

MEETING DATE: **6.9.14**

AGENDA ITEM: Adoption of an Ordinance Amending Title 17, Zoning, of the
Culver City Municipal Code, Chapter 17.320 – Off-Street
Parking and Loading (Zoning Code Amendment ZCA-
P2013170)

ATTACHMENTS

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1. Proposed Ordinance	1 - 33

ORDINANCE NO. 2014-____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA, AMENDING TITLE 17, ZONING, OF THE CULVER CITY MUNICIPAL CODE (CCMC) CHAPTER 17.320 – OFF-STREET PARKING AND LOADING - AS SET FORTH IN EXHIBIT “A” ATTACHED HERETO.

(Zoning Code Amendment, ZCA-P2013170)

WHEREAS on November 20, 2013, after conducting a duly noticed public hearing on City-initiated Zoning Code Amendment, ZCA-P2013170, including full consideration of all reports, studies, testimony, and environmental information presented, the Planning Commission adopted, by a vote of 4 to 0, Resolution No. 2013-P006 recommending to the City Council approval of Zoning Code Amendment ZCA-P2013170; and

WHEREAS, on May 27, 2014, after conducted a duly noticed public hearing on Zoning Code Amendment, ZCA P-2013170, including full consideration of the Planning Commission’s recommendation and all reports, studies, testimony and environmental information presented, the City Council, by a vote of 5 to 0, introduced, for first reading, Zoning Code Amendment ZCA P-2013170, amending Zoning Code Chapter 17.320 - Off-Street Parking and Loading (the “Ordinance”), as set forth herein below; and

WHEREAS, on June 9, 2014, the City Council, by a vote of ____ to ____, adopted the Ordinance.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA, DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. Pursuant to the foregoing recitations and the provisions of the Culver City Municipal Code (CCMC), Title 17, Section 17.620.030, the following findings for a Zoning Code Amendment are hereby made:

- 1. The proposed amendment ensures and maintains internal consistency with the goals, policies and strategies of all elements of the General Plan and will not create any inconsistencies with this Title, in the case of a Zoning Code Amendment.**

The Zoning Code Amendment ensures and maintains internal consistency with the goals, policies, and strategies of the General Plan and will not create any inconsistencies with the Zoning Code, as it is intended to correct ambiguities and inconsistencies in Zoning Code Chapter 17.320 – Off-Street Parking and Loading.

- 2. The proposed Zoning Code Amendment will not be detrimental to the public interest, health, safety, convenience and welfare of the City.**

The proposed Zoning Code Amendment will correct ambiguities and inconsistencies in Zoning Code Chapter 17.320 – Off-Street Parking and Loading in support of the public interest, health, safety, convenience and welfare of the City.

- 3. The proposed amendment is in compliance with the provisions of the California Environmental Quality Act (CEQA).**

Pursuant to Sections 15162 and 15168 of the CEQA Guidelines, ZCA-P2013170 is within the scope of the Culver City General Plan Update Program EIR approved on September 24, 1996 (PEIR 1) and the Culver City Redevelopment Plan Amendment and Merger Program Subsequent EIR approved on November 16, 1998 (PEIR 2), the circumstances under which PEIR 1, and PEIR 2 were prepared have not significantly changed, and no new significant information has been found that would impact either PEIR 1 or PEIR 2. Therefore no new environmental analysis is required.

SECTION 2. Pursuant to the foregoing recitations and findings, the City Council of the City of Culver City, California, hereby introduces, for first reading, the Ordinance approving Zoning Code Amendment, ZCA P-2013170, as set forth in Exhibit A attached hereto and incorporated herein by reference.

1 **SECTION 3.** Pursuant to Section 619 of the City Charter, this Ordinance
2 shall take effect thirty (30) days after the date of its adoption. Pursuant to Sections 616
3 and 621 of the City Charter, prior to the expiration of fifteen days after the adoption, the
4 City Clerk shall cause this Ordinance, or a summary thereof, to be published in the Culver
5 City News and shall post this Ordinance or a summary thereof in at least three places
6 within the City.
7

8 **SECTION 4.** The City Council hereby declares that, if any provision,
9 section, subsection, paragraph, sentence, phrase or word of this ordinance is rendered or
10 declared invalid or unconstitutional by any final action in a court of competent jurisdiction
11 or by reason of any preemptive legislation, then the City Council would have
12 independently adopted the remaining provisions, sections, subsections, paragraphs,
13 sentences, phrases or words of this ordinance and as such they shall remain in full force
14 and effect.
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18 APPROVED and ADOPTED this 9th day of June, 2014.
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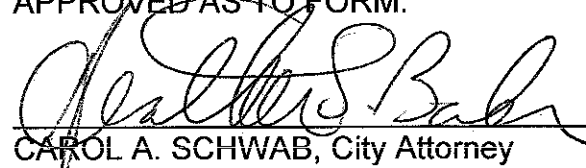
21
22 _____
23 MEGHAN SAHLI-WELLS, MAYOR
24 City of Culver City, California

25
26 ATTESTED BY:

27 _____
28 MARTIN R. COLE, City Clerk

29 A14-00431

APPROVED AS TO FORM:


CAROL A. SCHWAB, City Attorney

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Chapter 17.OFF-STREET PARKING AND LOADING

Sections:

- 17.320.005 - Purpose
- 17.320.010 - Applicability
- 17.320.015 - General Parking Regulations
- 17.320.020 - Number of Parking Spaces Required
- 17.320.025 - Alternative Parking Provisions
- 17.320.030 - Handicapped Parking
- 17.320.035 - Parking Design and Layout Standards
- 17.320.040 - Driveway and Site Access Standards
- 17.320.045 - Bicycle Parking
- 17.320.050 - Loading Area Requirements

17.320.005 - Purpose

This Chapter establishes regulations to ensure that sufficient off-street parking and loading facilities are provided for all uses and that parking and loading facilities are properly designed and located to meet the needs of specific uses.

17.320.010 - Applicability

Every use and structure, including a change or expansion of a use or structure shall provide parking and loading areas in compliance with the provisions of this Chapter. A use shall not be commenced and structures shall not be occupied until improvements required by this Chapter are satisfactorily completed.

17.320.015 - General Parking Regulations

- A. Parking and Loading Spaces to be Permanent.** Parking and loading spaces shall be permanently available, marked and maintained for parking or loading purposes for the use they are intended to serve during the life of the use. The Director may approve the temporary reduction of parking or loading spaces in conjunction with a seasonal or intermittent use with the approval of a Temporary Use Permit (see Section 17.520) or during construction activities.
- B. Parking and Loading to be Unrestricted.** Owners, lessees, tenants, or persons having control of the operation of a premise for which parking or loading spaces are required shall not prevent, prohibit or restrict authorized persons from using these spaces.
- C. Restriction of Parking Area Use.** Required off-street parking, circulation, and access areas shall be used exclusively for the temporary parking and maneuvering of motorized, operative

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vehicles. In all non-residential and in the front setback area of residential zones, parking areas shall not be used for the sale, lease, display, repair, or storage of vehicles, trailers, boats, campers, mobile homes, merchandise, or equipment, or for any other use not authorized by the provisions of this Title.

- D. Located on Same Site.** Parking and loading facilities shall be located on the same site with the use the facilities serve. However, off-site parking may be permitted subject to the requirements of Section 17.320.025 (Alternative Parking Provisions).
- E. Located Off-Street.** All parking and loading facilities required by this Chapter shall be provided off-street and shall not be located within any public street, sidewalk, alley, or parkway, unless expressly allowed by other provisions of this Title.
- F. Unimproved Areas.** Portions of a parking area not improved for parking or loading facilities or needed for vehicular circulation shall be landscaped in compliance with plans approved by the City.
- G. Surplus Parking.** The provisions of this Chapter shall also apply to parking and loading facilities provided in excess to those required, unless otherwise expressly stated in this Title.

17.320.020 - Number of Parking Spaces Required

Each use shall provide at least the minimum number of parking spaces required by this Section.

