

Santa Monica, California Municipal Code

Article 9 PLANNING AND ZONING

Division 3: General Regulations

Chapter 9.28 PARKING, LOADING, AND CIRCULATION

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 1 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 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.

d. Projects with 50,000 or more square feet of floor area shall provide 1 passenger loading space and 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.

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-foot by 50-foot 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. (Added by Ord. No. 2486CCS §§ 1, 2, adopted June 23, 2015; amended by Ord. No. 2520CCS § 26, adopted June 14, 2016; Ord. No. 2536CCS § 10, adopted February 28, 2017)

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West Hollywood, California Municipal Code

Title 19 Zoning Ordinance

Article 19-3 Site Planning and General Development Standards

Chapter 19.28 Off-Street Parking and Loading Standards

19.28.160 Off-Street Loading Space Requirements.

A. *Number of Loading Spaces Required.* Off-street loading spaces shall be provided as follows:

TABLE 3-10 LOADING SPACE REQUIREMENTS

Type of Land Use	Total Gross Floor Area	Loading Spaces Required
Manufacturing, research and development, institutional and service uses	Less than 20,000 sq. ft.	1
	20,000 sq. ft. and more	1 for every 20,000 sq. ft. with a maximum of 4 required
Hotels	Any size	1 for the first 25,000 sq. ft.; 1 for every additional 50,000 sq. ft. or fraction thereof, with a maximum of 4 required
Office uses	Less than 20,000 sq. ft.	None
	20,000 to 40,000 sq. ft.	1
	40,001 sq. ft. and more	1 for every 40,000 sq. ft. or fraction thereof, with a maximum of 4 required
Retail and other allowed commercial uses	Less than 10,000 sq. ft.	None
	10,000 to 20,000 sq. ft.	1
	20,001 sq. ft. and more	1 for every 20,000 sq. ft. or fraction thereof, with a maximum of 6 required

B. *Location.* Loading spaces shall be located to meet as many of the following criteria as deemed feasible by the Planning and Development Services Director. The spaces shall be:

1. As near as possible to the main structure and limited to the rear two-thirds of the parcel, if feasible;
2. Situated to ensure that the loading facility is screened from adjacent streets and residential uses as much as possible;

3. Situated to ensure that loading and unloading takes place on site and in no case within adjacent public rights-of-way or other traffic areas on site;
4. Situated to ensure that vehicular maneuvers occur on site; and
5. Situated to avoid adverse noise impacts upon neighboring residential uses.

C. Design and Development Standards.

1. **Dimensions.** Loading spaces shall have at least 10 feet in width, 20 feet in length, and 14 feet of vertical clearance within the loading space and within the access and turnaround area for the space. The Planning and Development Services Director may require larger dimensions if warranted by the proposed project and its specific uses.

2. **Enclosures.** The preferred method of screening a loading area is complete enclosure within a structure (for example, within the building it serves or within a separate structure). Where opportunities exist, the city will encourage loading areas to be completely enclosed. Applicants may be offered incentives, on a case-by-case basis, in the form of flexible development standards, as a means to accommodate loading space enclosures.

3. **Lighting.** Loading areas shall have lighting capable of providing adequate illumination for security and safety. Lighting standards shall be energy-efficient and in scale with the height and use of adjacent structures.

4. **Loading Doors and Gates.** Loading bays and roll-up doors shall be painted to blend with the exterior structure walls and be located on the rear of the structure as far from residential uses as possible. Bays and doors may be located on the side of a structure, away from a street frontage, if the Planning and Development Services Director determines that the bays, doors, and related trucks can be adequately screened from view from adjacent streets.

5. **Loading Ramps.** Plans for loading ramps or truck wells shall be accompanied by a profile drawing showing the ramp, ramp transitions, and overhead clearances.

6. **Screening.** Loading areas adjacent to residential uses or public streets or alleys shall be screened with a solid masonry wall, at least six feet in height and of a design approved by the Planning and Development Services Director.

7. **Striping.** Loading areas shall be striped, indicating the loading spaces and identifying the spaces for "loading only." The striping shall be permanently maintained by the property owner or tenant in a clear and visible manner at all times.

