

CHAPTER 30: ZONING

§ 30-21. OFF-STREET PARKING AND LOADING

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§ 30-21.1 PURPOSE

This section establishes standards for off-street parking and loading in order to:

- a. Provide adequate off-street parking and loading facilities.
- b. Ensure that interior site circulation does not interfere with vehicular or pedestrian movement.
- c. Ensure that vehicle movement and loading activities associated with a use do not interfere with circulation on public rights-of-way.

§ 30-21.2. GENERAL REGULATIONS

- a. **Applicability.** These regulations apply to all land uses, buildings and structures and shall be the minimum standards for all off-street parking and loading facilities. These regulations shall apply to all parking in all zones, whether required by this section or installed for the convenience of property owners or users.
- b. **Provision of Parking and Loading.** Off-street parking and loading shall be provided and developed in accordance with this section for:
 1. Any new building.
 2. Any addition or enlargement of an existing building.
 3. Any change in the occupancy of any building or the manner in which any use is conducted that would result in additional parking spaces being required.
- c. **Conformance.** Parking facilities constructed or substantially reconstructed subsequent to the adoption of this section shall conform to the standards set forth in this section and any design guidelines subsequently established by the City and/or Community Redevelopment Agency.

d. Pre-existing Buildings and Uses

1. Nonresidential buildings and uses that were legally established prior to adoption of this section may continue without additional off-street parking and loading provided that existing off-street parking and loading is not reduced, the building is not expanded and the use is not altered or intensified in such a way as to increase required parking per the provisions of this section.
2. Residences that were legally constructed prior to adoption of this section may continue without additional off-street parking provided that existing off-street parking is not reduced, the number of residential units is not increased and any expansion to the size of the residence conforms to the following standards:
 - (a) Residences with legally converted garages may not be expanded without restoration of the original garage or construction of a replacement garage.
 - (b) Residences constructed without an enclosed garage may be expanded by 10% of dwelling unit size or 100 square feet, whichever is greater, without provision of enclosed parking.
 - (c) Residences constructed with a one-car garage may be expanded by 20% of dwelling unit size or 200 square feet, whichever is greater, without provision of additional enclosed parking.
 - (d) Residences constructed with a two-car garage may be expanded to the maximum size permitted by the base zone.
 - (e) Single-family dwellings in which the original construction design effectively precludes construction of additional garages may be expanded by 30% of dwelling unit size or 300 square feet, whichever is greater, without provision of additional enclosed parking.
 - (f) Additions to residences made in accordance with this subsection may not occupy the only portion of the lot or parcel of land which could be used for required garages or access thereto.
 - (g) All residences will be presumed to have been constructed with provisions for off-street parking that conformed to the standards in existence at the time of construction, unless substantial evidence to the contrary is presented.
 - (h) All residences that restore a previously converted garage shall be credited with an additional 200 square feet when computing the maximum size of an addition.
 - (i) The size of residential units within multiple-family dwellings may be expanded as part of a residential rehabilitation plan that does not increase the total number of bedrooms in the project and has been approved by the Architectural Review Board.
3. When a building or dwelling is destroyed to more than 49% of its replacement value, its restoration must include provisions for off-street parking which conform to this section.

e. Restrictions

1. Unless otherwise specified, on-street parking within public or private streets, alleys, driveways or drives shall not be used to satisfy the off-street parking requirements of this section.
2. Required parking spaces must be available for the use of residents, customers or employees and may not be used for the storage of vehicles, equipment or goods.
3. Required parking spaces may not be assigned in any way to a use on another site.

§ 30-21.3. PARKING SPACE REQUIREMENTS

a. Calculation of Spaces

1. Whenever the computation of the number of off-street parking spaces results in a fraction of a space, the fraction shall be rounded to the next whole number.
2. When there are two or more separate uses on a site, the required parking for the site shall be the sum of the required parking and loading for the individual uses.
3. When a use has more than 20% of its floor area in a distinct function (e.g., office, warehouse or retail), the required parking is calculated separately for each function. Where separation of functions is not possible, the most restrictive parking standard shall be applied.
4. The minimum number of required off-street parking spaces is determined by the type of use and is not changed by the zone in which it is located.

b. Number of Parking Spaces. The minimum number of parking spaces required for each land use is shown in Table 30-21.A. The requirement for a use not specifically mentioned shall be the same as for a use that has similar traffic-generating characteristics. The Planning Director shall determine what constitutes similar traffic-generating characteristics and the number of spaces required for accessory or incidental uses.

