

City of Brisbane

Planning Commission Agenda Report

TO: Planning Commission For the Meeting of 12/8/11

FROM: Tim Tune, Senior Planner, via John Swiecki, Community Development Director

SUBJECT: **Zoning Text Amendment RZ-5-11** to Amend Brisbane Municipal Code Title 17; Chapter 17.06, R-1 Residential District; Chapter 17.08, R-2 Residential District; Chapter 17.10, R-3 Residential District; Chapter 17.12, R-BA Brisbane Acres Residential District; Chapter 17.34, Off-Street Parking; and Chapter 17.38, Nonconforming Uses and Structures; City of Brisbane, applicant.

REQUEST: Amendments to the Brisbane Municipal Code Chapter 17.34 regarding the parking requirements are proposed to implement the 2007-2014 Housing Element in terms of:

Program H.B.3.b To encourage housing for seniors, reduce the parking requirements for units designed and dedicated for use by elderly persons.

Program H.B.3.c Encourage housing units designed for persons with disabilities by reducing parking requirements for those units.

Program H.B.3.i Include emergency shelters as a permitted use in the Southwest Bayshore R-SWB district, not subject to discretionary action or to any development or management standards that would not apply to other allowed uses within the zone, except as provided by Government Code Section 65583(a)(4)(A).

Goal H.I Avoid unreasonable government constraints to the provision of housing.

Program H.I.1.b Revise the residential parking requirements so as to be based upon floor area and/or number of bedrooms, consistent for single-family dwellings, secondary dwelling units, duplexes and multi-family dwelling units.

Program H.I.1.c Consider revising the parking requirements for secondary dwelling units to encourage smaller, more affordable units.

Further amendments are proposed to implement the 1994 General Plan:

Program 56a Review off-street residential parking requirements in the Zoning Ordinance to assess impacts on the availability of on-street parking.

Additional changes would update the current parking requirements for hotels and motels; churches, lodges, clubs, community centers, chapels; commercial recreation; and warehousing, wholesale stores, manufacturing, industrial uses, highway commercial uses. The parking design standards would be revised and expanded. A new exemption is proposed for existing homes that complied with the applicable parking standards at the time of their construction to avoid labeling them “nonconforming.” Standards for administratively recognizing parking within the public right-of-way for one- and two-unit properties are proposed.

The draft ordinance would also revise the development standards for the R-1, R-2, R-3 and R-BA Districts to specify that the front of garages and carports must be sufficiently set back to be safe for pedestrian and vehicular traffic. In addition, the nonconforming uses and structures chapter would be amended to reference Use Permits granted to modify the parking regulations.

RECOMMENDATION: Recommend that the City Council adopt the draft ordinance, via adoption of Resolution RZ-5-11.

ENVIRONMENTAL DETERMINATION: A Negative Declaration was adopted by the City Council January 18, 2011, for the 2007-2014 Housing Element, including Programs H.B.3.b, H.B.3.i, H.I.1.b & H.I.1.c which the proposed ordinance would implement. For additional minor zoning amendments where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to the California Environmental Quality Act (CEQA). This general rule is contained in State CEQA Guidelines Section 15061(b)(3).

STAFF ANALYSIS: The following is a section-by-section review of the proposed revisions to the parking regulations contained in Brisbane Municipal Code Chapter 17.34.

Purposes of Chapter. A new section would be added to list the goals of the parking regulations, in terms of minimizing parking impacts to surrounding properties, encouraging housing for residents with special needs, facilitating maintenance and improvement of existing buildings, providing for parking lot landscaping and paving alternatives to reduce pollution, and encouraging transportation alternatives.

Minimum Requirements. The current parking requirements for single-family homes would be replaced with a new approach that better reflects potential parking demand than lot frontage (see comparison charts on following page). The proposed parking requirements are based on the number of bedrooms, adjusted by the total floor area of the house. Assuming that two adults would occupy a one-bedroom house, with an additional adult per additional bedroom, the draft requirement would be 2 spaces for 1-bedroom houses, 3 spaces for 2-bedroom houses, 4 spaces for 3-bedroom houses, 5 spaces for 4-bedroom houses, and 6 spaces for 5-bedroom or larger houses.

**CHARTS COMPARING CURRENT AND PROPOSED PARKING REQUIREMENTS
 FOR SINGLE-FAMILY RESIDENCES**

<u>Single-Family Homes:</u>	<u>Current Parking Requirements:</u>
On 25 foot lots	2 off-street parking spaces one (1) of which shall be in a garage or carport
On lots with between 25 and 37.5 feet of frontage	2 garages or carports per living unit plus one on-street or off-street parking space
On lots with 37.5 feet or more of frontage	2 garages or carports per living unit plus two on-street or off-street parking spaces

<u>Single-Family Dwellings:</u>	<u>Proposed Parking Requirements:</u>
Studio or 1-bedroom	2 spaces (1 covered), except only 1 (uncovered) space if not more than 900 sq. ft. in floor area
2-bedrooms	3 spaces (2 covered), plus 1 space if over 2,700 sq. ft. in floor area
3-bedrooms	4 spaces (2 covered), plus 1 space if over 3,600 sq. ft. in floor area
4-bedrooms	5 spaces (2 covered), plus 1 space if over 4,500 sq. ft. in floor area
5-bedrooms or larger	6 spaces (2 covered)
	Garages and carports not over 400 sq. ft. are excluded from the floor area calculation

Based upon the attached U.S. Census data that suggests that the vehicle ownership rate in Brisbane has historically been 1 car per approximately 900 sq. ft. of dwelling unit floor area, only 1 space would be required for studio and 1-bedroom houses not more than 900 sq. ft. in floor area. That same ratio would be used to address the potential that extra rooms in larger dwellings could be used as bedrooms. Thus, an additional parking space would be required for

2-bedroom houses over 2,700 sq. ft., 3-bedroom houses over 3,600 sq. ft. and 4-bedroom houses over 4,500 sq. ft.

RATIONALE BEHIND PROPOSED SINGLE-FAMILY DWELLING PARKING STANDARD						
Bedrooms	Studio/1	1	2	3	4	5 or more
Assumed Occupants	1	2	3	4	5	6
Assumed Floor Area (Sq. Ft.)	≤900	901-1,800	1,801-2,700	2,701-3,600	3,601-4,500	>4,500
Required Parking	1 space	2 spaces	3 spaces	4 spaces	5 spaces	6 spaces

No on-street parking would be recognized as meeting these requirements to avoid increasing the demand for existing on-street parking that is used by existing houses with nonconforming parking, so all of this parking would have to be provided off of the street. No covered parking in a garage or carport would be required for houses not more than 900 sq. ft. in floor area. One of the two spaces required for 1-bedroom units over 900 sq. ft. would be required to be covered. Two of the required spaces would have to be covered for all other dwelling units. In general the proposal would reduce parking requirements for smaller homes with fewer bedrooms and require more parking for larger homes with more bedrooms as compared to the existing parking standards.

The same parking standard would apply to group homes, as defined by BMC Section 17.02.370, which must be treated like any other single-family dwelling under State law.

For secondary dwelling units, 1 uncovered space would be required, plus 1 more uncovered space if the unit is over 900 sq. ft. in floor area and/or has more than 1 bedroom (note that secondary dwelling units may not exceed 1,000 sq. ft. in floor area per BMC Section 17.43.030.D). This follows the State's standard of 1 space per bedroom (see following table), while incorporating the ratio of 1 vehicle per approximately 900 sq. ft. of floor area derived from the U.S. Census (see attached survey data). This provides for a reduction from the current requirement of 2 on-site parking spaces, regardless of the size of the unit, which would eliminate one of the governmental constraints upon the production of potentially affordable housing.

For duplexes and multi-family dwelling units, the proposed ordinance would maintain the Municipal Code's current standard (so as not to impose any new governmental constraints upon potentially affordable housing), while incorporating the exceptions for smaller and larger units also proposed for single-family dwellings and secondary dwelling units. The requirement for covered parking would be reduced to no more than 1 per 1-bedroom or larger unit. Thus, one

COMPARISON OF PARKING STANDARDS FOR SECONDARY DWELLING UNITS AND MULTI-FAMILY DWELLINGS						
	Studio	1-BR	2-BR	3-BR	4-BR	5-BR
California Government Code Section 65852.2(e):						
SDU	1	1	2	3	4	5
Current Brisbane Municipal Code Section 17.34.010:						
SDU	2 ^a	2 ^a	2 ^a	2 ^a	2 ^a	2 ^a
Duplex/MFDU	1	1.5 ^{a b}	1.5 ^{a b}	2 ^{a b}	2 ^{a b}	2 ^{a b}
Proposed Parking Ordinance:						
SDU	1 ^{c e}	1 ^{c e}	2 ^c	2 ^c	2 ^c	2 ^c
Duplex/MFDU	1 ^c	1.5 ^{c f h}	1.5 ^{c g h}	2 ^{c g h}	2 ^{c g h}	2 ^{c g h}

BR = Bedroom

MFDU = Multi-Family Dwelling Unit (triplex or larger)

^a Required to be on-site

^b Required to be covered and enclosed on 3 sides (all others may be uncovered)

^c Required to be off-street

^d 2 spaces if over 900 sq. ft. in floor area

^e Plus 1 space if over 900 sq. ft.

^f Only 1 space if not over 900 sq. ft.

^g Plus 1 space if over 2,700 sq. ft. in floor area

^h Including 1 covered space

SDU = Secondary Dwelling Unit

NOTE: Any fractional requirement shall be rounded up

uncovered space would be required for studios; 1.5 spaces (including 1 covered) would be required for 1-bedroom units, except only 1 space (covered) would be required if the unit is not over 900 sq. ft.; 1.5 spaces (including 1 covered) would be required for 2-bedroom units; and 2 spaces (including 1 covered) would be required for all other units, except that an additional (uncovered) space would be required for units over 2,700 sq. ft. Fractional requirements would be rounded up.

General Plan Program 56a directs the City to review its off-street residential parking requirements to assess impacts on the availability of on-street parking. One means of reducing the impact upon on-street parking is to require that surplus parking be provided on site, particularly for larger residential developments, to meet the occasional demand due to guests. The proposed ordinance would require additional guest parking for all developments of 5 or more residential units, including subdivisions of 5 or more single-family residences, at the rate of 1 parking space for every 5 units, with no parking spaces required for any fractional remainders.

H.2.5

This ratio was derived from statewide survey results as applied to local multi-family developments (see attached Guest Parking Analysis). Per proposed Section 17.34.030.D, guest parking spaces would be required to be posted by the property owner as available for 72-hour maximum use by the guests only of all residential units for which they are required. Any required accessible parking spaces (see proposed Section 17.34.040.D) would count as guest parking spaces.

For emergency shelters (as defined by BMC Section 17.02.265), Government Code Section 65583(a)(4)(ii) requires that the parking requirement be "...based upon demonstrated need, provided that the standards do not require more parking for emergency shelters than for other residential or commercial uses within the same zone." As detailed in the attached analysis, a requirement of 0.35 spaces per bed plus 1 space per staff member on the largest shift is proposed, based upon the recommendation of Shelter Network, the largest provider of homeless shelter and supportive services on the Peninsula.

The parking requirements for hotels and motels are proposed to be combined, using the current standard for motels of 1 space per unit, plus applicable requirements for accessory restaurants, bars and meeting halls. This is a conservative standard (higher than the 0.65 spaces per unit plus 78 spaces for ancillary uses approved for the Radisson Hotel or the 0.85 spaces per unit approved for the Homewood Suites by Hilton) that may be reduced as appropriate for specific proposals via a Use Permit to modify the parking regulations.

The current parking requirement for "churches, lodges, clubs, community centers, chapels, commercial recreation" would be separated into two categories: "cultural facilities, meeting halls and places of worship" (as the terms are defined in BMC Sections 17.02.180, 17.02.535 & 17.02.620) and "commercial recreation." Cultural facilities, meeting halls and places of worship are similar types of public assembly facilities, so a broad standard is proposed to cover most variations: 1 space for each 50 square feet of assembly area or 1 space for each 4 fixed seats, whichever is greater, plus 1 space for each 300 square feet of the remaining floor area of the building (meeting rooms not exceeding 750 square feet and ancillary to an office use would be included with the floor area of the office in calculating the parking requirement for the office use). For more information, please refer to the attached Analysis of Parking Requirements for Public Assembly Facilities.

The proposed requirements for commercial recreation are drawn from the American Planning Association's "Parking Standards" report which sampled typical parking requirements from throughout the country. For those commercial recreation uses not specifically listed in the draft ordinance, the applicable standard would be 1 space would be required for every 4 fixed seats for spectators, 1 space per each 200 sq. ft. of floor area used for indoor commercial recreation, and 1 space per each 1,000 sq. ft. of site area used for outdoor commercial recreation. The proposed

standard for marinas is 1 space per 0.75 berths, based upon the standard originally used in the 1976 Environmental Impact Report for Sierra Point; although, the California Department of Boating and Waterways recommended 0.6 spaces per berth in its 2005 "Layout and Design Guidelines for Marina Berthing Facilities."

The warehousing parking requirements would be updated and simplified, eliminating the unenforceable "per employee" minimum standard. The 1 space per 1,000 sq. ft. standard, which has been verified by a number of parking counts in Crocker Park, will be retained.

The table of parking requirements by type of land use is proposed to be supplemented with detailed instructions as how to calculate the requirements in terms of measuring square footage, dealing with multiple uses on a site (including accessory structures), and rounding any fractional requirements.

Use Restrictions. The current section on garages and carports would be expanded to address restrictions on the use of all types of off-street parking. In particular, the standard practice of requiring that the parking required for each residential unit be located so that it can be used independently of any other unit's parking would be codified. A new requirement would be added that at least one standard-size parking space shall be assigned to the exclusive use of each unit for multiple-unit properties.

Design Standards. The existing provisions and tables regarding parking design would be consolidated into one section. Specific requirements for parking space striping and labeling would be adopted. The City Engineer would be authorized to approve parking layout variations and permeable paving alternatives under specified circumstances. Permeable paving materials (such as porous asphalt, crushed aggregate, open-celled unit pavers or turf block) can be used for parking spaces and lightly-used driveways (as opposed to the more heavily traveled parking lot aisles), so that rainwater can infiltrate the soil and be naturally cleansed of impurities. Where permeable paving materials cannot be striped, some other means of delineating parking spaces, such as by using anchored wheel stops at proper intervals, would be required.

The provisions regarding parking designated for persons with disabilities would be updated to simply reference State law (Title 24), because the requirements are more complicated than can be summarized in the Municipal Code. For example, Title 24 requires that accessible parking be provided for rental housing developments containing 3 or more units and residential condominiums of 4 or more units, generally at a ratio of 1 out of the every 25 parking spaces, with specific requirements for van-accessible spaces. New standards for parallel parking spaces based upon those of Caltrans are also proposed. The standard practice of recognizing two-in-tandem parking for residences would be codified. It would be noted that the Fire Chief would have authority over the maximum grade of driveways required by the California Fire Code to serve as fire apparatus access roads.

Because the current regulations would accept a garage with interior dimensions as small as 16 ft. by 16 ft., which does not provide much room to open vehicles doors or easily walk around the vehicle, new garage design standards are proposed that would only apply to garages constructed after the date the proposed ordinance would take effect. The new standard would be 10 ft. by 20 ft. per space, with adjustments for narrow lots. Automatic roll-up sectional garage doors, which are easier to operate and require less clearance to open, would also be required. No obstructions would be permitted within the minimum area required for parking. Note that garages built in compliance with applicable standards before the effective date of the ordinance would be considered conforming until they are substantially modified or replaced voluntarily. Existing garages or carports that are damaged or destroyed would be allowed to be rebuilt as they were per BMC Sections 17.38.080-090 without have to comply with the new standards.

