

Calabasas City, California, Code of Ordinances

Accessed November 7, 2013 at <http://library.municode.com/index.aspx?clientId=16235>

[Calabasas City, California, Code of Ordinances](#) >> [Title 17 - LAND USE AND DEVELOPMENT](#) >> [Article III. - Site Planning and Project Design Standards](#) >> [Chapter 17.28 PARKING AND LOADING](#) >>

Chapter 17.28 PARKING AND LOADING

Sections:

- [17.28.010 Purpose.](#)
- [17.28.020 Applicability.](#)
- [17.28.030 General parking and loading regulations.](#)
- [17.28.040 Number of parking spaces required.](#)
- [17.28.050 Reduction of off-street parking requirements.](#)
- [17.28.060 Handicapped parking requirements.](#)
- [17.28.070 Development standards for off-street parking.](#)
- [17.28.080 Driveways and site access.](#)
- [17.28.090 Bicycle parking and support facilities.](#)
- [17.28.100 Loading space requirements.](#)
- [17.28.110 Trip and travel demand reduction measures.](#)

17.28.110 Trip and travel demand reduction measures.

A. Purpose. This section provides requirements for new and reconstructed residential, commercial and manufacturing/industrial projects that are intended to reduce vehicle trips and travel demand. These provisions, together with the requirements of this chapter for bicycle parking and support facilities (Section [17.28.090](#)), constitute the city's transportation demand ordinance, in compliance with the Los Angeles County Congestion Management Program (CMP) and state law.

B. Review of Transit Impacts. The processing of a land use permit or subdivision by the city for any project required to have an environmental impact report (EIR) in compliance with the city of Calabasas CEQA Guidelines shall include assessment of impacts on transit. Transit operators serving the city shall be sent a notice of preparation (NOP) for all contemplated EIRs. Operators shall be given the opportunity as part of the NOP to comment on the impacts of the project, to identify recommended transit service or capital improvements that may be required as a result of the project, and to recommend mitigation measures that will minimize automobile trips on the CMP network. Impacts and recommended mitigation measures identified by the transit operators shall be evaluated in the draft EIR.

Phased projects, projects with development agreements, or projects requiring subsequent approvals, need not repeat this process as long as the director determines that no significant changes (e.g., land use changes, project intensifications, and site circulation system changes.) are made to the project.

C. Applicability of Development Standards. Specific trip and travel demand reduction measurements shall be incorporated into the design of residential and nonresidential projects as provided by this subsection. All facilities and improvements constructed or otherwise required shall be permanently maintained in good repair.

1. Residential Developments. Proposed residential developments with thirty (30) or more housing units shall provide the following, as part of the land use or subdivision approval process.

- a. A ridesharing, public transportation, and bicycle information packet to be included with buyer move-in materials;
- b. A transit stop and shelter, or other transit amenities as determined by the city;
- c. Bicycle amenities such as bicycle storage areas and bicycle lanes, paths or routes as determined by the city;

- d. An additional phone/fax/modem line in each housing unit to encourage telecommuting; and
- e. Electric vehicle recharging facilities at each housing unit to encourage the use of electric vehicles.

2. Nonresidential Developments. Commercial, office and manufacturing/industrial uses shall provide the features set forth in Table 3-16, as part of the land use permit or subdivision approval process. The following subsection (D) of this section provides standards for each of the required features.

Additions to buildings which existed prior to the adoption of the ordinance originally codified as [Chapter 10.16](#) of this code shall comply with the applicable requirements of this Chapter. Existing floor area shall be exempt from these requirements. All calculations shall be based on gross floor area, in square feet.

Table 3-16
Trip and Travel Demand Reduction Measures

Trip/Travel Demand Reduction Measures	Measure Required Based on Project Floor Area (square feet): 10,000 to 24,000	Measure Required Based on Project Floor Area (square feet): 25,000 to 49,999	Measure Required Based on Project Floor Area (square feet): 50,000 to 99,999	Measure Required Based on Project Floor Area (square feet): 100,000+
Electric vehicle recharging			x	x
Enhanced access				x
Move-in materials			x	x
Preferential parking			x	x
Shower/locker facilities			x	x
Transportation information center		x	x	x
Transit stop	x	x	x	

D. Development Standards. Where specific trip and travel demand reduction measures are required by subsection (C) of this section, each required measure shall be provided as follows:

- 1. Electric Vehicle Recharging. Electric vehicle recharging facilities shall be provided to encourage the use of electric powered vehicles.

