

ORDINANCE NO. 021-2025

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF RIO VISTA
TO AMEND CHAPTERS 17.02 AND 17.48 OF THE RIO VISTA
MUNICIPAL CODE RELATING TO OFF-STREET PARKING AND
LOADING STANDARDS**

WHEREAS, Chapter 17.48 – Off-Street Parking and Loading establishes parking requirements for proposed development projects; and

WHEREAS, Chapter 17.02 – Introductory Provisions and Definitions establishes definitions applicable to parking standards; and

WHEREAS, the current standards require development projects to meet their parking obligations exclusively through off-street parking spaces; and

WHEREAS, historic buildings in Rio Vista, including much of the Downtown area, were constructed without off-street parking and such buildings do not have a feasible option for providing off-street parking; and

WHEREAS, obligations for off-street parking can be an impediment to attracting new development to the historic core of Rio Vista; and

WHEREAS, in the Downtown area of Rio Vista there exists a substantial number of on-street parking spaces that are currently not considered in the review of development applications; and

WHEREAS, current parking standards for Industrial uses are based on an estimated number of employees at maximum shift; and

WHEREAS, the Planning Commission has determined that requiring parking based on size of building and specific proposed use is a more reliable and objective method for determining required parking; and

WHEREAS, the provisions of Chapter 17.72 provide limited opportunities to reduce off-street parking requirements to require appropriate levels of parking based on use and availability of existing parking in the vicinity of a project; and

WHEREAS, the Planning Commission on July 12, 2023 conducted a duly noticed public hearing to consider the proposed amendments to the City's off-street parking and loading standards and, following discussion, public comment and due deliberation, voted 4-0-0 to recommend that the City Council amend Chapter 17.48 – Off-Street Parking and Loading, as proposed; and

WHEREAS, the proposed Ordinance is exempt from review under the California Environmental Quality Act, Public Resources Code section 21000 et seq. ("CEQA"), pursuant to CEQA Guidelines section 15061(b)(3) (common sense exemption) that establishes CEQA only applies to projects which have the potential for causing a significant effect on the environment. Amendments to downtown parking standards will accommodate the use of existing buildings and will provide flexibility in off-street parking requirements for new construction projects. The amendments will also revise off-street parking standards for Industrial development from a calculation based on estimated

number of employees to a calculation based on building area. The amendments will also allow applicants to submit information on likely parking demands and availability of adjacent parking that would allow the Planning Commission to adjust off-street parking requirements accordingly. These changes will not modify the density or intensity of development allowed in the affected land use districts or result in the approval of any specific development project. Any future projects considered under the modified parking requirements will be subject to review under CEQA. Amending parking standards will not have the potential to result in a significant effect on the environment and therefore the project is not subject to CEQA.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF RIO VISTA HEREBY ORDAINS AS FOLLOWS:

Section 1. Purpose and Authority. The purpose of this Ordinance is to revise regulations related to off-street parking and loading standards to ensure parking obligations effectively serve Rio Vista members of the community and businesses.

Section 2. Enactment. Chapters 17.02 and 17.48 of the Rio Vista Municipal Code are hereby amended to read as follows:

AMEND SECTION 17.02.040 DEFINITIONS FOR THE MUNICIPAL CODE TO INCLUDE:

Parking, off-street. "Parking, off-street" means a parking space or spaces provided on private property that are located outside of the public right-of-way.

Parking, on-street. "Parking, on-street" means any parking space that is located within the public right-of-way and is available for vehicle parking by the general public.

AMEND CHAPTER 17.48 OF THE MUNICIPAL CODE AS FOLLOWS:

17.48.010 Off-street parking requirements—Schedule.

Off-street parking helps to alleviate or prevent traffic congestion and shortage of curb spaces. Off-street parking shall be provided incidental to new construction and expansion of existing buildings that add more than five hundred (500) square feet of building area.