(Ord. 19-1058 §§ 81 – 84, 2019; Ord. 02-643 § 28, 2003; Ord. 01-594 § 2, 2001)

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Chapter 30.32 PARKING AND LOADING

30.32.010 Purpose.

30.32.020 Applicability.

30.32.030 Parking and loading spaces required—General.

30.32.040 General parking regulations.

30.32.050 Minimum number of parking spaces required.

30.32.060 Computation of required parking and loading spaces.

30.32.070 Reduction of parking requirements.

30.32.080 Shared use of parking facilities.

30.32.090 Parking area design and layout standards.

30.32.100 Surface parking area standards.

30.32.110 Parking structure and rooftop parking standards.

30.32.120 Off-site parking standards.

30.32.130 Driveway standards.

30.32.140 Temporary parking lots.

30.32.150 Off-street loading space requirements.

30.32.160 Landscaping of parking and loading areas.

30.32.170 Trip reduction and travel demand measures.

30.32.171 Additional trip reduction and travel demand measures in the DSP zone.

30.32.172 In-lieu parking fee in the DSP zone.

3. Lighting. Lighting shall be provided in conjunction with the nighttime use of the area. Lighting shall not glare onto adjacent or nearby properties or buildings.

4. Plan approval. Temporary parking areas must be developed in accordance with a plan submitted to and approved by the director of community development, including hours of operation. The director of community development may impose conditions concerning noise attenuation, hours of operation, and the use of valet service.

5. Wheel stops. Adequate wheel stops shall be provided where spaces approach a property line or building wall in accordance with Section 30.32.180, Chart V.

6. Location. Temporary parking lots are permitted in the C1, C2, C3, CR, CPD, CH, CA, DSP, IMU, IMU-R, SFMU, IND, MS and T zones.

B. Time Limit. A temporary parking area shall not be used for more than two (2) years in any five-year period of time. (Ord. 5807 § 13, 2013; Ord. 5803 § 93, 2013; Ord. 5747 § 38, 2011; Ord. 5645 § 26, 2009; Ord. 5536 § 15, 2006; Ord. 5425 § 44, 2004; Ord. 5399 Attach. A, 2004)

30.32.150 Off-street loading space requirements.

A. Number of Required Loading Spaces.

1. Number of spaces required. All loading areas shall comply with the following provisions. In addition to the minimum number of automobile parking spaces, the minimum number of off-street loading spaces for the following uses shall not be less than the total on-site building or outdoor storage area for the following uses:

Table 30.32-C

Loading Areas	Number of Required Loading Spaces
Industrial, warehousing and wholesaling uses:	
Building or storage area (square feet)	
0—12,500	1
12,501—25,000	2
25,001—37,500	3
27,501—50,000	4
Over 50,000	5 + 1 for each additional 50,000 sq. ft.
Retail stores, restaurants, hospitals and other goods handling uses:	
Floor area (square feet)	
0—12,500	0
12,501—60,000	1

60,001—100,000	2
Over 100,000	3 + 1 for each additional 80,000 sq. ft.
Offices, hotels and other nongoods handling uses:	
Floor area (square feet)	
0—50,000	0
50,001—200,000	1
200,001—500,000	2
Over 500,000	3 + 1 for each additional 400,000 sq. ft.

2. Exceptions for auto dealers. Loading facilities for any new vehicle dealership buildings shall be provided on-site or at an approved off-site location not on a public right-of-way, in number, size and location satisfactory to the review authority. Such facilities may be exempted from the requirements of subsection B of this section. Review and approval of off-site loading locations shall be conducted consistent with the provisions of Chapter 30.51 of this title.

B. Loading Space Design Criteria.

1. Dimensions. Each loading space shall have a minimum dimension of fifteen (15) feet by twenty-five (25) feet and a height of not less than fourteen (14) feet.

2. Width. The width of any vehicular driveway or aisle providing access to a loading space shall not be less than twelve (12) feet.

3. Turning area. In no event shall the outer radius of any turning area to a required loading space be less than twenty-five (25) feet.

4. Enclosed loading areas. All loading spaces which are not unenclosed on at least one (1) side shall be required to provide parking for such enclosed floor area at the same rate as the main building.

