

CHAPTER 30.32 – PARKING AND LOADING

Sections:

- 30.32.010 – Purpose
- 30.32.020 – Applicability
- 30.32.030 – Parking and Loading Spaces Required – General
- 30.32.040 – General Parking Regulations
- 30.32.050 – Minimum Number of Parking Spaces Required
- 30.32.060 – Computation of Required Parking and Loading Spaces
- 30.32.070 – Reduction of Parking Requirements
- 30.32.080 – Shared Use of Parking Facilities
- 30.32.090 – Parking Area Design and Layout Standards
- 30.32.100 – Surface Parking Area Standards
- 30.32.110 – Parking Structure and Rooftop Parking Standards
- 30.32.120 – Off-Site Parking Standards
- 30.32.130 – Driveway Standards
- 30.32.140 – Temporary Parking Lots
- 30.32.150 – Off-Street Loading Space Requirements
- 30.32.160 – Landscaping of Parking and Loading Areas
- 30.32.170 – Trip Reduction and Travel Demand Measures
- 30.32.171 – Additional Trip Reduction and Travel Demand Measures in the DSP Zone
- 30.32.172 – In-Lieu Parking Fee in the DSP Zone
- 30.32.173 – Bicycle Parking Standards in the DSP Zone
- 30.32.180 – Charts

30.32.010 – Purpose

The purpose of the regulations in this chapter is to provide for the general welfare and convenience of persons utilizing the various uses located within the city through the provision of suitable off-street parking and loading facilities and to protect the public safety by lessening traffic congestion on the public streets.

30.32.020 – Applicability

The provisions of this Chapter shall apply and govern in all zones. No person shall use or occupy any premises, or cause or permit the use or occupancy of any premises unless the off-street parking and loading facilities maintained thereon or in connection therewith conform to the requirements of this Chapter. Exceptions to the standards shall be subject to the provisions of Chapter 30.43 (variances) and Chapter 30.44 (administrative exceptions), except that exceptions to the number of parking spaces required for non-residential uses shall be subject to the provisions of Chapter 30.44, Administrative Exceptions, or Chapter 30.50, Request for Parking Reduction Permit. Projects in the Downtown Specific Plan area which receive density incentives or concessions under Chapter 30.36 (Density Bonus Incentives) are ineligible to receive additional incentives under this Chapter 30.32 (Parking and Loading).

In the Redevelopment Project Areas not located in the DSP zone only, however, the Glendale Redevelopment Agency may, upon application, grant exceptions to the minimum number of required parking spaces and parking standards. In the event the Redevelopment Agency is suspended or eliminated, the review authority shall be the City Council. Such exceptions shall be granted only if the Glendale Redevelopment Agency finds that:

- A. Parking spaces required for the proposed use or construction proposal cannot reasonably be provided in size, configuration, number of spaces or locations specified by the provisions of this Title without impairment of the project's viability; and
- B. The parking exception will serve to promote specific goals and objectives of the adopted plans for the Glendale Redevelopment Areas and be consistent with the various elements of the general plan and promote the general welfare and economic well-being of the area; and
- C. The project involves exceptional circumstances or conditions applicable to the property involved, or the intended use or development of the property that do not apply generally to other property in the area; and
- D. There are mitigating circumstances whereby the exception will not be materially detrimental to the public welfare or injurious to property or improvements in the vicinity of the property or in the neighborhood in which the property is located.

30.32.030 – Parking and Loading Spaces Required – General

A. Minimum Parking Requirements. There shall be provided at the time of the occupancy of any building or structure a minimum number of off-street parking and loading spaces as hereinafter required in this chapter for said building or structure with adequate provision for safe ingress and egress. Furthermore, there shall be provided at the time of the establishment of any outdoor use area a minimum number of off-street parking and loading spaces as hereinafter required in this Chapter for said outdoor use area with adequate provision for safe ingress and egress.

B. Expansion or Remodeling of Building, or Change in Use.

- 1. Expansion of building or use, generally.** Upon change or enlargement of a building, or outdoor use area which creates an increase in the number of dwelling units on a lot, additional floor area, additional floor area devoted to a use, additional outdoor use area, or additional seats, additional parking and loading spaces shall be provided for such new floor area, dwellings, outdoor use area or seats without diminishing the existing parking provided for the existing use, buildings and/or structures unless said parking exceeds the requirements of this Chapter.
- 2. Reduction in parking due to disabilities upgrade.** When required solely as a need to upgrade existing parking facilities to comply with Americans with Disabilities Act (A.D.A.), Title III and California Code of Regulations (CCR), California Access Code, Title 24, the total number of parking spaces may be reduced at the discretion of the Director of Community Development.
- 3. Addition of floor area to a dwelling unit.** Subsection 1 above notwithstanding, addition of floor area to any dwelling unit may be permitted only when the number of off-street parking spaces provided is equal to or greater than the number that would be currently required for the entire building if it were newly constructed, unless an administrative exception is obtained in accordance with Chapter 30.44. Addition of floor area outside of an actual dwelling unit in a common area such as a common laundry room, common recreation room, or common garage on a lot containing more than one dwelling unit shall be permitted without the need to provide any additional parking spaces.
- 4. Addition of floor area to a historic resource.** Additions of floor area up to twenty-five (25) percent of a designated historic resource on the Glendale Register of Historic Resources shall be

exempt from the requirements of this subsection. Additional parking shall be provided only for the floor area being added which exceeds a twenty-five (25) percent increase.

5. **Change of use, generally.** When the use of a building changes to a use that is required by Section 30.32.050 to have the same number of parking spaces as the immediately previous use, no additional parking spaces shall be required for the new use, regardless of the number of spaces actually provided by the previous use, provided that the previous use was legally established and the number of spaces has not decreased. When a change in use requires more off-street parking than the previous use, additional parking spaces shall be provided equal in number to the difference between the total number of spaces required by the new use and the number of spaces required for the immediately previous use. When a change in use requires less off-street parking than the previous use, no additional parking spaces are required.

C. Change of Use, Exceptions. Upon the change of use of an existing building, or lot, or a portion of a building, or lot, additional parking and loading spaces shall be provided for the new use as required by this chapter over and above the number of parking and loading spaces required by this Chapter for the prior use only, with the following exceptions:

1. Change of use in a historic resource. Any change of use permitted in a historic resource shall not be required to provide additional parking to that legally required prior to the change of use.
2. Change of use in a space under 5,000 square feet in the DSP zone or 2,000 square feet in all other zones (this rule only applies if there is a Zoning Use Certificate or a Certificate of Use and Occupancy on file for a use/uses that exists at the time of the proposed change of use). The occupancy in any tenant space of less than 5,000 square feet in the DSP zone or 2,000 square feet in all other zones, may be interchanged among the following land uses without the need to provide additional parking beyond that currently provided on-site or in covenanted off-site spaces provided that the final total gross floor area does not exceed 5,000 square feet in the DSP zone or 2,000 square feet in all other zones. For new buildings and structures, uses must be established with a valid Zoning Use Certificate for a minimum of one year, from date of issuance. An occupancy that was permitted under this subsection in a space under 5,000 square feet in the DSP zone or 2,000 square feet in all other zones, may not combine with another occupancy to create an occupancy of 5,000 square feet or more in the DSP zone or 2,000 square feet or more in all other zones, without providing the number of parking spaces required by this Code. Required parking shall be determined by the last occupancy that did not use this subsection in a space under 5,000 square feet in the DSP zone or 2,000 square feet in all other zones. Parking will be determined by Section 33.32.030.B.5.

- Taverns
- Day Care Centers, limited to 2,000 sq.ft. in the DSP zone
- Offices, general
- Business support services
- Medical and Dental Offices
- Medical and Dental Labs
- Nursery and Garden Supplies
- Restaurants, Full Service
- Retail and Service Activities
- Live/Work Spaces
- Banks and financial institutions
- Manufacturing
- Repair and maintenance, consumer products

- Gymnasiums and health clubs
 - Personal Services
 - Restaurants, counter service
 - Restaurants, fast food, up to 5,000 square feet in the DSP zone and up to 1,000 square feet in all other zones, provided there is no drive-through facility
 - Schools, physical instruction
3. Change of use in the CR zone. Any proposed change in occupancy in the "CR" Commercial Retail Zone from an office, retail or service use to a "high-intensity general office/service activity use" as defined herein, shall be required to provide parking and loading spaces as would be required for a new use in full compliance with the standards as specified in this Chapter.
 4. Change of use in the DSP zone. When the use of a building changes to an art gallery use, as defined by the DSP, no additional parking is required. (See 30.32.030.B.5).

D. Maintenance of Required Parking. All off-street parking and loading spaces being maintained in connection with any existing main building, structure or use on October 22, 1952 and all parking spaces subsequently required by the zoning ordinance for any building, structure or use shall be maintained as long as said building, structure or use remains, unless an equivalent number of parking and loading spaces is provided conforming to the requirements of this Chapter; provided, however, that this regulation shall not require the maintenance of more parking spaces than are herein required for a new building, structure or use. The Director of Community Development may grant an Administrative Exception pursuant to Section 30.44.020 for the alteration of an existing parking facility to increase the number of parking spaces, where that facility is non-conforming as regards the number of parking spaces, when said alteration may create, continue or exacerbate a non-conformity regarding parking design standards, when, in the opinion of the Director of Community Development, the benefits of the increased number of parking spaces outweighs the impacts of the non-conformity regarding parking design standards.

E. Mixed Use Sites. A site with multiple tenants shall provide the aggregate number of parking spaces required by this Chapter for each separate use, except where a reduction of parking is allowed by the reviewing authority in compliance with Section 30.32.080 (Reduction of Off-Street Parking Requirements). Rounding of quantities of parking spaces shall be done in accordance with Section 30.32.060 (B).

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 zone, 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 percent (50%) 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 non-residential uses, a maximum of twenty-five percent (25%) 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 non-residential 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, 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.

C. Availability. Parking and loading spaces required by this chapter shall be available during all hours of operation, and shall be marked and maintained for parking or loading purposes for such intended use.

1. Persons in control of the operation of a premises for which parking or loading spaces are required by this chapter shall not prevent, prohibit, or restrict other persons from using those spaces for their required parking.
2. Parking shared between uses during simultaneous operating hours may be allowed in accordance with Section 30.32.090, and subject to a parking use permit pursuant to Chapter 30.50.
3. Parking for residential uses shall be maintained for the exclusive use of occupants and their guests, unless otherwise allowed by this code or through the issuance of a request for parking reduction permit pursuant to Chapter 30.50 or a parking use permit pursuant to Chapter 30.51.

D. Maintenance. Parking spaces, driveways, maneuvering aisles, turnaround areas, and landscaping areas shall be maintained free of dust, graffiti, and litter. Striping, paving, walls, light standards, and all other facilities shall be maintained in good condition.

E. Commercial Vehicles in Residential Zones. Not more than one (1) commercial vehicle may be stored, parked or in any manner left on any lot in the ROS, R1R, R1, R-3050, R-2250, R-1650 and R-1250 zones. The size of this vehicle may not exceed either eight (8) feet in width, eight (8) feet in height, or twenty (20) feet in length. Such dimensions shall include the vehicle together with fixtures, accessories or property, with the exception of single-post radio antennas and side mirrors.

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 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

GLENDALE MUNICIPAL CODE – TITLE 30, ZONING CODE

<p>Dwelling units in all zones except the ROS, R1R, R1, and DSP zones where more than one dwelling unit exists on a lot</p>	<p>Guest parking – ¼ 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 zone</p>	<p>1 bedroom units – 1 space 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>
<p>Senior housing</p>	<p>1 space per unit in projects with more than 1 dwelling unit</p>
<p>Dwelling units in the ROS, R1R and R1 zones</p> <p>Dwelling units in the R-3050, R-2250, R-1650 and R-1250 zones where only one dwelling unit exists on a lot</p> <p>Domestic violence shelters</p> <p>Residential congregate Living, Limited</p> <p>Residential Congregate Living, Medical</p> <p>Residential Congregate Living, Non-medical, except for Senior housing</p>	<p>Cumulative Gross Floor Area of dwelling:</p>
	<p>0 – 3,499 sq. ft. 2 spaces</p>
	<p>3,500 – 5,999 sq. ft. 3 spaces</p>
	<p>6,000 – 7,999 sq. ft. 4 spaces</p>
	<p>8,000 + sq. ft. 5 spaces</p>
<p>In the PRD zone, 1 uncovered guest space per dwelling unit in addition to enclosed parking spaces (4)</p>	
<p>Any spaces in excess of 2 in the ROS, R1R and R1 zones may be designed in a manner that is not directly accessible</p>	
<p>1 space per 4 beds</p>	
<p>1 space for every 3 residents.</p>	

Live/work units	3 spaces for the first 2,000 square feet and 3 spaces per 1,000 square feet for any additional floor area over 2,000 square feet.
-----------------	---

