



Planning Commission Agenda

**COUNCIL CHAMBERS and/or
TELECONFERENCE**

TUESDAY, JULY 5, 2022 AT 7:00 P.M.

DIAL-IN-NUMBER: 1 (669) 900-6833

Meeting ID: 873 9382 2188

<https://us02web.zoom.us/j/87393822188>

CALL TO ORDER:

PLEDGE OF ALLEGIANCE:

CITY OFFICIALS:

CHAIRPERSON

Fabiola Inzunza

VICE CHAIRPERSON

Jose De La Paz

COMMISSIONERS

Jose Delgado

Diego Sepulveda

Ivy Duarte

ROLL CALL:

REPORT ON POSTING

I, Jose Montano, Acting Administrative Service Coordinator, certify that a true and correct copy of the foregoing meeting agenda was properly posted on June 30, 2022, seventy-two hours prior to the scheduled meeting, as required by law.

MEETING COMPENSATION DISCLOSURE

Pursuant to Government Code Section 54952.3: Disclosure of compensation for meeting attendance by the Planning Commission is \$125.00 per meeting.

Item No. 1

The Planning Commission will consider approving the minutes for the Planning Commission meeting of June 21, 2022.

Item No. 2

The Planning Commission will conduct a public hearing to review amending the Zoning Code regarding off-site parking distances, thresholds and parking requirements for land uses serving children, older adults, community assembly or people with disabilities.

Comments

At this time, members of the public and staff may address the City Planning Commission regarding any items within the subject matter jurisdiction of the Planning Commission. No action may be taken on items not listed on the agenda unless authorized by law.

AUDIENCE COMMENTS

CITY STAFF COMMENTS

PLANNING COMMISSION COMMENTS

ADJOURNMENT

In compliance with the American with Disabilities Act, if you need special assistance to participate in the Planning Commission Meetings, please contact the Community Development Department.

Notification 48 hours prior to the City Council Meeting will enable the City to make reasonable arrangements to assure accessibility. Any final action of the Planning Commission, on this agenda, is appealable to the City Council upon filling the request with the City Clerk prior to 5:00pm on Monday, July 18, 2022.

Materials related to an item on this Agenda submitted to the Planning Commission after distribution of the agenda packet are available for public inspection in the City Clerk's Office, 8650 California Avenue, South Gate, California 90280 (323) 563-9510 * fax (323) 563-5411 * www.cityofsouthgate.org.

**MINUTES OF THE REGULAR MEETING
OF THE SOUTH GATE CITY PLANNING COMMISSION
TUESDAY, JUNE 21, 2022**

1. CALL TO ORDER

The Planning Commission of the City of South Gate met via teleconference on the above date at 7:00 PM
Chairperson Fabiola Inzunza presiding.

2. PLEDGE OF ALLEGIANCE – Commissioner Delgado

3. ROLL CALL

Commissioners Present: Chairperson Fabiola Inzunza, Vice-Chairperson Jose De La Paz, Delgado, and
Sepulveda

Commissioners Absent: Duarte

Staff Present: Meredith T. Elguira, Community Development Director
Yalini Siva, Senior Planner
Jose Montano, Recording Secretary
Craig Hardwick, City Attorney

4. REPORT ON POSTING AND MEETING COMPENSATION DISCLOSURE

5. MINUTES

MOTION: Vice Chairperson De La Paz moved to approve the minutes and Chairperson Inzunza
seconded the motion. Motion carried unanimously, with the following roll call vote:

AYES: Inzunza, De La Paz, Delgado, and Sepúlveda

NOES: None

ABSTAIN: None

**6. THE PLANNING COMMISSION WILL REVIEW A PROPOSED TIMELINE FOR UPCOMING WORKSHOPS TO
CONTRIBUTE GUIDANCE AND DIRECTION REGARDING UPDATING THE CITY'S ZONING CODE.**

Yalini Siva, Senior Planner presented a staff report to the Planning Commission and there was a range of
discussion amongst the Planning Commissioners and staff regarding Updating the Zoning Code.

Chairperson Inzunza called for a 3-minute recess; meeting will resume at 7:10pm.

Chairperson resumed the Planning Commission meeting at 7:13pm.

Carlos Amador- 9293 Park Ave, South Gate Ca 90280 spoke expressed his concern on item No. 2.

This item has been received and filed

7. THE PLANNING COMMISSION WILL CONDUCT A PUBLIC HEARING TO REVIEW AMENDING THE ZONING CODE REGARDING OFF-SITE PARKING DISTANCES, THRESHOLDS AND PARKING REQUIREMENTS FOR LAND USES SERVING CHILDREN, OLDER ADULTS, COMMUNITY ASSEMBLY OR PEOPLE WITH DISABILITIES.

MOTION: Chairperson Inzunza moved to grant the request of staff to move item No. 3 to the Planning Commission Meeting of July 5, 2022, and Commissioner Sepulveda seconded the motion. Motion carried unanimously, with the following vote:

AYES: Inzunza, De La Paz, Delgado and Sepúlveda
NOES: None
ABSTAIN: None

10. CITY STAFF COMMENTS

Meredith Elguira informed the Commission of the upcoming Regional Planning Commissioner Training and would like to meet with all the commissioners individually.

11. PLANNING COMMISSION COMMENTS

Vice Chairperson express is excitement for the upcoming 4th of July celebration the City of South Gate will be hosting at the South Gate City Park.

12. ADJOURNMENT

The meeting was adjourned at 7:36 PM. The next regular meeting of the Planning Commission is scheduled to be held on Tuesday, July 5, 2022, beginning at 7:00 PM.

Respectfully,

Meredith T. Elguira, Community Development Director

APPROVED:

Fabiola Inzunza, Chairperson

City of South Gate

PLANNING COMMISSION

AGENDA BILL

For the Regular Meeting of: July 5, 2022

Senior Planner: 

Yalini Siva

Community Development Director: 

Meredith T. Elguira

SUBJECT: ZONING CODE AMENDMENT OF TITLE 11, CHAPTER 11.33 OF THE SOUTH GATE MUNICIPAL CODE TO REVISE THE CITY'S ORDINANCE PERTAINING TO PARKING REQUIREMENTS FOR LAND USES SERVING CHILDREN, OLDER ADULTS, COMMUNITY ASSEMBLY OR PEOPLE WITH DISABILITIES

PURPOSE: Public hearing to consider a recommendation to the City Council to adopt an Ordinance amending Title 11, Chapter 11.33 of the South Gate Municipal Code (SGMC), to include parking requirements and standards for land uses serving children, older adults, community assembly or people with disabilities.

RECOMMENDED ACTIONS:

- a. **CONDUCT** a public hearing;
- b. **ACCEPT** the determination that this is not a project, as defined by the California Environmental Quality Act;
- c. **ADOPT** the findings as outlined in Resolution No. 2022-13; and
- d. **RECOMMEND** that the City Council adopt the draft ordinance approving Zone Text Amendment No. 175.

PUBLIC NOTIFICATION: Advertising and notification of the public hearing for this item was conducted in compliance with SGMC Sections 11.50.020 and 11.50.030. Notice of the hearing was originally posted and published in the "South Gate Press" on June 7, 2022.

ENVIRONMENTAL EVALUATION: Zoning Code Amendment No. 175 recommending the City Council adoption of Ordinance No. ____ is not subject to the California Environmental Quality Act (CEQA) pursuant to 14 CCR Section 15060(c)(2), constituting an activity that will not result in a direct or reasonably foreseeable indirect physical change in the environment, and pursuant to 14 CCR Section 15060(c)(3) constituting an activity that is not a project as defined in 14 CCR Section 15378.

BACKGROUND: The purpose of the proposed amendment is to provide minimum parking requirements for specific land use types, which are not currently listed within SGMC Section 11.33.040 "Required parking by land use," to amend off-site parking distance requirements and standards within SGMC Section 11.33.060 "Parking lot standards;" and also to simplify parking requirement calculations per SGMC Section 11.33.040 (D)(1) "Calculations."

Under Section 11.33.040, Table 11.33-1 "Minimum Required Parking by Land Use" lists various land uses, ranging from banks and offices to stadiums and warehouses. However, land uses that are specific to children, older adults, community assembly or people with disabilities are not adequately or similarly listed in Table 11.33-1. Parking calculations are determined by staff and are often unable to simplify determinations of parking requirements.

SGMC Section 11.33.060 provides "Off-site Parking Distance" standards for land uses serving children, older

adults, community assembly or people with disabilities and non-residential uses. Although these land uses are noted in this code section, the distance allowed between sites does not adequately reflect real-life distances that may be permitted pursuant to the Zoning Code.

ANALYSIS:

Required Parking based on Land Uses

Land uses that are specific to children, older adults, community assembly or people with disabilities include, but are not limited to, uses such as children or adult day care centers; nursery schools; preschools; infant centers; religious facilities; lodges; meeting halls; community, cultural, performing arts centers; etc. Table 11.33-1, under SGMC Section 11.33.040, “Schools” and “Trade and/or vocational schools” are listed as below:

Land Use Type	Minimum Required Parking
Schools	1 per employee
Trade and/or vocational schools	3, plus 1 per student capacity; or 1 per 1 sq. ft. building gfa, whichever is greater

Day care centers and community centers are relatively similar land uses to the uses listed above, however, there are staffing differences that would cause for substantial parking requirement differences. For example, the minimum required parking for Schools is based on the number of employees, which can be calculated based on the number of classrooms at a school facility. Day care centers, meeting halls and performing arts centers are not solely based around classrooms and employees assigned accordingly. These land uses that are specific to children, the elderly, or people with disabilities may require multiple employees/instructors/teachers/etc.,

In order to sufficiently provide parking requirements for land uses not currently addressed in the Zoning code, staff is proposing to amend Table 11.33-1 under SGMC Section 11.33.040, by adding the Land Use Type below:

Land Use Type	Minimum Required Parking
Schools	1 per employee
Trade and/or vocational schools	3, plus 1 per student capacity; or 1 per 1 sq. ft. building gfa, whichever is greater
Uses specific to children, older adults, community assembly or people with disabilities	1 per every 8 person, plus 2 loading and unloading spaces

The minimum required parking requirement is derived from the State’s requirements for day care employee parking and is also similarly compared to neighboring cities parking requirements.

Off-site Parking Distances

Because parking is often at a shortage throughout the City, various uses are unable to meet parking requirements pursuant to the Zoning Code. The Zoning Code currently allows for a shared parking option, which is listed in Table 11.33-3, under SGMC 11.33.060. This shared parking option allows uses to enter into agreements with nearby uses that have a surplus of parking spaces. For example, a restaurant that is unable to provide parking based on the Zoning Code parking requirements may request to share parking with a nearby retail market that has more parking spaces than it is required to provide. The “Off-site Parking Distance” for nonresidential uses is 300 feet from the site. Therefore, the restaurant would have to be located a maximum of 300 feet from the retail market. Utilizing nearby excess parking spaces allows the restaurant to meet parking requirements per the Zoning Code.

Minagar & Associates, Inc. completed a survey of off-site parking distances from various cities throughout the State and determined that the City’s current standard for off-site parking distance allowances is lower than most cities. The study recommends a maximum of 700 feet in distance between uses, however Staff has determined that less than a quarter of a mile, linear1,000 feet, would allow many uses in the City to achieve parking compliance with the Zoning Code. To ensure that shared parking between uses is maintained, a parking covenant

agreement would be submitted to the City for administrative review and ultimately approved by the Community Development Director.

In addition to the above off-site parking distance allowance, uses would also be able to share parking with other uses within 1,000 feet that are able to provide parking availability based on differences in hours of operation. For example, a religious facility that operates between 5 a.m. and 5 p.m. would be able to share parking spaces with a restaurant that operates between 6 p.m. and 11 p.m. The parking spaces would be shared by each use at different times of each day of the week. Such as the 1,000 linearfoot off-site parking distance referenced above where there is a surplus of parking spaces, in the case of differences in hours of operation and days of the week, a Conditional Use Permit approval would be required, in addition to a parking covenant agreement between the two uses.

Table 11.33.-3 Parking Lot Standards, under SGMC Section 11.33.060 Parking Lot Standards would be amended as follows:

Off-Site Parking Distance	
Land Uses Serving Children, Older Adults, Community Assembly, or People with Disabilities	150 ft. max. from site
Nonresidential Uses - Shared parking with existing parking space surplus ³ - Shared parking without existing parking space surplus ⁴	1,000 ft. max. from site ²

Notes:

- 2. Distances are to be measured in walking distance along the way open to public pedestrian passage.
- 3. Use/business is to be reviewed according to SGMC Section 11.51.050 “Administrative permits and approvals.”
- 4. Use/business is to obtain an approval for a Conditional Use Permit according to SGMC Section 11.52 “Conditional Use Permit.”

Minimum Parking Requirement Calculations

The SGMC Section 11.33.040 also instructs staff to calculate minimum required parking based on gross floor area calculations, seating calculations and assembly area calculation. Based on the current Zoning Code, for example, when calculating the minimum number of required parking spaces for a library, one parking space is required per 250 square feet of gross floor area (GFA). This gross floor area includes all square footage within surrounding exterior walls of the library building, including shared bathroom spaces, storage areas and areas for circulation. Therefore a 10,000 square foot library would be required to provide 40 parking spaces on-site. As noted above, meeting parking requirements per the current Zoning Code, is often difficult to achieve throughout the City.

Therefore, staff is recommending that parking calculations be amended to simplify calculations of gross floor area as follows in SGMC Section 11.33.040 (D)(1):

D. Calculations.

- 1. Gross Floor Area Calculations. Gross floor area calculations are based on the area within the surrounding exterior walls of a building or any portion thereof, ~~including shared bathroom spaces, storage areas, and areas for circulation.~~ Required parking is calculated based on publicly-accessible areas and areas that are not accessible to the public.

For example, a 1,000 square foot retail store that includes a 250 square foot employee office, 250 square feet for restrooms for both the public and employees and the remaining 500 square feet is the retail shop area. The restrooms and retail shop area, which are both areas that are accessible to the public, would be calculated based on the minimum parking required for retail stores (1 per 200 square feet GFA). The remaining 250 square foot

agreement would be submitted to the City for administrative review and ultimately approved by the Community Development Director.

In addition to the above off-site parking distance allowance, uses would also be able to share parking with other uses within 1,000 feet that are able to provide parking availability based on differences in hours of operation. For example, a religious facility that operates between 5 a.m. and 5 p.m. would be able to share parking spaces with a restaurant that operates between 6 p.m. and 11 p.m. The parking spaces would be shared by each use at different times of each day of the week. Such as the 1,000 linear foot off-site parking distance referenced above where there is a surplus of parking spaces, in the case of differences in hours of operation and days of the week, a Conditional Use Permit approval would be required, in addition to a parking covenant agreement between the two uses.

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For example, a 1,000 square foot retail store that includes a 250 square foot employee office, 250 square feet for restrooms for both the public and employees and the remaining 500 square feet is the retail shop area. The restrooms and retail shop area, which are both areas that are accessible to the public, would be calculated based

employee office, not publicly-accessible, would be calculated based on the minimum parking required for offices (1 per 300 square feet GFA). This calculation would lower the number of minimum parking spaces required.

CONCLUSION: The proposed amendments will address parking sufficiency for non-residential uses throughout the City and also provide for additional options for parking compliance with the Zoning Code.

ATTACHMENTS: A. Resolution No. 2022-13
B. Draft Ordinance
C. Parking Lots Standards Study, Minagar & Associates, Inc.
D. Public Hearing Notice

RESOLUTION NO. 2022-13

**A RESOLUTION OF THE PLANNING COMMISSION OF THE
CITY OF SOUTH GATE, STATE OF CALIFORNIA,
RECOMMENDING CITY COUNCIL APPROVAL OF ZONING
CODE AMENDMENT NO. 175 AMENDING THE CITY OF
SOUTH GATE MUNICIPAL CODE, TITLE 11, ZONING,
CHAPTER 11.33, “PARKING STANDARDS”**

WHEREAS, the city of South Gate (“City”) is a general law city, incorporated under the laws of the State of California;

WHEREAS, pursuant to its police power, the City may enact and enforce laws within its boundaries which promote the public health, morals, safety, or general welfare of the community, and are not in conflict with general laws;

WHEREAS, comprehensive zoning regulations lie within the police power of the City;

WHEREAS, administration of the Zoning Code is a responsibility of the City’s Community Development Department;

WHEREAS, the City finds it necessary to amend the Zoning Code to clarify administrative procedures which have been subject to interpretation in order to facilitate administration of the Zoning Code by the Community Development Department;

WHEREAS, pursuant to California Government Code Section 65854, the Planning Commission duly noticed and agendized a public hearing and conducted the public hearing on this matter on June 7, 2022 and adopted Planning Commission Resolution No. 2022-13 recommending that the City council approve Zoning Code Amendment No. 175 and adopt the amendments to the South Gate Zoning Code as set forth in this ordinance; and

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF SOUTH GATE, CALIFORNIA, HEREBY RESOLVES AS FOLLOWS:

SECTION 1. The Planning Commission hereby finds that all of the facts set forth in the Recitals of this Resolution are true and correct.

SECTION 2. The Planning Commission hereby finds that Zoning Code Amendment No. 175 recommending the City Council’s adoption of an Ordinance is not subject to the California Environmental Quality Act (CEQA) pursuant to 14 CCR Section 15060(c)(2), constituting an activity that will not result in a direct or reasonably foreseeable indirect physical change in the environment, and pursuant to 14 CCR Section 15060(c)(3) constituting an activity that is not a project as defined in 14 CCR Section 15378.