1. **Standards.** Except as required to provide spaces for electric vehicle charging equipment or for accessible parking for persons with disabilities, the following minimum automobile parking standards apply:
 - (a) **Development within one-half mile of a major transit stop (as defined in Public Resources Code Section 21155).** No minimum automobile parking shall be required for new development on such sites, except that
 - (i) Event centers must provide parking for employees and workers.
 - (ii) Hotels, motels, and other transient lodgings must provide parking consistent with Table 30-21.A.
 - (b) **Exceptions for parking impacts.** The City may require parking if it makes written findings, supported by substantial evidence, that the absence of parking would result in significant impacts, including limiting the City's ability to meet regional housing needs, reducing access to housing for seniors or persons with disabilities, or creating shortages in nearby residential or commercial parking. This provision shall not apply to:
 - (i) Housing projects dedicating at least 20% of units to very low, low, or moderate-income households, students, seniors, or persons with disabilities.
 - (ii) Housing projects with fewer than 20 units.
 - (iii) Projects already subject to parking reductions under State law.
 - (c) **Sites more than one-half mile from a major transit stop (as defined in Public Resources Code Section 21155).** The minimum number of parking spaces shall be provided for each new use as identified in Table 30-21.A, Parking Space Requirements.

Table 30-21.A Parking Space Requirements

Land Use	Number of Required Spaces
RESIDENTIAL USES	
Dwelling Unit, Single-Unit Detached	2 enclosed garage spaces/dwelling
Dwelling Unit, Single-Unit Attached	2 enclosed garage spaces/dwelling
Accessory Dwelling Unit (ADU)	1 off-street parking space shall be provided per ADU unless otherwise exempted under Section 30-8. No additional curb cuts are permitted for an accessory dwelling unit unless otherwise approved by the Director of Public Works.
Junior Accessory Dwelling Unit (JADU)	No additional parking shall be required for a JADU that is located within the proposed or existing space of a single-unit dwelling or attached garage.
Dwelling Unit, Multiple Units	
Studio	1.0 space per unit (at least 1 enclosed per unit), plus 1 guest space per 4 units (guest spaces may be unenclosed).
1 Bedroom	1.5 spaces per unit (at least 1 enclosed per unit), plus 1 guest space per 4 units (guest spaces may be unenclosed).
2 Bedroom	2 spaces per unit (at least 1 enclosed per unit), plus 1 guest space per 4 units (guest spaces may be unenclosed).
3 or more Bedrooms	2.5 spaces per unit (at least 2 enclosed per unit), plus 1 guest space per 4 units (guest spaces may be unenclosed).
Dwelling Unit, Multiple, Senior Housing	1.0 space per unit, plus 1 guest space per 4 units. Enclosed parking is not required.
Employee Housing (six or fewer employees)	Subject to the same parking requirement applicable to the residential dwelling unit of the same type in the same zone that the use occupies.
Mixed Use or Live-Work Unit	In the case of mixed-uses in a building or on a lot, the total requirement for off-street vehicle and bicycle parking facilities shall be the sum of the requirements for the various uses computed separately.
Mobile Home Parks	2 open space/mobile home site, plus 1 guest space/4 mobile home sites
SPECIAL CARE RESIDENTIAL USES	
Communal housing, boarding house, and single room occupancy (SRO)	1 space per unit; plus 2 spaces for the resident manager.
Emergency Shelter, including Low Barrier Navigation Center	One parking space per ten (10) beds, plus one space per on-site staff person (during the shift with maximum staffing levels).
Residential Care Facility, General	As specified by Conditional Use Permit.

Table 30-21.A Parking Space Requirements

Land Use	Number of Required Spaces
Residential Care Facility, Limited	Subject to the same parking requirement applicable to the residential dwelling unit of the same type in the same zone that the use occupies.
Residential Care Facility, Assisted Living	0.35 spaces per bed + 0.5 spaces per employee on the largest shift. Visitor/guest: 0.1 spaces per bed.
Supportive Housing	Subject to the same parking requirement applicable to the residential dwelling unit of the same type in the same zone that the use occupies.
Transitional Housing	Subject to the same parking requirement applicable to the residential dwelling unit of the same type in the same zone that the use occupies.
COMMERCIAL USES	
Ambulance Service, Taxi Service and Similar Uses	1 space/250 square feet of gross floor area, plus 1.5 spaces/service vehicle
AUTOMOBILE-RELATED	
Auto Service, Minor	2 spaces/service bay or 2 spaces/500 square feet of gross floor area if no bays are defined
Auto Service, Major	3 spaces/service bay or 3 spaces/500 square feet of gross floor area if no bays are defined
Auto Sales and Rental (New/Used)	1 space/250 square feet office area, plus 1 space/ 400 square feet of indoor sales area, plus 1 space/ 2,000 square feet of outdoor sales area (may not be located in display area)
Automobile Washing/Detailing	
Automated	6 spaces/tunnel, plus 5 spaces for queuing
Hand	2 spaces/service bay or 1 space/500 square feet of paved washing area
Self Service	1 space/washing station, plus 2 spaces/washing station for queuing (excludes vacuuming areas)
Service/Fueling Stations	1 space/pump, plus 2 spaces/service bay or 2 spaces/500 square feet of repair area if no bays are defined, plus 1 space/250 square feet of retail sales area
Financial Institutions and Related Services	1 space/250 square feet of gross floor area, plus 1 lane for each drive-up window with 5 spaces for queuing per lane
Building Materials Sales and Service	1 space/500 square feet of gross floor area, plus 1 space/1,000 square feet of outdoor display, sales and storage area
EATING ESTABLISHMENTS	
Sit-Down and Fast Casual Restaurants, Fast Food Restaurants, Bars, and Other Eating Establishments	1 space/100 square feet of gross floor area, including outdoor seating area
Take Out (16 or fewer seats)	1 space/250 square feet of gross floor area, plus 1 space per delivery vehicle