5. Striping. All loading zones shall be striped and identified with the words “loading zone” painted on the pavement.

6. Location. For industrial projects in the IMU and IMU-R zones, and for all projects in the IND zone, no loading dock shall be located closer than twenty (20) feet from a residential zone boundary line. (Ord. 5425 §§ 41, 46, 2004: Ord. 5416 § 26, 2004: Ord. 5399 Attach. A, 2004)

30.32.160 Landscaping of parking and loading areas.

All parking and loading areas except temporary parking areas used according to the standards of Section 30.32.140 of this code shall be landscaped as follows:

A. Landscaping Adjoining Street Right-of-Way. Whenever any parking or loading area adjoins a street right-of-way, a planting strip a minimum of five (5) feet wide, exclusive of the curb, shall be established and continuously maintained and landscaped between the right-of-way and such area. Where a parking area consists of an outdoor vehicle storage or sales display area for vehicle sales, leasing and rental agencies in the CA zone, the planting strip shall only be required to be a minimum of thirty (30) inches wide. This requirement shall not apply to enclosed parking areas having no building openings directly facing a street and having a finished floor elevation above the parking area which is two (2) feet or less above grade. Any planting within the required planting strip that is within ten (10) feet of an entry or exit driveway shall not be permitted to grow higher than thirty (30) inches. Artificial turf shall not be permitted.

B. Interior parking Lot Landscaping.

- 1. Landscape area.** Not less than five (5) percent of the interior parking lot area shall be landscaped, except for parking areas located in enclosed structures. Planting along the exterior perimeter of a parking lot shall not be considered as part of the required interior landscaping. The reviewing authority may allow up to two-fifths (2/5) of the required interior landscaping to be decorative walkways which provide pedestrian paths through the parking lot. Such paths shall be constructed of permeable materials and shall be lined with trees to the satisfaction of the reviewing authority and shall be integrated into the overall design for the lot. Artificial turf shall not be permitted.
- 2. Trees.** At least one (1) 24-inch box tree for every six (6) spaces or major fraction thereof shall be included in the development of the landscape program, unless the parking area is used solely for vehicle display and storage of vehicle inventory. At least one (1) 24-inch box tree for every twelve (12) spaces or major fraction thereof shall be included for parking areas used solely for vehicle display and storage of vehicle inventory. Trees are not required in parking areas less than ten thousand (10,000) square feet in area used solely for vehicle display and storage of vehicle inventory. Trees must be dispersed throughout the parking lot unless the parking area is used solely for vehicle display and storage of vehicle inventory. Trees required for parking areas used solely for vehicle display and storage of vehicle inventory may be planted in any location on the subject lot. Trees should not be planted in the middle of the width of parking spaces. The use of species of trees to match street trees on adjacent streets should be considered. A mix of species within parking lots is encouraged. Uplighting of trees is permitted. Planters for canopy trees as listed in Table 30.32-D must have a minimum dimension of five (5) feet interior dimension, up to two (2) feet of which dimension may be overhang beyond a wheel stop of a parking space. The overhang beyond the wheelstop may not be included in calculating required area of landscaping. Planters for all trees must have a minimum dimension of three (3) feet, and wheelstops must be placed so that cars do not overhang into these planters.
- 3. Tree species.** At least seventy-five (75) percent of the trees used shall be trees with a spread at maturity of at least twenty-five (25) feet, and shall be of those species and with the mandated planter size listed in Table 30.32-D, below. Alternative canopy trees may be used, subject to approval of the species and the planter size by the public works urban forester. All trees required for parking areas used solely for vehicle display and storage of vehicle inventory may be any species that grows to a height of at least ten (10) feet at maturity.

4. Unused areas. All areas in a parking lot not used for driveways, maneuvering areas, parking stalls and walks, shall be permanently landscaped with suitable materials and maintained. Parking lot landscaping must be distributed throughout parking areas and may not be concentrated in one (1) area only.