SECTION 3. The Planning Commission hereby recommends that the City Council approve amendments to Chapter 11.33 of the South Gate Municipal Code, as described in the draft ordinance, attached hereto and made a part of this resolution.

BE IT RESOLVED, that the Secretary of this Commission be directed to transmit to the City council a copy of this resolution as the report of findings and recommendations of the Planning Commission with reference to this matter.

This recommendation was adopted by the following vote at the Planning Commission meeting of July 5, 2022.

AYES:

NOES:

ABSENT:

APPROVED and ADOPTED this 5th of July, 2022.

Meredith T. Elguira
Community Development Director

APPROVED:

Fabiola Inzunza
Chairperson
City Planning Commission

ORDINANCE NO. _____

**CITY OF SOUTH GATE
LOS ANGELES COUNTY, CALIFORNIA**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY
OF SOUTH GATE, CALIFORNIA, AMENDING THE CITY
OF SOUTH GATE MUNICIPAL CODE, TITLE 11, ZONING,
CHAPTER 11.33, "PARKING STANDARDS."**

WHEREAS, the city of South Gate ("City") is a general law city, incorporated under the laws of the State of California;

WHEREAS, pursuant to its police power, the City may enact and enforce laws within its boundaries which promote the public health, morals, safety, or general welfare of the community, and are not in conflict with general laws;

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WHEREAS, at the conclusion of the public hearing held at the meeting of the Planning Commission on July 5, 2022, the Planning Commission adopted Resolution No. 2022-13, recommending that the City Council approve the amendment to the South Gate Zoning Code as set forth in this Ordinance; and

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

SECTION 1. Findings and Purpose. In adopting this Ordinance, the City Council finds and declares as follows:

- i. That the above recitals are true and correct and hereby incorporates them herein by this reference.
- ii. Ordinance No. ____ serves the public health, safety, and welfare of the residents and businesses within the City to regulate land use within the City.
- iii. Ordinance No. ____ is consistent with the City's General Plan.
- iv. Ordinance No. ____ amending the City of South Gate Municipal Code, will not

present any risk to the public health and safety.

SECTION 2. South Gate Municipal Code Title 11, Zoning, Chapter 11.50, “Permits and Procedures,” Section 11.51.050 “Administrative Permits and Procedures,” is amended and enacted as follows:

11.33.040 Required parking by land use.

The requirements of this section shall be applied uniformly based on land use, regardless of the zone in which a land use is located, unless otherwise specified.

A. **Minimum Standards.** Every land use shall provide at least the minimum number of off-street vehicular parking spaces required by Table 11.33-1, Minimum Required Parking by Land Use, and Table 11.33-4, Mixed-Use Parking Requirements. Reductions to the parking requirements may be permitted, subject to Section 11.33.020, Applicability and exemptions, and subsequent referenced sections. Required parking space dimensions, based on parking configuration, are established in Section 11.33.050, Parking space size and location, and Table 11.33-2, Parking Dimensions.

B. **Uses Not Listed.** Parking requirements for a land use not specifically listed in Table 11.33-1 shall be determined by the director based on comparable uses in the table or through a parking demand analysis of similar facilities in the region.

C. **Rounding Calculations.** Calculations resulting in a fractional number shall be treated as follows: One parking space is required for fractions of one-half or greater; no additional parking space is required for fractions of less than one-half.

D. Calculations.

1. **Gross Floor Area Calculations.** Gross floor area calculations are based on the area within the surrounding exterior walls of a building or any portion ~~thereof, including shared bathroom spaces, storage areas, and areas for circulation.~~ Required parking is calculated based on publicly-accessible areas and areas that are not accessible to the public.

2. **Seating Calculations.** Where fixed seats provided are either benches, bleachers, or pews, such seats shall be calculated at one seat per eighteen inches, and one seat per twenty-four inches of booth length for dining.

3. **Assembly Area Calculations.** All rooms or areas that can be logically used for seating, in addition to any fixed seating area, shall be calculated in determining the parking requirement for assembly areas.

Table 11.33-1 Minimum Required Parking by Land Use

Land Use Type	Minimum Required Parking
Automobile courts and motels	1 per sleeping unit or DU
Banks	1 per 200 sq. ft. gfa

Land Use Type	Minimum Required Parking
Business offices, such as public utility, commercial, insurance agencies, real estate sales	1 per 300 sq. ft. gfa
Bowling alleys	4 per alley
Churches	1 per 6 fixed seats of assembly area, or 1 per 150 sq. ft. of assembly area if no fixed seats
Dwellings, single-family or two-family (attached or detached)	2 per DU; Section 11.33.100
Dwellings, multiple (more than two families)	2 per DU, shall be enclosed 0.20 guest spaces per DU – permitted as open parking spaces; Section 11.33.090
Establishment for the sale and consumption on the premises of food and beverages:	
– having less than 4,000 sq. ft. of floor area	1 per 100 sq. ft. gfa
– having 4,000 sq. ft. of floor area or more	40, plus 1 per 50 sq. ft. over 4,000 sq. ft.
Furniture and appliances, hardware, household equipment, service shops, clothing or shoe repair, or personal services such as barber and beauty shops	1 per 300 sq. ft. gfa
Hospitals	2 per bed
Hotels	1 per bedroom
Industrial uses, except as otherwise specified herein	1 per 3 employees on max. shift; or 1 per 450 sq. ft. gfa, whichever is greater
Institutional	1 per 400 sq. ft. gfa, plus 1 per 2 employees
Laboratories, biochemical, X-ray, dental, and research and testing	1 per 300 sq. ft. gfa
Libraries	1 per 250 sq. ft. gfa
Manufacturing uses, such as creameries, bottling establishments, bakeries, canneries, and printing and engraving shops	1 per 3 employees on max. shift; or 1 per 300 sq. ft. gfa, whichever is greater
Mini-warehouse buildings	1 per 25 storage cubicles (1)
Mortuaries	1 per 25 sq. ft. assembly room floor area
Motor vehicle sales, machinery sales, or wholesale stores	1 per 400 sq. ft. gfa
Museums	1 per 500 sq. ft. gfa
Pharmacies, drugstores	1 per 150 sq. ft. gfa
Professional offices:	
– attorneys, accountants, engineers, architects	1 per 200 sq. ft. gfa
– medical, dental, optometrist, chiropractors, oculists, opticians	1 per 150 sq. ft. gfa

Land Use Type	Minimum Required Parking
Public utilities facilities not having business offices on the premises	1 per vehicle operated or kept on site; minimum 2 spaces
Retail stores, except as otherwise specified herein:	
– having not more than 5,000 sq. ft. of floor area	1 per 200 sq. ft. gfa
– having more than 5,000 sq. ft. of floor area	25, plus 1 per 150 sq. ft. over 5,000 sq. ft.
Rooming houses, lodging houses, clubs, fraternity houses having sleeping rooms	1 per sleeping room
Rest homes and homes for older adults	1 per 4 beds
Sanitariums, children's homes, asylums, nursing homes	1 per bed
Schools	1 per employee
Stadiums, sports arenas, auditoriums (including school auditoriums), and other places of public assembly, and clubs and lodges having no sleeping quarters	1 per 3 fixed seats for all assembly areas; or 1 per 100 sq. ft. floor area used for assembly
Theaters	1 per 3 seats up to 800 seats, plus 1 per 5 seats over 800 seats
Trade and/or vocational schools	3, plus 1 per student capacity; or 1 sq. ft. per 1 sq. ft. building gfa, whichever is greater
Transportation and trucking terminal facilities	Adequate number as determined by the planning commission
Uses specific to children, older adults, community assembly or people with disabilities	1 per every 8 person, plus 2 loading and unloading spaces
Warehouses and storage buildings	1 per 1,000 sq. ft. gfa, plus 1 per 200 sq. ft. office or sales area

Notes:

1. Parking shall be evenly distributed throughout storage area. Requirements: one-way drives: eighteen-foot-wide parking and travel lane; two-way drive: twenty-six-foot-wide parking and travel lane.

DU = dwelling unit; gfa = gross floor area; sq. ft. = square feet/foot.

11.33.060 Parking Lot Standards

The standards of Table 11.33-3, Parking Lot Standards, and this section shall apply to the design of all public and private parking lots, vehicle storage areas, and vehicle sales/rental areas for new construction and remodeled existing land uses in all zones.

A. Sufficient Vehicular Maneuvering Area, Access, and Circulation. The following standards are provided to ensure suitable maneuvering and circulation for parking lots and loading areas accessed from a public street or alley:

1. Forward Movement. All access and circulation shall facilitate vehicles (including trucks and solid waste, emergency, and other public service vehicles) entering and exiting a

facility or lot without backing up into a public street, reentering a public right-of-way, or making other hazardous turning movements.

2. Turnarounds. If such circulation is not possible, a turnaround area shall be provided, subject to the requirements of the city fire department or engineering division.

B. Parking Location. Off-street parking for nonresidential land uses shall be provided in a paved parking lot or within a building, with a maximum walking distance as indicated in Table 11.33-3, Parking Lot Standards. Required minimum setback to parking is regulated by the applicable zone. Where a minimum setback is regulated by a maximum percent of the frontage.

C. Ingress/Egress. Parking driveways and access points shall not disrupt the pedestrian right-of-way on primary streets. Ingress/egress shall comply with the Revised Standard Driveways Plan No. M-11.59, adopted by the city council. Refer to Section [11.23.070\(F\)](#), Vehicular Driveway Access, for ingress/egress standards related to pedestrian-oriented uses.

Table 11.33-3 Parking Lot Standards

Ingress/Egress	
Driveway Spacing	Max. 1 driveway/120 ft. parking lot frontage
Intersection Spacing	Min. 75 ft. separation between intersection and driveway; or 0.75% frontage width, whichever is greater
Driveway Width	20 ft. min.
Height Clearance	
Minimum	7 ft. 2 in. min. required clearance for all parking lots and structures
Off-Site Parking Distance	
Land Uses Serving Children, Older Adults, Community Assembly, or People with Disabilities	150 ft. max. from site
Nonresidential Uses - Shared parking with existing surplus ³	1,000 linear feet max. from site ²

- Shared parking without existing surplus ⁴	
Compact/Tandem Spaces	
Office Uses	Compact spaces permitted, max. 25% of spaces
Industrial/Manufacturing Uses	Tandem and/or compact spaces permitted, max. 25% of spaces
Site Walls	
Street Frontage PL	24-inch-high solid wall required
Front Setback Area, On Site or NL/NM Adjacent PL	24-inch-high solid wall required
NL/NM Adjacent PL (1)	6-ft. solid wall required with a max. up 8 ft.; except when finished grade difference is 6 ft. or greater
Street Frontage Adjacency	
Curb/Bumper Required	6-inch bumper required; securely installed
Curb/Bumper Setback	3 ft. from any street PL
Required Lighting	
Lot Lighting	Uniform 3 ft. : 1 ft. candles (average to minimum)
Perimeter PL Lighting	Max. 0.5 ft. candle at any point along the perimeter PL

Notes:

1. Rear or interior walls may be permitted to be up to eight feet maximum when adjacent to a parking lot. Barbed wire is prohibited.
2. Distances are to be measured in walking distance along the way open to public pedestrian passage.
3. Use/business is to be reviewed according to SGMC Section 11.51.050 "Administrative permits and approvals."
4. Use/business is to obtain an approval for a Conditional Use Permit according to SGMC Section 11.52 "Conditional Use Permit."

PL = property line; NL = neighborhood low; NM = neighborhood medium.

SECTION 3. City Council approval of Zoning Code Amendment No. 175 and adoption of Ordinance No. ____ are not subject to the California Environmental Quality Act (CEQA) pursuant to 14 CCR Section 15060(c)(2), constituting an activity that will not result in a direct or reasonably foreseeable indirect physical change in the environment, and pursuant to 14 CCR Section 14 CCR 15060(c)(3) constituting an activity that is not a project as defined in Section 15378.

SECTION 4. If any section, sentence, clause, or phrase of this Ordinance is for any reason held to be invalid or unconstitutional by a decision of any court of any competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this Ordinance, and each and every section, subsection, sentence, clause and phrase thereof not declared invalid or unconstitutional without regard to whether any portion of the ordinance would be subsequently declared invalid or unconstitutional.

SECTION 5. This Ordinance shall take effect on the thirty-first (31st) day after its adoption.

SECTION 6. The City Clerk shall certify to the adoption of this Ordinance and shall cause the same to be published as required by law.

PASSED, APPROVED and ADOPTED this ____ day of ____, 2022.

CITY OF SOUTH GATE:

Al Rios, Mayor

ATTEST:

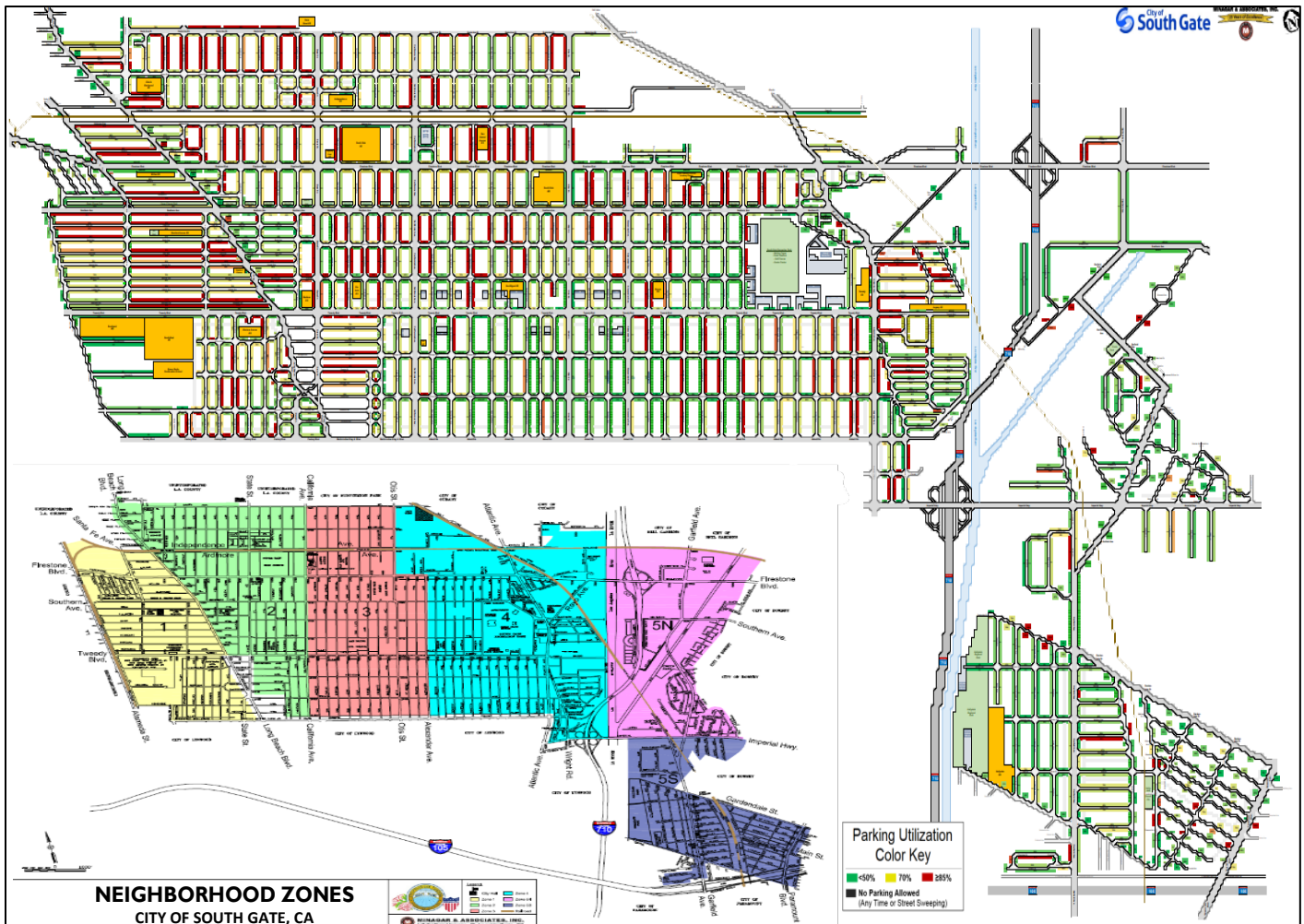
Yodit Glaze, City Clerk

(SEAL)

APPROVED AS TO FORM:

Raul F. Salinas, City Attorney

Technical Memorandum
for
Review & Modification
of
Municipal Code 11.33.060 Parking Lot Standards Table (11.33-3)
in the
City of South Gate, CA



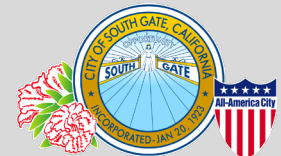
PREPARED FOR:



CITY OF SOUTH GATE

Public Works Department

8650 California Ave
South Gate, CA 90280



PREPARED BY:



MINAGAR & ASSOCIATES, INC.

Traffic/Civil/Electrical Engineering – ITS – Transportation Planning – CEM
23282 Mill Creek Drive, Suite 120
Laguna Hills, CA 92653
Tel: (949)707-1199



May 9, 2022



TECHNICAL MEMORANDUM

To: Ms. Meredith Elguira
Community Development Director, City of South Gate

From: Fred Minagar, MS, PE, RCE, FITE
Principal, Minagar & Associates, Inc.

Date: May 9, 2022

Re: Review & Modification of South Gate's Municipal Code 11.33.060 Parking Lot Standards
in the City of South Gate

Executive Summary

The City of South Gate requested Minagar & Associates, Inc. to review and present modifications to South Gate Municipal Code *11.33.060 Parking Lot Standards* due to concerns regarding off-site parking distance limitations that can negatively impact areas where parking is already problematic for either residential or commercial area.

