>2:07</b>	<b>2:15</b>	<b>2:21</b>	<b>2:27</b>	<b>2:44</b>
<b>1:47</b>	<b>1:53</b>	<b>2:08</b>	<b>2:18</b>	<b>2:26</b>	<b>2:32</b>	<b>2:38</b>	<b>2:55</b>
<b>2:06</b>	<b>2:12</b>	<b>2:27</b>	<b>2:37</b>	<b>2:45</b>	<b>2:51</b>	<b>2:57</b>	<b>3:14</b>
<b>2:10</b>	<b>2:16</b>	<b>2:31</b>	<b>2:41</b>	<b>2:49</b>	<b>2:55</b>	<b>3:01</b>	<b>3:18</b>
<b>2:36</b>	<b>2:44</b>	<b>3:02</b>	<b>3:12</b>	<b>3:20</b>	<b>3:27</b>	<b>3:33</b>	<b>3:52</b>
<b>2:49</b>	<b>2:57</b>	<b>3:15</b>	<b>3:25</b>	<b>3:33</b>	<b>3:40</b>	<b>3:46</b>	<b>4:05</b>
<b>3:06</b>	<b>3:14</b>	<b>3:32</b>	<b>3:42</b>	<b>3:50</b>	<b>3:57</b>	<b>4:03</b>	<b>4:22</b>
<b>3:19</b>	<b>3:27</b>	<b>3:45</b>	<b>3:55</b>	<b>4:03</b>	<b>4:10</b>	<b>4:16</b>	<b>4:35</b>
<b>3:36</b>	<b>3:44</b>	<b>4:02</b>	<b>4:12</b>	<b>4:20</b>	<b>4:27</b>	<b>4:33</b>	<b>4:52</b>
<b>3:49</b>	<b>3:57</b>	<b>4:15</b>	<b>4:25</b>	<b>4:33</b>	<b>4:40</b>	<b>4:46</b>	<b>5:05</b>
<b>4:06</b>	<b>4:14</b>	<b>4:32</b>	<b>4:42</b>	<b>4:50</b>	<b>4:57</b>	<b>5:03</b>	<b>5:22</b>
<b>4:13</b>	<b>4:21</b>	<b>4:39</b>	<b>4:49</b>	<b>4:57</b>	<b>5:04</b>	<b>5:10</b>	<b>5:29</b>
<b>4:36</b>	<b>4:44</b>	<b>5:02</b>	<b>5:12</b>	<b>5:20</b>	<b>5:27</b>	<b>5:33</b>	<b>5:52</b>
<b>4:49</b>	<b>4:57</b>	<b>5:15</b>	<b>5:25</b>	<b>5:33</b>	<b>5:40</b>	<b>5:46</b>	<b>6:05</b>
<b>5:06</b>	<b>5:14</b>	<b>5:32</b>	<b>5:42</b>	<b>5:50</b>	<b>5:57</b>	<b>6:03</b>	<b>6:22</b>
<b>5:19</b>	<b>5:27</b>	<b>5:45</b>	<b>5:55</b>	<b>6:03</b>	<b>6:10</b>	<b>6:16</b>	<b>6:35</b>
<b>5:38</b>	<b>5:46</b>	<b>6:04</b>	<b>6:14</b>	<b>6:22</b>	<b>6:29</b>	<b>6:35</b>	<b>6:53</b>
<b>5:49</b>	<b>5:57</b>	<b>6:15</b>	<b>6:25</b>	<b>6:33</b>	<b>6:40</b>	<b>6:46</b>	<b>7:04</b>
<b>6:06</b>	<b>6:14</b>	<b>6:29</b>	<b>6:39</b>	<b>6:47</b>	<b>6:54</b>	<b>7:00</b>	<b>7:16</b>
<b>6:34</b>	<b>6:42</b>	<b>6:57</b>	<b>7:05</b>	<b>7:13</b>	<b>7:20</b>	<b>7:26</b>	<b>7:42</b>
<b>7:06</b>	<b>7:14</b>	<b>7:28</b>	<b>7:36</b>	<b>7:43</b>	<b>7:48</b>	<b>7:54</b>	<b>8:07</b>
<b>7:36</b>	<b>7:42</b>	<b>7:56</b>	<b>8:04</b>	<b>8:11</b>	<b>8:16</b>	<b>8:22</b>	<b>8:35</b>
<b>8:07</b>	<b>8:13</b>	<b>8:26</b>	<b>8:34</b>	<b>8:41</b>	<b>8:46</b>	<b>8:52</b>	<b>9:05</b>
<b>8:36</b>	<b>8:42</b>	<b>8:55</b>	<b>9:03</b>	<b>9:10</b>	<b>9:15</b>	<b>9:21</b>	<b>9:34</b>
<b>9:06</b>	<b>9:12</b>	<b>9:24</b>	<b>9:31</b>	<b>9:37</b>	<b>9:41</b>	<b>9:47</b>	<b>9:59</b>
<b>10:06</b>	<b>10:11</b>	<b>10:23</b>	<b>10:30</b>	<b>10:36</b>	<b>10:40</b>	<b>10:46</b>	<b>10:56</b>