Table 30-21.A Parking Space Requirements

Land Use	Number of Required Spaces
Drive-Through Window	Drive-Through Lane Queuing. Stacking capacity shall be determined through a trip generation and queuing analysis, subject to review and approval by the Community Development Department. In no case shall fewer than six (6) on-site vehicle queuing spaces be provided per service window.
RETAIL AND COMMERCIAL SERVICES	
Garden Shops, Nurseries, Pottery Sales and Similar Uses with Outside Display Areas	1 space/250 square feet of gross floor area, plus 1 space/1,000 square feet of outdoor display, sales and storage area
General Retail, Service and Office (includes all commercial uses not listed herein)	1 space/250 square feet of gross floor area
Hotels and/or Motels	1 space/guest room, plus 2 spaces/manager's unit, plus parking for accessory uses
Swap Meets	
Indoor	1 space/250 square feet of gross floor area, plus 1 space/vendor
Outdoor	1 space/200 square feet of site, plus 1 space/vendor
INDUSTRIAL USES	
Industrial (Light and Heavy)	1 space/850 square feet of gross floor area (office uses of more than 20% of gross floor area computed at 1 space/250 square feet of gross floor area)
Personal (Self) Storage Facility	Minimum parking shall be determined by a parking/trip generation study. The study shall survey at least three other similar local self - storage sites and be subject to any other requirements of the Community Development Department.
Recreational Vehicles and Boat Storage	1 space/2,500 square feet of storage area (may not be located in storage area)
Recycling Centers	1 space/2,000 square feet of site (minimum 4 spaces, plus provisions for adequate queuing)
Transportation and Storage Yards (includes areas used for parking fleet vehicles, equipment and materials)	1 space/1,500 square feet of yard area, plus 1 space/1,000 square feet of gross floor area (office use of more than 20% of gross floor area is computed at 1 space/250 square feet of gross floor area)
COMMUNITY AND RECREATIONAL USES	
Arcades and Pool Halls (more than 2 machines or tables)	1 space/150 square feet of gross floor area
Banquet Halls, Rental Halls	1 space/50 square feet of banquet hall area, plus parking for accessory uses
Bowling Alleys	3 spaces/lane, plus parking for accessory uses
Churches and Other Religious Meeting Places, Conference and Meeting Facilities, Mortuaries, Theaters, Auditoriums and Other Places of Public Assembly	1 space/3 fixed seats or 1 space/54 inches of bench seating or 1 space/40 square feet of assembly area where no seats are provided
Communications Facilities (unmanned)	1 space/facility

Table 30-21.A Parking Space Requirements

Land Use	Number of Required Spaces
Convalescent Hospitals, Nursing Homes, Sanitariums, Hospitals and Medical Centers	1 space/250 square feet of gross floor area, plus parking for public assembly and accessory uses
Dance Halls	1 space/25 square feet of dance floor area, plus parking for assembly and accessory uses
Driving Ranges	1 space/tee, plus parking for accessory uses
Gaming and Bingo Facilities	1 space/3 seats, plus parking for accessory uses
Golf Courses	
Miniature	2 spaces/hole, plus parking for accessory uses
Pitch and Putt	5 spaces/hole, plus parking for accessory uses
Regulation	9 spaces/hole, plus parking for accessory uses
Gyms, Gymnasiums, Spas and Health Clubs	1 space/100 square feet of gross floor area, plus 1 space/1,000 square feet of outdoor play or field area, plus parking for accessory uses
Libraries	1 space/250 square feet of gross floor area
Miscellaneous Recreational Facilities (includes ball fields, other athletic fields, skating rinks, riding clubs and stables)	1 space/100 square feet of gross floor area, plus 1 space/1,000 square feet of outdoor play area, plus parking for accessory uses
Movie Theaters	1 space/3 seats
Land Use	Number of Required Spaces
Museums and Art Galleries	1 space/250 square feet of gross floor area
Public Utility Facilities	1 space/250 square feet of gross floor area, plus 1.5 spaces/fleet vehicle
RV Parks	1 overnight space/recreational vehicle, plus 1 parking space/recreational vehicle
SCHOOLS	
Nursery, Pre-School, Day Care	1 space/5 children
Elementary and Junior High School	2 spaces/classroom
High Schools	7 spaces/classroom
Colleges and Universities	10 spaces/classroom
Trade and Business Schools	1 space/35 square feet of classroom area
Art, Dance and Martial Arts Schools	1 space/employee, plus 1 space/3 students at maximum capacity
Spectator Bleachers	1 space/54 inches of seating
Swimming Pools	1 space/125 square feet of water surface
Tennis, Handball and Racquetball Courts	3 spaces/court, plus parking for accessory uses
Union Halls, Lodges and Clubs	1 space/250 square feet of office, plus parking for public assembly and accessory uses

c. Parking Space Dimensions

1. Standard parking spaces shall not be less than nine feet in width and 20 feet in length.
2. Parallel parking spaces shall not be less than nine feet in width and 22 feet in length.
3. Compact parking spaces shall not be less than eight feet in width and 16 feet in length and shall be located adjacent to one another.

