

B. Findings. In addition to the Minor Conditional Use Permit findings identified in Section 17.61.050, the following findings shall be made:

1. The spaces to be provided would be available as long as the uses requiring the spaces lawfully exist; and
2. The quality and efficiency of the parking or loading utilization would equal or exceed the level that is otherwise required.

17.46.060 - Participation in Public Parking Assessment District

Participation in a Public Parking Assessment District may be used to comply with the provisions of this Chapter to the extent of a use's allotted share of the parking spaces in the district.

17.46.070 - Reduced Parking in Senior Citizens' Housing Developments

A. Allowed reduction. A Minor Conditional Use Permit, in compliance with Section 17.61.050, may be approved to allow the reduction in the number of spaces to not less than 0.50 space per dwelling unit, provided that additional findings are made for each of the following:

1. The extent of the parking problem in the neighborhood.
2. The probability that the prospective residents will have an average 0.50 vehicles per dwelling unit.
3. Prospective residents will be over 55 years of age.
4. Future, unexpected parking problems resulting from the proposed development can be corrected.
5. Alternate transportation is available for the residents of the development or public transportation is close by.

B. Covenant required.

1. **Covenant to be recorded.** The granting of a Minor Conditional Use Permit authorized by this Section shall be conditioned upon the owner of the property recording a covenant, approved as to form by the City Attorney.
2. **Covenant to run with the land.** The covenant shall run with the land for the benefit of the City.
3. **Ensure that no change in use occurs.** The covenant shall ensure that no change in the use of the property, as described in the Minor Conditional Use Permit application, shall occur unless parking is provided which will meet the requirements of all applicable laws in effect at the time the use is changed.

17.46.080 - Tandem Parking

A. Where allowed. Tandem parking may be allowed for:

1. **Multi-family projects and residential component of mixed-use projects.** Multi-family projects (except for projects constructed under the RM-12 zoning district standards) and the residential component of mixed-use projects;
2. **Day-care centers and homes.** Day-care centers and large family day-care homes to satisfy off-site parking requirements;
3. **Other nonresidential uses.**
 - a. **Tandem parking.** Up to 75 percent of the total off-street parking spaces provided may incorporate tandem parking, but only upon the approval of a Minor Conditional Use Permit in compliance with Section 17.61.050. The Minor Conditional Use Permit shall contain a condition requiring that a full-time parking attendant be on duty at all times the parking facility is available for use.
 - b. **Triple stack parking.** Up to 50 percent of the total off-street parking spaces provided may incorporate "triple stack" parking, but only upon the approval of a Minor Conditional Use Permit in compliance with Section 17.61.050, and only for projects with more than 100 parking spaces. The Minor Conditional Use Permit shall contain a condition requiring that a full-time parking attendant be on duty at all times the parking facility is available for use.

B. Additional conditions for multi-family and mixed-use projects. For multi-family projects and the residential component of mixed-use projects, the following conditions shall be met for tandem spaces:

1. **Assigned to same unit.** Both tandem spaces shall be assigned to the same dwelling unit.
2. **Up to 30 percent.** Up to 30 percent of the total off-street parking spaces provided may incorporate tandem parking.
3. **Projects utilizing density bonus provisions.** For projects utilizing the density bonus provisions of Chapter 17.18 (Inclusionary Housing And Density Bonus Provisions), up to 50 percent of the parking may be accommodated by tandem spaces.
4. **Minimum tandem space dimensions.** Two parking spaces in tandem shall have a combined minimum dimension of nine feet in width by 34 feet in length.

17.46.090 - Compact Parking Spaces Prohibited

Compact parking spaces shall not be allowed anywhere in the City.

17.46.100 - Parking Spaces for the Handicapped

Parking areas shall include parking spaces accessible to the disabled in the following manner:

- A. **Number of spaces, design standards.** Parking spaces for the disabled shall be provided in compliance with the requirements of State law (California Administrative Code [Title 24, Part 2, Chapters 2-71] and California Vehicle Code [Section 22507.8]).
- B. **Reservation of spaces required.** Disabled access spaces required by this Section shall be reserved by the property owner/tenant for use by the disabled throughout the life of the approved land use.
- C. **Fulfilling of requirements.** Disabled accessible parking spaces required by this Section shall count toward fulfilling off-street parking requirements.

17.46.110 - Parking Space Dimensions

Required parking spaces shall comply with the minimum dimensions identified in Table 4-7 (Off-Street Parking Space Dimensions) below.

TABLE 4-7 - OFF-STREET PARKING SPACE DIMENSIONS

Type of Space	Minimum Universal Stall Dimension (Feet)
All nonparallel spaces.	8.5 × 18
Parallel spaces	8 × 24

17.46.120 - Application of Dimensional Requirements

- A. **Relation to aisles.**
 - 1. **If contiguous to an obstruction.** An additional width of one foot shall be provided for each parking space the length of which is contiguous to a fence, structure, wall, or other obstruction. Except if columns are set back away from the aisles, the one-foot additional width required by this Subsection may be lessened three inches for each foot the columns are set back from the aisles.
 - 2. **If located at end of aisle.** At the end of an aisle providing access to a parking space perpendicular to the aisle, the aisle shall extend two feet beyond the side of the last parking space in the aisle.
- B. **Minimum vertical clearances required.**
 - 1. **All parking spaces.** Vertical clearance for all parking spaces, including entrances, shall be a minimum of seven feet in height.

2. **Residential spaces.** Vertical clearance for the front four feet of a parking space serving a residential use may be reduced to not less than four feet, six inches feet in height.
3. **Handicapped spaces.** Vertical clearance for access to and including handicapped spaces, shall be a minimum of eight feet, two inches in height.