**Bold denotes P.M. times/El texto en negrita indica horario en las tardes (P.M.)**

<b>Saturday, Sunday &amp; Holidays</b> <b>Eastbound to Vista</b> <i>Sábado, Domingo y Días Festivos • Dirección hacia el este a Vista</i>							
Oceanside Transit Center	Mission Ave. & Airport Rd.	Mission Ave. & El Camino Real	Douglas Dr. & N. River Rd.	San Luis Rey Transit Center	Town Center North	N. Santa Fe & Bobier Dr.	Vista Transit Center
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>
4:33	4:41	4:44	4:48	4:55	5:01 <sup>a</sup>	–	–
5:32	5:41	5:46	5:50	5:57	6:04	6:14	6:22
6:01	6:10	6:15	6:19	6:26	6:33	6:43	6:51
6:32	6:41	6:46	6:50	6:57	7:04	7:14	7:22
6:59	7:08	7:13	7:17	7:24	7:31	7:41	7:49
7:25	7:35	7:40	7:46	7:55	8:03	8:14	8:22
7:55	8:05	8:10	8:16	8:25	8:33	8:44	8:52
8:13	8:23	8:28	8:34	8:43	8:51	9:02	9:13
8:30	8:41	8:48	8:54	9:03	9:11	9:22	9:33
8:50	9:01	9:08	9:14	9:23	9:31	9:42	9:53
9:14	9:25	9:32	9:38	9:47	9:55	10:06	10:17
9:32	9:43	9:50	9:56	10:05	10:13	10:24	10:35
9:50	10:01	10:08	10:14	10:23	10:31	10:42	10:53
10:04	10:16	10:24	10:32	10:41	10:51	11:02	11:13
10:27	10:39	10:47	10:55	11:04	11:14	11:25	11:36
10:44	10:56	11:04	11:12	11:21	11:31	11:42	11:53
11:04	11:16	11:25	11:33	11:44	11:54	<b>12:05</b>	<b>12:15<sup>p</sup></b>
11:21	11:33	11:42	11:50	<b>12:01</b>	<b>12:11</b>	<b>12:22</b>	<b>12:32</b>
11:41	11:53	<b>12:02</b>	<b>12:10</b>	<b>12:21</b>	<b>12:31</b>	<b>12:42</b>	<b>12:52</b>
<b>12:00</b>	<b>12:12</b>	<b>12:21</b>	<b>12:29</b>	<b>12:40</b>	<b>12:51</b>	<b>1:02</b>	<b>1:12</b>
<b>12:20</b>	<b>12:32</b>	<b>12:41</b>	<b>12:49</b>	<b>1:00</b>	<b>1:11</b>	<b>1:22</b>	<b>1:32</b>
<b>12:38</b>	<b>12:51</b>	<b>1:01</b>	<b>1:09</b>	<b>1:20</b>	<b>1:31</b>	<b>1:42</b>	<b>1:52</b>
<b>1:03</b>	<b>1:16</b>	<b>1:26</b>	<b>1:34</b>	<b>1:45</b>	<b>1:56</b>	<b>2:07</b>	<b>2:17</b>
<b>1:21</b>	<b>1:34</b>	<b>1:44</b>	<b>1:52</b>	<b>2:03</b>	<b>2:14</b>	<b>2:25</b>	<b>2:35</b>
<b>1:37</b>	<b>1:50</b>	<b>2:00</b>	<b>2:08</b>	<b>2:19</b>	<b>2:30</b>	<b>2:41</b>	<b>2:51</b>
<b>1:57</b>	<b>2:10</b>	<b>2:20</b>	<b>2:28</b>	<b>2:39</b>	<b>2:50</b>	<b>3:01</b>	<b>3:11</b>
<b>2:17</b>	<b>2:30</b>	<b>2:40</b>	<b>2:48</b>	<b>2:59</b>	<b>3:10</b>	<b>3:21</b>	<b>3:31</b>
<b>2:39</b>	<b>2:52</b>	<b>3:01</b>	<b>3:09</b>	<b>3:20</b>	<b>3:31</b>	<b>3:42</b>	<b>3:52</b>
<b>3:01</b>	<b>3:14</b>	<b>3:23</b>	<b>3:31</b>	<b>3:42</b>	<b>3:52</b>	<b>4:03</b>	<b>4:13</b>
<b>3:24</b>	<b>3:37</b>	<b>3:46</b>	<b>3:54</b>	<b>4:05</b>	<b>4:15</b>	<b>4:26</b>	<b>4:36</b>
<b>3:39</b>	<b>3:52</b>	<b>4:01</b>	<b>4:09</b>	<b>4:20</b>	<b>4:30</b>	<b>4:41</b>	<b>4:51</b>
<b>4:11</b>	<b>4:24</b>	<b>4:31</b>	<b>4:39</b>	<b>4:50</b>	<b>5:00</b>	<b>5:11</b>	<b>5:21</b>
<b>4:41</b>	<b>4:54</b>	<b>5:01</b>	<b>5:09</b>	<b>5:20</b>	<b>5:30</b>	<b>5:41</b>	<b>5:51</b>
<b>5:11</b>	<b>5:24</b>	<b>5:31</b>	<b>5:39</b>	<b>5:50</b>	<b>6:00</b>	<b>6:11</b>	<b>6:21</b>
<b>5:41</b>	<b>5:54</b>	<b>6:01</b>	<b>6:09</b>	<b>6:20</b>	<b>6:30</b>	<b>6:41</b>	<b>6:51</b>
<b>6:12</b>	<b>6:25</b>	<b>6:32</b>	<b>6:40</b>	<b>6:51</b>	<b>7:01</b>	<b>7:12</b>	<b>7:22</b>
<b>6:45</b>	<b>6:58</b>	<b>7:05</b>	<b>7:13</b>	<b>7:24</b>	<b>7:34</b>	<b>7:45</b>	<b>7:55</b>