Table 30.32-D

Specie Palette City of Glendale

Minimum Planter Dimension	Botanical Name	Common Name	Height	Spread	Type
5 feet	<i>Cercis canadensis</i>	Eastern Redbud	35	30	deciduous
5 feet	<i>Chitalpa tashkentensis</i>	Chitalpa	25	25	deciduous
5 feet	<i>Pyrus c. 'Aristocrat'</i>	Aristocrat Pear	30	40	deciduous
5 feet	<i>Pyrus c. 'Redspire'</i>	Redspire Pear	35	25	deciduous
5 feet	<i>Agonis flexuosa</i>	Peppermint Tree	35	35	evergreen
5 feet	<i>Albizia julibrissen</i>	Silk Tree	40	40	deciduous
5 feet	<i>Brachychiton acerfolia</i>	Flame Tree	40	30	evergreen
5 feet	<i>Brachychiton populenum</i>	Bottle tree	50	40	evergreen
5 feet	<i>Calocedrus decurens</i>	Incense Cedar	30	60	evergreen
5 feet	<i>Calodendron capense</i>	Cape Chestnut	40	40	semi
5 feet	<i>Geijera parvifolia</i>	Australian Willow	40	25	evergreen
5 feet	<i>Ginkgo biloba</i>	Maidenhair Tree	60	40	deciduous
5 feet	<i>Jacaranda mimosifolia</i>	Jacaranda	40	50	semi
5 feet	<i>Koelreuteria elegans</i>	Flamegold	30	30	deciduous
5 feet	<i>Koelreuteria paniculata</i>	Goldenrain Tree	25	25	deciduous
5 feet	<i>Liriodendron tulipifera</i>	Tulip Tree	80	40	deciduous
5 feet	<i>Magnolia g. 'Samuel Sommer',</i>	Samuel Sommer Magnolia	40	30	evergreen
5 feet	<i>Magnolia g. 'St. Mary, 'San Marino', 'Little Gen'</i>	St. Mary Magnolia, San Marino Magnolia, Little Gem Magnolia	15	20	evergreen
5 feet	<i>Melaleuca linarifolia</i>	Flaxleaf Paperbark	30	30	evergreen
5 feet	<i>Metrosederos excelsus</i>	New Zealand Christmas Tree	40	40	evergreen
5 feet	<i>Pinus eldarica</i>	Afghan Pine	60	50	evergreen

5 feet	<i>Pistachia chinensis</i>	Chinese Pistache	40	40	deciduous
5 feet	<i>Quercus ilex</i>	Holly Oak	50	50	evergreen
5 feet	<i>Sapium sebiferum</i>	Chinese Tallow Tree	40	35	deciduous
5 feet	<i>Tabebuia avellanedae</i>	Pink Trumpet Tree	30	30	deciduous
5 feet	<i>Ulmus p. 'Drake'</i>	Drake Elm	60	70	semi
5 feet	<i>Ulmus p. 'True Green'</i>	True Green Elm	60	70	semi
8 feet	<i>Koelreuteria bipinnata</i>	Chinese Flame Tree	50	50	deciduous
8 feet	<i>Liquidambar s. 'Burgundy'</i>	Burgundy Sweetgum	60	35	deciduous
8 feet	<i>Liquidambar s. 'Festival'</i>	Festival Sweetgum	60	35	deciduous
8 feet	<i>Liquidambar s. 'Palo Alto'</i>	Palo Alto Sweetgum	60	35	deciduous
8 feet	<i>Liquidambar s. 'Rotundiloba'</i>	Round-Leafed Sweetgum	60	35	deciduous
8 feet	<i>Liquidambar styraciflua</i>	American Sweetgum	60	35	deciduous
8 feet	<i>Lophostemon confertus</i>	Brisbane Box	60	40	evergreen
8 feet	<i>Platanus acerifolia</i>	London Plane Tree	60	40	deciduous
8 feet	<i>Platanus racemosa</i>	California Sycamore	50	100	deciduous
8 feet	<i>Podocarpus gracilior</i>	Fern Pine	60	60	evergreen
8 feet	<i>Quercus agrifolia</i>	Coast Live Oak	70	80	evergreen
8 feet	<i>Quercus engelmannii</i>	Mesa Oak	60	80	evergreen
8 feet	<i>Quercus rubra</i>	Northern Red Oak	60	90	deciduous
8 feet	<i>Quercus virginiana</i>	Southern Live Oak	60	100	evergreen
8 feet	<i>Ulmus americana</i>	American Elm	80	80	deciduous
8 feet	<i>Zelkova serrata</i>	Sawleaf Zelkova	40	40	deciduous

C. Concrete Curb. All landscaped areas along the perimeter of a parking lot or structure and within the interior of parking lots shall be bordered by a concrete curb a minimum of five (5) inches high adjacent to the parking surface and the property line where there is no building or wall. Such concrete curb shall not be counted as part of any landscaped areas. All required landscape planter beds in interior parking areas shall be not less than three (3) feet wide. Continuous curbing must be provided, except for the minimum number of breaks in the curbing to accommodate storm water runoff, to the satisfaction of the director of public works.

D. Irrigation System. A permanent and automatic irrigation system shall be installed and maintained in all landscaped areas to insure proper maintenance of plant materials.

E. Materials. Landscaping shall include shrubs, trees, vines, ground cover, hedges, flowers, bark, chips, decorating cinders, gravel, or similar material which will improve the appearance of parking areas.