New requirements for on-site turnaround capacity are proposed, with exceptions for any single-family residence, secondary dwelling unit or duplex that may be designed to back into a non-arterial street, and for any complex of three or more units that may be designed to back into a local street that is not an arterial or a collector. This is consistent with General Plan Policies 47, 239 and 314 that indicate that on-site turnaround capacity should be provided for sites accessed via arterial streets (unless a frontage road can be accommodated). The only arterial streets within the City of Brisbane, according to page 95 of the 1994 General Plan, are Bayshore Boulevard and Guadalupe Canyon Parkway. San Bruno Avenue is the only residential collector street.

The current parking lot landscaping requirements are proposed to be more specific, supplementing the Design Permit requirements in BMC Section 17.42.040.G and implementing General Plan Program 22h's directive to "Amend the Zoning Ordinance to require that large parking lots be broken up by landscaped areas and parkway strips." A new requirement that at least 1 tree be planted for every 10 parking spaces would be adopted. Cross references to the water conservation requirements in BMC Chapter 15.70 and the stormwater pollution prevention requirements of the Clean Water Act and the National Pollutant Discharge Elimination System (NPDES) would be included.

Exemptions, Exceptions and Modifications. The current exemption for minor expansion of single-family dwellings and the procedure for modifications to the parking regulations (with revised and additional findings) would be grouped under this section, along with the exemption for storefront uses in the NCRO-2 District found in BMC Section 17.14.090 and the nonresidential parking variance provisions per California Government Code Section 65906.5.

Since any change in the current parking requirements has the potential to render some existing dwellings nonconforming in terms of required parking (see attached data regarding Existing House Size and Parking), a provision is proposed to be inserted to avoid labeling "nonconforming" those existing homes that complied with the applicable standards at the time of their construction. As would be required for garages per Section 17.34.040.G.3, dwellings that are damaged or destroyed would be allowed to be rebuilt as they were per BMC Sections

17.38.080-090 without having to comply with the new standards, but dwellings that are expanded (see Section 17.34.050.B) or replaced voluntarily would be required to comply.

For residential units designed and dedicated for use by persons with disabilities, an exception would be provided to reduce the parking requirement to 1 assigned van-accessible parking space. This avoids having to go through any special planning permit process as a Use Permit to modify the parking regulations per BMC Section 17.34.115, an Accessibility Improvement Permit per BMC Section 17.32.080, or an incentive/concession for a qualifying density bonus project per BMC Section 17.31.060. Such spaces would not count as the parking required per Section 17.34.040.D (Title 24). For units that would not permanently dedicated for use by a person with disabilities, a specific class of Accessibility Improvement Permits approved by the Zoning Administrator on a case-by-case basis as appropriate to meet the needs of the particular occupant would be provided. The required findings would include those proposed for modification of the parking regulations per Section 17.34.050.I.

For senior housing (“residential units designed and dedicated for use by households with one or more members who are 62 years of age or older”), the parking standard based upon unit size would be reduced by one-third, so that it would be 67% of the standard. This was based, in part, upon the finding by the Non-Profit Housing Association of Northern California that households in the Bay Area with all members aged 62 or older owned 31% fewer cars than households with no seniors. In addition, according to the 1990 U.S. Census, 19% of households in Brisbane where the head of householder was at least 65 years old had no vehicle; that percentage decreased to 5% in the 2000 Census (2010 data is not yet available). For more information, please refer to the attached Senior Housing Parking Study.

Because affordable housing developments may vary significantly in terms of the type and size of units, no specific reduction in the required parking standards is proposed. Instead, the ordinance would note that parking reductions may be granted as “additional incentives” for below-market-rate housing proposals that comply with the State’s density bonus law (California Government Code Sections 65915 and 65915.5). The City’s affordable housing ordinance (BMC Chapter 17.31) adopted in 2009 to comply with State law addresses such “modifications of zoning code requirements” in BMC Section 17.31.060.B.1. To be eligible, a proposal must meet the requirements listed in BMC Section 17.31.060.A (also see BMC Sections 17.31.020.Y & 17.31.050). Affordable housing projects that do not qualify for a density bonus and additional incentives would be able to request a reduction in the minimum parking requirement as a modification under Section 17.34.050.I.

Clarification of the conditions under which parking within the public right-of-way (such as parking bays and the off-site portions of driveways) would be administratively recognized for single-family residences, secondary dwelling units and duplexes is also proposed.

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ATTACHMENTS:

Draft Resolution RZ-5-11 with Draft Ordinance
"Redline" Version of Parking Ordinance Amendments
Data from the U.S. Census and Other Surveys
Guest Parking Analysis
Emergency Shelter Parking Analysis
Analysis of Parking Requirements for Public Assembly Facilities
Existing House Size and Parking
Senior Housing Parking Study

draft
RESOLUTION NO. RZ-5-11

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BRISBANE RECOMMENDING ZONING TEXT AMENDMENT RZ-5-11 TO THE CITY COUNCIL, SUCH TEXT AMENDMENTS PERTAINING TO CITY OF BRISBANE MUNICIPAL CODE TITLE 17, ZONING; CHAPTER 17.06, R-1 RESIDENTIAL DISTRICT; CHAPTER 17.08, R-2 RESIDENTIAL DISTRICT; CHAPTER 17. 10, R-3 RESIDENTIAL DISTRICT; CHAPTER 17.12, R-BA BRISBANE ACRES RESIDENTIAL DISTRICT; CHAPTER 17.34, OFF-STREET PARKING; AND CHAPTER 17.38, NONCONFORMING USES AND STRUCTURES

WHEREAS, on January 18, 2011, the City Council adopted the 2007-2014 Housing Element; and

WHEREAS, the Planning Commission has determined that amending Municipal Code Chapter 17.34 to revise the residential parking requirements and adopt specific parking requirements for units designed and dedicated for use by seniors and persons with disabilities and for emergency shelters would be consistent with Housing Element Programs H.I.1.b, H.I.1.c, H.B.3.b, H.B.3.c and H.B.3.i, as well as General Plan Programs 22c and 253a; and

WHEREAS, the Planning Commission has determined that adopting parking design standards, parking use restrictions and parking requirement exemptions/exceptions/modifications would be consistent with General Plan Policies 6, 99 and 289 and Programs 22h, 32a, 32b, 46a, 56a and 56c.

WHEREAS, on December 8, 2011, the Planning Commission held a public hearing on the draft ordinance; and

WHEREAS, the minutes of the Planning Commission meeting of December 8, 2011, are attached and incorporated by reference as part of this resolution; and

WHEREAS, a Negative Declaration was adopted by the City Council January 18, 2011, for the 2007-2014 Housing Element, portions of which the proposed ordinance would implement, and the additional minor zoning amendments recommended can be seen with certainty to have no possibility of having a significant effect on the environment and thus are not subject to the California Environmental Quality Act per the general rule is contained in State CEQA Guidelines Section 15061(b)(3).

NOW, THEREFORE, based upon the evidence presented, both written and oral, the Planning Commission of the City of Brisbane hereby RECOMMENDS that the City Council adopt the attached ordinance.

JAMEEL MUNIR
Chairman

H. 2. 11

Resolution RZ-5-11
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I hereby certify that the foregoing Resolution No. RZ-5-11 was duly and regularly passed and adopted by the Brisbane Planning Commission at a regular meeting thereof held on December 8, 2011, by the following roll call vote:

AYES:

NOES:

ABSENT:

JOHN SWIECKI
Community Development Director

H.2.12

draft
ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF BRISBANE AMENDING CHAPTER 17.06, R-1 RESIDENTIAL DISTRICT; CHAPTER 17.08, R-2 RESIDENTIAL DISTRICT; CHAPTER 17.10, R-3 RESIDENTIAL DISTRICT; CHAPTER 17.12, R-BA BRISBANE ACRES RESIDENTIAL DISTRICT; CHAPTER 17.34, OFF-STREET PARKING; AND CHAPTER 17.38, NONCONFORMING USES AND STRUCTURES; OF THE MUNICIPAL CODE

WHEREAS, pursuant to California Government Code Section 65852.2(e), the City Council finds that additional parking requirements for secondary dwelling units exceeding one parking space per unit or per bedroom are directly related to the use of the second unit and are consistent with neighborhood standards applicable to duplex and multi-family dwellings.

THE CITY COUNCIL OF THE CITY OF BRISBANE HEREBY ORDAINS AS FOLLOWS:

SECTION 1: Section 17.06.040 in Chapter 17.06 of the Municipal Code is amended to read as follows:

17.06.040 – Development Regulations. The following development regulations shall apply to any lot in the R-1 district:

A. Lot Area.

1. The minimum area of any lot shall be five thousand (5,000) square feet.

2. A single-family dwelling may be constructed on a lot of record with an area of less than five thousand (5,000) square feet, subject to the provisions of this chapter and the limitations set forth in Section 17.32.100.

B. Density of Development. Not more than one dwelling unit shall be located on each lot in the R-1 district, except for a secondary dwelling unit authorized by a use permit granted pursuant to Chapter 17.43 of this title.

Width	Depth
50 feet	100 feet

C. Lot Dimensions. The minimum dimensions of any lot shall be as follows:

D. Setbacks. The minimum required setbacks for any lot shall be as follows:

1. Front setback: fifteen (15) feet, with the following exceptions:

a. Where the lot has a slope of fifteen percent (15%) or greater, the minimum front setback may be reduced to ten (10) feet.

b. Where fifty percent (50%) or more of the lots of record in a block have been improved with single-family dwellings, the minimum front setback may

be the average distance of the front outside wall of the single-family structures from the front lot line, if less than fifteen (15) feet. Notwithstanding the foregoing, the minimum front setback for garages or carports shall be ten (10) feet, except where a lesser distance is determined by the city engineer to be safe in terms of pedestrian and vehicular traffic.

2. Side setback: five (5) feet, with the exception that a lot having a width of less than fifty (50) feet may have a side setback reduced to ten percent (10%) of the lot width, but in no event less than three (3) feet or the minimum setback required by the Uniform Building Code, whichever is greater. Notwithstanding the foregoing, the minimum side setback for garages or carports accessed from a street or alley along that side of the lot shall be ten (10) feet, except where a lesser distance is determined by the city engineer to be safe in terms of pedestrian and vehicular traffic.

3. Rear setback: ten (10) feet.

E. Lot Coverage. The maximum coverage by all structures on any lot shall be forty percent (40%).

F. Floor Area Ratio. The maximum floor area ratio for all buildings on a lot shall be 0.72. Where the size of the lot is three thousand seven hundred (3,700) square feet or less, one covered parking space designed to accommodate a full-size automobile shall be excluded from the calculation of floor area ratio; provided, however, such exclusion shall not exceed a total area of two hundred (200) square feet.

G. Height of Structures.

1. Except as otherwise provided in subsection (G)(2) of this section, the maximum height of any structure shall be as follows:

- a. Twenty-eight (28) feet, for lots having a slope of less than twenty percent (20%); or
- b. Thirty (30) feet, for lots having a slope of twenty percent (20%) or more.

2. For a distance of fifteen (15) feet from the front lot line, the height of any structure shall not exceed twenty (20) feet as measured from finish grade; provided, however, garages may be constructed to a height of fifteen (15) feet above the elevation of the center of the adjacent street when permitted by Section 17.32.070 of this title and so long as the total height of the garage and any permitted living area underneath does not exceed thirty (30) feet from finish grade.

H. Articulation Requirements. Unless exempted, outside walls that are greater in size than twenty (20) feet in width and twenty (20) feet in height shall have a cumulative area of articulation as follows:

1. Front outside wall: Thirty percent (30%) articulation.
2. Side outside walls:
 - a. Interior side outside wall: No articulation requirement.
 - b. Exterior side outside wall: Where the structure is located on a lot having an average width of forty (40) feet or greater, the articulation requirement for the exterior side outside wall shall be twenty percent (20%). No articulation shall be required for the exterior side outside wall of structures located on lots having an average width of less than forty (40) feet.

3. Rear outside wall: Thirty percent (30%) articulation.

4. Exemptions: Single story two (2) car garages and accessory structures not exceeding a floor area of one hundred twenty (120) square feet shall be exempted from all articulation requirements.

I. Landscaping Requirements.

1. Front Setback. A minimum of fifteen percent (15%) of the front setback area shall be landscaped where the lot has a front lot line of thirty (30) feet or greater.

2. Downslope Lots. The rear of any newly constructed main structure on a downslope lot shall be screened with trees and shrubs in accordance with a landscape plan approved by the planning director.

3. New and replacement, irrigated landscapes of one thousand (1,000) square feet, or more, shall be subject to the water conservation in landscaping ordinance. Refer to Chapter 15.70.

J. Nonconforming Residential Structures and Uses. Nonconforming residential structures and nonconforming residential uses, as defined in Section 17.02.560, may be repaired, restored, reconstructed, enlarged or expanded in accordance with the provisions of Chapters 17.38 and 17.34 of this title.

K. Recycling Area Requirements. For new subdivisions containing an area where solid waste is collected and loaded in a location which serves five or more living units, adequate, accessible and convenient areas for depositing, collecting and loading recyclable materials in receptacles shall be provided to serve the needs of the living units which utilize the area. This requirement shall also apply to all institutional buildings and City facilities (including buildings, structures, and outdoor recreation areas owned by the City) where solid waste is collected and loaded. The area shall be located and fully enclosed so as to adequately protect neighboring uses from adverse impacts such as noise, odor, vectors, wind-blown litter or glare. The area shall be designed to prevent storm water run-on to the area and runoff from the area, and roofs shall be designed to drain away from neighboring properties. A sign clearly identifying all recycling and solid waste collection and loading areas and the materials accepted therein shall be posted adjacent to all points of direct access to the area.

SECTION 2: Section 17.08.040 in Chapter 17.08 of the Municipal Code is amended to read as follows:

17.08.040 – Development Regulations. The following development regulations shall apply to any lot in the R-2 district:

A. Lot Area.

1. The minimum area of any lot shall be five thousand (5,000) square feet, except as otherwise provided in Section 17.08.040(B).

2. A single-family dwelling may be constructed on a lot of record with an area of less than five thousand (5,000) square feet, subject to the provisions of this chapter and the limitations set forth in Section 17.32.100.

B. Density of Development. The minimum lot area for each dwelling unit on the site shall be two thousand five hundred (2,500) square feet; provided, however, a lot having an area of four thousand nine hundred fifty (4,950) square feet or greater shall be considered conforming for a development density of two (2) units.

Width	Depth
50 feet	100 feet

C. Lot Dimensions. The minimum dimensions of any lot shall be as follows:

D. Setbacks. The minimum required setbacks for any lot shall be as follows:

1. Front setback: fifteen (15) feet, with the following exceptions:

a. Where the lot has a slope of fifteen percent (15%) or greater, the minimum front setback may be reduced to ten (10) feet.

b. Where fifty percent (50%) or more of the lots of record in a block have been improved with single-family dwellings, duplexes or multiple-family dwellings, or any combination thereof, the minimum front setback for single-family dwellings may be the average distance of the front outside wall of the residential structures from the front lot line, if less than fifteen (15) feet. Notwithstanding the foregoing, the minimum front setback for garages or carports shall be ten (10) feet, except where a lesser distance is determined by the city engineer to be safe in terms of pedestrian and vehicular traffic.

