

Proposed Amendments to the Parking Sections of the GMC Chapter 30.32 - Parking

Section 30.32.040 General parking regulations.

These requirements are intended to ensure adequate parking for residents, and the employees and customers of all businesses.

A. Layout and Access Plan Required. All land use permit applications and any request for new or modified parking facilities shall include a parking layout and access plan, for approval of parking design and layout, access, signage, driveways, landscaping, and screening.

B. Location of Parking. Off-street parking shall be located as follows:

1. All required off-street parking and loading spaces shall be accessible, except for domestic violence shelters, and shall be located on the same lot as the use and/or development requiring such spaces, except as otherwise permitted herein. For the purposes of this chapter, “accessible” shall mean capable of being reached for purposes of parking during hours of operation or occupation by means of the full and unobstructed minimum dimensions as specified herein.

Section [30.32.180](#) Chart VI shall be illustrative of the meaning of “accessible.”

Required parking shall be located on the same site as the activities or uses served, unless a parking use permit is obtained in accordance with Chapter [30.51](#) and Section [30.32.120](#). In the DSP and TOD zones, off-street parking spaces that are not accessible, i.e., tandem or vertically stacked, shall be permitted as required off-street parking spaces, subject to the following standards:

- a. For residential uses, a maximum of fifty (50) percent of the required off-street parking spaces may be tandem or vertically stacked, provided that each set of accessible and tandem or vertically stacked parking spaces shall be assigned to the same residential unit.
- b. For nonresidential uses, a maximum of twenty-five (25) percent of the required off-street parking spaces may be tandem or vertically stacked.
- c. All parking spaces in tandem off-street parking space configurations shall comply with the dimensions in Section [30.32.180](#), Charts I, II, and III.
- d. The dimensions of vertically stacked off-street parking spaces shall be subject to the approval of the review authority or the director of community development where there is no other review authority.
- e. The use of tandem or vertically stacked parking spaces for nonresidential uses shall require that the operator of the parking facility provide a valet or attendant at all times that the parking is accessible to users, except where the traffic and transportation administrator determines that the nature of the use and its operation will not require attended parking.
- f. The assignment of tandem or vertically stacked parking spaces and the restrictions of their use shall be the responsibility of the owner of the premises

or the owner's assigned representative, subject to the requirements of this chapter.

2. Off-street parking and loading spaces may not be located within any street setback area, except for domestic violence shelters.
3. Parking and loading spaces shall not preclude direct and free access to stairways, walkways, elevators, any pedestrian accessways or fire safety equipment. Such access shall be a clear minimum width of forty-four (44) inches, no part of which may be within a parking space.
4. When there is more than one (1) dwelling unit for each two thousand five hundred (2,500) square feet of lot area or when there are more than four (4) dwelling units in one (1) building on a lot, except in the TOD zone, all required off-street parking spaces for such dwelling units shall be provided in subterranean or semi-subterranean garages, except guest parking spaces which may be located above or below grade. Projects utilizing a garage design that is not subterranean or semi-subterranean shall provide private and direct access to the unit for which the garage is provided and ground level living space shall occupy not less than twenty-five (25) percent of the total unit area. Private and direct access shall mean access through a door directly into the floor area of a unit or access through a private outdoor area of the unit and then through a door into the unit and never through any common area of the project.
5. For additional regulations concerning the location of parking in the CPD zone, see Section [30.12.030](#).

Section 30.32.050 Minimum number of parking spaces required.

The minimum number of off-street parking spaces provided for any land use shall not be less than the following (see Sections [30.32.171](#) and [30.32.173](#) for bicycle parking requirements):

Table 30-32-A

A. Residential Uses.

Residential Uses	Number of Required Parking Spaces
Dwelling units in all zones except the ROS, R1R, R1, and DSP <u>and</u> <u>TOD</u> zones where more than one dwelling unit exists on a lot	Efficiencies of up to 1,500 square feet and 1 bedroom units - 2 spaces
	2 bedroom units - 2 spaces
	Efficiencies of 1,501 to 2,000 square feet and 3 bedroom units - 2.5 spaces
	Efficiencies of more than 2,000 square feet and any unit containing 4 or more bedrooms - 3 spaces