C. **Striping.** Parking spaces shall be double-striped. See Figure 4-12.

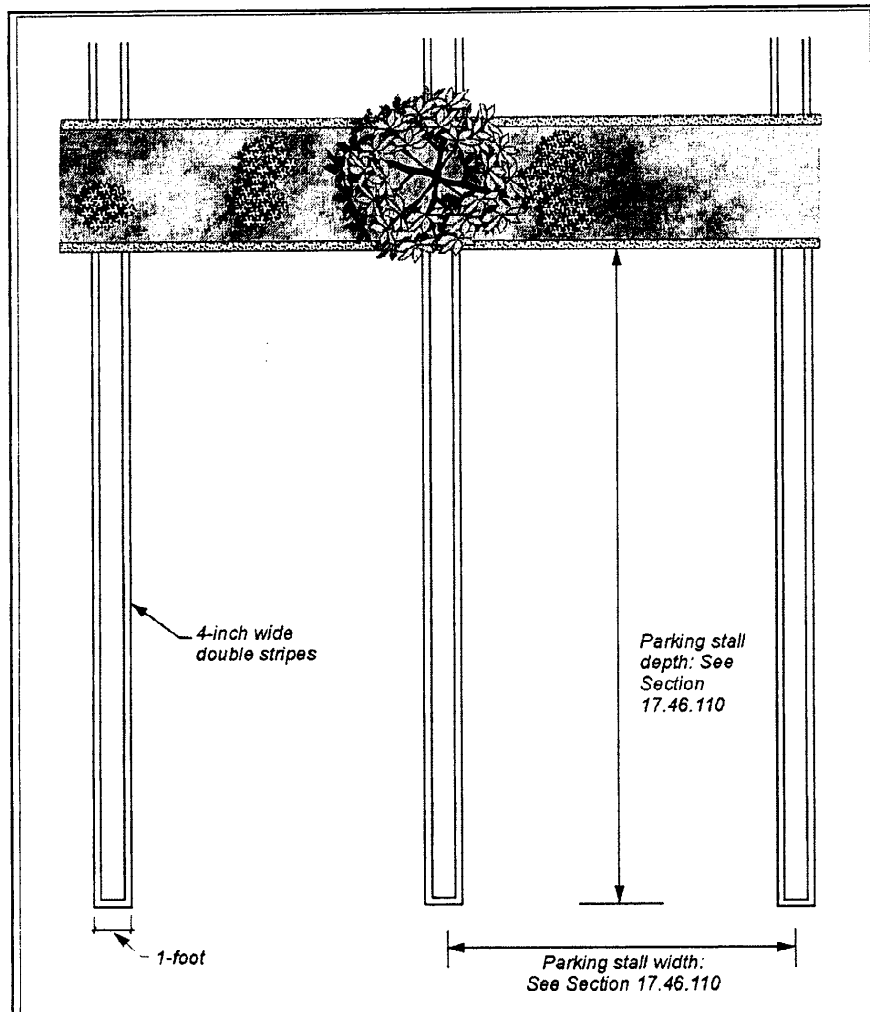


Figure 4-12 - Parking space striping

17.46.130 - Aisle Dimensions

- A. **Aisle width in unobstructed parking areas.** Aisle width in an unobstructed parking area shall comply with the requirements in Table 4-8 (Aisle Dimensions).

TABLE 4-8 - AISLE DIMENSIONS

Minimum Aisle Width for Specified Parking Angle (feet)					
Increase in Parking Size Width	90°	75°	60°	45°	30° or less
.00	24	22	28	13	12
.25	23	21			
.50	22	20			
.75	21	19			
1.00	20				

- B. **Aisle width adjoining garage doors.** Aisle width adjoining a garage door shall comply with the requirements in Table 4-9 (Minimum Garage Door Widths). For the purposes of this Section, garage-door width shall be defined as the clear opening between structural elements.

TABLE 4-9 - MINIMUM GARAGE DOOR WIDTH

Minimum Garage Door Width (Feet)		Minimum Aisle Width (Feet)
2 Spaces	1 Space	
20	12	20
19	10	22
18	9	24
16	8	28 or more

- C. **Aisle widths and planter areas.** Aisle widths do not include required planter areas. All spaces shall have wheel stops three feet from a fence, wall, or required landscaped area. Raised curbs of planter areas not less than six feet deep may be used as wheel stops, provided the cars can overhang the planter area without disturbing the plant materials. Any aisle less than 18 feet wide shall be restricted to one-way traffic.

17.46.140 - Parking Access from Street

- A. **No backing across property lines.** Access to parking spaces, other than four or fewer spaces serving a residential use, shall not require backing across a property line abutting a street.
- B. **Alley may be used as maneuvering space.** An alley may be used as maneuvering space for access to off-street parking.
- C. **Accessibility of spaces.** All spaces in a parking facility shall be accessible without reentering a public right-of-way.
- D. **Curb cuts required.** Curb cuts for all developments shall be required as determined by the Department of Public Works.
- E. **Subject to the approval of the City Traffic and Transportation Engineer.** All driveway access to a public street or alley is subject to the approval of the Director of Public Works.

17.46.150 - Driveway Design, Widths, and Clearances

The width of each driveway shall comply with the minimum requirements of this Section and also provide a minimum of one foot of additional clearance on each side of the driveway to a vertical obstruction exceeding one-half foot in height.

- A. **Residential uses.**
 - 1. **Minimum driveway width.** The minimum width of a driveway serving a residential use, other than in a project utilizing the multi-family development standards of Section 17.22.060 (RM District General Development Standards), shall comply with Table 4-10 (Minimum Driveway Width - Residential Uses).