Schedule of Off-Street Parking Requirements

Land Use	All Zones Other Than C-2 and D-W		In C-2 and D-W Zoning Districts Only*	
	Number of Off-Street Parking Spaces	For Each Measurable Unit	Number of Off-Street Parking Spaces	For Each Measurable Unit
A Residential.				
Single-family	2	1 dwelling unit	1	1 dwelling unit
Multiple units: (also includes upper floor units, live/work)				
Studio	1	1 dwelling unit	1	1 dwelling unit
1 bedroom	1.5	1 dwelling unit	1	1 dwelling unit
2 bedroom	2	1 dwelling unit	1	1 dwelling unit
3 bedroom	2	1 dwelling unit	2 in C-2; 1 in D-W	1 dwelling unit
Plus guest	0.25	1 dwelling unit	0.25 in C-2; None in D-W	1 dwelling unit
B. Motels, Hotels and Rooming Houses	1	1 sleeping unit (hotel room), plus 1 space per three employees	1	1 sleeping unit (hotel room) in D-W; 1 sleeping unit (hotel room) plus 1 additional space for each of three employees in C-2
Mobilehomes	1.5	1 trailer unit, plus 1 additional space per 4 units	N/A	N/A
C. Industrial				
Contractors Yards	1	business, plus 1 per company-operated vehicle and 5 employee spaces	N/A	N/A

	All Zones Other Than C-2 and D-W		In C-2 and D-W Zoning Districts Only*	
Land Use	Number of Off-Street Parking Spaces	For Each Measurable Unit	Number of Off-Street Parking Spaces	For Each Measurable Unit
Warehouse, Logistics	1	2,000 sq. ft., plus 1 per company-operated vehicle	N/A	N/A
Personal Storage	5	business, plus loading zones at building entries	N/A	N/A
Boat and RV Storage	5	business, for temporary automobile parking	N/A	N/A
Manufacturing	1	1,500 sq. ft., plus 1 per company-operated vehicle	N/A	N/A
Research and Development	2	1,000 SF	N/A	N/A
Office	2.5	1,000 sq. ft.	N/A	N/A
D. Commercial				
General retail (grocery, pharmacy, department store, etc.)	1	200 sq. ft. of gross floor area**	1	500 sq. ft. of gross floor area
Banks	1	150 sq. ft. of gross floor area**	1	500 sq. ft. of gross floor area
Professional and administrative	1	300 sq. ft. of gross floor area	1	500 sq. ft. of gross floor area
Medical and dental offices	1	300 sq. ft. of gross floor area	1	500 sq. ft. of gross floor area
Restaurants, restaurants	1	3 seats	In C-2 District, 1	3 seats

Land Use	All Zones Other Than C-2 and D-W		In C-2 and D-W Zoning Districts Only*	
	Number of Off-Street Parking Spaces	For Each Measurable Unit	Number of Off-Street Parking Spaces	For Each Measurable Unit
with a cocktail lounge or bar as an accessory use, bars, coffee shops, drive-in restaurants			In D-W District, 1	500 sq. ft. of gross floor area
Automobile and machinery sales, garages and similar repair, furniture stores and major appliance stores	1	500 sq. ft. of gross floor area	1	500 sq. ft. of gross floor area
Bowling alleys and pool halls	3	for each lane, 2 spaces for each billiard table	1	500 sq. ft. of gross floor area
E. Institutional, Educational Civic	1	500 sq. ft. of gross floor area	1	500 sq. ft. of gross floor area
Hospitals, medical clinics	2	1 bed (inclusive of employee and visitor parking)	2	1 bed (inclusive of employee and visitor parking)
Rest homes, sanatoriums, asylums, nursing homes, etc.	1	2.5 beds	1	2.5 beds
Churches, lodges, clubs, theaters	1	3 seats in auditorium, plus 1 space for each 4 employees	1	500 sq. ft. of gross floor area

	All Zones Other Than C-2 and D-W		In C-2 and D-W Zoning Districts Only*	
Land Use	Number of Off-Street Parking Spaces	For Each Measurable Unit	Number of Off-Street Parking Spaces	For Each Measurable Unit
Sports arenas, auditoriums, other places of assembly	1	3 seats in auditorium	N/A	N/A
Adult education	1	2 students, plus 1 space per 2 teachers/employees	1	2 students, 2 spaces per teachers/employees
High schools	1	6 students, plus 1 space per teacher/employee	N/A	N/A

* Uses in the C-2 and D-W districts may satisfy parking obligations through on-street parking spaces located along the site's property lines and on private property.

** Up to twenty-one thousand (21,000) square feet and, thereafter, one space for each two hundred fifty (250) square feet of gross floor area. Floor area used exclusively for administrative offices or storage is excluded in both calculations.

A. Additional Requirements.

1. More Than One Use on a Site. If more than one use is located on a site, the number of parking spaces provided shall be equal to the sum of the requirements prescribed in this section for each use. Exceptions are strict day use parking (e.g., retail shopping) and evening use parking (e.g., entertainment).