Furthermore, Minagar & Associates, Inc. analyzed and compared the existing:

1. Off-site parking distance thresholds established by South Gate's Municipal Code *11.33.060 Parking Lot Standards*, and
2. Off-site parking distance thresholds established by twenty (20) other agencies.

Moreover, Minagar & Associates, Inc. concluded that the current off-site parking distance thresholds established by the City of South Gate's Municipal Code *11.33.060 Parking Lot Standards*, can be modified based upon its unique existing community and neighborhood setting, demographic and socioeconomic trends as compared to many other agencies. Therefore, ***Minagar & Associates, Inc. is recommending to the City of South Gate to modify the existing South Gate Municipal Code 11.33.060 Parking Lot Standards as follows:***

Current:

- Maximum of 150 feet from site – *Land Uses Serving Children, Older Adults, Community Assembly, or People with Disabilities*
- Maximum of 300 feet from site – *Nonresidential Uses*

Proposed:

- Maximum of 485 feet from site – *Land Uses Serving Children, Older Adults, Community Assembly, or People with Disabilities*
- Maximum of 700 feet from site – *Nonresidential Uses*





Introduction

The Community Development Department of City of South Gate commissioned Minagar & Associates, Inc. to conduct a full review of the existing parking lot standards of other municipalities with respect to specific land uses and present potential modification to the City of South Gate's Municipal Code 11.33.060 *Parking Lot Standards* (Table 11.33-3).

Mayor Rios and Council Member Hurtado requested City staff to review and present modifications to South Gate's Municipal Code 11.33.060 *Parking Lot Standards*. Furthermore, the City is considering changing distance limitations in the South Gate Municipal Code 11.33.060 *Parking Lot Standards* (Table 11.33-3) to provide some limitations and ultimately ensure that parking will be convenient enough for customers of specific land use to use said parking.

Moreover, the City of South Gate is raising awareness in regard to parking areas that already suffer from congestion. As stated in the City Council Agenda Bill for the Regular Meeting of January 11, 2022:

"The Purpose of providing some limitation is to ensure that parking will be convenient enough for customers of the specific land use to use paid parking. The farther the location from the primary land use, the less likely customers will use it. Customers will likely attempt to park in locations closer and more convenient to them, which can add to areas where parking is already problematic for either residential or commercial areas."

Discussion

Minagar & Associates, Inc. acknowledged the issue that the City is raising in regard to the modification of the distance limitations in the City of South Gate Municipal Code 11.33.060 *Parking Lot Standards* (Table 11.33-3). The City of South Gate's current established Off-Site Parking Distance code permits:

- Maximum of 150 feet from site – *Land Uses Serving Children, Older Adults, Community Assembly, or People with Disabilities*
- Maximum of 300 feet from site – *Nonresidential Uses*

Minagar & Associates, Inc. conducted a research on the parking standards established by other agencies to research through what other agencies permit in regard to off-site parking distance limitations. The following table represents the agency and their corresponding established off-site parking distance limitations:



Agency	Researched Off-Site Parking Distance Limitation Established Code*
City of Paramount, CA ¹	For single-family, two-family, limited-multiple or unlimited-multiple family dwellings , parking facilities shall be located <u>on the same lot or building site</u> as the building they are required to serve. For all other uses , parking facilities shall be located not more than <u>150 feet</u> from the use such facilities are required to serve.
City of Compton, CA ²	Nonresidential: <u>On the same lot or parcel of land</u> as the use which the facilities serve <u>or</u> on a separate lot or parcel not more than <u>300 feet</u> from the perimeter of the lot or parcel of land the parking facilities are intended to serve.
City of Montebello, CA ³	A: For dwelling units , parking facilities shall be <u>on the same lot or building site</u> as the dwelling unit. B: For hospitals, sanitariums, homes for the aged, asylums, orphanages, roominghouses, lodginghouses, club rooms, fraternity and sorority houses , not more than <u>150 feet</u> from the buildings they are required to serve. C: For retail, commercial, office and assembly uses , not more than <u>300 feet</u> from the building they serve. For use other than those specified in subsections A, B and C, not over <u>1000 feet</u> from the building they serve.
City of Irwindale, CA ⁴	A. For dwelling units , parking facilities shall be located <u>on the same lot or building site</u> as the buildings they are required to serve. B. For hospitals, sanitariums, homes for the aged, and similar uses , parking facilities shall be located not more than <u>150 feet</u> from the buildings they are required to serve. C. For uses other than those specified above in this section, parking facilities shall be located not over <u>300 feet</u> from the building they are required to serve, except as otherwise provided herein.
City of Baldwin Park, CA ⁵	All required off-street parking spaces shall be located within <u>300 feet</u> of the use or development requiring such spaces. If the parking spaces are provided on a lot separate from the use it serves, a covenant, acceptable to the City Attorney, shall be recorded associating the parking spaces to the use or development so served.
City of Lynwood, CA ⁶	Except as provided in subsection (A) of this section, off-street parking shall be located <u>on the same lot or an adjoining lot</u> or lots to the property being served. Parking stalls located on another property shall be within <u>300 feet</u> of the property being served and not separated from the property by a street. A. Exception – Remote Parking Lots. Customer and employee parking may be located on a lot more than <u>300 feet but less than 1,000 feet</u> from the property and/or separated from the property by a

¹ City of Paramount, CA *Municipal Code 17.44.480 Size, location and design of parking spaces and areas.*

² City of Compton, CA *Municipal Code 30-21.3. Parking Space Requirements.*

³ City of Montebello, CA *Municipal Code 17.52.200 Location of parking facilities.*

⁴ City of Irwindale, CA *Municipal Code 17.64.130 - Parking areas—Location.*

⁵ City of Baldwin Park, CA *Municipal Code 153.150.080 Parking Lot and Space Location Standards.*

⁶ City of Lynwood, CA *Municipal Code 21.18.300 Location of Parking.*



	<p>street designated other than a principal arterial in the Lynnwood comprehensive plan when approved by the director. In considering any remote parking application, the director shall consider all factors relevant to the public interest, including but not limited to the following:</p> <ol style="list-style-type: none"> 1. The distance from the building, business, or site to the proposed parking lot; and 2. That the pedestrian route to and from the parking lot is as direct and short as practical, provides for adequate pedestrian safety, which may include but is not limited to sidewalks, walkways, crosswalks, traffic and pedestrian signals and/or signs, lighting, and surveillance or patrolling if appropriate; and 3. That the parking lot meets all dimensional and landscaping requirements of this title.
City of Bell Gardens, CA ⁷	<p>Residential: Required parking facilities for residential uses shall be located <u>on the same lot or parcel of land</u> as the use the parking facilities are intended to serve. Such facilities shall be conveniently accessible and located at a place where the erection of garages or carports is permitted.</p>
	<p>Commercial and Industrial: Required parking facilities for commercial and industrial uses shall be located <u>on the same lot or parcel of land</u> as the use such parking facilities are intended to serve, except as set forth below:</p> <ol style="list-style-type: none"> a. For uses or buildings which require at least 15 parking spaces, the planning commission may approve a substitute location upon a finding that the provision of a substitute location will not adversely affect the public health or general welfare of the neighboring properties or the community. In making this determination, the planning commission shall consider, among other factors, the existing traffic and pedestrian patterns, traffic lights and traffic signs, surrounding land uses and additional factors relating to the public convenience and safety and welfare. Notwithstanding the foregoing, the planning commission shall not approve a substitute location unless the following conditions are satisfied: <ol style="list-style-type: none"> i. All portions of the substitute location are located within <u>300 feet</u> of the nearest property line of the lot upon which the principal use to be served is located. ii. No more than 20 percent of the total number of parking spaces required for the use are located at such a substitute location.
	<p>Other Uses: Required parking facilities for hospitals, sanitariums, homes for the aged, asylums, orphanages, roominghouses, club rooms, and fraternity and sorority houses shall be located <u>on the same lot or parcel of land</u> as the use such parking facilities are intended to serve, <u>except</u> as set forth below:</p>

⁷ City of Bell Gardens, CA *Municipal Code 9.38.020 Limitation of parking and loading facilities.*



	<p>a. For uses or buildings which require at least 15 parking spaces, the planning commission may approve a substitute location upon a finding that the provision of a substitute location will not adversely affect the public health or general welfare of the neighboring properties or the community. In making this determination, the planning commission shall consider, among other factors, the existing traffic and pedestrian patterns, traffic lights and traffic signs, surrounding land uses and additional factors relating to the public convenience and safety and welfare. Notwithstanding the foregoing, the planning commission shall not approve a substitute location unless the following conditions are satisfied:</p> <p>i. All portions of the substitute location are located within <u>150 feet of the nearest property line of the lot</u> upon which the principal use to be served is located, except as follows: (A) All portions of the substitute location are located within <u>1,000 feet of the nearest property line of the lot</u> upon which the principal use is located; provided, that the principal use is for dental and/or medical offices which are nonprofit and community service-oriented, and designated for employee parking only.</p> <p>ii. No more than 20 percent of the total number of parking spaces required for the use are located at such a substitute location.</p>
City of Foster City, CA⁸	Commercial, Residential or Office: Within <u>300 feet</u> of principal entrances.
City of Oceanside, CA⁹	Nonresidential: Within <u>300 feet</u> of site.
City of Cottonwood, AZ¹⁰	Residential: Required off-street parking spaces shall be located on the <u>same lot or parcel</u> as the use it is intended to serve.
	Nonresidential: Off-site parking spaces shall be located within <u>three hundred (300) feet</u> of the use served – Required handicap-accessible parking spaces shall not be located off-site.
City of Cudahy, CA¹¹	Residential: Required parking facilities in residential zones and permitted residential uses in any other zone shall be located <u>on the same lot or parcel of land</u> as the use that the parking space is intended to serve.
	<p>Non Residential: Required parking facilities in zones other than residential may be located:</p> <p>i. Outdoors or in a building.</p> <p>ii. <u>On the same lot or parcel of land</u> as the use the parking space is intended to serve.</p> <p>iii. On a lot or parcel of land held under the same or joint ownership, provided such parking facilities are located within <u>400 feet</u> of the use served.</p>

⁸ City of Foster City, CA *Municipal Code 17.62.060 – Off-Street Parking Requirements.*

⁹ City of Oceanside, CA *Municipal Code Article 31 Off-Street Parking and Loading Regulations.*

¹⁰ City of Cottonwood, AZ *Municipal Code Section 406. Parking and Loading Requirements.*

¹¹ City of Cudahy, CA *Municipal Code 20.64.030 Use restrictions.*





	iv. On a lot or parcel of land owned or operated by the city as a parking lot, parking district, or parking area provided such commuter parking facilities are located within <u>1,000 feet</u> of the use served.
City of Santa Fe Springs, CA ¹²	<p>(A) The off-street parking facilities required by this chapter shall be located <u>on the same lot or parcel of land</u> as the use they are intended to serve.</p> <p>(B) In cases of practical difficulty, the Director of Planning and Development may approve a substitute location which meets the following conditions:</p> <p>(1) That all or part of substitute location is within <u>400 feet</u> of the principal use for which the parking is being provided. Said distance shall be measured as walking distance along a public street or sidewalk.</p> <p>(2) That the substitute lot is in the same possession as the land it is intended to serve. Such possession may be by deed or long term lease, the terms of which meet the approval of the city. The present and future owners of the substitute lot shall be bound by covenants filed in the office of the County Recorder, requiring such owner to maintain the required number of parking spaces for the duration of the use served.</p>
County of Placer, CA ¹³	<p>Residential: Required off-street parking spaces shall be located <u>on the same lot or parcel</u> as the use it is intended to serve.</p> <p>Nonresidential: Within <u>400 feet</u> from the use.</p>
City of Huntington Park, CA ¹⁴	<p>Residential: All parking spaces required for residential uses shall be located <u>on the same parcel</u> as they are required to serve.</p> <p>Nonresidential: Required parking spaces for nonresidential uses shall not be more than <u>500 feet</u> from the lot line of the use they are required to serve, as measured along the line of travel that a pedestrian would be required to use. Off-site parking facilities shall be secured by ownership or by a lease agreement which shall be approved by the Director and City Attorney.</p>
City of La Puente, CA ¹⁵	<p>Residential Uses: Required parking facilities for residential uses as specified in this Chapter shall be located <u>on the same lot or parcel of land</u> with the use in which it is intended to serve, except where parking districts or community parking facilities have been established by ordinance or resolution of the Council.</p> <p>Non-Residential Uses. Required parking for non-residential uses shall be provided in one of the following ways:</p> <ol style="list-style-type: none"> 1. <u>On the same lot or parcel of land</u> with the use in which it is intended to serve; or 2. By membership in a vehicle parking district; or

¹² City of Santa Fe Springs, CA *Municipal Code 155.483 Location and Control of Parking Facilities.*

¹³ County of Placer, CA *Municipal Code 17.54.075 Off-Street Parking.*

¹⁴ City of Huntington Park, CA *Municipal Code 9-3.809 Development standards.*

¹⁵ City of La Puente, CA *Municipal Code 10.30.090 Parking Lot Location.*





	3. On a lot or parcel of land within <u>500 feet</u> of the use, subject to the approval of the Director and provided that the distant lot can be accessed safely and conveniently by pedestrians and further provided that a covenant acceptable to the City Attorney specifically identifies and authorizes the parking use for the same period of time for which the land use is approved. Distance between the parking lot and the use being served shall be measured via a convenient and safe pedestrian route, as determined by the Director
County of El Dorado, CA¹⁶	Industrial & Commercial: Within <u>500 feet</u> of site.
City Petaluma, CA¹⁷	Residential & Nonresidential: Within <u>600 feet</u> of site.
City San Antonio, TX¹⁸	Nonresidential: Within <u>600 feet</u> of site.
City of Long Beach, CA¹⁹	Commercial, Industrial and Institutional use: All required parking shall be located within <u>600 feet</u> of the use it serves, unless otherwise specified.
City of Downey, CA²⁰	Nonresidential: Off-street parking facilities shall be located <u>on the same lot or parcel of land</u> as the use they are intended to serve, except the Commission may approve a conditional use permit to allow a substitute location within <u>660 feet</u> from the principal use for which the parking is being provided.

* Distance Limitations in ascending order

Through an analysis of what other agencies permit in regard to off-site parking distance limitations, Minagar & Associates, Inc. determined that can be modified based upon its unique existing community and neighborhood setting, demographic and socioeconomic trends as compared to many other agencies.

Current:

- Maximum of 150 feet from site – *Land Uses Serving Children, Older Adults, Community Assembly, or People with Disabilities*
- Maximum of 300 feet from site – *Nonresidential Uses*

Proposed:

- Maximum of 485 feet from site – *Land Uses Serving Children, Older Adults, Community Assembly, or People with Disabilities*
- Maximum of 700 feet from site – *Nonresidential Uses*

Conclusion

Upon the analysis and comparison of:

¹⁶ County of El Dorado, CA *Municipal Code 130.35.030 Off-Street Parking & Loading Requirements*

¹⁷ City of Petaluma, CA *Municipal Code 11.030 Off-Street Parking General Regulations*

¹⁸ City of San Antonio, TX *Municipal Code 35.526 Parking and Loading Standards*

¹⁹ City of Long Beach, CA *Municipal Code 21.41.222 Off-Site Parking*

²⁰ City of Downey, CA *Municipal Code Section 9726. Off-Site Parking Facilities*





1. Off-site parking distance thresholds established by South Gate's Municipal Code 11.33.060 *Parking Lot Standards*, and
2. Off-site parking distance thresholds established by twenty (20) other agencies,

Minagar & Associates, Inc. concluded that the current off-site parking distance thresholds established by the City of South Gate's Municipal Code 11.33.060 *Parking Lot Standards*, can be modified based upon its unique existing community and neighborhood setting, demographic and socioeconomic trends as compared to many other agencies. Therefore, ***Minagar & Associates, Inc. is recommending to the City of South Gate to modify the existing South Gate Municipal Code 11.33.060 Parking Lot Standards as follows:***

Proposed:

- **Maximum of 485 feet from site – Land Uses Serving Children, Older Adults, Community Assembly, or People with Disabilities**
- **Maximum of 700 feet from site – Nonresidential Uses**

Respectfully submitted,

MINAGAR & ASSOCIATES, INC.

Fred Minagar, MS, PE, RCE, FITE





Appendix A:
CITY OF SOUTH GATE MUNICIPAL CODE
PARKING STANDARDS 11.33



Chapter 11.33

PARKING STANDARDS

Sections:

11.33.010 Purpose and intent.

11.33.020 Applicability and exemptions.

11.33.030 General standards and limitations.

11.33.040 Required parking by land use.

11.33.050 Parking space size and location.

11.33.060 Parking lot standards.

11.33.070 Parking structure guidelines.

11.33.080 Urban mixed-use zone requirements.

11.33.090 Multifamily parking requirements.

11.33.100 NL zone parking requirements.

11.33.110 Trip reduction measures.

11.33.120 Park-once/parking districts.

11.33.130 AQMP/CO plan compliance.

11.33.010 Purpose and intent.

The purpose of this chapter is to establish regulations for the provision of off-street parking and loading for all land uses. The standards of this chapter are intended to ensure that adequate off-street parking and loading facilities are provided in conjunction with all land uses to facilitate community-wide accessibility; promote the viability of business within South Gate; create safe and attractive streets; and promote the use of a full range of mobility options, including walking, bicycling, and transit use.