d. Type of Spaces

1. Unless otherwise specified, all requirements for parking are presumed to be non-enclosed.
2. Where "enclosed" parking is specified, it shall be interpreted as a parking space which has a combination of solid walls and garage door(s) on four sides and a roof.
3. Where "covered" parking is specified, it shall be interpreted as a parking space which has a permanent roof (e.g., carport).
4. Where "driveway" parking is specified, it shall be interpreted as a parking space located in an existing driveway which may block access to a garage or another driveway space.

e. Compact Car Spaces. Parking for compact cars may be used to satisfy a portion of the required parking. Compact spaces shall be marked "COMPACT" on the foot of the stall. The maximum number of compact spaces allowed is as follows:

1. Nonresidential developments with a minimum of 10 spaces shall be allowed to have 30% of the total spaces as compact parking.
2. Residential developments may have 30% of the guest parking spaces as compact.

f. Motorcycle Parking. Facilities with 25 or more parking spaces shall provide at least one designated parking area for use by motorcycles. Those areas designated for use by motorcycles shall consist of a minimum usable area of 56 square feet and shall be clearly marked.

g. Location of Parking Spaces

1. Required residential parking shall be located on the same lot or parcel of land as the use that the parking facilities are intended to serve.
2. Required nonresidential parking shall be located as follows:
 - (a) On the same lot or parcel of land as the use which the facilities serve; or
 - (b) On a separate lot or parcel not more than 300 feet from the perimeter of the lot or parcel of land the parking facilities are intended to serve, provided, that:
 - (i) Such parking shall be located within the same block or within an adjacent block separated only by an alley or a Local street, as defined by the Public Works Department, from the lot or parcel of land the parking facilities are intended to serve;
 - (ii) Such parking location shall be approved by the Community Development Director; and

- (iii) There shall be recorded in the office of the County Recorder a covenant by the owner or owners of such lot or parcel of land, for the benefit of the City, to the effect that the required parking shall be maintained as long as the use or building exists.

h. Bicycle Parking

1. Non-Residential Bicycle Parking Ratio. The following bicycle parking space ratios shall apply:

- (a) Bicycle parking shall be provided at a minimum rate of one bicycle space per every 10 vehicle spaces required for all commercial, retail, office, food-related, industrial, and warehousing uses. Where the calculation results in a fraction, the requirement shall be rounded up to the next whole space.
- (b) Bicycle parking facilities shall include a combination of short-term parking for visitors and long-term parking (such as lockers or secure enclosures) for employees. At least 20 percent of required spaces shall be provided as long-term parking, unless otherwise approved by the City.

2. Residential Bicycle Parking Ratio. The following bicycle parking space ratios shall apply:

- (a) One bicycle space per five (5) dwelling units. Projects with four or fewer units are not required to provide bicycle parking.
 - (i) 25 percent shall be provided as short-term spaces.
 - (ii) 75 percent shall be provided as long-term spaces.
- (b) Residential projects located within one-half mile of a major transit stop, as defined in Section 21155 of the Public Resources Code, shall provide additional bicycle parking at a rate of one bicycle space per dwelling unit.

3. Short-Term Bicycle Parking Facility Standards. Short-term bicycle parking facilities are intended for visitors and must provide secure, convenient, and visible accommodations. Facilities shall meet the following standards:

- (a) Racks shall support the bicycle frame and both wheels in a stable, upright position and allow locking with a standard U-lock and cable lock.
- (b) Racks or lockers shall be permanently anchored to prevent removal.
- (c) Lockers shall be designed so bicycles can only be accessed by authorized users.
- (d) Facilities shall be located in well-lit, highly visible areas to reduce theft and vandalism.
- (e) Facilities shall not obstruct pedestrian or vehicular circulation.
- (f) Bicycle facilities should be covered or otherwise protected from weather whenever possible.

4. Long-Term Bicycle Parking Facility Standard. Long-term bicycle parking facilities are intended for residents, tenants, or employees who leave bicycles for extended periods. Facilities shall consist of one of the following:

- (a) A fully enclosed, lockable space accessible only to the bicycle owner/operator and protected from weather.
- (b) A secure, locked room within a building designed solely for bicycle storage, with individual lockable spaces for each bicycle.

5. **Exemptions.** Requests for exemptions from bicycle parking requirements shall be submitted in writing to the Community Development Director. Exemptions shall be considered during project review and may be granted based on factors such as the project's location, type of use, hours of operation, and the site's existing and future accessibility by bicycle.