2. Off-Street Parking Facilities to Serve One Use. Off-street parking facilities for one use shall not be considered as providing required off-street parking facilities for any other use. Exceptions are as provided under subsection (F)(1) of this section.

3. Reduction of Off-Street Parking Facilities. No off-street parking facility shall be reduced in capacity or in area without sufficient additional capacity or additional area being provided to comply with the regulations of this title.

4. Required parking spaces shall be on the same lot as the main building or structure or located not more than four hundred (400) feet from the use served.

5. Off-street parking facilities shall not be placed within the sight distance triangle as defined in Section [17.02.040](#).

B. Standards for Off-Street Parking Space.

1. Unless otherwise specified, a parking space shall be at least nine feet wide and twenty (20) feet long. A parking space located in a garage or carport shall be at least ten (10) feet wide.

2. **Compact Space Provisions.** A compact parking space shall be at least seven and one-half (7.5) feet wide and sixteen (16) feet long. All compact parking spaces shall be posted as reserved for compact cars. The maximum number of compact spaces allowed shall be determined by the following table:

Total Parking Spaces Required	Maximum % Compact Spaces Allowed
1—5	0
6—49	25%
50—74	35%
75+	40%

C. Handicapped Parking. All multifamily and nonresidential uses are required to provide handicapped parking spaces as provided by law and in this section. Under no circumstances can a variance be obtained from this requirement. Proper signage and delineation of handicapped spaces shall conform to all Americans with Disabilities Act and state of California law and guidelines.

Access aisles adjacent to accessible spaces shall be five feet wide minimum.

Total Parking in Lot	Required Accessible Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	2 percent of total
1001 and over	20 plus 1 for each 100 over 1000

D. Exceptions. The number of required parking spaces may be reduced by up to a total of fifty (50) percent in the following circumstances:

1. Parking Generation Study. If applicant provides verifiable data demonstrating that the actual parking demand for the proposed use will be less than that required by this chapter, the planning commission may reduce the off-street parking obligation by up to fifty (50) percent.

2. Reduction Based on Parking Survey. An applicant may provide a parking survey to demonstrate that adequate on-street and/or public parking lot spaces exist to serve the use consistent with the use's Peak Parking Demand as defined in Section 17.48.010.J.5. In this circumstance the planning commission may reduce the otherwise applicable off-street parking obligation of a project by up to fifty (50) percent. If the proposed site has not potential to accommodate off-street parking and the study determines adjacent parking can adequately serve the project without impacting neighboring properties, then all off-street parking requirements may be waived.

3. Use of Existing Building. For a proposed use within an existing building or a building expansion of less than five-hundred (500) sq. ft., no additional off-street parking will be required.

4. Off-Site Parking. Up to 50% of the required parking may be developed off-site if such spaces are not more than four-hundred (400) feet from the use served.

5. Elimination of Existing Off-Street Parking. Elimination of existing off-street parking spaces shall require a planning commission determination, based on evidence provided by the applicant, that remaining off-street parking spaces, if any, and existing on-street and/or public parking lot spaces within 400 feet of the project will be sufficient to meet anticipated parking needs of the project and the immediately surrounding uses.

6. The applicant will be responsible for the collection and submittal of survey or other data sufficient for the planning commission to support the proposed reduction of off-street parking obligation or elimination of existing off-street parking spaces.

E. Shared Parking. Public or private parking spaces may be shared by more than one use when operations are not normally conducted during the same hours, or when hours of peak use vary. Requests for the use of shared parking are subject to the approval of the planning commission and must meet the following conditions:

1. The applicant must satisfactorily demonstrate that substantial conflict shall not exist in the principal hours or periods of peak demand for the uses for which shared spaces are proposed.

2. Parking spaces designated for shared use shall not be located further than four hundred (400) feet from the use served.

3. The parties to a shared parking agreement must provide a copy of their written agreement that is executed by all parties concerned assuring the continued availability of the number of stalls designated for shared use.

4. The number of existing parking stalls which may be credited against the requirements for proposed structures or uses shall not exceed the number of stalls reasonably anticipated to be available during differing hours of peak demand.

5. In determining the availability of parking spaces for shared use, peak and off-peak demand shall be calculated using the following general standards, except where data submitted by the applicant clearly demonstrates a different demand schedule.