2. Enhanced Access. Access facilities shall be provided as follows:
 - a. A safe and convenient zone in which vanpool and carpool vehicles may deliver and board their passengers;
 - b. Sidewalks or other designated pathways following direct and safe routes from the external pedestrian circulation system to each building in the development; and
 - c. Safe and convenient access from the external circulation system to bicycle parking facilities onsite.
3. Move-in Materials. The property owner shall provide tenants ridesharing and public transportation information as part of occupancy move-in materials.
4. Preferential Parking. Preferential parking facilities shall be provided as follows:
 - a. Number and Location of Spaces. Not less than ten (10) percent of parking spaces reserved for employees shall be located as close as is practical to the employee entrance(s), and shall be reserved for carpool/vanpool vehicles, motorcycles, and electric and hybrid vehicles, without displacing handicapped and customer parking needs. Spaces reserved for vanpools must be accessible to vanpool vehicles, in compliance with paragraph (4)(c) of this subsection.
 - b. Minimum Number of Spaces Required. At least one preferential space shall be provided for projects of fifty thousand (50,000) square feet to ninety-nine thousand nine hundred ninety-nine (99,999) square feet. Two spaces for projects of one hundred thousand (100,000) square feet or more shall be for preferential parking vehicles.
 - c. Space Layout and Vertical Clearance. Vanpool vehicle spaces within a parking structure and parking space access routes shall be provided a minimum vertical clearance of seven feet, two inches. Adequate turning radii and space dimensions shall also be provided in vanpool areas.
 - d. Information on Space Availability. A statement that preferential parking spaces for employees are available and a description of the method for obtaining the spaces shall be posted at the building's required transportation information center.
 - e. Signage and Striping. Spaces shall be signed and striped as required by the director.
 - f. Permit Application Information. The preferential parking area shall be identified on a site plan submitted with a land use permit or building permit applications for a project, to the satisfaction of the director.
5. Shower/Locker Facilities. Shower and locker facilities shall be provided in compliance with [Section 17.28.090](#)
6. Transit Stop. Transit stop improvements shall be provided, if city determines it to be necessary to mitigate project impacts. The city will consult with the local transit service providers in determining appropriate improvements. When the city requires an applicant to locate transit stops or plan building entrances, the applicant shall design entrances shall be d to provide safe and efficient access to nearby transit stations and stops.
7. Transportation Information Center. A bulletin board, display case, or kiosk with transportation information shall be located where the greatest number of employees are likely to see it. Information in the area shall include, but is not limited to the following:
 - a. Current maps, routes and schedules for public transit routes serving the site;
 - b. Telephone numbers for public transportation services, including numbers for the regional ridesharing agency and local transit operators;
 - c. Ridesharing promotional material supplied by commuter-oriented organizations;
 - d. Bicycle route and facility information, including regional and local bicycle maps and bicycle safety information; and
 - e. A listing of facilities available for carpoolers, vanpoolers, bicyclists, transit riders and pedestrians at the site.