§ 30-21.4. HANDICAP PARKING REQUIREMENTS

Facilities for handicap parking shall be provided in accordance with the standards and requirements of the State of California and the Americans with Disabilities Act. Handicap spaces shall count toward fulfilling the off-street parking requirements established by this section.

§ 30-21.5. PARKING AREA DESIGN

- a. **General.** All parking areas shall be designed and developed in order to provide adequate space for vehicle maneuvering and circulation as well as paving, lighting and landscaping.
- b. **Aisle Width.** Aisle width shall conform to the standards contained in Table 30-21.B.4
- c. **Turnaround Space.** A vehicle turn-around space shall be provided at the end of all dead-end parking aisles. Other turnaround arrangements providing the same maneuverability are subject to approval by the Planning Director.
- d. **Vertical Clearance.** Vertical clearance for parking spaces shall conform to the standards contained in Table 30-21.C5 When handicap parking is provided, vertical clearance shall comply with the California Code of Regulations (Title 24, Part 2, Chapter 2-71).
- e. **Motorcycle and Bicycle Facilities.** Motorcycle and bicycle parking facilities shall be separated from automobile parking spaces by either a wall, fence, curb or by at least five feet of open space where parking is prohibited. Signage indicating the availability and location of motorcycle or bicycle parking shall be installed at the main entrance of a building or parking lot in a location visible and legible to users of the subject property.
- f. **Residential Parking.** Parking for residential uses shall comply with the provisions of this subsection:
 1. There shall be a minimum unobstructed inside dimension of nine feet by 20 feet for a private one-car garage or carport and 18 feet by 20 feet for a private two-car garage or carport. The minimum width for a garage door shall be eight feet for a one-car garage and 16 feet for a two- car garage. Nonstructural improvements such as wall-mounted shelves or cabinets may encroach into the front five feet of the parking space, provided a minimum 4 1/2 foot vertical clearance is maintained above the finished floor of the garage. Appliances such as water heaters, washing machines and clothes dryers may not encroach into the minimum inside dimension.
 2. Parking spaces that are located within rows of six spaces or more may be divided by posts or columns located within three feet of the head and foot of each space. Where such spaces are located adjacent to a wall, fence or other obstruction, space width shall be increased by one foot.
 3. A minimum of 100 cubic feet of enclosed storage space shall be provided for any residential unit without a private enclosed garage.
 4. A minimum paved backup of 25 feet shall be provided for any garage, carport or open parking space including those entered directly from a street, alley or driveway. The width of the backup shall be equal to the width of the space(s) that it serves. In no case shall more than 10 feet of any public right-of-way be used to provide required backup.
 5. All residential driveways, parking and maneuvering areas shall be fully paved with Portland cement concrete (a minimum thickness of four inches), or driveway pavers, or other solid surfacing material as deemed

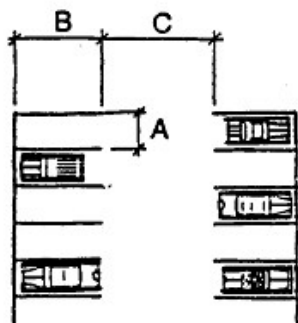
appropriate and Code compliant by the City. Prohibited driveway materials include loose materials that may shift, erode/wash away, or prone to dust

- g. Nonresidential Parking.** Parking for nonresidential uses shall comply with the following provisions:
1. A parking space adjacent on the side to a wall, fence or other obstruction shall be increased in width by one foot. Posts/columns may be permitted along the side of each space only within three feet of the head and foot of each stall.
 2. All nonresidential driveways and parking areas shall be surfaced and maintained with a minimum thickness of two inches of asphalt on a minimum of four inches of aggregate base material or a minimum of four inches of Portland cement concrete or other approved permanent impervious surfacing material. The ground to be paved shall be treated with a soil sterilizer prior to paving.
 3. Off-street parking provided for nonresidential uses shall designate at least 10% of the total parking area for use by car pools and shall comply with the Compton Congestion Management Plan.
 4. No portion of any public right-of-way may be used to provide required turning radius or backup.
- h. Curb and Wheel Stop Requirements.** All parking spaces shall have individual wheel stops or continuous concrete curbing a minimum of six inches high and six inches wide. Wheel stops and curbs must be located a minimum of three feet from any structure, fence, wall, building, walkway or curb of a required landscape strip.
- i. Drainage.** All required off-street parking areas shall be designed so that surface water will not drain over any sidewalk or adjacent property. Parking facilities shall be prepared, graded and paved to ensure that all surface water drains into a public street, alley, storm drain or other drainage system approved by the Compton Public Works/Engineering Department.
- j. Parking Space Delineation.** All required vehicle parking spaces shall be striped. Compact, handicap, guest, car pool or van pool and motorcycle spaces shall be clearly marked. Aisles, approaches, directional movements and maneuvering areas shall be clearly marked with arrows. Striping and marking shall be with paint or other easily distinguishable material.
- k. Lighting.** Lighting of outdoor parking areas shall be designed and maintained in a manner to prevent glare or direct illumination from intruding into any adjacent residential zone. A minimum of one footcandle of illumination shall be provided throughout the parking area. Light standards shall conform to the design specifications of the Architectural Review Board.
- l. Noise.** Areas used for primary circulation or subject to frequent idling of engines or loading activities shall be located and designed to minimize impacts on adjoining properties. Screening or sound baffling shall be provided as necessary.