(Ord. 2323 § 1 Exh. A (part), 4-28-15)

11.33.020 Applicability and exemptions.

A. **Applicability.** The provisions of this chapter shall be applied to the establishment, development, redevelopment, expansion, and modifications of any land use in the city. No building or structure shall be occupied, and operations associated with a land use shall not commence, unless off-street parking and loading facilities conform to the requirements of this chapter.

B. **Exemptions.** Parking requirements of this chapter may be waived or reduced by the planning commission through a variance, including required fees, for the following land use conditions:

1. **Shared Parking Programs.** Shared parking programs or areas may be established with centralized off-site parking or reduced parking standards per Section [11.33.110](#), Trip reduction measures.
2. **Parking Districts.** Land uses participating in a vehicle parking district shall be subject to the parking and loading requirements of the applicable program, as provided for in Section [11.33.120](#), Park-once/parking districts, or as subsequently established.
3. **Modifications.** Parking requirements of this chapter may be modified or reduced through the standards of Table 11.30-1, Administrative Modifications, or an administrative permit. Any modification or reduction in parking shall be subject to the discretion of the director based on the specific conditions and on-site personnel of the land use.
4. **Existing Permits.** When parking requirements, as set forth in this chapter, are amended, such amendments shall not invalidate a previously approved permit.

(Ord. 2323 § 1 Exh. A (part), 4-28-15)

11.33.030 General standards and limitations.

The standards of this section are applicable to all land uses in all zones, unless otherwise specified.

A. **Use of Parking Areas.** Parking spaces regulated in this chapter shall be solely used for parking, and may not be used for the display of merchandise; storage or display of equipment; display for sale or lease; or repair of vehicles, trailers, recreation vehicles, boats, or other vehicles/equipment, except where expressly permitted by a temporary use permit.

B. **Usable Existing Spaces.** Required or provided parking spaces shall be maintained clear of any utility or other structural interference, regardless of any permits previously issued.

C. **Required Availability and Maintenance.** All required parking and loading areas shall be available during all hours of operation, marked for their intended uses, and reserved for parking and loading purposes for the life of the use or facility.

D. Existing Facilities. The building or use associated with a parking facility that becomes substandard by the adoption of this chapter shall be considered a nonconforming use and allowed to continue operation. Modification to the building or use shall be subject to conformance with the parking standards of this chapter based on the following.

1. One enlargement or expansion limited to one percent of the total building area may be permitted without increasing parking to the standards of this chapter.
2. All additional enlargement or expansion shall be contingent upon concurrent provision of the required number of parking spaces or parking area as designated by this chapter.

E. Change of Occupancy or Use. Off-street parking facilities and loading shall be provided in compliance with the minimum requirements of this chapter, including change of occupancy, a new business license, or enlargement of a structure or use where the parking demand is increased. This requirement shall not be applicable to mixed-use parking developments in cases where a use changes from one commercial type to another commercial type; see Section [11.33.080](#), Urban mixed-use zone requirements, for mixed-use parking standards.

F. Parking of Inoperable or Unregistered Vehicles. Except as set forth in this chapter, it shall be unlawful for any person to park or store an automotive vehicle or trailer in inoperable condition or without current registration from the Department of Motor Vehicles, except when stored in a fully enclosed building or fully enclosed garage.

G. Parking and Driveway Requirements – Residential Uses. Legal nonconforming properties built without garages may pave and make use of one driveway space, maximum twelve feet wide, within the front yard setback. Any planters, additional paved area, or structures in the front yard setback area require approval by the community development director. The parking of motor vehicles or trailers of any kind in the front yard setback area outside the approved driveway surface is prohibited.

(Ord. 2347 § 3, 5-8-18; Ord. 2323 § 1 Exh. A (part), 4-28-15)

11.33.040 Required parking by land use.

The requirements of this section shall be applied uniformly based on land use, regardless of the zone in which a land use is located, unless otherwise specified.

A. Minimum Standards. Every land use shall provide at least the minimum number of off-street vehicular parking spaces required by Table 11.33-1, Minimum Required Parking by Land Use, and Table 11.33-4, Mixed-Use Parking Requirements. Reductions to the parking requirements may be permitted, subject to Section [11.33.020](#), Applicability and exemptions, and subsequent referenced

sections. Required parking space dimensions, based on parking configuration, are established in Section [11.33.050](#), Parking space size and location, and Table 11.33-2, Parking Dimensions.

B. Uses Not Listed. Parking requirements for a land use not specifically listed in Table 11.33-1 shall be determined by the director based on comparable uses in the table or through a parking demand analysis of similar facilities in the region.

C. Rounding Calculations. Calculations resulting in a fractional number shall be treated as follows: One parking space is required for fractions of one-half or greater; no additional parking space is required for fractions of less than one-half.

D. Calculations.

1. Gross Floor Area Calculations. Gross floor area calculations are based on the area within the surrounding exterior walls of a building or any portion thereof, including shared bathroom spaces, storage areas, and areas for circulation.

2. Seating Calculations. Where fixed seats provided are either benches, bleachers, or pews, such seats shall be calculated at one seat per eighteen inches, and one seat per twenty-four inches of booth length for dining.

3. Assembly Area Calculations. All rooms or areas that can be logically used for seating, in addition to any fixed seating area, shall be calculated in determining the parking requirement for assembly areas.

Table 11.33-1 Minimum Required Parking by Land Use

Land Use Type	Minimum Required Parking
Automobile courts and motels	1 per sleeping unit or DU
Banks	1 per 200 sq. ft. gfa
Business offices, such as public utility, commercial, insurance agencies, real estate sales	1 per 300 sq. ft. gfa
Bowling alleys	4 per alley
Churches	1 per 6 fixed seats of assembly area, or 1 per 150 sq. ft. of assembly area if no fixed seats

Land Use Type	Minimum Required Parking
Dwellings, single-family or two-family (attached or detached)	2 per DU; Section 11.33.100
Dwellings, multiple (more than two families)	2 per DU, shall be enclosed 0.20 guest spaces per DU – permitted as open parking spaces; Section 11.33.090
Establishment for the sale and consumption on the premises of food and beverages:	
– having less than 4,000 sq. ft. of floor area	1 per 100 sq. ft. gfa
– having 4,000 sq. ft. of floor area or more	40, plus 1 per 50 sq. ft. over 4,000 sq. ft.
Furniture and appliances, hardware, household equipment, service shops, clothing or shoe repair, or personal services such as barber and beauty shops	1 per 300 sq. ft. gfa
Hospitals	2 per bed
Hotels	1 per bedroom
Industrial uses, except as otherwise specified herein	1 per 3 employees on max. shift; or 1 per 450 sq. ft. gfa, whichever is greater
Institutional	1 per 400 sq. ft. gfa, plus 1 per 2 employees
Laboratories, biochemical, X-ray, dental, and research and testing	1 per 300 sq. ft. gfa
Libraries	1 per 250 sq. ft. gfa
Manufacturing uses, such as creameries, bottling establishments, bakeries, canneries, and printing and engraving shops	1 per 3 employees on max. shift; or 1 per 300 sq. ft. gfa, whichever is greater
Mini-warehouse buildings	1 per 25 storage cubicles (1)
Mortuaries	1 per 25 sq. ft. assembly room floor area
Motor vehicle sales, machinery sales, or wholesale stores	1 per 400 sq. ft. gfa
Museums	1 per 500 sq. ft. gfa
Pharmacies, drugstores	1 per 150 sq. ft. gfa
Professional offices:	
– attorneys, accountants, engineers, architects	1 per 200 sq. ft. gfa

Land Use Type	Minimum Required Parking
– medical, dental, optometrist, chiropractors, oculists, opticians	1 per 150 sq. ft. gfa
Public utilities facilities not having business offices on the premises	1 per vehicle operated or kept on site; minimum 2 spaces
Retail stores, except as otherwise specified herein:	
– having not more than 5,000 sq. ft. of floor area	1 per 200 sq. ft. gfa
– having more than 5,000 sq. ft. of floor area	25, plus 1 per 150 sq. ft. over 5,000 sq. ft.
Rooming houses, lodging houses, clubs, fraternity houses having sleeping rooms	1 per sleeping room
Rest homes and homes for older adults	1 per 4 beds
Sanitariums, children's homes, asylums, nursing homes	1 per bed
Schools	1 per employee
Stadiums, sports arenas, auditoriums (including school auditoriums), and other places of public assembly, and clubs and lodges having no sleeping quarters	1 per 3 fixed seats for all assembly areas; or 1 per 100 sq. ft. floor area used for assembly
Theaters	1 per 3 seats up to 800 seats, plus 1 per 5 seats over 800 seats
Trade and/or vocational schools	3, plus 1 per student capacity; or 1 sq. ft. per 1 sq. ft. building gfa, whichever is greater
Transportation and trucking terminal facilities	Adequate number as determined by the planning commission
Warehouses and storage buildings	1 per 1,000 sq. ft. gfa, plus 1 per 200 sq. ft. office or sales area

Notes:

1. Parking shall be evenly distributed throughout storage area. Requirements: one-way drives: eighteen-foot-wide parking and travel lane; two-way drive: twenty-six-foot-wide parking and travel lane.

DU = dwelling unit; gfa = gross floor area; sq. ft. = square feet/foot.

(Ord. 2323 § 1 Exh. A (part), 4-28-15)

11.33.050 Parking space size and location.

All land uses in all zones shall provide the required off-street parking spaces in accordance with the location and dimensional requirements in this section.

A. Parking Space and Driveway Sizes. Table 11.33-2, Parking Dimensions, regulates minimum off-street space dimensions and drive aisle requirements for various angles of parking. See Figure 11.33-1, Parking Dimensions, which supplements Table 11.33-2, and Diagrams A through F. Driveway width shall be equal to the drive aisle width subject to Table 11.33-2.

Table 11.33-2 Parking Dimensions

	A	B (1)	C (2)	D	E
Angle	Space Width	Space Depth	Space Length	One-Way Aisle Width (3)	Two-Way Aisle Width (3)
Standard Vehicle					
0° Parallel (4)	9 ft.	9 ft.	22 ft.	14 ft.	20 ft.
30°	9 ft.	17 ft. 10 in.	20 ft.	14 ft.	26 ft.
45°	9 ft.	20 ft. 6 in.	20 ft.	14 ft.	26 ft.
60°	9 ft.	21 ft. 10 in.	20 ft.	18 ft.	26 ft.
90° Perpendicular	9 ft.	20 ft.	20 ft.	26 ft.	26 ft.
Compact Vehicle (4)					
Parallel (5)	8 ft. 6 in.	8 ft. 6 in.	20 ft.	12 ft.	20 ft.
30°	8 ft. 6 in.	15 ft. 6 in.	16 ft.	12 ft.	24 ft.
45°	8 ft. 6 in.	17 ft.	16 ft.	14 ft.	24 ft.
60°	8 ft. 6 in.	18 ft.	15 ft.	18 ft.	24 ft.
Perpendicular	7 ft. 5 in.	16 ft.	15 ft.	24 ft.	24 ft.

Notes:

1. Measured perpendicular to aisle.
2. The paved parking space length may be decreased by up to two feet by providing an equivalent vehicle overhang into landscaped areas or other paved walkways.
3. Driving aisle shall be unobstructed; one-way aisles shall be serviced by appropriate turn-around or pull-through configurations.

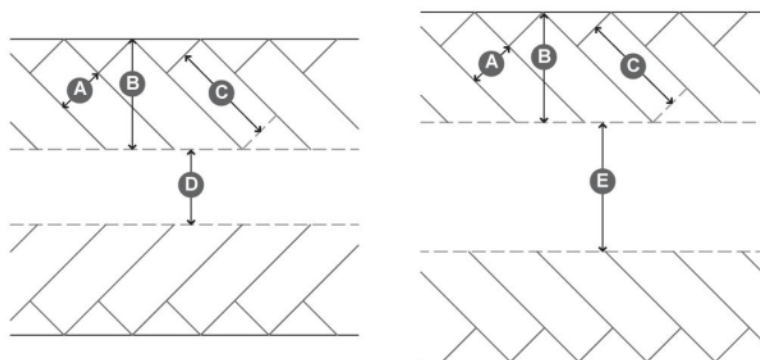
4. End spaces may be reduced to eighteen feet.
5. Missing.

ft. = feet; in. = inches.

B. Compact Parking Spaces. Compact parking spaces may be used to meet minimum parking requirements, subject to the following standards.

1. **Dimensions.** Spaces shall be the minimum size specified in Table 11.33-2 and illustrated in Figure 11.33-1.
2. **Allowed Spaces.** Compact spaces may be permitted to comprise twenty percent of the minimum required parking spaces.
3. **Designation of Parking.** "Compact" shall be clearly marked on the pavement or curb to designate spaces.
4. **Distribution of Spaces.** When included, compact spaces shall be distributed throughout the parking area, and shall not be provided disproportionately near building(s).

Figure 11.33-1 Parking Dimensions



(Ord. 2323 § 1 Exh. A (part), 4-28-15)

11.33.060 Parking lot standards.

The standards of Table 11.33-3, Parking Lot Standards, and this section shall apply to the design of all public and private parking lots, vehicle storage areas, and vehicle sales/rental areas for new construction and remodeled existing land uses in all zones.

A. Sufficient Vehicular Maneuvering Area, Access, and Circulation. The following standards are provided to ensure suitable maneuvering and circulation for parking lots and loading areas accessed from a public street or alley:

1. **Forward Movement.** All access and circulation shall facilitate vehicles (including trucks and solid waste, emergency, and other public service vehicles) entering and exiting a facility or lot without backing up into a public street, reentering a public right-of-way, or making other hazardous turning movements.
2. **Turnarounds.** If such circulation is not possible, a turnaround area shall be provided, subject to the requirements of the city fire department or engineering division.

B. Parking Location. Off-street parking for nonresidential land uses shall be provided in a paved parking lot or within a building, with a maximum walking distance as indicated in Table 11.33-3, Parking Lot Standards. Required minimum setback to parking is regulated by the applicable zone. Where a minimum setback is regulated by a maximum percent of the frontage.

C. Ingress/Egress. Parking driveways and access points shall not disrupt the pedestrian right-of-way on primary streets. Ingress/egress shall comply with the Revised Standard Driveways Plan No. M-11.59, adopted by the city council. Refer to Section [11.23.070\(F\)](#), Vehicular Driveway Access, for ingress/egress standards related to pedestrian-oriented uses.

Table 11.33-3 Parking Lot Standards

Ingress/Egress	
Driveway Spacing	Max. 1 driveway/120 ft. parking lot frontage
Intersection Spacing	Min. 75 ft. separation between intersection and driveway; or 0.75% frontage width, whichever is greater
Driveway Width	20 ft. min.
Height Clearance	
Minimum	7 ft. 2 in. min. required clearance for all parking lots and structures

Off-Site Parking Distance	
Land Uses Serving Children, Older Adults, Community Assembly, or People with Disabilities	150 ft. max. from site
Nonresidential Uses	300 ft. max. from site
Compact/Tandem Spaces	
Office Uses	Compact spaces permitted, max. 25% of spaces
Industrial/Manufacturing Uses	Tandem and/or compact spaces permitted, max. 25% of spaces
Site Walls	
Street Frontage PL	24-inch-high solid wall required
Front Setback Area, On Site or NL/NM Adjacent PL	24-inch-high solid wall required
NL/NM Adjacent PL (1)	6-ft. solid wall required with a max. up 8 ft.; except when finished grade difference is 6 ft. or greater
Street Frontage Adjacency	
Curb/Bumper Required	6-inch bumper required; securely installed
Curb/Bumper Setback	3 ft. from any street PL
Required Lighting	

Lot Lighting	Uniform 3 ft. : 1 ft. candles (average to minimum)
Perimeter PL Lighting	Max. 0.5 ft. candle at any point along the perimeter PL

Notes:

1. Rear or interior walls may be permitted to be up to eight feet maximum when adjacent to a parking lot. Barbed wire is prohibited.

PL = property line; NL = neighborhood low; NM = neighborhood medium.

D. Passenger Loading Areas. Public parking areas shall designate a passenger loading area for embarking and disembarking passengers from ridesharing vehicles. Requirements:

1. Passenger loading areas shall be located next to the primary pedestrian access from the parking area to adjacent building(s).
2. Passenger loading areas shall be designed to include a turnout large enough to accommodate waiting vehicles equivalent to one-half percent of required parking for the project.

E. Plan Review. All common parking lots, including location, dimensions, landscaping, and building access, shall be clearly defined on the proposed development plan (administrative plan review, discretionary plan review, or standard application site plan as applicable).

F. Technical Design Requirements.

1. **Maneuvering.** Maneuvering areas shall be designed consistent with Table 11.33-2, Parking Dimension, and Diagrams A through H.
2. **Ramps.** Vehicular driveway ramps shall be designed consistent with Table B.
3. **Surfacing.** Parking lots shall be surfaced and maintained with cement concrete or asphaltic concrete, a minimum of three inches in thickness, so as to eliminate dust or mud, and shall be so graded and drained to dispose of all surface water. Drainage shall be taken to the curb or gutter and away from buildings and adjoining property.