- A. Parking Requirements by Land Use.** Each land use shall be provided the number of parking spaces required by Table 3-3 (Parking Requirements by Land Use), except where a greater number of spaces are required through a conditional use permit or other permit approval; or where parking requirements are adjusted in compliance with Section 17.320.025 (Alternative Parking Provisions).
- B. Basis for Calculations.** In any case where Table 3-3 (Parking Requirements by Land Use) establishes a parking requirement based on the floor area of a use in a specified number of square feet (e.g. 1 space per 350 sf), the floor area shall be construed to mean gross floor area. When calculating the number of parking spaces required, fractional spaces equal to or greater than one half shall be rounded up to the nearest whole number.
- C. ~~Multi-Tenant~~ -Use Sites.** A site with multiple ~~tenants~~ uses, including commercial uses in a mixed use project, shall provide the aggregate number of parking spaces required for each separate use, except where:
 - 1. The site qualifies to be considered a shopping center and the parking ratio shall be that required for the shopping center as a whole as provided in Table 3-3 (Parking Requirements by Land Use).

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2. The site qualifies for shared parking in compliance with Subsection 17.320.025.E. (Shared Parking Facilities).

D. Non-Residential Change of Use, Expansion of Structure.

1. When the use of a structure changes to a use that is required by Table 3-3 (Parking Requirements by Land Use) to have the same number of parking spaces as the immediately previous use, no additional parking spaces shall be required for the new use, provided that the previous use was legally established and the number of spaces has not decreased.
2. When the floor area of an existing structure is increased, additional parking spaces shall be provided on-site as required by this Chapter for the additional floor area.
3. When a change in use requires more off-street parking than the previous use, additional parking spaces shall be provided equivalent to the difference between the number of spaces required by this Title for the immediately previous use and the total number of spaces required by the new use.

- E. Residential Additions.** Additions to single-family homes, duplexes or triplexes that result in no more than four bedrooms per unit are not required to provide additional parking to meet the parking requirement of Table 3-3 (Parking Requirements by Land Use). However, additions resulting in five or more bedrooms per unit shall provide the minimum parking required by Table 3-3 (Parking Requirements by Land Use).

- F. Uses Not Listed.** Parking for land uses not specifically listed by Table 3-3 (Parking Requirements by Land Use) shall be provided based on the most similar use in the table as determined by the Director.

- G. Bench or Bleacher Seating.** Where fixed seating is provided in the form of benches or bleachers, a seat shall be construed to be not less than 18 inches of continuous bench space for the purpose of calculating the number of required parking spaces.

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H. Table 3-3. Parking Requirements by Land Use.**1. Residential uses.****Table 3-3A**

Land Use Type:	Vehicle Spaces Required
Residential	
Accessory dwelling units	1 uncovered space in addition to that required for the primary dwelling unit(s).
Mobile home parks	1 space in conjunction with each mobile home site, plus 1 space for each 2 mobile home sites for guest parking located as approved by the City.
Live / Work unit	Up to 900 sf - 2 spaces.
	Greater than 900 up to 1500 sf - 3 spaces.
	Greater than 1500 sf - 4 spaces.
Multi-family dwellings and residential component of Mixed-use development, includes supportive housing and transitional housing units (1)	Studio and 1 bedroom, less than up to 900 sf - 1 space.
	Studio and 1 bedroom, greater than 900 sf - 2 spaces.
	2-3 bedroom units - 2 spaces.
	4 bedroom units - 3 spaces.
	1 space for every additional bedroom greater than 4.
	Guest parking - 1 space for every 4 residential units.
Residential Care Facilities	1 space for each 3 patient beds.
Senior citizen congregate care housing	1 space per each 2 residential units, plus one space for each 4 units for guests and employees.
Senior housing	1 space per unit, plus one guest parking space for each 10 units.
Single family, duplex and triplex units, includes supportive housing and transitional housing units (1)	2 spaces per dwelling unit.

Notes:(1) See Section 17.320.035 ~~M. N~~ (Special Requirements for Residential Uses)

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2. Commercial uses.

Table 3-3B

Land Use Type:	Vehicle Spaces Required
Commercial Uses (1)(4)	
Accessory Food Service	Same as primary use.
Accessory Retail Use	Same as primary use.
Animal boarding and kennels	1 space per 350 sf. of indoor use area; plus 1 space for 1000 sf of outdoor use area.
Auto and Vehicle Sales <u>and Rentals</u>	1 space per 350 sf of indoor use area; plus 1 space for 1000 sf of outdoor use area.
Banks and financial services	1 space per 250 sf.
Bars and nightclubs	1 space per 100 sf, plus one space for every 30 sf of dance floor.
<u>Business and Consumer Services</u>	<u>1 space per 350 sf.</u>
Convenience stores	1 space per 225 sf, with a minimum of 8 spaces.
Day care facilities	
Child or Adult Day Care Centers	1 space per 300 sf of floor area.
Large family day care home	1 space per employee, in addition to required residential spaces.
Small family day care home	As required for the single-family dwelling (see parking requirement for residential uses).
Emergency shelters	1 space for each 3 beds.
Food Retail	1 space per 350 sf.
<u>Fleet Vehicles (5)</u>	<u>1 space per fleet vehicle in addition to parking for primary use</u>
Hotels and Motels	1 space for each guest room; plus 1 space for each 20 guest rooms; plus retail, restaurant and conference uses calculated at 1 space per 100 sf.
Medical services	
Hospitals	1 space for each 1.5 patient beds, plus required spaces for accessory uses as determined by the Director.
Medical/dental offices, clinics and labs	1 space per 350 sf.
Offices, administrative, corporate, <u>creative</u> , professional, etc	1 space per 350 sf.
Plant Nurseries	1 space per 350 sf of indoor use area; plus 1 space for 1000 sf of outdoor use area.

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Table 3-3B

Land Use Type: Commercial Uses (1) <u>(4)</u>	Vehicle Spaces Required
Restaurants	
General (Table Service) 1,500 sf or less.	1 space per 350 sf. with a minimum of 3 spaces.
General (Table Service) Greater than 1,500 sf.	1 space per 100 sf.
Takeout (Counter Service), with customer tables	1 space per 75 sf, with a minimum of 8 spaces.
Takeout (Counter Service - 750 sf or less), no tables	1 space per 250 sf, with a minimum of 3 spaces.
Located in shopping centers: <u>(6)</u> Less than 25% or less of floor area of shopping center for all restaurants.	Parking requirement covered under the general requirement for shopping center, below .
Greater than 25% or greater of floor area of shopping center for all restaurants.	Portion of r Restaurant(s) exceeding 25% of shopping center's floor area shall use the same parking requirement for general restaurants greater than 1,500 sf , above.
Outdoor dining:	No parking required for first 250 sf of outdoor dining area. Any outdoor dining area exceeding 250 sf shall be included as restaurant floor area in determining the parking requirement.

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Table 3-3B

Land Use Type:	Vehicle Spaces Required
Commercial Uses (1) (4)	
Retail and <u>personal</u> service uses, general	1 space per 350 sf.
Shopping centers – general (2)(3)(6)	
Less than 5 acres in net parcel area	1 space per 250 sf (Also see restaurant requirements).
5 acres and greater of net parcel area	1 space per 200 sf (Also see restaurant requirements).
Storage, personal storage facilities	1 space per 50 storage units or 5,000 sf of storage area, whichever is greater. Plus 2 additional spaces for the manager's office, with a minimum of 5 spaces per facility.
Vehicle Services	
Carwash – self service	2 spaces for each washing stall.
Carwash – full service	10 spaces; plus 10 space queuing area for drying of vehicles; plus queuing area for 3 vehicles ahead of each wash lane.
Carwash – automated, accessory to fueling station	4 spaces plus queuing area for 3 vehicles ahead of the wash lane (in addition to the parking required for fueling station).
Fueling stations	1 space per 225 sf (includes convenience store) with a minimum of 3 spaces. For parking required above the minimum of 3, half of the parking provided at pump islands may be credited towards meeting parking requirements.
Maintenance, repair, installation, and detailing	3 spaces per service bay (work station), plus 1 space for each 350 sf of additional retail sales and service.
Veterinary clinics	1 space per 350 sf.