B. Commercial Uses.

Commercial Uses	Number of Required Parking Spaces
Assembly halls, auditoriums, or similar places of assembly	28.6 spaces per 1,000 square feet of seating or viewing area or one space per each five (5) fixed seats.
Banks and financial institutions	4 spaces per 1,000 square feet of financial customer service area, plus 2.7 spaces per 1,000 square feet of office floor area.
Car Washes, full service	Ten (10) parking spaces or 1.43 spaces per 1,000 square feet of floor area, whichever is greater. Car washes may contain up to 200 square feet of restaurant, fast food, or restaurant, counter service, without providing parking for that restaurant use.
Car Washes, self service	One (1) parking space per washing module plus two (2) parking spaces. The washing module shall not be construed as a parking space.
Children’s indoor play area	10 spaces per 1,000 square feet of floor area.
Day Care Centers	3.0 spaces per 1,000 square feet of floor area. Of these required spaces, one space for each 12 clients the facility is licensed to serve must be marked as “Drop-off Space – Ten Minute Parking Only – 6-9 a.m. and 4-7 p.m.”
Gas Station	4 spaces per 1,000 square feet of floor area; however, in no event shall less than three (3) parking spaces be provided. No work station used for the repair of vehicles may be credited toward meeting the parking requirement.
Gymnasium and health clubs and schools, physical instruction	10 spaces per 1,000 square feet of floor area.
Hospitals	1 space per each two (2) beds.
Hotels and Motels	1 space per each habitable room.
Medical and dental offices and medical labs with patient visitation	5 spaces per 1,000 square feet; 4 spaces per 1,000 square feet in the DSP zone, however, this requirement may be reduced to 2.7 spaces per 1,000 square feet where the medical office is on a lot that is located within 500 feet of a lot containing a hospital.
Medical labs without patient visitation and dental labs	2.7 spaces per 1,000 square feet of floor area
Museums and cultural art centers	4 spaces per 1,000 square feet of floor area.
Nightclubs	28.6 spaces per 1,000 square feet of seating or viewing area or one space per each five (5) fixed seats; 20 spaces per 1,000 square feet of seating or viewing area

	or one space per each five (5) fixed seats, in the DSP zone
Nursery and garden supplies only	4 spaces per 1,000 square feet of floor area in a building, plus one (1) parking space per each one thousand (1,000) square feet of outdoor storage area.
Offices, general, including psychiatrists, psychologists and psychotherapists where the primary use is the treatment of no more than 2 clients at a time by any practitioner. (1)	2.7 spaces per 1,000 square feet; 2 spaces per 1,000 square feet in the DSP zone.
Private clubs, including banquet halls	28.6 spaces per 1,000 square feet of seating or viewing area.
Restaurants, fast food	12.5 spaces per 1,000 square feet of floor area; 5 spaces per 1,000 square feet of floor area in the DSP zone
Restaurants, full service	10 spaces per 1,000 square feet of floor area; 5 spaces per 1,000 square feet of floor area in the DSP zone.
Retail and service activities, general (2)	4 spaces per 1,000 square feet of floor area; 3 spaces per 1,000 square feet of floor area in the DSP zone.
Stables	One (1) parking space per each four (4) horses, based on the maximum number of horses stated on the stable permit.
Taverns	10 spaces per 1,000 square feet; 5 spaces per 1,000 square feet in the DSP zone
Theaters	One (1) parking space per each five (5) fixed seats, or 28.6 spaces per 1,000 square feet of floor area where there are no fixed seats.

(1) – For the purpose of this Section, offices, general includes: ambulance services; broadcasting studios and indoor support facilities; contractor’s office; heating and air conditioning sales and service (HVAC); office; office, consumer services; and office of towing and impound yards as defined in Chapter 30.70 – Definitions.

(2) – For the purpose of this Section, retail and service activities, general include: adult business uses; arcade establishment; automobile supply stores; billiard establishments; building materials, supplies, sales and service; business support services; cyber-café establishment; equipment rental yards; firearms, weapons sales; hardware stores; indoor recreation centers; jewelry stores; liquor stores; massage services; outdoor commercial recreation; paint and wall paper stores; pawnshops; personal services; pet grooming; repair and maintenance, consumer products; restaurant, counter service with limited seating; spas and swimming pools, sales and service; supermarkets; tire stores; vehicle repair garage; vehicle sales, leasing and rental agencies; veterinary offices; and western retail and supply stores as defined in Chapter 30.70 – Definitions.

C. Institutional, Educational or Instructional Uses.

Institutional, Educational or Instructional Uses	Number of Required Parking Spaces
Places of worship	28.6 spaces per 1,000 square feet of seating or viewing area

Convalescent homes, extended care and retirement or rest homes	One (1) parking space per 4 beds
Emergency shelters	1 space for every 10 beds
Mortuaries and funeral homes	14 spaces per 1,000 square feet of floor area
Private pre-schools, kindergarten & grades 1 through 9 when used exclusively for this purpose	3.0 spaces per 1,000 square feet of floor area
Private schools in which any portion of their instruction includes grades ten or above	28.6 spaces per 1,000 square feet of floor area used for instruction or 1 space per each five (5) fixed seats
Schools, private specialized education and training	28.6 spaces per 1,000 square feet of floor area used for instruction

D. Industrial Uses.

Industrial Uses	Number of Required Parking Spaces
Industrial, general (1)	2 spaces per 1,000 square feet for the first twenty-five thousand (25,000) square feet of floor area or less; 1.5 spaces per 1,000 square feet of floor area for that portion of a building having more than twenty-five thousand (25,000) to fifty thousand (50,000) square feet of floor area; and 1.25 spaces per 1,000 square feet of floor area for that portion of a building more than fifty thousand (50,000) square feet of floor area
Backlots/Outdoor facilities	1 space per 1,000 square feet of floor area of any indoor facilities
Office space within manufacturing or warehousing use, when clearly incidental to such use and occupying no more than forty (40%) percent of the building.	Same parking requirement as the primary use (manufacturing or warehousing)
Research and Development	2.7 spaces per 1,000 square feet of floor area
Warehousing and wholesaling (2)	1 space per 1,000 square feet of floor area

(1) – For the purpose of this Section, industrial general includes: body shops and painting booths, heavy manufacturing, industrial mixed use large scale projects, kennel animal boarding and daycare, laundries and dry cleaning plants, light manufacturing, printing publishing and lithographic services, recycling and soundstages as defined in Chapter 30.70 – Definitions.

(2) – For the purpose of this Section, warehousing and wholesaling includes: moving services, storage personal facilities, warehousing and wholesaling as defined in Chapter 30.70 – Definitions.

30.32.060 – Computation of Required Parking and Loading Spaces

A. Uses Not Listed. Parking for land uses not specifically listed in Section 30.32.050 shall be provided based on a similar use provided in Table 30.32-A, as determined by the Director of Community Development.

B. Rounding of Quantities. In computation of the total parking and loading spaces required for any building site or parking facility, fractional spaces shall be rounded off to the nearest whole number; fractions of five-tenths (.5) or more being counted as one (1) full space. For sites with multiple non-residential occupants, the total amount of parking required shall be calculated by adding the required parking for all non-residential occupants, including fractional spaces, and the sum rounded to the nearest whole number. Guest parking spaces shall be rounded separately from the parking spaces required for the dwelling units themselves.

C. Calculations.

1. Where fixed seats provided are either benches or bleachers, such seats shall be construed to be not more than twenty (20) lineal inches each.
2. In computation of parking space requirements, dens, studies, mezzanines, or other similar rooms which may be used as bedrooms shall be considered as bedrooms.
3. In computation of parking space requirements for industrial uses, mezzanines, as defined by the Glendale Building and Safety Code and used exclusively for storage, shall not be considered floor area.
4. In computation of assembly areas, all rooms or areas that can be logically and reasonably used for seating, in addition to any fixed seating area, shall be calculated in determining the parking requirement. Only those areas clearly not usable for assembly purposes shall be omitted for parking calculations (i.e. hallways, restrooms, small offices, reasonable aisle widths, etc.). Hallways and aisles should be generally consistent with all building and fire codes and may not be excessively wide to avoid compliance with parking requirements.
5. In computation of parking requirements for outdoor dining areas that are not located in the public right-of-way, the following shall apply:

The standards of this subsection shall apply to the following uses:

- Banquet halls
- Golf courses, country clubs, driving ranges and related facilities
- Nightclubs
- Restaurants, counter service with limited seating
- Restaurants, fast food
- Restaurants, full service
- Taverns

The City’s intent is to substantially enliven the pedestrian experience with outdoor dining. Parking need not be provided for any outdoor dining area which substantially abuts a public sidewalk. For purposes of this subsection only, said outdoor dining shall either have a longer dimension along a street property line than its depth into the lot, or the outdoor dining area shall have a minimum twenty (20) foot frontage at the street property line. The outdoor dining area at the street may have a roof which consists of a flexible material such as canvas or vinyl over a frame, or may have no roof.

Such an outdoor dining area may have a fence or wall at or parallel to the street property line if it is built of rigid materials such as block, stucco or glass and if there is a minimum of a two (2) foot vertical separation between the top of the fence or wall and the lower of the adjacent roof or soffit, and if the portion of the fence/wall area over 42 inches is more than 75% clear and visually transparent (i.e., not made of opaque, tinted or etched glass or other similar materials or obstructed by landscaping) from the sidewalk. A wall or fence which is no higher than 42 inches need not be clear or transparent and may be 100% solid.

For all outdoor dining areas not located or designed so as to substantially enliven the pedestrian experience, as detailed above, parking must be provided at regular requirements for each use as defined in Chapter 30.70 – Definitions and required in Section 30.32.050.

30.32.070 – Reduction of Parking Requirements

This Section provides procedures and criteria for the reduction of the off-street parking requirements of this Chapter.

- A. Allowable Reductions in Parking Space Requirements. The number of off-street parking spaces required by this Chapter may be reduced as provided by the following table.

TABLE 30.32 – B

Qualifying Project Feature	Description and Criteria for Granting Reduction
Mixed Use Projects - a project combining different land uses on the same parcel	A parking reduction may be granted where the Hearing Officer determines that a reduction is justified based on characteristics of the uses, an hourly parking demand study published by the Urban Land Institute, and/or other appropriate source as determined by the Director of Community Development. The Director of Community Development may require a parking demand study conducted by a licensed traffic engineer or other traffic professional acceptable to the Director of Community Development.
New construction and use intensification near public parking	A parking reduction may be granted for the construction of new buildings, and for proposed intensification of use within an existing building that is determined by the Hearing Officer to be located within a reasonable distance of a City parking facility. The Director of Community Development may require a parking demand study prepared by a licensed traffic engineer or other traffic professional acceptable to the Director of Community Development. A parking reduction may be granted subject to payment of a fee determined by the City Council, if any, based on the type of use and its parking characteristics, including: <ul style="list-style-type: none"> a. Peak hours of use and turnover rate; b. The ability of the use to meet parking requirements through other means; c. The availability of spaces in a nearby City parking facility; d. The distance to the use from the parking facility; and e. Measures proposed by the applicant to ensure employee and patron use of the City parking facility.
Uses adjacent to transit	A parking reduction may be granted for commercial or residential uses proposed adjacent to local or regional mass transit lines or routes, a parking reduction may be granted when the Hearing Officer determines that a parking demand study provided by the applicant, prepared by an independent licensed traffic engineer

	or other traffic professional acceptable to the Director of Community Development, justifies the reduction based on documented mass transportation use characteristics of the patrons and employees of the use.
Projects in Redevelopment Areas, except if partially or entirely located in the DSP zone	The Glendale Redevelopment Agency (in the event the Redevelopment Agency is suspended or eliminated, the review authority shall by the City Council) or the Director of Community Development may grant exceptions to the minimum number of required parking spaces and parking standards, pursuant to Section 30.32.020, where it can make the findings required in Section 30.32.020
Disabilities Upgrade	A parking reduction may be granted for reduction in parking spaces due solely to compliance with the Americans with Disabilities Act , Title III and California Code of Regulations (CCR), California Access Code, Title 24, at the discretion of the Director of Community Development, see Section 30.32.030.B.2.
Hospitals	All parcels under hospital ownership in the MS Zone may reduce parking where shared use of parking facilities is applicable under Section 30.32.080. Parking Reduction Permits and Parking Use Permits for a hospital use in the MS Zone shall be subject to the approval of the Director of Community Development.
All others	A parking reduction may be granted for any other circumstance where the applicant wishes to request a parking reduction. A parking reduction may be granted where the Hearing Officer can make the findings required in Section 30.50.040.D.

B. Parking Reduction Procedure. All requests for Parking Reduction shall be processed pursuant to Chapter 30.50, except requests for parking reductions due to compliance with the Americans with Disabilities Act, Title III and California Code of Regulations (CCR), California Access Code, Title 24, may be approved by the Director of Community Development without public hearing or notice, and requests for parking exceptions in redevelopment project areas, may be approved by the Glendale Redevelopment Agency pursuant to Section 30.32.020.

