2.2. **PARKING AND DRIVEWAY STANDARDS**

The impact of parking and driveways is a critical component of Pasadena's neighborhoods. Section 1 describes the desirable qualities of parking and driveways in Pasadena's historic neighborhoods and how those qualities have been altered by the accommodation of parking for large numbers of automobiles. The standards which follow accommodate contemporary parking demands in ways which minimize their impact on the character of Pasadena's neighborhoods.
2.2.1. Parking Ratio

A. Two covered parking spaces shall be provided for each dwelling unit. Exceptions are given in Section 2.2.1.B. below.

B. Reductions in the standard ratio may be made under the following conditions:

1. One covered parking space shall be provided for every 2 residents in dormitory style housing.

2. One covered parking space shall be provided for every unit less than 550 square feet of gross area.

3. To encourage housing for the elderly, a covenant with the city may be approved reducing the number of resident parking spaces to not less than 0.5 space per unit. Information shall be provided regarding each of the following criteria:
   a. There is no current parking problem in the neighborhood
   b. The prospective residents will have on average 0.5 vehicles per dwelling.
   c. Prospective residents will be over 55 years of age.
   d. Future, unexpected parking problems resulting from the proposed development can be corrected.
   e. Alternate transportation is available for the residents of the development or public transportation is close by.

C. Projects with 20 dwelling units or more shall provide one guest parking space for each 10 dwelling units.

D. Tandem parking shall be permitted for a second required stall if the following requirements are met:

1. The equivalent of one dedicated unoccupied standard sized parking space shall be provided for maneuvering.

2. Two parking spaces in tandem shall have a combined minimum dimension of 10 feet by 34 feet.

3. The provisions in Section 2.2.2.C.4. shall be in effect.

2.2.2. Parking Standards

This section provides requirements for the location of various types of parking that minimize the visibility of parking from streets and dwellings and give prominence to main gardens within projects. Placement of the parking should minimize and conceal its negative aspects such as large areas of paving, long unembellished walls, and visibility of ventilation grills and garage doors. The pattern of circulation should encourage easy access from the parking lot, through the main garden to the units.
1. Surface parking is parking at grade in carport or garage with no dwelling above. See Diagram 2.2.2.A.1.

2. Parking with dwelling over is parking at grade, enclosed with a garage door, with dwelling above. See Diagram 2.2.2.A.2.

3. Podium parking is an enclosed, naturally ventilated parking structure, either at grade or partially depressed. See Diagram 2.2.2.A.3.

4. Partially subterranean parking is a mechanically ventilated parking structure the top of which does not exceed 2 feet above natural grade measured at the center of the site along the street frontage. See Diagram 2.2.2.A.4.

5. Fully Subterranean Parking is a mechanically ventilated subterranean parking structure the top of which is at least two feet below natural grade. See Diagram 2.2.2.A.5.

6. Hybrid parking solutions employing more than one of the above are permitted providing that each portion conforms to the requirements for its particular type. See Diagram 2.2.2.A.6.
2.2.2.B. PARKING LOCATION

1. Surface parking and/or parking with dwelling over shall be located in the rear 40 percent of the site. The parking area shall not be visible from the main garden, from the street, or at grade from an adjacent lot. It shall be screened from these areas by building volume or by a wall at least 6 feet in height. See Sections 2.3.10.G. and H.

2. Podium parking shall be located in the rear 40 percent of the site. Ventilation openings and grills shall be concealed and should not be visible from the main garden, from the street or from entrances to units. See Section 2.2.4.B.

3. Partially subterranean parking shall be located within the site boundary and may extend within 5 feet of the side and rear property lines and up to the front yard setback. At side, front and rear the parking structure may extend an additional 5 feet provided that it is configured so that the additional portions meet the same criteria as for fully subterranean parking. See Sections 2.2.2.A.5 and 2.2.2.B.4. Planting and tree wells shall be provided as specified by planting and paving standards in Sections 2.1.1.F. and 2.1.2.C. Ventilation openings and grills shall be concealed and shall not be visible from the street. See Section 2.2.4.B.

4. Fully subterranean parking shall be located within the site boundary and may extend to all property lines. A fully subterranean structure not covered by building volume shall be covered by soil with a minimum depth of 2 feet, recreating the natural grade before construction. Planting and tree wells shall be provided as specified by planting and paving standards in Sections 2.1.1.F. and 2.1.2.C. Ventilation openings and grills shall be concealed and shall not be visible from the street. See Section 2.2.4.B.

2.2.2.C. STALL AND AISLE DIMENSIONS

1. Required parking spaces shall have the following stall dimensions:

   Standard - 9' X 18'
   Compact - 8' X 16'

2. Fifty percent of the total spaces required may be for compact cars.

3. Parking spaces for the handicapped shall be provided complying with the California Administrative Code (Title 24, Part 2, Chapters 2-71) and with the California Vehicle Code, Section 22507.8.
4. An additional one foot of width shall be provided whenever the long side of a parking space is contiguous to a vertical obstruction within 4 feet of the aisle. See Diagram 2.2.2.C.4.