Residential Uses	Number of Required Parking Spaces
<p>Dwelling units in all zones except the ROS, R1R, R1, and DSP <u>and</u> <u>TOD</u> zones where more than one dwelling unit exists on a lot</p>	<p>Guest parking - 1/4 space per unit for residential projects of 4 or more units; spaces must be accessible, screened from view of the street, may be unenclosed and must be clearly identified with the words, "GUEST PARKING" painted in the space with minimum eight-inch high letters; if the guest spaces are located behind security gates a communication system shall be provided and maintained to allow guests to communicate with residents to allow for guest vehicular access through the gates</p>
	<p>In the PRD zone, 1 uncovered guest space per dwelling unit in addition to enclosed parking spaces; the guest space shall be in close proximity and bear direct relationship to the dwelling unit for which it is intended; such guest parking space may be located within the public right-of-way</p>
	<p>Guest parking spaces must comply with Building Code requirements</p>
<p>Dwelling units in the DSP <u>and</u> <u>TOD</u> zones</p>	<p>1 bedroom units - 1 space</p>
	<p>Units of 2 bedrooms or more - 2 spaces, except that only 1 parking space is required for each senior residential unit</p>
	<p>Guest parking - 1 space per 10 units for projects of 10 or more units; spaces must be accessible, screened from view of the street, may be unenclosed and must be clearly identified with the words, "GUEST PARKING" painted in the space with minimum eight-inch high letters; if the guest spaces are located behind security gates a communication system shall be provided and maintained to allow guests to communicate with residents to allow for guest vehicular access through the gates</p>
	<p>Guest parking spaces must comply with Building Code requirements</p>

Section 30.32.171 Additional trip reduction and travel demand measures in the DSP and TOD zones.

The provisions of this section shall apply in addition to the provisions of Section [30.32.170](#) in the DSP and TOD zones.

A. Definitions. For the purposes of this section, the following words and phrases shall have the meanings ascribed to them unless otherwise noted:

“AVR.” Average vehicle ridership.

“Carpool.” A vehicle carrying two (2) to five (5) persons to and from work on a regular schedule.

“Development.” The construction of new floor area.

“Preferential parking.” Parking spaces, designated or assigned through use of a sign or painted space markings for carpools or vanpools, that are provided in a location more convenient to the entrance for the place of employment than parking spaces provided for single-occupant vehicles.

“Transportation demand management (TDM).” The alteration of travel behavior through programs of incentives, services, and policies, including encouraging the use of alternatives to single-occupant vehicles such as public transit, cycling, walking, carpooling/ vanpooling and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks).

“Trip reduction.” Reduction in the number of work-related trips made by single-occupant vehicles.

“Vanpool.” A vehicle carrying six (6) or more persons to and from work on a regular schedule, and on a prepaid basis.

“Vehicle.” Any motorized form of transportation, including, but not limited to, automobiles, vans, buses and motorcycles.

B. Applicability. The provisions of this section shall apply to the following developments referred to as Tier 1, Tier 2, and Tier 3, as defined below:

1. Tier 1.

- a. All new nonresidential development twenty-five thousand (25,000) square feet or more of gross floor area.
- b. Any nonresidential addition of twenty-five thousand (25,000) square feet or more of gross floor area.
- c. All new residential development with one hundred (100) units or more, or mixed-use projects with fifty (50) residential units or more and twenty-five thousand (25,000) gross square feet or more of nonresidential floor area.
- d. Other projects to which the TDM requirements shall be applicable, based on a covenant, development agreement, or other such binding agreement with the city.

2. Tier 2. Developments greater than fifty thousand (50,000) square feet in gross floor area or an expansion resulting in a development greater than fifty thousand (50,000) square feet.

3. Tier 3. Developments exceeding one hundred thousand (100,000) square feet, or an expansion resulting in a development greater than one hundred thousand (100,000) square feet.

C. Requirements. The requirements herein shall apply to Tier 1, Tier 2, and Tier 3 projects, as specified in this section, and to projects using the parking reduction measures of Section [30.32.070\(C\)](#).

1. Transportation demand management (TDM) plan. For Tier 1, Tier 2, and Tier 3 projects, prior to the issuance of a building permit or approval of a development agreement, the project applicant shall develop a transportation demand management (TDM) plan, including a detailed list of facilities and programs that will be implemented, to meet the requirements listed below in this section. The TDM plan shall also include a schedule of implementation for TDM programs, and a budget for both programs and facilities. All programs shall be implemented within one (1) year of initial occupancy.

2. Transportation management association/organization (TMA/TMO). The property owners of Tier 1, Tier 2 and Tier 3 projects, and property owners of projects using the parking reduction measures of Section [30.32.070\(C\)](#), shall become dues-paying members of a designated transportation management association (TMA) or transportation management organization (TMO), and eligible for participation in the programs and activities of the TMA/TMO. Rates shall be set by the Board of the TMA/TMO and adopted by the city council, with the provision that they may be increased annually, based on changes to the consumer price index. Prior to the issuance of a certificate of occupancy or of a zoning use certificate for a project, annual dues for the first year of membership shall be paid to the city and then transferred to a designated TMA/TMO. The city shall define performance standards for the designated TMA/TMO to ensure effective administration of the TMA/TMO and communication with and between members of the TMA/TMO. The performance standards shall include the following standards:

- a. Completion of an annual AVR survey for all member organizations, with a report provided to the city documenting the results of this survey.
- b. Assurance that all members of the board are decision makers or their designees, for the organizations they represent.
- c. At least four (4) meetings of the board each year, with a quorum present at all meetings.