**Bold denotes P.M. times/El texto en negrita indica horario en las tardes (P.M.)**

<b>Saturday, Sunday &amp; Holidays</b> <b>Eastbound to Vista</b> <i>Sábado, Domingo y Días Festivos • Dirección hacia el este a Vista</i>							
Oceanside Transit Center	Mission Ave. & Airport Rd.	Mission Ave. & El Camino Real	Douglas Dr. & N. River Rd.	San Luis Rey Transit Center	Town Center North	N. Santa Fe & Bobier Dr.	Vista Transit Center
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>
<b>7:19</b>	<b>7:30</b>	<b>7:36</b>	<b>7:44</b>	<b>7:55</b>	<b>8:03</b>	–	–
<b>7:47</b>	<b>7:58</b>	<b>8:04</b>	<b>8:12</b>	<b>8:23</b>	<b>8:31</b>	<b>8:42</b>	<b>8:51</b>
<b>8:32</b>	<b>8:43</b>	<b>8:49</b>	<b>8:55</b>	<b>9:03</b>	<b>9:09</b>	–	–
<b>9:01</b>	<b>9:12</b>	<b>9:18</b>	<b>9:24</b>	<b>9:32</b>	<b>9:38</b>	<b>9:47</b>	<b>9:54</b>
<b>9:31</b>	<b>9:41</b>	<b>9:46</b>	<b>9:51</b>	<b>9:59</b>	<b>10:05</b>	–	–
<b>10:02</b>	<b>10:12</b>	<b>10:17</b>	<b>10:22</b>	<b>10:30</b>	<b>10:36</b>	<b>10:45</b>	<b>10:51</b>
<b>10:31</b>	<b>10:39</b>	<b>10:43</b>	<b>10:48</b>	<b>10:56</b>	<b>11:02</b>	–	–
<b>11:08</b>	<b>11:16</b>	<b>11:20</b>	<b>11:25</b>	<b>11:33</b>	<b>11:39</b>	–	–
<b>11:31</b>	<b>11:39</b>	<b>11:43</b>	<b>11:48</b>	<b>11:56</b>	12:02 <sup>a</sup>	–	–