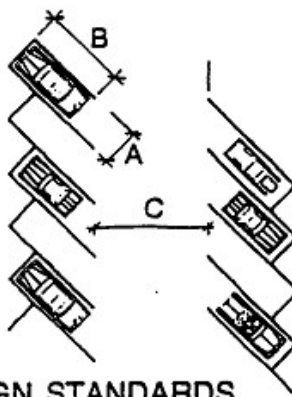
Table 30-21.B Parking Aisle Widths

Parking Stall Orientation to Drive Aisle	One-way	Two-way
Parallel (0°)	11 feet	22 feet
30°	11 feet	22 feet
45°	14 feet	25 feet
60°	18 feet	25 feet
90°	25 feet	25 feet

PARKING, 90 DEGREE



PARKING, 30 - 90 DEGREE



PARKING STALL DESIGN STANDARDS

PARKING, PARALLEL

A: STALL WIDTH
B: STALL LENGTH
C: AISLE WIDTH

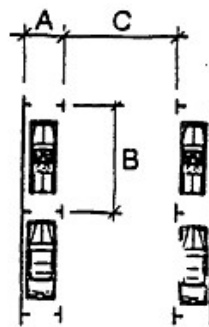


Table 30-21.C Unobstructed Vertical Clearances

Parking Facility	Automobile	Semi-truck	Motorcycle/Bicycle
Open Air	7.5 feet	15.0 feet	6.0 feet
Garage/Carport	7.5 feet	15.0 feet	6.0 feet
Drive-Through	9.0 feet	15.0 feet	N/A
Parking Structure	8.0 feet	N/A	6.0 feet
Loading Docks/Zones	15.0 feet	15.0 feet	N/A

§ 30-21.6. PARKING AREA LANDSCAPING

- All parking areas shall be landscaped in accordance with Section 30-43 of this Chapter.
- All areas in a parking lot not used for driveways, maneuvering areas, parking spaces or walks shall be permanently landscaped in accordance with a landscaping plan approved by the Architectural Review Board.

- c. Parking lot landscaping shall be designed as follows:
1. All landscaped areas shall be bordered by a concrete curb a minimum of six inches high and six inches wide. All landscaped areas shall be a minimum of six feet in width. Concrete mow strips at least six inches deep and four inches wide shall be required to separate turf areas from shrub areas.
 2. A ten-foot landscaped planting strip shall be established between the public right-of-way and any parking area, except in mixed-use districts or areas with high pedestrian activity, where alternative streetscape designs that enhance walkability and public realm character may be permitted.
 3. At least one twenty-four-inch box tree shall be provided for every four parking spaces, unless the parking spaces are located within a parking structure. Trees shall be evenly distributed throughout the parking area.
 4. A permanent and automatic irrigation system shall be installed and permanently maintained in all landscaped areas.
 5. A maximum of 2 1/2 feet of the parking stall depth may be landscaped in lieu of asphalt while maintaining the required parking stall dimensions. This overhang shall be in addition to the required right-of-way setbacks.
 6. Provisions shall be made to ensure that adequate pedestrian paths are provided throughout the landscaped areas.

§ 30-21.7. CIRCULATION

- a. **General.** All off-street parking spaces shall have access to a public street or alley and shall have internal circulation, safe entrances and exits, drives and aisles in conformance with City standards.
- b. **Access to Space.** Every required parking space shall have unobstructed access from an aisle without moving another vehicle. Tandem parking arrangements are not permitted. All parking spaces shall be entered by vehicles traveling in a forward direction.
- c. **Maneuvering Room.** All commercial and industrial parking areas and all multiple-family residential parking areas for five or more units shall provide suitable maneuvering room so that vehicles may enter an abutting street or alley in a forward direction.
- d. **Traffic Between Aisles.** Traffic circulation shall be designed so that no vehicle need enter a public street in order to progress from one aisle to another aisle within the same parking lot.

§ 30-21.8. DRIVEWAYS

- a. **Residential.** Driveways providing access to parking facilities serving residential uses shall have the following dimensions:
1. Driveways for residential uses with four units or less shall have a minimum width of 10 feet.
 2. Driveways for residential uses with five units or more shall have a minimum width of 12 feet for one-way traffic and 20 feet for two-way traffic. Where one-way drives exist, directional signs and arrows shall be provided.
 3. Driveway width for existing residential uses with four or less units may be reduced to nine feet when the original construction design effectively precludes a larger driveway.
- b. **Limit on Residential Driveways.** For all residential uses, the driveway must lead directly to a garage, carport, or other approved parking facility, except as provided below. The number of permitted driveways shall be one,

driveway per street frontage, not to exceed a total of two driveways, subject to Public Works review and approval. Circular driveways require 100 feet of street frontage.

