

Chapter 9.28 Parking, Loading, and Circulation

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9.28.010 Purpose

The purposes of the Parking, Loading, and Circulation regulations are to:

- A. Support the General Plan’s goal of creating an integrated transportation and land use program designed to reduce citywide peak period vehicle trips.
- B. Support the Plan’s objective of creating a more sustainable community by making more efficient modes of transportation – walking, biking, transit, and carpooling – more attractive. Manage parking resources to increase parking availability on residential streets, provide adequate parking for residents, commuters, visitors and shoppers, and enable maximizing of parking resources.
- C. Establish off-street parking requirements that are appropriate to their land use type and size of development.
- D. Establish standards and regulations for the developer, owner, or operator of any specific use to provide well designed, on-site parking areas.
- E. Ensure that on-site parking and loading areas are designed and located to protect public safety; minimize congestion and conflict points on travel aisles and public streets; and where appropriate, buffer surrounding land uses from their impact.

- F. Protect neighborhoods from the effects of vehicular noise and spillover traffic and parking generated by uses in adjacent non-residential districts and ensure adequate infrastructure to improve circulation.

9.28.020 Applicability

The requirements of this Chapter apply to the following.

- A. **New Buildings and Land Uses.** On-site parking shall be provided according to the provisions of this Chapter at the time any building or structure is erected or any new land use is established.
- B. **Addition, Enlargement of Use, and Change of Use of Existing Non-Residential Buildings.**
 - 1. Except as provided in subsection B(2), a change of use shall provide the difference between the required parking ratio for the proposed use and one automobile parking space per 300 square feet.
 - 2. Changes in use that create an increase of 3 or fewer required parking spaces, calculated in accordance with subsection B(1), shall not be required to provide additional on-site automobile parking according to the provisions of this Chapter. Bicycle parking shall be provided in accordance with Section 9.28.140.
 - 3. Existing parking shall be maintained and additional parking shall be required only for such addition, enlargement, or change of use and not for the entire building or site. If the number of existing parking spaces is greater than the requirements for such use, the number of spaces in excess of the prescribed minimum may be counted toward meeting the parking requirements for the addition, enlargement, or change in use.
 - 4. A change in occupancy is not considered a change in use unless the new occupant is a different use than the former occupant.
- C. **Addition, Enlargement of Use, and Change of Use of Existing Residential Buildings.**
 - 1. For any new commercial, cultural, health, industrial, or commercial entertainment and recreation use of an existing residential building, structure including any addition and enlargement of use, parking spaces in the number specified in Section 9.28.060, Required Off Street Parking, shall be provided for the entire parcel.
 - 2. For any new residential or educational use of an existing residential building or structure such that the new residential or educational use will require a greater number of parking spaces as compared to the previous use, parking spaces in the number specified in Section 9.28.060, Required Off-Street Parking, shall be provided for the new use.
- D. **Additions and Alterations to Residential Buildings.** When an addition or alteration is proposed to a residential building that does not currently provide parking in compliance with this Chapter, the following regulations apply:
 - 1. **Single Unit Dwellings.** Parking shall be provided in accordance with the provisions of Chapter 9.28.060, Required Off-Street Parking, if 50 percent or more additional square footage is added to the principal building at any one time, or incrementally, after September 8, 1988, provided the aggregate addition is 500 square feet or more.

2. **Multi-Unit Dwellings.** Additional parking shall be required for the proposed addition or alteration if it increases the number of bedrooms of existing units.
 3. **Increased Number of Dwelling Units.** The creation of additional dwelling units through the alteration of an existing building or construction of an additional structure or structures requires the provision of on-site parking to serve the new dwelling units in compliance with the provisions of this Chapter. This requirement does not apply when sufficient on-site parking exists to provide the number of spaces required for the existing and new dwelling units in compliance with all applicable requirements.
- E. **Construction Timing.** On-site parking facilities required by this Chapter shall be constructed or installed prior to the issuance of a Certificate of Occupancy for the uses that they serve.

9.28.030 General Provisions

- A. **Existing Parking and Loading to be Maintained.** No existing parking and/or loading serving any use may be reduced in amount or changed in design, location, or maintenance below the requirements for such use at the time it was entitled unless equivalent substitute facilities are provided. Within the Downtown Community Plan area, properties must maintain the maximum number of parking spaces set forth in Table 9.28.060. For Historic Resources, see 9.28.180(B).
- B. **Access.** Access to parking for intended users, including employees, shall be available during all business hours.
- C. **Assignment.** Assignment of parking spaces to individual users or tenants within a mixed use and/or multi-tenant project shall be prohibited except when such spaces are reserved for disabled parking, car or vanpool users, car share vehicles, or residential units.
- D. **Application to all Parking.** All parking provided must be in compliance with the standards set forth in this Chapter.

9.28.040 Calculating Off-Street Parking and Loading Spaces

- A. **Rules for Calculating Required Spaces.** The following rules shall be followed for calculating the amount of off street parking and loading spaces.
 1. **Rounding.** Fractional space requirements totaling 0.5 or above shall be rounded up to the next whole space after calculating the total number of required spaces. Rounding up shall not apply to loading spaces; however, a minimum of one space shall be provided.
 2. **Residential Uses.** For purposes of calculating off street parking requirements for dwelling units, all private living spaces including but not limited to dens, studios, family rooms, studies and lofts shall be considered as “bedrooms” except that a maximum of one such room per unit shall not count as a bedroom if it is less than 100 square feet in area. Kitchens, bathrooms, and one living room per unit shall not be considered bedrooms. Semiprivate rooms shall not count as bedrooms if they have no doors and a minimum 7 foot opening to adjacent living space. A loft or mezzanine shall not count as a bedroom if the maximum width of the loft or mezzanine is less than 7 feet.

3. **Non-Residential Uses.** Unless otherwise specified, the floor areas used to calculate the number of off-street parking and loading spaces required for non-residential uses shall include:
 - a. All floor area located above or below grade devoted to office, retail, service, or other activities and uses, storage areas, restrooms, lounges, lobbies, kitchens, and interior hallways and corridors, unless exempted by the Chapter; and
 - b. All outdoor areas that will accommodate a permanent activity that will generate a demand for parking facilities in addition to that which is provided for principal activities and uses within the building or structure.
4. **Exclusions.** Floor area devoted to the following shall not be included when determining required parking and loading spaces:
 - a. Automobile parking;
 - b. Loading areas;
 - c. Driveways, drive aisles, ramps;
 - d. Bicycle parking;
 - e. Showers or locker areas not associated with a Physical Training Personal Service or Instructional Service; and
 - f. Outdoor Dining and Seating less than 200 square feet in size associated with Restaurants.
5. **Minimum and Maximum Parking Requirements.** The ~~minimum number of parking spaces required and the~~ maximum number of parking spaces allowed shall be based ~~on the estimated parking demand by~~ use type as listed in the table in Section 9.28.060, ~~Required-Off Street Parking.~~ The following rules apply when calculating ~~the estimated~~ maximum parking requirements:
 - a. **Multiple Uses.** When two or more principal uses are located on the same parcel, the estimated parking demand shall be the sum of the estimated demand of the various individual uses computed separately, in accordance with this Section, unless shared parking is approved pursuant to Section 9.28.180.
 - b. **Maximum Amount of Parking.**

The maximum allowable amount of parking shall be two spaces or 5%, more, whichever is greater, than the quantities specified in Section 9.28.060, except for permanent public parking. No additional parking is allowed in excess of the quantities specified in Section 9.28.060 for the Downtown Community Plan area. In order to obtain approval for permanent public parking in excess of these maximum allowable amounts, a Conditional Use Permit approved by the Planning Commission shall be required pursuant to Chapter 9.41, subject to the following additional required findings:
 - i. Parking provided in excess improves the pedestrian, transit, and bicycle network;

- ii. Vehicle movement on or around the project site associated with the excess parking does not unduly impact pedestrian spaces or movement, transit service, bicycle movement, or the overall traffic movement in the district;
 - iii. Accommodating excess parking does not degrade the overall urban design quality of the project proposal;
 - iv. All above-grade parking is architecturally screened and the excess parking does not diminish the quality and viability of existing or planned landscape enhancements; and
 - v. Where off-street parking is proposed that exceeds the maximum quantities specified, such parking shall not be the principal use of the property.
- c. ***Replacement of Existing Parking.*** If a site contains existing surface parking that serves as Code or permit-required parking for an off-site user, such parking spaces may be replaced on-site as part of any redevelopment of the site, and such replacement parking shall not be considered parking that exceeds the quantities specified in Section 9.28.060 for purposes of subsection 9.28.040(A)(5)(b).
- d. ***Parking Requirements of Other Governmental Entities.*** Should parking above the maximum be imposed by another governmental entity based on established minimum parking requirements, and such additional parking was not simply requested by the applicant, parking in the amount to meet the entity's minimum requirements may be allowed.

6. *Minimum Parking Requirements.*

- a. **Downtown Community Plan Area.** There is no minimum parking requirement.
- b. **Citywide and Parking Overlay 1 Area.** The minimum parking must comply with Section 9.28.060, except as elsewhere allowed in this Chapter.

9.28.050 Parking Requirements by Zoning District

To implement the parking policies of the General Plan, Zoning District parking requirements for those areas in the immediate vicinity of high quality transit stations or stops and the Memorial Park Specific Plan area differ from all other areas of the City. Figure 9.28.050 designates which areas constitute Parking Overlay Area 1, as referenced in Table 9.28.060, which lists the off-street parking requirements for areas Citywide (Excluding the Parking Overlay Area 1, Downtown ~~Community Specific~~ Plan area, and Bergamot Area Plan area) and for Parking Overlay Area 1.

9.28.060 ~~Minimum Required~~ Off-Street Parking

Off-street parking shall be provided in the ~~minimum~~ quantities specified in Table 9.28.060, except as otherwise provided in this Chapter. If a proposed use is not listed in the table, the Director may determine appropriate parking requirements.

