Chapter 17.28 PARKING AND LOADING

Sections:
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17.28.100 Loading space requirements.
17.28.110 Trip and travel demand reduction measures.

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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>
<thead>
<tr>
<th>Trip/Travel Demand Reduction Measures</th>
<th>Measure Required Based on Project Floor Area (square feet): 10,000 to 24,000</th>
<th>Measure Required Based on Project Floor Area (square feet): 25,000 to 49,999</th>
<th>Measure Required Based on Project Floor Area (square feet): 50,000 to 99,999</th>
<th>Measure Required Based on Project Floor Area (square feet): 100,000+</th>
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<td>Electric vehicle recharging</td>
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<td>Enhanced access</td>
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<td>Move-in materials</td>
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<td>Preferential parking</td>
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<td>Shower/locker facilities</td>
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<td>Transportation information center</td>
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<td>Transit stop</td>
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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 designed 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 3-14 Parking Space Design and Layout
Low Density Residential Driveways

-2% Slope (TPY)
Horizontal

Grade Break 10% Max.
For Rag Change in Slope

3% Min. Grade
10' Min. **

Horizontal

High Density Residential Driveways

-2% Slope (TPY)
Horizontal

Grade Break

Grade Break 9% Max
Change in Slope

8 1/2% Max. Grade*
10' Min. **

**The 10 Distance Begin at the Back of Wall

Fig 3-16 Access Grades

Fig 3-15 Parking Stall Striping