Notes:

- (1) Parking for certain uses within the CD Zone are subject to the requirements of Subsection 17.220.035.C.
- (2) Parking requirements for bars, nightclubs, health/fitness facilities and theaters shall be calculated separately in all cases.
- (3) A multi-tenant regional shopping center of 600,000 sf floor area or more with one or more traditional department stores, excluding those common areas as described in Subsection 17.320.020.C. of this Chapter, may provide a parking ratio as recommended in a parking demand study approved by the City; provided, that the parking demand study (i) is prepared, at the sole cost and expense of the applicant, by an independent traffic engineer licensed by the State of California who is reasonably approved by the Director prior to the commencement of that study, and (ii) presents reasonable justification for modification to the parking ratio(s) otherwise required under Table 3-3 (Parking Requirements by Land Use) of this Chapter. If, as reasonably determined by the Director, the parking demand study supports requiring a parking ratio greater than that otherwise required in this Title, then the higher parking ratio shall apply.
- (4) Shopping Cart Storage. Parking facilities for commercial uses that offer shopping carts for use by patrons shall contain shopping cart storage areas when appropriate. Shopping cart storage areas shall not be located in required parking spaces.
- (5) “Fleet vehicle” means any vehicle owned or operated by a person, company or business which is used for purposes of delivery, pick up or service to patrons of the primary use. A fleet vehicle may also be a commercial vehicle.
- (6) Does not include mixed use projects.

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3. Recreation, education and public assembly uses.

Table 3-3C

Land Use Type: Recreation, Education & Public Assembly (1)	Vehicle Spaces Required
Assembly uses, religious places of worship, clubs, mortuaries with congregational services, <u>banquet halls</u> , meeting halls, membership organizations, sports arenas, stadiums, and theaters	1 space for each 5 fixed seats, and 1 space per 35 sf of assembly or seating area with no fixed seats, plus required spaces for ancillary uses (e.g. restaurant).
Commercial Recreational Activities	
Outdoor recreation facilities	Determined by Conditional Use Permit or Comprehensive Plan.
Tennis, Racquetball, handball or other courts	2 spaces per court, plus 1 space per 300 sf for ancillary uses.
Health/fitness facilities	1 space per 200 sf.
Indoor amusement/entertainment facilities	
Arcades	1 space per 250 sf.
Batting cages	2 spaces per cage, <u>plus required spaces for ancillary uses.</u>
Bowling alleys	5 spaces per lane, plus required spaces for ancillary uses.
Pool and billiard rooms	2 spaces per table, plus required spaces for ancillary uses.
Skating Rinks	1 space per 100 sf.
Libraries, Museums and Art Galleries	1 space per 350 sf.

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Table 3-3C

Land Use Type: Recreation, Education & Public Assembly (1)	Vehicle Spaces Required
Schools	
Kindergarten and Grades 1 through 9 when used exclusively for this purpose	1.5 spaces per classroom, plus 1 space for each 200 sf of indoor assembly area.
Schools in which any portion of their instruction includes Grades 10 and above	10 spaces per classroom, plus 1 space for each 200 sf of indoor assembly area.
Schools, specialized instruction	1 space per 100 sf of classroom floor area.
Colleges and Universities	1 space per 35 sf of classroom floor area.
Studios for dance, art, music, photography, martial arts, <u>personal fitness</u> , etc	1 space per 200 sf of gross floor area.

Notes:

- (1) Parking for certain uses within the CD zone are subject to the requirements of Section 17.220.035.C.

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4. Industrial uses.

Table 3-3D

Land Use Type:	
Industry, Manufacturing & Processing	Vehicle Spaces Required
General manufacturing, industrial and processing uses.	1 space per 500 sf, which may include office space (incidental to the primary use) comprising up to 20% of the total floor area. Parking for additional office space shall be provided at the rate of 1 space per 350 sf.
Laundries and dry cleaning plants	1 space per 500 sf.
Media Production	1 space per 350 sf.
Printing and Publishing	1 space per 500 sf, which may include office space (incidental to the primary use) comprising up to 20% of the total floor area. Parking for additional office space shall be provided at the rate of 1 space per 350 sf.
Public Safety facilities, Public Utility facilities	1 space per 500 sf.
Recycling facilities - large collection and processing	1 space per 500 sf.
Research and Development	1 space per 350 sf.
Warehousing and distribution facilities	1 space per 1,000 sf, which may include office space (incidental to the primary use) comprising up to 10% of the total floor area. Parking for additional office space shall be provided at the rate of 1 space per 350 sf.
Wholesaling and Distribution facilities	1 space per 500 sf, which may include office space (incidental to the primary use) comprising up to 20% of the total floor area. Parking for additional office space shall be provided at the rate of 1 space per 350 sf.

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17.320.025 - Alternative Parking Provisions

Where conditions preclude the provision of the number of required parking spaces on the lot for which the parking is required, the following procedures for alternative parking are available, subject to City approval:

- A. **In Lieu Fees.** Subject to City Council approval, the number of parking spaces required by Section 17.320.020 (Number of Parking Spaces Required) may be reduced through the use of an in-lieu fee to be paid by the applicant towards the development of public parking facilities. The in-lieu fee shall be deposited in a fund administered by the City for the purpose of acquiring and developing future public parking facilities within the same district or area. The amount of the fee and time of payment shall be established by Council resolution.

- B. **Public Parking Facilities (PPF) Zoned Property.** Off-site parking in public parking facilities in the PPF Zone may be used to satisfy the requirements of Table 3-3 (Parking Requirements by Land Use), subject to the following:
 1. **Off-Site Parking Plan required.** A City-approved Off-Site Parking Plan shall be required for use of a public parking facility to satisfy a parking requirement including the following:
 - a. **Public parking facility location.** The proposed off-site public parking facility location shall be identified in the off-site parking plan and shall be within 750 feet legal walking distance measured from the primary entrance of the land use to the public parking facility site, or other distance as determined by the City to be appropriate.
 - b. **Project description.** The proposed land use(s), tenant(s) and hours of operation of the project shall be identified in the Off-Site Parking Plan.

 2. **Long-term lease required.** A City-approved long-term parking lease of no less than ~~20~~ 5 years with one 5 year option shall be required for use of the public parking facility.

 3. **Lease renewal and termination.** The long-term parking lease must be renewed at the end of the ~~20~~ 5-year term if alternative parking has not been provided; or the long-term parking lease shall be terminated if:
 - a. The use for which the parking is required has ceased operations;
 - b. There is any change in use or ownership of the property from the originally approved project;
 - c. The City Council determines in its sole discretion that such use is inconsistent with the original terms and conditions of the lease or entitlement; and/or
 - d. The lessor and/or lessee of the off-site parking opt to terminate the parking lease.

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4. **Covenant required.** A City-approved covenant shall be recorded that includes a description of the proposed use, location of the off-site public parking facility, approval dates of the Off-Site Parking Plan and long term parking lease, and a provision for liquidated damages for violations of the long term parking lease and/or conditions of approval.
5. **City Council Approval.** The Off-Site Parking Plan and long-term parking lease may be approved by the City Council only after first making all of the following findings:
 - a. The Off-Site Parking Plan is consistent with the General Plan and any applicable specific plan.
 - b. The use of the off-site public parking facility to satisfy a parking requirement for the project is not detrimental to property or improvements in the vicinity of the project.
 - c. The use of the off-site public parking facility to satisfy the parking requirement for the project provides an economic benefit to the City.
- C. **Pooled Parking in the CD District-Outdoor Dining Use.** This Section shall only apply to satisfy a parking requirement imposed for outdoor dining use in the CD zoning district, as required by Section 17.400.070. Parking in the CD zoning district may be provided through a “pooled parking” arrangement in conjunction with applicable outdoor dining use approvals. Pooled parking shall allow utilization of both on- and off- street public parking spaces to satisfy parking requirements for outdoor dining use. In the event the downtown parking demand exceeds the pooled parking supply, as determined by the Director, a new or proposed intensification of an outdoor dining use in the CD zoning district shall be required to provide parking on-site or as otherwise allowed in this Chapter.
- D. **Hayden Tract and Smiley Blackwelder Parking Districts.** Parking Districts for the parking impacted Hayden Tract and Smiley Blackwelder areas located within the IG zone shall be established as outlined in Map 4-1 and Map 4-2. In addition to the general parking standards of this Chapter parking in the Districts are subject to the following Parking District standards.
 1. **Location.** When parking for new buildings and/or use intensifications or changes of use results in additional parking requirements that cannot be accommodated on-site, such parking may be partly or entirely provided off-site within a publicly owned or privately owned parking facility located within the Parking District or within 750 feet from the subject Parking District subject to Parking Plan approval.
 2. **Parking Plan Required.** A Parking Plan approved by the Director shall be required for use of off-site parking in the Parking Districts and shall identify the location of the off-site parking, the proposed land use(s), tenants(s) and hours of operation of the project or business subject to the following:

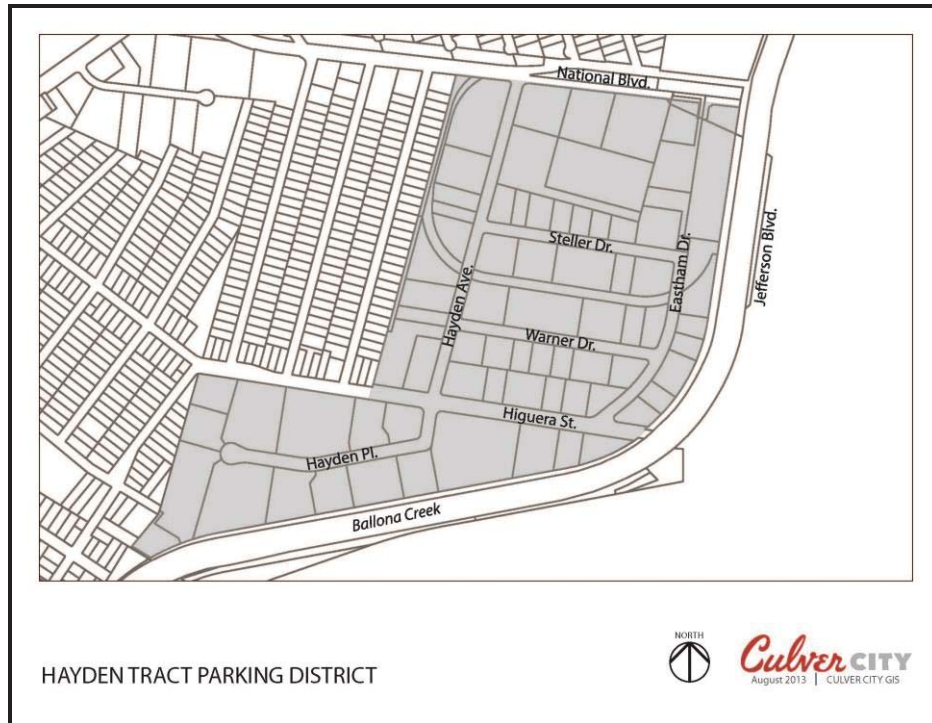
EXHIBIT A

- a. **Long-term lease required.** A City-approved long-term parking lease of no less than ~~10~~ 5 years with one 5 year option shall be required for use of the off-site parking. The long-term parking lease must be renewed at the end of the 10-year term if alternative parking has not been provided.
 - b. **Termination.** The Parking Plan shall expire or terminate if (i) the use for which the parking is provided ceases to operate and/or, (ii) there is a change of use which modifies the parking requirement, and/or (iii) there is a violation of any conditions of approval as determined by the Director.
 - c. **Design.** All newly constructed off-site parking spaces shall conform to the same standards in this Chapter for on-site parking spaces including the standards for automated parking as outlined in Section 3 below.
 - d. **Covenant required.** A City-approved covenant shall be recorded that includes a description of the proposed use, location of the off-site parking facility, approval dates of the Parking Plan and long term parking lease, and a provision for liquidated damages for violations of the long term parking lease and/or conditions of approval.
 - e. **Loss of off-site spaces.**
 - i. **Notification to the City.** The owner or operator of a business that uses approved off-site parking pursuant to an approved Parking Plan to satisfy the parking requirements of this Chapter shall immediately notify the Director of any change of ownership or use of the property for which the spaces are required, and of any termination or default of the long-term parking lease between the parties.
 - ii. **Effect of termination of a greement.** Upon notification that the long-term parking lease for required off-site parking has terminated, the Director shall determine a reasonable time in which one of the following shall occur:
 - a. Substitute parking is provided that is acceptable to the Director; or
 - b. The size or capacity of the use is reduced in proportion to the parking spaces lost.
3. **Automated Parking.** Automated and semi-automated and stacked parking may be provided on-site or off-site within the Parking Districts subject to Parking Plan approval by the Director or subject to Site Plan Review approval pursuant to Chapter 17.530 for a new building or a building addition greater than 5,000 square feet and subject to the following:
- a. **Site Plan.** Submittal of a site plan prepared by a design professional indicating all structures; the automated, semi-automated or stacked parking location; number of required parking stalls; parking facility address and address of the property served by the parking; site ingress and egress location(s); proposed queuing location (if any); and the identification of adjacent land uses.

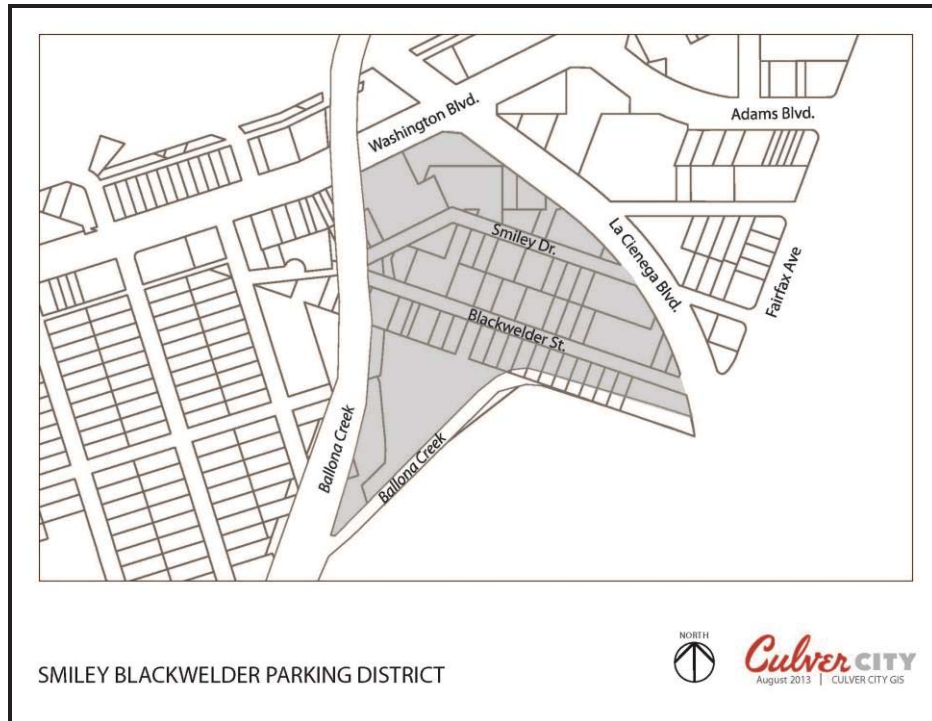
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- b. Operations Plan.** Submittal of an parking operations plan describing the number of parking attendants and working hours, and methods for automobile storage and retrieval during non- business hours
 - c. Permanent Structure.** All automated and semi-automated parking shall be located within a permanent structure and operated with parking attendant service during all hours of parking operation.
 - d. Technical Studies.** Submittal of technical studies demonstrating that the proposed design and operation of the automated or semi-automated parking will not be detrimental to surrounding uses and properties in the vicinity relative to noise, visual impacts, area parking and circulation, and existing on-site improvements.
 - e. Back-up Power.** Documentation that the automated, semi-automated or stacked parking is serviced with alternative back-up power to allow emergency operation of the parking system.
 - f. Inspection Report.** A maintenance inspection report for any automated semi-automated or stacked parking facility prepared at the sole expense of the applicant shall be submitted annually to the Planning Division for review.
- 4. Managed Parking.** Managed or valet parking may be provided for all required on-site or off-site parking within the Parking Districts subject to Parking Plan approval by the Director which shall include: (a) the total parking spaces required; (b) the hours and method of parking operation; (c) number of parking attendants serving the parking facility; and (d) methods for management of the parking facility during non-operating hours.
 - 5. Compact Spaces.** Except as otherwise provided in Section 17.0320.035, compact spaces of 7 feet, 6 inches by 17 feet, six inches may be provided for up to 30 percent of required on-site or off-site parking within the Parking Districts.