TABLE 4-10 - MINIMUM DRIVEWAY WIDTH - RESIDENTIAL USES

Number of Spaces Served	Minimum Driveway Width (feet)
6 or fewer parking spaces	8
7 – 25 parking spaces	10
26 or more parking spaces	10 (one-way drive)
	18 (two-way drive)

2. **Maximum driveway width.** The maximum width for a driveway serving a residential use in the RS and RM-12 zoning districts shall be as identified in Table 4-11 (Maximum Driveway Width - Residential Uses), below.

TABLE 4-11 - MAXIMUM DRIVEWAY WIDTH - RESIDENTIAL USES

Size and Location of Garage	Maximum Driveway Width (feet)
One-car garage located at or near the front setback	10
Two-car garage located at or near the front setback	20
Garages located to the rear of a lot	10

3. **Number of driveways.** The maximum number of driveways serving a single-family use shall be one. This maximum number may be increased to two for approved circular driveways.

- B. Nonresidential uses.** A driveway serving a nonresidential use shall comply with the following requirements.

TABLE 4-12 - MINIMUM DRIVEWAY WIDTH - NONRESIDENTIAL USES

Number of Spaces Served	Minimum Driveway Width (feet)
14 or fewer parking spaces	12
15 or more parking spaces	12 (one-way drive)
	20 (two-way drive)

- C. Multi-family uses.** Serving a multi-family use in projects utilizing multi-family development standards of Section 17.22.060 (RM District General Development Standards).

1. Driveways shall have the following widths at a minimum plus at least one-half foot additional clearance on any side where they pass a vertical obstruction exceeding curb height.

TABLE 4-13 - MINIMUM DRIVEWAY WIDTH - MULTI-FAMILY PROJECTS

Number of Spaces Served	Minimum Driveway Width (feet)
9 or fewer spaces one	8
10 – 25 parking spaces	one – 10
26 or more parking spaces	two – 10 (one-way)
	one – 12 (two-way)

(See Section 17.46.180 (Driveway Location and Frequency for Projects Utilizing Multi-Family Development Standards))

2. Curb cuts shall be at least 12 feet wide at the curb and shall taper to driveway width at the front property line.

D. Circular driveways. Circular driveways shall be approved by the Zoning Administrator and shall be subject to the following standards:

1. Allowed only in the RS and RM-12 districts.
2. Only lots with a street frontage of 90 feet or more are eligible for circular driveways.
3. On lots with more than one street frontage, the circular driveway may only be located on the street frontage which is 90 feet or greater.
4. The circular driveway shall not have a width greater than 15 feet.
5. The minimum distance between driveways on the same lot shall be 20 feet.
6. The Department of Public Works shall review and approve the proposed curb cuts, the distance between the curb cuts, and the potential traffic impacts that could result from the installation of the circular driveway.
7. The circular driveway shall be set back a minimum of 25 feet measured perpendicular from the property line to the farthest distance of the inside edge of the circular driveway.

E. Driveways and guest parking in the HD (Hillside Development) Overlay District. Driveways and guest parking for development projects in the HD (Hillside Development) Overlay District shall be subject to the following standards:

1. The minimum graded and paved width of driveways serving dwelling units constructed after the effective date of this Subsection shall be in compliance with the following:
 - a. For one dwelling unit, 15 feet minimum; and
 - b. For two or more dwelling units, 20 feet minimum.

2. This Subsection shall not apply to dwelling units located on flag lots created before June 18, 1980.
3. A minimum of two off-street guest parking spaces shall be provided and may be located on the driveway in a front setback, provided the driveway slope does not exceed 15 percent.
4. A lot with a front line adjoining a street having parking prohibited on both sides shall provide a minimum of four off-street guest parking spaces. A maximum of three of these spaces may be provided on the driveway. The parking shall not exceed 50 percent of the total frontage of that side of the building facing the street.
5. The finished grade of all driveways shall conform to the finished grade of the lot, but in no case shall it exceed an average grade of 15 percent or 20 percent at any point.
6. All guest parking spaces shall be a minimum of nine feet wide by 19 feet long and shall not extend beyond the property line.
7. Parking shall not exceed 50 percent of the total frontage of that side of the structure facing the street.
8. The location and design of all driveways shall be referred to the Fire Department and the Department of Public Works and Transportation for review and comment as to on- and off-street safety of vehicles, vehicle passengers and pedestrians, and access for emergency vehicles.

17.46.160 - Driveway Configuration for Multi-Family Projects

For projects utilizing the multi-family development standards of Section 17.22.060 (RM District General Development Standards), the following driveway configuration standards shall apply:

- A. **Backing out not allowed.** Driveway configurations which require backing in from or out onto the street are not allowed. All vehicles shall be able to turn around within the site boundaries.
- B. **Driveway widths.** On sites with 80 feet or more of street frontage, the width of a single driveway shall remain constant for no more than 100 feet from the front property line. The driveway then shall either widen to accommodate two-way traffic or a turnout of at least 30 feet long and eight feet wide shall be provided.
- C. **Driveway screening.** A driveway adjacent to a main garden shall be screened subject to the approval of the Zoning Administrator.
- D. **Driveways near building walls.** Where a driveway passes a building wall with windows located at the ground level, the edge of the driveway shall be at least two feet from the wall.
- E. **Use of driveway on adjacent lot.** A new project may use the driveway on an adjacent lot, provided the following requirements are met:
 1. **Directly adjacent.** The driveway is directly adjacent to a shared property line;

- 2. **An easement is obtained.** An easement for the use of the driveway is obtained; and
- 3. **Adequate in width.** The driveway width is adequate for the additional number of vehicles to be served.

17.46.170 - Driveway Visibility

Each driveway for a nonresidential use shall comply with the following requirements.