C. Additional Parking Reductions in the DSP Zone: In the DSP zone, projects that are required to provide, or projects that are not required but request to provide, a Transportation Demand Management (TDM) plan pursuant Section 30.32.171 to the City may request parking reductions based on the total point value to the applicable TDM measures in the table below, subject to approval by the Director of Community Development based on the appropriateness of the measures for the proposed land use and the applicant’s ability to demonstrate the measures’ effectiveness in reducing parking demand:

TABLE 30.32 – B1

Transportation Demand Management (TDM) Measures and Point Values

TDM Measures Eligible for Parking Reductions Incentive Category/TDM Measure	Summary of TDM Measure	Maximum Point Values
Parking		
Pricing parking	Pricing parking for commuters.	6
Financial Incentives		
Subsidized Transit	Provide free or highly reduced transit passes.	5
Parking Cash-out	Employees who do not drive to work are offered cash value equal to parking subsidies.	5

Commuter benefit programs	Use tax-free dollars to pay for commuting expenses.	4
Free HOV/Carpool Parking	Free parking for HOV or carpools.	1
Automobile Trip Consolidation		
Carpool/Vanpool Programs	Shared use of private vehicle or rented/purchased vans.	2
Rideshare Matching Services	Help commuters find travel partners and share costs.	3
Guaranteed Ride Home	Provide occasional subsidized rides to commuters to help deal with unexpected conditions	3
Shuttle services	Shuttle service to/from location and public transit facilities.	4
Scheduling		
Telecommute	Use of telecommunications to substitute for physical travel.	2
Flextime	Employees are allowed some flexibility in their daily work schedules.	2
Compressed work week	Employees work fewer but longer days.	1
Staggered shifts	Shifts are staggered to reduce the number of employees arriving and leaving at one time	1
Promotion		
Marketing/Outreach	Determining consumer needs/preferences, creating appropriate products, and promoting use.	1
Travel Training	Provide individualized training/materials on transit, ridesharing, car sharing, and bicycle systems.	2
Transport Coordinator	Professional who implement and monitor TDM Programs.	3
Multi-modal Infrastructure		
Car sharing	Provide access and/or reduced fees for car sharing facilities.	4
Bike sharing	Provide access and/or reduced fees for bike sharing facilities.	3
On-site amenities	Includes showers/lockers, secure bicycle parking, child care services.	2

The following parking reductions shall apply based on the point values from Table 30.32 – B1 above, however, a minimum of one accessible off-street parking space per residential unit shall be provided:

TABLE 30.32 – B2

Parking Reductions and Point Thresholds

% Reduction	Point Thresholds	Annual Monitoring	TMA Membership
10% Reduction	6-9	Required	Required
20% Reduction	10-14, from at least 3 incentive categories (as set forth in Table 30.32 – B1)	Required	Required

30% Reduction	15+, from at least 4 incentive categories, including at least 1 parking or financial incentive	Required	Required
---------------	--	----------	----------

30.32.080 – Shared Use of Parking Facilities

- A. Applicability.** Separate uses with overlapping hours of operation, on separate parcels within any commercial, mixed use or industrial zoning district(s), or within the MS Zonemay share parking facilities subject to acquiring a parking use permit in accordance with Chapter 30.51.
- B. Procedure.** The shared use of parking facilities may be granted through the parking use permit process (Chapter 30.51).
- C. Standards for Shared Parking.** Shared parking facilities shall comply with the following requirements:
 - 1. The distance from the parking site to the applicant's site shall not exceed 1000 feet. However, distances greater than 1,000 feet may be considered if the reviewing authority makes the findings in Section 30.51.040.A; and
 - 2. The applicant shall provide evidence of a valid lease or covenant for the off-site parking, to the satisfaction of the City Attorney.
- D. Conditions of Approval.** In granting a parking use permit for shared parking, the Director of Community Development or Hearing Officer, as applicable, may impose conditions which may include:
 - 1. Design standards, including sound attenuation, security lighting, landscaping, signs relating the parking site to the business;
 - 2. Disabled access from the off-site parking to the subject business;
 - 3. Hours of use; and
 - 4. Use of valet service.
- E. Terms of Shared Parking.** The approval of shared parking shall require a guarantee of continued availability in compliance with Section 30.32.120.D. (Terms of Off-Site Parking).
- F. Discontinuation of Use.** Approval of shared parking in accordance with this section may be revoked upon discontinuation of the use for which shared parking was approved. Discontinuation shall mean cessation of operations for one year or more.

30.32.090 – Parking Area Design and Layout Standards

A. Enclosed Parking.

Required parking for residential uses, except guest parking and parking for domestic violence shelters, must be fully enclosed, except for entryways to subterranean and semi-subterranean garage

and necessary ventilation for parking structures in the R-3050, R-2250, R-1650, R-1250 zones. This shall only apply in all mixed use zones where more than one dwelling unit exists on a lot, and in all residential zones.

B. Width, Length and Aisle Width.

Each parking space shall have a width, length and aisle width in accordance with Section 30.32.180 Charts I, II, and III; provided, however, that parking spaces in excess of the number required herein or as regulated by Section 30.32.040 B (Location of Parking) may be tandem or vertically stacked parking spaces. Parking spaces used solely for vehicle display and storage of vehicle inventory need not follow minimum space size requirements.

Encroachment onto a required residential (R) zone parking space may be permitted to accommodate structural reinforcement, installation of pipes, vents or other similar improvements for six (6") inches of the length. This subsection shall apply only to retrofitting of existing construction. The encroachment shall not impair the overall usefulness of the parking space or parking area for its intended purpose as a parking space or area.

C. Turning Radius.

The outer radius of any turning area to a required parking space into any 1 or 2 car garage shall be a minimum of 25 feet. See Section 30.32.180 Chart VII.

D. Turning Area.

Turning and approach areas for more than two (2) parking spaces shall have a minimum clear dimension illustrated by the letter "D" on Section 30.32.180 Charts II and III which is set out at the end of this chapter and by this reference made a part hereof, from the nearest end of a parking space to any property line, structure, obstruction or other parking space, except where such turning space abuts an alley in which case the turning space dimension may include the width of the alley.

E. Vertical Clearance.

All parking spaces shall have a minimum seven (7) foot vertical clearance. The front three (3) feet of a parking space in an enclosed garage in a residential zone, however, may have a vertical clearance of four (4) feet. See Section 30.32.180 Chart VIII.

F. Slope.

No parking space shall exceed a slope of five (5) percent.

G. Back-up.

Direct backing into or out of a parking area to the street shall not be permitted except for parking for three or fewer residential dwelling units where backing onto a street designated as a local street in the Circulation Element of the Glendale General Plan may be permitted. Direct backing onto any street is permitted for properties with only one (1) single family dwelling. Direct backing into or out a parking area onto an alley is permitted.

H. Drive-through Waiting Lane.

Any drive-up or drive-through bay for in-car service shall be provided with an on site vehicular waiting lane for each drive-up or drive-through bay having a minimum width of nine (9) feet and a minimum length of one hundred (100) feet to two hundred (200) feet measured from the service window or area, as deemed appropriate by the reviewing authority. In no event shall there be less than sixty (60) feet from the start of the lane and any ordering device. Such drive-through lane shall be a separate lane from the circulation routes and aisles necessary for ingress to or egress from the property or access to any off-street parking spaces. See Section 30.32.180 Chart IX.

I Gates.

Parking lot and parking garage gates shall not move in a direction that interferes with on-street or pedestrian circulation.

J. Landscaping.

See Section 30.32.160 for landscaping requirements.

K. Parking Structure Standards in the IND, IMU, IMU-R and SFMU Zones.

For parking structure standards in the IND, IMU, IMU-R and SFMU zones, see Section 30.34.120.

30.32.100 – Surface Parking Area Standards

Every parking and loading area shall be improved as follows, except for Temporary Parking Lots.

- A. Paving.** Parking areas shall be paved with concrete, asphalt, bonded masonry, brick or stone materials or similar material. Alternative materials may be approved by the Director of Community Development. If the request for alternative materials is part of a request for new construction, the Director of Community Development may refer the request for alternative paving materials to the reviewing authority for request for construction.
- B. Striping.** All parking and loading spaces shall be striped in accordance with the standards herein and shall be maintained with durable paint or other permanent marking material in a color contrasting with the color of the pavement except for one (1), two (2) or three (3) car attached or detached private residential garages designed for use by the occupants of a single dwelling unit or except for parking spaces used solely for vehicle display and storage of vehicle inventory.
- C. Wheel Stops.** Adequate wheel stops shall be provided where designated spaces approach a property line or building wall in accordance with Section 30.32.180 Chart V except for one (1), two (2) or three (3) car attached or detached private residential garages designed for use by the occupants of a single dwelling unit or except for parking spaces used solely for vehicle display and storage of vehicle inventory.
- D. Exceptions.** The requirements in A, B, and C above shall not apply to parking areas used exclusively in connection with a Christmas tree sales lot between November 1st and December 31st, or exclusively in connection with a pumpkin sales lot between October 15th and November 1st. See Section 30.32.140 for requirements for temporary parking lots.
- E. Lighting.** Any lights used to illuminate parking areas adjoining any residential or mixed use zone shall be arranged as to reflect the light away from the adjoining residential use. In the Parking

Overlay Zone, headlight glare shall be shielded from all surrounding residential properties. See Section 30.30.040 for lighting requirements.

- F. Corner Cut-Off.** Where a building is less than five (5) feet from a driveway or alley, no building or structure shall be permitted within the corner area formed by the intersection of the public right-of-way and such driveway or alley on the right-hand exit side of the driveway or alley only within that triangular area bounded by the lines connecting the points of intersection of the driveway or alley and street right-of-way and the points located five (5) feet from such intersection measured along the right-of-way line and driveway or alley line respectively. Any landscaping or walls in such area shall not exceed a height of thirty (30) inches. Such corner cutoff area shall not be required above a height of eight (8) feet. See Section 30.32.180 Chart X.
- G. Exiting.** The exit from any parking area which provides parking for five (5) or more vehicles shall be clearly marked with vehicle "STOP" signs.
- H. Screening.** A minimum five and one-half (5 1/2) foot high decorative masonry wall shall be provided along any property line abutting any residential zone boundary line where a parking area, driveway, or vehicular turning area adjoins a residentially zoned lot. This requirement may be waived by the reviewing authority when such a wall would directly abut another wall on the adjacent property. The wall shall contain landscaping, variation of materials and/or variation of plane to avoid a monotonous appearance acceptable to the reviewing authority. This regulation shall not apply to any lot containing only one (1) residential dwelling and related accessory buildings.

30.32.110 – Parking Structure and Rooftop Parking Standards

- A. Parking structures must comply with all requirements of Section 30.32.090, 30.32.100 and 30.32.110.
- B. All setback areas and other areas not occupied by a structure shall be fully and permanently landscaped in accordance with Chapter 30.31.
- C. Planter boxes, with a minimum width of twenty-four (24) inches interior dimension, shall be incorporated into the design along the entire length of each tier of the parking structure facing the street, alley or residential zone. Clinging type vines shall be planted along any solid sheer exterior walls. Alternatively, the reviewing authority may approve free-standing trellises constructed adjacent the parking structure covering a minimum of 20% of the façade of the parking structure, including entrances and stairwells, planted with climbing vines.
- D. Where vines are approved as part of a required landscape plan, the vines must be allowed to grow to cover the walls on which they are planted.
- E. Trees shall be planted along any interior property line abutting a residential zone boundary to provide an effective screen. An average of one (1) tree shall be planted for each twenty (20) feet of such interior property line, exclusive of trees required pursuant to the provisions of Chapter 30.31. Such streets shall be provided with sufficient tree well area for the tree type and surrounding area and shall be of a minimum size of twenty-four (24) inches boxed.
- F. Permanent landscaping shall be required for the top level of a parking structure where any of the following situations occur:
 - 1. The top level of the structure has a four foot or less vertical distance from street grade; or

2. The top level is directly accessible from the street.

For the purposes of top deck landscaping only, permanent landscaping may include large pots that have a minimum diameter of three (3) feet measured from the inside of the planter, and minimum height of three (3) feet. A minimum of three (3) percent of the area of the top deck must be landscaped. Alternatively, with the review and approval of the Design Review Board only, twenty-five (25) percent of parking spaces on the top deck may be shaded by a permanent structure.

- G. Building openings adjacent to parking areas facing residential zoning shall provide solid screen walls at least 42 inches high at all parking levels.

30.32.120 – Off-Site Parking Standards

Where the use of off-site parking is authorized through a parking use permit approval (Chapter 30.51) to satisfy the parking requirements of Section 30.32.050, the parking shall be provided in accordance with the following standards, and the requirements of Chapter 30.51:

- A. Applicability.** Off-site parking spaces which are secured by a lease may only be used to satisfy the requirements of Section 30.32.050 for additional parking spaces that are required for a change of use in accordance with Section 30.32.030. Off-site parking spaces secured by a covenant may be used to satisfy parking requirements for a change of use or for new construction.
- B. Location.** All off-site parking spaces except valet-service spaces or parking spaces for employees shall be located within 1000 feet measured from the primary entrance to the site. The reviewing authority may approve off-site parking spaces with valet service or parking spaces for employees located more than 1000 feet from the primary entrance to the site.
- C. Design and Improvement Standards.** All newly constructed off-site parking spaces shall conform to the same standards of access, configuration, lighting, layout, location, noise attenuation, and size as are required by this Chapter for on-site parking spaces. Pursuant to Section 30.44.020.M, waivers of standards of access, configuration, lighting, layout, location, size and landscaping may be granted by the Director of Community Development through an Administrative Exception. Pursuant to Chapter 30.51, the Director of Community Development may impose additional requirements related to these standards as well as to access from the off-site parking to the subject business, hours of use, the use of valet service and the general advertisement of and visibility of the parking area.
- D. Identification of Facility.** The reviewing authority may require the parking lot to be clearly marked and conspicuously identified as the exclusive or shared parking for the sites it serves, unless the parking can only be accessed by a valet. In such cases, the reviewing authority may require that a parking space assignment plan shall be maintained by the applicant and owners of the off-site parking spaces identifying specific parking space assignments.
- E. Terms of Off-Site Parking.** Approved off-site parking spaces shall be obtained by a covenant, lease, bond, or other agreement, acceptable to the City Attorney, between the owners, and if applicable, the lessees of the off-site parking spaces and the owners, and if applicable, the lessees of the subject site. If off-site parking spaces proposed to satisfy the parking requirements of this Chapter are secured through a lease, the minimum termination period of the lease shall be 90 days. If off-site parking spaces are proposed to satisfy the parking requirements of this Chapter for the construction of new buildings or of additions to existing buildings, the off-site spaces must be secured through a covenant. Leased parking spaces are not acceptable as required parking for construction of new buildings or additions to existing buildings.