![Diagram 2.2.2.C.4. Stall Dimensions](image)

5. All spaces shall have wheel stops 3 feet from any vertical obstruction.

6. Required aisle widths for standard and compact spaces are shown in the chart below. Minimum aisle widths adjoining standard spaces are indicated by S and minimum aisle widths adjoining compact spaces are indicated by C.

<table>
<thead>
<tr>
<th>Parking space width in feet</th>
<th>Aisle width in feet as related to parking angle in degrees</th>
</tr>
</thead>
<tbody>
<tr>
<td>R = required width for either standard or compact spaces</td>
<td>90 75 60</td>
</tr>
<tr>
<td>R + 0.00 feet of width</td>
<td>24 S 21 C 22 S 19 C 18 S 15 C</td>
</tr>
<tr>
<td>R + 0.25 feet of width</td>
<td>23 S 20 C 21 S 18 C</td>
</tr>
<tr>
<td>R + 0.50 feet of width</td>
<td>22 S 19 C 20 S 17 C</td>
</tr>
<tr>
<td>R + 0.75 feet of width</td>
<td>21 S 18 C 19 S 16 C</td>
</tr>
<tr>
<td>R + 1.00 feet of width</td>
<td>20 S 17 C</td>
</tr>
</tbody>
</table>

2.2.2.D. VERTICAL CLEARANCE

Vertical clearance at parking spaces for the handicapped, and at drives and aisles providing access to such spaces, shall be a minimum of 8 feet 2 inches. Vertical clearance for all other parking spaces shall be a minimum of 7 feet. Vertical clearance for the front 4 feet of a parking space may be reduced to a minimum of 4.5 feet providing that the space is not intended for the use of the handicapped.

2.2.2.E. PARKING AREA LIGHTING

Lighting fixtures shall be designed to confine emitted light to the parking area, and the light source shall not be visible from outside this area. Where important architectural considerations indicate the waiving of this requirement, design commission approval is required. Average illumination at the ground shall be no more than 1 foot candle.
2.2.3. DRIVEWAY STANDARDS

Historically, parking in Pasadena has been located in the rear of the site in a single story garage or carport accessed by a narrow driveway. The accommodation of increased parking demands have altered this pattern and threatened the coherence of street frontage characteristic of Pasadena neighborhoods. Recent development has resulted in aggregated parking structures close to the street and accessed by disruptively wide driveways. Driveways should be reduced in width and located in such a manner as to be consistent with the quality of historic neighborhood streets.

2.2.3.A. DRIVEWAY LOCATION AND FREQUENCY

1. In general, driveways shall be located as far apart as possible.

2. On sites with less than 80 feet of street frontage, a single driveway shall be located on either side of the site. The maximum distance between the outside edge of the driveway and the property line is 2 feet.

3. On sites with more than 80 feet but less than 140 feet of street frontage:

   a. Where the number of parking spaces allows a single driveway, it shall be located on either side of the site. The maximum distance between the outside edge of the driveway and the property line is 2 feet.

   b. A single drive may be centrally located provided that it is a Hollywood type and the main garden requirements are accommodated. A Hollywood drive is defined as two paved wheel tracks, each between 2.5 and 3.5 feet wide, separated by a planted strip at least 3 feet wide. The Hollywood drive may bisect the main garden, but under no circumstances shall the area occupied by the Hollywood drive be included in garden space calculations. See Diagram 2.2.3.A.3.b.

   c. Where the number of parking spaces requires two driveways they shall be located one on each side of the site. The outside edge of each shall be within 2 feet of the nearest side property line.
4. On sites with 140 feet or more of street frontage:

a. Where the number of parking spaces allows a single driveway, it shall meet the requirements for driveways given in Section 2.2.3.A.3.a. and b. above.

b. Where the number of parking spaces requires two driveways, they shall be located so that their inside edges are at least 120 feet apart.

2.2.3.B. **Driveway Configuration**

1. Driveway configurations which require backing in from or out onto the street are not allowed. Cars must be able to turn around within the site boundaries.

2. On sites with 80 feet or more of street frontage, the width of a single driveway shall remain constant for no more than 100 feet from the front property line. The driveway then shall either widen to accommodate two-way traffic or a turnout at least 30 feet long and 8 feet wide shall be provided.

3. A driveway adjacent to a main garden shall be screened. See Sections 2.1.1.C.6. and 2.3.10.G.

4. Where a driveway passes a building wall with windows located at the ground level the edge of the driveway shall be at least 2 feet from the wall.

5. A new project may use the driveway on an adjacent lot provided the following requirements are met:

a. The driveway is directly adjacent to a shared property line.

b. An easement for the use of the driveway is obtained.

c. The driveway width is adequate for the additional number of cars to be served.

2.2.3.C. **Driveway Width**

1. Driveways shall have the following widths plus at least 0.5 feet additional clearance on any side where they pass a vertical obstruction exceeding curb height.