- A. **View corridor.** A view corridor shall adjoin both sides of a driveway crossing a street property line. The view corridor shall be a minimum depth of five feet at the edge of the driveway and a width measured on both sides of the driveway of 50 feet, or the distance to the intercepting property line, whichever is less.
- B. **Visibility.** The view corridor shall not be blocked between a height of 2.5 feet and seven feet.
- C. **Landscaping.** At least 50 percent of the view corridor shall be landscaped. The landscaping shall meet the visibility requirement identified in Subsection B., above.
- D. **Modifications by Director of Public Works.** The Director of Public Works may modify the requirements of this Section.

17.46.180 - Driveway Location and Frequency for Multi-Family Projects

For projects utilizing the multi-family development standards of Section 17.22.060 (RM District General Development Standards), the following driveway location standards shall apply:

- A. **Separation of driveways.** In general, driveways shall be located as far apart as possible.
- B. **Less than 80 feet of street frontage.** On sites with less than 80 feet of street frontage, a single driveway shall be located on either side of the site. The maximum distance between the outside edge of the driveway and the property line shall be two feet.
- C. **More than 80 and less than 140 feet of street frontage.** On sites with more than 80 feet, but less than 140 feet, of street frontage:
 - 1. **Single driveway allowed.**
 - a. Where the number of parking spaces allows a single driveway, it shall be located on either side of the site.
 - b. The maximum distance between the outside edge of the driveway and the closest side property line shall be two feet.
 - c. The Director may modify the driveway location requirement identified in Subparagraph b., above, when necessary for the preservation of an existing tree(s). The tree may be located either on private property or it may be a street tree.

2. **Hollywood driveway.** A single drive may be centrally located; provided that it is a "Hollywood" driveway and the main garden requirements are accommodated. The Hollywood drive may bisect the main garden, but under no circumstances shall the area occupied by the Hollywood drive be included in the garden space calculations.
 3. **Two driveways required.** Where the number of parking spaces requires two driveways, they shall be located so that one is placed on each side of the site. The outside edge of each shall be within two feet of the nearest side property line. On corner lots and in projects which require more than 26 parking spaces and that cannot accommodate more than one driveway, one 12-foot wide driveway at one side of the site may replace the requirement for the two driveways.
- D. 140 feet or more of street frontage.** On sites with 140 feet or more of street frontage:
1. **Single driveway allowed.** Where the number of parking spaces allows a single driveway, it shall meet the requirements for driveways identified in Subsections 17.46.190 A. (Opaque garage doors required) and B. (Partially open garage doors allowed), below.
 2. **Two driveways required.** Where the number of parking spaces requires two driveways, they shall be located so that their inside edges are at least 120 feet apart.
- E. Ramp leading to subterranean parking.** When a driveway is a ramp leading to partially subterranean parking, the maximum distance between the outside edge of the driveway and the side property line shall be five feet.

17.46.190 - Garage Door and Grille Standards for Multi-Family Projects

For projects utilizing the multi-family development standards of Section 17.22.060 (RM District General Development Standards), the following garage door and grille standards shall apply.

- A. **Opaque garage doors required.** Garage doors shall be opaque when visible from the street or main garden.
- B. **Partially open garage doors allowed.** Garage doors may be partially open when completely concealed from the street and located in a subterranean structure.
- C. **Garage door openings.** Garage door openings shall be no more than 20 feet in width.
- D. **Ventilation grills.**
 1. **Over four square feet.** Grilles over four square feet in area shall not be visible from the street or main garden.
 2. **Four square feet or less.** Grilles four square feet or less which are at least five feet above finished grade may be visible from the street or main garden.
 3. **Contribute to quality and character.** All grilles shall contribute to the architectural quality and character of the structure.

17.46.200 - Driveway Encroachments for Multi-Family Projects

For projects utilizing the multi-family development standards of Section 17.22.060 (RM District [City of Gardens] General Development Standards), the following driveway encroachment standards shall apply. The following building elements may project into the driveway area as noted, provided they do not conflict with the setback requirements of Section 17.22.060, and further provided there is at least 10 feet of clearance beneath them.

- A. **Up to and including one-half the driveway width.** Building elements projecting up to one-half the driveway width (e.g., bay windows or balconies.)
- B. **More than one-half driveway width.** Building elements projecting more than one-half the driveway width, with the following conditions:
 - 1. **Opaque elements.** When the elements are opaque (e.g., habitable rooms) they are limited to 30 feet in length.
 - 2. **Partially open elements.** When the elements are partially open (e.g., trellises), they may extend for the entire length of the driveway, except where they extend into the front yard setback.

17.46.210 - Parking Area Screening – Walls and Fences

- A. **Parking areas serving a residential use.** A carport for five or more vehicles serving a residential use shall be screened from an adjoining lot with a residential use by a solid wall or fence six feet in height, except that the height of a wall or fence adjoining a required front setback in a residential zoning district shall not exceed four feet.
- B. **Parking areas serving a nonresidential use.** A parking area for five or more vehicles serving a nonresidential use shall be screened from an adjoining residential zoning district or a ground floor residential use by a solid concrete or masonry wall six feet in height, except that the height of a wall adjoining a required front setback in a residential zoning district shall not exceed four feet.

17.46.220 - Outdoor Parking Area Lighting

- A. **Maximum of 18 feet in height.** Outdoor parking area lighting shall not exceed 18 feet in height, unless specifically approved by the Design Commission or other applicable review authority, and except when located within City parks.
- B. **Confinement of emitted light.** In general, the lighting fixtures used shall be designed to confine emitted light to the parking area, and the light source shall not be visible from outside of the area.
- C. **Exception by Design Commission.** Where important architectural considerations indicate the desirability of fixtures which expose the light source to view from beyond the parking area, the fixtures and lighting layout shall be specifically approved by the Design Commission or other applicable review authority.