2. Side setbacks: Side setbacks shall be five (5) feet, with the exception that a lot having a width of less than fifty (50) feet may have a side setback reduced to ten percent (10%) of the lot width, but in no event less than three (3) feet or the minimum setback required by the Uniform Building Code, whichever is greater. Notwithstanding the foregoing, the minimum side setback for garages or carports accessed from a street or alley along that side of the lot shall be ten (10) feet, except where a lesser distance is determined by the city engineer to be safe in terms of pedestrian and vehicular traffic.

3. Rear setback: ten (10) feet.

E. Lot Coverage. The maximum coverage by all structures on any lot shall be fifty percent (50%).

F. Floor Area Ratio. The maximum floor area ratio for all buildings on a lot shall be 0.72, subject to the following exclusions:

1. In the case of single-family dwellings, where the size of the lot is three thousand seven hundred (3,700) square feet or less, one covered parking space designed to accommodate a full-size automobile shall be excluded from the calculation of floor area ratio; provided, however, such exclusion shall not exceed a total area of two hundred (200) square feet.

2. In the case of duplexes and multiple-family dwellings, the area of all covered parking spaces required to be provided for the site shall be excluded from the calculation of floor area ratio; provided, however, such exclusion shall not exceed a total area of four hundred (400) square feet per unit.

G. Height of Structures.

1. Except as otherwise provided in subsection (G)(2) of this section, the maximum height of any structure shall be as follows:

a. Twenty-eight (28) feet, for lots having a slope of less than twenty percent (20%); or

b. Thirty (30) feet, for lots having a slope of twenty percent (20%) or more.

2. For a distance of fifteen (15) feet from the front lot line, the height of any structure shall not exceed twenty (20) feet as measured from finish grade; provided, however, garages may be constructed to a height of fifteen (15) feet above the elevation of the center of the adjacent street when permitted by Section 17.32.070 of this title and so long as the total height of the garage and any permitted living area underneath does not exceed thirty (30) feet from finish grade.

H. Articulation Requirements. Unless exempted, outside walls that are greater in size than twenty (20) feet in width and twenty (20) feet in height shall have a cumulative area of articulation as follows:

1. Front outside wall: Thirty percent (30%) articulation.

2. Side outside walls:

a. Interior side outside wall: No articulation requirement.

b. Exterior side outside wall: Where the structure is located on a lot having an average width of forty (40) feet or greater, the articulation requirement for the exterior side outside wall shall be twenty percent (20%). No articulation shall be required for the exterior side outside wall of structures located on lots having an average width of less than forty (40) feet.

3. Rear outside wall: Thirty percent (30%) articulation.

4. Exemptions: Single story two car garages and accessory structures not exceeding a floor area of one hundred twenty (120) square feet shall be exempted from all articulation requirements.

I. Landscaping Requirements.

1. Front Setback. A minimum of fifteen percent (15%) of the front setback area shall be landscaped where the lot has a front lot line of thirty (30) feet or greater.

2. Downslope Lots. The rear of any newly constructed main structure on a downslope lot shall be screened with trees and shrubs in accordance with a landscape plan approved by the planning director.

3. Sites with Three (3) or More Units. Not less than ten percent (10%) of the lot area shall be improved with landscaping where three (3) or more dwelling units are located on the same site.

4. New and replacement, irrigated landscapes of one thousand (1,000) square feet, or more, shall be subject to the water conservation in landscaping ordinance. Refer to Chapter 15.70.

J. Nonconforming Residential Structures and Uses. Nonconforming residential structures and nonconforming residential uses, as defined in Section 17.02.560, may be repaired, restored, reconstructed, enlarged or expanded in accordance with the provisions of Chapters 17.38 and 17.34 of this title.

K. Recycling Area Requirements:

1. Adequate, accessible and convenient areas for depositing, collecting and loading recyclable materials in receptacles shall be provided. The area shall be located and fully enclosed so as to adequately protect neighboring uses from adverse impacts such as noise, odor, vectors, wind-blown litter or glare. The area shall be designed to prevent storm water run-on to the area and runoff from the area, and roofs shall be designed to drain away from neighboring properties. A sign clearly identifying

all recycling and solid waste collection and loading areas and the materials accepted therein shall be posted adjacent to all points of direct access to the area.

2. This requirement shall apply to all new residential buildings having five or more living units, institutional buildings and City facilities (including buildings, structures, and outdoor recreation areas owned by the City) where solid waste is collected and loaded. This requirement shall also apply to such existing developments for which building permit applications are submitted within a 12-month period collectively adding 30 percent or more to the existing floor area of the development project.

SECTION 3: Section 17.10.040 in Chapter 17.10 of the Municipal Code is amended to read as follows:

17.10.040 – Development Regulations. The following development regulations shall apply to any lot in the R-3 district:

A. Lot Area.

1. The minimum area of any lot shall be five thousand (5,000) square feet, except as otherwise provided in subsection B of this section.

2. A single-family dwelling may be constructed on a lot of record with an area of less than five thousand (5,000) square feet, subject to the provisions of this chapter and the limitations set forth in Section 17.32.100.

B. Density of Development. The minimum lot area for each dwelling unit on the site shall be one thousand (1,500) square feet; provided, however, a lot having an area of four thousand nine hundred fifty (4,950) square feet or greater shall be considered conforming for a development density of three (3) units.

Width	Depth
50 feet	100 feet

C. Lot Dimensions. The minimum dimensions of any lot shall be as follows:

D. Setbacks. The minimum required setbacks for any lot shall be as follows:

1. Front setback: fifteen (15) feet, with the following exceptions:

a. Where the lot has a slope of fifteen percent (15%) or greater, the minimum front setback may be reduced to ten (10) feet.

b. Where fifty percent (50%) or more of the lots of record in a block have been improved with single-family dwellings, duplexes or multiple-family dwellings, or any combination thereof, the minimum front setback for single-family dwellings may be the average distance of the front outside wall of the residential structures from the front lot line, if less than fifteen (15) feet. Notwithstanding the foregoing, the minimum front setback for garages or carports shall be ten (10) feet, except where a lesser distance is determined by the city engineer to be safe in terms of pedestrian and vehicular traffic.

2. Side setbacks: Side setbacks shall be five (5) feet, with the exception that a lot having a width of less than fifty (50) feet may have a side setback reduced to ten percent (10%) of the lot width, but in no event less than three (3) feet or the minimum setback required by the Uniform Building Code, whichever is greater. Notwithstanding the foregoing, the minimum side setback for garages or carports

accessed from a street or alley along that side of the lot shall be ten (10) feet, except where a lesser distance is determined by the city engineer to be safe in terms of pedestrian and vehicular traffic.

3. Rear setback: ten (10) feet.

E. Lot Coverage. The maximum coverage by all structures on any lot shall be sixty percent (60%).

F. Floor Area Ratio. The maximum floor area ratio for all buildings on a lot shall be 0.72, subject to the following exclusions:

1. In the case of single-family dwellings, where the size of the lot is three thousand seven hundred (3,700) square feet or less, one covered parking space designed to accommodate a full-size automobile shall be excluded from the calculation of floor area ratio; provided, however, such exclusion shall not exceed a total area of two hundred (200) square feet.

2. In the case of duplexes and multiple-family dwellings, the area of all covered parking spaces required to be provided for the site, shall be excluded from the calculation of floor area ratio; provided, however, such exclusion shall not exceed a total area of four hundred (400) square feet per unit.

G. Height of Structures.

1. Except as otherwise provided in subsection (G)(2) of this section, the maximum height of any structure shall be as follows:

a. Twenty-eight (28) feet, for lots having a slope of less than twenty percent (20%); or

b. Thirty (30) feet, for lots having a slope of twenty percent (20%) or more.

2. For a distance of fifteen (15) feet from the front lot line, the height of any structure shall not exceed twenty (20) feet as measured from finish grade; provided, however, garages may be constructed to a height of fifteen (15) feet above the elevation of the center of the adjacent street when permitted by Section 17.32.070 of this title and so long as the total height of the garage and any permitted living area underneath does not exceed thirty (30) feet from finish grade.

H. Articulation Requirements. Unless exempted, outside walls that are greater in size than twenty (20) feet in width and twenty (20) feet in height shall have a cumulative area of articulation as follows:

1. Front outside wall: Thirty percent (30%) articulation.

2. Side outside walls:

a. Interior side outside wall: No articulation requirement.

b. Exterior side outside wall: Where the structure is located on a lot having an average width of forty (40) feet or greater, the articulation requirement for the exterior side outside wall shall be twenty percent (20%). No articulation shall be required for the exterior side outside wall of structures located on lots having an average width of less than forty (40) feet.

3. Rear outside wall: Thirty percent (30%) articulation.

4. Exemptions: Single story two (2) car garages and accessory structures not exceeding a floor area of one hundred twenty (120) square feet shall be exempted from all articulation requirements.

I. Landscaping Requirements.

1. Front Setback. A minimum of fifteen percent (15%) of the front setback area shall be landscaped where the lot has a front lot line of thirty (30) feet or greater.

2. Downslope Lots. The rear of any newly constructed main structure on a downslope lot shall be screened with trees and shrubs in accordance with a landscape plan approved by the planning director.

3. Sites with Three (3) or More Units. Not less than ten percent (10%) of the lot area shall be improved with landscaping where three (3) or more dwelling units are located on the same site.

4. New and replacement, irrigated landscapes of one thousand (1,000) square feet, or more, shall be subject to the water conservation in landscaping ordinance. Refer to Chapter 15.70.

J. Nonconforming Residential Structures and Uses. Nonconforming residential structures and nonconforming residential uses, as defined in Section 17.02.560, may be repaired, restored, reconstructed, enlarged or expanded in accordance with the provisions of Chapters 17.38 and 17.34 of this title.

K. Recycling Area Requirements:

1. Adequate, accessible and convenient areas for depositing, collecting and loading recyclable materials in receptacles shall be provided. The area shall be located and fully enclosed so as to adequately protect neighboring uses from adverse impacts such as noise, odor, vectors, wind-blown litter or glare. The area shall be designed to prevent storm water run-on to the area and runoff from the area, and roofs shall be designed to drain away from neighboring properties. A sign clearly identifying all recycling and solid waste collection and loading areas and the materials accepted therein shall be posted adjacent to all points of direct access to the area.

2. This requirement shall apply to all new residential buildings having five or more living units, institutional buildings and City facilities (including buildings, structures, and outdoor recreation areas owned by the City) where solid waste is collected and loaded. This requirement shall also apply to such existing developments for which building permit applications are submitted within a 12-month period collectively adding 30 percent or more to the existing floor area of the development project.

SECTION 4: Section 17.12.040 in Chapter 17.12 of the Municipal Code is amended to read as follows:

17.10.040 – Development Regulations. The following development regulations shall apply to any lot in the R-BA District:

A. Lot Area.

1. The minimum area of any lot shall be twenty thousand (20,000) square feet, except as otherwise provided in Section 17.12.050, Density transfer, and Section 17.12.055, Clustered development, of this Chapter.

2. A single-family dwelling may be constructed on a lot of record with an area of less than twenty thousand (20,000) square feet, subject to the provisions of this Chapter and the limitations set forth in Section 17.32.100.

B. Density of Development. Not more than one dwelling unit shall be located on each lot in the R-BA District, except for a secondary dwelling unit authorized by a permit granted pursuant to Chapter 17.43 of this Title.

C. Lot Dimensions.

1. In addition to the minimum lot area standard per Section

Width	Depth
110 feet	140 feet

17.12.040.A, the minimum dimensions of any lot shall be as follows:

2. Exceptions may be approved as part of the use permit required for density transfer in Section 17.12.050 or clustered development in Section 17.12.055 of this Chapter.

D. Setbacks. The minimum required setbacks for any lot shall be as follows:

1. Front setback: Ten (10) feet.

2. Side setback: Ten percent (10%) of the lot width, but in no event more than fifteen (15) feet or less than five (5) feet. Notwithstanding the foregoing, the minimum side setback for garages or carports accessed from a street along that side of the lot shall be ten (10) feet, except where a lesser distance is determined by the city engineer to be safe in terms of pedestrian and vehicular traffic.

3. Rear setback: ten (10) feet

E. Lot Coverage. The maximum coverage by all structures on any lot shall be twenty five percent (25%).

F. Floor Area Ratio. The maximum floor area ratio of all buildings on a lot shall be 0.72; provided, however, that in no event shall the floor area of all buildings on a lot exceed five thousand five hundred (5,500) square feet.

G. Height of Structures.

1. Except as otherwise provided in subsection (G)(2) of this section, the maximum height of any structure shall be thirty-five (35) feet.

2. For a distance of twenty (20) feet from the front lot line, the height of any structure shall not exceed twenty (20) feet as measured from finish grade; provided, however,

a. residential structures on sites sloping down from the adjacent street may be constructed to a height of twenty (20) feet above the elevation of the center of the street, so long as the height does not exceed thirty-five (35) feet from finish grade; and

b. garages may be constructed to a height of fifteen (15) feet above the elevation of the center of the adjacent street when permitted by Section 17.32.070 of this Title and so long as the total height of the garage and any permitted living area underneath does not exceed thirty-five (35) feet from finish grade.

H. Wildland Interface. The development shall incorporate such measures as the Fire Chief may deem necessary to protect against the spread of fire between the site and the adjacent wildland.

1. HCP Compliance. All development within the R-BA District shall comply with the requirements of the San Bruno Mountain Area Habitat Conservation Plan (HCP), including site activity review, environmental assessments, and operating

programs for planned management units, consistent with the objectives and obligations set forth in the HCP.

J. Articulation Requirements. Unless exempted, outside walls that are greater in size than twenty (20) feet in width and twenty (20) feet in height shall have a cumulative area of articulation as follows:

1. Front outside wall: Thirty percent (30%) articulation.
2. Side outside walls:
 - a. Interior side outside wall: No articulation requirement.
 - b. Exterior side outside wall: Where the structure is located on a lot having an average width of forty (40) feet or greater, the articulation requirement for the exterior side outside wall shall be twenty percent (20%). No articulation shall be required for the exterior side outside wall of structures located on lots having an average width of less than forty (40) feet
3. Rear outside wall: Thirty percent (30%) articulation.
4. Exemptions: Single story two car garages and accessory structures not exceeding a floor area of one hundred twenty (120) square feet shall be exempted from all articulation requirements.

K. Landscaping Requirements.

1. Landscape Plan. All development proposals shall include a landscape plan to be approved by the Planning Director in consultation with the HCP Plan Operator. The plan shall show all proposed landscaping and the location of all protected trees and rare plants. The landscape plan shall be consistent with all of the following objectives:

- a. Preservation of protected trees and rare plants to the greatest extent possible;
- b. Use of plants that are compatible with the natural flora and fauna, and are not invasive to the HCP area;
- c. Use of water conserving plants;
- d. Use of plants that will effectively screen structures and blend with the natural landscape; and
- e. Use of landscaping that is fire resistant.

2. Irrigated Landscapes. New and replacement, irrigated landscapes of 1,000 square feet, or more, shall be subject to the Water Conservation in Landscaping Ordinance. Refer to Chapter 15.70.

L. Ridgeline. Development on any site through which a ridgeline runs as identified in Figure 17.02.695, Ridgelines, shall be subject to design permit approval.

1. In addition to the required contents of application for design permit set forth in Section 17.42.020.A, story poles certified by a licensed architect, surveyor, civil engineer or contractor to represent the height of the proposed building shall be erected at the locations of its outer corners and roof peaks according to a plan pre-approved by the Community Development Director. The upper one foot length of each pole shall be painted OSHA yellow so as to be clearly visible from a distance.