Diagram A Parallel Parking One-Way

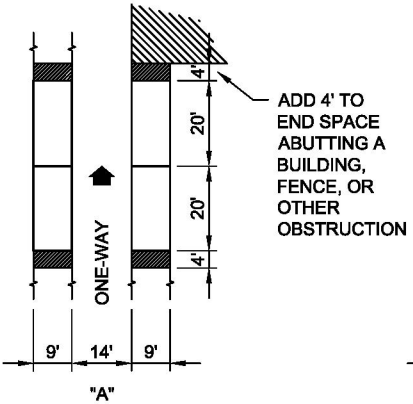


Diagram B Parallel Parking Two-Way

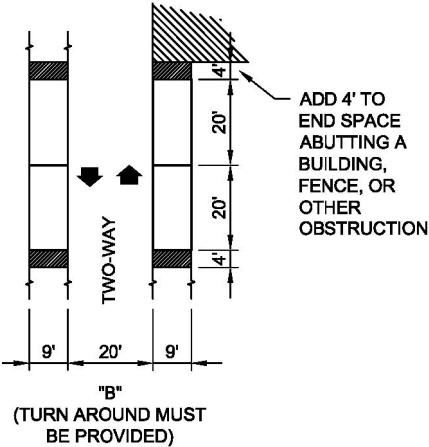


Diagram C Thirty-Degree Parking

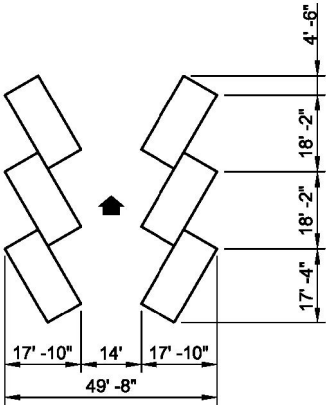


Diagram D Forty-Five-Degree Parking

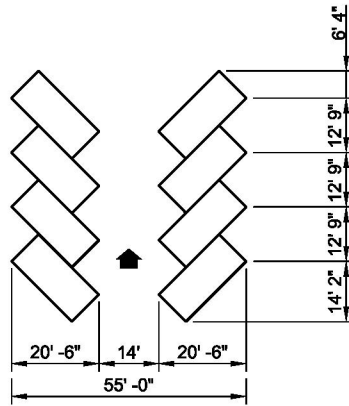


Diagram E Sixty-Degree Parking

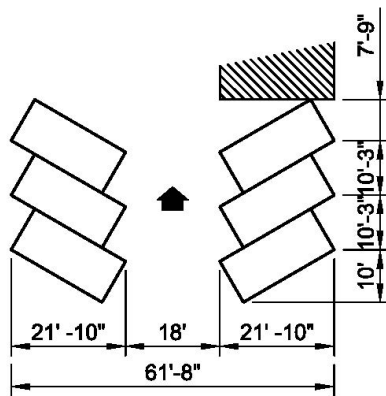


Diagram F Ninety-Degree Parking

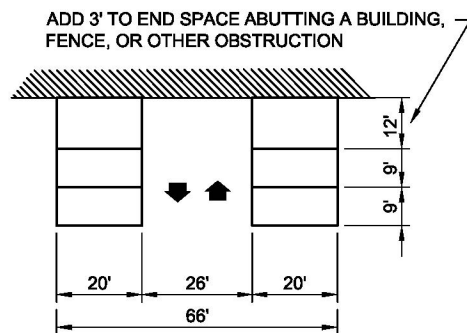


Diagram G Overlapped Herringbone Parking – Alternate Travel Aisles

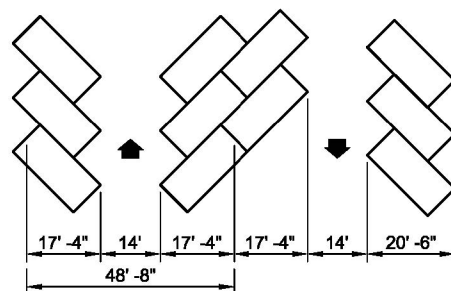
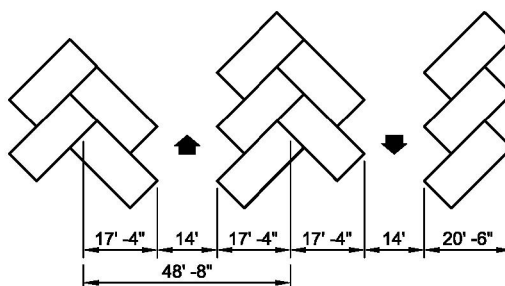


Diagram H Overlapped Herringbone Parking – Single Director Aisles



(Ord. 2323 § 1 Exh. A (part), 4-28-15)

11.33.070 Parking structure guidelines.

The following guidelines are applicable to all zones, and should be applied to the design of freestanding parking structures or where structures have a major presence on the street if attached to other uses like a hotel, office, or multifamily residential building.

- A. **Architectural Character.** Whether public or private, freestanding parking structures and integrated parking podiums should be treated as buildings and follow the same principles as good building design. Providing an exterior façade composed of high-quality materials that screen the underlying concrete structure will elevate the building's stature and contribute to the overall quality of South Gate's architecture.
- B. **Architecturally Compatible.** Parking structures should be compatible in architectural treatment with the architecture of the buildings they serve.
- C. **Signage.** Signage and wayfinding should be integrated with the architecture of the parking structure.
- D. **External Design.** Parking structures shall have an external skin designed to improve the building's appearance over the basic concrete structure of ramps, walls, and columns. This can include heavy-gauge metal screen, precast concrete panels, laminated glass, photovoltaic (solar) panels, landscape features, architecturally interesting walls, or a combination of these features; see Figure 11.33-2.
- E. **Sustainability.** Parking structures should integrate sustainable design features such as photovoltaic panels (especially on the top parking deck), renewable materials with proven longevity, and stormwater treatment wherever possible.
- F. **Circulation.** Vertical circulation (elevators and stairs) shall be located on the primary pedestrian corners and be highlighted architecturally so visitors can easily find and access these entry points.

G. Active Ground-Floor Uses. On retail-oriented streets or building frontages, parking structures shall incorporate active ground-floor uses along the street frontage of the garage.

H. Lighting. Lighting fixtures in parking areas, ingress/egress areas, and all internal circulation areas shall be directed and shielded appropriately to not illuminate surrounding properties. See standards in Table 11.33-3, Parking Lot Standards.

1. Building design shall integrate building-mounted lighting, consistent with the design and character of the structure, to aid in lighting the following areas:

- i. The pedestrian way, including areas along primary or side streets;
- ii. Pedestrian paths, including mid-block connections, from parking lot areas to the building or street;
- iii. Parking structure entryways and lobbies.

2. All lighting fixtures, including building-mounted lighting and pedestrian fixtures, shall adhere to the standards of this title.

3. Lighting fixtures in parking areas, ingress/egress areas, and all internal circulation areas shall be directed and shielded appropriately to not illuminate surrounding properties.

4. See standards in Table 11.33-3, Parking Lot Standards.

(Ord. 2323 § 1 Exh. A (part), 4-28-15)

11.33.080 Urban mixed-use zone requirements.

In addition to the standards of Section [11.33.030](#), General standards and limitations, and Section [11.33.040](#), Required parking by land use, the following standards shall apply to development within the urban mixed-use zones.

A. Urban Mixed-Use Zone Character. Parking should generally be provided through a combination of off-street spaces behind buildings, on-street customer spaces, and park-once/public parking. Parking should generally be hidden from view; ideally, parking should be provided behind buildings, wrapped with active uses along the public frontages, or below grade.

B. Mixed-Use Parking Requirements. Table 11.33-4, Mixed-Use Parking Requirements, establishes parking requirements for mixed-use developments. Parking shall be provided on a generalized land use basis, and the applicant shall demonstrate the adequate provision of spaces per individual land

use. Aggregate number of parking spaces may be reduced through a shared parking program per Section [11.33.110](#), Trip reduction measures, administrative modification per Section [11.30.030](#), Administrative modifications, or an administrative permit per Section [11.33.020](#), Applicability and exemptions.

Table 11.33-4 Mixed-Use Parking Requirements

Land Use	Required	Guest
Residential		
Efficiency/Studio	1.0 to 1.5 per unit, assigned	0.15/unit
2- to 3-Bedroom Unit	2.0 per unit, assigned	0.2/unit
Senior Housing	0.8 per unit	0.3/unit
Live/Work Units	2.0 per unit	0.15/unit
Commercial Service	1.0 per 250 sq. ft.	n/a
Retail	1.0 per 200 sq. ft.	n/a
Food	1.0 per 100 sq. ft.	n/a
Office	1.0 per 250 sq. ft.	n/a

sq. ft. = square feet; n/a = not applicable.

C. Parking Setbacks.

1. At-grade parking should be located at the rear half of the lot wherever possible.
2. All parking, including podium parking, at-grade parking, and surface lots, should be set back from the street, behind an active building use. The intent of the parking setback is for the parking area and parked cars to be located away from view.

3. When architectural solutions are not possible to screen a parking lot or structure, a landscape screen, green screen, or street screen should be used. The screen should be cohesively designed with the building or garage, and should also be visually consistent with the existing or proposed streetscape. See Figure 11.33-3.
4. A street screen of up to three feet in height is required along any right-of-way between at-grade parking and the sidewalk. Refer to Chapter [11.60](#), Definitions, for a description of “street screen.”
5. If a garage has a well-designed exterior and/or a building screen that includes active uses, it does not need to be screened using dense landscaping.

D. Parking Access Standards.

1. Access to parking should be primarily from side streets or alleys. If access from side streets is not possible due to lot location and/or configuration, vehicular access shall be constructed so as to minimize the disruption of the pedestrian right-of-way on the primary streets.
2. Parking lanes and connecting driveways shall be comprehensively designed to facilitate internal lot circulation without backing up into a public street, reentering a public street, or making other hazardous turning movements.
3. A safe and convenient zone in which vanpool and carpool vehicles may deliver or board their passengers should be incorporated within the design of parking lots. Also, safe and convenient access from the external circulation system to bicycle parking facilities on site should be incorporated.
4. Parking lot design should incorporate sidewalks or other designated pathways, allowing pedestrians to follow direct and safe routes from the external pedestrian circulation system to each building in the development.
5. If determined necessary by the city to mitigate the project’s impact, bus stop improvements must be provided. The city will consult with local bus service providers to determine appropriate improvements. When locating bus stops and/or planning building entrances, entrances must be designed to provide safe and efficient access to nearby transit stations/stops.

E. Design Standards.

1. A minimum of ten percent of every parking lot shall be devoted to landscape.

2. Surface parking should be divided into smaller landscaped lots or courts, with defined pedestrian connections, landscaping, and shade trees.
3. Surface parking lots should include ample shade trees to reduce the heat island effect and mitigate views from surrounding buildings and streets.
4. Twenty-four-inch to forty-eight-inch box trees are preferred.

F. Bicycle Parking.

1. Security. Only bicycle racks or bicycle storage lockers will be counted as bicycle parking.
2. Visibility. Bicycles or bicycle storage lockers should be easily visible from building entrances, security offices, lobbies, public areas, and nearby walkways.
3. Lighting. Bicycle parking areas should be adequately lit.
4. Convenience. Bicycle parking areas should not obstruct pedestrian or vehicular traffic flow, and should be placed where riders can safely and easily dismount, and walk to building entrances.

Table 11.33-5 Bicycle Parking Requirements

Land Use	Minimum	Notes
Dwelling unit or live/work unit	1.0 space for every 5 dwelling units	Fractions shall be rounded up to whole numbers.
Commercial building	1.0 space for each 5,000 sq. ft. of building area	
Retail	1.0 space for each 7,500 sq. ft. of building area	

Figure 11.33-2 Parking Structure Design

Parking structures should be well designed so that they contribute to a pleasant pedestrian experience.

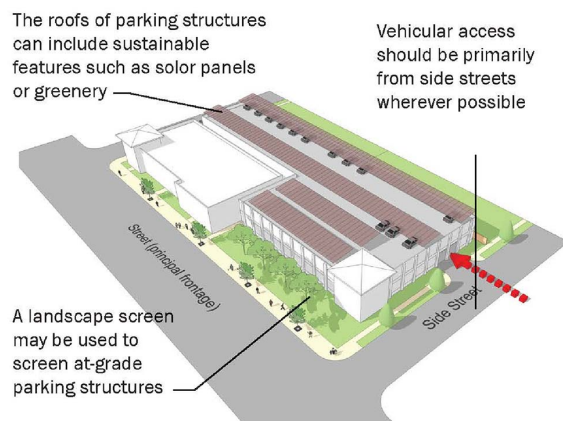
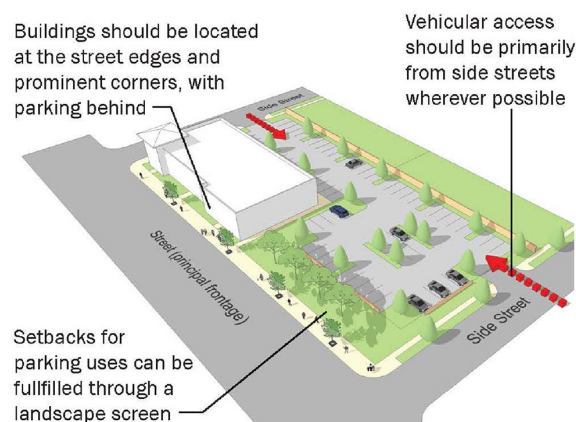


Figure 11.33-3 Screened Parking

Parking lots should be generally hidden from views into the site.



G. Parking and Driveway Requirements – Residential Uses. Legal nonconforming properties built without garages may pave and make use of one driveway space, maximum twelve feet wide, within the front yard setback. Any planters, additional paved area, or structures in the front yard setback area require approval by the community development director. The parking of motor vehicles or trailers of any kind in the front yard setback area outside the approved driveway surface is prohibited.

(Ord. 2347 § 4, 5-8-18; Ord. 2323 § 1 Exh. A (part), 4-28-15)

11.33.090 Multifamily parking requirements.

This section and Table 11.33-6, Multifamily Parking Standards, establish the standards for parking, driveways, and garages applicable to all multifamily development in any zone (NM, TV, CC, CDR1, CDR2, UN, and MS zones).

- A. **Location.** Parking shall be provided as off-street residential spaces behind or within buildings. All parking for residential uses shall be located on the same site as the residence they are intended to serve, unless provided in permitted off-site locations. Parking shall not be located within a required front or corner side setback.
- B. **Garage Limitation.** Parking of any type of regular-use vehicle or equipment shall be limited to designed, approved garages and driveways; parking or storage in any other area is prohibited.
- C. **Street Access Restricted.** Garage access directly from a public street for projects of five or more units is prohibited.
- D. **Alley Parking.** Parking in an alley is prohibited.
- E. **Driveway Guest Spaces.** Driveways with a length/depth of eighteen feet or more may be counted as one guest parking space; they shall not count toward required enclosed parking.
- F. **Design and Materials.**
1. Metal carports with decking for roofs are prohibited. Any support posts for covered parking shall be located outside of the designated area of the parking space and cannot be counted as part of the required parking stall width.
 2. The design and materials used for covered parking structures shall be compatible with the design of the main structure on the property.
- G. **Decorative Features.** Trees, lattice/trellis structures, and/or decorative masonry walls shall be incorporated as part of covered parking design to minimize visual impact.

Table 11.33-6 Multifamily Parking Standards

Minimum Requirements	
Efficiency/Studio	1.0 to 1.5 per unit
2 Bedrooms	2.0 per unit

3 or More Bedrooms	2.0 per unit covered, plus 1.0 per unit uncovered (can be assigned or unassigned)
Second Dwelling Unit	1.0 per unit; see Chapter 11.43
Live/Work	2.15 per unit
Off-Site Permitted	Maximum 1.0 space per unit may be located off site
Driveway Requirements	
Minimum Width	10 ft.; 8 ft. permitted with approval of planning official based on hardship due to preexisting structure location
Maximum Width	12 ft.
Turning Radius	26 ft. for turn-in configurations
Minimum Separation from Unit	5 ft. landscaped setback required

H. Parking and Driveway Requirements – Residential Uses. Legal nonconforming properties built without garages may pave and make use of one driveway space, maximum twelve feet wide, within the front yard setback. Any planters, additional paved area, or structures in the front yard setback area require approval by the community development director. The parking of motor vehicles or trailers of any kind in the front yard setback area outside the approved driveway surface is prohibited.

(Ord. 2347 § 5, 5-8-18; Ord. 2323 § 1 Exh. A (part), 4-28-15)

11.33.100 NL zone parking requirements.

Table 11.33-7, NL Zone Parking Standards, establishes the standards for parking, driveways, and garages applicable to all land uses in the NL zone.

A. Parking and Driveway Requirements – Residential Uses. Legal nonconforming properties built without garages may pave and make use of one driveway space, maximum twelve feet wide, within

the front yard setback. Any planters, additional paved area, or structures in the front yard setback area require approval by the community development director. The parking of motor vehicles or trailers of any kind in the front yard setback area outside the approved driveway surface is prohibited.

B. Residential Garage Exceptions. The requirement for an enclosed garage per the standards of Table 11.33-1, Minimum Required Parking by Land Use, shall not be imposed under any of the following circumstances:

1. Residential remodeling limited to a maximum addition of one hundred square feet, such as the addition of a bathroom or utility room/laundry room.
2. Lot configuration, lot dimensions, or the location of existing structures that make it impossible or impractical to construct an enclosed two-car garage. In such instances, a one-car garage may be authorized by the director.
3. Where only a one-car garage is possible on the lot, the residential unit shall be limited to a maximum of three bedrooms.