- F. Approval Process.** Off-site parking arrangements may be approved through a parking use permit, Chapter 30.51, with noticing pursuant to Chapter 30.61.

30.32.130 – Driveway Standards

- A. Accessibility.** Each parking and loading space provided shall be accessible as to both entrance and exit. The curb openings or entryways to the lot and driveways or approaches to parking spaces shall not exceed fifty-two (52) percent of the total length of the front or street side property line or width of the street setback area, except where circular driveways are provided. The fifty-two (52) percent restriction, however, shall not apply to any lot having less than thirty (30) feet of frontage. See Section 30.32.180 Chart XI.

B. Location.

- 1. Location, generally.** All required driveways leading to required parking or loading areas shall be located completely on the same lot as said parking or loading areas.
- 2. Exception, Flag Lots.** A driveway leading to a parking area for a dwelling unit located on a flag lot may be located, in part, on the stem of a contiguous flag lot and may, in part, be a common driveway which provides access to more than one dwelling unit.
- 3. Exception, other circumstances.** Access to required parking and loading areas in all zones except R1, R1R, ROS, R-3050, R-2250, R-1650 and R-1250 may be located completely or partially on a different lot from said parking or loading areas when the reviewing authority finds that the proposal will not impede safe and convenient movements by vehicles and pedestrians, and where continuous access is guaranteed by an easement or other legal document satisfactory to the City Attorney.

- C. Width.** Each driveway or approach to a parking space shall have a minimum clear width of ten (10) feet; provided, however, that a driveway in residential zones may be reduced to nine (9) feet where no pedestrian passage is required, and a driveway leading to a subterranean or semi-subterranean garage shall be increased to eleven (11) feet minimum. The width of a driveway serving one dwelling unit on a flag lot shall be increased to twelve (12) feet minimum. The width of the common portion of a driveway serving two or more dwelling units located on flag lots shall be increased to twenty (20) feet minimum; portions of this driveway leading to only one dwelling unit shall be a minimum of twelve (12) feet wide. The reviewing authority may require wider driveways for projects containing commercial or industrial uses. For a property developed with only an existing single family residence, an addition may be made to the building, garage or construction of a new garage when the existing driveway is at least eight (8) feet wide. For a property developed with only an existing single family residence, the property owner may apply for an addition to the building, garage or construction of a new garage through an administrative exception in accordance with Chapter 30.44 when the existing driveway is less than eight (8) feet wide.

- D. Vertical Clearance.** The vertical clearance above the surface of the driveway shall be not less than seven (7) feet.

- E. Slope.** In all zones except ROS, R1R, or R1, no driveway shall have a slope in excess of fifteen (15) percent, provided that up to twenty (20) percent shall be permitted for a maximum horizontal distance of forty (40) feet for residential uses. In the ROS, R1R and R1 zones, no driveway shall have a slope in excess of twenty (20) percent. Slope transition areas shall be constructed to assure clearance of a standard vehicle at all points in accordance with Section 30.32.180 Chart IV. Slope transition areas

are not required for driveways in which the maximum slope does not exceed six and one-half (6 ½) percent.

F. Radius. The outer radius of a curve in any driveway shall be a minimum of twenty-five (25) feet. See Section 30.32.180 Chart VII.

G. Driveways in Residential Zones and Mixed Use Zones.

1. Not more than one (1) commercial vehicle may be stored, parked or in any manner left on any lot. The size of this vehicle may not exceed either eight (8) feet in width, eight (8) feet in height, or twenty (20) feet in length. Such dimensions shall include the vehicle together with fixtures, accessories or property, with the exception of single-post radio antennas and side mirrors.
2. Driveways and accessways may be used for parking of vehicles of occupants and guests, including service vehicles while loading and unloading on business calls, provided such parking is done on a temporary basis and only on improved accessways meeting the standards of this Chapter.
3. All driveway surfaces within the street front and street side setbacks in the ROS, R1R and R1 zones shall contain decorative paving elements (such as brick, stone, stamped concrete) to provide for an aesthetically pleasing appearance from the public right-of-way. Alternative materials may be approved by the Director of Community Development. If the request for alternative materials is part of a request for new construction, the Director of Community Development may refer the request for alternative paving materials to the reviewing authority for request for construction.
4. Any driveway serving a parking area shall be a minimum of eighteen (18) feet in length in the ROS and R1R zones or twenty (20) feet in length in the R1 zone, from the back of the sidewalk or the property line where no sidewalk exists.
5. In the R-3050, R-2250, R-1650, R-1250 and mixed use zones where there is a freestanding residential-only development, vehicular entryways which lead to parking spaces, other than guest parking spaces, facing or visible from the street shall be provided with opaque doors or gates for aesthetic and security purposes, unless such entryways lead to parking spaces, other than guest parking spaces, located in a subterranean or semi-subterranean garage. Doors or gates must be provided for subterranean or semi-subterranean garages but need not be opaque doors if all lighting sources, pipes, and ducts inside the garages are effectively screened from view from off the lot.
6. In the R-3050, R-2250, R-1650 and R-1250 zones, surface vehicular accessways shall be designed and landscaped to eliminate an alley-like appearance.
7. In all residential zones, walkways adjacent to driveways at the width must be separated from the driveway by 2 feet of width of plant material at least eighteen (18) inches high or other physical barrier, for seventy-five (75%) percent of the length of the driveways.
8. For limits on size of driveways in the ROS, R1R and R1 zones, see Section 30.11.070. See Section 30.32.180 Chart XII.

H. Driveways in Commercial Zones. Driveways in commercial zones shall be composed of decorative materials.

30.32.140 – Temporary Parking Lots

- A. Requirements.** For the purpose of this section, a temporary parking area shall be any parking area which does not contain any required parking spaces. The requirements of Section 30.32.100 shall not apply to temporary parking areas when developed as follows:
- 1. Paving.** The parking and driveway surface shall consist of a minimum two (2) inches of asphalt over a ninety (90) percent compacted base, a treatment of bituminous material, or some other dustless surface approved by the Director of Public Works.
 - 2. Drainage.** The parking and driveway surface shall be relatively smooth and graded in a manner to provide for a drainage pattern satisfactory to the Director of Public Works.
 - 3. Lighting.** Lighting shall be provided in conjunction with the nighttime use of the area. Lighting shall not glare onto adjacent or nearby properties or buildings.
 - 4. Plan approval.** Temporary parking areas must be developed in accordance with a plan submitted to and approved by the Director of Community Development, including hours of operation. The Director of Community Development may impose conditions concerning noise attenuation, hours of operation, and the use of valet service.
 - 5. Wheel stops.** Adequate wheel stops shall be provided where spaces approach a property line or building wall in accordance with Section 30.32.180 Chart V.
 - 6. Location.** Temporary parking lots are permitted in the C1, C2, C3, CR, CPD, CH, CA, DSP, IMU, IMU-R, SFMU, IND, MS and T zones.
- B. Time Limit.** A temporary parking area shall not be used for more than two (2) years in any five (5) year period of time.

30.32.150 – Off-Street Loading Space Requirements

A. Number of Required Loading Spaces.

1. Number of spaces required. All loading areas shall comply with the following provisions. In addition to the minimum number of automobile parking spaces, the minimum number of off-street loading spaces for the following uses shall not be less than the total on-site building or outdoor storage area for the following uses:

TABLE 30.32 – C

Loading areas	Number of Required Loading Spaces
Industrial, warehousing and wholesaling uses:	
Building or Storage Area (square feet)	
0 - 12,500	1
12,501 - 25,000	2
25,001 - 37,500	3
37,501 - 50,000	4
Over 50,000	5 plus 1 for each additional 50,000 sq. ft.

Retail stores, restaurants, hospitals and other goods handling uses:	
Floor Area (Square Feet)	
0 - 12,500	0
12,501 - 60,000	1
60,001 - 100,000	2
Over 100,000	3 plus 1 for each additional 80,000 sq. ft.
Offices, hotels and other nongoods handling uses:	
Floor Area (Square Feet)	
0 - 50,000	0
50,001 - 200,000	1
200,001 - 500,000	2
Over 500,000	3 plus 1 for each additional 400,000 sq. ft.

2. Exceptions for auto dealers. Loading facilities for any new vehicle dealership buildings shall be provided on-site or at an approved off-site location not on a public right of way, in number, size and location satisfactory to the review authority. Such facilities may be exempted from the requirements of Subsection B, below. Review and approval of off-site loading locations shall be conducted consistent with the provisions of Chapter 30.51.

B. Loading Space Design Criteria.

1. **Dimensions.** Each loading space shall have a minimum dimension of fifteen (15) feet by twenty-five (25) feet and a height of not less than fourteen (14) feet.
2. **Width.** The width of any vehicular driveway or aisle providing access to a loading space shall not be less than twelve (12) feet.
3. **Turning area.** In no event shall the outer radius of any turning area to a required loading space be less than twenty-five (25) feet.
4. **Enclosed loading areas.** All loading spaces which are not unenclosed on at least one side shall be required to provide parking for such enclosed floor area at the same rate as the main building.
5. **Striping.** All loading zones shall be striped and identified with the words "loading zone" painted on the pavement.
6. **Location.** For industrial projects in the IMU and IMU-R zones, and for all projects in the IND zone, no loading dock shall be located closer than twenty (20) feet from a residential zone boundary line.

30.32.160 – Landscaping of Parking and Loading Areas

All parking and loading areas except temporary parking areas used according to the standards of Section 30.32.140 of this Code shall be landscaped as follows:

- A. **Landscaping Adjoining Street Right-Of-Way.** Whenever any parking or loading area adjoins a street right-of-way, a planting strip a minimum of five (5) feet wide, exclusive of the curb, shall be established and continuously maintained and landscaped between the right-of-way and such area. Where a parking area consists of an outdoor vehicle storage or sales display area for vehicle sales,

leasing and rental agencies in the CA Zone, the planting strip shall only be required to be a minimum of thirty (30) inches wide. This requirement shall not apply to enclosed parking areas having no building openings directly facing a street and having a finished floor elevation above the parking area which is two (2) feet or less above grade. Any planting within the required planting strip that is within ten (10) feet of an entry or exit driveway shall not be permitted to grow higher than thirty (30) inches. Artificial turf shall not be permitted.

B. Interior Parking Lot Landscaping.

1. Landscape Area. Not less than five (5) percent of the interior parking lot area shall be landscaped, except for parking areas located in enclosed structures. Planting along the exterior perimeter of a parking lot shall not be considered as part of the required interior landscaping. The reviewing authority may allow up to 2/5 of the required interior landscaping to be decorative walkways which provide pedestrian paths through the parking lot. Such paths shall be constructed of permeable materials and shall be lined with trees to the satisfaction of the reviewing authority and shall be integrated into the overall design for the lot. Artificial turf shall not be permitted.
2. Trees. At least one (1) twenty-four (24) inch box tree for every six (6) spaces or major fraction thereof shall be included in the development of the landscape program, unless the parking area is used solely for vehicle display and storage of vehicle inventory. At least one (1) twenty-four (24) inch box tree for every twelve (12) spaces or major fraction thereof shall be included for parking areas used solely for vehicle display and storage of vehicle inventory. Trees are not required in parking areas less than 10,000 square feet in area used solely for vehicle display and storage of vehicle inventory. Trees must be dispersed throughout the parking lot unless the parking area is used solely for vehicle display and storage of vehicle inventory. Trees required for parking areas used solely for vehicle display and storage of vehicle inventory may be planted in any location on the subject lot. Trees should not be planted in the middle of the width of parking spaces. The use of species of trees to match street trees on adjacent streets should be considered. A mix of species within parking lots is encouraged. Uplighting of trees is permitted. Planters for canopy trees as listed in Table 30.32-D must have a minimum dimension of five feet interior dimension, up to two feet of which dimension may be overhang beyond a wheel stop of a parking space. The overhang beyond the wheelstop may not be included in calculating required area of landscaping. Planters for all trees must have a minimum dimension of three feet, and wheelstops must be placed so that cars do not overhang into these planters.
3. Tree Species. At least seventy-five (75) percent of the trees used shall be trees with a spread at maturity of at least twenty-five (25) feet, and shall be of those species and with the mandated planter size listed in Table 30.32 – D, below. Alternative canopy trees may be used, subject to approval of the species and the planter size by the Public Works Urban Forester. All trees required for parking areas used solely for vehicle display and storage of vehicle inventory may be any species that grows to a height of at least ten (10) feet at maturity.
4. Unused areas. All areas in a parking lot not used for driveways, maneuvering areas, parking stalls and walks, shall be permanently landscaped with suitable materials and maintained. Parking lot landscaping must be distributed throughout parking areas and may not be concentrated in one area only.