1. **Exception:** Pre-existing, developed residential lots with less than 50 feet of street frontage width. Residential lots with less than 50 feet of street frontage width that cannot otherwise construct a garage and driveway on site may be permitted to construct one driveway that does not directly lead to a garage or carport subject to the following requirements:
 - (a) The driveway shall be 10 feet in width and shall have a minimum depth of 20 feet, exclusive of any safety barrier or other City-approved instrument constructed.
 - (b) The residential lot shall have been previously improved or developed with a habitable dwelling unit.
 - (c) A City-approved safety barrier must be constructed between the dwelling and the driveway. The safety barrier shall be equivalent to a wheel stop or masonry landscaped planter.
 - (d) The pavement area of the driveway (i.e. parking area) shall be constructed with concrete. The driveway aprons and any other areas within the public right-of-way (i.e. sidewalk) shall be paved in accordance with City standards.
 - (e) The property owner must obtain all required City permits prior to construction of any driveway.
 - (f) No vehicle shall be permitted to park on the driveway in such a manner as to extend any part of the vehicle into the public street, public right-of-way (i.e. sidewalk), or other block pedestrian or vehicle traffic.
- c. **Nonresidential.** Driveways providing access to parking facilities serving nonresidential uses shall have a minimum width of 12 feet for one-way traffic and 24 feet for two-way traffic. Where one-way drives exist, directional signs and arrows shall be provided.
- d. **Drive-Through Facilities.** New or major modifications to existing drive-through facilities shall conform to the following standards:
 1. Each drive-through lane shall be separated from the circulation routes necessary for ingress or egress from the property or internal drive aisles or parking spaces by a landscaped planter 4-feet wide, minimum.
 2. Each drive-through lane shall be striped, marked or otherwise distinctly delineated.
 3. Each drive-through lane shall be a minimum of 12-feet wide.
 4. Drive-through lane queuing stacking capacity shall be determined by a trip generation and drive-through lane queuing/capacity study and be subject to any other requirements the Community Development Department deems necessary. No less than 6 on-site, vehicle queuing spaces shall be provided per window.
 5. Drive-through facilities require approval of a conditional use permit and shall be approved by the Architectural Review Board.:

§ 30-21.9. RESIDENTIAL PARKING LIMITATIONS

- a. **Garage Doors.** A garage door shall be provided and permanently maintained for all residential garages. Roll-up garage doors shall be required for all new residential units unless an alternative has been approved by the Architectural Review Board.

- b. **Use of Spaces.** Required residential garages, carports and parking spaces shall be assigned to the occupants of the applicable dwelling unit and shall not be rented or otherwise utilized. Guest parking shall be designated as such and restricted to use by guests.
- c. **Use of Yards for Parking**
 - 1. No portion of a required front yard or street side yard, other than the driveway, back-up and turning radius, shall be developed or used for off-street parking of any vehicle, including automobiles, trucks, buses, trailers, campers, boats, recreational vehicles, airplanes and motorcycles.
 - 2. A maximum of three vehicles, in operating condition, may be parked behind the front line of the house provided that they are screened from public view to a height of six feet. Such vehicles may include automobiles, recreational vehicles, nonhabitable recreational trailers and campers, boats and motorcycles. The area used for such parking must be paved.
 - 3. A recreational vehicle used as daily transportation may be parked overnight in a recognized driveway provided that the vehicle can be contained entirely on the driveway and not overhang onto public rights-of-way.
- d. **Commercial and Towed Vehicles.** Commercial vehicles, trucks, buses, towed equipment or combinations thereof may not be parked or stored on residential property except during business hours while providing service to the site. This prohibition shall not apply to construction sites during the time a valid building permit is in effect and construction is currently and actively proceeding.

§ 30-21.10. LOADING FACILITIES. [ORD. #2010, § 1]

- a. **Requirements.** Separate off-street loading facilities shall be provided for all commercial, office, industrial and warehousing buildings in excess of 7,000 square feet.
- b. **Location.** Loading facilities shall be located on the same site as the building served and shall not in any way block vehicular or pedestrian movement to or from a street, driveway or parking space. Loading spaces shall be located and designed as follows:
 - 1. Adjacent to, or as close as possible to, the main structure;
 - 2. Situated to ensure that all loading and unloading takes place on-site and in no case within adjacent public rights-of-way or other traffic areas on-site; and
 - 3. Situated to ensure that all vehicular maneuvers occur on-site.
- c. **Minimum Dimensions.** The minimum dimensions for any required loading area shall be 12 feet wide by 25 feet long.
- d. **Number of Loading Spaces Required.** Off-street loading spaces shall be provided for all nonresidential uses in accordance with Table 30-21.D.6 At the time of project review, additional spaces may be required if determined necessary to adequately serve the use.
- e. **Turning Radius.** All loading areas shall be provided with an adequate turning radius that will enable a vehicle to maneuver into and out of the loading area without backing onto a street or highway.
- f. **Surfacing.** All loading areas shall be surfaced and maintained with a minimum thickness of two inches of asphalt on a minimum of four inches of aggregate base material or a minimum of four inches of Portland cement concrete or other approved permanent impervious surfacing material to prevent mud, dust, loose material, potholes or other nuisances. The ground to be paved shall be treated with a soil sterilizer prior to paving.