Table 11.33-7 NL Zone Parking Standards

Minimum Requirements	
Efficiency/Studio	1.0 to 1.5 per unit
2 to 4 Bedrooms	2.0 per unit
5 Bedrooms	3.0 per unit
6+ Bedrooms	3.0 per unit, plus 1.0 paved open space on site
Second Dwelling Unit	1.0 per unit; Chapter 11.43
Live/Work	2.15 per unit
Driveway Requirements	

Minimum Width	10 ft.; 8 ft. permitted with approval of planning official based on hardship due to preexisting structure location
Maximum Width	22 ft.
Turning Radius	26 ft. for turn-in configurations

(Ord. 2347 § 6, 5-8-18; Ord. 2323 § 1 Exh. A (part), 4-28-15)

11.33.110 Trip reduction measures.

It is a goal of the city to provide for balanced integration of all transportation modes. To incrementally achieve this goal, all development is encouraged to implement measures to reduce individual vehicle trips. The approaches presented in this section can be used to reduce required parking, consolidate parking provisions, and reduce vehicle trips in the city by supporting alternative modes of transportation.

A. **Shared Parking Approach.** Shared parking plans or facilities may be appropriate in certain areas of the city to reduce the requirements for on-site parking for all land uses. The intent of shared parking is to allow for each property to generate building area, land use activity, and open space as required while grouping the parking facilities in strategically dispersed locations to encourage walking between businesses and destinations and relieving individual properties of providing potentially duplicative parking throughout the identified area.

Any proposal to establish a park-once program or shared parking district shall include provisions for all the following standards:

1. Calculation of the potential nonresidential square feet of the development to be served and the corresponding amount of parking spaces required by this code.
2. Analysis of the types of uses allowed in the area and the projected number of vehicular trips to the area.
3. Analysis of the projected number of vehicular trips to the area and what amount of those trips can be eliminated because of the proximity of adjacent land uses.

4. Based on the above analyses, the number of vehicle trips identified as eliminated because of the ability to visit other uses without needing to move the vehicle a second time (what is referred to as “trip capture”). This amount shall be subtracted from the overall parking requirement identified in subsection (A)(1) of this section.
5. The resulting parking supply and its location identified within the boundaries established by the special requirements and overlay map, or as amended by the city.
6. As development/land use applications are processed by the city, the required parking per the park-once provisions shall be applied, and the applicant shall either provide the parking facility or pay an in-lieu fee to address the applicant’s fair share of the required parking. It shall be the city’s responsibility to monitor the number of parking spaces available and the number committed to nonresidential space in the area.

B. Shared Parking Criteria. The number of off-street parking spaces may be reduced, subject to the following criteria, and may require submittal of a parking management plan. Required parking for any use may be reduced through approval of an administrative permit in conjunction with the other required permits associated with the land use. The following requirements shall be met for any parking-reduction administrative permit:

1. The parking serves special conditions such as proximity to frequent transit service or special characteristics of the population residing, working, or visiting the site.
2. Proposed parking satisfies the requirements for the uses served, as can be demonstrated through a parking management plan.
3. Parking demand generated by the project does not exceed capacity or result in a negative impact on the supply of off-street parking in the surrounding area.
4. Mixed-Use Project. A parking reduction may be granted when the reviewing authority determines that a reduction is justified based on the characteristics of the uses and a parking demand study using the Urban Land Institute’s accepted ratios and/or other appropriate source, as approved by the director. The director may require a parking management plan conducted by a licensed traffic engineer or other traffic professional.

C. Transit-Accessible Location. A transit-accessible location is any property within one-quarter mile (one thousand three hundred twenty linear feet) of transit. Property developed as nonresidential, multifamily, or mixed-use may be granted a parking reduction where proposed as a transit-accessible location within one-quarter mile of local or regional mass transit lines or routes. A parking reduction

may be administratively applied through the development review process, subject to a parking management plan submitted by the applicant that justifies the reduction based on documented mass transportation use characteristics of patrons and employees of the respective uses.

D. Trip Reduction Measures. All major nonresidential development projects shall be required to implement trip reduction measures to ensure the adequate development of alternative transportation facilities or programs, thereby reducing demand for vehicular commute trips.

1. Applicability. The provisions of this section are required for all major nonresidential development projects:

- i. Nonresidential development of twenty-five thousand square feet or more;
- ii. Nonresidential portions of mixed-use development projects exceeding twenty-five thousand square feet of gross floor area; and
- iii. New nonresidential construction and the expansion of an existing nonresidential facility or use by more than two thousand square feet.

2. Information Center. A transportation information center, such as bulletin board, display case, or kiosk, displaying transportation information shall be located where the greatest number of riders are likely to see it. Information shall include the following:

- i. Current maps, routes, and schedules for public transit serving the site;
- ii. Telephone numbers for referrals on transportation information, including numbers for the regional ridesharing agency and local transit operators;
- iii. Ridesharing promotional material supplied by commuter-oriented organizations;
- iv. Bicycle route and facility information, including regional/local bicycle maps and bicycle safety information; and
- v. A listing of facilities available for carpoolers, vanpoolers, bicyclists, transit riders, and pedestrians.

3. Preferential Parking for Carpool and Vanpool Vehicles. Office/research and development uses and industrial/manufacturing uses shall provide a minimum of ten percent of required parking as preferred parking for carpool and vanpool vehicles for employees. This shall be a minimum of one carpool/vanpool space per development.

- i. A statement of available preferential carpool/vanpool spaces for employees and a description of the method for obtaining such spaces shall be included on the required transportation information board. Spaces will be signed/striped as demand warrants.
- ii. Bicycle Facilities. A bicycle parking facility for bicycle racks or a fully enclosed space or locker accessible only to the owner or operator of the bicycle (to protect bikes from inclement weather) shall be provided. Specific facilities and location (e.g., provision of racks, lockers, or locked room) shall be to the satisfaction of the city.

(Ord. 2323 § 1 Exh. A (part), 4-28-15)

11.33.120 Park-once/parking districts.

This section establishes standards and requirements for the park-once program and the use of parking districts within the city, which are exempt from the standards of Section [11.33.040](#), Required parking by land use, if the herein designated conditions are met.

A. Park-Once Program. The park-once program is intended to consolidate parking resources, relieve individual properties of providing potentially duplicative parking, reduce individual vehicle trips, and group parking facilities in strategically dispersed locations to encourage walking between destinations.

The park-once program area boundaries are identified on the special requirements and overlay zones map ("overlay map"). Each area will be allowed to use a separate shared parking approach to address the needs of nonresidential parking within that area.

1. Specific standards for each area have not been pre-established. Prior to utilizing the park-once program, the following analyses shall be performed:
 - i. Calculations shall be provided for the park-once program area:
 - a. Potential nonresidential square feet, and the corresponding amount of parking spaces required by this title.
 - ii. The following analysis shall be provided for the area:
 - a. Types of uses allowed;
 - b. Projected number of vehicle trips;
 - c. Projected number of vehicle trips that can be eliminated because of the proximity of adjacent land uses.

iii. Based on the above analyses, trip capture shall be identified. "Trip capture" describes the number of vehicle trips eliminated because of the ability to visit other such uses without needing to move the vehicle a second time.

iv. The trip capture amount shall be subtracted from the overall parking requirement identified in subsection (A)(1)(i) of this section to determine the resulting parking supply for the area.

2. As development/land use applications are processed by the city, the required parking per the park-once program provisions shall be applied, and the applicant shall either provide the parking facility or pay an in-lieu fee to address the applicant's fair share of the required parking in a facility. It shall be the city's responsibility to monitor the number of parking spaces available and the number committed to nonresidential spaces in the area identified by the district boundaries.

B. Vehicle Parking District. Vehicle parking districts were formerly referred to as "units of comprehensive planned facilities" under the previous zoning code.

A vehicle parking district shall be required to provide the equivalent parking that is required by Section [11.33.040](#), Required parking by land use; Table 11.33-1, Minimum Required Parking by Land Use; and Table 11.33-4, Mixed-Use Parking Requirements, unless requirements are waived or amended as identified in this section.

1. Southern Pacific Railroad District. Subject to approval of the Southern Pacific Railroad, properties within the Southern Pacific Railroad right-of-way parking district, as identified on the overlay map, shall be eligible to fulfill off-street parking requirements within the Southern Pacific right-of-way subject to the following conditions:

i. Beneficiaries to Facility. Beneficiaries to the Southern Pacific Railroad district shall be restricted to those who make a contribution to the established district. Said contribution shall be in an amount as recommended by the planning commission and as approved by the city council, and shall be at least the pro rata share of the cost of the parking from which the beneficiary is being relieved. The contribution shall be reviewed by the planning commission annually.

ii. Impounding of Funds. All funds received pursuant to this section shall be impounded and reserved for future acquisition for parking by whatever means. Funds spent for parking shall be used in the vicinity of the parcels benefiting hereunder in the event that the railroad parking referred to herein is no longer deemed feasible for use by the planning commission.

(Ord. 2323 § 1 Exh. A (part), 4-28-15)

11.33.130 AQMP/CO plan compliance.

A. Rule 1501. New and existing nonresidential development with one hundred or more employees that are subject to a one-and-one-half average vehicle ridership target by Rule 1501 may reduce the required off-street parking by from twenty percent to forty percent from the standards of Section

[11.33.040](#), Required parking by land use.

B. Outdoor Event Plan. The operator of a major outdoor event shall submit a trip reduction plan that shall apply to patrons and employees during the course of the event.

(Ord. 2323 § 1 Exh. A (part), 4-28-15)

The South Gate Municipal Code is current through Ordinance 2021-13-CC, passed December 14, 2021.

Disclaimer: The City Clerk's office has the official version of the South Gate Municipal Code. Users should contact the City Clerk's office for ordinances passed subsequent to the ordinance cited above.

City Website: <http://www.cityofsouthgate.org/>

City Telephone: (323) 563-9500

[Code Publishing Company](#)



Appendix B:

CITYWIDE ON-STREET PARKING ACTION PLAN– RECOMMENDED STRATEGIES

(source: Minagar & Associates, Inc. City of South Gate 2018 Citywide Parking Study)



Citywide On-Street Parking Action Plan - Recommended Strategies						City of South Gate, CA				
Recommended Strategy (RS) — High Priority strategies shown in bold/highlighted						Primary Department(s) Responsible				
RS#	Priority	Description	PW	PD	CD	PR	CE			
Guiding Principle Area #1: Organize an Internal Parking Task Force										
1.01	ST	Create a Parking Task Force to examine and address concerns raised in the Citywide On-Street Parking Management Study, and to guide the City's departments to implement the "Guiding Principles" and priority-list strategies developed in the citywide on-street parking action plan	PW	PD	CD	PR	CE			
1.02	ST	Reduced fire hydrant 'No Parking' zones. Convene with city departments to discuss, draft and obtain approval on a local ordinance or resolution per CVC §22514 to reduce the citywide fire hydrant "No Parking" requirement by local authority ordinance from the standard of 15 feet in each direction.	PW	PD						
1.03	ST	Reduced fire hydrant 'No Parking' zones. Conduct study to identify red curb zones at fire hydrants where the reduction of such zones could provide for at least one (1) additional on-street parking space (use Minagar's fire hydrant geo-coded database to organize work effort).	PW	PD						
1.04	ST	On-street parking stalls (parallel). Discuss implementation strategy and formulate plan to install on-street marked parking stalls.	PW	PD	CD					
1.05	ST	On-street parking stalls (parallel). Authorize on-street parking stall pilot project, or citywide with opt-out clauses via resident petition.	PW	PD	CD					
1.06	ST	Reduced on-street parking limit. Convene with city departments to discuss, draft and obtain approval on a local ordinance or resolution to reduce the 72-hour time frame to 48 hours (or 24 hours)	PW	PD		PR				
1.07	MT	Investigate limiting the number of allowable registered vehicles per household or dwelling unit.			CD		CE			
1.08	LT	Establish principles for parking in South Gate;	PW		CD					
1.09	LT	Review existing goals and policies of the City's General Plan in relation to the parking component of each Element;			CD					
1.10	LT	Annual review. Periodically review and update the recommended parking strategies and requirements outlined in the Citywide On-Street Parking Study;	PW		CD					
1.11	LT	Annual review. Periodically evaluate Parking-related ordinances to align current Parking practices and enforcement with City policy.	PW							
1.12	LT	Parking enforcement coordination. Coordinate Parking enforcement activities among all City departments including Police, Community Development and Code enforcement, Public Works, and Parks and Recreation.	PW	PD	CD					
1.13	LT	Devise phased implementation plans to implement each of the short-term, mid-term and long-term strategies outlined in the Citywide On-Street Parking Study, based On prioritized factors such as City resources, funding, and the changing organization of local Community needs and demands.	PW	PD	CD	PR	CE			
1.14	LT	Oversee City staff implementation of parking programs;	PW	PD	CD	PR	CE			
1.15	LT	Continually seek ways to improve city staff's coordination of parking-related planning and engineering activities with the reporting, monitoring and tracking of parking issues carried out by the City's Police Department/Parking Enforcement, and Zoning Code Enforcement personnel.	PW	PD	CD		CE			
1.16	LT	Provide an Annual progress report to the City Council for review.	PW	PD	CD	PR	CE			
Guiding Principle Area #2: Authorize Public Works to Implement As-Needed Parking Strategies on Public Streets										
2.01	ST	Driveway "red-tipping". Install red curb next to residential driveways upon resident request to facilitate access and use of private driveways for parking.	PW							
2.02	ST	Reduced red curb zones at intersections. Conduct an engineering analysis, based on the CAMUTCD and with due regard for liability concerns, evaluating the applicability of red curb paint removal at intersections where on-street parking may be added in place, whether for a given requested location or on a proposed neighborhood-wide basis.	PW							
2.03	ST	Reduced red curb zones at intersections. Assign maintenance crews to visit selected sites and reduce or remove 'No Parking' red curb paint along with any posted sign restrictions.	PW							
2.04	ST	Reduced fire hydrant 'No Parking' zones. Commence citywide program to design and delineate reduced fire hydrant-related red curb zones, in accordance with the engineering study and by local authority ordinance.	PW							
2.05	ST	Reduced fire hydrant 'No Parking' zones. Perform removal/reduction/modification of red curb zones at select curbside fire hydrant locations to add on-street parking space	PW							
2.06	ST	Identify neighborhood streets and blocks to restrict on-street parking for trucks	PW							
2.07	ST	On-Street Parking Stalls. Commence citywide program to design and delineate curbside "parking tees" to optimize the number of safe and legally-sized on-street parking stalls, compel residents to park in their driveways first, and minimize the occurrence of double parking, driveway blocking and other problematic parking behaviors.	PW							
2.08	ST	On-Street Parking Stalls. Implement signage and striping installations as part of the citywide on-street parking stall program.	PW							
2.09	ST	Angled On-Street Parking. Evaluate feasibility of angled parking where conditions allow (e.g., on sufficiently wide streets such as Firestone Plaza or Firestone Place), to increase the number of on-street spaces and to compensate for a low parallel parking supply.	PW							
2.10	MT	Establish parking data collection program. Conduct annual on-street parking utilization counts between the hours of 10AM and 6PM on a typical weekday during the school year to ensure that desired occupancy levels are maintained and to measure the effects of parking strategies.	PW							
2.11	MT	Monitor parking occupancies in one year and compare to existing data. Re-evaluate annually-collected parking data to guide on-street parking management and make decisions about parking regulations, strategies and enforcement efforts. If occupancies on residential streets with unregulated parking consistently reach 85 percent, evaluate whether a PPD would be appropriate to add or reconfigure in terms of physical extents or parking restrictions time periods.	PW							
2.12	MT	Preferential Parking Districts (PPDs). Create a standardized process to review, approve and administer new preferential parking districts throughout the City	PW		CD					
2.13	MT	Preferential Parking Districts (PPDs). Define locations and criteria for implementation of new PPD segments.	PW		CD					
2.14	MT	Preferential Parking Districts (PPDs). Implement new PPD streets/segments if neighborhood meets program criteria (e.g., 75% petition request by residents, documented parking problems, etc).	PW		CD					



