



CITY OF POMONA

PLANNING COMMISSION REPORT

February 10, 2021

TO: Chairperson and Members of the Planning Commission

FROM: Development Services Department, Planning Division

SUBJECT: **DISCUSSION ITEM – PERMITTING TANDEM PARKING ON PARCELS REGULATED BY POMONA ZONING ORDINANCE OF THE CITY OF POMONA**

RECOMMENDATION:

The Planning Division recommends that the Planning Commission adopt a Resolution (Attachment No. 1) permitting tandem parking on parcels regulated by the Pomona Zoning Ordinance of the City of Pomona at the discretion of the Development Services Director.

EXECUTIVE SUMMARY:

The Pomona Zoning Ordinance establishes off-street parking regulations in Section .503-H. The use of tandem parking spaces may only be permitted if approved by the Planning Commission. The Planning Division has seen an increase in demand for the use of tandem parking spaces, both covered and uncovered, in commercial, industrial, and residential zones to facilitate additions and other construction. As the use of tandem parking is consistent with the Pomona General Plan, Staff is recommending a uniform procedure by which requests for tandem parking spaces may be permitted at the discretion of the Development Services Director, thereby reducing the case-by-case need for items to be brought forth to the Planning Commission. Staff expects this to be a semi-permanent solution over the next two years as the Pomona Zoning Ordinance is comprehensively updated to permanently implement the Pomona General Plan.

ANALYSIS:

Inconsistent Regulations on Tandem Parking

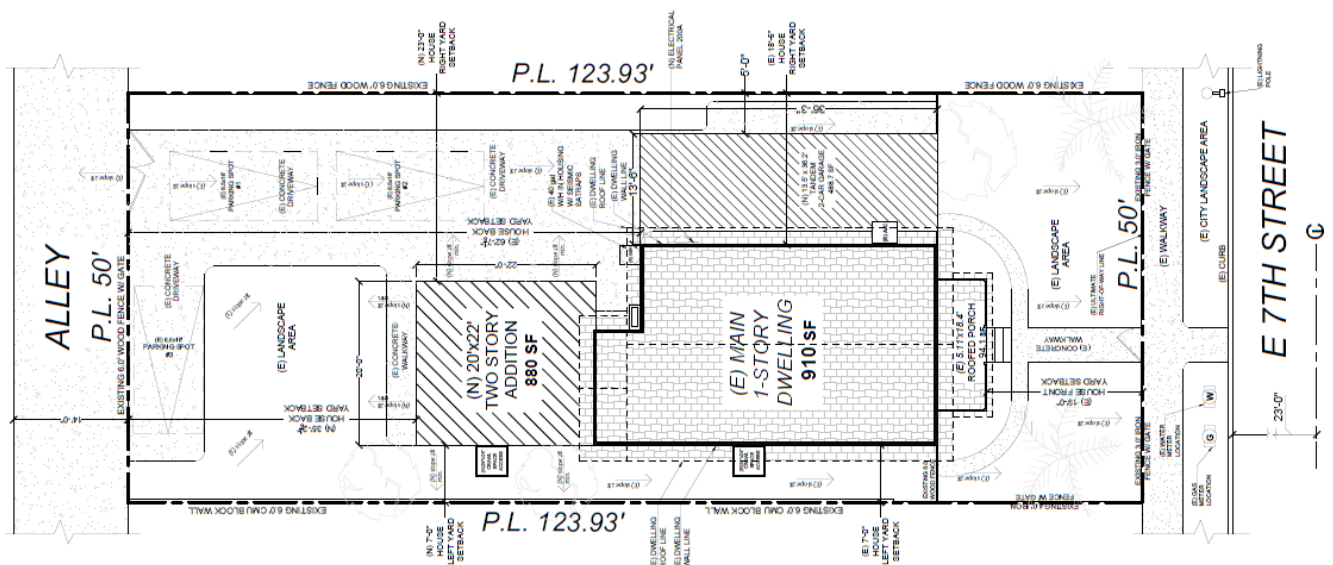
“Tandem Parking” is defined in Section .5809-26 of the Pomona Zoning Ordinance (“PZO”) pertaining to Accessory Dwelling Units (“ADU”) as “two or more automobiles are parked on a driveway or in any other location on a lot, lined up behind one another as defined in Section 65842.2 of the Government Code.” This definition, which was recently adopted in 2020 as part of a comprehensive update to the City’s ADU regulations, is inconsistent with the pre-existing, older regulation pertaining to tandem parking in Section .503-H of the PZO, which regulates Off-Street Parking: “tandem parking spaces shall not be permitted unless otherwise approved by the Planning Commission.” The pre-existing regulation only allowing tandem at the discretion of the

Planning Commission creates a burden upon those ministerial projects that cannot be defined as ADUs, but are nonetheless seeking relief on off-street parking requirements to facilitate residential, industrial, or commercial development on their property.

In the case of residential parcels, without tandem parking, applicants are required to construct or maintain a two-car automobile garage on the property, with dimensions of at least 400 square feet (20 feet by 20 feet). This requirement has been burdensome upon applicants who may otherwise be able to reasonably park automobiles on existing driveways in a tandem orientation, or upon applicants whose properties have deeper lots with insufficient width to accommodate the 20 foot required width of a two-car garage, but could otherwise accommodate a 10 foot by 40 foot tandem garage.

Example in Residential Zones

The example below illustrates the typical constraints that residential applicants face in accommodating off-street parking while pursuing residential additions to their property. In this example, the applicant has proposed a 420 square foot addition to the rear of their property. The addition has triggered conformance with the PZO requirement for a two-car automobile garage, which is not currently developed. Compliance with this requirement is impractical without seeking a Variance from the Planning Commission as the existing driveway leading to the rear of the property is less than 20 feet in width and could not reasonably accommodate a two-garage unless placed in the location of the proposed addition itself, thereby negating the scope of work. Therefore, the applicant has proposed a tandem parking garage to attach to the primary dwelling unit. This solution would enable the construction of the 420 square foot addition, while still providing vehicular parking from the driveway accessed at Seventh Street.



Pomona General Plan Consistency

The Pomona General Plan adopted multiple goals and policies pertaining to on and off street parking citywide. For example, Goal 7D.G27 is to “maximize shared parking opportunities.”

Policy 7D.P67 is to “reduce parking requirements for mixed-use developments and for developments providing shared parking or a TDM program.” Policy 7D.P68 is to “revise parking standards to encourage and facilitate alternative transportation modes” by reducing parking requirements, encouraging bicycle parking, and other shared parking or alternative parking approaches. The Planning Division expects to comprehensively update the Pomona Zoning Ordinance by December 2022. As an interim measure, a broad-based permission for tandem parking would serve as a useful and necessary mid-step approach to facilitate innovative and resource-efficient uses of parking citywide.

Recommended Approach

In an effort to streamline the review of ministerial projects, and to further align with the goals and policies of the Pomona General Plan with respect to parking management, Staff is recommending that the Planning Commission permit tandem parking on all parcels regulated by the Pomona Zoning Ordinance, at the discretion of the Development Services Director.

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ATTACHMENT(S):

Attachment No. 1 – Draft Resolution