TABLE 9.28.060: PARKING REGULATIONS BY USE AND LOCATION			
<i>Land Use Classification</i>	<i>Citywide (Excluding Parking Overlay Area 1, Downtown Community Specific Plan Area, and Bergamot Area Plan Area)</i>	<i>Parking Overlay Area 1</i>	<i>Downtown Community Plan Area (maximum parking allowed)</i>
Residential Uses			
<i>Single Unit Dwelling</i>	2 spaces per dwelling unit	2 spaces per unit, which may be tandem	<u>2 spaces per unit</u>
<i>Second Dwelling Unit</i>	1 space per dwelling unit	1 space per dwelling unit	<u>N/A</u>
<i>Duplex, Multiple-Unit Dwelling</i>	<p>Market Rate Units: Guest = 1 space per 5 units Studio, no bedrooms = 1 space per unit 1 bedroom = 1.5 space per unit 2 or more bedrooms = 2 spaces per unit</p> <p>Deed Restricted Affordable Units: Studio, no bedrooms = 0.5 space per unit 1 bedroom = 0.75 space per unit 2 or more bedrooms = 1 space per unit</p>	<p>Market Rate Units: Guest = 1 space per 10 units Studio, no bedrooms = 1 space per unit 1 bedroom = 1 space per unit 2 or more bedrooms = 1.5 spaces per unit</p> <p>Deed Restricted Affordable Units: Studio, no bedrooms = 0.5 space per unit 1 bedroom = 0.5 space per dwelling unit 2 or more bedrooms = 1 space per dwelling unit</p>	<p><u>Market Rate Units:</u> <u>Guest = 1 space per 15 units</u> <u>Studio, no bedrooms = 0.5 space per unit</u> <u>1 bedroom = 0.5 space per unit</u> <u>2 or more bedrooms = 1 space per unit</u></p> <p><u>Deed Restricted Affordable Units:</u> <u>Guest = 1 space per 30 units</u> <u>Studio, no bedrooms = 0.25 space per unit</u> <u>1 bedroom = 0.25 space per unit</u> <u>2 or more bedrooms = 0.5 space per unit</u></p>
<i>Senior Citizen Multiple-Unit Residential</i>	<p>0.5 spaces per unit Guest = 1 space per 5 units Low and moderate income units = 0.25 spaces per unit</p>	<p>0.5 spaces per unit Guest = 1 space per 6 units Low and moderate income units = 0.25 spaces per unit</p>	<p><u>0.5 spaces per unit</u> <u>Guest = 1 space per 6 units</u> <u>Low and moderate income units = 0.25 spaces per unit</u></p>
<i>Single-Room Occupancy Housing</i>	See Multiple-Unit Dwelling	See Multiple-Unit Dwelling	<u>See Multiple-Unit Dwelling</u>

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<i>Group Residential</i>	.5 space per bed	.5 space per bed	<u>.5 space per bed</u>
<i>Congregate Housing</i>	1 space per 5 beds	1 space per 5 beds	<u>1 space per 5 beds</u>
<i>Senior Group Residential</i>	0.5 spaces per unit Guest = 1 space per 5 units Deed restricted affordable = 0.25 spaces per unit	0.5 spaces per unit Guest = none required Deed restricted affordable = 0.25 spaces per unit	<u>0.5 spaces per unit</u> <u>Guest = none required</u> <u>Deed restricted affordable = 0.25 spaces per unit</u>
<i>Elderly and Long-Term Care</i>	.5 space per bed plus one visitor space per 5 beds	.2 space per bed	<u>.2 space per bed</u>
<i>Family Day Care</i>			
<i>Large</i>	None required other than what is required for the existing residence	None required other than what is required for the existing residence	<u>None required other than what is required for the existing residence</u>
<i>Small</i>	None required other than what is required for the existing residence	None required other than what is required for the existing residence	<u>None required other than what is required for the existing residence</u>
<i>Residential Facilities</i>			
<i>Residential Care, General</i>	If more than 6 residents = .5 space per bed plus 1 visitor space per 5 beds	If more than 6 residents = .5 space per bed plus 1 visitor space per 5 beds	<u>If more than 6 residents = .5 space per bed plus 1 visitor space per 5 beds</u>
<i>Residential Care, Limited</i>	None required other than what is required for existing residence	None required other than what is required for existing residence	<u>None required other than what is required for existing residence</u>
<i>Residential Care, Senior</i>	If more than 6 residents = 0.25 space per bed plus 1 visitor space per 5 beds If less than 6 residents = none other than what is required for the existing residence	If more than 6 residents = 0.25 space per bed plus 1 visitor space per 5 beds If less than 6 residents = none other than what is required for the existing residence	<u>If more than 6 residents = 0.25 space per bed plus 1 visitor space per 5 beds</u> <u>If less than 6 residents = none other than what is required for the existing residence</u>

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<i>Hospice, General</i>	If more than 6 residents = 0.25 space per bed plus 1 visitor space per 5 beds If less than 6 residents = none other than what is required for the existing residence	If more than 6 residents = 1 space per 5 beds If less than 6 residents = none other than what is required for the existing residence	<u>If more than 6 residents = 1 space per 5 beds</u> <u>If less than 6 residents = none other than what is required for the existing residence</u>
<i>Hospice, Limited</i>	None required other than what is required for the existing residence	None required other than what is required for the existing residence	<u>None required other than what is required for the existing residence</u>
Supportive Housing	If more than 6 residents = 0.5 space per bed plus 1 visitor space per 5 beds If less than 6 residents = none other than what is required for the existing residence	If more than 6 residents = 1 space per 5 beds If less than 6 residents = none other than what is required for the existing residence	<u>If more than 6 residents = 1 space per 5 beds</u> <u>If less than 6 residents = none other than what is required for the existing residence</u>
Transitional Housing	None other than what is required for residential type	None other than what is required for residential type	<u>None other than what is required for residential type</u>
Public and Semi-Public Uses			
Adult Day Care	1 space per 500 sq. ft.	1 space per 500 sq. ft.	<u>1 space per 500 sq. ft.</u>
Child Care and Early Education Facilities	1 space per 500 sq. ft.	1 space per 500 sq. ft.	<u>1 space per 500 sq. ft.</u>
Colleges and Trade Schools, Public or Private	1 space per 80 sq. ft. of assembly or classroom area or 1 space per every 4 fixed seats, whichever is greater	1 space per 100 sq. ft. of assembly or classroom area or 1 space per every 5 fixed seats, whichever is greater	<u>1 space per 100 sq. ft. of assembly or classroom area or 1 space per every 5 fixed seats, whichever is greater</u>
Community Assembly	1 space for each 4 seats	1 space for each 6 seats	<u>1 space for each 6 seats</u>
Cultural Facilities	1 space per 300 sq. ft.	1 space per 500 sq. ft.	<u>1 space per 500 sq. ft.</u>
Emergency Shelters	1 space per 10 beds	1 space per 10 beds	<u>1 space per 10 beds</u>
Clinics	1 space per 250 sq. ft.	1 space per 250 sq. ft.	<u>1 space per 250 sq. ft.</u>

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Schools, Public or Private	<u>Elementary and Middle Schools:</u> 2 spaces per classroom <u>High Schools:</u> 5 spaces per classroom	<u>Elementary and Middle Schools:</u> 1.75 spaces per classroom <u>High Schools:</u> 4 spaces per classroom	<u>Elementary and Middle Schools:</u> <u>1.75 spaces per classroom</u> <u>High Schools:</u> <u>4 spaces per classroom</u>
Social Service Centers	1 space per 300 sq. ft.	1 space per 300 sq. ft.	<u>1 space per 300 sq. ft.</u>
Commercial Uses			
Animal Care, Sales, and Services			
<i>Grooming and Pet Stores</i>	See Retail Sales	See Retail Sales	<u>See Retail Sales</u>
<i>Kennel</i>	1 space per 1,000 sq. ft.	1 space per 1,000 sq. ft.	<u>1 space per 1,000 sq. ft.</u>
<i>Pet Day Care Services</i>	1 space per 500 sq. ft.	1 space per 1,000 sq. ft.	<u>1 space per 1,000 sq. ft.</u>
<i>Veterinary Services</i>	See Medical Office	See Medical Office	<u>See Medical Office</u>
Automobile/Vehicle Sales and Service			
<i>Alternative Fuels and Recharging Facilities</i>	2 spaces for self-service station 1 space per 100 sq. ft. of retail	2 spaces for self-service station 1 space per 100 sq. ft. of retail	<u>2 spaces for self-service station</u> <u>1 space per 100 sq. ft. of retail</u>
<i>Automobile Rental</i>	1 space per 500 sq. ft. 1 space per 1,000 sq. ft. of outdoor rental storage area	1 space per 500 sq. ft. 1 space per 1,000 sq. ft. of outdoor rental storage area	N/A
<i>Automobile Storage Uses</i>	1 space	1 space	=
<i>Automobile/Vehicle Sales and Leasing</i>	1 space per 300 sq. ft. for offices plus 1 space per 1,000 sq. ft. of net new display area and requirements for automobile repair where applicable	1 space per 300 sq. ft. for offices plus 1 space per 1,000 sq. ft. of net new display area and requirements for automobile repair where applicable	<u>1 space per 300 sq. ft. for offices plus</u> <u>1 space per 1,000 sq. ft. of net new display area and requirements for automobile repair where applicable</u>