<table>
<thead>
<tr>
<th>Number of Spaces</th>
<th>Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>9 or fewer</td>
<td>one</td>
</tr>
<tr>
<td>10-25</td>
<td>8 feet</td>
</tr>
<tr>
<td>26 or more</td>
<td>10 feet</td>
</tr>
<tr>
<td></td>
<td>two</td>
</tr>
<tr>
<td></td>
<td>10 feet</td>
</tr>
</tbody>
</table>

2. Curb cuts shall be at least 12 feet wide at the curb and shall taper to driveway width at the front property line.

2.2.3.D. **Driveway Encroachments**

Provided there is at least 10 feet of clearance beneath them, the following projections into the driveway area shall be permitted, provided they do not conflict with requirements set down in Sections 2.3.4 and 2.3.5.

1. Building elements projecting up to one half the width of the drive such as bay windows or balconies,
2. Building elements projecting more than one half the width of the driveway, with the following conditions:

   a. When such elements are opaque, such as habitable rooms, they are limited to 30 feet in length.

   b. When such elements are partially open, such as trellises, they may extend for the entire length of the driveway, except where it extends into the front setback.

2.2.3.E. **DRIVEWAY RAMPS**

All ramps providing access to parking structures shall meet the following requirements:

1. All parking plans with ramps shall be accompanied by profiles showing the ramp, ramp transitions and vertical and horizontal clearances.

2. The length of a ramp is the horizontal distance between the beginning of the transition at one end of the ramp to the end of the transition at the opposite end of the ramp.

3. Pending approval by the City Traffic Engineer, the maximum grade of ramps shall be 20 percent.

4. The widths of ramps shall conform to the requirements for the widths of driveways as set down in Section 2.3.3.C.
2.2.3.F. **DRIVEWAY PAVING**

1. Parking areas, driveways, and paths accessing parking shall be paved in compliance with Public Works Department guidelines.

2. The slope of all parking areas, excluding ramps, shall not exceed 5 percent.

2.2.4. **GARAGE DOOR AND GRILL STANDARDS**

The visibility of garage doors and ventilation grills from the street or open space makes regulation of their location and appearance necessary. Additionally, they are an important component of the quality and character of a parking area or adjacent open space. Doors and grills should be compatible with the architectural and stylistic character of the building.

2.2.4.A. **GARAGE DOORS**

1. Garage doors shall be opaque when visible from the street or main garden.

2. When completely concealed from the street and located in a subterranean structure, garage doors may be partially open.

3. Garage door openings shall be no more than 20 feet in length.

2.2.4.B. **VENTILATION GRILLS**

1. Ventilation grills over 4 square feet in area shall not be visible from the street or main garden.

2. Grills 4 square feet or less which are at least 5 feet above finished grade may be visible from the street or main garden.

3. All grills shall contribute to the architectural quality and character of the building.
2.3. ARCHITECTURAL STANDARDS

Though the ordinance places special emphasis on the creation of gardens and open space, it also recognizes that the quality of the buildings that surround, inhabit, and define the lawns and gardens of Pasadena make a crucial contribution to the life and quality of the city. Some building types help to perpetuate the tradition that makes Pasadena distinctive and others are damaging to that tradition. The intention of each of the sections of this ordinance is to encourage the production of locally appropriate building types and to prohibit the continued intrusion of inappropriate ones. Pasadena streets have a rhythm and scale derived from older traditions of development on 60 foot wide lots. To the maximum extent possible, the ordinance seeks to retain that rhythm and scale while allowing densities higher than that provided by single or double bungalows. The requirements governing setbacks, building separations, and street frontages are intended to achieve this goal.

Architectural elements such as porches, balconies, bay windows, and entrances all signal human habitation and are an essential aspect of successful urban settings. Requirements concerning them are therefore a part of the ordinance. The architectural heritage of Pasadena owes much to craftsmanship and the contributions of craftspeople to the quality of buildings. It is an intent of this ordinance to perpetuate the craft tradition which is such an important element of local history. Pasadena is, and has always been, heterogeneous architecturally, and this ordinance is not prescriptive with respect to the style or the architectural character of buildings. It does, however, seek buildings which are designed, detailed and constructed with care and consistency, and which are enriched by the contribution of individual artisans.
2.3.1. CRAFTSMEN

All buildings benefit from the incorporation of features that are constructed with special care and skill. These features can take the form of iron gates, tile fountains, cast terracotta, woodwork, stenciled ornament or other devices which leave the imprint of the abilities and sensibilities of individual workers. Each new building constructed in Pasadena shall incorporate at least one such feature as a conspicuous component of its architecture.

2.3.2. BUILDING ELEMENTS

Part of the special charm of Pasadena architecture comes from the presence of particular building elements such as those listed below. Each new building constructed in Pasadena shall incorporate at least two of these elements. Substitution of elements not on this list may be made at the discretion of the planning director and the design review committee.

A. Upper floor loggias or pergolas recessed within a building
B. Roofed balconies supported by brackets or by columns at the ground floor
C. Exterior wooden or masonry stairs with closed risers
D. Tile or masonry fountains