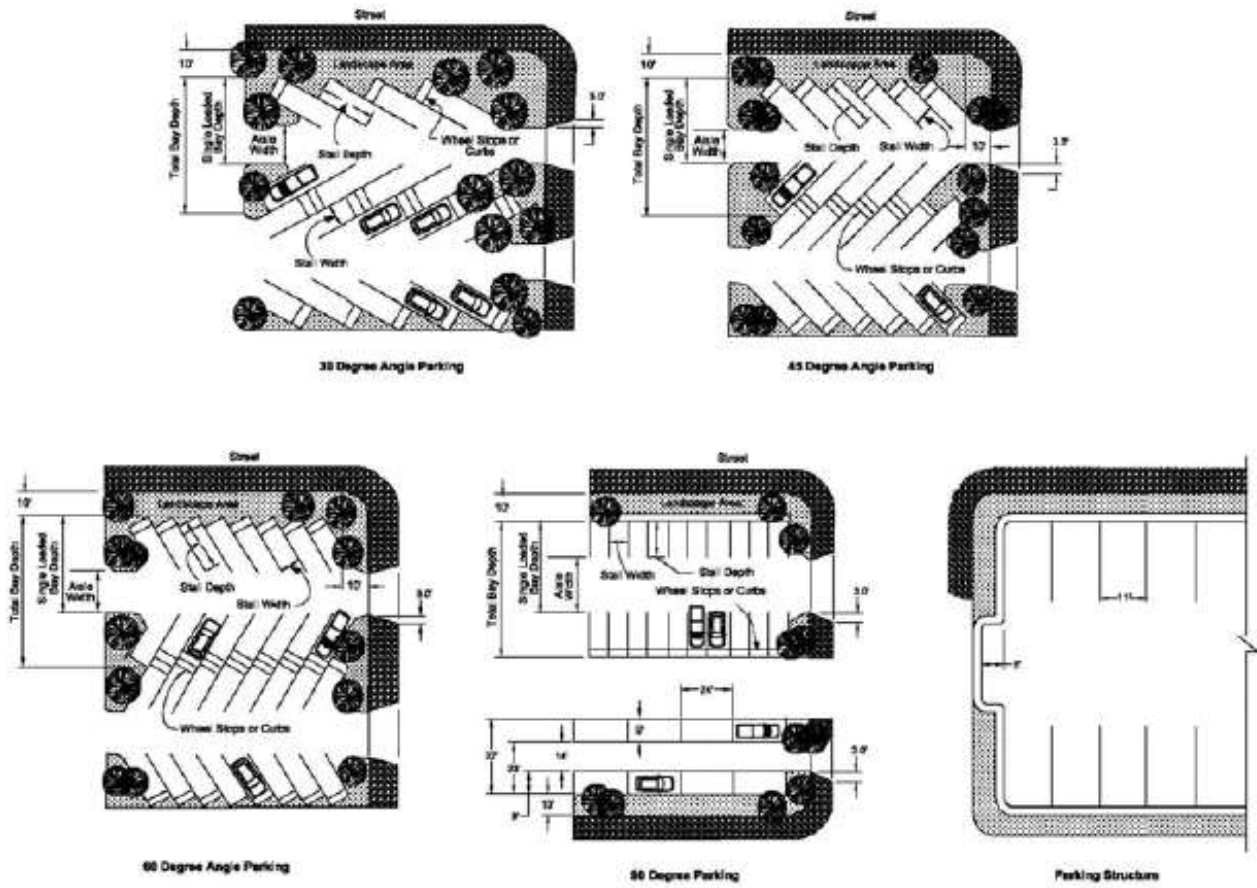


Fig 3-12 Parking Lot Dimensions



Fig 3-13 Parking Area Lighting



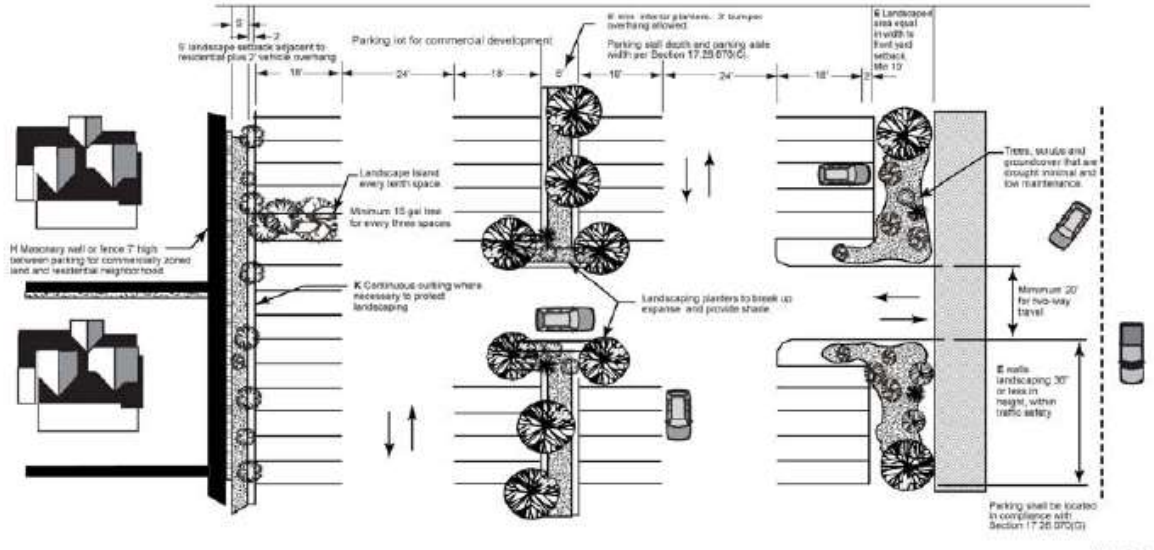
Residential Neighborhood



Parking Lot for Commercial Development



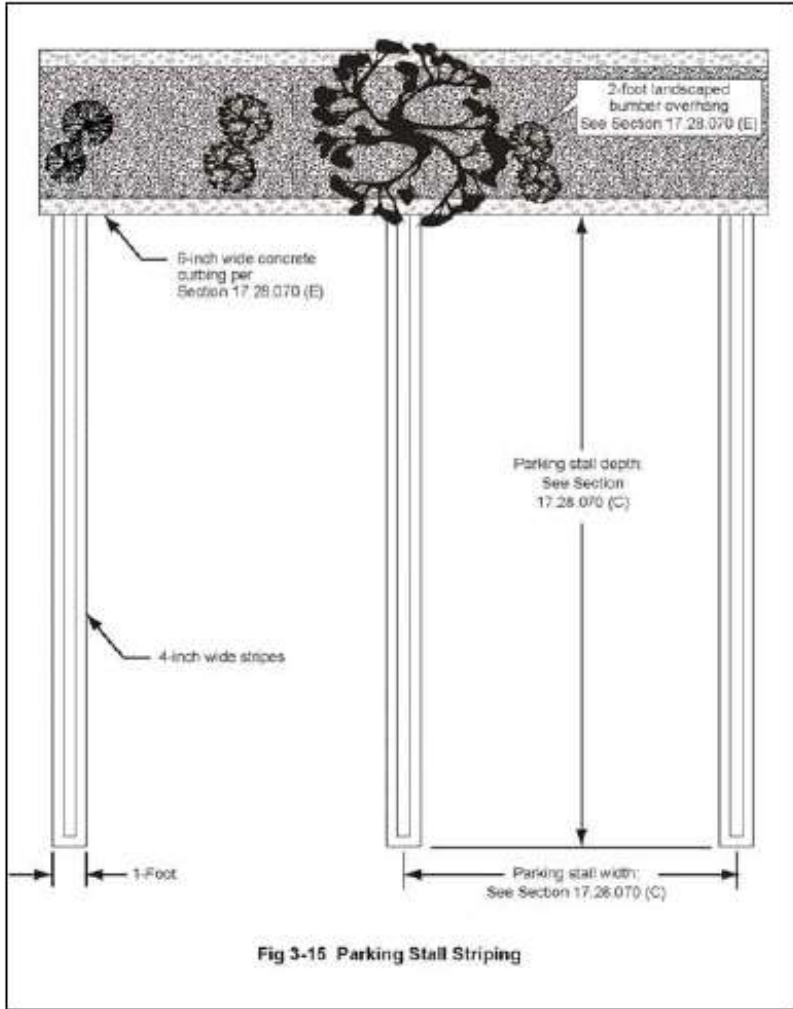