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<i>Automobile/Vehicle Repair, Major and Minor</i>	1 space per 500 sq. ft. of non-service bay floor area 2 spaces per service bay	1 space per 500 sq. ft. of non-service bay floor area 2 spaces per service bay	<u>1 space per 500 sq. ft. of non-service bay floor area</u> <u>2 spaces per service bay</u>
<i>Automobile/Vehicle Washing</i>	2 spaces for each washing stall, not including the stall	2 spaces for each washing stall, not including the stall	<u>2 spaces for each washing stall, not including the stall</u>
<i>Service Station</i>	2 spaces if self-service station 1 space per 100 sq. ft. of retail Must follow requirements for repair where applicable	2 spaces if self-service station 1 space per 100 sq. ft. of retail Must follow requirements for repair where applicable	<u>2 spaces if self-service station</u> <u>1 space per 100 sq. ft. of retail</u> <u>Must follow requirements for repair where applicable</u>
Banks and Financial Institutions			
<i>Banks and Credit Unions</i>	See Business, Professional, and Creative Office	See Business, Professional, and Creative Office	<u>1 space per 300 sq. ft.</u>
<i>Check Cashing Businesses</i>	See Business, Professional, and Creative Office	See Business, Professional, and Creative Office	<u>N/A</u>
<i>Business Services</i>	See Business, Professional, and Creative Office	See Business, Professional, and Creative Office	<u>See Business, Professional, and Creative Office</u>
Commercial Entertainment and Recreation			
<i>Cinemas</i>	1 space per 4 seats	1 space per 4 seats	<u>Up to 99 seats = 1 space for every 8 fixed seats</u> <u>> 99 seats = 1 space for every 5 fixed seats</u>
<i>Theaters</i>	1 space per 4 seats	1 space per 4 seats	<u>See Cinemas</u>
<i>Convention and Conference Centers</i>	1 space per 80 sq. ft.	1 space per 100 sq. ft.	<u>1 space per 100 sq. ft.</u>
<i>Large-Scale Facilities</i>	1 space per 80 sq. ft.	1 space per 100 sq. ft.	<u>1 space per 100 sq. ft.</u>
<i>Small-Scale Facilities, less than 1,500 sq. ft.</i>	1 space per 300 sq. ft.	1 space per 300 sq. ft.	<u>1 space per 500 sq. ft.</u>

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<i>Small-Scale Facilities, 1,500 sq. ft. and more</i>	1 space per 80 sq. ft.	1 space per 100 sq. ft.	<u>1 space per 500 sq. ft.</u>
<i>Instructional Services</i>	See Retail Sales	See Retail Sales	<u>See Retail Sales</u>
Eating and Drinking Establishments			
<i>Bars/Nightclubs/Lounges</i>	1 space per 50 sq. ft.	1 space per 50 sq. ft.	<u>1 space per 500 sq. ft.</u>
<i>Restaurants, less than 2,500 sq. ft.</i>	1 space per 300 sq. ft.	1 space per 500 sq. ft.	<u>1 space per 500 sq. ft.</u>
<i>Restaurants, 2,500 – 5,000 sq. ft.</i>	1 space per 200 sq. ft.	1 space per 200 sq. ft.	<u>1 space per 500 sq. ft.</u>
<i>Restaurants, 5,000+ sq. ft.</i>	1 space per 125 sq. ft.	1 space per 125 sq. ft.	<u>1 space per 300 sq. ft.</u>
<i>Restaurant Outdoor Eating Areas, less than 200 sq. ft.</i>	None	None	<u>None</u>
<i>Restaurant Outdoor Eating Areas, 200 sq. ft. and more</i>	Same as required for restaurant type	Same as required for restaurant type	<u>Outdoor eating areas less than 500 sq. ft. = no additional parking.</u> <u>Outdoor eating areas 500 sq. ft. and more = same as required for restaurant type.</u>
<i>Equipment Rental</i>	See Retail Sales	See Retail Sales	<u>See Retail Sales</u>
Food and Beverage Sales			
<i>Convenience Market</i>	See Retail Sales	See Retail Sales	<u>See General Market</u>
<i>General Market, less than 2,500 sq. ft.</i>	1 space per 300 sq. ft.	1 space per 500 sq. ft.	<u>1 space per 500 sq. ft.</u>
<i>General Market, 2,500-5,000 sq. ft.</i>	1 space per 250 sq. ft.	1 space per 300 sq. ft.	<u>1 space per 500 sq. ft.</u>
<i>General Market, 5,000+ sq. ft.</i>	1 space per 250 sq. ft.	1 space per 300 sq. ft.	<u>1 space per 300 sq. ft.</u>
<i>Liquor Stores</i>	See Retail Sales	See Retail Sales	<u>See General Market</u>
<i>Funeral Parlors and Mortuaries</i>	1 space per 80 sq. ft. or 1 space per 4 seats, whichever is higher	1 space per 100 sq. ft. or 1 space per 6 seats, whichever is higher	<u>1 space per 100 sq. ft. or 1 space per 6 seats, whichever is higher</u>

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Live-Work	1 space per unit plus 1 guest space per unit	1 space per unit plus 1 guest space per unit	<u>1 space per 500 sq.ft.</u>
Lodging			
<i>Bed and Breakfast</i>	1 space per room plus parking required for dwelling unit	1 space per room	<u>1 space per room</u>
<i>Hotels and Motels</i>	1 space per room plus 1 space per 200 sq. ft. of meeting and banquet space	.75 spaces per room plus 1 space per 250 sq. ft. of meeting and banquet space	<u>0.5 spaces per guest room plus 1 space for each 250 SF used for meetings and banquets.</u> <u>Other uses such as bars, restaurants, retail and services which are open to the general public shall provide parking as required for the use at a rate ½ the individual use.</u>
Maintenance and Repair Services	See Retail Sales	See Retail Sales	<u>See Retail Sales</u>
Nurseries and Garden Centers	Interior spaces see Retail Sales, plus 1 space per 1,000 sq. ft. of outdoor display and storage area	Interior space see Retail Sales, plus 1 space per 1,000 sq. ft. of outdoor display and storage area	<u>Interior space see Retail Sales, plus 1 space per 1,000 sq. ft. of outdoor display and storage area</u>
Offices			
<i>Business, Professional, Creative, less than 2,500 sq. ft.</i>	1 space per 300 sq. ft.	1 space per 500 sq. ft.	<u>1 space per 500 sq. ft.</u>
<i>Business, Professional, Creative, 2,500+ sq. ft.</i>	1 space per 300 sq. ft.	1 space per 450 sq. ft.	<u>1 space per 500 sq. ft.</u>
<i>Medical and Dental, less than 1,000 sq. ft.</i>	1 space per 300 sq. ft.	1 space per 300 sq. ft.	<u>1 space per 300 sq. ft.</u>
<i>Medical and Dental, 1,000+ sq. ft.</i>	1 space per 250 sq. ft.	1 space per 250 sq. ft.	<u>1 space per 300 sq. ft.</u>
<i>Walk-In Clientele</i>	See Business, Professional, and Creative Office	See Business, Professional, and Creative office	<u>See Business, Professional, and Creative office</u>

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Personal Services			
<i>General Personal Services</i>	See Retail Sales	See Retail Sales	<u>See Retail Sales</u>
<i>Tattoo or Body Modification Parlor</i>	See Retail Sales	See Retail Sales	<u>See Retail Sales</u>
<i>Physical Training</i>	See Retail Sales	See Retail Sales	<u>See Retail Sales</u>
Retail Sales			
<i>Retail, less than 2,500 sq. ft.</i>	1 space per 300 sq. ft.	1 space per 500 sq. ft.	<u>1 space per 500 sq. ft.</u>
<i>Retail, 2,500 – 5,000 sq. ft.</i>	1 space per 300 sq. ft.	1 space per 300 sq. ft.	<u>1 space per 500 sq. ft.</u>
<i>Retail, 5,000 sq. ft. or more</i>	1 space per 300 sq. ft.	1 space per 300 sq. ft.	<u>1 space per 300 sq. ft.</u>
Industrial Uses			
<i>Artist’s Studio</i>	1 space per 400 sq. ft.	1 space per 400 sq. ft.	<u>1 space per 1,000 sq. ft.</u>
<i>Commercial Kitchens</i>	1 space per 300 sq. ft.	1 space per 300 sq. ft.	<u>1 space per 300 sq. ft.</u>
<i>Industry, General</i>	1 space per 400 sq. ft.	1 space per 400 sq. ft.	<u>N/A</u>
<i>Industry, Limited</i>	1 space per 400 sq. ft.	1 space per 1,000 sq. ft.	<u>N/A</u>
<i>Media Production</i>	1 space per 400 sq. ft. of studio space 1 space per 300 sq. ft. of editing space 1 space per 300 sq. ft. of administrative space	1 space per 400 sq. ft.	<u>1 space per 500 sq. ft.</u>
<i>Research and Development</i>	1 space per 300 sq. ft.	1 space per 1,000 sq. ft.	<u>N/A</u>
Warehousing, Storage, and Distribution			
<i>Indoor Warehousing and Storage</i>	1 space per 1,000 sq. ft.	1 space per 1,000 sq. ft.	<u>N/A</u>
<i>Personal Storage</i>	1 space per 4,000 sq. ft.	1 space per 4,000 sq. ft.	<u>N/A</u>
<i>Wholesaling and Distribution</i>	1 space per 1,000 sq. ft.	1 space per 1,000 sq. ft.	<u>N/A</u>

9.28.070 Location of Parking

Required off-street parking and loading spaces shall be located on the same parcel as the use they serve, except as otherwise provided in this Chapter. Entrances to off-street parking and loading should be located on a non-primary façade, except as described below. Where a parcel contains more than one street frontage, the parking entrance should be located on the secondary street or alley. All efforts should be made to eliminate the impacts of parking entrances on main thoroughfares and transit-oriented streets. The requirements of this Section shall not apply to vehicles on display by an automobile dealer in a showroom or approved outdoor area unless otherwise specified by this Ordinance.

A. Above Ground Parking.

1. Residential Districts.

Parking shall be located in the rear half of the parcel and at least 40 feet from a street-facing property line, except as provided below:

a. **Single-Unit Residential District.** Required parking shall be located within an enclosed garage. Garages may be located in the front half of the parcel subject to the setback requirements of the Base District and the following:

i. *Setback from Building Facade and Front Setback Line.*

(1) *North of Montana.* Garage doors facing a public street shall be located at least 5 feet behind the primary wall facing the street, and never less than the required Base District setback.

(2) *North of Wilshire/Sunset Park.* Garage doors facing a public street shall be located at least 5 feet behind the front setback line.

ii. *Projection into Front Yard Setback.* In the R1 Single-Unit Residential District, a one-story garage attached to the primary structure with a maximum height of 14 feet, including parapets and railings, a maximum length of 25 feet, and with garage doors perpendicular to the public street, shall be allowed to project up to 6 feet into the required front yard if no alley access exists, but may not extend closer than 20 feet to the front property line.

b. **Multi-Unit Residential Districts.** Parking may be located in the front half of the parcel in Multi-Unit Residential Districts provided that no part of a required front setback shall be used for parking purposes.

c. **Garage Openings and Doors.**

i. *Garage Opening Setback.* Garage openings shall be located the following minimum distances from parcel lines adjoining streets and alleys:

(1) Front-entry garage: 20 feet.