3. Facilities. The following facilities shall be implemented prior to the issuance of a certificate of occupancy:

- a. Bicycle facilities.

(1) Secure bicycle parking shall be provided for all development subject to the bicycle parking ordinance, at the following rates for various land uses:

Table 30.32—E

	Long-term	Short-term
Residential with private garage	None	None
Multifamily residential	1 space per 4 units	1 space per 20 units
Retail and personal service uses	1 space per 12,000 square feet	1 space per 5,000 square feet
Supermarkets	1 space per 12,000 square feet	1 space per 2,000 square feet
Office, excluding medical, dental, and consumer services	1 space per 10,000 square feet	1 space per 20,000 square feet

“Long-term bicycle facility” means a locker, individually locked enclosure or supervised area within a building providing protection for each bicycle therein from theft, vandalism and weather.

“Short-term bicycle facility” means a rack, stand or other device constructed so as to enable the user to secure by locking the frame and one wheel of each bicycle parked therein. Racks must be easily usable with both U-locks and cable locks, must support the bikes in a stable upright position so that a bike, if bumped, will not fall or roll down, and must be constructed in accordance with the provisions of Section [30.32.173](#)(D).

(2) Additionally, Tier 2 developments shall provide a changing room and shower facilities.

b. Pedestrian facilities.

(1) Tier 1 and Tier 2 developments shall provide full pedestrian access to the public sidewalk as required by the zoning code and design guidelines as adopted by the city.

(2) Tier 3 developments shall provide sidewalks or other designated pathways following direct and safe routes from the external pedestrian circulation system to each building in the development.

c. Transit facilities.

(1) For Tier 1, Tier 2, and Tier 3 developments, the design shall enable safe and convenient access to nearby transit stops and facilities.

(2) For Tier 3 developments, a bus stop with shelter and other amenities shall be provided if required by the director of community development.

d. Vehicle facilities.

(1) For Tier 1, Tier 2, and Tier 3 developments, preferential parking shall be provided for carpools and vanpools (most proximate to main entrances and/or at a reduced price).

(2) For Tier 3 developments, and for Tier 2 developments at the discretion of the director of community development, a convenient drop-off point for carpools and vanpools shall be provided on site.

4. Programs. The following programs shall be implemented within one (1) year of project completion, following the schedule included in the TDM Plan for the project. All employers shall:

a. Designate an on-site transportation coordinator to be a point of contact with the city and the designated TMA/TMO regarding transportation demand management facilities and programs. For Tier 1 developments with multiple employers, the property manager shall designate an on-site transportation coordinator.

b. Provide an information board or kiosk in a prominent location for employees, residents, and/or visitors, with information about access to all modes of transportation, as well as the activities of the designated TMA/TMO.

c. In Tier 2 and Tier 3 developments, either provide on-site transit pass sales or a pretax transit pass program.

d. Participate in the guaranteed ride home program of the designated TMA/TMO.

e. Demonstrate proof of compliance with the State of California's parking cash out law.

f. Develop or participate in a ridesharing program to encourage carpooling and vanpooling.

D. Monitoring. For the purposes of determining whether applicable developments are complying with the provisions of this chapter, the city shall monitor compliance in a manner it deems appropriate and reasonable. Monitoring mechanisms include, but are not limited to, the following:

1. All projects shall submit an annual performance report to the city to validate continued compliance with the requirements of this section. A statistically valid survey shall be conducted of employees and/or residents of the project, to ascertain the level of success in achieving the goals of this section, including a determination of the AVR for that project. The AVR shall be determined according to the requirements of the South Coast Air Quality Management District (AQMD). The costs to conduct the survey and produce the report shall be borne by the employer, property owner, or homeowners association, as appropriate.

2. City staff shall confirm to the city council on an annual basis that all projects subject to this section are in compliance with its requirements.

3. City staff shall prepare a summary report evaluating the overall success of achieving the goals of the TDM provisions in this chapter. If the goals are not being met, staff shall propose alternate programs or strategies that could be pursued to achieve these goals. Costs for preparation of staff reports shall be borne by the city.
4. For Tier 2 and Tier 3 projects that fail to achieve an AVR of at least one and one-quarter (1.25), the city shall work with the designated TMA/TMO and the employer to modify their TDM plan to include programs and strategies that are expected to better support achievement of an AVR of at least one and one-quarter (1.25). The city may mandate the implementation of certain programs and strategies until this goal is reached. (Ord. 5732, § 7, 2011)