Percentage of Peak Parking Demand by Day and Time

Use	Weekday Daytime (9 a.m. - 5 p.m.)	Weekday Evening (5 p.m. - midnight)	Weekend Daytime (9 a.m. - 5 p.m.)	Weekend Evening (5 p.m. - midnight)
Office / Business Service	100%	20%	10%	5%
Restaurant: Full Service	70	90	70	100
Restaurant	70	5	100	10
Retail / Personal Services	80	50	100	50
Hotel	75	100	75	100
Marina	20	10	100	20
Entertainment / Recreational	40	100	80	100

17.48.020 Off-street loading facilities.

The purpose of off-street loading facilities is to prevent traffic congestion and shortage of curb spaces, off-street loading facilities shall be provided incidental to new uses and major alterations and enlargements of existing uses. If, in the application of the requirements of this section, a fractional number is obtained, one loading berth shall be provided for a fraction of one-half or more, and no loading berth shall be required for a fraction of less than one-half.

A. Commercial and Industry. Commercial and industrial establishments, including retail stores, eating and drinking establishments, personal service establishments, commercial service enterprises, warehouses, storage facilities, manufacturing plants, and other industrial uses: no berths for less than ten thousand (10,000) square feet gross floor area; one berth for ten thousand (10,000) to forty thousand (40,000) square feet gross floor area; two berths for forty thousand (40,000) to

eighty thousand (80,000) square feet gross floor area; three berths for eighty thousand (80,000) to one hundred twenty thousand (120,000) square feet gross floor area; one additional berth for each one hundred thousand (100,000) square feet additional gross floor area.

B. Business. Public and private business offices, professional and administrative offices, hospitals, nursing homes, sanitariums, institutions, hotels and motels: no berths for less than fifteen thousand (15,000) square feet gross floor area; one berth for fifteen thousand (15,000) to one hundred thousand (100,000) square feet gross floor area; two berths for one hundred thousand (100,000) to two hundred thousand (200,000) square feet gross floor area; three berths for two hundred thousand (200,000) square feet and over.

C. Mortuaries. One berth for less than five thousand (5,000) square feet gross floor area plus one additional berth for each additional ten thousand (10,000) square feet gross floor area.

D. Standards for Off-Street Loading Space. All loading spaces should be at least twelve (12) feet in width by forty-five (45) feet in length by fourteen (14) feet in height.

E. Existing Uses. No existing use of land or structure shall be deemed to be nonconforming solely because of the lack of off-street loading facilities prescribed in this section, provided that facilities being used for off-street loading on the effective date of adoption shall not be reduced in capacity to less than the number of berths prescribed in this section or reduced in area to less than the minimum standards prescribed in this section.

F. Requirements for off-street loading facilities may be waived by the planning commission for new uses proposed entirely within an existing building or where the expansion of an existing building is less than five hundred (500) sq. ft. Such a waiver must be supported by a planning commission determination of the following:

1. That no feasible location for the off-street loading facility exists on the project site; and

2. That, based on the proposed use and its location, any reductions or waivers of off-street parking requirements will not result in a traffic or public safety hazard.

Section 3. Severability.

The provisions of this Ordinance are hereby declared to be severable if any provision, clause, word, sentence or paragraph of sections, or the application thereof to any person, establishment, or circumstances, shall be held invalid. Such invalidity shall not result in the invalidity of the entire Ordinance which can be given effect without the invalid provision or application. The Rio Vista City Council hereby declares that it would have adopted this Ordinance irrespective of the invalidity of any particular portion thereof.

Section 4. Effective Date and Publication.

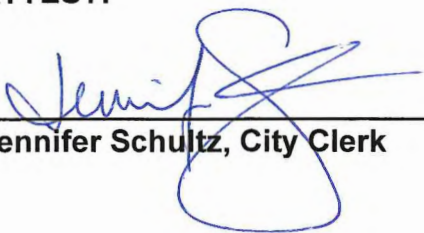
This Ordinance shall take effect thirty (30) days after its adoption. The City Clerk is hereby directed to publish a summary of the Ordinance within fifteen (15) days after passage in a newspaper of general circulation published in the City of Rio Vista.

I, **JENNIFER SCHULTZ, CITY CLERK OF THE CITY OF RIO VISTA, HEREBY CERTIFY** this Ordinance was introduced at a regular meeting of the Rio Vista City Council on the **7th** day of **October 2025**, and **PASSED and ADOPTED** by the City Council of the City of Rio Vista at a regular meeting on the **21st** day of **October 2025**.

AYES: Dolk, Duke, VM Donnelly, Mayor Okamura
NOES: None
ABSENT: Stanish
ABSTAIN: None



Edwin Okamura, Mayor

ATTEST:


Jennifer Schultz, City Clerk