TABLE 30.32 – D

Specie Palette		CITY OF GLENDALE			
Minimum Planter Dimension	Botanical Name	Common Name	Height	Spread	Type
5 feet	<i>Cercis canadensis</i>	Eastern Redbud	35	30	deciduous
5 feet	<i>Chitalpa tashkentensis</i>	Chitalpa	25	25	deciduous
5 feet	<i>Pyrus c. 'Aristocrat'</i>	Aristocrat Pear	30	40	deciduous
5 feet	<i>Pyrus c. 'Redspire'</i>	Redspire Pear	35	25	deciduous
5 feet	<i>Agonis flexuosa</i>	Peppermint Tree	35	35	evergreen
5 feet	<i>Albizia julibrissen</i>	Silk Tree	40	40	deciduous
5 feet	<i>Brachychiton acerfolia</i>	Flame Tree	40	30	evergreen
5 feet	<i>Brachychiton populenum</i>	Bottle tree	50	40	evergreen
5 feet	<i>Calocedrus decurens</i>	Incensce Cedar	30	60	evergreen
5 feet	<i>Calodendron capense</i>	Cape Chestnut	40	40	semi
5 feet	<i>Geijera parvifolia</i>	Australian Willow	40	25	evergreen
5 feet	<i>Ginkgo biloba</i>	Maidenhair Tree	60	40	deciduous
5 feet	<i>Jacaranda mimosifolia</i>	Jacaranda	40	50	semi
5 feet	<i>Koelreuteria elegans</i>	Flamegold	30	30	deciduous
5 feet	<i>Koelreuteria paniculata</i>	Goldenrain Tree	25	25	deciduous
5 feet	<i>Liriodendron tulipifera</i>	Tulip Tree	80	40	deciduous
5 feet	<i>Magnolia g. 'Samuel Sommer',</i>	Samuel Sommer Magnolia	40	30	evergreen
5 feet	<i>Magnolia g. 'St. Mary', 'San Marino', 'Little Gen'</i>	St. Mary Magnolia, San Marino Magnolia, Little Gem Magnolia	15	20	evergreen
5 feet	<i>Melaleuca linarifolia</i>	Flaxleaf Paperbark	30	30	evergreen
5 feet	<i>Metrosederos excelsus</i>	New Zealand Christmas Tree	40	40	evergreen
5 feet	<i>Pinus eldarica</i>	Afghan Pine	60	50	evergreen
5 feet	<i>Pistachia chinensis</i>	Chinese Pistache	40	40	deciduous
5 feet	<i>Quercus ilex</i>	Holly Oak	50	50	evergreen
5 feet	<i>Sapium sebiferum</i>	Chinese Tallow Tree	40	35	deciduous
5 feet	<i>Tabebuia avellanadae</i>	Pink Trumpet Tree	30	30	deciduous
5 feet	<i>Ulmus p. 'Drake'</i>	Drake Elm	60	70	semi
5 feet	<i>Ulmus p. 'True Green'</i>	True Green Elm	60	70	semi
8 feet	<i>Koelreuteria bipinnata</i>	Chinese Flame Tree	50	50	deciduous
8 feet	<i>Liquidambar s. 'Burgundy'</i>	Burgundy Sweetgum	60	35	deciduous
8 feet	<i>Liquidambar s. 'Festival'</i>	Festival Sweetgum	60	35	deciduous
8 feet	<i>Liquidambar s. 'Palo Alto'</i>	Palo Alto Sweetgum	60	35	deciduous
8 feet	<i>Liquidambar s. 'Rotundiloba'</i>	Round-Leafed Sweetgum	60	35	deciduous
8 feet	<i>Liquidambar styraciflua</i>	American Sweetgum	60	35	deciduous

8 feet	<i>Lophostemon confertus</i>	Brisbane Box	60	40	evergreen
8 feet	<i>Platanus acerifolia</i>	London Plane Tree	60	40	deciduous
8 feet	<i>Platanus racemosa</i>	California Sycamore	50	100	deciduous
8 feet	<i>Podocarpus gracilior</i>	Fern Pine	60	60	evergreen
8 feet	<i>Quercus agrifolia</i>	Coast Live Oak	70	80	evergreen
8 feet	<i>Quercus engelmannii</i>	Mesa Oak	60	80	evergreen
8 feet	<i>Quercus rubra</i>	Northern Red Oak	60	90	deciduous
8 feet	<i>Quercus virginiana</i>	Southern Live Oak	60	100	evergreen
8 feet	<i>Ulmus americana</i>	American Elm	80	80	deciduous
8 feet	<i>Zelkova serrata</i>	Sawleaf Zelkova	40	40	deciduous

- C. Concrete Curb.** All landscaped areas along the perimeter of a parking lot or structure and within the interior of parking lots shall be bordered by a concrete curb a minimum of five (5) inches high adjacent to the parking surface and the property line where there is no building or wall. Such concrete curb shall not be counted as part of any landscaped areas. All required landscape planter beds in interior parking areas shall be not less than three (3) feet wide. Continuous curbing must be provided, except for the minimum number of breaks in the curbing to accommodate storm water runoff, to the satisfaction of the Director of Public Works.
- D. Irrigation System.** A permanent and automatic irrigation system shall be installed and maintained in all landscaped areas to insure proper maintenance of plant materials.
- E. Materials.** Landscaping shall include shrubs, trees, vines, ground cover, hedges, flowers, bark, chips, decorating cinders, gravel, or similar material which will improve the appearance of parking areas.
- F. Maintenance.** All landscaping shall be installed and maintained in such a manner as to not interfere with maintenance or repair of any utility, not restrict pedestrian or vehicular access, and not constitute a traffic hazard due to reduced visibility.
- G. Landscaping Adjacent Residential Zones.** See Section 30.31.030 for requirements of landscaping when commercial or industrial zones are adjacent residential zones.
- H. Additional Regulations in the PS Overlay Zone.** See Section 30.31.020 for additional requirements for the PS overlay zone.

30.32.170 – Trip Reduction and Travel Demand Measures

- A. Purpose.** The purpose of the regulations of this Chapter is to minimize the number of peak period vehicle trips, promote the use of alternative transportation, and improve air quality. These provisions will provide for the general welfare and convenience of persons using existing and planned transportation infrastructure by more efficient use of these systems, improved traffic level of service, and lower motor vehicle emissions.
- B. Review of Transit Impacts.** Prior to approval of any development project for which an Environmental Impact Report (EIR) will be prepared pursuant to the requirements of the California Environmental Quality Act (CEQA) or based on a local determination, regional and municipal fixed-route transit operators providing service to the project shall be identified and consulted. Projects for which a Notice of Preparation (NOP) for a Draft EIR has been circulated pursuant to the provisions of

CEQA prior to February 23, 1993 shall be exempted from these provisions. The "Transit Impact Review Worksheet," contained in the Los Angeles County Congestion Management Program Manual, or similar worksheets, shall be used in assessing impacts. Pursuant to the provisions of CEQA, transit operators shall be sent a NOP for all contemplated EIR's and shall, as part of the NOP process, be given opportunity to comment on the impacts of the project, to identify recommended transit service or capital improvements which may be required as a result of the project, and to recommend mitigation measures which minimize automobile trips on the CMP network. Impacts and recommended mitigation measures identified by the transit operator shall be evaluated in the Draft Environmental Impact Report prepared for the project. Related mitigation measures adopted shall be monitored through the mitigation monitoring requirements of CEQA.

Phased development projects, development projects subject to a development agreement, or development projects requiring subsequent approvals, need not repeat this process as long as no significant changes are made to the project. It shall remain the discretion of the lead agency to determine when a project is substantially the same and therefore covered by a previously certified EIR.

C. Transportation Demand and Trip Reduction Measures.

1. Applicability of requirement. Prior to approval of any development project, the applicant shall make provision for, at a minimum, all of the following applicable transportation demand management and trip reduction measures. This Chapter shall not apply to projects for which a development application has been deemed "complete" by the City pursuant to Government Code Section 65943, or for which a Notice of Preparation for a Draft EIR has been circulated or for which an application for a building permit has been received prior to April 1, 1993. All facilities and improvements constructed or otherwise required shall be maintained in a state of good repair.

2. Development standards.

- a. Nonresidential development of twenty-five thousand (25,000) gross square feet or more shall provide the following to the satisfaction of the Director of Public Works:
 - (a) A bulletin board, display case, or kiosk displaying transportation information 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:
 - (1) Current maps, routes and schedules for public transit routes serving the site;
 - (2) Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency, local transit operators, and Glendale Transportation Management Association;
 - (3) Ridesharing promotional material supplied by commuter-oriented organizations;
 - (4) Bicycle route and facility information, including regional/local bicycle maps and bicycle safety information;
 - (5) A listing of facilities available for carpoolers, vanpoolers, bicyclists, transit riders and pedestrians at the site.
- b. Nonresidential development of fifty thousand (50,000) gross square feet or more shall comply with Subsection (b) above and shall provide all of the following measures to the satisfaction of the Director of Public Works:
 - (a) Not less than three percent (3%) of the total number of required parking in commercial projects; eight and one-half percent (8.5%) of the total number of required parking in office/professional projects; and nine percent (9%) of the total number of required parking in wholesale/warehouse and industrial/manufacturing projects, shall be located as close as is practical to the employee entrance(s), and shall be reserved for use by potential

carpool/vanpool vehicles, without displacing handicapped and customer parking needs. This preferential carpool/vanpool parking area shall be identified on the site plan upon application for a building permit, to the satisfaction of the Director of Public Works. A statement that preferential carpool/vanpool spaces for employees are available and a description of the method for obtaining such spaces must be included on the required transportation information board. Spaces will be signed/striped as demand warrants; provided that at all times at least one (1) space for projects of fifty thousand (50,000) gross square feet to one hundred thousand (100,000) gross square feet and two (2) spaces for projects over one hundred thousand (100,000) gross square feet will be signed/striped for carpool/vanpool vehicles.

- (b) Preferential parking spaces reserved for vanpools must be accessible to vanpool vehicles. When located within a parking structure, a minimum vertical interior clearance of eight (8) feet two (2) inches shall be provided for those spaces and accessways to be used by such vehicles. Where possible, vanpool parking spaces shall be located adjacent to handicapped parking spaces. Adequate turning radii and parking space dimensions shall also be included in vanpool parking areas.
- (c) Bicycle racks or other secure bicycle parking shall be provided to accommodate four (4) bicycles per the first fifty thousand (50,000) gross square feet of nonresidential development and one (1) bicycle per each additional fifty thousand (50,000) gross square feet of nonresidential development. Calculations which result in a fraction of one-half (0.5) or higher shall be rounded up to the nearest whole number. A bicycle parking facility may also be a fully enclosed space or locker accessible only to the owner or operator of the bicycle, which protects the bike from inclement weather. Specific facilities and location (e.g., provision of racks, lockers, or locked room) shall be to the satisfaction of the Director of Public Works.
- c. Nonresidential development of one hundred thousand (100,000) gross square feet or more shall comply with Sections (b) and (c) above, and shall provide all of the following measures to the satisfaction of the Director of Public Works:
 - (a) A safe and convenient area in which vanpool and carpool vehicles may deliver or 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.
 - (c) If determined necessary by the Director of Public Works to mitigate the project impact, bus stop improvements must be provided. The City will consult with the local bus service providers in determining appropriated improvements. When locating bus stops and/or planning building entrances, entrances must be designed to provide safe and efficient access to nearby transit stations/stops.
 - (d) Safe and convenient access from the external circulation system to bicycle parking facilities on-site.

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. Review and approval of site plan development permits;
2. Before the issuance of a certificate of use and occupancy;
3. In response to complaints;
4. Annually.

The building owner shall sign and submit an Annual TDM Ordinance Compliance Form to the Traffic and Transportation Section on an annual basis. The Compliance Form will certify that the on-going requirements of the ordinance (i.e., posting current transit information, clearly marking car/vanpool preferential parking spaces, etc.) are being met.

- E. Enforcement.** Enforcement of the provisions contained within this Chapter shall be delegated to the Neighborhood Services Division of the Community Development Department in a manner consistent with such enforcement provisions as authorized by the City Council.

30.32.171 – Additional Trip Reduction and Travel Demand Measures in the DSP Zone

The provisions of this Section shall apply in addition to the provisions of Section 30.32.170 in the DSP zone.

- 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 to five 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 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 non-residential development 25,000 square feet or more of gross floor area.
- b. Any non-residential addition of 25,000 square feet or more of gross floor area.

- c. All new residential development with 100 units or more, or mixed-use projects with 50 residential units or more and 25,000 gross square feet or more of non-residential 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 50,000 square feet in gross floor area or an expansion resulting in a development greater than 50,000 square feet.

3. Tier 3.

Developments exceeding 100,000 square feet, or an expansion resulting in a development greater than 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 30.32.070C.

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 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 sq ft	1 space per 5,000 sq ft
Supermarkets	1 space per 12,000 sq ft	1 space per 2,000 sq ft
Office, excluding medical, dental, and consumer services	1 space per 10,000 sq ft	1 space per 20,000 sq ft

“Long-Term” bicycle facility means a locker, individually locked enclosure or supervised area within a building providing protection for each bicycles 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 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 onsite.

4. Programs:

The following programs shall be implemented within one 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 pre-tax 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 eChapter, the eCity 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 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 1.25. The City may mandate the implementation of certain programs and strategies until this goal is reached.