D. Maximum illumination allowed.

1. **Lots within residential zoning districts.** Maximum average illumination at ground level shall not exceed one footcandle when the parking lot is located within a residential zoning district.
2. **Lots within nonresidential zoning districts.** Maximum average illumination at ground level shall not exceed three footcandles when the parking lot is located within a nonresidential zoning district.
3. **Lots within City parks.** Parking lots located within City parks shall be exempt from this requirement.

E. Parking structure lighting. No light source within a parking structure in a residential or R-PK zoning district shall be visible from a public right-of-way adjoining a residential zoning district.

17.46.230 - Parking Lot Landscaping

A. Perimeter landscaped area required.

1. **Five-foot wide perimeter.** All parking lots shall have a minimum five-foot wide perimeter landscaped area. For lots with more than 150 feet of street frontage, the minimum landscaped area shall be 10 feet in width.
2. **Modification by Zoning Administrator.** The Zoning Administrator may modify the five-foot minimum perimeter landscape requirement to accommodate parking lots with less than 60 feet in width. This modification could allow the perimeter to be less than five feet in specified areas, while adding an equivalent amount of landscaping elsewhere in the subject parking lot.

B. Minimum amount of landscaped area required.

1. The landscaped areas identified in Table 4-14 (Minimum Landscape Area Required), below, shall be distributed throughout the parking lot in compliance with the applicable provisions of this Section.

TABLE 4-14 - MINIMUM LANDSCAPE AREA REQUIRED

Capacity of Parking Lot	Minimum Percentage of Parking Lot that is Required to be Landscaped
100 spaces or less	5 percent
Over 100 spaces	10 percent

2. The minimum amount of landscaped area required in Subsection C.1, above, shall be over and above the perimeter landscaping required by Subsection A. (Perimeter landscaped area required) above.

3. An existing nonresidential development proposing an increase in gross floor area of at least 25 percent shall comply with the minimum landscaped area requirements for the entire (both existing and required/proposed) parking lot area in compliance with Subsection C.1, above. This requirement may be modified by the Zoning Administrator.
- C. Planting of trees within parking lots required.** At least one tree for every four vehicle parking spaces required/provided shall be planted and evenly distributed throughout the parking lot. Clustering of trees may be required by the Zoning Administrator or Design Review Authority in order to create a desired landscape character.
- D. Shading required.** Parking lots shall include trees intended to provide shade. The selected trees shall be from an approved list provided by the Department. The trees shall be provided so that the shade canopies will be achieved within a minimum of 10 years after planting. All trees within the parking area shall be a minimum of 15-gallon size at planting. However, larger trees (e.g., 24-, 36-, and 48-inch box) may be required by the Zoning Administrator.
- E. Landscape materials.** Landscaping materials shall be provided throughout the parking lot area using an appropriate combination of trees, shrubs, and ground cover. Drought-tolerant landscape materials shall be emphasized in compliance with Chapter 17.44 (Landscaping).
- F. Location of landscaping.** Parking lot landscaping shall be located so that pedestrians are not required to cross landscaped areas to reach building entrances from parked vehicles. This should be achieved through proper orientation of the landscaped fingers and islands.
- G. Planters required.**
1. Trees shall be in planters located throughout the parking area.
 2. In order to be considered within the parking area, trees shall be located in planters that are bounded on at least three sides by parking area paving.
 3. Planters shall have a minimum interior dimension of five feet and be of sufficient size to accommodate tree growth.
 4. All ends of parking lanes shall have landscaped islands. This requirement may be modified by the Zoning Administrator.
- H. Curbing, irrigation.** Areas containing plant materials shall be bordered by a concrete curb at least six inches high and six inches wide and provided with an automatic irrigation system installed and maintained in compliance with Chapter 17.44 (Landscaping). Alternative barrier designs may be approved by the Zoning Administrator.
- I. Bumper overhang areas.** To increase the parking lot landscaped area, a maximum of three feet of the parking stall depth may be landscaped with low-growth, hardy materials in lieu of paving, allowing a three-foot bumper overhang while maintaining the required parking dimensions. Utilization of the bumper overhang concept shall not allow a vehicle to extend into or over a pedestrian walkway or vehicle access driveway. The additional landscaped area is considered part of the parking space and shall not be counted towards satisfying parking lot landscaping requirements identified in Subsection B. above.

- J. **Larger projects.** Parking lots with more than 100 spaces shall provide a concentration of landscape elements at primary entrances, including specimen trees (e.g., 24-, 36-, and 48-inch box), flowering plants, enhanced paving, and project identification.
- K. **Reference to Chapter 17.44 (Landscaping).** All parking lot landscaped areas shall be planted, irrigated, and properly maintained in compliance with Chapter 17.44 (Landscaping).

17.46.240 - Parking Structure Yards and Landscaping

- A. **Minimum landscaped area required.** A parking structure located within a commercial or industrial zoning district having at-grade parking adjoining a street shall have a minimum five-foot wide landscaped area adjoining the street property line(s), unless the parking structure contains ground floor commercial uses adjoining the street property line(s).
- B. **Upper levels over landscaping.** Upper parking levels may be built over the area required for landscaping, provided the recessed area shall have a minimum vertical clearance of nine feet.

17.46.250 - Central District Additional Design Standards for Parking

Parking within the CD zoning district shall comply with the following requirements.