**Bold denotes P.M. times/El texto en negrita indica horario en las tardes (P.M.)**

<b>Saturday, Sunday &amp; Holidays</b> <b>Westbound to Oceanside</b> <i>Sábado, Domingo y Días Festivos • Dirección hacia el oeste a Oceanside</i>							
Vista Transit Center	N. Santa Fe & Bobier Dr.	Town Center North	San Luis Rey Transit Center	Douglas Dr. & N. River Rd.	Mission Ave. & El Camino Real	Mission Ave. & Airport Rd.	Oceanside Transit Center
<b>8</b>	<b>7</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>
6:05	6:11	6:23	6:31	6:38	6:43	6:50	7:06 <sub>a</sub>
6:35	6:41	6:54	7:02	7:09	7:14	7:21	7:37
7:05	7:11	7:24	7:32	7:39	7:44	7:51	8:07
7:35	7:41	7:54	8:02	8:09	8:14	8:21	8:37
8:05	8:11	8:24	8:32	8:40	8:47	8:54	9:10
8:24	8:30	8:43	8:51	8:59	9:06	9:13	9:29
8:44	8:50	9:03	9:11	9:19	9:26	9:33	9:49
9:05	9:12	9:26	9:35	9:43	9:50	9:57	10:13
9:26	9:33	9:47	9:56	10:04	10:11	10:18	10:34
9:43	9:50	10:04	10:13	10:21	10:28	10:35	10:51
10:05	10:12	10:26	10:35	10:43	10:50	10:58	11:16
10:24	10:31	10:45	10:54	11:02	11:09	11:17	11:35
10:44	10:51	11:05	11:14	11:22	11:29	11:37	11:55
11:05	11:12	11:26	11:35	11:43	11:51	11:59	<b>12:17<sub>p</sub></b>
11:24	11:31	11:45	11:54	<b>12:02</b>	<b>12:10</b>	<b>12:18</b>	<b>12:36</b>
11:44	11:51	<b>12:05</b>	<b>12:14</b>	<b>12:22</b>	<b>12:30</b>	<b>12:38</b>	<b>12:56</b>
<b>12:05</b>	<b>12:12</b>	<b>12:28</b>	<b>12:37</b>	<b>12:45</b>	<b>12:53</b>	<b>1:01</b>	<b>1:19</b>
<b>12:24</b>	<b>12:31</b>	<b>12:47</b>	<b>12:56</b>	<b>1:04</b>	<b>1:12</b>	<b>1:20</b>	<b>1:38</b>
<b>12:44</b>	<b>12:51</b>	<b>1:07</b>	<b>1:16</b>	<b>1:24</b>	<b>1:32</b>	<b>1:40</b>	<b>1:58</b>
<b>1:05</b>	<b>1:12</b>	<b>1:28</b>	<b>1:37</b>	<b>1:45</b>	<b>1:53</b>	<b>2:01</b>	<b>2:19</b>
<b>1:25</b>	<b>1:32</b>	<b>1:48</b>	<b>1:57</b>	<b>2:05</b>	<b>2:13</b>	<b>2:21</b>	<b>2:39</b>