30.32.172 – In-Lieu Parking Fee in the DSP Zone

- A. Applicability.** In the Downtown Specific Plan (DSP) zone only, off-street parking requirements defined in Section 30.32.050 may be satisfied by paying a fee in lieu of each parking space not provided on-site, subject to the following restrictions:
1. New construction and building expansion projects shall pay a one-time fee prior to the issuance of a building permit.
 2. Change of use for which a greater number of off-street parking spaces is required shall pay an annual fee. The first year’s fee shall be paid prior to the earlier issuance of a building permit or a zoning use certificate, and subsequent annual fees shall be paid on the yearly anniversary date of the first payment.
 3. New construction and building expansion projects may pay an in-lieu parking fee in order to satisfy any portion up to 50% of required parking.
 4. Change of use projects may pay an in-lieu parking fee in order to satisfy any portion up to 100% of required parking.
 5. The in-lieu parking fee may be used in conjunction with other methods for satisfying the minimum parking requirements.
 6. The in-lieu fees payable under this section shall be in the amount set by the Council by resolution.
- B. Change of Ownership.** The In-lieu parking fee shall apply to the land use.

30.32.173 – Bicycle Parking Standards in the DSP Zone

The following bicycle parking standards shall be applicable to all bicycle parking in the DSP zone:

- A. Minimum number of bicycle parking spaces required:

TABLE 30.32 – F

Dwelling units in the DSP zone	1 space per 20 units
Office, all	1 space per 10,000 square feet of floor area

- B. A maximum of 10% of the required off-street parking spaces may be replaced with an equal amount of bicycle parking spaces above the minimum number required in Section 30.32.173 A, subject to the approval of the Director of Community Development and provided that a minimum of one off-street parking space per dwelling unit is maintained.
- C. A reduction of one required off-street parking space shall be permitted for every 5 bicycle parking spaces that are provided in excess of the required number of bicycle parking spaces.

D. Location and Design of Bicycle Facilities:

All bicycle facilities shall be located and designed as follows, as a minimum:

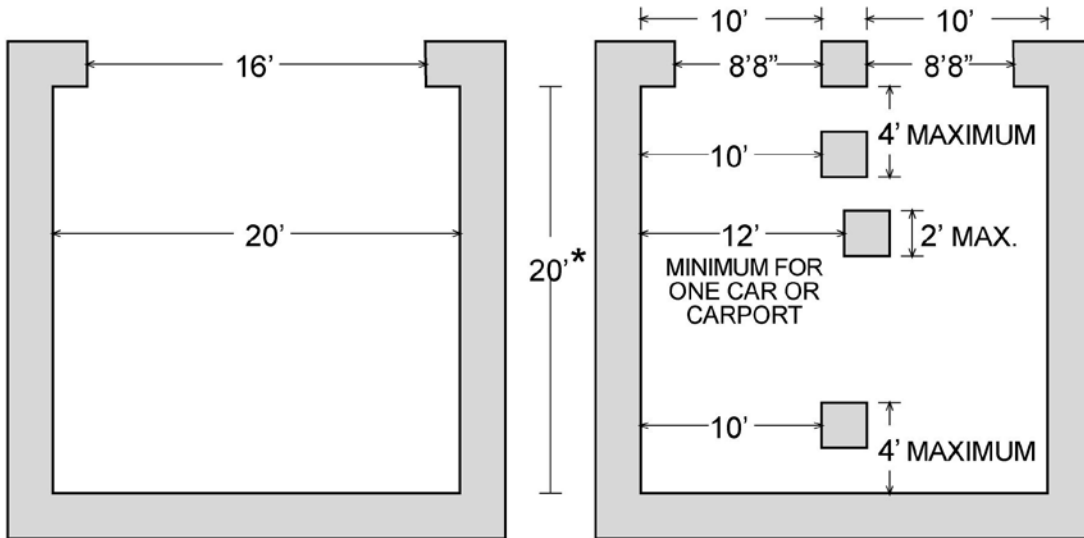
1. In close proximity to the building entrance and clustered in lots not to exceed sixteen spaces in each lot.
2. Capable of supporting bicycles in a stable position without damage to the frame, wheels, or other components.
3. Located in highly visible, well-lighted areas to minimize theft and vandalism.
4. Securely anchored to the lot surface so they cannot be easily removed and of sufficient strength to resist theft and vandalism.
5. Not impede pedestrian or vehicular circulation, and incorporated, whenever possible, into the building design.
6. Separated by a physical barrier to protect the bicycle from damage by motor vehicles if located within a vehicle parking area. The physical barrier may be curbs, poles, wheel stops, or other similar features.
7. Bicycle racks shall not be placed too close to a wall or other obstruction so as to make use difficult. A minimum space of twenty-four inches shall be provided besides each parked bicycle to allow access to the bicycles. Adjacent bicycles may share this access.
8. Motor vehicle entrances shall display adequate signs to indicate the availability and location of the bicycle parking facilities.
9. Bicycle parking facilities within a vehicle parking garage shall be located in close view of a parking attendant if the facility has a bicycle attendant.

30.32.180 – Charts

See Charts on following pages.

CHART I

MINIMUM GARAGE DIMENSIONS

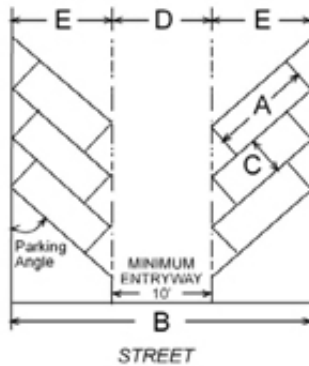


* MAY BE REDUCED TO 18 FT. WHERE A NINETY (90) DEGREE TURN IS NECESSARY TO A GARAGE WITH DIRECT PEDESTRIAN ACCESS TO ONLY ONE (1) DWELLING UNIT AND THE LOT WIDTH IS FIFTY (50) FT. OR LESS

CHART II

PARKING STANDARDS FOR RESIDENTIAL USES

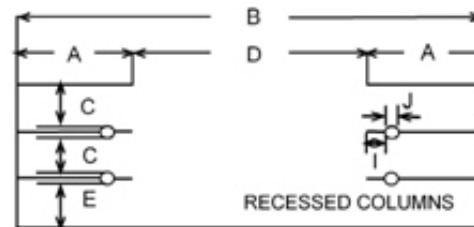
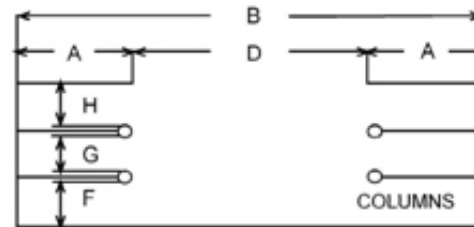
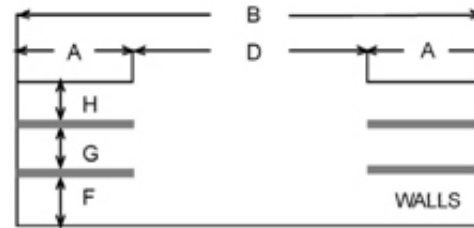
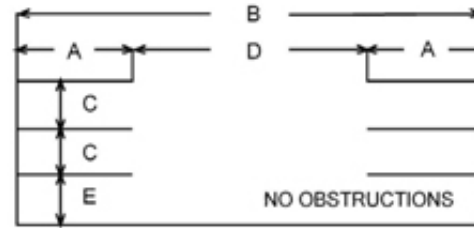
30° - 45° - 60° PARKING



PARALLEL (0°) PARKING



90° PARKING



MINIMUM	
A	18'0"
B	61'0"
C*	8'6"
D*	25'0"
E	10'6"
F	11'6"
G	10'0"
H	9'7"
I	4'0"
J	max 2'

* NOTE	
C1	8'6"
C2	9'0"
D1	25'0"
D2	24'0"

*The aisle width ("D") must correspond with the overall width of the parking space ("C"), [i.e. C1 & D1 are to be used in conjunction]

Chart Symbol	ONE WAY AISLE Angle of Parking*			Chart Symbol	TWO WAY AISLE Angle of Parking*		
	30°	45°	60°		30°	45°	60°
A	18'	18'	18'	A	18'	18'	18'
B	44'10"	51'6"	55'10"	B	50'4"	55'6"	59'10"
C	8'6"	8'6"	8'6"	C	8'6"	8'6"	8'6"
D	13'	15'	17'	D	18'6"	19'	21'
E	16'5"	18'9"	19'11"	E	16'5"	18'9"	19'11"

NOTE: The three angles listed are examples. Other angles of parking from 30 degrees to 90 degrees in 5 degree increments are also allowed.

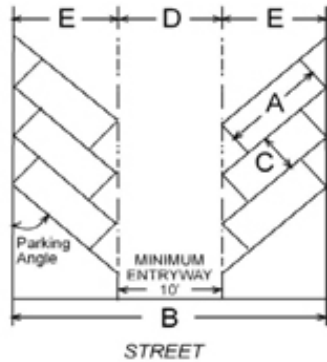
Whenever there are obstructions along a side of a space such as columns or walls, an additional 8" shall be added to the width of each space for each obstructed side (i.e. 8" where only one side of space is obstructed and 16" where both sides are obstructed).

Parking spaces shall not be allowed to occupy areas within any required setback.

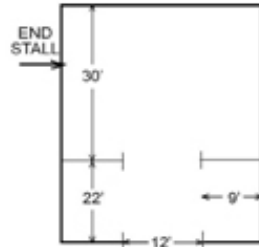
CHART III

PARKING STANDARDS FOR ALL USES EXCEPT RESIDENTIAL USES

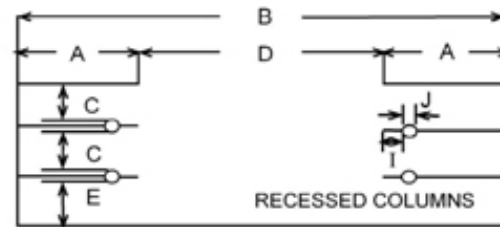
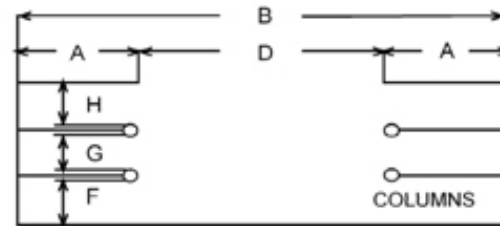
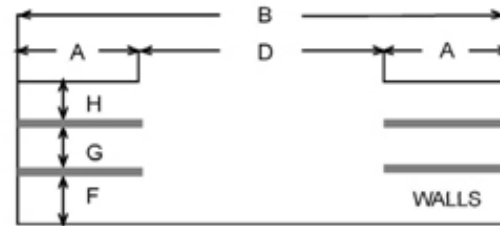
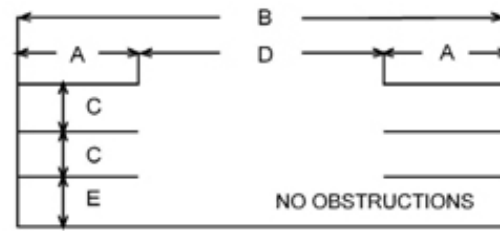
30° - 45° - 60° PARKING



PARALLEL (0°) PARKING



90° PARKING



MINIMUM	
A	18'0"
B	60'0"
C*	8'6"
D*	24'0"
E	10'6"
F	11'6"
G	10'0"
H	9'7"
I	4'0"
J	max 2'

* NOTE	
C1	8'6"
C2	8'10"
C3	9'2"
D1	24'0"
D2	22'8"
D3	21'4"

*The aisle width ("D") must correspond with the overall width of the parking space ("C"). [i.e. C1 & D1 are to be used in conjunction]