Citywide On-Street Parking Action Plan - Recommended Strategies						City of South Gate, CA				
Recommended Strategy (RS) — High Priority strategies shown in bold/highlighted						Primary Department(s) Responsible				
RS#	Priority	Description	PW	PD	CD	PR	CE			
2.15	MT	Preferential Parking Districts (PPDs). Identify and mitigate or remove barriers to driveway sight distance within the public right-of-way (e.g., trees, bushes, sign clutter, street furniture, etc.)	PW		CD					
2.16	MT	Preferential Parking Districts (PPDs). Provide on-street parking priority to corner properties with undersized driveways.	PW		CD					
2.17	MT	Add street sweeping operators to cover more area in less time, optimize routes, reduce street sweeping No Parking time windows and modify existing signage to reflect time changes.	PW	PD						
2.18	MT	Conduct feasibility study to widen existing narrow residential streets in order to facilitate two-way traffic, driveway movements and on-street/off-street parking.	PW		CD					
2.19	MT	Implement curb lane management policies and programs for perimeter streets at public school sites.	PW							
2.20	LT	Implement residential street widening improvements per Feasibility Study, as applicable.	PW							
2.21	LT	Implement as-needed parking strategies by Public Works would involve, generally, any and all short-term improvements necessary to enhance the capacity and utilization of on-street parking on city streets, including the analysis, engineering and development of plans and specifications, and the subsequent installation of signs and pavement/curb markings for improvements such as:	PW							
2.22	LT	Parking on Union Pacific Railroad (UPRR) right-of-way. Work with Community Development to initiate a parking lot design project on UP/RR leased/acquired property, including engineering work, permitting, bidding, contracting the materials and construction, and administration project costs.	PW		CD					
2.23	LT	Parking on Union Pacific Railroad (UPRR) right-of-way. Commence design and build of asphalt-concrete surface parking lots on existing compacted dirt areas within UP/RR leased/acquired property.	PW		CD					
Guiding Principle Area #3: Direct Police Department to Address Operational Issues Related to On-Street Parking with More Parking Enforcement										
3.01	ST	Implement proactive enforcement on a more regular basis in areas with the highest parking demands		PD						
3.02	ST	Implement first-offense warning system for parking violations		PD						
3.03	ST	Evaluate cost-effective options for administering enforcement		PD						
3.04	ST	Provide enforcement regulation information, such as fines and how to contest a citation, on the City's website for simplified public access		PD	CD					
3.05	ST	Increase parking enforcement. Minimize improper use of on-street parking, such as large commercial vehicles on residential streets.		PD						
3.06	ST	Increase parking enforcement. Minimize improper use of on-street parking, such as auto repairs by nearby businesses.		PD						
3.07	ST	Increase parking enforcement. Minimize improper use of on-street parking, such as auto repairs by residents.		PD						
3.08	ST	Increase parking enforcement. Minimize improper use of on-street parking, such as vehicle sales by nearby businesses.		PD						
3.09	ST	Increase parking enforcement. Minimize improper use of on-street parking, such as automobile service/maintenance by residents.		PD						
3.10	ST	Increase parking enforcement. Minimize improper use of on-street parking, such as cars parked on the street for longer than 72 consecutive hours.		PD						
3.11	ST	Hire additional staff. Police Department to hire additional personnel to conduct parking enforcement activities to ensure that ongoing enforcement demands can be met. Offer part-time or full-time position, depending on need as determined by the Police Department, for a qualified individual(s) to augment the PD's existing parking enforcement staff.		PD						
3.12	ST	Involve Residents to Help Monitor/Enforce Parking Regulations. Develop program in collaboration with residents to enhance effectiveness of reporting improper parking activity, including the use of mobile and web		PD	CD					
3.13	ST	Parking Ambassadors and community service officers (CSOs). Conduct training of parking ambassadors/CSOs.		PD	CD					
3.14	ST	Parking Ambassadors and community service officers (CSOs). Assign parking ambassadors/CSOs to relieve officers, assist the Police Department in providing local parking enforcement, and monitoring improper parking on neighborhood streets (e.g., 72-hr. limit, abandoned cars, expired tags, double parking over marked stalls, parking in red curb zones, blocking sidewalks or front driveway approaches)		PD	CD					
3.15	ST	Prohibit and notify ELAC students not to park on residential streets	PW	PD						
3.16	MT	Parking enforcement staff to patrol and enforce the newly implemented PPDs		PD						
3.17	MT	Explore Overnight (e.g., 10pm-2am) PPDs in neighborhoods with oversaturated nighttime on-street parking utilization.	PW	PD	CD					
3.18	MT	Expand enforcement if ticketing or parking turnover data demonstrates that parking duration is an issue		PD						
3.19	MT	Extend enforcement hours to cover critical peak nighttime periods		PD						
3.20	MT	Consider implementing a parking ambassador approach to parking enforcement in select neighborhoods		PD						
3.21	MT	Implement a graduated fine structure		PD						
3.22	MT	Work with Public Works to obtain annual parking utilization count updates, and target enforcement on block faces that regularly exceed 80% occupancy.	PW	PD						
3.23	LT	Consider License Plate Recognition (LPR) technology to digitally "chalk" vehicles parked longer than 72 hours, or otherwise identify and log improperly parked vehicles in designated "No Parking" locations such as in PPDs. The LPR system should integrate with the City's residential parking website in order to reduce the need for physical parking permits; reduce staff time needed to administer, monitor, and enforce the residential parking program; allowing permit holders to more easily manage their accounts online; and allow City administrators to oversee the database system and user accounts.		PD	CD					
3.24	LT	Enforcement and Ambassadors - Expand enforcement from a complaint response basis to routine monitoring if data demonstrates that parking duration or double parking is an issue. Extend hours into the late evening if needed.		PD						



Citywide On-Street Parking Action Plan - Recommended Strategies						City of South Gate, CA				
Recommended Strategy (RS) — High Priority strategies shown in bold/highlighted						Primary Department(s) Responsible				
RS#	Priority	Description	PW	PD	CD	PR	CE			
3.25	LT	Re-evaluate enforcement needs and adjust enforcement levels as necessary		PD						
3.26	LT	Consider purchase of and training on modernized handheld ticketing devices to expedite parking enforcement duties		PD						
Guiding Principle Area #4: Direct Code Enforcement to Focus on Addressing Private Property Issues Impacting On-Street Parking										
4.01	ST	Increased Code Enforcement. Increase code enforcement of existing parking rules and regulations contained in the Municipal/Zoning Code					CE			
4.02	ST	Increased Code Enforcement. Increase code enforcement to prohibit improper use of residential dwellings for business purposes					CE			
4.03	ST	Increased Code Enforcement. Increase code enforcement to prohibit converted garages as living space (driveway-to-bedroom conversions)					CE			
4.04	MT	Involve Residents to Help Report Code Violations. Develop program in collaboration with residents to enhance effectiveness of reporting code violations, including the use of mobile and web applications to help the City receive reports on and track code violations in real-time.	PW		CD		CE			
4.05	MT	Identify and work with property owners to mitigate or remove barriers to driveway access and sight distance (e.g., vegetation overgrowth, block walls, fences, driveway gates)			CD		CE			
4.06	MT	Take steps to require and ensure that existing and future permitted converted garages provide adequate parking on private property					CE			
4.07	LT	Continue short-term and mid-term recommendations.	PW		CD		CE			
Guiding Principle Area #5: Provide Private Property Owners with Opportunities and Strategies to Better Utilize Their Off-Street Parking Space										
5.01	ST	Formalize application permit process for a "One(1)-Year Driveway Widening Pilot Program" in which residents may obtain approval to widen their existing front paved driveways with encroachment permit/inspection fees waived for the first year.	PW				CE			
5.02	ST	Residential Driveway Widening. Upon approval of permit request, allow residents to widen their existing paved front driveway widths on their property to accommodate two side-by-side parked vehicles simultaneously.	PW				CE			
5.03	ST	Residential Driveway Widening. Upon approval of permit request, allow residents to reconstruct undersized driveway approaches per APWA standards and specifications to improve users' driveway accessibility.	PW				CE			
5.04	MT	Create incentive programs leading residents to use their driveways/garages. For example, develop a city program to host a "Neighborhood Garage Clean-Out" event to provide community opportunities to sell or salvage unused vehicles occupying parking space on private property, and to make space in garages for parking in order to reduce the number of vehicles parked on the street.			CD	PR	CE			
5.05	MT	Explore Potential Web-Based Parking Finder Applications	PW		CD					
5.06	LT	Continue short-term and mid-term recommendations.	PW		CD	PR	CE			
Guiding Principle Area #6: Implement Public Parking Strategies										
6.01	ST	City-owned parking lots. Create a map of public parking facilities (location and number of spaces) and post to the City's website.	PW		CD	PR				
6.02	ST	City-owned parking lots. Publish public service announcements/notices in the city newsletter advertising the general locations and availability of public off-street parking spaces.	PW		CD	PR				
6.03	ST	City-owned parking lots. Publish public service announcements/notices on the City's website advertising the general locations and availability of public off-street parking spaces.	PW		CD	PR				
6.04	ST	City-owned parking lots. Publish public service announcements/notices on the City's social media outlets advertising the general locations and availability of public off-street parking spaces.	PW		CD	PR				
6.05	ST	City-owned parking lots. Promote usage and seek means of improving public awareness of City-owned parking lots by publishing location maps in visible areas of public gathering	PW		CD	PR				
6.06	MT	Parking Wayfinding. Promote usage and seek means of improving public awareness of City-owned parking lots by installing new themed wayfinding guide signage to existing city(public) off-street parking lots.	PW			PR				
6.07	MT	Parking Wayfinding. Develop additional signage for existing public parking facilities. Where possible leverage previous designs and combine the City's new "SG" logo with the universally-identified capital letter 'P' in a universal color such as blue or brown, and update street pole banners to reflect this method of identification.	PW							
6.08	MT	Parking Wayfinding. Develop additional signage for new public parking facilities created through shared parking agreements	PW							
6.09	MT	Parking Wayfinding. Develop additional signage for new public parking facilities created through leased parking agreements	PW							
6.10	MT	Parking Wayfinding. Initiate a project to evaluate and select an Advanced Parking System (APS) to implement at select locations through the City. The APS will obtain information about available parking spaces in nearby city-owned lots, process and present the data to drivers by means of variable message signs to both guide drivers in congested areas to the nearest parking facility with empty parking spaces, and also to guide drivers already within parking facilities to empty spaces.	PW		CD					
6.11	MT	Parking Wayfinding. Evaluate and select a smartphone application with Advanced Parking Systems (APS) technology to provide real-time parking information	PW		CD	PR				
6.12	MT	Parking Wayfinding. Create a map(s) of public parking facilities, including location and number of spaces, and post to the City's website	PW		CD	PR				
6.13	MT	Parking Wayfinding. Identify additional methods and opportunities to inform the public as to the locations of public parking.	PW		CD	PR				
6.14	MT	Shared parking. Allow different businesses to enter into shared parking agreements amongst themselves to take advantage of offsetting peak periods.			CD					
6.15	MT	Shared parking. Allow non-residential property owners to enter into shared parking agreements with nearby residents (e.g., within 150-300 feet, or along a particular block) share common off-street/on-street parking resources to meet offsetting parking needs			CD					



Citywide On-Street Parking Action Plan - Recommended Strategies					City of South Gate, CA				
Recommended Strategy (RS) — High Priority strategies shown in bold/highlighted					Primary Department(s) Responsible				
RS#	Priority	Description	PW	PD	CD	PR	CE		
6.16	MT	Shared parking. Reconvene with business owners and document inventory of shared parking opportunities			CD				
6.17	MT	Shared parking. Develop shared parking agreement templates and resources			CD				
6.18	MT	Shared parking. Define development/business incentives for participating in shared parking programs			CD				
6.19	MT	Shared parking. Broker shared parking agreements with property owners, businesses and residents			CD				
6.20	MT	Shared parking. Evaluate shared parking opportunities for employee parking			CD				
6.21	MT	Shared parking. Establish shared agreements for overnight use of City/School/Park/Private Parking Lots. Work with school administrators and private businesses to draft, adopt and enact local shared-parking agreements with neighborhood residents. Including development of plans, coordination with various public and private organizations throughout the City, and management and administration of each program on an annual basis.	PW		CD	PR			
6.22	MT	Parking technologies. Explore the use of cloud-based parking solutions using mobile devices and web applications to manage local parking supplies and demands. Contact and consult with software and technology developers to ascertain the relative applicability of such public parking solutions in the City of South Gate, as well as the scalability of the software and the range of potential costs to the City for such tools.	PW		CD				
6.23	MT	Parking technologies. Evaluate and select a smartphone application that provides real-time parking information for City-owned parking lots.	PW		CD				
6.24	MT	New public parking lots. Purchase new parking lots or construct new lots for public use. Acquire land rights to create additional public parking areas where there is an identified need and opportunity.	PW		CD	PR			
6.25	MT	New public parking lots. Identify opportunities and locations to create new overnight public parking lots for residents	PW		CD	PR			
6.26	MT	New public parking lots. Conduct functional and financial analyses for constructing new long-term surface parking lot or parking garages	PW		CD	PR			
6.27	MT	Explore use of parking meter technology and their locations, particularly in commercial areas such as Tweedy Mile or Firestone Boulevard.	PW		CD				
6.28	LT	Parking on Union Pacific Railroad (UPRR) right-of-way. Coordinate with UP/RR to enter a lease agreement to use railroad right-of-way on the north and south sides of the railroad tracks between Armore Avenue and Independence Avenue, for public parking.	PW		CD				
6.29	LT	Parking on Union Pacific Railroad (UPRR) right-of-way. Partner up with UP/RR to promote the usage of their underutilized property for parking purposes where approved through mutual agreements.	PW		CD				
6.30	LT	Parking on Union Pacific Railroad (UPRR) right-of-way. Coordinate property rights with the Railroad Authority and other regulatory agencies to build a surface parking lot within existing underutilized railway right-of-way. Option #1: lease the existing, available underutilized UP/RR land based on a memorandum of understanding (MOU) between the City of South Gate and railroad company for a specified number of years; or 2) Purchase a portion of the land from UP/RR to construct the surface parking stalls.	PW		CD				
6.31	LT	Parking on Union Pacific Railroad (UPRR) right-of-way. Work with Public Works to initiate a parking lot design project on UP/RR leased/acquired property	PW		CD				
6.32	LT	Parking on Union Pacific Railroad (UPRR) right-of-way. Work with UP/RR to investigate opportunities to incorporate public parking into future non-rail development on UP/RR property.	PW		CD				
Guiding Principle Area #7: Implement a Community Educational Campaign									
7.01	ST	Educate public about how to reduce parking issues	PW	PD	CD	PR	CE		
7.02	ST	Improve & promote good parking behavior and common courtesy amongst residents		PD	CD				
7.03	ST	Encourage residents not to double park and to pull forward or back as far as possible to occupy the available space alongside the curb.			CD				
7.04	ST	Promote the utilization of existing garage and driveway space.			CD		CE		
7.05	ST	Communicate the benefits of removing or keeping gates open to facilitate use of driveways for parking			CD				
7.06	ST	Educate the public on the City's existing and upcoming reporting system leveraging the use of mobile and web applications	PW	PD	CD				
7.07	ST	Develop online residential parking resources (phased strategy). Install downloadable PPD applications and renewal forms online print, fill out, and mail the forms from home.	PW	PD	CD				
7.08	ST	Preferential Parking Districts (PPDs). Inform residents on the City's proposed fee structure for PPD permits and maximum permit allocations per dwelling unit in order to encourage residents to use on-street parking judiciously. Encourage residents to recognize that the use of public space for residential on-street parking is not free, but a privilege that is funded in part by all South Gate residents.			CD				
7.09	MT	Develop online residential parking resources (phased strategy). Update the City's existing web page and provide comprehensive information on its residential preferential parking program, including addressing the rationale for the program, the process for acquiring permits and petitioning for residential parking as well as provide all necessary forms and documents.	PW		CD				
7.10	MT	Neighborhood Garage Clean Out Event to lead residents to use their driveways/garages for parking. Use the occasion to educate and encourage people to learn about the City's on-street parking management program.			CD	PR			
7.11	LT	Develop online residential parking resources (phased strategy). Establish online payment systems for permits and fines by credit card or banking account, as well as or fillable PDF applications and renewal forms.	PW		CD				
7.12	LT	Educate public on the existing availability and future city plans for transportation demand management (TDM) strategies, such as carpooling and vanpooling ride-share programs, public transportation services, improved facilities for bicyclists and pedestrians, flexible work hours, telecommuting, and parking management strategies and incentive programs such as California's Parking "Cash-Out" Law for employers who currently provide free parking to their employees.	PW		CD	PR			



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RS#	Priority	Description	PW	PD	CD	PR	CE			
7.13	LT	Maintain a long-term educational campaign on parking management in South Gate which incorporates an on-street parking information component, illustrating priorities, procedures, and options for citizens and community groups to proactively assist the City in managing parking in their local neighborhoods. The educational campaign will also provide a means by which residents may continue to provide input on ongoing parking issues and potential new strategies moving forward.	PW		CD	PR				
Guiding Principle Area #8: Direct Community Development Department to Create Planning Initiatives to Enhance On-Street Parking Conditions										
8.01	ST	Reach out to apartment owners and multi-family building managers to provide tenants with secure bike facilities			CD					
8.02	ST	Improve public notice of existing transit facilities	PW		CD					
8.03	ST	Create permitted exemptions for short-term parking permits for contractors (e.g., 30-day) and in-home care professionals (e.g., up to one year) who may be operating an approved business at a residence.			CD					
8.04	MT	Reconsider parking policies for upcoming new developments and accessory dwelling units (ADUs)			CD		CE			
8.05	MT	Look into new and/or more stringent off-street parking restrictions		PD	CD					
8.06	MT	Study and reform parking code requirements			CD					
8.07	MT	Monitor and evaluate the need for additional parking construction	PW		CD					
8.08	MT	Improve parking governance in commercial areas adjacent to residential neighborhoods (e.g., Tweedy Mile, commercial and industrial zones along Firestone Boulevard, Atlantic and Long Beach Boulevard)			CD					
8.09	MT	Preferential Parking Districts (PPDs). Conduct a financial evaluation of PPD permit pricing to meet resident needs while accounting for administrative and enforcement costs; set prices to reflect demand and available curb space; and/or limit the number of new PPDs which may be approved over a given time (e.g., annually)			CD					
8.10	MT	Preferential Parking Districts (PPDs). Increase the # of allowable permits per property.	PW		CD					
8.11	MT	Preferential Parking Districts (PPDs). Continue to establish PPDs to provide on-street parking supply equity among properties along a street, and to ensure residents and their visitors have a place to park	PW		CD					
8.12	MT	Preferential Parking Districts (PPDs). Corordinate with Public Works to monitor occupancies annually. If occupancies consistently reach 85 percent in residential areas, evaluate whether a PPD would be appropriate.	PW		CD					
8.13	MT	Preferential Parking Districts (PPDs). Corordinate with Public Works to establish a process to remove or redefine existing residential PPDs, achieved in a similar way as the petition and parking survey count method proposed as the basis for establishing new residential parking restrictions.	PW		CD					
8.14	MT	Work with businesses generating high, event-driven traffic and parking on nearby residential streets to consider implementing valet-assist parking services to (1) reduce the number of cars driving around looking for a space who may eventually wind up parking on residential streets; (2) increase parking turnover, and (3) allow twice as many cars into a lot due to stack parking.			CD					
8.15	MT	Work with businesses generating high, unavoidable event-driven traffic and parking on nearby residential streets to engage in good neighbor efforts to compensate for spillover parking impacts (e.g., free tickets to events and sporting functions to residents near schools)			CD					
8.16	MT	Ensure that school sites generating student-driven parking (e.g., Legacy HS, East L.A. Community College Expansion) provide adequate on-site parking	PW		CD					
8.17	MT	Work with businesses with quick turnarounds and/or delivery needs (e.g., banks, dry cleaners) to mark loading/unloading zones along the curb within the public right-of-way.			CD					
8.18	MT	Work with Parks and Recreation to expand GATE (Get Around Town Express) bus/shuttle service			CD	PR				
8.19	MT	Work with local schools to develop neighborhood traffic management plans (NTMP) which incorporate parking mitigation strategies for faculty, staff and students who currently park on adjacent residential streets	PW		CD					
8.20	MT	Investigate the potential need, viability and benefit of "cut-through" pedestrian paths between residential neighborhoods and commercial or school areas to encourage walking as a viable mode of transportation.	PW		CD					
8.21	MT	Coordinate with Unified School Districts and individual elementary/middle schools to augment existing Safe Routes to School (SRTS) Plans with parking/circulation plans in order to minimize the use and impact of pick-up, drop-off and faculty/staff parking on public streets.	PW		CD					
8.22	MT	Update city practices, principles, policies and standards to improve minimum lot size dimensions for new applications/projects.			CD					
8.23	MT	Improve public transportation ridership, visibility, availability and accessibility. Add new and/or improve existing bus stops.	PW		CD					
8.24	MT	Improve public transportation ridership, visibility, availability and accessibility. Implement discounted bus fares to encourage ridership.	PW		CD					
8.25	MT	Ensure Conditions of Approval for new developments to locate employee parking on-site.			CD					
8.26	MT	Require development projects to implement and/or contribute toward Transportation Demand Management (TDM) improvements as part of approval.	PW		CD					
8.27	MT	Design and build new pedestrian paths; improve walkability of school routes and downtown walking areas to encourage foot travel.	PW		CD					
8.28	MT	Work with local schools to improve and increase school busing, carpooling, vanpooling and/or shuttling services to remove single-occupant auto trips from city streets near schools.	PW		CD					
8.29	MT	Codify and set conditions for new developments to provide Free Parking to customers and tenants			CD					
8.30	MT	Planning and zoning to consider ending approval of garage-dwelling and SFDU-to-MFDU conversions			CD		CE			
8.31	MT	Work collaboratively with other departments to develop fund prioritization plan for long-term parking improvements. Study the opportunity costs of using land and funds for automobile parking supply versus providing resources for non-auto modes to increase transportation choices.	PW		CD	PR				