- A. **Off-street parking facilities.**
 - 1. All development projects within the CD zoning district shall comply with this Chapter, unless indicated otherwise within this Section.
 - 2. At grade or above ground off-street parking facilities shall not front on Colorado Boulevard, Garfield Avenue, Green Street, Holly Street, Lake Avenue, or any public street bordering City Hall, Memorial Park or Central Park although access to parking facilities shall be allowed where no other feasible alternative is available, or where access currently exists, as determined by the Zoning Administrator.
- B. **Parking structure heights.**
 - 1. Parking structures are allowed within the CD zoning district, provided they do not exceed the height of the main structure(s) they serve. The review authority may modify this requirement.
 - 2. Parking structures shall not qualify for the additional height permitted under the height averaging provisions.
- C. **Parking lot standards.** Surface parking lots are allowed within the CD zoning district, provided they meet the following standards, unless indicated otherwise in Subsection D. below.
 - 1. Surface parking shall not be located between a public street and the structures(s) it serves.

2. Surface parking lots shall be located to the rear of structures in relation to the street. Through the Design Review process, the parking may be located to the side of the structure.
 3. The parking of vehicles within a surface parking lot shall not function as the main land use on a corner lot.
 4. The review authority may modify the requirements of this Subparagraph if the review authority finds that the modification would result in an improved parking lot layout and overall design.
 5. Development projects greater than one acre devoted to above-ground parking facilities shall not exceed 75 percent of the maximum allowable building floor area. Required parking in excess of this amount shall be located in subterranean facilities.
- D. Parking structure requirements.** Parking structures located on streets identified as Setback Type 1 in Figure 3-7 (Central District Required Setbacks) shall provide commercial uses along the ground floor street frontage. Parking structures located on those streets identified in Figure 3-3 (Central District - Pedestrian-Oriented Uses) shall provide pedestrian-oriented uses identified in the land use charts. The depth of this commercial space shall be a minimum of 50 feet.
- E. CD-1 Old Pasadena parking requirements.** The required number of parking spaces for nonresidential uses in the CD-1 Old Pasadena Historic Core Precinct shall be equal to 75 percent of the number of spaces specified in this Chapter. This parking reduction shall apply only to the nonresidential portion of a mixed-use project. This reduction shall not be combined with other allowed parking reductions except that a parking reduction through the approval of a minor conditional use permit for shared parking is allowed. Projects shall comply with the parking caps contained in 17.50.240 (Transit-Oriented Development).

17.46.260 - Number, Location, and Design of Off-Street Loading Spaces

- A. Number of loading spaces required.** Off-street loading spaces shall be provided in compliance with Table 4-15 (Loading Space Requirements), below.
- B. Loading standards.** The loading requirements of Table 4-15 are expressed as minimum standards.
- C. Rounding in calculations.** If a fractional number is obtained in calculations performed in compliance with this Section, one loading space shall be required for a fractional unit of 0.50 or above, and no space shall be required for a fractional unit of less than 0.50.

TABLE 4-15 - LOADING SPACE REQUIREMENTS

TYPE OF LAND USE	TOTAL GROSS FLOOR AREA	NUMBER OF SPACES REQUIRED
Bars and taverns, food markets, industrial, public and semi-public, research and development, restaurants, and restaurants with take-out facilities.	Less than 20,000 sq. ft.	1
	20,000 sq. ft. and more	One for every 20,000 sq. ft. or fraction thereof, not to exceed 6 spaces.
All office uses.	Less than 8,000 sq. ft.	None
	8,000 to 40,000 sq. ft.	1
	40,001 sq. ft. and more	One for every 40,000 sq. ft. or fraction thereof, with a maximum of 4.
All other commercial and other allowed nonresidential uses.	Less than 8,000 sq. ft.	None
	8,000 to 20,000 sq. ft.	1
	20,001 sq. ft. and more	One for every 20,000 sq. ft. or fraction thereof, with a maximum of 6.

D. Amounts are cumulative. The square foot amounts specified in Table 4-15 above are cumulative. For example, if an existing office use of 20,000 square feet adds 10,000 square feet, the loading space requirement would be based on 30,000 square feet.

E. Loading space sizes.

1. For projects with 3,000 square feet or less of gross floor area, the first loading space shall be a minimum of 10 feet by 20 feet, with 12 feet of vertical clearance.
2. For projects with over 3,000 square feet of gross floor area, the first loading space shall be a minimum of 12 feet by 30 feet, with 14 feet of vertical clearance.
3. All additional loading spaces shall be a minimum of 10 feet by 20 feet, with 12 feet of vertical clearance.

F. Minimum turning radius. The minimum turning radius shall be 25 feet for a loading space of 10 feet or less in width, and 45 feet for a loading space of over 10 feet in width.

G. Not within setbacks. Loading spaces or areas shall not be located in required setbacks.

H. Located on-site. Required loading spaces shall be on the site of the use or on an adjoining site.

I. Common loading facilities.

1. The off-street loading facility requirements of this Chapter may be satisfied by the permanent allocation of the identified number of spaces for each use in a common truck loading facility serving several uses under different ownership.
 2. The total number of spaces shall not be less than the sum of the individual requirements.
 3. An attested copy of a contract between the parties concerned containing an agreement to the joint use of the common truck loading facility shall be filed with the Zoning Administrator.
- J. Adequate ingress and egress.** All loading spaces shall have adequate ingress and egress as approved by the Director of Transportation, and shall be designed and maintained so that the maneuvering, loading, or unloading of vehicles does not interfere with the orderly movement of traffic and pedestrians on any street.
- K. Screening of loading spaces.** Except in the CG and IG zoning districts, any loading spaces or areas visible from a street shall be screened on three sides by a fence, hedge, or wall a minimum of six feet in height.
- L. No parking in public rights-of-way.** New loading spaces shall be designed and maintained so that vehicles do not park in a public right-of-way.
- M. No backing onto public street.** All loading spaces shall be designed and maintained so that vehicles do not back in from, or onto, a public street.
- N. Exceptions to Subsection M., above.** The Director of Public Works may allow an exception to the prohibition identified in Subsection M. above, only if the Director of Public Works first finds:
1. The dimensions of the site do not provide for an adequate on-site turnaround area;
 2. Access/egress for the loading space is onto a minor street of low traffic volume, and is located at least 100 feet from any intersection; and
 3. The end of the loading space nearest to the street is located at least 40 feet from the curb on the opposite side of the street.
- O. Loading spaces.**
1. **Located at rear of structure.** Loading bays and roll-up doors shall be painted to blend with the exterior structure wall(s) and generally located at the rear of the structure.
 2. **Concealment and screening required.** Areas for loading and unloading shall be designed to avoid potential adverse noise, visual, and illumination impacts on neighboring residences. These areas shall be concealed from view by the public and adjoining land uses. Concealment and screening may be accomplished by use of any of the following, subject to the approval of the Zoning Administrator:

- a. Design the structures to enclose the outdoor loading and unloading service areas thereby providing for their concealment;
 - b. Construct perimeter six- to eight-foot high walls to be architecturally coordinated with the primary structures and on-site landscaping; or
 - c. Screen the loading and unloading areas with dense vegetative hedges, combined with the decorative six- to eight-foot high walls.
3. **May be located at side if screened from public view.** When it is not possible or desirable to locate the loading facilities at the rear of the structures, the loading facilities shall be located on the side of the structures and shall be screened from the public street rights-of-way by a suitable combination of walls and landscaped berms, subject to the approval of the Zoning Administrator.
 4. **Vehicles shall not extend beyond property line(s).** The loading facilities shall be designed and placed on the site so that vehicles, whether rear loading or side loading may be loaded or unloaded at any loading area without the vehicles extending beyond the property line(s).
 5. **If located in close proximity to residences.** Special orientation or design treatment of the loading spaces located in close proximity to neighboring residences shall be required in order to reduce the associated light and acoustical impacts to less-than-significant levels, subject to the approval of the Zoning Administrator.
- P. Loading ramp profile required.** Plans for loading ramps or truck wells shall be accompanied by a profile drawing showing the ramp, ramp transitions, and overhead clearances.
- Q. Striping.** Loading spaces shall be striped indicating the loading spaces and identifying the spaces for "loading only." The striping shall be permanently maintained by the property owner/tenant in a clear and visible manner at all times.

17.46.270 - Ramps

- A. Profile required.** All parking plans involving ramps shall be accompanied by a profile showing the ramp, ramp transitions, and overhead and adjacent wall clearances.
- B. Length of ramp defined.** The length of a ramp is defined as that portion of the ramp from the beginning of the transition at one end of the ramp to the end of the transition at the opposite end of the ramp.
- C. Maximum grade for ramps 65 feet or less in length.** For ramps 65 feet or less in length, the ramp grade shall not exceed 16 percent, with the first and last 10 feet of the ramp not exceeding eight percent.
- D. Maximum grade for ramps longer than 65 feet.** For ramps longer than 65 feet, the ramp grade shall not exceed 12 percent, with the first and last eight feet of the ramp not exceeding six percent.

- E. **Maximum parking area slope.** The slope of all parking areas shall not exceed five percent, excluding ramps.
- F. **Standards for ramps within multi-family developments.** Ramps within multi-family projects utilizing development standards of Section 17.22.060 (RM District General Development Standards) shall comply with the following:
 - 1. **Maximum grade for ramps.** The maximum grade of ramps shall be 16 percent. Any deviation shall first be approved by the City Traffic Engineer.
 - 2. **Minimum width of ramps.** The width of ramps shall conform to the requirements for the widths of driveways identified in Section 17.46.150 (Driveway Design, Widths, and Clearances), above.

17.46.280 - Driveway Paving for Multi-Family Projects

For projects utilizing the multi-family development standards of Section 17.22.060 (RM District General Development Standards), the following driveway paving standards shall apply:

- A. **Paving required.** Parking areas, driveways, and paths accessing parking shall be paved in compliance with the guidelines issued by the Department of Public Works.
- B. **Maximum parking area slope.** The slope of all parking areas, excluding ramps, shall not exceed five percent.

17.46.290 - Trip Reduction Requirements for Nonresidential Projects

- A. **Purpose.** The purpose of the trip reduction requirements is to reduce the demand for vehicle commute trips by ensuring that the design of major nonresidential development projects accommodates facilities for alternative modes of transportation.
- B. **Projects exceeding 25,000 square feet of gross floor area.** Nonresidential development projects, and the nonresidential portion of mixed-use development projects, which exceed 25,000 square feet of gross floor area, shall meet the following requirements:
 - 1. **Carpool and vanpool parking.** A minimum of 10 percent of the employee parking spaces shall be reserved for and designated as preferential parking for carpool and vanpool vehicles. The parking area shall be in a location more convenient to the place of employment than parking spaces for single occupant vehicles, and shall be located as close as practical to the employee entrance.
 - 2. **Bicycle parking.** Bicycle parking shall be provided on site in compliance with Section 17.46.320 (Bicycle Parking Standards), below. In addition, the bicycle parking shall be located near the employee entrance and shall be conveniently accessible from the external circulation system.
 - 3. **Transportation information display.** A transportation information display (e.g., a bulletin board, display case, or kiosk) shall be located on the development site, situated so as to be seen by the greatest number of employees. Information displayed shall

include, without limitation, current maps, routes, and schedules for public transit routes serving the development; the telephone number of referrals for transportation information including the numbers for the regional ridesharing agency and local transit operators; ridesharing promotional materials; bicycle routes and facility information; and a listing of facilities available for bicyclists, carpoolers, pedestrians, transit riders, and vanpoolers at the development.