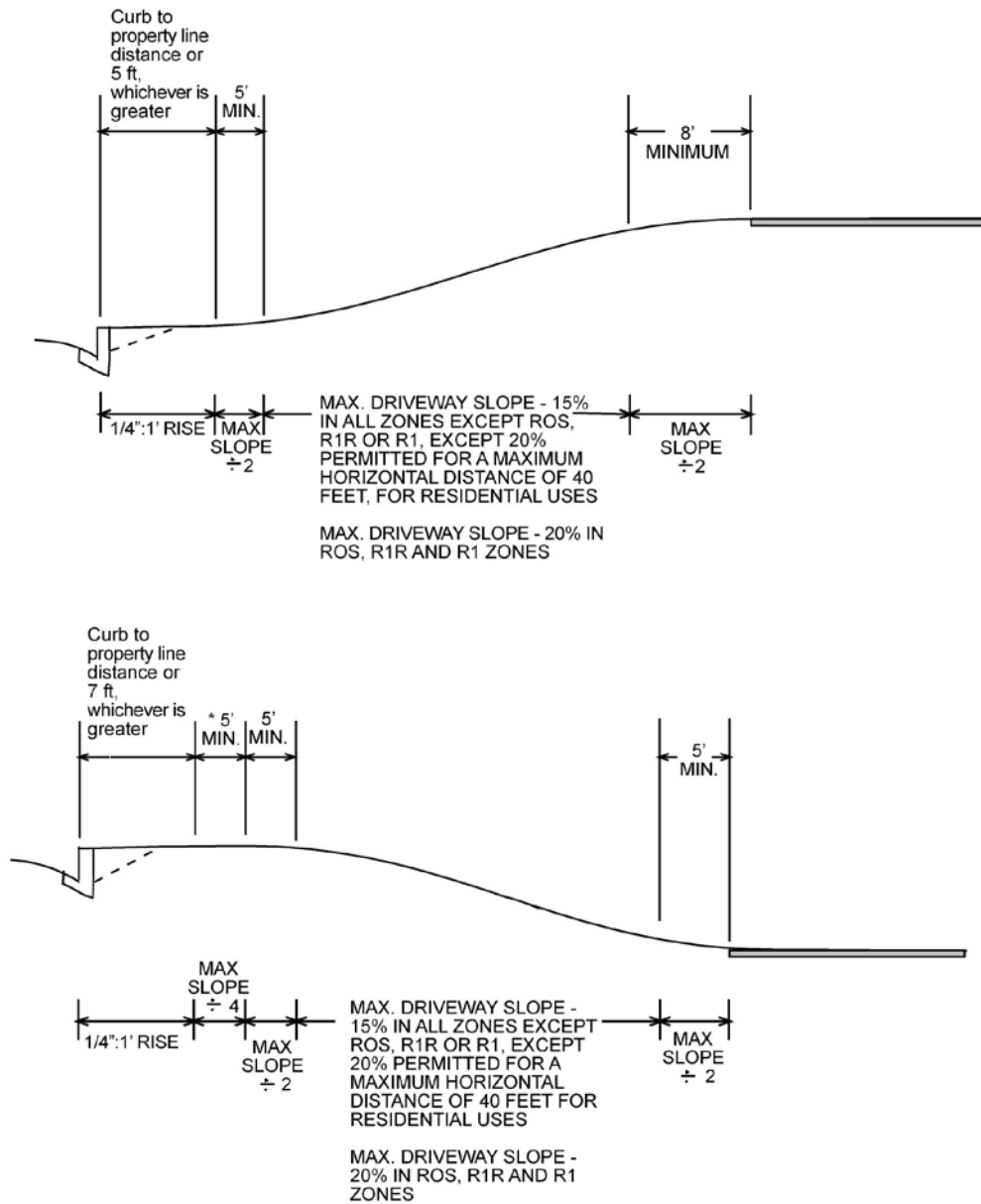
Chart Symbol	ONE WAY AISLE Angle of Parking*			Chart Symbol	TWO WAY AISLE Angle of Parking*		
	30°	45°	60°		30°	45°	60°
A	18'	18'	18'	A	18'	18'	18'
B	44'10"	51'6"	55'10"	B	50'4"	55'6"	59'10"
C	8'6"	8'6"	8'6"	C	8'6"	8'6"	8'6"
D	12'	14'	16'	D	17'6"	18'	20'
E	16'5"	18'9"	19'11"	E	16'5"	18'9"	19'11"

NOTE: The three angles listed are examples. Other angles of parking from 30 degrees to 90 degrees in 5 degree increments are also allowed.

Whenever there are obstructions along a side of a space such as columns or walls, an additional 8" shall be added to the width of each space for each obstructed side (i.e. 8" where only one side of space is obstructed and 16" where both sides are obstructed).

Parking spaces shall not be allowed to occupy areas within any required setback.

CHART IV DRIVEWAY SLOPE STANDARDS



* Only one 5 ft min. transitional slope (one-half of the maximum slope) will be required where the maximum slope is less than 10 percent. No transitional slope may be necessary where the maximum driveway slope is less than 6 1/2 percent.
NOTE: Lesser slopes may be required by other codes, policies and requirements.

CHART V WHEEL STOPS

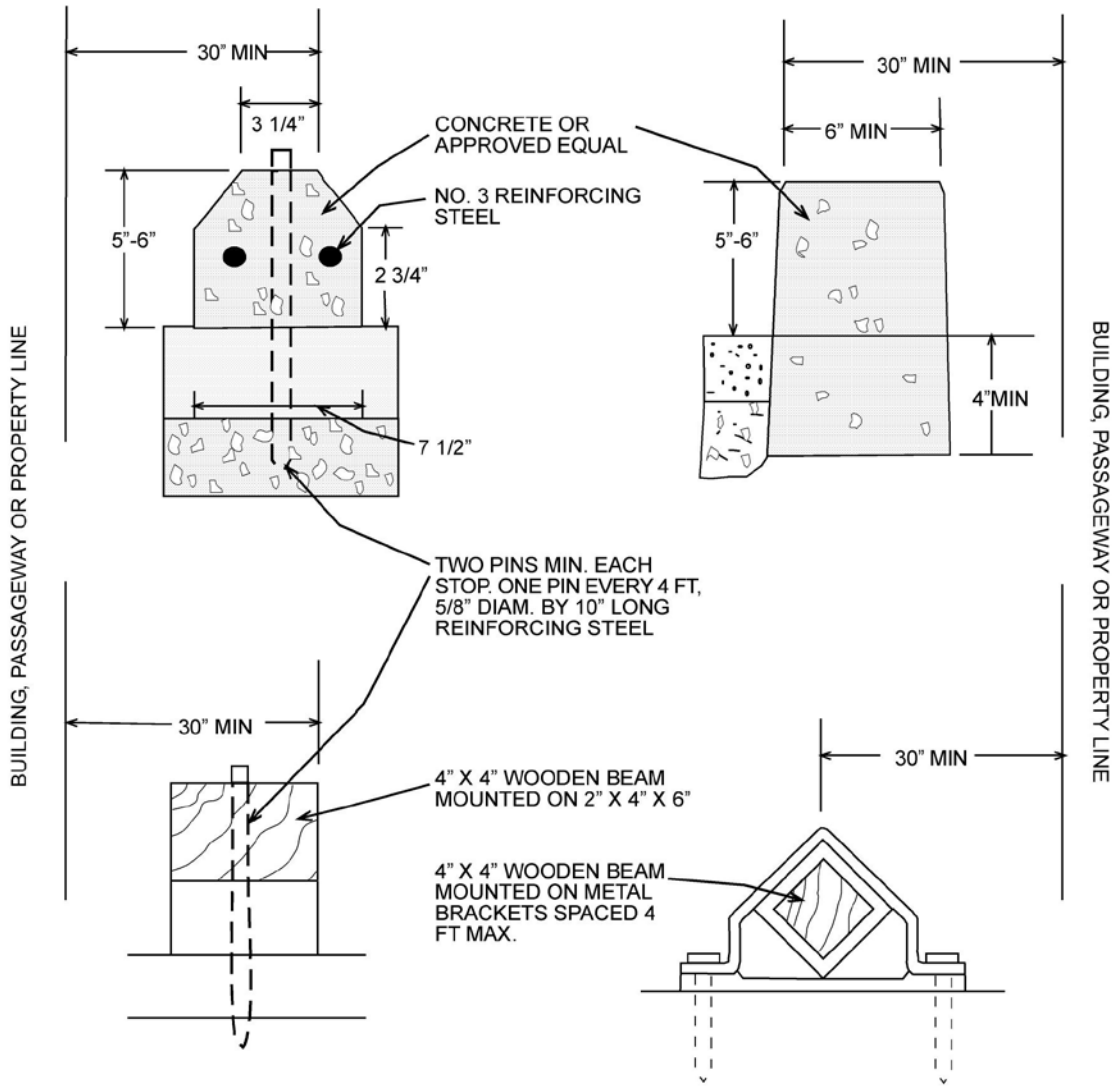
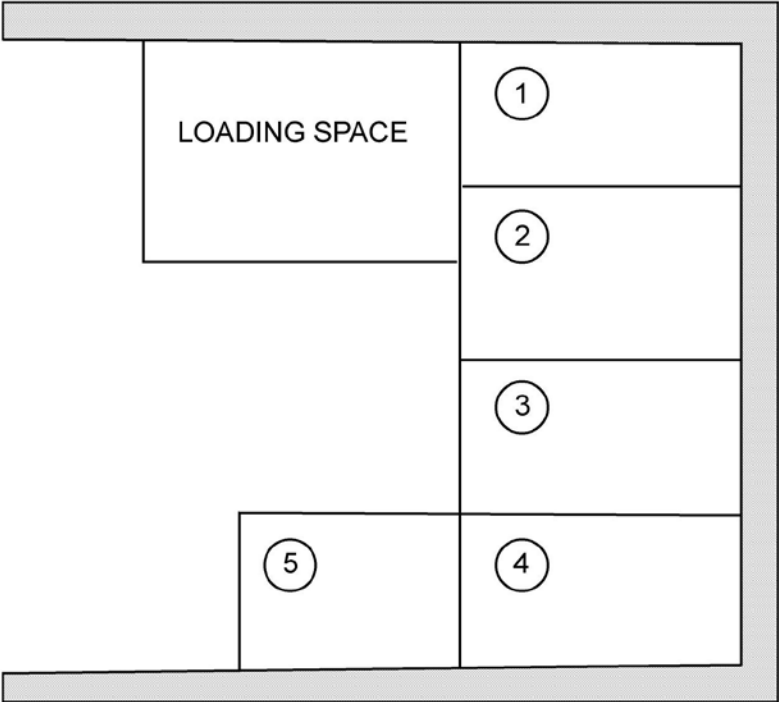


CHART VI ACCESSIBLE

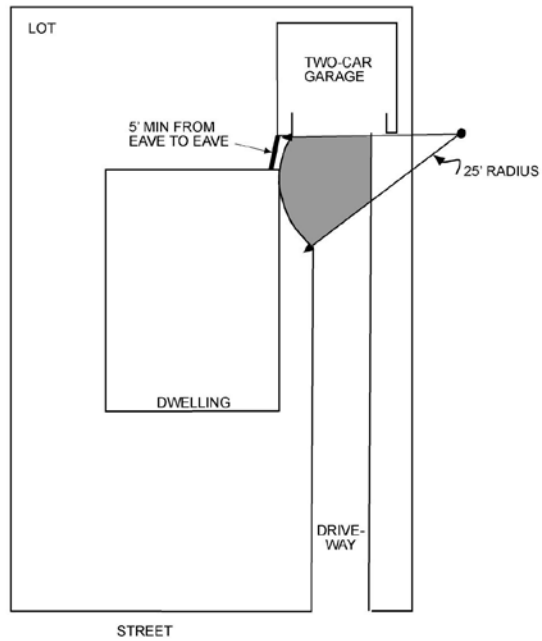


③ AND ⑤ -- ACCESSIBLE PARKING SPACES
① ② AND ④ -- NONACCESSIBLE PARKING SPACES

CHART VII

OUTER RADIUS OF TURN
INTO PARKING SPACE
30.32.130 F
30.32.090 C

EXAMPLE 1: NORMAL DRIVEWAY



EXAMPLE 2: CIRCULAR DRIVEWAY

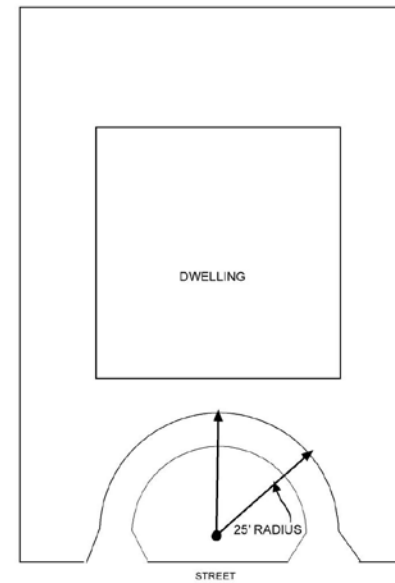
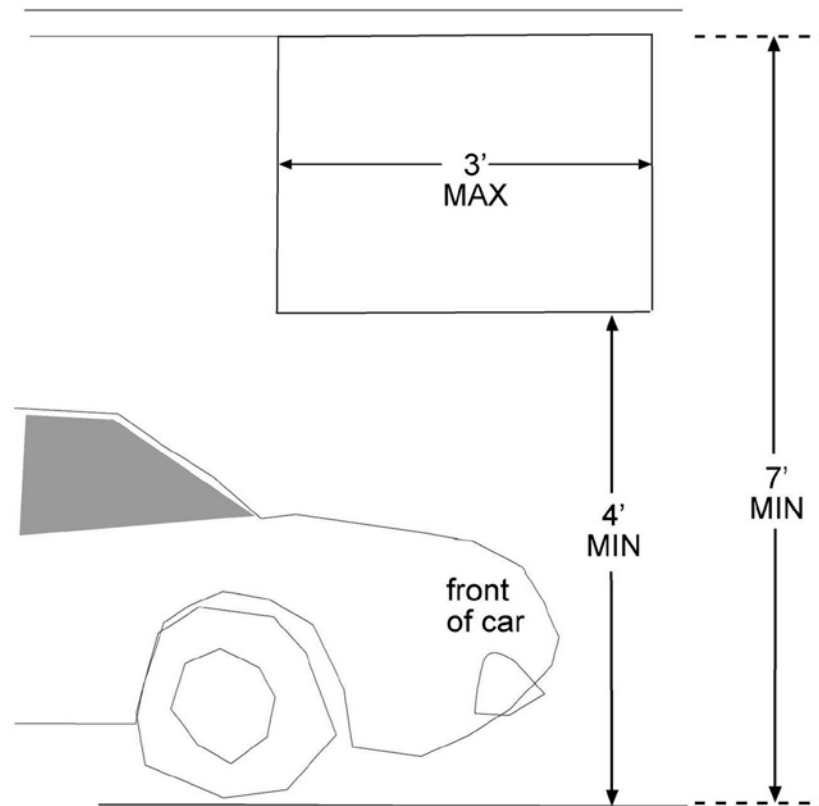