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Map 4-1



Map 4-2

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- E. Off-Site Parking.** Except as otherwise provided in this Chapter, the use of privately owned off-site parking to satisfy the requirements of Table 3-3 (Parking Requirements by Land Use) shall be provided in compliance with the following standards.
- 1. Location.** All off-site parking spaces except valet-serviced spaces shall be located within 750 feet legal walking distance measured from the primary entrance to the site, or other distance determined by the Director to be appropriate.
 - 2. Design and improvement standards.** All newly-constructed off-site parking spaces shall conform to the same standards of access, configuration, landscaping, lighting, layout, location, noise attenuation, and size as are required by this Chapter for on-site parking spaces.
 - 3. Identification of facility.** The review authority may require the parking lot to be clearly marked and conspicuously identified as the exclusive or shared parking for the sites it serves, unless the parking can only be accessed by a valet.
 - 4. Terms of off-site parking.** A City-approved covenant shall be recorded that includes a description of the off-site parking, a requirement that the owner of the separated lot maintain the required parking for the life of the use to which it is covenanted, and a provision for liquidated damages for violations of the conditions of approval.
 - 5. Execution of a long-term off-site parking lease**
 - a. Long-term lease required.** A City approved long-term parking lease of no less than ~~20~~25 years with one 5 year option shall be required for use of the off-site parking.
 - b. Lease renewal and termination.** The long-term parking lease must be renewed at the end of the ~~20~~25-year term if alternative parking has not been provided; or the land use for which the parking has been provided shall be terminated or modified pursuant to Section 6 below.
 - 6. Loss of off-site spaces.**
 - a. Notification to the City.** The owner or operator of a business that uses approved off-site space to satisfy the parking requirements of this Chapter shall immediately notify the Director of any change of ownership or use of the property for which the spaces are required, and of any termination or default of the long-term parking lease between the parties.
 - b. Effect of termination of agreement.** Upon notification that the long-term parking lease for required off-site parking has terminated, the Director shall determine a reasonable time in which one of the following shall occur:
 - i.** Substitute parking is provided that is acceptable to the Director; or

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- ii. The size or capacity of the use is reduced in proportion to the parking spaces lost.

F. Shared Parking Facilities. Two or more non-residential uses shall be allowed to meet the parking requirements of this Chapter by sharing the same off-street parking facilities, subject to approval of an Administrative Use Permit and the following conditions.

1. **Parking study required.** A parking demand study shall be prepared by the City at the applicant's expense that verifies that the sharing uses have acceptable different peak hour parking demands.
2. **Distance to parking.** Except as otherwise provided in this Chapter, the shared parking spaces shall fall within 750 feet legal walking distance measured from the primary entrance to the site, or other distance determined by the Director to be appropriate.
3. **Covenant required.** A City-approved covenant shall be recorded that includes a description of the shared parking arrangement, a requirement that all current and future tenants are notified of and shall adhere to the same hours of operation and conditions of the shared parking approval, and a provision for liquidated damages for violations of the conditions of approval.

17.320.030 - ~~Handicapped~~ Accessible Parking

Parking areas shall include parking spaces accessible to ~~the disabled~~ persons with disabilities as follows:

- A. **Number of Spaces and Design Standards.** Parking spaces for ~~the disabled~~ persons with disabilities shall be provided in compliance with the Uniform Building Code and the Federal Accessibility Guidelines. ~~Disabled a~~ Accessible parking spaces shall count toward fulfilling the parking requirements of this Chapter.
- B. **Residential Multiple-Family Uses.** For each dwelling unit required to be designed to accommodate the ~~physically handicapped~~ persons with disabilities or required to be made adaptable for the ~~physically handicapped~~ persons with disabilities, the required parking shall be provided in compliance with California Administrative Code, Part 2, Title 24.

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17.320.035 - Parking Design and Layout Guidelines

A. Access to Parking Areas and Parking Spaces.

1. **Access to parking lots areas.** Parking lots areas shall be designed to prevent access at any point other than at designated access drives.
2. **Parking space location.** Parking spaces shall not be located within 10 feet of an access driveway, measured from the property line. See Figure 3-8 (Parking Space Location), next page:

Figure 3-8

Parking Space Location

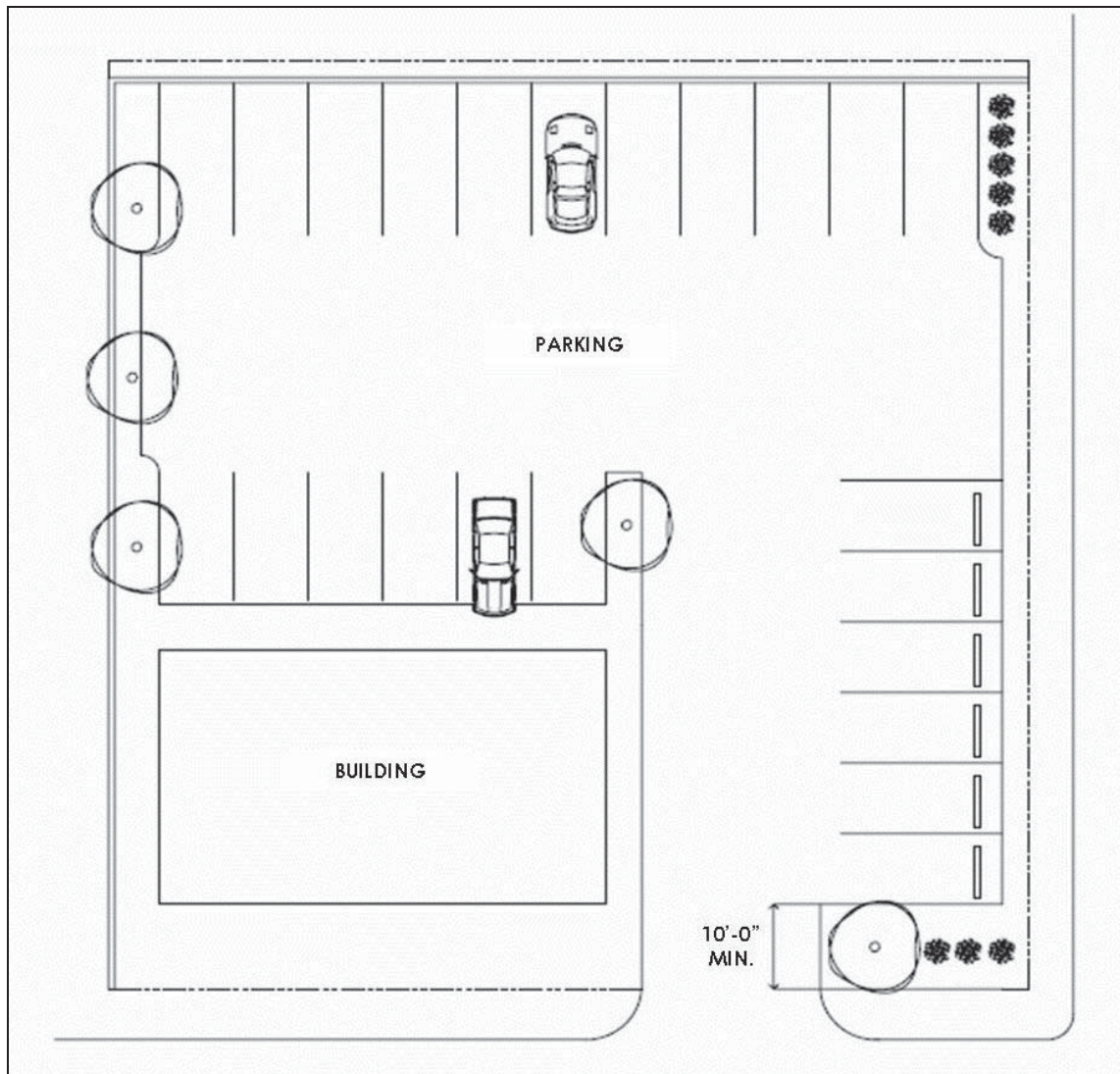


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3. **Internal maneuvering area.** Parking areas shall provide suitable maneuvering room so that vehicles enter the street in a forward direction, except for single-family homes, duplexes or triplexes on non-arterial streets, which may be designed to permit backing a vehicle into a public street right-of-way.