- C. Projects exceeding 100,000 square feet of gross floor area.** Nonresidential development projects, and the nonresidential portion of mixed-use development projects, which exceed 100,000 square feet of gross floor area, shall meet the requirements of Subsection B., immediately above, in addition to the following requirements:
- 1. Carpool and vanpool loading area.** A passenger loading area for carpool and vanpool vehicles shall be provided on site. At a minimum, the area shall be of sufficient size to accommodate the number of waiting vehicles equivalent to 10 percent of the required number of carpool and vanpool spaces.
 - 2. Connecting sidewalks.** Designated pedestrian sidewalks or paths shall be provided on the development site between the external pedestrian system and each structure in the development.
 - 3. Bus stop improvements.** Bus stop improvements, including bus pads, bus pullouts, and right-of-way for bus shelters may be required as mitigation measures if a proposed development would have substantial traffic impacts.

17.46.300 - Paving

- A. Paving required.** All parking areas, circulation aisles, and accessways shall be paved with Portland cement concrete.
- B. Optional paving materials.** Other paving materials, including brick, decomposed granite, or gravel may be substituted with the approval of the Zoning Administrator, and in compliance with the City's adopted standards for privately owned and maintained parking areas.

17.46.310 - Electric Recharge Stations

- A. Applicability.** Electric recharge stations shall be provided:
 1. In new development projects required to provide at least 250 motor vehicle parking spaces; and
 2. For remodeling and expansion of existing development projects that would result in at least 250 additional motor vehicle parking spaces.
- B. Number of spaces required.**
 1. At least one conductive and one inductive charger shall be provided in each project required to provide between 250 and 500 parking spaces.

2. An additional conductive and inductive charger shall be provided for each 250 required parking spaces over 500, with a maximum of six.
3. The Zoning Administrator may reduce the number of parking spaces in an existing parking facility for projects that are not required to install charging equipment, but agree to do so voluntarily.
4. The maximum reduction allowed by Subparagraph 3., above, shall be one parking space for each space provided with both a conductive and inductive charger.

17.46.320 - Bicycle Parking Standards

- A. **Applicability.** Bicycle parking facilities shall be provided for any new structure, or an addition to any existing structure, that exceeds 15,000 square feet in gross floor area.
- B. **Bicycle spaces required.** Bicycle parking facilities shall be provided in compliance with Table 4-16 (Minimum Number of Bicycle Spaces Required), below, with fractional requirements for bicycle parking over 0.5 to be rounded up.

TABLE 4-16 - MINIMUM NUMBER OF BICYCLE SPACES REQUIRED

Type of Use	Minimum Number of Bicycle Parking Spaces Required
All nonresidential structures less than 15,000 square feet	Four parking spaces (all Class 2)
All nonresidential structures 15,000 square feet or more	Five percent of the required motor vehicle parking; but not less than four parking spaces
Multi-family residential structures (3 or more dwelling units) including units in a mixed-use project	1 space for every six dwelling units
Public, Semi-Public Uses	As established by the Conditional Use Permit

- C. **Type of bicycle parking required.** Each bicycle parking space shall be no less than six feet long by two feet wide and shall have a bicycle rack system in compliance with the bicycle rack classifications listed in Subsection D., below. Fractional amounts of the type of parking facilities may be shifted as desired.

TABLE 4-17 - TYPE OF BICYCLE SPACES REQUIRED

Type of Use	Type Required
Industrial and offices uses 15,000 square feet or more	75% Class 1
	25% Class 2
Retail service uses 15,000 square feet or more	25% Class 1
	75% Class 2
Multi-family residential structures (three or more dwelling units)	100% Class 1 (garages or accessible indoor areas count)
Public, Semi-Public Uses	As established by the Conditional Use Permit

D. Classification of facilities.

1. **Class 1 bicycle facility.** Includes any of the following:
 - a. A fully enclosed lockable space accessible only to the owner/operator of the bicycle;
 - b. Attendant parking with a check-in system in which bicycles are accessible only to the attendant; or
 - c. A locked room or office inside a structure designated for the sole purpose of securing the bicycles.

2. **Class 2 bicycle facility.** A rack, stand, or other device constructed to enable the user to secure the bicycle by locking the frame and one wheel of each bicycle.
 - a. The racks shall:
 - (1) Be easily usable with both U-locks and cable locks; and
 - (2) Support the bicycles in a stable upright position so that a bicycle, if bumped, will not fall or roll down.
 - b. Racks that support a bicycle primarily by a wheel (e.g., standard "wire racks") are damaging to the wheels and are not allowed.

E. Location and design of bicycle facilities.

1. Bicycle parking facilities shall:
 - a. Be located in close proximity to the structure's entrance and clustered in lots not to exceed sixteen spaces in each lot;

- b. Support bicycles in a stable position without damage to the frame, wheels, or other components;
 - c. Be located in highly visible, well-lighted areas to minimize theft and vandalism;
 - d. Be securely anchored to the lot surface so they cannot be easily removed and shall be of sufficient strength to resist theft and vandalism;
 - e. Not impede pedestrian or vehicular circulation, and should be harmonious with their environment. The facilities shall be incorporated, whenever possible, into the structure's design or street furniture; and
 - f. Be separated by a physical barrier to protect the bicycle from damage by motor vehicles if located within a vehicle parking area. The physical barrier can be curbs, poles, wheel stops, or other similar features.
2. Bicycle racks shall not be placed too close to a wall or other obstruction so as to make use difficult. There shall be sufficient space (at least twenty-four inches) besides each parked bicycle to allow easy access. Adjacent bicycles may share this access.
 3. Motor vehicle entrances shall display adequate signs to indicate the availability and location of the bicycle parking facilities.
 4. The bicycle parking facilities within a vehicle parking garage shall be located in close view of a parking attendant if the facility has a bicycle attendant.
- F. Modified by Zoning Administrator.** Where the provision of bicycle parking is physically not feasible, the requirements of this Section may be modified by the Zoning Administrator.