(2) Side-entry garage: 5 feet.

(3) Garage with alley access: 15 feet from centerline of alley.

above ground parking is setback a minimum of 5 feet from an interior parcel line adjacent to a Residential District.

- b. *Rooftop Parking.*
 - i. Rooftop parking is prohibited in the following areas:
 - (1) Neighborhood Commercial Districts; and
 - (2) Except as authorized in Section 9.31.070(D)(6), within 50 feet of Residential Districts.
 - ii. Where permitted, rooftop parking areas shall be screened at their perimeters to prevent light spill onto adjacent properties. Non-skid or other similar surface treatment on both floors and ramps of the rooftop shall be required to prevent tire squeals. In order to minimize noise and air impacts, exhaust vents and other mechanical equipment shall be located as far from residential uses as feasible consistent with the Chapter 8 of the Municipal Code.

B. Subterranean Parking Structures.

- 1. ***Required Setbacks.*** A subterranean parking structure may be constructed and maintained in any required setback area except in any required unexcavated areas.
- 2. ***Openings.*** All openings for ingress and egress facing the front parcel line shall be situated at or behind the front building line of the main building. There shall be no more than one vehicular opening facing the front parcel line for each main building. Pedestrian access openings are permitted.
- 3. ***Crossing Property Lines.*** Development located on 2 or more separate parcels may share common subterranean parking garages or link circulation between subterranean parking facilities only if the parcels are combined pursuant to Section 9.21.030, Development on Multiple Parcels.

C. Semi-Subterranean Parking Structures.

- 1. ***Front Setback.*** Semi-subterranean parking structures shall not be located within a required front setback.
- 2. ***Side and Rear Setback.***
 - a. On parcels less than 50 feet in width, a semi-subterranean parking structure may extend to both property lines and to the rear property line.
 - b. On parcels having a width of 50 feet or greater, a semi-subterranean parking structure may be constructed and maintained in any required side or rear setback area except in a required unexcavated area.
- 3. ***Openings.*** All openings for ingress and egress facing the front parcel line shall be situated at or behind the front building line of the main building. There shall be no more than 1 vehicular opening facing the front parcel line for each main building. Pedestrian access openings are permitted.

4. **Parking Podium Height.** The finished floor of the first level of the building or structure above the parking structure shall not exceed 3 feet above the average natural, sloped average natural, or theoretical grade of the parcel, except for openings for ingress and egress.

9.28.080 Loading Spaces

- A. **Purpose.** Loading spaces are required to ensure adequate areas for loading purposes for all on-site uses so that commercial and passenger loading activities will be conducted without negatively affecting traffic safety or the quality of abutting public streets for people walking, bicycling, or driving. Loading spaces also facilitate low-car-use lifestyles by supporting shared delivery and passenger transportation services.
- B. **Applicability.** The regulations in this Section shall apply to existing and proposed projects with new buildings, additions, or changes of use, and shall govern design of both required and non-required loading areas.
- C. **Submittal of Loading Plan.** As part of the application for all applicable projects, a loading plan shall be submitted. The plan shall include a site plan dimensioning all required and non-required loading spaces and indicating the path of travel to the space and the path of travel for the goods or passengers from the loading space. The approved loading plan shall be retained on-site at all times and shall be made available to all site users.
- D. **Loading Space Dimensions.** Loading spaces shall comply with the following standards, as required in this Section. Loading spaces shall not count as parking spaces.
 1. A **Standard Loading** space shall be at least 30 feet long, 12 feet wide, and have a clearance of 14 feet.
 2. A **Semi-Tractor Trailer Loading** space shall be at least 65 feet long, 15 feet wide, and have a clearance of 14 feet.
 3. A **Passenger Loading** space shall be at least 18 feet long and 10 feet wide. Design should not reduce pedestrian orientation of the site or increase the number of curb-cuts and shall not require pedestrians to cross a driveway, parking aisle, alley, or street in order to reach the building entrance. The spaces must be accessible without a key or access card and located as close as practicable to the building entrance or passenger elevator.
- E. **Number of Loading Spaces Required.** Projects shall provide loading spaces as follows:
 1. *Residential Only:*
 - a. Projects with more than 50 units shall be required to provide one Standard Loading space.
 2. *Commercial Only:*
 - a. Projects with 2,500 or less square feet of floor area shall not be required to provide loading.
 - b. Projects with 2,501 to 7,500 square feet of floor area shall provide 1 Passenger Loading space at grade.

- c. Projects with 7,501 to 50,000 square feet of floor area shall provide one Standard Loading space; however, if the use includes a market, restaurant, or other food sales and service of more than 5,000 square feet of floor area, the required loading space shall be a Semi-Tractor Trailer Loading space.
 - d. Projects with 50,000 or more square feet of floor area shall provide 1 Passenger Loading space and 1 Standard Loading space; however, if the use includes a market, restaurant, or other food sales and service of more than 5,000 square feet of floor area, the required loading space shall be a Semi-Tractor Trailer Loading space.
3. *Mixed-Use Projects:* Mixed-Use Projects shall provide the required loading spaces for the use that requires the greater number of loading spaces. If the number of required loading spaces for the residential and commercial uses is equal, the loading space with the greater dimensional requirements shall be required.
4. *Schools and Day Care Centers:* Schools and Day Care Centers shall provide loading spaces based on enrollment as follows:

TABLE 9.28.080.E.4: SCHOOLS AND DAY CARE CENTER LOADING SPACES	
<i>Enrollment (students)</i>	<i>Loading Requirement</i>
1-20	2 Passenger
21-60	4 Passenger
61-299	6 Passenger 1 Standard
300 and over	8 Passenger 1 Standard

In addition, uses of this type with less than 61 students and an on-site cafeteria or similar food service shall provide one Standard loading space.

5. *All Projects with more than 100,000 square feet of Commercial Use floor area:* The Director may require additional loading spaces based on the project’s needs and site feasibility.
- F. **Location of Loading Spaces.** Loading areas shall be located as follows:
- 1. All loading facilities shall be provided off-street and within the subject property. The Director may authorize up to one required on-street passenger loading space along a frontage curb for certain designated times for schools and Child Care and Early Education Facilities.
 - 2. Loading spaces shall be located adjacent to building door openings.
 - 3. Loading spaces shall be situated to minimize interference with automobile, pedestrian, and bicycle paths of travel.
 - 4. Loading spaces shall be situated to avoid adverse impacts upon neighboring properties, including noise pollution.
 - 5. Loading spaces shall be accessible from an alley, or if no alley is adjacent to the site, a minor roadway.

6. Loading spaces shall be located in the required rear setback provided that it is not located in any required landscaped area and provided that no portion of a street or alley is counted as part of the required loading area.
- G. **Design of Loading Spaces.**
1. *Screening.* Loading areas adjacent to residential uses or public streets or alleys shall be screened or a design shall be provided for approval by the Director.
 2. *Identification.* Loading areas shall be designed, laid out, and clearly marked as being distinct from required parking spaces and aisles, unless the City approves the use of the parking area as an undesignated overlay loading area during non-business hours.
 3. *Obstructions Prohibited.* No walkway, mechanical equipment, utility, waste collection/disposal receptacle, or other equipment or fixture may be placed in any loading area.
- H. **Loading Space(s) Driveways and Maneuvering Areas.** Each on-site loading space required by this Chapter shall be provided with driveways for ingress and egress and maneuvering space of the same type and meeting the same criteria required for on-site parking spaces. Truck-maneuvering areas shall not encroach into required parking areas, travelways, or street rights-of-way. This requirement may be modified upon a finding by the Director that sufficient space is provided so that truck-maneuvering areas will not interfere with vehicle and pedestrian circulation.
- I. **Exceptions for Buildings under 10,000 Square Feet.** Notwithstanding the requirements of this Chapter, a waiver or reduction in the number and/or dimensions of loading areas and spaces may be permitted by the Director for projects that will result in a total of less than 10,000 square feet on the property if it is determined that the only feasible location for a loading zone within the project boundaries will detract from the project's pedestrian orientation and thereby not meet the City's intent to create active, lively streetscapes.
- J. **Exceptions to providing Semi-Tractor Trailer Loading.** Notwithstanding the requirements of this Chapter, if a project is adjacent to an alley and the Director determines that the provision of parking for a semi-tractor trailer is not feasible, a 10 feet by 50 feet area parallel and adjacent to the alley may be dedicated for loading and unloading. No projections may be permitted if they would otherwise render the area inadequate for loading.

9.28.090 Space-Efficient Parking

Space-efficient parking is parking in which vehicles are stored and accessed by valet, mechanical stackers or lifts, certain tandem spaces, or other space-efficient means. ~~Required-p~~Parking spaces may be either independently accessible or space-efficient as described below, except for spaces required and specifically designated for persons with physical disabilities.

- A. **Applicability.** Space-efficient parking is encouraged and may be used ~~to satisfy minimum parking requirements~~ in all Districts pursuant to Section 9.28.060 if the applicant demonstrates that all ~~required~~ parking can be accommodated by the means chosen.
- B. **Qualifying as Independently Accessible.** Parking spaces in mechanical parking structures that allow a vehicle to be accessed without having to move another vehicle under its own power shall be deemed

to be independently accessible. Parking spaces that are accessed by a valet attendant and have availability of attendant service at all times shall be deemed to be independently accessible.

C. **Mechanical and Valet Parking.**

1. **Residential Parking.** For projects with 50 units or more, all residential parking in excess of 0.5 parking spaces for each dwelling unit may be stored and accessed by mechanical parking systems, valet, or other space-efficient means.
2. **Commercial Parking.** Mechanical systems and valet parking may be used to satisfy the off-street parking requirements when the parking lot is staffed by an attendant at all times who is authorized and able to move the vehicle obstructing access.
3. Except for required ingress and egress, all mechanical parking shall be fully enclosed.