2. In addition to the findings required for issuance of design permits set forth in Section 17.42.040, the Planning Commission shall find that the building's placement, height, bulk and landscaping will preserve those public views of the San Bruno Mountain State and County Park as seen from the Community Park and from the

Bay Trail along the Brisbane Lagoon and Sierra Point shorelines that are found to be of community-wide value. Methods to accomplish this may include varying the building's roofline to reflect the ridgeline's topography, orienting the building to minimize the impact of its profile upon public views, locating the building on the lower elevations of the site, and reducing the building's height below the maximum permitted in the district.

3. An existing structure may be repaired or replaced in accordance with Section 17.38.090 without design permit approval, but any alteration or expansion which raises any portion of the roofline or increases the building's lot coverage shall be subject to design permit approval under this section.

M. Canyon Watercourses and Wetlands. Development of the site, including any temporary disturbance, shall be set back thirty (30) feet in each direction from the center line of any watercourse, and twenty (20) feet from the boundary of any wetlands. The specific location of watercourse center lines and wetland boundaries shall be determined by qualified personnel under the City's direction.

N. Trails. The development shall incorporate public access trails to the extent feasible given the environmental sensitivities of the site.

O. Nonconforming Residential Structures and Uses. Nonconforming residential structures and nonconforming residential uses, as defined in Section 17.02.560, may be repaired, restored, reconstructed, enlarged or expanded in accordance with the provisions of Section 17.12.040.L.3 and Chapters 17.38 and 17.34 of this Title.

P. Recycling Area Requirements. For new subdivisions containing an area where solid waste is collected and loaded in a location which serves five or more living units, adequate, accessible and convenient areas for depositing, collecting and loading recyclable materials in receptacles shall be provided to serve the needs of the living units which utilize the area. This requirement shall also apply to all institutional buildings and City facilities (including buildings, structures, and outdoor recreation areas owned by the City) where solid waste is collected and loaded. The area shall be located and fully enclosed so as to adequately protect neighboring uses from adverse impacts such as noise, odor, vectors, wind-blown litter or glare. The area shall be designed to prevent storm water run-on to the area and runoff from the area, and roofs shall be designed to drain away from neighboring properties. A sign clearly identifying all recycling and solid waste collection and loading areas and the materials accepted therein shall be posted adjacent to all points of direct access to the area.

SECTION 5: Chapter 17.34 of the Municipal Code is amended in its entirety to read as follows:

**Chapter 17.34
OFF-STREET PARKING**

Sections:

17.34.010	Purposes of Chapter.
17.34.020	Minimum requirements.
17.34.030	Use restrictions.
17.34.040	Design standards.
17.34.050	Exemptions, exceptions and modifications.

17.34.010 Purposes of Chapter.

In addition to the objectives set forth in Section 17.01.030, the off-street parking requirements are included in the Zoning Ordinance to achieve the following purposes:

A. To provide for adequate off-street parking facilities by establishing clear relationships between building size and the off-street parking required, so as to minimize the parking impacts of development upon surrounding properties.

B. To encourage housing designed for residents with special needs, including persons with disabilities.

C. To facilitate the maintenance and improvement of the existing building stock.

D. To provide for parking lot landscaping and permeable paving alternatives to reduce air and stormwater pollution.

E. To minimize dependence on automobile travel by encouraging transportation alternatives in project design where appropriate.

F. To implement and promote the goals and policies of the General Plan so as to guide and manage development in the city in accordance with such plan.

17.34.020 Minimum requirements.

A. The following minimum off-street parking requirements shall apply to all buildings erected, new uses commenced, and to the area of extended uses commenced after the effective date of this Chapter. For any use not specifically mentioned in this Chapter, the planning commission shall determine the amount of parking required. All required off-street parking facilities shall be on-site unless specified differently in this Chapter or as permitted under Title 12 of this Code. Required off-street parking facilities need not be provided as covered parking unless specified differently in this chapter:

<u>Uses:</u>	<u>Parking Requirements:</u>
Single-family dwellings; group care homes	
Studio or 1-bedroom	2 spaces (1 covered), except only 1 (uncovered) space if not more than 900 sq. ft. in floor area.
2-bedrooms	3 spaces (2 covered), plus 1 space if over 2,700 sq. ft. in floor area.
3-bedrooms	4 spaces (2 covered), plus 1 space if over 3,600 sq. ft. in floor area.
4-bedrooms	5 spaces (2 covered), plus 1 space if over 4,500 sq. ft. in floor area.
5-bedrooms or larger	6 spaces (2 covered).
	See Section 17.34.020.B.1 regarding garage and carport exclusions from the floor area calculation.

	<p>Additional guest parking spaces shall be provided for all residential subdivisions of 5 (five) or more single-family residences, at the rate of 1 parking space for every 5 (five) units, with no parking spaces required for any fractional remainders. Any accessible parking spaces required per Section 17.34.040.D shall count as guest parking spaces.</p>
Secondary dwelling units	<p>1 (uncovered) space, plus 1 (uncovered) space if over 900 sq. ft. in floor area and/or if more than 1 bedroom.</p> <p>See Section 17.34.020.B.1 regarding garage and carport exclusions from the floor area calculation.</p>
<p>Duplex or multiple family dwelling units; Mobilehome park units</p> <p> Studios</p> <p> 1-bedroom units</p> <p> 2-bedroom units</p> <p> 3-bedroom units or larger</p>	<p>1 (uncovered) space per unit.</p> <p>1 ½ spaces (1 covered) per unit; only 1 (covered) space required for units not over 900 sq. ft. in floor area.</p> <p>1 ½ spaces (1 covered) per unit.</p> <p>2 spaces (1 covered) per unit, plus 1 (uncovered) space for units over 2,700 sq. ft.</p> <p>See Section 17.34.020.B.1 regarding garage and carport exclusions from the floor area calculation.</p> <p>Additional guest parking spaces shall be provided for all developments of 5 (five) or more units at the rate of 1 parking space for every 5 (five) units, with no parking spaces required for any fractional remainders. The accessible parking spaces required per Section 17.34.040.D shall count as guest parking spaces.</p>
Emergency shelters	0.35 space per bed plus 1 space per staff member on the largest shift.
Hotels, motels	1 space per unit, plus applicable requirements

	for restaurants, bars and meeting halls.
Cultural facilities, meeting halls and places of worship	1 space for each 50 square feet of assembly area or 1 space for each 4 fixed seats, whichever is greater, plus 1 space for each 300 square feet of the remaining floor area of the building (meeting rooms not exceeding 750 square feet and ancillary to an office use shall be included with the floor area of the office in calculating the parking requirement for the office use).
Commercial recreation	3 spaces per ball court; 2.5 spaces per batting cage; 4 spaces per lane for bowling alleys; 2 spaces per tee for golf courses; 20 spaces per playing field; 2 spaces per shooting range; 2 spaces per horse stall for stables; 1 space per 100 square feet of water area for swimming pools. For commercial recreation uses that do not fall within the above categories, 1 parking space shall be required for every 4 fixed seats for spectators, 1 parking space per each 200 square feet of floor area used for indoor commercial recreation, and 1 parking space per each 1,000 square feet of site area used for outdoor commercial recreation.
Marinas	1 space per 0.75 berths.
Schools - public private or commercial	1 space for each classroom and office.
Hospitals	1 space per bed plus 1 space for each 2 employees on the largest shift.
Financial services	1 space for each 200 square feet of gross floor area.
Administrative office	1 space for each 300 square feet of gross floor area.
Professional office	1 space for each 250 square feet of gross floor area.
Retail stores, restaurants, bars, offices	1 space for each 300 square feet of gross floor area.
Service stations	2 spaces for each working bay plus 1 space for each employee on the largest shift.
Warehousing, light fabrication, food production, media studios, printing	1 space for each 1,000 square feet of gross floor area.

Convalescent hospitals, sanitariums, rest homes	1 space for each 7 beds plus 1 space for each 2 employees on the largest shift.
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B. The minimum off-street parking requirements shall be calculated according to the following:

1. All references to square feet shall be in regards to floor area as defined in Chapter 17.02. The floor area of garages and carports shall not be included in measuring floor area to calculate the parking requirements, except for any floor area exceeding 400 square feet within a garage or carport exclusively for the use of a single residential unit.

2. When more than one use subject to the parking requirements occupies a site, the requirements for each use shall be calculated separately. The floor area occupied by accessory uses, such as hallways, bathrooms, breakrooms, utility rooms and storage closets, shall be included in the calculation of the parking requirements for the associated primary use.

3. No parking shall be required for accessory structures 200 square feet or less in floor area.

4. When application of the parking requirements results in a fractional number, all fractions shall be rounded up from 0.5 to the next whole number, except when specified otherwise. No parking shall be required for uses for which the requirement is less than 0.5 space.

17.34.030 Use restrictions.

A. Required parking spaces, whether in a garage, carport or open area, shall not be used or converted for any other use that would impair their basic use as storage for motor vehicles.

B. All off-street parking spaces, whether in a garage, carport or open area, shall be so located as to be accessible to the use which they are intended to serve and to be usable for the parking of motor vehicles.

C. The required parking for each unit of a residential use shall be independently accessible from that required for any other unit. The property owner shall assign each unit the exclusive use of at least one standard-size parking space, which shall be a covered parking space, if such is required for the unit. If tandem parking is provided, the two spaces in tandem shall be assigned together.

D. Guest parking spaces shall be posted by the property owner as available for 72-hour maximum use by the guests only of all residential units for which they are required.

17.34.040 Design standards.

A. Tables. Off-street parking facilities shall comply with the design standards as set forth in Table 1, applicable to standard size vehicles, and Table 2, applicable to compact vehicles, which appear immediately following this section. Variations to these tables may be approved by the city engineer, consistent with professionally accepted standards, where no more than two forward turning movements would be necessary to enter or exit any parking space.

B. Surfacing and striping.

1. Any off-street parking area shall be surfaced with a minimum of five (5) inches of imported base material and a double application of asphalt and gravel to the city engineer's approval, so as to provide a durable and dustless surface and shall be so graded and drained as to dispose of all surface water accumulated within the area and shall be so arranged and marked as to provide for safe loading and unloading and parking of vehicles.

2. Parking spaces shall be striped in compliance with the design standards in this chapter, except that parking spaces for residential uses of no more than 2 units need not be striped. Plans for striping or restriping of required parking spaces shall be submitted for approval by the Community Development Department in compliance with these standards prior to any work done.

3. Permeable paving alternatives for parking spaces and low-traffic driveways may be approved by the City Engineer to reduce the discharge of pollutants into storm sewers, in which case the means of delineating the parking spaces shall be subject to the approval of the Community Development Department.

C. Compact cars. Up to fifty percent (50%) of the required parking spaces may be compact. For sites with two or more residential dwelling units, at least one standard-size parking space shall be provided for each unit. Compact parking spaces shall be labeled as such on the pavement, except for residential uses of not more than 2 units.

D. Handicapped parking. Parking designated as accessible by persons with disabilities shall be provided as required by State law.

E. Parallel parking. Parallel parking spaces shall be subject to the following standards: Spaces that are accessible from at least one end shall be eight (8) feet wide by twenty (20) feet long. Spaces located between other spaces or any obstruction shall be eight (8) feet wide by twenty-four (24) feet long. An additional one (1) foot width shall be provided where the parking space would be located next to any obstruction more than six (6) inches tall.

F. Tandem parking. Tandem parking where no more than one parking space need be vacant to access another parking space shall be recognized as meeting the parking requirements for residential uses, as long as the parking spaces for each unit are accessible independently from those for any other unit.

G. Garage design.

1. Garages constructed after __ [the date this section takes effect], excluding those rebuilt subject to Section 17.38.080 or 17.38.090, shall comply with the following:

<u>Garage Type</u>	<u>Minimum Width</u>	<u>Minimum Depth</u>
Single-car garage	10 ft.	20 ft.
Two-car garage		
On lots < 27 ft. wide	18 ft.	20 ft.
All other sites	20 ft.	20 ft.
2-in-tandem garage	10 ft.	40 ft.

No washing machines, driers, water heaters, work benches, support posts and similar obstructions shall be located within the area of minimum width by minimum depth.

2. For garages constructed after ___ [the date this section takes effect], excluding those rebuilt subject to Section 17.38.080 or 17.38.090, garage doors shall be of a roll-up sectional design and shall be equipped with automatic garage door openers.

3. Garages existing as of ___ [the date this section takes effect], constructed in compliance with applicable standards then in effect, shall be considered conforming until such time as they are substantially modified or replaced, except that Section 17.38.090 shall apply in the event that they are damaged or destroyed by fire, flood, wind, earthquake, or other calamity.

H. Driveway grades. Driveway grades shall not exceed twenty percent (20%) unless approved by the city engineer. The grade of driveways required as fire apparatus access roads shall be as approved by the fire chief.

I. On-site turnaround. 1. Off-street parking facilities shall be designed to provide on-site turnaround capability, with the following exceptions:

a. The parking spaces for a single-family residence, secondary dwelling unit or duplex may be designed to back into a non-arterial street.

b. The parking spaces for a complex of three or more units may be designed to back into a local street that is not an arterial or a collector.

2. On-site turnaround capability shall be designed so as not to conflict with required parking spaces, including any recognized tandem spaces.

J. Parking lot landscaping. 1. For any open parking area containing ten (10) or more parking spaces subject to design permit approval, landscape plans shall be submitted to provide trees, shrubs and ground cover, as appropriate. The landscape plans shall provide at least one tree for every ten (10) parking spaces, which may be planted in diamond-shaped tree-wells or parkway strips, located so as to break up expanses of paved area.

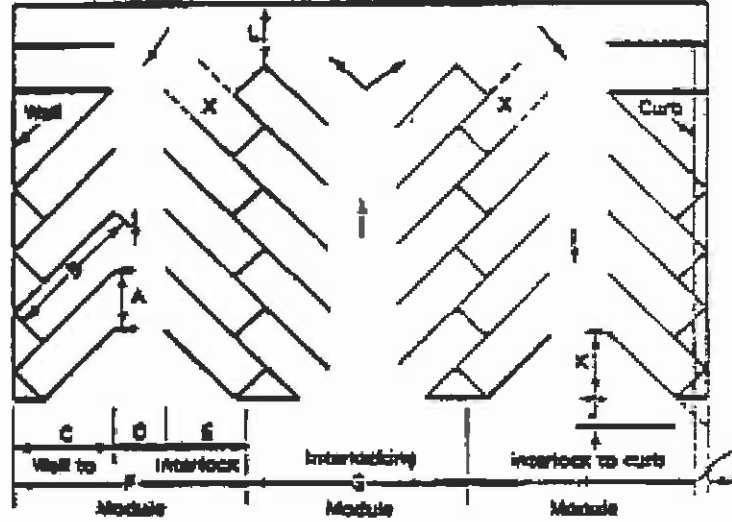
2. The landscape plans shall use water conserving plants, plants that are not invasive, and plants and other landscape features that are appropriate to the context. New and replacement irrigated landscapes of one thousand (1,000) square feet or more shall be subject to the water conservation requirements in Chapter 15.70.

3. The landscape plans shall comply with the requirements of the federal Clean Water Act and acts amendatory thereof or supplementary thereto, applicable implementing regulations, and NPDES Permit No. CAS612008 and any amendment, revision or reissuance thereof.

K. Bumper overhangs. Off-street parking facilities may be designed to accommodate bumper overhangs of not more than two and one-half (2 ½) feet length for standard size parking spaces and two (2) feet for compact parking spaces. Bumper overhangs shall not block any required pedestrian accessway. Wheelstops, curbs and landscaping within the area of any bumper overhang shall not exceed five (5) inches in height above the pavement.