Citywide On-Street Parking Action Plan - Recommended Strategies						City of South Gate, CA				
Recommended Strategy (RS) — High Priority strategies shown in bold/highlighted						Primary Department(s) Responsible				
RS#	Priority	Description	PW	PD	CD	PR	CE			
8.32	LT	Address the need to maintain City transportation infrastructure - consider policies, programs, and improvements that can reduce maintenance and administrative costs, or generate revenues to help fund capital needs for mass transit or non-motorized projects and/or parking reduction programs.	PW		CD					
8.33	LT	Work with local businesses to promote preferential parking for carpools and vanpools, in order to help reduce the need for single-auto employee parking.			CD					
8.34	LT	Approve developments with adequate on-site parking facilities to increase off-street parking capacity	PW		CD					
8.35	LT	Explore options to implement traffic management associations providing parking brokerage services, so that facilities with excess parking capacity can seek, lease or trade it to others. Facilitate the benefits of flexible parking requirements between all building owners in a given area, new just developers of new facilities.			CD					
8.36	LT	Use zoning as a tool to encourage new developments to be more pedestrian friendly, such as defining pedestrian-oriented shopping or mixed-use areas, and discouraging the placement of parking between the building and the street (rear parking lots preferred).			CD					
8.37	LT	Encourage new developers to implement "green parking lots" (e.g., turf grids) where deemed appropriate, in order to address issues encountered when attempting to meet developmental off-street parking supply requirements, such providing an overabundance of typical paved parking stalls, discouraging pedestrian or bicycle travel, or detracting from the character or visual appearance of the surrounding community.			CD					
8.38	LT	Encourage employers to participate in a "Cash Out" program for the value of employee parking, in order to fully or partially subsidize parking and offer workers the option to give up their parking space in exchange for its monetary value.			CD					
8.39	LT	Decrease population density through multi-use developments with adequate parking provisions			CD					
8.40	LT	Improve planning and zoning policies to better scrutinize the potential parking impacts of high-density residential developments where the surrounding on-street parking infrastructure cannot support the anticipated demand.			CD					
8.41	LT	For MFDU owners who do not provide sufficient parking, consider implementing a tax and create a 5-year plan to use funds for street resurfacing or other local parking improvements.			CD					
8.42	LT	Invest in and implement socioeconomic strategies. Explore widespread socioeconomic strategies to reduce citywide residential population/density, increase income and education levels.			CD					
8.43	LT	Invest in and implement socioeconomic strategies. Improve local job market and opportunities to promote local travel and reduce car ownership. Approve developments to create jobs (e.g., Employment Resource Center, Azalea Regional Shopping Center) to lower unemployment, improve housing affordability, reduce population density and reduce auto ownership per household.			CD					
8.44	LT	Invest in and implement socioeconomic strategies. Explore feasible mid-term solutions to reduce the occurrence of multiple families per household/parcel.			CD					
8.45	LT	Invest in and implement socioeconomic strategies. Provide education improvement opportunities for working age citizens (e.g., ELAC Expansion) to increase household income and improve affordability, reduce population density and reduce auto ownership per household			CD					
8.46	LT	Preferential Parking Districts (PPDs). Work with Public Works to define comprehensive criteria for implementation of new PPDs; accept and review applications/petitions; identify new or modified locations; implement PPDs where neighborhoods meet program criteria			CD					
8.47	LT	Preferential Parking Districts (PPDs). Evaluate effectiveness of PPDs on an ongoing basis	PW		CD					
8.48	LT	Develop planning and zoning policies to ensure wider minimum street widths.	PW		CD					
8.49	LT	Work with L.A. County Metro to implement free/discounted local shuttle services.	PW		CD					
8.50	LT	Reduce wide-scale auto dependency and encourage transportation alternatives; introduce light rail transit (LRT) options.	PW		CD					
8.51	LT	Assess viability of First-Mile/Last-Mile (FM/LM) implementation.	PW		CD					
8.52	LT	Maintain, update and implement the City's a Bicycle Facility Master Plan.	PW		CD					
8.53	LT	Pursue ATP Funding for bike paths, bike lanes, bike routes and/or cycle tracks.	PW		CD	PR				
8.54	LT	Take steps to ensure the City of South Gate sees the benefits of future light-rail transit (LRT) systems (e.g., Eco Rapid Transit)	PW		CD					
8.55	LT	Encourage "park once and walk" shared parking environments to discourage commercial parking in residential areas near popular destinations.			CD					
8.56	LT	Encourage/set policies for TOD (Transit-Oriented Developments).			CD					
8.57	LT	Evaluate the effectiveness of local curb lane management policies and adjust as needed.	PW		CD					
8.58	LT	Explore 1-way street circulation plans to enhance mobility and encourage driveway use.	PW		CD					

Notes:						Responsible Department(s)				
ST Short-term priority/implementation (Within 1 Year)						PW: Public Works PD: Police CE: Code Enforcement				
MT Mid-term priority/implementation (Within 1 to 5 years)						CD: Community Development / Planning				
LT Long-term priority/implementation (Within 5 to 10 years)						PR: Parks and Recreation Department				



Appendix C:

PRIORITY TOOL KIT TOP SHORT-, MID- AND LONG-TERM STRATEGIES PER GUIDING PRINCIPLES

(source: Minagar & Associates, Inc. City of South Gate 2018 Citywide Parking Study)



PRIORITY TOOL KIT Top Short-, Mid- and Long-term Strategies per Guiding Principles				Citywide On-Street Parking Action Plan - South Gate, CA		
RS = Recommended Strategy (only High Priority strategies shown)				Responsible Department(s)		
RS#	Timeframe	Description		PW	PD	CD
Guiding Principle Area #1: Organize an Internal Parking Task Force						
1.01	ST	Create a Parking Task Force to guide City Departments in the implementation of the Citywide On-Street Parking Management Study, with a focus on the Priority Tool kit.		PW	PD	CD
1.02	ST	Pursue City Council approval to modify programs, policies, and ordinances that impact on-street parking conditions, such as, Preferential Parking Districts (PPD), parking restrictions, development policies, private property improvements, etc.		PW	PD	CD
1.03	ST	Provide an annual report to the City Council on the accomplishment of the Parking Task Force in implementing the Citywide On-Street Parking Management Study and Priority Tool kit.		PW		
1.04	MT	Develop a strategy to proactively, cost-effectively and efficiently implement short-term, mid-term and long-term strategies outlined in the Citywide On-Street Parking Study.		PW	PD	CD
Guiding Principle Area #2: Authorize Public Works to Implement As-Needed Parking Strategies on Public Streets						
2.01	ST	Collaborate with external agencies in the development of passenger light rail to promote alternative modes of transportation.		PW		CD
2.02	ST	To enhance parking, assess parking restrictions, such as at intersections and adjacent to fire hydrants, and make recommendations that could lead to increasing on-street parking capacity however in a manner that meets safety standards.		PW		
2.03	ST	Assess traffic signage prohibiting the parking of commercial and oversized vehicles on residential streets, for adequacy in resolving parking issues.		PW		
2.04	ST	Implement pilot programs in advance of implementing parking solutions that could be impactful to the community, such as area wide Preferential Parking Districts and marking of on-street parking stalls.		PW		
2.05	MT	Prioritize the assessment of the City's Preferential Parking District and recommend improvements to optimize its effectiveness.		PW		
2.06	LT	Pursue grant opportunities to implement capital projects for alternative modes of transportation such as bike facilities, as means to encourage non-motorized modes of travel.		PW		
Guiding Principle Area #3: Direct Police Department to Address Operational Issues Related to On-Street Parking with More Parking Enforcement						
3.01	ST	Assess parking enforcement activities in areas with the highest on-street parking demands, for sufficiency in addressing parking issues.			PD	
3.02	ST	Publicize new parking restrictions and provide a 30-day grace period for enforcement.			PD	
3.03	MT	Assess staffing capacity of the parking enforcement program to determine if additional parking enforcement officers could improve on-street parking conditions.			PD	
3.04	MT	Work with East Los Angeles College Expansion Project representatives to develop programs that prohibit students from parking on residential streets.			PD	CD
3.05	LT	Consider License Plate Recognition (LPR) technology to digitally "chalk" vehicles parked longer than 72 hours, or otherwise identify and log improperly parked vehicles in designated "No Parking" locations such as in PPDs.			PD	
Guiding Principle Area #4: Direct Code Enforcement to Focus on Addressing Private Property Issues Impacting On-Street Parking						
4.01	ST	Identify and assess enforcement of City Ordinances that regulate issues that negatively impact parking and traffic flows (e.g. converted garages, illegal businesses in residential neighborhoods, etc.), for sufficiency in resolving parking issues.				CD
4.02	MT	Enforce existing ordinances and design requirements to mitigate issues discouraging usage of private driveways (e.g. sight distance, vegetation, block walls, etc.).				CD
4.03	MT	Where possible, require project sponsors seeking to convert garages to residential dwellings to provide adequate parking on private property, in a manner that complies with State law.				CD
4.04	MT	Assess the impact of adding Code Enforcement personnel to enforce city ordinances that lead to enhancing parking conditions.				CD
Guiding Principle Area #5: Provide Private Property Owners with Opportunities and Strategies to Better Utilize Their Off-Street Parking Space						
5.01	ST	Consider implementing pilot programs to allow improvements on residential properties that could lead to increasing parking capacity within the property, such as, allowing the widening of existing driveways to provide parking for an additional vehicle.		PW		CD
5.02	MT	Develop programs that encourage and/or enable residents to utilize their garages for vehicle parking.				CD
Guiding Principle Area #6: Implement Public Parking Strategies						
6.01	ST	Develop strategies to enable residents to locate and park on public parking lots and municipal parks facilities, inclusive of allowing overnight parking (i.e. modifying ordinance to allow overnight parking, way finding signage, etc.).		PW		CD
6.02	MT	Evaluate an Advanced Parking System (APS) to facilitate ways to find parking availability at City-owned parking lots.		PW		
6.03	MT	Develop strategies for shared parking agreements amongst private property owners that would also consider allowing overnight parking.				CD
6.04	LT	Coordinate with UPRR to provide public parking within their right-of-way, along Ardmore Avenue and Independence Avenue.		PW		
Guiding Principle Area #7: Implement a Community Educational Campaign						
7.01	ST	Provide educational information to residents on what they can do to enhance parking conditions on residential streets.		PW		
7.02	ST	Develop online residential parking resources and information fact sheets.		PW		
Guiding Principle Area #8: Direct Community Development Department to Create Planning Initiatives to Enhance On-Street Parking Conditions						
8.01	ST	Encourage apartment owners and multi-family building managers to provide tenants with secure bike facilities.				CD
8.02	LT	Support Light-Rail (Eco-Rapid Transit) projects and enhanced access to light rail stations.		PW		CD
8.03	LT	Encourage businesses to explore feasibility of ride-sharing programs or parking incentive programs, such as California's Parking "Cash-Out" Law (AB 219) for employers who currently provide free parking.				CD
8.04	MT	Work with local schools to develop neighborhood traffic management plans (NTMP) which incorporate parking mitigation strategies for faculty, staff and students who currently park on adjacent residential streets.				CD
8.05	MT	Investigate the potential need, viability and benefit of "cut-through" pedestrian paths between residential neighborhoods and commercial or school areas to encourage walking as a viable mode of transportation.		PW		CD
8.06	MT	Require development projects to implement and/or contribute toward Transportation Demand Management (TDM) improvements.				CD
8.07	MT	Require new development to create safe pedestrian and bicycle paths towards schools, shopping centers and other destinations to encourage walkability.		PW		CD

PRIORITY TOOL KIT Top Short-, Mid- and Long-term Strategies per Guiding Principles				Citywide On-Street Parking Action Plan - South Gate, CA		
RS = Recommended Strategy (only High Priority strategies shown)				Responsible Department(s)		
RS#	Timeframe	Description		PW	PD	CD
Notes: ST Short-term priority/implementation (Within 1 Year) MT Mid-term priority/implementation (Within 1 to 5 years) LT Long-term priority/implementation (Within 5 to 10 years)				Responsible Department(s) PW: Public Works PD: Police CD: Community Development		

**NOTICE OF PUBLIC HEARING
PLANNING COMMISSION
OF THE CITY OF SOUTH GATE, CALIFORNIA**

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of South Gate will hold a Public Hearing at **7:00 PM on Tuesday, June 7, 2022**, in the Council Chamber at South Gate City Hall, 8650 California Avenue, South Gate, California or Members of the public wishing to observe the meeting may join through a Call-In Conference. For the updated Dial-In Number and Conference Code for the June 7, 2022, Planning Commission meeting please visit the City's website at www.cityofsouthgate.org/AgendaCenter regarding the following items:

1. Conditional Use Permit No. 858 at 4322 Tweedy Boulevard: To consider a request to allow the issuance of a California Department of Alcoholic Beverage Control (ABC) Type 41 On-Sale Beer & Wine – Eating Place license at the existing restaurant (“Flipping Byrds”). In accordance with the California Environmental Quality Act Guidelines, Conditional Use Permit No. 858 is categorically exempt pursuant to Section 15301, Class 1: Existing Facilities.
2. Conditional Use Permit No. 859 at 4332 Tweedy Boulevard: To consider a request to allow the issuance of a California Department of Alcoholic Beverage Control (ABC) Type 47 On-Sale General – Eating Place license at the proposed restaurant (“Mar Chingon”). In accordance with the California Environmental Quality Act Guidelines, Conditional Use Permit No. 859 is categorically exempt pursuant to Section 15301, Class 1: Existing Facilities.
3. Conditional Use Permit No. 860 at 9599 Pinehurst Avenue: To consider a request to allow the issuance of a California Department of Alcoholic Beverage Control (ABC) Type 41 On-Sale Beer & Wine – Eating Place license at the existing “Goals” soccer facility located within South Gate Park. In accordance with the California Environmental Quality Act Guidelines, Conditional Use Permit No. 860 is categorically exempt pursuant to Section 15301, Class 1: Existing Facilities.
4. Conditional Use Permit No. 861 at 3323 Tweedy Blvd.: To consider a request for approval of a Conditional Use Permit to allow for the operation of a “Medical Services, Medical/Dental/Holistic”/ “medical spa” business, per the Tweedy Boulevard Specific Plan. In accordance with the California Environmental Quality Act Guidelines, Conditional Use Permit No. 861 is categorically exempt pursuant to Section 15301, Class 1: Existing Facilities.
5. Zoning Code Amendment No. 175: To consider a recommendation to the City Council of an ordinance amending South Gate Municipal Code Chapter 11.33 “Parking Standards.”

Pursuant to Government Code Section 65009, if you challenge the items listed above in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning Commission at or prior to the public hearing.

THE PLANNING COMMISSION

Fabiola Inzunza, Chairperson

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Posted: May 26, 2022
South Gate City Hall

Información en español acerca de esta junta puede ser obtenida llamando al 323-563-9529.