<b>1:44</b>	<b>1:51</b>	<b>2:07</b>	<b>2:16</b>	<b>2:24</b>	<b>2:32</b>	<b>2:40</b>	<b>2:58</b>
<b>2:05</b>	<b>2:12</b>	<b>2:28</b>	<b>2:37</b>	<b>2:45</b>	<b>2:53</b>	<b>3:01</b>	<b>3:19</b>
<b>2:24</b>	<b>2:31</b>	<b>2:47</b>	<b>2:56</b>	<b>3:04</b>	<b>3:12</b>	<b>3:20</b>	<b>3:38</b>
<b>2:44</b>	<b>2:51</b>	<b>3:07</b>	<b>3:16</b>	<b>3:24</b>	<b>3:32</b>	<b>3:40</b>	<b>3:58</b>
<b>3:05</b>	<b>3:12</b>	<b>3:27</b>	<b>3:36</b>	<b>3:44</b>	<b>3:52</b>	<b>4:00</b>	<b>4:18</b>
<b>3:24</b>	<b>3:31</b>	<b>3:46</b>	<b>3:55</b>	<b>4:03</b>	<b>4:11</b>	<b>4:19</b>	<b>4:37</b>
<b>3:45</b>	<b>3:52</b>	<b>4:07</b>	<b>4:16</b>	<b>4:24</b>	<b>4:32</b>	<b>4:40</b>	<b>4:58</b>
<b>4:05</b>	<b>4:12</b>	<b>4:27</b>	<b>4:36</b>	<b>4:44</b>	<b>4:52</b>	<b>4:58</b>	<b>5:16</b>
<b>4:35</b>	<b>4:42</b>	<b>4:57</b>	<b>5:06</b>	<b>5:14</b>	<b>5:22</b>	<b>5:28</b>	<b>5:46</b>
<b>5:05</b>	<b>5:12</b>	<b>5:28</b>	<b>5:37</b>	<b>5:45</b>	<b>5:53</b>	<b>5:59</b>	<b>6:17</b>
<b>5:35</b>	<b>5:42</b>	<b>5:58</b>	<b>6:07</b>	<b>6:15</b>	<b>6:23</b>	<b>6:29</b>	<b>6:47</b>
<b>6:05</b>	<b>6:12</b>	<b>6:25</b>	<b>6:34</b>	<b>6:42</b>	<b>6:49</b>	<b>6:55</b>	<b>7:11</b>
<b>6:35</b>	<b>6:42</b>	<b>6:55</b>	<b>7:04</b>	<b>7:12</b>	<b>7:19</b>	<b>7:25</b>	<b>7:41</b>
<b>7:05</b>	<b>7:12</b>	<b>7:26</b>	<b>7:35</b>	<b>7:43</b>	<b>7:50</b>	<b>7:56</b>	<b>8:12</b>
<b>8:05</b>	<b>8:12</b>	<b>8:26</b>	<b>8:35</b>	<b>8:43</b>	<b>8:50</b>	<b>8:56</b>	<b>9:12</b>
<b>9:05</b>	<b>9:11</b>	<b>9:23</b>	<b>9:32</b>	<b>9:39</b>	<b>9:43</b>	<b>9:48</b>	<b>10:01</b>
<b>10:06</b>	<b>10:12</b>	<b>10:24</b>	<b>10:32</b>	<b>10:39</b>	<b>10:43</b>	<b>10:48</b>	<b>11:01</b>

UJCI College Parking Stay-Away Appendix



**313****Oceanside Transit Center to San Luis Rey Transit Center via Mesa Dr.**

Centro de Tránsito Oceanside al Centro de Tránsito San Luis Rey vía Mesa Dr.