Table 1

Design Requirements for Standard Sized Vehicles



X = Stall not accessible in certain layouts

Parking layout dimensions (in ft) for 9-ft stalls
at various angles

**Table 1.
Design Requirements for Standard-Size Vehicles**

Dimension	On Diagram	Parking Angle			
		45°	60°	75°	90°
Stall width, parallel to aisle	A	12.7 ft.	10.4 ft.	9.3 ft.	9.0 ft.
Stall length of line	B	25.0 ft.	22.0 ft.	20.0 ft.	18 ft.
Stall depth to wall	C	17.5 ft.	19.0 ft.	19.5 ft.	18
Aisle width between stall lines	D	12.0 ft.	16.0	23.0 ft.	26.0 ft.
Stall depth to interlock	E	15.3 ft.	17.5 ft.	18.8 ft.	18.5 ft.
Module, wall to interlock	F	44.8	52.5	61.3	63.0
Module, interlocking	G	42.6	51.0	61.0	63.0
Module, interlock to curb face	H	42.8	50.2	58.8	60.5
Bumper overhang (typical)	I	2.0	2.3	2.5	2.5
Offset	J	6.3	2.7	0.5	0.0
Setback	K	11.0	8.3	5.0	0.0
Cross aisle, one-way	L	14.0	14.0	14.0	14.0
Cross aisle, two-way	L	24.0	24.0	24.0	24.0

**Table 2.
Design Requirements for Compact Vehicles**

Parking Angle	Stall Width	Aisle Length Per Stall	Depth of Stalls at Right Angle to Aisle	Bumper Overhang	Aisle Width	Wall to Wall Module
45°	8.0 ft.	10.5 ft.	17.0 ft.	1.7 ft.	11.0 ft.	45.0 ft.
60°	8.0 ft.	8.7 ft.	16.7 ft.	1.8 ft.	14.0 ft.	49.4 ft.
75°	8.0 ft.	7.8 ft.	16.3 ft.	1.9 ft.	17.4 ft.	52.0 ft.
90°	8.0 ft.	7.5 ft.	16.0 ft.	2 ft.	20.0 ft.	52.0 ft.

17.34.050 Exemptions, exceptions and modifications.

A. Dwelling units existing as of __ [the date this section takes effect], constructed in compliance with applicable standards then in effect, shall be considered conforming in terms of the parking required by this chapter until such time as they are expanded or replaced, except that Section 17.38.090 shall apply in the event that they are damaged or destroyed by fire, flood, wind, earthquake, or other calamity.

B. An existing single-family dwelling or mobilehome which does not have off-street parking facilities that conform with the requirements of this chapter may be expanded by a cumulative total of not more than four hundred (400) square feet without the need to bring the parking facilities into conformance or to obtain a use permit under Section 17.34.050.I of this chapter, subject to the following restrictions and requirements:

1. The structure to be expanded shall constitute the principal structure and the only dwelling unit located on the site or mobilehome park space.

2. The square footage permitted by this section shall be reduced by the square footage of any prior expansion of the same structure that was made since January 1, 1986, regardless of whether an exception, use permit, variance, or other approval was granted for such prior expansion.

3. The square footage permitted by this section shall be reduced by the square footage of any prior permitted expansion of the same structure which resulted in the loss of required parking spaces, such as the conversion of a garage to living area.

4. The expansion shall not result in the loss of any existing off-street parking spaces, or the conversion of a covered parking space to an uncovered parking space, or otherwise increase the nonconformity of the existing off-street parking facilities.

5. The proposed development shall comply with the requirements of Section 17.01.060 of this title, unless: (a) the structure to be expanded is located upon a lot of record, and (b) a public street abutting such lot of record provides the principal means of access to that lot.

6. In determining the cumulative size of prior or proposed expansions of an existing single-family dwelling or mobilehome, the square footage of any newly created garage or carport shall not be counted as part of the four hundred (400) square foot limitation.

C. Storefront uses in the NCRO-2 District shall be exempt from the requirements of this Chapter.

D. For residential units designed and dedicated for use by persons with disabilities, subject to restrictions approved by the City and recorded with the County of San Mateo, the parking requirement shall be 1 assigned van-accessible parking space (either covered or uncovered at the discretion of the applicant) per dedicated unit. Such spaces shall be conveniently located along an accessible path of travel to the dedicated unit, but shall not count as or conflict with the parking required to be reserved for persons with disabilities per Title 24 (Section 17.34.040.D).

E. For a residential unit occupied by a person with a disability, the Zoning Administrator shall have authority to grant an Accessibility Improvement Permit authorizing a modification to any of the parking requirements prescribed by this Chapter, following the conduct of a hearing with 10 days notice thereof being given to the owners

of all adjacent properties. The Zoning Administrator may issue the Accessibility Improvement Permit if he or she finds and determines that:

1. The modification is necessary to meet special needs for a person having a disability;
2. The modification will not create any significant adverse impacts upon adjacent properties;
3. Any construction resulting from the modification will be done in a sound and workmanlike manner, in compliance with all applicable provisions of the building and fire codes;
4. Strict enforcement of the specified regulation is not required by either present or anticipated future traffic volume or traffic circulation on the site; and
5. The granting of the modification will not create or intensify a shortage of on-street parking spaces.

F. For residential units designed and dedicated for use by households with one or more members who are 62 years of age or older, subject to restrictions approved by the City and recorded with the County of San Mateo, the minimum parking requirement shall be two-thirds (67%) of the standard requirement based upon unit size as set forth in Section 17.34.020. This minimum parking requirement may be further reduced as an “additional incentive” required for projects that comply with the California “density bonus” law (California Government Code Sections 65915 and 65915.5).

G. For residential units dedicated to be affordable to households with very-low, low, or moderate incomes, subject to restrictions approved by the City and recorded with the County of San Mateo, the minimum parking requirement may be reduced as an “additional incentive” required for projects that comply with the California “density bonus” law (California Government Code Sections 65915 and 65915.5). This reduction shall be in addition to any exception that may be applicable under Sections 17.34.050.D or 17.34.050.E. Affordable housing projects that do not qualify for a density bonus and additional incentives may obtain a reduction in the minimum parking requirement through application for a modification under Section 17.34.050.I.

H. Off-street parking facilities within the public right-of-way at the property’s frontage may be recognized administratively subject to the city engineer’s approval only for single-family residences, secondary dwelling units and duplexes, subject to the following requirements:

1. The parking space shall not be located within a portion of the right-of-way that could be required for lanes of traffic per Section 12.24.010.B.1.
2. The parking space shall not block any portion of a required sidewalk.
3. The parking space shall be located so as to minimize its impact upon any existing on-street parking.
4. The parking space shall comply with Sections 12.05.020 and 12.24.015, as applicable.
5. The parking space is at an angle to the street and has clearance behind the space equivalent to the minimum aisle width in Table 1 (for standard-size spaces) or Table 2 (or compact spaces).
6. The parking space is parallel to the street, in compliance with Section 17.34.040.E, and is located within a driveway to a garage or carport or is

provided as the guest parking required for a residential subdivision of 5 (five) or more single-family residences per Section 17.34.020.A.

I. The planning commission shall have authority to grant a use permit authorizing a modification to any of the parking regulations prescribed by this Chapter. The provisions of Chapter 17.40 of this Title shall govern the filing and processing of the application for a use permit pursuant to this Section; provided, however, that in addition to the findings required for the granting of a use permit, as set forth in Section 17.40.060, no use permit shall be granted for a modification to a parking regulation unless the planning commission also finds and determines that:

1. Strict enforcement of the specified regulation is not required by either present or anticipated future traffic volume or traffic circulation on the site; and

2. The granting of the use permit will not create or intensify a shortage of on-street parking spaces, given, for example, the availability of existing or improved on/off-street parking which may not fully meet the requirements of this chapter.

3. Full compliance with the parking requirements is not reasonably feasible due to existing structural or site constraints. This finding shall not be required for residential units dedicated to be affordable to households with very-low, low, or moderate incomes or designed and dedicated for use by households with one or more members who are 62 years of age or older, subject to restrictions approved by the City and recorded with the County of San Mateo.

J. The planning commission shall have authority to grant a parking variance for nonresidential development to allow required parking to be located off-site. The provisions of Chapter 17.46 of this Title shall govern the filing and processing of the application for a variance pursuant to this Section; provided, however, that instead of the findings required for the granting of a variance, as set forth in Section 17.46.010, no such parking variance shall be granted unless the planning commission finds and determines that:

1. The variance would be an incentive to, and a benefit for, the nonresidential development; and

2. The variance will facilitate access to the nonresidential development by patrons of public transit facilities.

17.34.085. Parking for Designated for Clean Air Vehicles. Parking spaces designated for low-emitting, fuel-efficient and carpool/van pool vehicles, as defined in Section 5.102 of the California Green Building Standards Code, shall be provided for newly constructed non-residential buildings according to the following schedule:

TOTAL NUMBER OF PARKING SPACES	NUMBER OF REQUIRED SPACES
0-9	0
10-25	1
26-50	3
51-75	6
76-100	8
101-150	11
151-200	16
201 and over	At least 8 percent of total

The designated spaces shall be marked "CLEAN AIR VEHICLE" with stall-striping paint, such that the lower edge of the last word aligns with the end of the stall striping so it will be visible beneath a parked vehicle.

17.34.095. Bicycle Parking. Short-term and long-term parking for bicycles shall be provided for newly-constructed non-residential buildings as follows:

A. Short Term Parking. One or more permanently anchored bicycle racks shall be provided within 200 feet of the visitors' entrance and readily visible to passers-by. The required bicycle parking capacity shall be set as follows:

1. 1 bike rack space per 10,000 sq. ft. of retail floor area;
2. 1 bike rack space per 150,000 sq. ft. of office floor area;
3. Other non-residential uses: five percent (5%) of visitor motorized vehicle parking capacity.
4. Any fractional result shall be rounded up.
5. For all non-residential buildings, the minimum capacity shall be for two bicycles.

B. Long Term Parking. Permanently anchored bike racks inside covered, lockable enclosures or bicycle rooms or permanently anchored bicycle lockers shall be provided at convenient locations from the street. The required bicycle parking capacity shall be set as follows:

1. 1 space per 20,000 sq. ft. of warehouse floor area;
2. 1 space per 6,000 sq. ft. of retail floor area;
3. 1 space per 6,000 sq. ft. of office floor area;
4. Other non-residential uses: five percent (5%) of motorized vehicle parking capacity.
5. Any fractional result shall be rounded up.
6. For all non-residential buildings, the minimum capacity shall be for one bicycle.

SECTION 7: Section 17.38.080 in Chapter 17.38 of the Municipal Code is amended to read as follows:

17.38.080. Alteration or expansion of nonconforming structures.

A. A nonconforming structure shall not be altered, enlarged, or expanded so as to increase the degree of noncompliance or otherwise increase the discrepancy between existing conditions and the requirements of this Title.

B. Structural alterations may be permitted when necessary to comply with the requirements of law.

C. The prohibitions of this Section shall not apply to any alteration, enlargement or expansion for which a variance is granted pursuant to Chapter 17.46 or a use permit is granted pursuant to Chapter 17.34 of this Title.

SECTION 8: Where a use permit, design permit or variance approval has been issued through final action by the City prior to the effective date of this Ordinance, or where such planning permit approval is not required and a complete building permit application has been submitted prior to the effective date of this Ordinance, the holder of such use

permit, design permit or variance approval or complete building permit application may proceed to construct the improvements or establish the use authorized by such permit or approval and the same shall be exempted from any conflicting regulations that may be contained in this Ordinance.

SECTION 9: If any section, subsection, sentence, clause or phrase of this Ordinance is for any reason held by a court of competent jurisdiction to be invalid or unconstitutional, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council of the City of Brisbane hereby declares that it would have passed this Ordinance and each section, subsection, sentence, clause and phrase thereof, irrespective of the fact that one or more sections, subsections, sentences, clauses or phrases may be held invalid or unconstitutional.

SECTION 10: This Ordinance shall be in full force and effect thirty days after its passage and adoption.

* * *

The above and foregoing Ordinance was regularly introduced and after the waiting time required by law, was thereafter passed and adopted at a regular meeting of the City Council of the City of Brisbane held on the _____ day of _____, 2012, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Mayor

ATTEST:

City Clerk

APPROVED AS TO FORM:

City Attorney

H.2.36

“REDLINE” VERSION OF PARKING ORDINANCE AMENDMENTS

Proposed changes in the current Municipal Code are indicated ~~by striking through~~ the existing language to be deleted and putting the new language *in italics*. Further description of the changes is shown in **CAPITAL LETTERS**. Note that the amendments adding Sections 17.34.085 and 17.34.095 that were adopted in 2011 per Ordinance No. 556 are included in this version of the recommended ordinance, as is Section 17.12.040.D as amended per Ordinance No. 562.

Title 17

ZONING

Chapter 17.06

R-1 RESIDENTIAL DISTRICT

THE FOLLOWING IS A REVISION TO SECTION 17.06.040 OF THE R-1 RESIDENTIAL DISTRICT:

- D. Setbacks. The minimum required setbacks for any lot shall be as follows:
1. Front setback: fifteen (15) feet, with the following exceptions:
 - a. Where the lot has a slope of fifteen percent (15%) or greater, the minimum front setback may be reduced to ten (10) feet.
 - b. Where fifty percent (50%) or more of the lots of record in a block have been improved with single-family dwellings, the minimum front setback may be the average distance of the front outside wall of the single-family structures from the front lot line, if less than fifteen (15) feet. *Notwithstanding the foregoing, the minimum front setback for garages or carports shall be ten (10) feet, except where a lesser distance is determined by the city engineer to be safe in terms of pedestrian and vehicular traffic.*
 2. Side setback: five (5) feet, with the exception that a lot having a width of less than fifty (50) feet may have a side setback reduced to ten percent (10%) of the lot width, but in no event less than three (3) feet or the minimum setback required by the Uniform Building Code, whichever is greater. *Notwithstanding the foregoing, the minimum side setback for garages or carports accessed from a street or alley along that side of the lot shall be ten (10) feet, except where a lesser distance is determined by the city engineer to be safe in terms of pedestrian and vehicular traffic.*
 3. Rear setback: ten (10) feet

Chapter 17.08

R-2 RESIDENTIAL DISTRICT

THE FOLLOWING IS A REVISION TO SECTION 17.08.040 OF THE R-2 RESIDENTIAL DISTRICT:

- D. Setbacks. The minimum required setbacks for any lot shall be as follows:
1. Front setback: fifteen (15) feet, with the following exceptions:
 - a. Where the lot has a slope of fifteen percent (15%) or greater, the minimum front setback may be reduced to ten (10) feet.
 - b. Where fifty percent (50%) or more of the lots of record in a block have been improved with single-family dwellings, duplexes or multiple-family dwellings, or any combination thereof, the minimum front setback for single-family dwellings may be the average distance of the front outside wall of the residential structures from the front lot line, if less than fifteen (15) feet. *Notwithstanding the foregoing, the minimum front setback for garages or carports shall be ten (10) feet, except where a lesser distance is determined by the city engineer to be safe in terms of pedestrian and vehicular traffic.*
 2. Side setbacks: Side setbacks shall be five (5) feet, with the exception that a lot having a width of less than fifty (50) feet may have a side setback reduced to ten percent (10%) of the lot width, but in no event less than three (3) feet or the minimum setback required by the Uniform Building Code, whichever is greater. *Notwithstanding the foregoing, the minimum side setback for garages or carports accessed from a street or alley along that side of the lot shall be ten (10) feet, except where a lesser distance is determined by the city engineer to be safe in terms of pedestrian and vehicular traffic.*
 3. Rear setback: ten (10) feet.