- B. **Access to Adjacent Sites.** Applicants for nonresidential developments are encouraged to provide shared vehicle and pedestrian access to adjacent nonresidential properties for convenience, safety and efficient circulation. A joint access agreement guaranteeing the continued availability of the shared access between the properties and running with the land shall be recorded by the owners of the abutting properties, as approved by the Director.

- C. **Parking Space and Lot Dimensions.**
 1. **Parking spaces.**
 - a. **Residential spaces.** Parking spaces within carports and garages shall have minimum interior dimensions of 9 feet in width by 18 feet in length for each vehicle. Parking spaces within garages shall have minimum dimensions of 9 feet in width by 18 feet in length for each vehicle with minimum interior dimensions for a 2-car garage of 20 feet-6 inches in width by 18 feet in depth; and for a 1-car garage 10 feet-6 inches in width by 18 feet in depth. Uncovered parking spaces shall have a minimum dimension of 8 feet 6 inches in width by 18 feet in depth. Access to a garage or carport located behind a dwelling unit shall have a required backup aisle of 23 17 feet with a 45 degree angle leading to a driveway. See Figure 3-9 (Residential Garage/Carport and Driveway):

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Figure 3-9

Residential Garage / Carport and Driveway

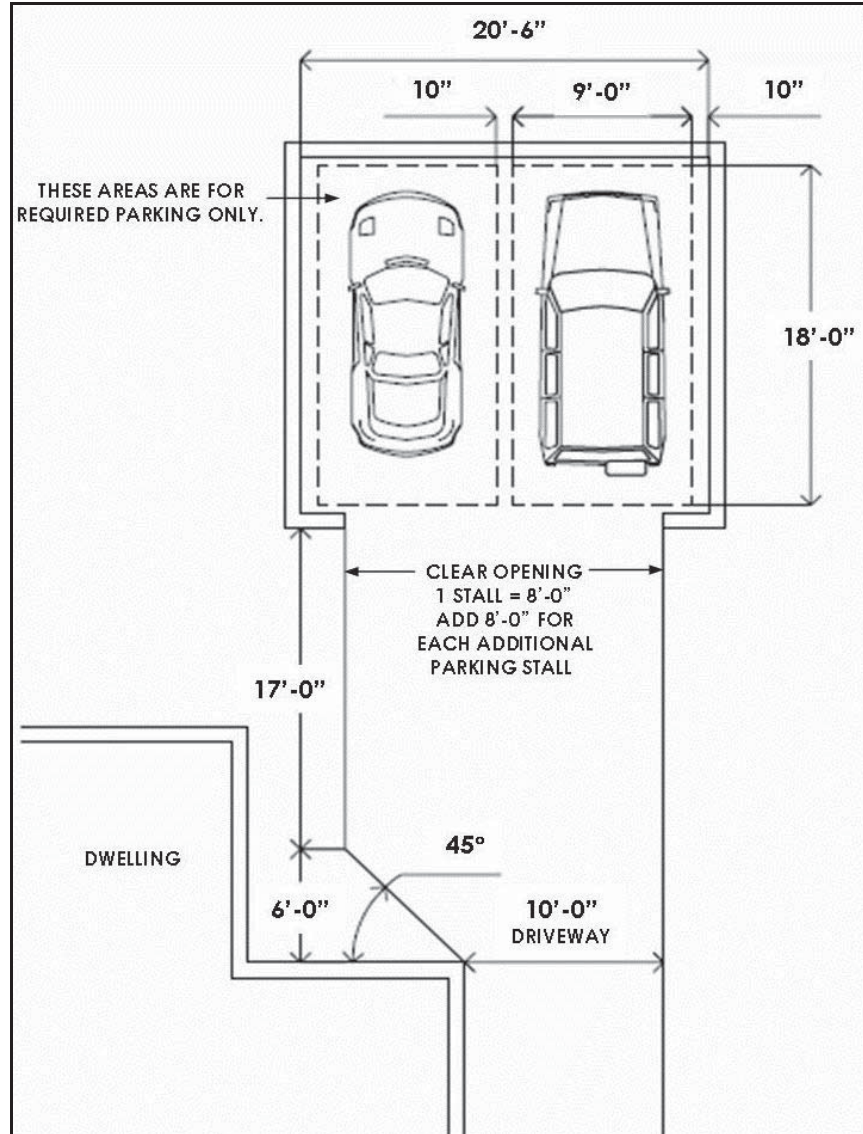


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- b. **Tandem parking spaces.** Each tandem parking space shall be 9 feet in width by 18 feet in depth.
 - i. Within ~~duplex, triplex and multiple family developments residential districts or within the residential parking area of a mixed use development tandem parking spaces may be provided for required parking spaces.~~ Tandem parking spaces can only be assigned to a single unit, and may count toward the requirement for covered or uncovered spaces, but may not count as a guest space. Tandem parking may be arranged to be no more than 2 spaces in depth.
 - ii. Within non-residential districts, tandem parking may be provided for required parking spaces where authorized through an Administrative Use Permit. The use of the tandem parking for non-residential uses shall require that the operator of the parking facility provide a valet or attendant at all times that the parking is accessible to users, except where the Director determines that the nature of the use and its operation will not require attended parking. Tandem parking may be arranged to be no more than 3 spaces in depth.
 - c. **All other parking spaces.** Minimum parking spaces dimensions shall be as shown in Table 3-4 (Parking Space and Drive Aisle Dimensions) and Figure 3-10 (Parking Space and Aisle Dimension).
2. **Parking lot aisles.** Drive aisles within parking areas shall be designed and constructed in compliance with the following standards.
- a. **Aisle width.** Parking area aisles shall comply with the minimum dimensional requirements in Table 3-4 (Parking Space and Drive Aisle Dimensions) and Figure 3-10 (Parking Space and Aisle Dimension).
 - b. **Visibility.** Drive aisles shall be designed and located so that adequate visibility is ensured for pedestrians, bicyclists, and motorists when entering individual parking spaces, circulating within a parking facility, and entering or leaving a parking facility.

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Table 3-4
Parking Space and Drive Aisle Dimensions

Angle of Parking	Minimum Dimensions			
	Parking Space Depth	Parking Space Width (1)	Aisle Width <u>and Backup</u> (one way) (2)(3)	Aisle Width <u>and Backup</u> (two way) (2)(3)
0 degrees (parallel parking)	26 feet	8 feet, 6 inches	12 feet	18 feet
30 to 45 degrees	19 feet	8 feet, 6 inches	13 feet	20 feet
46 to 60 degrees	21 feet	8 feet, 6 inches	17 feet	21 feet
61 -90 degrees	18 feet	8 feet, 6 inches	27 24 feet	27 24 feet

Notes:

- (1) Each parking space that is adjoined on either side of its longer dimension by a fence, wall, partition, column, post or similar obstruction, and the obstruction is located less than 14 feet from the access aisle measured along the length of the stall shall have its minimum width increased by at least 10 inches on the side of the obstruction.
- (2) The Director may require greater aisle widths where slopes or other obstructions are encountered.
- (3) For all parking spaces that back out onto an alley, the width of the alley shall be included in the minimum dimensions required for aisle width and backup.