D. **Tandem Parking.**

1. **Tandem Parking for Non-Residential Uses:** Tandem parking may be permitted to satisfy the off-street parking requirement for commercial uses in accordance with the following:
 - a. No more than 1 car is required to move to access the desired parking space.
 - b. Tandem parking may be used ~~to meet parking requirements~~ when:
 - i. The parking lot is staffed by an attendant at all times who is authorized and able to move the vehicle obstructing access. ADA parking spaces may be provided with this operation.; or
 - ii. The maximum number of tandem parking spaces does not exceed 25% of the total number of spaces. ADA compliant spaces may not be provided in this configuration.
2. **Residential Uses.** Tandem parking shall only be permitted for single unit dwellings.
3. **Signage.** Spaces shall have signage clarifying operations of the space to encourage the use of both spaces.

9.28.100 Accessible Parking

For existing parking areas that must accommodate increased accessible parking, 1 parking space may be reduced to accommodate the accessible parking space upon approval by the Director, with the total loss of spaces to be minimized.

9.28.110 Unbundled Parking

Unbundled parking is the practice of selling or leasing parking spaces separate from the purchase or lease of the commercial or residential use.

A. **Applicability.**

1. *Residential Projects.* All off-street parking spaces in new residential structures of 4 dwelling units or more, or in new conversions of non-residential buildings to residential use of 10 dwelling units or more as shown in Figure 9.28.110, Areas Requiring Unbundled Parking, shall be leased

or sold separately from the rental or purchase fees. This provision shall only become effective if SMMC Chapter 3.08, Preferential Parking Zones, or any successor thereto, is amended to establish this requirement.

2. *100% Affordable Housing Projects.* 100% Affordable Housing Projects shall be exempt from this provision.
3. *Non-Residential Projects.* All off-street parking spaces associated with new non-residential projects as shown in Figure 9.28.110, Areas Requiring Unbundled Parking shall be leased or sold separately from the rental or purchase fees.
4. Notwithstanding the above, the unbundling requirements set forth in this Section may become optional and not mandatory, if, to the extent legally feasible, the City imposes substitute measures which would achieve a comparable level of vehicle trip reduction.

FIGURE 9.28.110: AREAS REQUIRING UNBUNDLED PARKING



B. Requirements.

1. All off-street parking spaces shall be unbundled from the dwelling units for the life of the dwelling units.
2. Residential units of 3 or more bedrooms shall have 1 parking space bundled with the lease or ownership of the unit for the life of the development.
3. For deed-restricted affordable units, the tenant may choose to either receive 1 parking space, which shall be included within the unit's affordable rent level, or receive a rent discount equivalent to half the amount charged for monthly lease of a parking space, in exchange for not receiving a parking space. Tenants of affordable units shall not be permitted to sublease their parking spaces.
4. All commercial parking spaces associated with new development shall be unbundled from the cost of a leased commercial space, and the cost of the parking space shall be included as a separate line item in the commercial space lease.

C. Use of Unbundled Spaces. Owners or lease holders have the right of first refusal to parking spaces built for their unit or use. Remaining residential unbundled parking spaces that are not leased or sold to on-site users built for their unit or use may be leased to other on-site users or to off-site residential users on a month-to-month basis. Remaining commercial unbundled parking spaces that are not leased or sold to on-site users may be leased to other on-site users or to off-site residential or commercial users on a month-to-month basis.

D. Reoccupancy of Use. New owners or leaseholders shall have the opportunity to lease or purchase parking spaces built for their unit or use upon occupancy of the commercial or residential use.

9.28.120 Parking Design and Development Standards

All off-street parking and loading areas except those used exclusively for stacked or valet parking, shall be designed and developed consistent with the following standards.

A. The design, location or position of any parking layout, entry, driveway, approach or accessway from any street or alley shall be approved by the Director.

B. Parking Access.

1. **Driveways.** Driveways must lead to parking spaces that comply with the design standards in this Section and all other applicable standards.
 - a. *Single-Unit Residential and Ocean Park Single-Unit Residential Districts.* Subject to Section 9.28.120(B)(3), no more than one driveway to a public street is allowed on a parcel with less than 100 linear feet of street frontage, and no more than two driveways to a public street are allowed on a parcel with 100 linear feet or greater of street frontage.
 - b. *All Other Districts.* Subject to Section 9.28.120(B)(3), the number of driveways shall not be more than necessary to allow access in and out of a parcel and/or building.
2. **Combined Entrances.** Combining entrances for off-street parking with those for off-street loading is permitted.

3. **Alley Access.** Access to parking areas shall be from alleys. Curb cuts are prohibited except where a project site meets at least one of the following criteria:
 - a. The site has no adjacent side or rear alley having a minimum right-of-way of 15 feet. Corner parcels with no adjacent side or rear alley must take access from the side street.
 - b. The average slope of a multi-unit residential parcel is at least 5 percent.
 - c. The Director determines that a curb cut is appropriate due to traffic, circulation, or safety concerns.
 - d. Commercial properties may have non-residential parking access from side streets.
4. **Hazardous Visual Obstructions.** Parking areas and access shall comply with Chapter 9.21.180, Hazardous Visual Obstructions.
5. **Gates.** Gates across driveways shall be a minimum of 18 feet from the parcel line in all Residential Multi Unit and Commercial Districts, if access is not from an alley. For parking lots or structures with more than 50 parking spaces, gates across driveways shall be a minimum of 36 feet from the parcel line, if access is not from an alley. Gates serving commercial uses that are designed to be open at all times during the on-site business' hours are exempt.
6. **Shared Access.** Non-residential projects are encouraged to provide shared vehicle and pedestrian access to adjacent non-residential properties for convenience, safety, and efficient circulation. A joint access agreement guaranteeing the continued availability of the shared access between the properties approved by the Director shall be recorded in the County's Records Office, in a form satisfactory to the City Attorney.
7. **Street Access.**
 - a. Parking areas of 4 or more spaces shall be provided with suitable maneuvering room so that all vehicles therein may enter an adjacent street in a forward direction. Vehicles using surface parking located within 25 feet of an alley may enter an adjacent alley by backing out.
 - b. New parking spaces will only be allowed if designed to allow the vehicles to enter the adjacent street in a forward direction on streets determined to be of specific characteristics where driving forward as determined by the Director.
8. **Turning Maneuvers.** Use of a ~~required~~ parking space shall not require more than 3 vehicle maneuvers except as provided below.
 - a. *Large Parking Areas.* Parking areas with 20 or more parking spaces, up to 5 percent of the total number of parking spaces, with a maximum of 10 spaces, may require 4 turning maneuvers. Such spaces shall be distributed around the parking area(s) on the parcel.
 - b. *Pacific Coast Highway.* Parcels with frontage less than 100 feet on Pacific Coast Highway may be able to access parking utilizing up to 4 maneuvers.
9. **Driveway Width.** Driveway width shall be maintained free and clear of all obstructions.

- a. The minimum width of a driveway serving 1 to 2 residences is 10 feet. Maximum width is 14 feet.
 - b. The minimum width of a driveway serving a commercial property or a residential property with more than 2 residences is as follows:
 - i. *Parking Areas with 1 to 20 Spaces:* Single driveway at least 10 feet wide with a minimum 12-foot wide apron.
 - ii. *Parking Areas with 21 to 40 Spaces:* Double driveway at least 20 feet wide with a minimum 12-foot wide apron.
 - iii. *Parking Areas with 41 or More Spaces:* Number and type of driveway to be approved by the Director based on considerations of safety, efficiency, and effectiveness.
 - c. Ramps for commercial properties must be 20 feet wide minimum to accommodate two-way traffic.
 - d. The Director may reduce the driveway width as necessary and appropriate such that circulation, traffic, and safety concerns are adequately addressed.
- C. **Dimensional Requirements.** Minimum parking dimensions shall comply with the standards approved by the Director.
1. ***Minimum Dimensions for Residential Garages and Carports.*** The width of any garage door shall be at least 8 feet for a single space and at least 16 feet for 2 spaces. Garages and carports serving residential uses shall be constructed to meet the following minimum inside dimensions and related requirements.
 - a. A single car garage or carport: 11.5 feet in width by 18 feet in length.
 - b. A two-car garage or carport: 20 feet in width by 18 feet in length, except a private two-car garage lawfully in existence on May 5, 1999 may be maintained if the garage serves a single unit residence and has an unobstructed inside dimension of at least 18 feet in width by 18 feet in length.
 2. ***Parking Spaces.*** Minimum parking dimensions shall comply with the standards approved by the Director. The area of any such space shall be exclusive of driveways, aisles, and maneuvering areas.
 3. ***Motorcycle Spaces.*** Motorcycle parking spaces shall be no less than 4 feet wide by 8 feet long with an aisle width of no less than 10 feet.
 4. ***Space Efficient Spaces.*** These requirements do not apply to parking spaces that qualify as space efficient under Section 9.28.090.
 5. ***Storage Areas.*** Storage areas may be located above the parking space provided that they do not encroach into the length of a parking space by more than 3.5 feet and provided that the storage area is at least 4.5 feet above the floor.
- D. **Parking Lot Striping.** Except in a garage or carport containing 2 or fewer parking spaces, all parking stalls shall be clearly outlined with striping, and all aisles, approach lanes, and turning areas shall be

clearly marked with directional arrows and lines as necessary to provide for safe traffic movement. All parking spaces shall be clearly marked as compact, guest, carpool, or vanpool parking, if applicable.

E. Circulation and Safety.

1. Visibility shall be assured for pedestrians, bicyclists, and motorists entering individual parking spaces, circulating within a parking facility, and entering or leaving a parking facility. Exits from any subterranean or semi-subterranean parking structure shall provide sight distance which comply with standards established by the Director.
2. Parking lots shall be designed so that sanitation, emergency, and other public service vehicles can provide service without backing out unreasonable distances or making other dangerous or hazardous turning movements.
3. Separate vehicular and pedestrian circulation systems shall be provided where possible. Multi-Unit Residential developments of 5 or more units must provide pedestrian access that is separate and distinct from driveways. Parking areas for Commercial and Mixed-Use developments that are 80 feet or more in depth and/or include 25 or more parking spaces must have distinct and dedicated pedestrian access from the commercial use to parking areas and public sidewalks, according to the following standards:
 - a. *Connection to Public Sidewalk.* An on-site walkway shall connect the main building entry to a public sidewalk on each street frontage. Such walkway shall be the shortest practical distance between the main building entry and sidewalk, generally no more than 125 percent of the straight-line distance.
 - b. *Materials and Width.* Walkways shall provide at least 5 feet of unobstructed width and be hard-surfaced.
 - c. *Identification.* Pedestrian walkways shall be clearly differentiated from driveways, parking aisles, and parking and loading spaces through the use of elevation changes, a different paving material, or similar method.
 - d. *Separation.* Where a pedestrian walkway is parallel and adjacent to an auto travel lane, it must be raised and separated from the auto travel lane by a raised curb at least 4 inches high, bollards, or other physical barrier.
4. Parking areas provided shall be arranged so as to be safe and convenient.