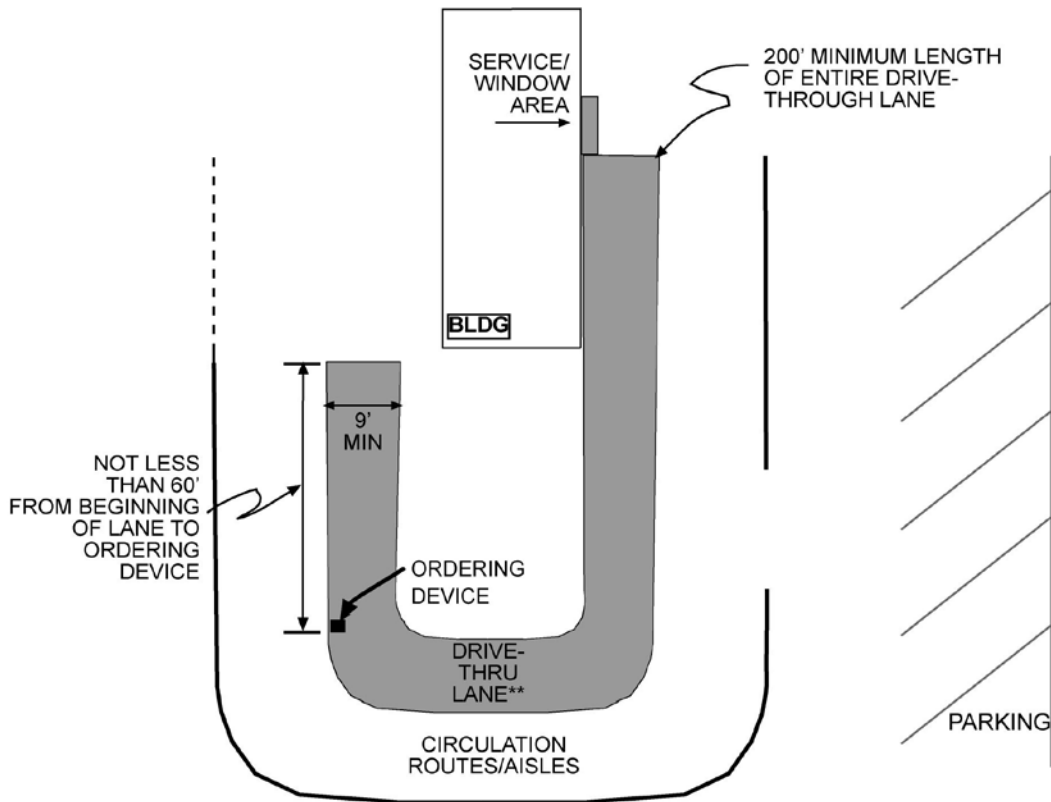
CHART VIII

VERTICAL CLEARANCE- PARKING
SPACE IN ENCLOSED GARAGE
30.32.090 E



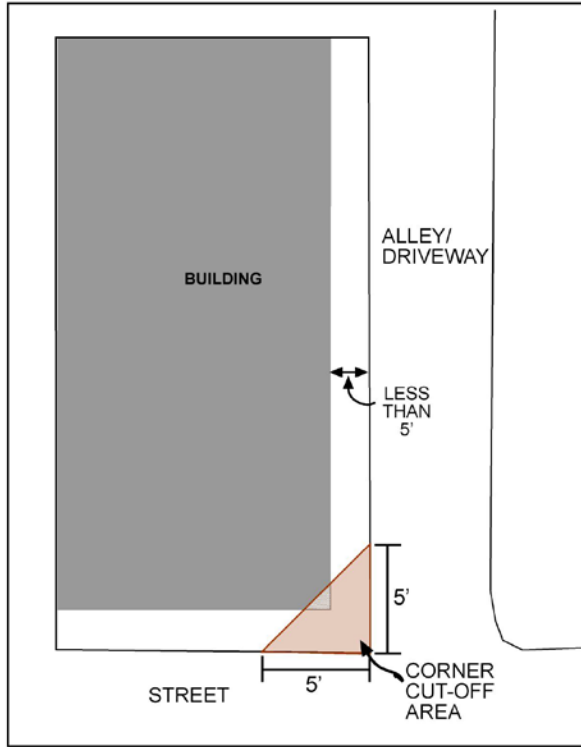
CROSS-SECTION

CHART IX
DRIVE-THRU LANE
30.32.090 H

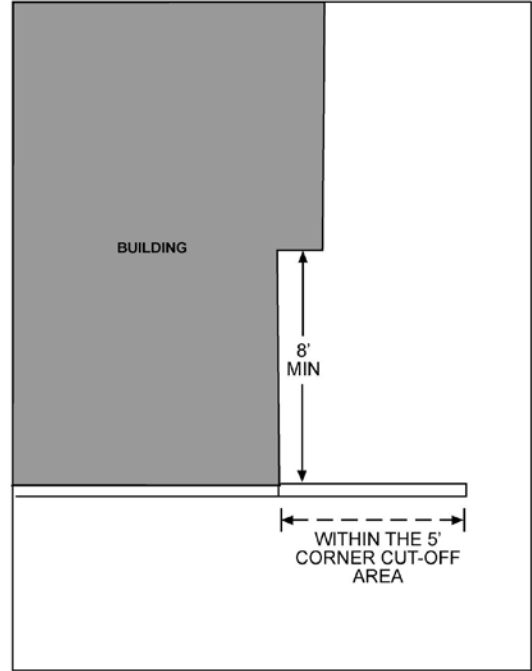


** Such drive-through lane shall be a separate lane from the circulation routes and aisles necessary for ingress to or egress from the property or access to any off-street parking spaces

CHART X
VISIBILITY
30.32.100 F



PLAN *



SIDE ELEVATION **

* WITHIN THE 5' CORNER CUT-OFF AREA ANY LANDSCAPING OR WALLS IN SUCH AREA SHALL NOT EXCEED A HEIGHT OF THIRTY (30) INCHES.

** SUCH CORNER CUT-OFF AREA SHALL NOT BE REQUIRED ABOVE A HEIGHT OF EIGHT (8) FEET.

CHART XI

52% DRIVEWAY RULE
30.32.130.a

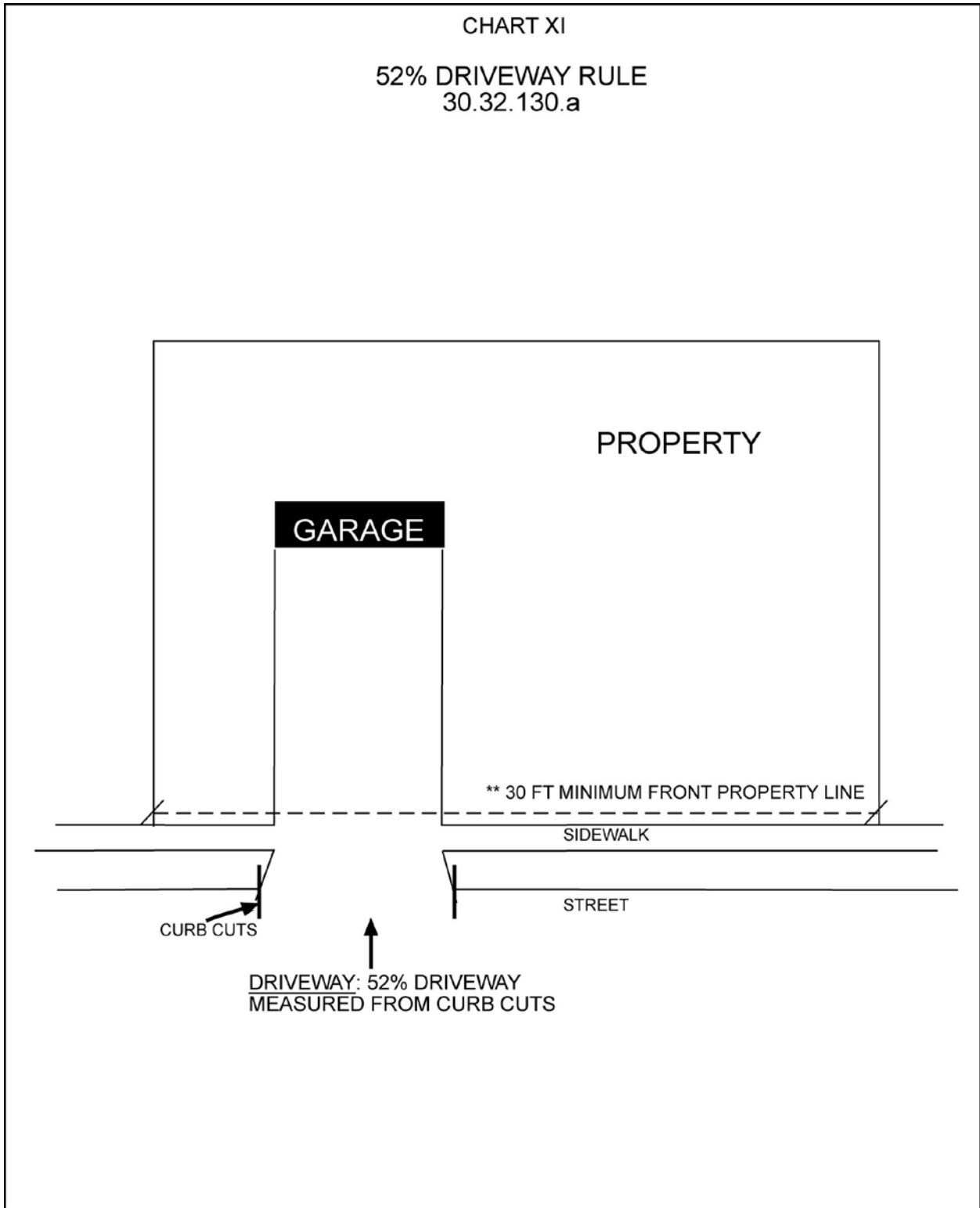
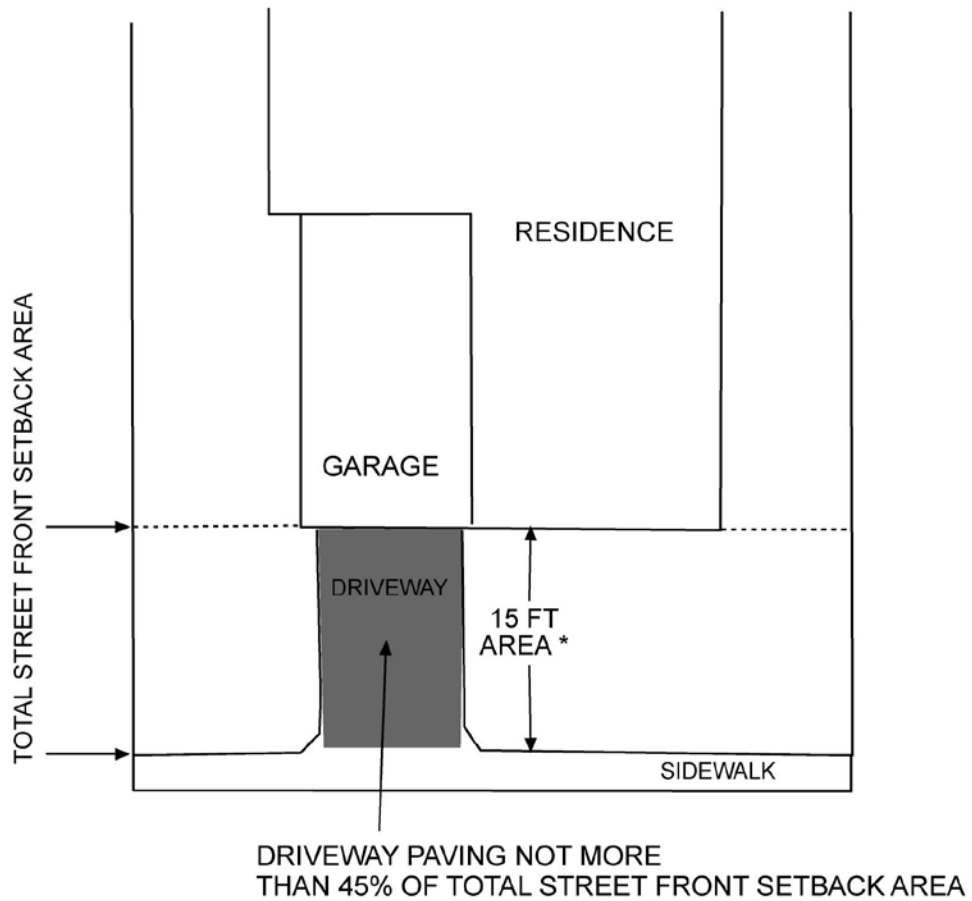


CHART
XII
45% PAVED DRIVEWAY LIMIT
IN ROS, R1R AND R1 ZONES
30.11.070
30.32.130.G.8



* OR 6 FT FOR STREET SIDE SETBACK AREA IN THE R1 ZONE