F. Maintenance. All landscaping shall be installed and maintained in such a manner as to not interfere with maintenance or repair of any utility, not restrict pedestrian or vehicular access, and not constitute a traffic hazard due to reduced visibility.

G. Landscaping adjacent Residential Zones. See Section 30.31.030 for requirements of landscaping when commercial or industrial zones are adjacent residential zones.

H. Additional Regulations in the PS Overlay Zone. See Section 30.31.020 for additional requirements for the PS overlay zone. (Ord. 5803 § 94, 2013; Ord. 5765 § 14, 2012; Ord. 5642, § 4, 2009; Ord. 5536 § 16, 2006; Ord. 5446 § 12, 2005; Ord. 5425 §§ 42, 46, 2004; Ord. 5399 Attach. A, 2004)

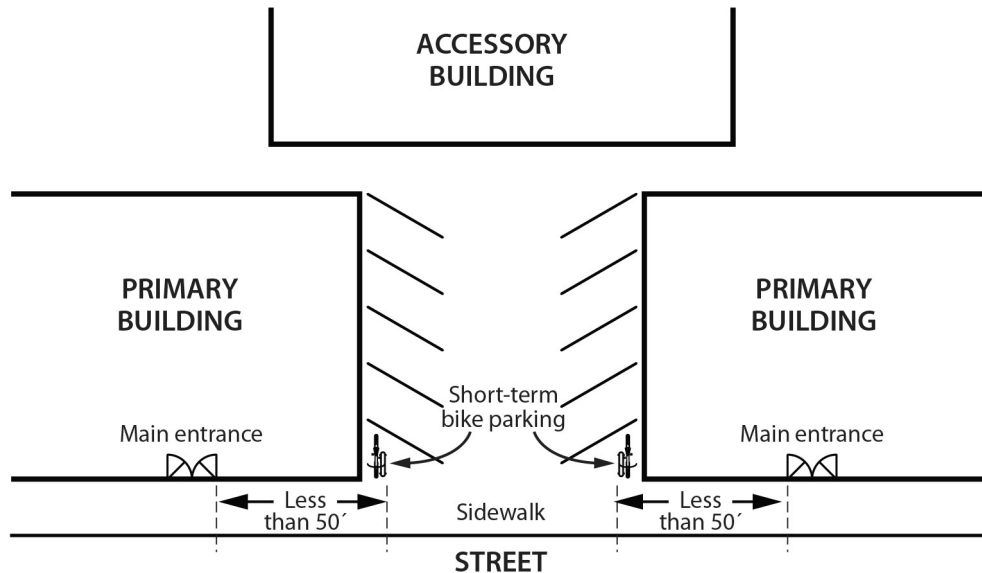
30.32.170 Trip reduction and travel demand measures.

A. Purpose. The purpose of the regulations of this chapter is to minimize the number of peak period vehicle trips, promote the use of alternative transportation, and improve air quality. These provisions will provide for the general welfare and convenience of persons using existing and planned transportation infrastructure by more efficient use of these systems, improved traffic level of service, and lower motor vehicle emissions.

B. Review of Transit Impacts. Prior to approval of any development project for which an Environmental Impact Report (EIR) will be prepared pursuant to the requirements of the California Environmental Quality Act (CEQA) or based on a local determination, regional and municipal fixed-route transit operators providing service to the project shall be identified and consulted. Projects for which a Notice of Preparation (NOP) for a Draft EIR has been circulated pursuant to the provisions of CEQA prior to February 23, 1993 shall be exempted from these provisions. The "Transit Impact Review Worksheet," contained in the Los Angeles County Congestion Management Program Manual, or similar worksheets, shall be used in assessing impacts. Pursuant to the provisions of CEQA, transit operators shall be sent a NOP for all contemplated EIRs and shall, as part of the NOP process, be given opportunity to comment on the impacts of the project, to identify recommended transit service or capital improvements which may be required as a result of the project, and to recommend mitigation measures which minimize automobile trips on the CMP network. Impacts and recommended mitigation measures identified by the transit operator shall be evaluated in the Draft Environmental Impact Report prepared for the project. Related mitigation measures adopted shall be monitored through the mitigation monitoring requirements of CEQA.

Phased development projects, development projects subject to a development agreement, or development projects requiring subsequent approvals, need not repeat this process as long as no significant changes are made to the project. It shall remain the discretion of the lead agency to determine when a project is substantially the same and therefore covered by a previously certified EIR.