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Figure 3-10
Parking Space and Aisle Dimension

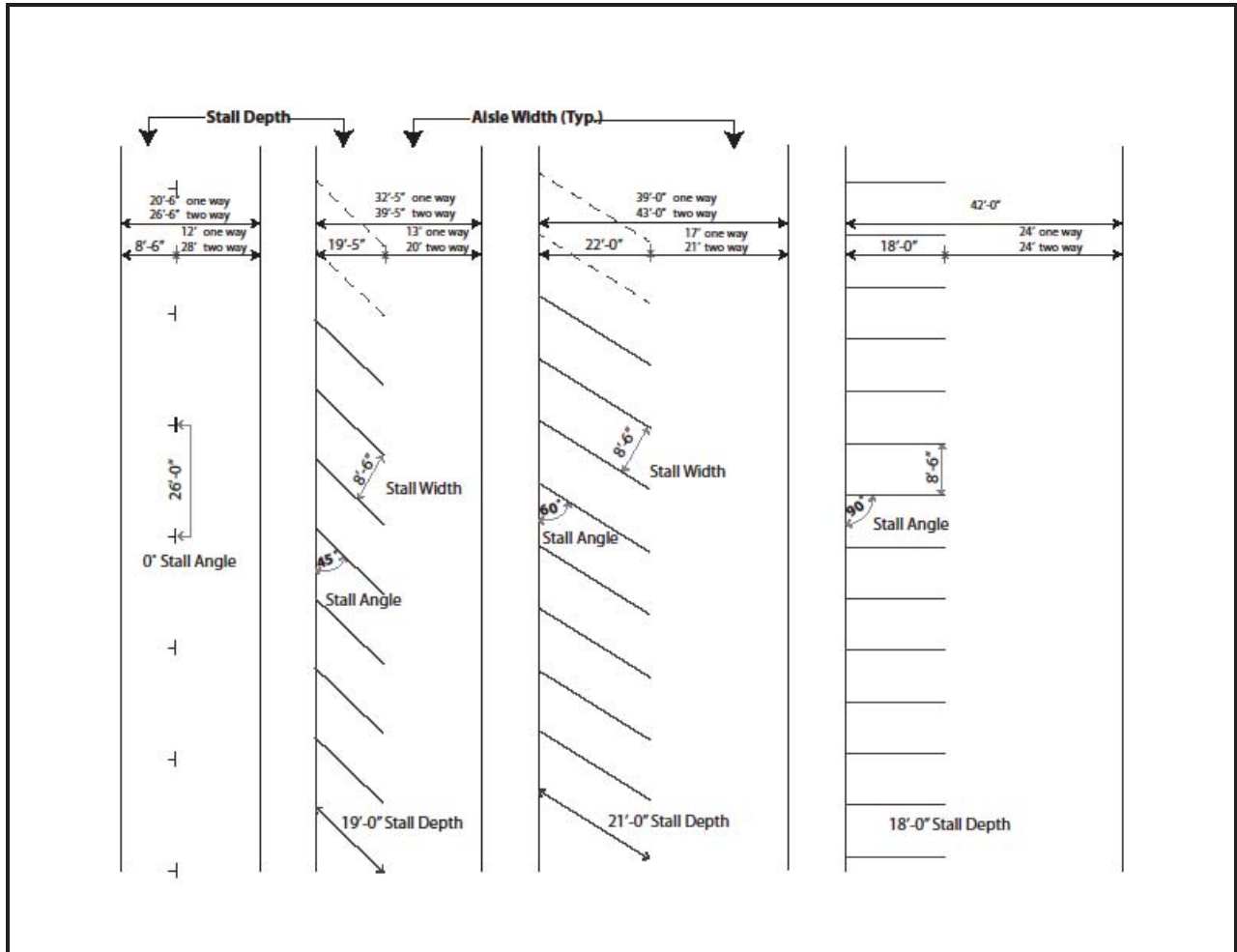


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D. Curbing and Wheel Stops.

1. Continuous concrete curbing at least 6 inches high and 6 inches wide, with breaks to allow on-site drainage, shall be provided along the edges of parking spaces adjacent to fences, walls, other structures, property lines, pedestrian walkways and planted areas. Curbing shall be placed within the parking space a minimum of 2 feet from the front of the space. Alternatively, wheel stops can be placed to allow for 2 feet of vehicle overhang area within the dimension of the parking space. Wheel stops or curbs are not required where two parking spaces are contiguous at the width ("head to head"). Alternative barrier designs to protect planted areas may be approved by the Director.
2. To increase the parking lot landscaped area, a maximum of 2 feet of the parking stall depth may be landscaped with low-growth, hearty materials in lieu of paving, allowing a 2-foot bumper overhang while maintaining the required parking dimensions. See Figure 3-5 (Bumper Overhang Area).

E. Slopes of Driveways, Ramps and Parking Areas. The slopes of driveways, ramps and parking areas shall comply with the following requirements.

1. **Driveways and ramps.** Driveways and ramps shall not exceed a maximum slope of 20% measured along the driveway centerline. Where there is a change in the slope of the driveway, it shall be demonstrated to the satisfaction of the Director that vehicles will be able to pass over the change in slope without interference with an average vehicle's undercarriage. The 20 feet of driveway or ramp closest to the exit shall not exceed a slope of 3% or as determined appropriate by the Director.
2. **Parking areas.** Parking areas shall have a maximum grade of 5%, measured in any direction.

F. Landscaping. Parking area landscaping shall be provided in compliance with Chapter 17.310 (Landscaping).

G. Lighting. Parking areas within non-residential areas shall have lighting that provides adequate illumination for security and safety. Lighting standards shall be energy-efficient and in scale with the height and use of the on-site structures, and shall not exceed a maximum height of 18 feet, or a lesser height determined by the Director, to mitigate any impacts to adjoining properties. All illumination, including security lighting, shall be directed downward, away from adjacent properties and public rights-of-way. Lighting location shall take into account the location and expected mature characteristics of on-site landscape materials.

H. Directional Areas and Signs.

1. Parking spaces, aisles, approach lanes and maneuvering areas shall be clearly marked with directional arrows and lines to ensure the safe and efficient flow of vehicles.
2. The Director may require the installation of traffic signs in addition to directional arrows to ensure the safe and efficient ingress and egress and circulation of vehicles in a parking facility.

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- I. Striping and Identification.** Parking spaces shall be clearly outlined with a double striped line on each side of the parking space. The double striped line shall consist of two 4-inch wide lines spaced 6 inches apart and painted on the surface of the parking facility. Parking space width shall be measured from the centerline between the two 4-inch lines. Circulation aisles, approach lanes, and turning areas shall be clearly marked with directional arrows and lines to ensure safe traffic movement.
- J. Surfacing.** Parking spaces and maneuvering areas shall be paved and permanently maintained with a minimum thickness of 2 inches of asphalt, concrete, or other all-weather surface over a minimum thickness of 4 inches of a base material; or paved and permanently maintained with a minimum thickness of 4 inches of Portland cement or as deemed appropriate by the Director.
- Alternative surfaces for parking and loading areas may be approved by the Community Development Director and the Public Works Director, provided that the material used meets aesthetic standards as determined by the Director, improves drainage and permeability, and responds to any historic guidelines for the property and its setting.
- K. Interior Parking Clearance.** Covered parking areas shall be provided with a minimum of 7 feet of unobstructed clearance from finished floor surface to any ceiling, beam, entranceway, pipe, suspended sign or other obstruction, improvement, or device overhead, except as approved by the Director for storage cabinets or other suspended or cantilevered obstructions. Where a covered parking area is intended for or is accessible to the general public use, each entrance shall be clearly posted with a sign indicating the minimum interior clearance actually provided.
- L. Subterranean Parking.** Subterranean parking structures shall comply with all requirements of this section and the following additional requirements when located within a required setback:
- 1. Invisibility.** No portion of a subterranean structure shall project or be visible above the finished grade of the setback in which it is located; except approved semi-subterranean structures, which may project no more than 4 feet above the finished grade within required side and rear setbacks only.
 - 2. Accommodate landscaping.** The subterranean structure shall be designed to accommodate landscaping or other setback area improvements as required by this Title.
 - 3. Covered structure.** When located within a required street-facing setback area, the subterranean structure shall be fully covered by landscaping.
- M. Parking Structures.** Parking structures providing parking for residential and non-residential uses shall comply with all requirements of this section and the following additional requirements:
- 1.** Parking structures shall comply with the setback requirements and height limits of the applicable zoning district.
 - 2.** Parking structures visible from street frontages shall be designed to be architecturally compatible with adjacent buildings and shall not adversely impact abutting pedestrian sidewalks.