- g. **Screening.** All loading areas shall be screened from public view to the maximum extent feasible as determined by the Architectural Review Board.

Table 30-21.D Loading Spaces

Loading Spaces Required	
Building Size (gross floor area-square feet)	Number of Spaces
Less than 7,000	0
7,001 to 20,000	1
20,001 to 50,000	2
50,001 or more	3

§ 30-21.11. EXCEPTIONS. [ORD. #2010, § 1; ORD. #2101, § 15; ORD. #2257 § 1]

- a. **Minor Modifications.** In order to provide design review flexibility and implement the goals of the City's design policy, the Architectural Review Board may approve minor modifications to the parking design standards in accordance with Section 30-45 of this Chapter.
- b. **Major Modifications.** Specific land uses and designs may justify parking modifications in excess of the level provided for by Section 30-45 of this Chapter. Such modifications shall require a variance in accordance with Section 30-27 of this Chapter.
- c. **Special Exceptions.** Joint parking arrangements, shared parking plans, valet parking, and other specialized parking situation shall require a variance in accordance with Section 30-27 of this Chapter.

§ 30-21.12. MODIFIED PARKING REQUIREMENT (MPR)

- a. **Purpose.** The purpose of this subsection is to create a Modified Parking Requirement (MPR) to regulate parking for industrial/warehouse uses on lots greater than 10 acres whose requirements are difficult to anticipate and cannot be adequately provided for in Section 30-21 Off-Street Parking and Loading.
- b. **Definitions.** For purposes of this subsection, the following words and phrases are defined and shall be construed as follows:

CITY COUNCIL — Shall mean the City Council of the City of Compton.

MODIFIED PARKING REQUIREMENT (MPR) — Shall mean parking requirements that include one, some or all of the following: joint parking arrangements, special parking plans, shared parking plans, valet parking plans, temporary parking lot plans and reduced minimum parking requirements. All MPR's shall be accompanied by a parking demand or other study based on surveys of similar land uses and/or the Institute of Traffic Engineers (ITE) data or other professional sources.

PLANNING COMMISSION — Shall mean the Planning Commission of the City of Compton.

- c. **Establishment of Modified Parking Requirement.** A Modified Parking Requirement (MPR) pursuant to this subsection may be adopted by the Planning Commission and/or the City Council in conjunction with other discretionary entitlements that are necessary to approve an eligible industrial/ warehouse project.

- d. **Findings Required.** The Planning Commission and/or the City Council, prior to approving a request to establish, modify, or repeal a MPR shall find:
1. That the MPR provides adequate parking to meet parking demand for the project or uses subject to the MPR.
 2. That the parking demand or other study is based on surveys of similar land uses and/or the Institute of Transportation Engineers (ITE) data or other professional sources.
 3. That the parking demand or other study has been adequately prepared.
- e. **Conditions of Approval.** The Planning Commission and/or City Council as part of a MPR approval, may impose such conditions and limitations that it deems necessary to protect the public welfare and assure compliance with the intent and purpose of this Chapter and the plans and policies of the City.
- f. **Modified Parking Requirement Standards**
1. **Decreased Parking Requirements.** The MPR shall identify each use that is granted modified parking requirements, along with each use's minimum parking requirement.
 2. **Location of Required Parking Spaces.** The parking spaces required by the MPR may be provided on-site or on an abutting contiguous lot, or on a lot across a public right-of-way that is within 300 feet of the land use regardless of underlying ownership, or within a reasonable walking distance as determined by the approving authority. Where parking is provided across multiple lots, a covenant shall be recorded in the Office of the County Recorder by the owner or owners of such lots or parcels of land, for a period of not less than 20 years. The required parking as specified by the MPR shall be maintained as long as the use or building exists unless it can be demonstrated that parking can be provided onsite as required under subsection 30-21.3c of this Chapter.
 3. **Bicycle Parking and Other Transportation Demand Management Measures.** If an MPR is established, bicycle parking shall be required at the rate provided in subsection 30-21.3g; however, bicycle parking and other improvements or measures to encourage alternative transportation modes and vehicle trip reduction may be required based on the modified parking as determined in the parking demand or other study.
 4. The Modified Parking Requirement shall not apply to residential or commercial land uses.
 5. The Modified Parking Requirement shall only apply to lots of 10 acres or greater.
- g. **Other Provisions**
1. The MPR shall prohibit the use of any compact parking spaces onsite.
 2. The MPR may require the provision of a landscape planter/tree well at the head of every fifth parking space. Wheel stops will be not permitted.

The Director of Community Development may recommend additional conditions of approval as ultimately deemed necessary by the Planning Commission and/or City Council.