**Bold denotes P.M. times/El texto en negrita indica horario en las tardes (P.M.)**

<b>Monday - Friday</b>				
<b>Eastbound to San Luis Rey Transit Center</b>				
<i>Lunes a Viernes • Dirección hacia el este al Centro de Tránsito San Luis Rey</i>				
Oceanside Transit Center	Division St. & Country Club Ln.	Mesa Dr. & El Camino Real	Rancho Del Oro & Via Rancho Rd.	San Luis Rey Transit Center
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
6:35	6:41	6:52	6:58	7:19 <sub>a</sub>
7:43	7:49	8:01	8:07	8:28
9:03	9:09	9:21	9:27	9:48
10:03	10:09	10:21	10:27	10:48
11:04	11:11	11:24	11:30	11:51
<b>12:04</b>	<b>12:11</b>	<b>12:24</b>	<b>12:30</b>	<b>12:51<sub>p</sub></b>
<b>1:04</b>	<b>1:11</b>	<b>1:25</b>	<b>1:32</b>	<b>1:53</b>
<b>2:07</b>	<b>2:15</b>	<b>2:29</b>	<b>2:39</b>	<b>3:02</b>
<b>3:11</b>	<b>3:19</b>	<b>3:33</b>	<b>3:40</b>	<b>4:03</b>
<b>4:03</b>	<b>4:11</b>	<b>4:25</b>	<b>4:32</b>	<b>4:55</b>
<b>5:03</b>	<b>5:11</b>	<b>5:25</b>	<b>5:32</b>	<b>5:55</b>
<b>6:09</b>	<b>6:16</b>	<b>6:30</b>	<b>6:35</b>	<b>6:58</b>
<b>7:03</b>	<b>7:10</b>	<b>7:24</b>	<b>7:29</b>	<b>7:52</b>

<b>Monday - Friday</b>				
<b>Westbound to Oceanside Transit Center</b>				
<i>Lunes a Viernes • Dirección hacia el oeste al Centro de Tránsito Oceanside</i>				
San Luis Rey Transit Center	Rancho Del Oro & Via Rancho Rd.	Mesa Dr. & El Camino Real	Division St. & Country Club Ln.	Oceanside Transit Center
<b>5</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>
5:39	5:57	6:03	6:15	6:22 <sub>a</sub>
6:42	7:00	7:05	7:17	7:25
7:45	8:03	8:08	8:20	8:28
8:44	9:02	9:07	9:19	9:28
10:07	10:28	10:32	10:44	10:52
11:07	11:28	11:32	11:44	11:52
<b>12:05</b>	<b>12:26</b>	<b>12:30</b>	<b>12:42</b>	<b>12:50<sub>p</sub></b>
<b>1:07</b>	<b>1:28</b>	<b>1:32</b>	<b>1:46</b>	<b>1:54</b>
<b>2:07</b>	<b>2:28</b>	<b>2:32</b>	<b>2:46</b>	<b>2:54</b>
<b>3:07</b>	<b>3:31</b>	<b>3:36</b>	<b>3:48</b>	<b>3:57</b>
<b>4:07</b>	<b>4:31</b>	<b>4:36</b>	<b>4:48</b>	<b>4:57</b>
<b>5:08</b>	<b>5:30</b>	<b>5:36</b>	<b>5:48</b>	<b>5:57</b>
<b>6:08</b>	<b>6:30</b>	<b>6:36</b>	<b>6:48</b>	<b>6:57</b>

**Route 313 does not operate on Saturdays, Sundays, or holidays.**

La Ruta 313 no opera los sábados, domingos o en días festivos.

**UEI College Parking Space Appendix**