Chapter 17.10

R-3 RESIDENTIAL DISTRICT

THE FOLLOWING IS A REVISION TO SECTION 17.10.040 OF THE R-3 RESIDENTIAL DISTRICT:

- D. Setbacks. The minimum required setbacks for any lot shall be as follows:
1. Front setback: fifteen (15) feet, with the following exceptions:
 - a. Where the lot has a slope of fifteen percent (15%) or greater, the minimum front setback may be reduced to ten (10) feet.
 - b. Where fifty percent (50%) or more of the lots of record in a block have been improved with single-family dwellings, duplexes or multiple-family dwellings, or any combination thereof, the minimum front setback for single-family dwellings may be the average distance of the front outside wall of the residential structures from the front lot line, if less than fifteen (15) feet. *Notwithstanding the*

foregoing, the minimum front setback for garages or carports shall be ten (10) feet, except where a lesser distance is determined by the city engineer to be safe in terms of pedestrian and vehicular traffic.

2. Side setbacks: Side setbacks shall be five (5) feet, with the exception that a lot having a width of less than fifty (50) feet may have a side setback reduced to ten percent (10%) of the lot width, but in no event less than three (3) feet or the minimum setback required by the Uniform Building Code, whichever is greater. *Notwithstanding the foregoing, the minimum side setback for garages or carports accessed from a street or alley along that side of the lot shall be ten (10) feet, except where a lesser distance is determined by the city engineer to be safe in terms of pedestrian and vehicular traffic.*

3. Rear setback: ten (10) feet.

Chapter 17.12

R-BA BRISBANE ACRES RESIDENTIAL DISTRICT

THE FOLLOWING IS A REVISION TO SECTION 17.12.040.D OF THE R-BA RESIDENTIAL DISTRICT:

- D. Setbacks. The minimum required setbacks for any lot shall be as follows:
1. Front setback: Ten (10) feet.
 2. Side setback: Ten percent (10%) of the lot width, but in no event more than fifteen (15) feet or less than five (5) feet. *Notwithstanding the foregoing, the minimum side setback for garages or carports accessed from a street along that side of the lot shall be ten (10) feet, except where a lesser distance is determined by the city engineer to be safe in terms of pedestrian and vehicular traffic.*
 3. Rear setback: ten (10) feet

Chapter 17.34

OFF-STREET PARKING

Sections:

17.34.010	<i>Purposes of chapter.</i>
17.34.020	Minimum requirements.
17.34.020	Garages and carports
17.34.030	<i>Use restrictions. Hillside lot improvement plans.</i>
17.34.040	<i>Design standards. On-site parking requirements.</i>
17.34.050	<i>Exemptions, exceptions and modifications. Joint use of parking facilities.</i>
17.34.060	C-2 or H-1 district requirements.
17.34.070	Surfacing.

- ~~17.34.080 Handicapped parking.~~
- ~~17.34.090 Compact cars.~~
- ~~17.34.100 Parking lot landscaping.~~
- ~~17.34.110 Exemption for minor expansion of single family dwelling.~~
- ~~17.34.120 Driveway grades.~~
- ~~17.34.130 Tables.~~

17.34.010 Purposes of Chapter.

In addition to the objectives set forth in Section 17.01.030, the off-street parking requirements are included in the Zoning Ordinance to achieve the following purposes:

- A. To provide for adequate off-street parking facilities by establishing clear relationships between building size and the off-street parking required, so as to minimize the parking impacts of development upon surrounding properties.*
- B. To encourage housing designed for residents with special needs, including persons with disabilities.*
- C. To facilitate the maintenance and improvement of the existing building stock.*
- D. To provide for parking lot landscaping and permeable paving alternatives to reduce air and stormwater pollution.*
- E. To minimize dependence on automobile travel by encouraging transportation alternatives in project design where appropriate.*
- F. To implement and promote the goals and policies of the General Plan so as to guide and manage development in the city in accordance with such plan.*

17.34.020 Minimum requirements.

A. The following minimum off-street parking requirements shall apply to all buildings erected, new uses commenced, and to the area of extended uses commenced after the effective date of this Chapter. For any use not specifically mentioned in this Chapter, the planning commission shall determine the amount of parking required. All *required off-street parking facilities shall be on-site unless specified differently in this Chapter or as permitted under Title 12 of this Code. Required off-street parking facilities need not be provided as covered parking unless specified differently in this chapter:*

<u>Uses:</u>	<u>Parking Requirements:</u>
Single-family homes homes <i>dwelling; group care homes</i>	
<i>Studio or 1-bedroom</i>	<i>2 spaces (1 covered), except only 1 (uncovered) space if not more than 900 sq. ft. in floor area.</i>
<i>2-bedrooms</i>	<i>3 spaces (2 covered), plus 1 space if over 2,700 sq. ft. in floor area.</i>
<i>3-bedrooms</i>	<i>4 spaces (2 covered), plus 1 space if over 3,600 sq. ft. in floor area.</i>
<i>4-bedrooms</i>	<i>5 spaces (2 covered), plus 1 space if over 4,500</i>

<p><i>5-bedrooms or larger</i></p> <p>Single family homes on 25 foot lots</p>	<p><i>sq. ft. in floor area. 6 spaces (2 covered).</i></p> <p><i>See Section 17.34.020.B.1 regarding garage and carport exclusions from the floor area calculation.</i></p> <p>2 garages or carports per living unit plus two on-street or off-street parking spaces for lots of 37.5 feet frontage or greater and one such space for lots less than 37.5 feet in frontage</p> <p><i>Additional guest parking spaces shall be provided for all residential subdivisions of 5 (five) or more single-family residences, at the rate of 1 parking space for every 5 (five) units, with no parking spaces required for any fractional remainders. Any accessible parking spaces required per Section 17.34.040.D shall count as guest parking spaces.</i></p> <p>2 off-street parking spaces one (1) of which shall be in a garage or carport</p>
<p>Secondary dwelling units</p>	<p><i>1 (uncovered) space, plus 1 (uncovered) space if over 900 sq. ft. in floor area and/or if more than 1 bedroom.</i></p> <p><i>See Section 17.34.020.B.1 regarding garage and carport exclusions from the floor area calculation.</i></p> <p>2 standard on-site parking spaces</p>
<p>Duplex or multiple family dwelling units: <i>Mobilehome park units</i></p> <p><i>Studios</i> 0 bedroom or bachelor apartments</p> <p><i>1-bedroom units</i></p> <p><i>2-bedroom units</i> 1 and 2 bedroom units <i>3-bedroom units or larger</i> Over 2 bedrooms</p>	<p><i>1 (uncovered) space per unit.</i> 1 off-street parking space.</p> <p><i>1 ½ spaces (1 covered) per unit; only 1 (covered) space required for units not over 900 sq. ft. in floor area.</i></p> <p><i>1 ½ spaces (1 covered) per unit.</i> 1 ½ garage per living unit <i>2 spaces (1 covered) per unit, plus 1 (uncovered) space for units over 2,700 sq. ft.</i></p>

	<p>2 garages per living unit.</p> <p><i>See Section 17.34.020.B.1 regarding garage and carport exclusions from the floor area calculation.</i></p> <p><i>Additional guest parking spaces shall be provided for all developments of 5 (five) or more units at the rate of 1 parking space for every 5 (five) units, with no parking spaces required for any fractional remainders. The accessible parking spaces required per Section 17.34.040.D shall count as guest parking spaces.</i></p>
Emergency shelters	0.35 space per bed plus 1 space per staff member on the largest shift.
Hotels, motels	As determined by use permit. 1 space per unit, plus applicable requirements for restaurants, bars and meeting halls.
Motels Trailer courts Rooming houses and boardinghouses	1 space per unit, plus applicable requirements for eating, drinking and assembly space. 1 parking space per unit. 1 parking space per adult guest
Cultural facilities, meeting halls and places of worship Churches, lodges, clubs, community centers, chapels	1 space for each 50 square feet of assembly area or 1 space for each 4 fixed seats, whichever is greater, plus 1 space for each 300 square feet of the remaining floor area of the building (meeting rooms not exceeding 750 square feet and ancillary to an office use shall be included with the floor area of the office in calculating the parking requirement for the office use). 1 parking space for each 4 person capacity, but not less than one space for each 15 square feet of the largest meeting hall
Commercial recreation	3 spaces per ball court; 2.5 spaces per batting cage; 4 spaces per lane for bowling alleys; 2 spaces per tee for golf courses; 20 spaces per playing field; 2 spaces per shooting range; 2 spaces per horse stall for stables; 1 space per 100 square feet of water area for swimming pools.

	<i>For commercial recreation uses that do not fall within the above categories, 1 parking space shall be required for every 4 fixed seats for spectators, 1 parking space per each 200 square feet of floor area used for indoor commercial recreation, and 1 parking space per each 1,000 square feet of site area used for outdoor commercial recreation.</i>
<i>Marinas</i>	<i>1 space per 0.75 berths.</i>
Schools - public private or commercial	1 space for each classroom and office.
Hospitals	1 space per bed plus 1 space for each 2 employees on the largest shift.
Financial services	1 space for each 200 square feet of gross floor area.
Administrative office	1 space for each 300 square feet of gross floor area.
Professional office	1 space for each 250 square feet of gross floor area.
Retail stores, restaurants, bars, offices	1 space for each 300 square feet of gross floor area.
Service stations	2 spaces for each working bay plus 1 space for each employee on the largest shift.
Bowling alley, billiard parlor	5 spaces per lane; 2 spaces per table, plus 1 space for each employee on the largest shift
Warehousing, <i>light fabrication, food production, media studios, printing wholesale stores, manufacturing, industrial uses, highway commercial uses</i>	Minimum of 2 spaces for every 3 employees on the largest shift, but not less than 1 space for each 1,000 square feet of gross floor area. Parking may be off-site within 300 feet upon approval of the planning commission.
Convalescent hospitals, sanitariums, rest homes	1 space for each 7 beds plus 1 space for each 2 employees on the largest shift.

B. The minimum off-street parking requirements shall be calculated according to the following:

1. All references to square feet shall be in regards to floor area as defined in Chapter 17.02. The floor area of garages and carports shall not be included in measuring floor area to calculate the parking requirements, except for any floor area exceeding 400 square feet within a garage or carport exclusively for the use of a single residential unit.

2. When more than one use subject to the parking requirements occupies a site, the requirements for each use shall be calculated separately. The floor area occupied by accessory uses, such as hallways, bathrooms, breakrooms, utility rooms

and storage closets, shall be included in the calculation of the parking requirements for the associated primary use.

3. No parking shall be required for accessory structures 200 square feet or less in floor area.

4. When application of the parking requirements results in a fractional number, all fractions shall be rounded up from 0.5 to the next whole number, except when specified otherwise. No parking shall be required for uses for which the requirement is less than 0.5 space.

17.34.020 Garages and carports **17.34.030 Use restrictions.**

A. Required parking spaces, whether in a garage, carport or open area, ~~Garages and carports~~ shall not be used or converted for any other use that would impair their basic use as storage for motor vehicles.

B. ~~Garages or carports shall not be located closer than twenty (20) feet to the far side of an improved street.~~

~~C. All off-street parking spaces, whether in a garage, carport or open area, shall be so located as to be accessible to the use which they are intended to serve and to be usable for the parking of motor vehicles. Except as provided in subsection E of Section 17.32.070, garage or carport openings shall be located not less than twenty (20) feet from the property line facing the opening.~~

C. The required parking for each unit of a residential use shall be independently accessible from that required for any other unit. The property owner shall assign each unit the exclusive use of at least one standard-size parking space, which shall be a covered parking space, if such is required for the unit. If tandem parking is provided, the two spaces in tandem shall be assigned together.

D. Guest parking spaces shall be posted by the property owner as available for 72-hour maximum use by the guests only of all residential units for which they are required.

A PORTION OF THE FOLLOWING SECTION WAS MOVED TO BMC SECTION 15.12.075:

17.34.030 Hillside lot improvement plans.

~~A. On any hillside lot which is on an unimproved street or on a street on which, in the opinion of the city engineer, additional or future street improvements can be anticipated, the following information shall be provided for any application for a building permit:~~

~~1. A precise plot plan showing existing topography, boundary, house, finished grades and utility services;~~

~~2. A street improvement plan prepared by a registered civil engineer, showing grades and dimensions, and indicating that the driveway will function properly, and adequately tie into the existing roadbed, based on the vertical and horizontal alignment as approved by the city engineer;~~

~~3. Prior to the issuance of the occupancy permit, the civil engineer responsible for the street plan shall certify as to the "as-built" plan. Prior to beginning any construction, the applicant for a building permit shall submit a certification by a registered engineer or licensed land surveyor that the property corners have been set.~~

~~_____ B. When, in the opinion of the city engineer, proposed parking facilities are unusable or present a potentially unsafe condition, the plans shall not be approved.~~

THE FOLLOWING SECTION HAS BEEN MOVED TO SECTION 17.34.020:

~~**17.34.040 On-site parking requirements.**~~

~~Parking required in any district must be on-site except as provided in this chapter. (Ord. 324 §5(part), 1987; Ord. 298 §7.1 (F), 1984).~~

THE FOLLOWING SECTION IS REPLACED BY SECTION 17.34.020.B.4:

~~**17.34.050 Joint use of parking facilities.**~~

~~Joint use of parking facilities will be allowed under the following conditions:~~

~~A. Where there is no conflict at time of use;~~

~~B. When there is sufficient parking for all uses.~~

SINCE THE C-2 & H-1 DISTRICTS NO LONGER EXIST (SEE SECTION 17.34.050.C REGARDING THE NCRO-2 DISTRICT), THE FOLLOWING SECTION HAS BEEN DELETED:

~~**17.34.060 C 2 or H 1 district requirements.** Parking required in any C 2 or H 1 district may be reduced below the stated requirements in any portion of such district included within a public parking district or assessment district for financing off-street parking facilities in proportion to the amount of assessment on each property owner. Cost of each parking space provided by the district shall be computed by dividing the number of such spaces into the total of the assessment levied against the property within the district. The assessment against individual property shall be divided by this cost per space, to determine the nearest whole number by which the parking requirements on the property may be reduced.~~

THIS SECTION IS MOVED FROM SECTION 17.34.130:

17.34.040 Design standards.

A. Tables. Off-street parking ~~Parking~~ facilities shall comply with the design requirements ~~standards~~ as set forth in Table 1, applicable to standard size vehicles, and Table 2, applicable to ~~small-size compact~~ vehicles, which appear immediately following this ~~chapter and are incorporated herein by reference and made a part hereof.~~ ~~section.~~ Variations to these tables may be approved by the city engineer, consistent with professionally accepted standards, where no more than two forward turning movements would be necessary to enter or exit any parking space.

~~**17.34.070 B Surfacing and striping.**~~

1. Any off-street parking area shall be surfaced with a minimum of five (5) inches of imported base material and a double application of asphalt and gravel to the city engineer's approval, so as to provide a durable and dustless surface and shall be so graded and drained as to dispose of all surface water accumulated within the area and shall be so arranged and marked as to provide for safe loading and unloading and parking of vehicles.