F. Wheel Stops. Concrete bumper guards or wheel stops shall be provided for all unenclosed parking spaces abutting landscaped areas, walls, or walkways. A 6 inch high concrete curb surrounding a landscape area at least 6 feet wide may be used as a wheel stop, provided that the overhang will not damage or interfere with plant growth or its irrigation. A concrete sidewalk may be used as a wheel stop if the overhang will not reduce the minimum required walkway width.

G. Slope.

1. Areas used exclusively for parking, excluding ramps, shall be designed and improved with grades not to exceed a 6.67% slope.
2. Slopes of all driveways and ramps used for ingress or egress of parking facilities shall be designed in accordance with the standards established by the Director but shall not exceed a

20 percent slope. Profiles of driveway, ramp, and grade details must be submitted to the City Parking and Traffic Engineer for approval whenever any slope exceeds 6 percent.

- H. **Landscaping.** Up to 2 feet of the front of a parking space as measured from a line parallel to the direction of the bumper of a vehicle using the space may be landscaped with ground cover plants instead of paving. Landscaping of parking areas shall be provided and maintained according to the standards of Chapter 9.26, Landscaping.
- I. **Surfacing.** All driveways and parking areas shall be surfaced with a minimum thickness of 2 inches of asphaltic concrete over a minimum thickness of 4 inches of a base material or alternative equivalent material approved by the Director. No unpaved area shall be used for parking.
- J. **Drainage.** All parking areas shall be designed to meet the requirements of Chapter 7.10 Urban Runoff Pollution.
- K. **Screening.** In addition to the requirements of Section 9.21.140, Screening, parking areas shall be screened from view from public streets and adjacent parcels in a more restrictive district, according to the following standards. Screening shall add to the visual diversity of the use and need not be an opaque barrier.
 - 1. **Height.** Screening of surface parking lots from adjacent public streets shall be a minimum of 3 feet and a maximum of 3.5 feet in height. Screening of parking lots along interior parcel lines that abut Residential Districts shall be a minimum of 5 feet and a maximum of 6 feet in height, except within the required front setback of the applicable Zoning District, where screening shall be 3 feet in height.
 - 2. **Materials.** Screening may consist of one or any combination of the methods listed below.
 - a. **Walls.** Low-profile walls consisting of brick, stone, stucco, or other quality durable material approved by the Director, and including a decorative cap or top finish as well as edge detail at wall ends. Plain concrete blocks are not allowed as a screening wall material unless capped and finished with stucco or other material approved by the Director.
 - b. **Fences.** An open fence of wrought iron or similar material combined with plant materials to form an opaque screen. Use of chain-link or vinyl fencing for screening purposes is prohibited.
 - c. **Planting.** Plant materials consisting of compact evergreen plants that form an opaque screen. Such plant materials must achieve a minimum height of 2 feet within 18 months after initial installation.
 - d. **Berms.** Berms planted with grass, ground cover, or other low-growing plant materials.
- L. **Lighting.** Public parking areas designed to accommodate 10 or more vehicles shall be provided with a minimum of .5 foot-candle and a maximum of 3.0 foot-candles of light over the parking surface during the hours of use from one-half hour before dusk until one-half hour after dawn.
 - 1. Lighting design shall be coordinated with the landscape plan to ensure that vegetation growth will not substantially impair the intended illumination.

2. All artificial lighting used to illuminate a parking lot for any number of automobiles in any District shall be arranged so that all direct rays from such lighting fall entirely within such parking lot and be consistent with Section 9.21.080, Lighting.
- M. **Alternative Compliance.** The Director may approve other screening plans, designs, and materials of equal area and screening which satisfy the intent of the screening standards.
- N. **Alternative Parking Area Designs.** Where an applicant can demonstrate to the satisfaction of the Director that variations in the dimensions otherwise required by this Section are warranted in order to achieve to environmental design and green building objectives, including but not limited to achieving certification under the LEED™ Green Building Rating System or equivalent, an alternative parking area design may be approved.
- O. **Maintenance.** Parking lots, including landscaped areas, driveways, and loading areas, shall be maintained free of refuse, debris, or other accumulated matter and shall be kept in good repair at all times.
- P. **Compact Parking.** Compact parking must be evenly distributed in parking areas or levels; it may not be located within 25 feet of a ramp, driveway or ground floor pedestrian entrance. A maximum of 40% of parking spaces may be compact.

9.28.130 Pedestrian Facilities

- A. **Sidewalks and Pathways.** Sidewalks or other designated pathways shall follow direct and safe routes from sidewalks in the public right-of-way to pedestrian entrances.
- B. **Pedestrian Wayfinding.** Residential projects of 16 units or more and non-residential projects shall provide and maintain a pedestrian wayfinding information program subject to the approval of the Director. The program shall direct employees, visitors, and residents to/from the project site and the nearest public transit locations, including bus stops, rail stations, and bikesharing facilities.

9.28.140 Bicycle Parking

- A. **Applicability.** Every new building, change of use, and every building enlarged by 10% or more shall provide short and long-term bicycle parking in the amount specified in Table 9.28.140, except as otherwise provided in this Chapter.
- B. **Number of Spaces.** The required minimum number of bicycle parking spaces for each use category is shown on Table 9.28.140. The required minimum number of bicycle parking spaces is based on the primary uses on a site. There are no bicycle parking requirements for accessory uses. When there are 2 or more separate primary uses on a site, the required bicycle parking for the site is the sum of the required parking for the individual primary uses.
- C. **Exemptions.** No long-term bicycle parking is required on a site where there is less than 2,500 square feet of gross building area.
- D. **General Requirements.**
 1. Bicycle parking shall be provided in a convenient, highly visible, and well-lit area.

2. Bicycle parking shall be at least as conveniently located as the most convenient automobile spaces, other than those spaces for persons with disabilities. Safe and convenient means of ingress and egress shall be provided that does not interfere with accessible paths of travel or accessible parking as required by this Code.
3. Bicycle parking facilities within auto parking areas shall provide a minimum of 24" of separation between the parking space and a parked bicycle to prevent damage by automobiles or other moving vehicles with the exception of bicycle racks provided above ground at the head of the parking space. If provided at the head of the parking space, the space must be assigned to the same user of the bicycle rack. Barriers may be in the form of curbs, wheel stops, poles, or other similar features if they do not interfere with the adjacent parking stall or pathway.
4. Bicycle parking facilities shall be located on or within a concrete or similar surface and designed to support bicycles in a stable position without damage to wheels, frames, or other components.
5. Facilities shall be securely anchored to the surface to prevent easy removal and shall be of sufficient strength to resist vandalism and theft.
6. Bicycle parking areas shall contain signage that clearly shows how the bicycle should be locked for optimum security and a number where to contact the owner with questions or report theft.
7. Bicycle parking wayfinding signage is required for every site.
8. Vertical bicycle parking racks must allow a user to securely lock a bike tire and frame to the rack.
9. Bicycle parking facilities and bicycle parking racks, shall be designed and located to meet the following criteria:
 - a. Each bicycle parking space shall be designed with at least 2 feet in width by 6 feet in length to allow sufficient space between parked bicycles.
 - b. 24 inches of minimum clearance shall be provided between bicycle parking spaces, poles, landscaping, street furniture, drive aisles, and pedestrian ways.
 - c. Bike racks must be located a minimum of 30 inches from a perpendicular wall, as measured from the edge of the facility closest to the wall and in the direction bicycles are to be parked.
 - d. Provide a minimum 5-foot wide aisle or space behind all required bicycle parking to allow room for bicycle maneuvering
 - e. No more than 50% of the total bike parking required may be provided in a vertical or hanging rack.
 - f. At least 10% of the total bike parking must be provided to accommodate 10-foot long bicycles such as bicycles with trailers, recumbent, and cargo style bicycles.
 - g. If Senior Housing is provided, bicycle parking areas must accommodate tricycle style bicycles.