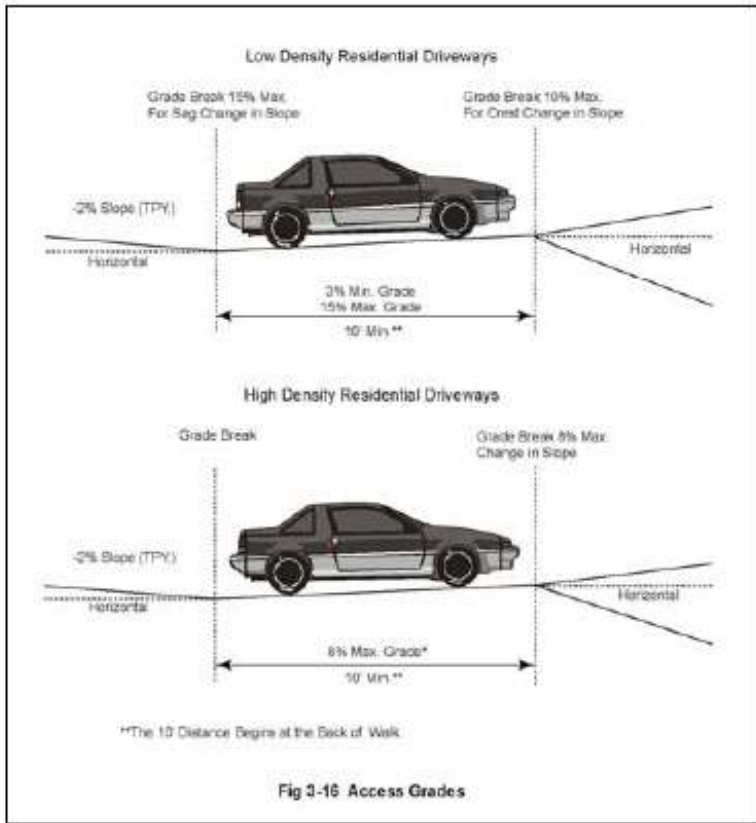
Sidewalk and Street



Note: The identification letters in this Figure (e.g. "E Landscaping"), correspond to the same letters in Section 17.28.070.)

Not to Scale

Fig 3-14 Parking Space Design and Layout



(Ord. No. 2010-265, § 3, 1-27-2010)