2. *Parking spaces shall be striped in compliance with the design standards in this chapter, except that parking spaces for residential uses of no more than 2 units need not be striped. Plans for striping or restriping of required parking spaces shall be submitted for approval by the Community Development Department in compliance with these standards prior to any work done.*

3. *Permeable paving alternatives for parking spaces and low-traffic driveways may be approved by the City Engineer to reduce the discharge of pollutants into storm sewers, in which case the means of delineating the parking spaces shall be subject to the approval of the Community Development Department.*

17.34.090 C. **Compact cars.** *Up to fifty percent (50%) of the required parking spaces may be ~~designed for small-sized vehicles~~ compact. For sites with two or more residential dwelling units, at least one standard-size parking space shall be provided for each unit. Compact parking spaces shall be labeled as such on the pavement, except for residential uses of not more than 2 units.*

17.34.080 D. **Handicapped parking.** *Parking designated as accessible by persons with disabilities shall be provided as required by State law. Parking spaces specifically ~~designed, located and reserved for vehicles licensed by the state for use by the handicapped~~ shall be provided in each parking facility of twenty-five (25) or more spaces according to the following schedule:*

Total Spaces Required	Minimum Number of Handicapped Spaces Required
1-24	0
25-99	1
100-199	2
200 or greater	4

E. **Parallel parking.** *Parallel parking spaces shall be subject to the following standards: Spaces that are accessible from at least one end shall be eight (8) feet wide by twenty (20) feet long. Spaces located between other spaces or any obstruction shall be eight (8) feet wide by twenty-four (24) feet long. An additional one (1) foot width shall be provided where the parking space would be located next to any obstruction more than six (6) inches tall.*

F. **Tandem parking.** *Tandem parking where no more than one parking space need be vacant to access another parking space shall be recognized as meeting the parking requirements for residential uses, as long as the parking spaces for each unit are accessible independently from those for any other unit.*

G. **Garage design.**

1. *Garages constructed after _____ [the date this section takes effect], excluding those rebuilt subject to Section 17.38.080 or 17.38.090, shall comply with the following:*

<u>Garage Type</u>	<u>Minimum Width</u>	<u>Minimum Depth</u>
Single-car garage	10 ft.	20 ft.

Two-car garage		
On lots < 27 ft. wide	18 ft.	20 ft.
All other sites	20 ft.	20 ft.
2-in-tandem garage	10 ft.	40 ft.

No washing machines, driers, water heaters, work benches, support posts and similar obstructions shall be located within the area of minimum width by minimum depth.

2. For garages constructed after _____ [the date this section takes effect], excluding those rebuilt subject to Section 17.38.080 or 17.38.090, garage doors shall be of a roll-up sectional design and shall be equipped with automatic garage door openers.

3. Garages existing as of ____ [the date this section takes effect], constructed in compliance with applicable standards then in effect, shall be considered conforming until such time as they are substantially modified or replaced, except that Section 17.38.090 shall apply in the event that they are damaged or destroyed by fire, flood, wind, earthquake, or other calamity.

H. Driveway grades. Driveway grades shall not exceed twenty percent (20%) unless approved by the city engineer. The grade of driveways required as fire apparatus access roads shall be as approved by the fire chief.

1. On-site turnaround. 1. Off-street parking facilities shall be designed to provide on-site turnaround capability, with the following exceptions:

a. The parking spaces for a single-family residence, secondary dwelling unit or duplex may be designed to back into a non-arterial street.

b. The parking spaces for a complex of three or more units may be designed to back into a local street that is not an arterial or a collector.

2. On-site turnaround capability shall be designed so as not to conflict with required parking spaces, including any recognized tandem spaces.

~~17.34.100~~ **J. Parking lot landscaping.** 1. ~~Parking lots shall be landscaped with~~ For any open parking area containing ten (10) or more parking spaces subject to design permit approval, landscape plans shall be submitted to provide trees, shrubs and ground cover, as appropriate according to approved design permit. The landscape plans shall provide at least one tree for every ten (10) parking spaces, which may be planted in diamond-shaped tree-wells or parkway strips, located so as to break up expanses of paved area.

2. The landscape plans shall use water conserving plants, plants that are not invasive, and plants and other landscape features that are appropriate to the context. New and replacement irrigated landscapes of one thousand (1,000) square feet or more shall be subject to the water conservation requirements in Chapter 15.70.

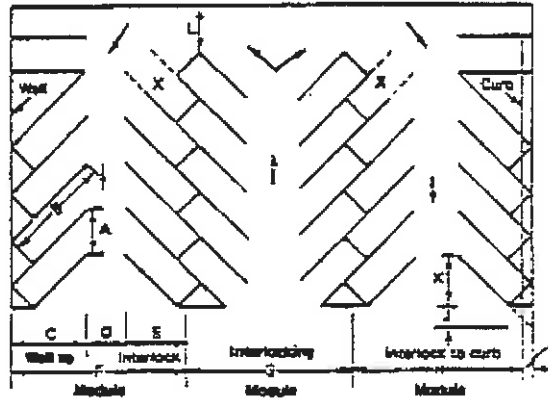
3. The landscape plans shall comply with the requirements of the federal Clean Water Act and acts amendatory thereof or supplementary thereto, applicable implementing regulations, and NPDES Permit No. CAS612008 and any amendment, revision or reissuance thereof.

K Bumper overhangs. Off-street parking facilities may be designed to accommodate bumper overhangs of not more than two and one-half (2 ½) feet length for standard size parking spaces and two (2) feet for compact parking spaces. Bumper overhangs shall not block any required pedestrian accessway. Wheelstops, curbs and

landscaping within the area of any bumper overhang shall not exceed five (5) inches in height above the pavement.

Table 1

Design Requirements for Standard Sized Vehicles



X = Stall not accessible in certain layouts

Parking layout dimensions (in ft) for 9-ft stalls
at various angles

Dimension	On Diagram	FEET Parking Angle			
		45°	60°	75°	90°
Stall width, parallel to aisle	A	12.7	10.4	9.3	9.0
Stall length of line	B	25.0	22.0	20.0	18
Stall depth to wall	C	17.5	19.0	19.5	18
Aisle width between stall lines	D	12.0	16.0	23.0	26.0
Stall depth to interlock	E	15.3	17.5	18.8	18.5
Module, wall to interlock	F	44.8	52.5	61.3	63.0
Module, interlocking	G	42.6	51.0	61.0	63.0
Module, interlock to curb face	H	42.8	50.2	58.8	60.5
Bumper overhang (typical)	I	2.0	2.3	2.5	2.5
Offset	J	6.3	2.7	0.5	0.0
Setback	K	11.0	8.3	5.0	0.0
Cross aisle, one-way	L	14.0	14.0	14.0	14.0
Cross aisle, two-way	L	24.0	24.0	24.0	24.0

Table 2
Design Requirements for *Compact Small-Sized* Vehicles

Parking Dimensions, FEET						
Parking Angle	Stall Width	Aisle Length Per Stall	Depth of Stalls at Right Angle to Aisle	<i>Bumper Overhang</i>	Aisle Width	Wall to Wall Module
45°	8.0	10.5	17.0	<i>1.7</i>	11.0	45.0
60°	8.0	8.7	17.7 16.7	<i>1.8</i>	14.0	49.4
75°	8.0	7.8	17.3 16.3	<i>1.9</i>	17.4	52.0
90°	8.0	7.5	16.0	<i>2</i>	20.0	52.0

H-2.49

17.34.050 Exemptions, exceptions and modifications.

~~17.34.110 Exemption for minor expansion of single-family dwelling.~~

A. Dwelling units existing as of ___ [the date this section takes effect], constructed in compliance with applicable standards then in effect, shall be considered conforming in terms of the parking required by this chapter until such time as they are expanded or replaced, except that Section 17.38.090 shall apply in the event that they are damaged or destroyed by fire, flood, wind, earthquake, or other calamity.

~~A. B.~~ *An existing single-family dwelling or mobilehome which does not have off-street parking facilities that conform with the requirements of this chapter may be expanded by a cumulative total of not more than four hundred (400) square feet without the need to bring the parking facilities into conformance or to obtain a use permit under Section ~~17.34.115~~ 17.34.050.I of this chapter, subject to the following restrictions and requirements:*

1. The structure to be expanded shall constitute the principal structure and the only dwelling unit located on the site *or mobilehome park space*.

2. The square footage permitted by this section shall be reduced by the square footage of any prior expansion of the same structure that was made since January 1, 1986, regardless of whether an exception, use permit, variance, or other approval was granted for such prior expansion.

3. The square footage permitted by this section shall be reduced by the square footage of any prior permitted expansion of the same structure which resulted in the loss of required parking spaces, such as the conversion of a garage to living area.

4. The expansion shall not result in the loss of any existing off-street parking spaces, or the conversion of a covered parking space to an uncovered parking space, or otherwise increase the nonconformity of the existing *off-street* parking facilities.

5. The proposed development shall comply with the requirements of Section 17.01.060 of this title, unless: ~~(1)-(a)~~ the structure to be expanded is located upon a lot of record, and ~~(2)-(b)~~ a public street abutting such lot of record provides the principal means of access to that lot.

~~B. 6.~~ *In determining the cumulative size of prior or proposed expansions of an existing single-family dwelling or mobilehome, the square footage of any newly created garage or carport shall not be counted as part of the four hundred (400) square foot limitation.*

C. Storefront uses in the NCRO-2 District shall be exempt from the requirements of this Chapter.

D. For residential units designed and dedicated for use by persons with disabilities, subject to restrictions approved by the City and recorded with the County of San Mateo, the parking requirement shall be 1 assigned van-accessible parking space (either covered or uncovered at the discretion of the applicant) per dedicated unit. Such spaces shall be conveniently located along an accessible path of travel to the dedicated unit, but shall not count as or conflict with the parking required to be reserved for persons with disabilities per Title 24 (Section 17.34.040.D).

E. For a residential unit occupied by a person with a disability, the Zoning Administrator shall have authority to grant an Accessibility Improvement Permit authorizing a modification to any of the parking requirements prescribed by this Chapter, following the conduct of a hearing with 10 days notice thereof being given to the owners

of all adjacent properties. The Zoning Administrator may issue the Accessibility Improvement Permit if he or she finds and determines that:

1. The modification is necessary to meet special needs for a person having a disability;
2. The modification will not create any significant adverse impacts upon adjacent properties;
3. Any construction resulting from the modification will be done in a sound and workmanlike manner, in compliance with all applicable provisions of the building and fire codes;
4. Strict enforcement of the specified regulation is not required by either present or anticipated future traffic volume or traffic circulation on the site; and
5. The granting of the modification will not create or intensify a shortage of on-street parking spaces.

F. For residential units designed and dedicated for use by households with one or more members who are 62 years of age or older, subject to restrictions approved by the City and recorded with the County of San Mateo, the minimum parking requirement shall be two-thirds (67%) of the standard requirement based upon unit size as set forth in Section 17.34.020. This minimum parking requirement may be further reduced as an "additional incentive" required for projects that comply with the California "density bonus" law (California Government Code Sections 65915 and 65915.5).

G. For residential units dedicated to be affordable to households with very-low, low, or moderate incomes, subject to restrictions approved by the City and recorded with the County of San Mateo, the minimum parking requirement may be reduced as an "additional incentive" required for projects that comply with the California "density bonus" law (California Government Code Sections 65915 and 65915.5). This reduction shall be in addition to any exception that may be applicable under Sections 17.34.050.D or 17.34.050.E. Affordable housing projects that do not qualify for a density bonus and additional incentives may obtain a reduction in the minimum parking requirement through application for a modification under Section 17.34.050.I.

H. Off-street parking facilities within the public right-of-way at the property's frontage may be recognized administratively subject to the city engineer's approval only for single-family residences, secondary dwelling units and duplexes, subject to the following requirements:

1. The parking space shall not be located within a portion of the right-of-way that could be required for lanes of traffic per Section 12.24.010.B.1.
2. The parking space shall not block any portion of a required sidewalk.
3. The parking space shall be located so as to minimize its impact upon any existing on-street parking.
4. The parking space shall comply with Sections 12.05.020 and 12.24.015, as applicable.
5. The parking space is at an angle to the street and has clearance behind the space equivalent to the minimum aisle width in Table 1 (for standard-size spaces) or Table 2 (or compact spaces).

6. *The parking space is parallel to the street, in compliance with Section 17.34.040.E, and is located within a driveway to a garage or carport or is provided as the guest parking required for a residential subdivision of 5 (five) or more single-family residences per Section 17.34.020.A.*

~~17.34.115 Modifications to parking regulations.~~ I. The planning commission shall have authority to grant a use permit authorizing a modification to any of the parking regulations prescribed by this Chapter. The provisions of Chapter 17.40 of this Title shall govern the filing and processing of the application for a use permit pursuant to this Section; provided, however, that in addition to the findings required for the granting of a use permit, as set forth in Section 17.40.060, no use permit shall be granted for a modification to a parking regulation unless the planning commission also finds and determines that:

~~A. 1.~~ Strict enforcement of the specified regulation is not required by either present or anticipated future traffic volume or traffic circulation on the site; and

~~B. 2.~~ The granting of the use permit will not ~~result in the parking of vehicles on public streets in such manner as to interfere with the free flow of traffic on the streets or~~ create or intensify a shortage of on-street parking spaces, given, for example, the availability of existing or improved on/off-street parking which may not fully meet the requirements of this chapter.

3. *Full compliance with the parking requirements is not reasonably feasible due to existing structural or site constraints. This finding shall not be required for residential units dedicated to be affordable to households with very-low, low, or moderate incomes or designed and dedicated for use by households with one or more members who are 62 years of age or older, subject to restrictions approved by the City and recorded with the County of San Mateo.*

J. *The planning commission shall have authority to grant a parking variance for nonresidential development to allow required parking to be located off-site. The provisions of Chapter 17.46 of this Title shall govern the filing and processing of the application for a variance pursuant to this Section; provided, however, that instead of the findings required for the granting of a variance, as set forth in Section 17.46.010, no such parking variance shall be granted unless the planning commission finds and determines that:*

1. *The variance would be an incentive to, and a benefit for, the nonresidential development; and*

2. *The variance will facilitate access to the nonresidential development by patrons of public transit facilities.*

Section 17.34.085. Parking for Designated for Clean Air Vehicles. Parking spaces designated for low-emitting, fuel-efficient and carpool/van pool vehicles, as defined in Section 5.102 of the California Green Building Standards Code, shall be provided for newly constructed non-residential buildings according to the following schedule:

TOTAL NUMBER OF PARKING SPACES	NUMBER OF REQUIRED SPACES
0-9	0
10-25	1

26-50	3
51-75	6
76-100	8
101-150	11
151-200	16
201 and over	At least 8 percent of total

The designated spaces shall be marked "CLEAN AIR VEHICLE" with stall-striping paint, such that the lower edge of the last word aligns with the end of the stall striping so it will be visible beneath a parked vehicle.

Section 17.34.095. Bicycle Parking. Short-term and long-term parking for bicycles shall be provided for newly-constructed non-residential buildings as follows:

A. Short Term Parking. One or more permanently anchored bicycle racks shall be provided within 200 feet of the visitors' entrance and readily visible to passers-by. The required bicycle parking capacity shall be set as follows:

1. 1 bike rack space per 10,000 sq. ft. of retail floor area;
2. 1 bike rack space per 150,000 sq. ft. of office floor area;
3. Other non-residential uses: five percent (5%) of visitor motorized vehicle parking capacity.
4. Any fractional result shall be rounded up.
5. For all non-residential buildings, the minimum capacity shall be for two bicycles.

B. Long Term Parking. Permanently anchored bike racks inside covered, lockable enclosures or bicycle rooms or permanently anchored bicycle lockers shall be provided at convenient locations from the street. The required bicycle parking capacity shall be set as follows:

1. 1 space per 20,000 sq. ft. of warehouse floor area;
2. 1 space per 6,000 sq. ft. of retail floor area;
3. 1 space per 6,000 sq. ft. of office floor area;
4. Other non-residential uses: five percent (5%) of motorized vehicle parking capacity.
5. Any fractional result shall be rounded up.
6. For all non-residential buildings, the minimum capacity shall be for one bicycle.