10. *Alternative Bicycle Parking Area Designs.* Alternative bicycle parking configurations and designs such as double decker lift assisted racks may be approved by the Director if it is determined that they provide adequate access, are easy to use, and allow a bike to be locked securely to the rack.
- E. **Short-Term Bicycle Parking.** Short-term bicycle parking shall be provided, according to the provisions of this Section, in order to serve shoppers, customers, messengers, guests, and other visitors to a site who generally stay for a short time, typically less than 4 hours.
1. ***Standards for Short-Term Bicycle Parking.***
- a. *Location.* Short-term bicycle parking shall be located in well-lit and convenient areas outside of the public right-of-way and pedestrian walkways and within 50 feet of a main entrance to the building it serves.
- i. Multi-tenant Commercial Buildings. Bicycle parking shall be located within 50 feet of an entrance to each store. Bicycle parking shall be visible from the street or from the main building entrance, or a sign must be posted at the main building entrance indicating the location of the parking.
- ii. Downtown. Bicycle parking in the Downtown Districts may be located within the public right-of-way subject to selection of rack design, review of location, and approval from the Director and the Director of Public Works, pursuant to a license or other agreement, provided an unobstructed sidewalk clearance of four-feet is maintained for pedestrians at all times.
- b. *Quantity.* Not less than 25% of the required short-term bicycle parking or 4 spaces, whichever is more, shall be provided on site. In lieu of providing the remainder of the short-term parking on site, the applicant may either:
- i. Install the remaining required bike racks in the public right-of-way with a location and design subject to review and approval by the City. A deed restriction shall be recorded requiring the property owner to maintain the off-site bicycle racks for the life of the project.
- ii. Pay a fee per space to be established by City Council resolution including the cost of rack and installation.
- c. *Anchoring and Security.* For each bicycle parking space required, a stationary, securely anchored object shall be provided to which a bicycle frame and one wheel can be secured with a high-security U-shaped shackle lock if both wheels are left on the bicycle. One such object may serve multiple bicycle parking spaces.
- d. Short-term secure bicycle parking must be provided for any special event at a rate of 35% of the expected attendees.
- F. **Long-Term Bicycle Parking.** Long-term bicycle parking shall be provided, according to the provisions of this Section, in order to serve employees, students, residents, commuters, and others who generally stay at a site for 4 hours or longer.
1. ***Standards for Long-Term Bicycle Parking.*** Long-term bicycle parking shall meet the following standards:

- a. *Location.* Long-term bicycle parking shall be located on the same parcel as the use it serves. Long-term bicycle parking for commercial tenants shall be located on the ground floor within 75 feet of a building entrance if ground floor automobile parking is provided. If no ground floor automobile parking is provided, the bicycle parking may be located on the level immediately below or above the ground floor level within 75 feet of a public elevator or stairway.
 - b. *Covered Spaces.* All required long-term bicycle parking shall be covered. Covered parking can be provided inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures.
 - c. *Security.* Long-term bicycle parking shall be in at least one of the following facilities:
 - i. An enclosed bicycle locker;
 - ii. A fenced, covered, locked or guarded bicycle storage area with bike racks within;
 - iii. A rack or stand inside a building that is within view of an attendant or security guard or visible from employee work areas; or
 - iv. A secure, non-public parking garage.
 - d. *Electric Bicycles.* At least one electrical outlet shall be available in each long-term bicycle parking areas for the use of electrical assisted bicycle charging.
2. Except for new buildings, in lieu of providing the long-term parking on site, the Director may determine that placement of the long-term spaces on-site is infeasible due to existing site conditions and allow the long-term bicycle parking requirement to be fulfilled by payment of a fee per space to be established by City Council resolution including the cost of locker and installation.

TABLE 9.28.140: BICYCLE PARKING REGULATIONS		
<i>Land Use Classification</i>	<i>Required Spaces for Short-Term Parking</i>	<i>Required Spaces for Long-Term Parking</i>
Residential Uses		
All Residential uses, excluding Single Unit Dwellings, Duplexes, and Family Day Care	10% of Long-Term; minimum 2 spaces per project	1 space per bedroom, including studios
Senior Housing	25% of Long-Term; minimum 2 spaces per project	0.5 spaces per bedroom; minimum 2 spaces per project
Public and Semi-Public Uses		
Colleges and Trade Schools, Public and Private	1.5 spaces for each 10 students	0.5 space per classroom
Day Care Facility	1.5 spaces for each 20 students	0.5 space per classroom

TABLE 9.28.140: BICYCLE PARKING REGULATIONS		
<i>Land Use Classification</i>	<i>Required Spaces for Short-Term Parking</i>	<i>Required Spaces for Long-Term Parking</i>
Hospitals or Clinics	1 space per 4,000 sq. ft. of floor area; minimum 4 spaces per project	1 space per 2,000 sq. ft. of floor area; minimum 4 spaces per project
Parks and Recreation Facilities, Public	5% of maximum daily attendance	1 space per 20 employees
Schools, Public and Private	1.5 spaces for each 20 students	0.5 space per classroom
Commercial Uses		
All Commercial and Public/Semi-Public uses except those listed below	1 space per 4,000 sq. ft. of floor area; minimum 4 per project	1 space per 3,000 sq. ft. of floor area; minimum 4 per project
Parking Facility	1 space per 10 spaces; minimum 6 spaces per project	1 space per 20 spaces; minimum 4 spaces per project
Office	1 space per 8,000 sq. ft. of floor area; minimum 4 spaces per project	1 space per 2,000 sq. ft. of floor area, minimum 4 spaces per project
Hotels	8 spaces	0.20 per room
Industrial Uses		
Industrial Uses	1 space per 12,000 sq. ft. of floor area; minimum 4 spaces per project	1 space per 12,000 sq. ft. of floor area; minimum 4 spaces per project

9.28.150 Car and Van Pool Parking

- A. **Applicability.** All commercial uses where there are more than 50 parking spaces on the site shall provide permanently-designated car and vanpool parking spaces as provided in Table 9.28.150, except as otherwise provided in this Chapter.
- B. **General Standards.** For all car and vanpool spaces, the following standards shall be met:
 - 1. The spaces shall be those closest to the building entrance or elevator, but not closer than the parking spaces for disabled persons.
 - 2. The ~~base required number of~~ car and vanpool parking spaces shall be in addition to the required parking for the site.
 - 3. Signs shall be posted indicating these spaces are reserved for carpool use before 9:00 a.m. on weekdays.
 - 4. The car and vanpool parking spaces shall be shown on the building plans.

TABLE 9.28.150: CAR AND VAN POOL PARKING REQUIREMENTS		
<i>Land Use Activity</i>	<i>Number of Required Parking Spaces</i>	<i>Number of Required Ride Share Spaces</i>
Commercial	0 – 49	0
	50 – 99	1
	100 – 199	2
	200 and over	3, plus 1 for every 50 spaces

9.28.160 Electric Vehicle Charging Stations

- A. **Applicability.** Electric recharge stations shall be provided:
 - 1. In new development projects required to provide at least 25 parking spaces; and
 - 2. For remodeling and expansion of existing development projects that:
 - a. Have 50 or more existing parking spaces prior to the remodel or expansion; and
 - b. The scope of work adds at least five more parking spaces.
- B. **Requirements.** All electric vehicle charging stations shall be shown on the building plans and provide the following amounts:
 - 1. 25-49 parking spaces: 1 charging station.
 - 2. 50-99 parking spaces: 2 charging stations, plus one for each additional 50 parking spaces.
- C. **Location, Design, Signage**
 - 1. Signage shall be installed designating spaces with charging stations for electric vehicles only.
 - 2. If the parking spaces are not being used, a written request may be made to the Director for parking spaces for general usage for a specific time period.
 - 3. Charging stations and associated equipment or materials may not encroach on the minimum required clear areas from driveways, parking spaces, garages or maneuvering areas.
 - 4. Charging stations shall be installed adjacent to standard size parking spaces.
 - 5. Charging stations shall be adjacent to a designated parking space. In a Single-Unit dwelling project, the station may be in the rear half of the parcel if evidence is presented to the Director that the usage of the charging station will not block access to any additional parking spaces.

9.28.170 Showers, Lockers, and Changing Rooms

- A. **Applicability.** New non-residential buildings and non-residential buildings that expand the floor area by 10% or more shall provide shower and clothes locker facilities for short-term use by the tenants or employees in that building in accordance with this Section.

- B. **Requirements.** Non-residential projects of 10,000 square feet or larger shall provide shower and clothes locker facilities in compliance with the following standards:
1. *Shower and Dressing Areas.* A minimum of one shower facility shall be provided in new projects with a gross floor area between 10,000 and 24,999 square feet, 2 showers in projects between 25,000 square feet and 124,999 square feet, and 4 showers for any project over 125,000 square feet. Dressing areas shall be provided for shower facilities.
 2. *Lockers.* Lockers for clothing and other personal effects shall be located in close proximity to showers and dressing areas to permit access to locker areas by either gender. A minimum of one clothes locker shall be provided for 75% of the long-term employee bicycle parking spaces required.
- C. **General Shower and Locker Provisions.**
1. The review authority shall review and approve the design of shower and clothes locker facilities with respect to safety, security, and convenience.
 - a. The review authority may require additional showers, dressing areas, and lockers if it is determined that:
 - i. The anticipated occupants of the development are likely to generate a greater than usual demand for showers or lockers by employees; or
 - ii. The location or design of the development allows for the provision of additional showers and lockers without imposing a hardship on the developer or the property owner.
 - b. Floor area dedicated to showers and clothes lockers shall not be included in the floor area for calculating the parking requirement or for total floor area for the project.
 - c. Required showers lockers and changing areas shall not be removed during tenant improvements or through subsequent remodeling without the approval of the Director.
 2. *Exemptions.* An owner of an existing building subject to the requirements of this Section shall be exempt from Subsection (C) upon submitting proof to the Director that the owner has made arrangements with a health club or other facility, located within 3 blocks the building, to provide showers and lockers at no cost to the employees who work in the owner's building.

9.28.180 Reduction of Required Parking

The following exemptions shall apply to the requirements of Off-Street Parking and Loading requirements.

- A. **Parking Overlay Area 2.** Non-residential properties located within Parking Overlay Area 2 identified in Figure 9.28.050 may be eligible to provide parking at the Parking Overlay Area 1 rates specified in Table 9.28.060, Parking Regulations by Use and Location. The applicant shall have the burden of proof for a reduction in the total number of required parking spaces, and documentation shall be submitted substantiating the reasons for this requested parking reduction. Reduced parking shall be approved only if:

1. Compliance with Transportation Demand Management requirements is demonstrated, or sufficient evidence is provided that the project will comply;
 2. Documentation is provided to the satisfaction of the Director that the parking to be supplied will meet the needs of the on-site uses; and
 3. Additional requirements, restrictions, or agreements as deemed necessary by the Director are included as a requirement(s) to ensure that the parking will satisfy the needs of the on-site uses.
- B. **City-Designated Historic Resources.** For any principal or conditional use located in a City-Designated Historic Resource, the required number of parking and loading spaces to be provided and maintained shall be the same as the number of spaces that existed on the site on July 6, 2010. Existing parking facilities associated with designated Landmarks shall be maintained. Within the Downtown Community Plan area, there shall be no minimum required number of parking or loading spaces to be provided and maintained for any principal or conditional use located in a City-Designated Historic Resource. Existing parking or loading serving a City-Designated Historic Resource in the Downtown Community Plan area that was not required at the time the City-Designated Historic Resource was originally entitled may be reduced without providing equivalent substitute facilities when such a reduction is necessary to allow for an addition to the City-Designated Historic Resource.
- C. **Car Share Spaces.** Substitution of car-sharing spaces for required parking is allowed if all of the following are met:
1. For every car-sharing parking space that is provided, the parking requirement is reduced by 2 spaces, up to a maximum of 25% of the required parking spaces, not to exceed 10 spaces; and
 2. A copy of the car-sharing agreement between the property owner and the car-sharing company must be submitted with the building permit.
- D. **Off-Site Shared Parking.** Shared parking is intended to provide an opportunity for multiple uses to use parking facilities on separate properties more efficiently. Shared parking shall be permitted in all non-residential districts identified in Table 9.02.010-A, subject to the following:
1. The maximum allowable reduction in the number of spaces to be provided shall not exceed 25% of the sum of the number required for each use served and not reduce the total number of spaces to less than 1 space for every 500 square feet of floor area in a commercial mixed-use development.
 2. An applicant for a permit for shared parking shall be required to submit data substantiating a request for reduced parking requirements. The data shall include substantial evidence of the demand and usage of the parking facility. A permit for shared parking shall describe the limits of any area subject to reduced parking requirements and the reduction applicable to each use.
 3. **Permit Required – Shared Parking of Fewer Than 10 Spaces.**
 - a. Shared parking of fewer than 10 parking spaces may be approved through an administrative shared parking permit.
 - b. The applicant shall provide evidence to the satisfaction of the Director of availability of off-site parking, and that no on-site parking is available during the times when additional off-site parking is requested.