Figure 266-17
Short-term bike parking – multiple buildings, multiple entrances



Loading

33.266.310 Loading Standards

- A. Purpose.** A minimum number of loading spaces are required to ensure adequate areas for loading for larger uses and developments. These regulations ensure that the appearance of loading areas will be consistent with that of parking areas. The regulations ensure that access to and from loading facilities will not have a negative effect on the traffic safety or other transportation functions of the abutting right-of-way.
- B. Where these regulations apply.** The regulations of this section apply to all required and non-required loading areas.
- C. Number of loading spaces.**
 1. Buildings where all of the floor area is in Household Living uses must meet the standards of this Paragraph.
 - a. One loading space meeting Standard B is required where there are more than 40 dwelling units in the building and the site abuts a street that is not a streetcar alignment or light rail alignment.
 - b. One loading space meeting Standard B is required where there are more than 20 dwelling units in a building located on a site whose only street frontage is on a streetcar alignment or light rail alignment.
 - c. One loading space meeting Standard A or two loading spaces meeting Standard B are required when there are more than 100 dwelling units in the building.
 2. Buildings where any of the floor area is in uses other than Household Living must meet the standards of this Paragraph.

- a. Buildings with any amount of net building area in Household Living and with less than 20,000 square feet of floor area in uses other than Household Living are subject to the standards in C.1. above.
 - b. One loading space meeting Standard A is required for buildings with at least 20,000 and up to 50,000 square feet of net building area in uses other than Household Living.
 - c. Two loading spaces meeting Standard A are required for buildings with more than 50,000 square feet of net building area in uses other than Household Living.
- D. Size of loading spaces.** Required loading spaces must meet the standards of this subsection.
- 1. Standard A: the loading space must be at least 35 feet long, 10 feet wide, and have a clearance of 13 feet.
 - 2. Standard B: The loading space must be at least 18 feet long, 9 feet wide, and have a clearance of 10 feet.
- E. Placement, setbacks and landscaping.** Loading areas must comply with the setback and perimeter landscaping standards stated in Table 266-8 below. When parking areas are prohibited or not allowed between a building and a street, loading areas are also prohibited or not allowed.
- F. Forward motion.**
- 1. Outside the Central City plan district. Outside the Central City plan district, loading facilities generally must be designed so that vehicles enter and exit the site in a forward motion. Standard B loading spaces that are accessed from a Local Service Traffic Street are exempt from this requirement
 - 2. In the Central City plan district. In the Central City plan district, loading facilities that abut a light rail or streetcar alignment must be designed so that vehicles enter and exit the site in a forward motion.
- G. Paving.** In order to control dust and mud, all loading areas must be paved.

Table 266-8		
Minimum Loading Area Setbacks And Perimeter Landscaping		
Location	All zones except EG2 and IG2	EG2, IG2
Lot line abutting street	5 ft. / L2 or 10 ft. / L1	10 ft. / L2 or 15 ft. / L1
Lot line abutting a C, E, I, or CI zone lot line	5 ft. / L2 or 10 ft. / L1	10 ft. / L2 or 10 ft. / L1
Lot line abutting an OS zone lot line	5 ft. / L3	10 ft. / L3
Lot line abutting an R or IR zone lot line	5 ft. / L4	10 ft. / L4

3.3.400 Loading Standards.

A. *Number of Loading Spaces.*

1. *Nonresidential Buildings.* Buildings where any of the floor area is in nonresidential use must meet the following standards:

- a. No loading spaces are required for buildings with less than 20,000 square feet of nonresidential floor area.
- b. One loading space is required for buildings with 20,000 or more square feet of nonresidential floor area.
- c. Two loading spaces are required for buildings with more than 50,000 square feet of nonresidential floor area.

B. *Size of Loading Spaces.* Required loading spaces must be at least 35 feet long, 10 feet wide, and have a height clearance of at least 14 feet.

C. *Placement, Setbacks and Landscaping.* Loading areas must comply with the setback and parking lot landscaping standards in this code. When parking areas are prohibited or not allowed between a building and a street, loading areas are also prohibited or not allowed.

D. *Loading Areas as Off-Street Parking.* Off-street parking areas shall not be used to fulfill requirements of this section and may not be used except during off-peak parking hours. [Ord. NS-2016, 2006]

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The Bend Development Code is current through Ordinance NS-2445, passed June 1, 2022.

Disclaimer: The city recorder's office has the official version of the Bend Development Code. Users should contact the city recorder's office for ordinances passed subsequent to the ordinance cited above.

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