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3. **Parking Structure** elevations should use color, massing, or architectural features to reduce the appearance of bulk.
4. Parking structure facades facing residential parcels shall:
 - a. Be enclosed to prevent light spill, noise, or pollutants from impacting dwellings; and
 - b. Incorporate architectural design elements, including surface treatments, offset planes, structural articulation, and landscaping to provide visual interest and compatibility with adjacent dwellings.

N. Special Parking Requirements for Residential Uses.

1. **Driveway length.** Within ~~the R1, R2, and R3 Zones~~ single-family, duplex and triplex developments, access for every required parking space shall be provided by a paved driveway not less than 20 feet in length, measured from the end of the parking space to the nearest public or private street right-of-way line from which access to parking is provided.
2. **Paving of street facing setback.** Within residential zoning districts, no more than 25% of any required setback facing a street shall be paved to provide access to onsite parking, unless paving of a larger area is required to comply with Subsection 17.320.035.AC. (~~Access to Parking Areas and Parking Spaces~~ Parking Space and Lot Dimensions), above (e.g., to provide a standard 16-foot double wide driveway for a two car garage within the 20-foot front set back area), or unless such paving involves a circular driveway which is otherwise in compliance with Subsection 17.320.040.C. (Circular Drive). Vehicles shall not be parked between the street property line and the front or side of a residential unit except on a driveway leading to a garage or carport, or a circular driveway.
3. **Covered parking.** All required parking shall comply with the requirements of Table 3-5 Covered Parking Requirements.
 - ~~a. In the R1 Zone, all required parking shall be fully covered within a garage or carport.~~
 - ~~b. In the R2 and R3, RLD, RMD, and RHD Zones, all required parking for single family (detached) dwellings shall be fully covered within a garage or carport. One half of all required parking for multiple family (attached) dwellings shall be fully covered within a garage or carport.~~

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Table 3-5

Residential Covered Parking Requirements

Zoning District	Residential Unit(s)	Uncovered	½ Covered	Fully Covered
R1 Zone	Single Family Dwelling			■
R2, R3, RLD, RMD and RHD Zones	Single Family Dwelling (alone)			■
R2, R3, RLD, RMD and RHD Zones	Single Family Dwelling (plus one or more detached SFD, Duplex or Triplex)		■	
R2, R3, RLD, RMD and RHD Zones	Duplex or Triplex		■	
RLD, RMD and RHD Zones	Multiple Family (4 or more units)		■	
CN,CG, CC, CD, and EWO Zones	Residential Portion of a Mixed Use Project			■
CN,CG, CC, CD, and EWO Zones	Live Work Unit		■	
All	Guest Parking	■		

4. **Guest parking.** Guest parking for multiple-family residential uses and residential uses in a mixed use project shall be designated and restricted for the exclusive use of the guests with appropriate signs and pavement markings.

17.320.040 - Driveway and Site Access Standards

A. **Driveway Widths.** Minimum driveway widths shall be as follows:

1. Driveway serves less than 20 spaces = 10 feet wide.
2. Driveway serves residential use with 20 or more spaces = 18 feet wide.
3. Driveway serves nonresidential use with 20 or more spaces = 25 feet wide.

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4. Driveways serving as parking aisles shall be increased in width as necessary to provide parking stall backup area as required by Section 17.320.035 (Parking Design and Layout Guidelines).
 5. Driveway aprons shall conform to standards established in Title 9.08 (Streets and Sidewalks) of the CCMC.
- B. Garage Access.** A driveway to a residential parking garage located behind a dwelling shall meet the access and maneuvering standards of Section 17.320.035 (Parking Design and Layout Guidelines).
- C. Circular Drive.** A circular driveway on residential property shall not involve paving of more than 60% of the area within the required street-facing setback.
- D. Visibility at Driveways.** Driveways and driveway landscaping shall be designed to maintain visibility and minimize interference with passing pedestrians. Landscaping adjacent to a driveway and the walls of the building shall be designed not to interfere with motorists' views of the sidewalk and pedestrians' views of vehicles exiting the project.

17.320.045 - Bicycle Parking

Bicycle parking shall be provided for all multi-family projects and non-residential uses in compliance with this Section.

A. Number of Bicycle Spaces Required.

1. Multi-family projects shall provide bicycle parking spaces equal to a minimum of 10% of the required vehicle spaces, unless separate secured garage space is provided for each unit. The bicycle spaces shall be distributed throughout the project to the extent feasible.
2. Retail commercial uses shall provide bicycle parking spaces equal to a minimum of 5% of the required vehicle spaces, distributed to serve customers and employees of the project.
3. Other non-residential uses providing employment shall provide bicycle parking spaces equal to a minimum of 5% of the required vehicle spaces, distributed to serve employees and visitors to the project.

B. Bicycle Parking Design.

1. **Parking equipment.** Each bicycle parking space shall include a stationary parking device, as approved by the Director, to adequately secure the bicycle.
2. **Parking layout.** Each bicycle space shall be a minimum of 2 feet in width. Bicycle spaces shall be separated from motor vehicle parking spaces by at least 5 feet of open area. Bicycle spaces shall be conveniently located and generally within proximity to the main entrance of a structure.

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17.330.050 - Loading Area Requirements

A. Loading area size categories.

Size	Minimum Dimensions	Minimum Area	Overhead Clearance
Small	8'-6" x 18'	150 sf	7 ft
Medium	10' x 30' 12' x 25'	300 sf	12 ft
Large	12' x 40'	480 sf	13.5 ft
Extra large	12' x 60' 19' x 40'	720 sf	13.5 ft

B. Number of Loading Spaces Required. Nonresidential uses shall provide the number of loading spaces in compliance with the following standards.

1. For a building having no door opening larger than 8 feet in width and accessible to vehicles, one small loading area shall be provided on-site.
2. For a building having any door opening exceeding 8 feet but less than 12 feet in width and accessible to vehicles, and with no dock high or depressed ramp, one medium loading area shall be provided for each such door opening on-site.
3. For a building having any door opening exceeding 12 feet in width or a dock high or depressed ramp accessible to vehicles, one large loading area shall be provided for each door opening, dock high or depressed ramp; or one or more extra large loading areas may be required if the City determines that tractor and double trailer rigs may use the door opening, or dock high or depressed ramp.

C. Exceptions.

1. The requirement to provide required small loading areas may be satisfied by:
 - a. Approval by the City Engineer or Traffic Committee of a public street curbside loading zone, which is so painted or signed by the City, provided such loading zone is on the same side of the street, within the same block, and within 100 feet of the uses for which it is to be credited towards loading area requirements.

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- b. Posting and maintaining one of the required on-site prime access standard parking spaces with a City approved “Loading Only” sign designating the time period for loading, provided the time period does not exceed one-half hour per day for loading during normal business hours.
 - 2. A door that only provides access to mechanical, electrical equipment or similar rooms shall not require a loading area.
- D. **Standards for Loading Areas.** Loading areas shall be provided in the following manner:
 - 1. **Access.** Loading areas accessible only from a public street right-of-way shall be located to allow head-in and head-out access from and to the public street right-of-way. Back-in access may be permitted if it is determined by the Director that no feasible alternative exist.
 - 2. **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 structure(s).
 - 3. **Loading ramps/docks.** Plans for loading ramps or truck wells shall be accompanied by a profile drawing showing the ramp, ramp transitions and overhead clearances.
 - 4. **Location.** Loading areas shall be located as follows:
 - a. As near as possible to building door openings providing loading access.
 - b. Situated to ensure that the loading facility is screened from adjacent streets as much as possible.
 - c. Situated to avoid adverse impacts upon neighboring properties.
 - 5. **Screening.** Loading areas adjacent to residential uses or public streets or alleys shall be screened with a solid masonry wall, at least 6 feet in height and of a design approved by the Director.
 - 6. **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.