4. ***Permit Required – Shared Parking of 10 or More Spaces.***
 - a. Shared parking of 10 or more parking spaces in a private parking facility that is otherwise limited to on-site parking may be approved through a Minor Use Permit. The Director may establish additional conditions to further the intent of this Subsection and ensure that parking spaces needed for the primary on-site uses will be available during the hours needed for their use.
 - b. *Findings.* The Director, or Planning Commission on appeal, may approve an application for shared parking, in whole or in part, with or without conditions, only when all of the following findings are made in an affirmative manner:
 - i. The operation of the requested shared parking permit at the location proposed and within the time period specified will not adversely impact the primary use of the parking facility for its intended on-site users, or otherwise endanger the public health, safety, or general welfare.
 - ii. The shared parking permit sets forth the maximum number of shared parking spaces that are being approved for use by off-site users that will be available during peak and off-peak parking demand periods so as to ensure that a sufficient number of spaces will be provided to meet the greater parking demand of the anticipated users.
 - iii. Additional requirements, restrictions or agreements, as deemed necessary by the Director are included as a requirement(s) of the shared parking permit to ensure that parking spaces needed for the primary on-site uses will be available during the hours needed for their use.
 - iv. The off-site shared parking will not reduce parking for new development.
 - c. The Director shall prepare a written decision which shall contain the findings of fact upon which such decision is based and all required conditions, if approved. Within two business days from the date when the determination has been made concerning the application and posted on the City’s website, the decision shall be mailed to the applicant and to property owners and residents of property within a radius of 750 feet for which the shared parking is requested. Copies of the decision shall also be provided to the Planning Commission.
 - d. *Term of Permit.* A shared parking permit shall be valid for a one-year period from the date of issuance unless a different period is set by the Director, or the Planning Commission on appeal, as a condition of granting the shared parking permit. The permit shall renew automatically for additional one-year periods unless the permit is modified or revoked in accordance with Subsection (f) of this Section.
 - e. *Monitoring.* The permit holder shall grant City staff access to the parking facility for the purpose of verifying parking availability prior to issuing the permit as well as to allow random monitoring after the permit is issued. The applicant shall submit an annual report to the Director that includes a copy of current lease agreements for the parking facility that is shared and shall submit data substantiating an ongoing request for reduced parking requirements.

- f. *Modification or Revocation.* The City may modify or revoke an approved Shared Parking Permit in accordance with the following procedures:
- i. If the Director receives evidence that the conditions of the permit have not been met, or the permit granted is being or has recently been exercised contrary to the terms of the approval or in violation of a specific statute, ordinance, law, or regulation, the Director shall serve notice of these violations, either in person or by registered mail, on the owner of the property and on the permit holder and shall provide the permit holder with a reasonable opportunity to cure the violation(s).
 - ii. If the permit holder or property owner has not responded to the notice within 10 days or the Director determines that the permit holder has failed to cure the violation, the Director may refer the matter to a revocation hearing. Notice of hearing shall be published once in a newspaper of general circulation within the City and shall be served either in person or by registered mail on the owner of the property and on the permit holder at least ten days prior to such hearing. The notice of hearing shall contain a statement of the specific reasons for revocation.
 - iii. After the hearing, a shared parking permit may be revoked by the Director or by the Planning Commission on appeal or review if any one of the following findings is made:
 - (1) That the Shared Parking Permit was obtained by misrepresentation or fraud; or
 - (2) That the conditions of the permit have not been met, or the permit granted is being or has recently been exercised contrary to the terms of the approval or in violation of a specific statute, ordinance, law, or regulation.
 - iv. A written determination of modification or revocation of the Shared Parking Permit shall be mailed to the property owner and the permit holder within 10 days of such determination.
- g. *Appeals.* Any person may appeal the approval, conditions of approval, denial, modification or revocation of a shared parking permit to the Planning Commission if filed within 14 consecutive calendar days of the date the decision is made in the manner provided Chapter 9.37, Common Procedures.

- E. **On-Site Shared Parking.** Facilities may be shared if multiple uses cooperatively establish and operate parking facilities and if these uses generate parking demands primarily during hours when the remaining uses are not in operation. (For example, if one use operates during evenings or weekdays only.) The applicant shall have the burden of proof for a reduction in the total number of required parking spaces, and documentation shall be submitted substantiating the reasons for this requested parking reduction. Shared parking shall be approved only if:
1. A sufficient number of spaces are provided to meet the greater parking demand of the participating uses.

2. Satisfactory evidence has been submitted by the parties operating the shared parking facility, describing the nature of the uses and times when the uses operate so as to demonstrate the lack of conflict between them.
 3. Additional documents, covenants, deed restrictions or other agreements as may be deemed necessary by the Director are executed to assure that the required parking spaces provided are maintained and uses with similar hours and parking requirements as those uses sharing the parking remain for the life of the building.
- F. **Bicycle Parking.** Substitution of non-required bicycle spaces for required parking is allowed according to the following provisions:
1. Parking spaces may be replaced with bicycle parking. Layout and design must meet Bicycle Parking Section 9.28.140(D) General Requirements with final layout and number to be approved by the Director.
 2. For buildings with fewer than 10 automobile parking spaces, 1 required automobile parking space may be replaced in this manner if no other suitable location for bicycle parking exists on the property as determined by the Director.
 3. For every 5 bicycle spaces that are provided in the footprint of a required parking space, the parking requirement is reduced by 1 space, up to a maximum of 15% of the required parking spaces.
 4. This provision does not apply to single or 2-unit residential dwellings.
- G. **Motorcycle Parking.** There shall be a credit of 1 automobile parking space for every 4 motorcycle parking spaces provided, not to exceed 5% of the total number of automobile parking spaces required.

9.28.190 Alternate Compliance

- A. **Off-Site Parking Facilities.** Parking facilities may be provided off-site provided the following conditions are met.
1. **Location.**
 - a. *Residential Uses.* Any off-site parking facility shall be located within 250 feet along a pedestrian route of the unit or use served.
 - b. *Non-Residential Uses.* Any off-site parking facility shall be located within 400 feet along a pedestrian route of the principal entrance containing the use(s) for which the parking is required and all parking spaces are located within 1,000 feet of the perimeter of the parcel or building site.
 2. **Parking Agreement.** A written agreement between the landowner(s) and the City in a form satisfactory to the City Attorney shall be executed and recorded in the Office of the County Recorder. The agreement shall include:
 - a. A guarantee among the landowner(s) for access to and use of the parking facility; and
 - b. A guarantee that the spaces to be provided will be maintained and reserved for the uses served for as long as such uses are in operation.

B. Parking In-Lieu Fees Within the City's Downtown Parking Assessment District.

1. Parking requirements for uses, as established by 9.28.060 or as otherwise established by procedures under this Zoning Ordinance, within the City's Parking Assessment District may be met by payment of an in-lieu parking fee as provided by this Section.
2. The parking in-lieu fee shall be a per parking space fee and strictly voluntary in nature.
3. The amount per parking space of the parking in-lieu fee shall be twenty thousand dollars. For HRI-Listed Properties, the parking in-lieu fee shall be discounted by fifty percent.
4. The parking in-lieu fee shall be adjusted automatically on July 1st of each fiscal year, beginning on July 1, 2014 by the percentage change in the Consumer Price Index ("CPI") for the preceding twelve months. For purposes of this Section, CPI shall mean the Consumer Price Index for All Urban Consumers (CPI-U), Los Angeles Area, as published by the United States Department of Labor, Bureau of Labor Statistics.
5. The parking in-lieu fee shall be paid prior to the issuance of building permits.
6. Within the City's existing Parking Assessment District established by the City in 1986 (the area bounded by First Court to the west, Fourth Court to the east, north side of Broadway to the south, and south side of Wilshire boulevard to the north), up to one hundred percent of the parking requirement generated by new development or, additions may be satisfied by the payment of in-lieu fees.
7. The parking in-lieu fee may be applied to all development projects within the Parking Assessment District that are in the development review process, but have not received a building permit.
8. Funds collected by the City from in-lieu fee payments shall be deposited into a dedicated Downtown Parking Fund and used only by the City to finance one or more of the following activities:
 - a. Expansion of public parking supply through construction of new facilities.
 - b. Expansion of public parking supply by leasing existing and available spaces from private property owners.
 - c. Expansion of public parking supply by coordinating valet parking operations with private property owners.
 - d. Trip reduction strategies including, but not limited to, improvement to parking utilization rates by means of improved wayfinding, signage, information systems, management, and circulation and access.
 - e. Payment of the parking in-lieu fee shall be subject to the following City and payer rights and obligations:
 - i. In combination with the spaces provided on-site, payment of the fee shall be considered full satisfaction of the off-street parking requirement, as determined by 9.28.060.