Section 17.38.080. Alteration or expansion of nonconforming structures.

A. A nonconforming structure shall not be altered, enlarged, or expanded so as to increase the degree of noncompliance or otherwise increase the discrepancy between existing conditions and the requirements of this Title.

B. Structural alterations may be permitted when necessary to comply with the requirements of law.

C. The prohibitions of this Section shall not apply to any alteration, enlargement or expansion for which a variance is granted pursuant to Chapter 17.46 *or a use permit is granted pursuant to Chapter 17.34* of this Title.

DATA FROM THE U.S. CENSUS AND OTHER SURVEYS

In 2004, the Planning Commission reviewed various sources of data to prepare a recommended parking standard for residential units based upon floor area. The 2007-2014 Housing Element's Program H.I.1.b subsequently called for also taking the number of bedrooms into consideration, because the State uses number of bedrooms as the basis for its parking standards in regards to secondary dwelling units and concessions for density bonus units.

PARKING STANDARDS					
	Studio	1-BR	2-BR	3-BR	4+-BR
California Government Code Section 65852.2(e):					
SDU	1	1	2	3	4
California Government Code Section 65915(p)(1):					
Density Bonus	1 ^a	1 ^a	2 ^a	2 ^a	2.5 ^a

BR = Bedroom

SDU = Secondary Dwelling Unit

MFDU = Multi-Family Dwelling Unit (triplex or larger)

^a Required to be on-site (all others may be off-street)

The following presents data regarding potential parking demand per bedroom and floor area from the U.S. Census, parking counts taken at Altamar at the Ridge and the 9 largest houses in Brisbane, and a review of the parking requirements for 160 jurisdictions statewide.

Although vehicle ownership information is not yet available from the 2010 U.S. Census, vehicle ownership per household data is available for Brisbane from the 1990 and 2000 U.S. Censuses.

According to the 1990 U.S. Census, all but 99 of the 1,300 total number of households in Brisbane had at least one car. Of the 1,687 employed persons in Brisbane 16 years or older, 1,283 (76.1%) drove alone to work and 238 (14.1%) carpooled. Of those who carpooled, 180 were in a 2-person carpool and the remainder were in larger carpools. Assuming that at least half of those persons in the 2-person carpools owned a car, the total number of cars owned by Brisbane residents who worked would have been 1,373. This would translate into an ownership rate of at least 0.8 cars per employed person 16 years or older.

At that time, 2,460 Brisbane residents out of a total of 2,952 were 16 years or older. If the same ownership rate were applied to the entire population 16 years or older (employed or not), excluding the at least 99 persons in households without cars, there would have been 1,889 vehicles owned by local residents, amounting to 1.45 per household. This would be quite an assumption, since it would probably exaggerate ownership rates for those who were at the upper and lower ends of the range of ages covered, particularly since those 65 years or older were specifically known to have a lower car ownership rate. For example, of the 99 households in Brisbane without any vehicles, 33% were headed by a householder at least 65 years old, while only 10% of the total households in Brisbane were headed by a householder at least that old.

This exaggeration might compensate, though, for the lack of data on the number of persons owning multiple vehicles.

According to the 1990 U.S. Census, the average housing unit in Brisbane had 4.57 rooms, including 2.01 bedrooms. While there was no information on the average size of housing units in Brisbane, the nationwide median home at that time contained 5.4 rooms, including 2.6 bedrooms, and 1,688 sq. ft. Extrapolating from these figures, the average housing unit in Brisbane was 1,305-1,428.5 sq. ft. At 1.45 vehicles per unit, this would translate to 1 vehicle per 900-985 sq. ft. or 0.72 vehicles per bedroom.

BRISBANE VEHICLE OWNERSHIP RATES						
	Studio	1-BR	2-BR	3-BR	4-BR	5-BR
1990 U.S. Census:						
0.72 per BR	N/A	0.72	1.44	2.16	2.88	3.6
1 vehicle per 900-985 sq. ft.						
2000 U.S. Census:						
0.77 per BR	N/A	0.77	1.54	2.31	3.08	3.85
1 vehicle per 830-892 sq. ft.						
2010 U.S. Census:						
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A						

BR = Bedroom
N/A Data not available

Data regarding vehicle ownership in Brisbane from the 2000 U.S. Census generally corroborates the conclusions drawn from the 1990 U.S. Census. In 2000, 72 households out of a total of 1,614 had no vehicles available, 621 had 1 vehicle, 701 had 2 vehicles and 220 had 3 or more. This translates into a total of at least 2,683 vehicles and an average of at least 1.66 vehicles per household. According to the 2000 U.S. Census, of the 2,079 employed persons in Brisbane 16 years or older, 1,498 drove alone to work (72.1%, down from 76.1% in 1990) and 273 carpooled (13.1%, down from 14.1% in 1990; additional details regarding carpool size are not available). Assuming that at least half of those persons in the 2-person carpools owned a car, the total number of cars owned by Brisbane residents who worked would be 1,635. This would translate into an ownership rate of at least 0.8 cars per employed person 16 years or older (the same as in 1990).

In 2000, an estimated 3,031 Brisbane residents out of a total of 3,597 were 16 years or older (based upon extrapolation from data released to date that 3,065 were 15 years or older, 184 were 10 to 14 years old, and 160 were 15 to 19 years old). If the same ownership rate were applied to the entire population 16 years or older (employed or not), there would have been 2,425 vehicles

owned by local residents, amounting to 0.67 vehicles per person (of any age) or 1.5 per household.

According to the U.S. Census, the median number of rooms per unit in Brisbane was 4.4 in 2000. While there was no information on the average size of housing units in Brisbane, the nationwide median home in 1990, as noted above, contained 5.4 rooms and 1,688 sq. ft. Extrapolating from these figures, the median housing unit in Brisbane in 1990 was approximately 1,305-1,428.5 sq. ft. According to the 2000 U.S. Census, 1,388 units were built before 1990. According to City records, 277 units were issued Certificates of Occupancy in Brisbane from 1990 through March 2000 (the 2000 U.S. Census counted 430 units, including the unoccupied units at The Ridge). These 277 units contained an estimated total of 482,707 gross sq. ft. of floor area. Thus, the average housing unit built in Brisbane from 1990 to the time of the 2000 U.S. Census was 1,743 sq. ft. The weighted average floor area per housing unit in Brisbane at the time of 2000 U.S. Census would then be estimated to be 1,378-1,481 sq. ft. With at least 1.66 vehicles per household, this would translate to 1 vehicle per 830-892 sq. ft. Although information on average number of bedrooms per unit was not collected in the 2000 U.S. Census, it could be extrapolated from the 1990 Census that a 4.4 room unit would have 1.94 bedrooms. At 1.5 vehicles per unit, this would translate to 0.77 vehicles per bedroom.

Parking counts taken at Altamar at the Ridge found a range of 233 to 277 parked vehicles on random Wednesday evenings, averaging 255. There is a total of 214 units at Altamar, ranging in size from 1 bedroom with den to 3 bedrooms. The total number of bedrooms is 436. Thus, the average number of parked vehicles per bedroom found was only 0.58. The average floor area found was 1,144 sq. ft. per parked vehicle.

ALTAMAR PARKING SURVEY	
DATE/TIME	PARKED VEHICLES
Wednesday, July 24, 2002, 7:00 p.m.	233
Wednesday, January 15, 2003, 7:15 p.m.	277
Wednesday, April 14, 2004, 7:00 p.m.	234
Wednesday, June 15, 2011, 7:15 p.m.	276
AVERAGE	255

ALTAMAR UNITS SIZES			
TYPE OF UNIT	NUMBER OF UNITS	SQ. FT.	TOTAL BEDROOMS
2-bedroom	51	1,070	102
2-bedroom	42	1,243	84
1-bedroom + den	21	1,280	21
2-bedroom + den	29	1,520	58
3-bedroom	29	1,520	87
2-bedroom + den	42	1,663	84
TOTAL	214	291,662	436

Parking counts taken at the 9 largest single-family dwelling units in Brisbane (exceeding 3,600 sq. ft. in floor area, excluding up to 400 sq. ft. of garage) found the apparent demand for more than 4 parking spaces sporadically at four of the nine addresses:

VEHICLES PARKED AT HOUSES AT LEAST 3,600 SQ. FT. IN FLOOR AREA			
Wednesday, 9/21/11, 7-7:30 p.m.			
Thursday, 9/22/11, 6-6:15 pm.			
Wednesday, 10/5/11, 7-7:20 p.m.			
ADDRESS	FLOOR AREA (SQ. FT.)*	BEDROOMS	3-DAY AVERAGE NUMBER OF PARKED CARS
51 Mariposa Street	4,722	4	2-car garage: unknown driveway: 3 (max. 4) off-street: 0.67 (max 1)
276 Sierra Point Road	4,495	3	2-car garage: unknown driveway: 0 off-street: 1.67 (max 2)
4050 Bayshore Boulevard	4,462	4	3-car garage: unknown driveway: 0.67 (max 1)
728 Humboldt Road	4,230	3	3-car garage: unknown driveway: 0.33 (max 1)
100 Kings Road	4,159	4	2-car garage: unknown driveway: 0 off-street: 2 (max 3)
325 Humboldt Road	4,071	4	2-car garage: unknown driveway: 0.33 (max 1)
201 Tulare Street	3,996	5	2-car garage: unknown driveway: 0.33 (max 1) off-street: 1 (max 2)
90 Santa Clara Street	3,955	5	2-car garage: unknown driveway: 0.67 (max 1) off-street: 1.67 (max 2)
215 Tulare Street	3,652	5	2-car garage: unknown driveway: 0.67 (max 2) off-street: 1.33 (max 2)

*excluding up to 400 sq. ft. of garage/carport per 2004 draft ordinance

Adopted parking standards based upon the number of bedrooms vary widely throughout the state. An analysis of 160 jurisdictions in California that based their multi-family residential parking requirement upon the number of bedrooms (out of 241 surveyed) found an average requirement of 1.77 spaces for studio units, 1.87 spaces for 1-bedroom units, 2.14 spaces for 2-bedroom units and 2.33 spaces for 3-bedroom units (see following table). These figures could lend themselves to a simpler ratio of 1.75 spaces for studio units, 2 spaces for 1-bedroom units, 2.25 spaces for 2-bedroom units and 2.5 spaces for 3-bedroom units. This could also be converted into a formula of 1.75 spaces per unit plus 0.25 spaces for each bedroom in each unit.

MULTI-FAMILY PARKING REQUIREMENT FOR 160 JURISDICTIONS				
	Studio	1-Bedroom	2-Bedroom	3-Bedroom
Mode	1.5 spaces	1.5-2 spaces	2-2.25 spaces	2-2.5 spaces
Average	1.77 spaces	1.87 spaces	2.14 spaces	2.33 spaces

A review of 241 jurisdictions in California found 9 that use floor area to calculate the parking required for single-family residences:

Capitola	0-2,000 sq. ft. = 3 spaces 2,000-2,600 sq. ft. = 4 spaces [1 space per 600-666 sq. ft.]
Corte Madera	0-4,000 sq. ft. = 2 spaces >4,000 sq. ft. = 3 spaces [1 space per 2,000 sq. ft.]
El Monte	0-1,200 sq. ft. = 2 spaces 1,201-1,500 sq. ft. = 3 spaces 1 additional space for each additional 300 sq. ft. [1 space per 300-500-600 sq. ft.]
Glendale	0-3,499 sq. ft. = 2 spaces 3,500-5,999 sq. ft. = 3 spaces 6,000-7,999 sq. ft. = 4 spaces 8,000+ sq. ft. = 5 spaces [1 space per 1,750-2,000 sq. ft.]
Los Banos	0-1,000 sq. ft. = 1 space >1,000 sq. ft. = 2 spaces [1 space per 1,000 sq. ft.]
Mammoth Lakes	0-3,000 sq. ft. = 3 spaces >3,000 sq. ft. = 4 spaces [1 space per 1,000 sq. ft.]
Manhattan Beach	0-3,600 sq. ft. = 3 spaces >3,600 sq. ft. = 4 spaces [1 space per 1,200 sq. ft.]
Monterey	0-3,699 sq. ft. = 1 space 3,700+ sq. ft. = 2 spaces [1 space per 3,700 sq. ft.]
Monterey Park	0-2,999 sq. ft. = 2 spaces 3,000+ sq. ft. = 3 spaces [1 space per 1,500 sq. ft.]

Although no pattern is readily evident from this list, the average requirement is 1 space per approximately 1,486 sq. ft.

Several of these jurisdictions surveyed are hillside cities with limited on-street parking, similar to Brisbane.

The City of Sausalito requires 2 off-street parking spaces for each single-family dwelling and each multi-family dwelling with two or more bedrooms. For multi-family dwellings with one or fewer bedrooms, 1.5 spaces are required per unit. The City of Sausalito does not specify that any of its required parking must be covered. It does not recognize on-street parking as meeting any of its requirements.

Another hillside city with narrow streets is Orinda. The City of Orinda requires 2 covered and 2 off-street spaces for each new single-family residence and for each existing residence for which the number of bedrooms is proposed to be increased. For multi-family units, the requirements are 1 covered space per studio, 1 ½ covered spaces per 1-bedroom unit and 2 covered spaces per 2-bedroom or larger unit, with ¼ guest parking space per unit.

A third city sometimes cited for comparison to Brisbane is Laguna Beach. The City of Laguna Beach requires 2 covered spaces per single-family or duplex dwelling unit, with an additional uncovered space required for units with 3,600 sq. ft. or more of floor area. For multi-family units, the parking requirement is typically based upon the number of bedrooms: 1 ½ spaces per studio or 1-bedroom unit and 2 spaces for each 2-bedroom or larger unit, with 1 guest parking space for each 4 units. The City of Laguna Beach also requires that streets less than 26-28 ft. be widened to provide at least 1 on-street parking space per 50 ft. of residential lot frontage.

A comparison of these various survey results (see next page) supports the City's current standard for duplexes and multi-family dwelling units (rounding up the fractions for single-family dwellings), except at either end of the scale. At the low end, an exception would require only 1 space for studio and 1-bedroom units not exceeding 900 sq. ft. in area. The 900 sq. ft. maximum threshold proposed for a requirement of only 1 parking space is also supported by available data from the U.S. Census and parking surveys at Altamar at the Ridge. Multiplying this ratio out, thresholds for requiring additional parking for larger units, particularly single-family dwellings, can be identified (see page 8).

COMPARISON OF PARKING RATIOS					
	Studio	1-BR	2-BR	3-BR	4-BR
California Government Code Section 65852.2(e):					
SDU	1	1	2	3	4
California Government Code Section 65915(p)(1):					
Density Bonus	1 ^a	1 ^a	2 ^a	2 ^a	2.5 ^a
1990 U.S. Census: Brisbane Vehicle Ownership Rates					
0.72 per BR	N/A	0.72	1.44	2.16	2.88
1 vehicle per 900-985 sq. ft.					
2000 U.S. Census: Brisbane Vehicle Ownership Rates					
0.77 per BR	N/A	0.77	1.54	2.31	3.08
1 vehicle per 830-892 sq. ft.					
Altamar at the Ridge Parking Surveys					
0.58 per BR	N/A	0.58	1.16	1.74	2.32
1 vehicle per 1,144 sq. ft.					
Average for 160 Jurisdictions					
MFDU	1.77	1.87	2.14	2.33	N/A
Current Brisbane Municipal Code Section 17.34.010:					
Duplex/MFDU	1	1.5 ^{ab}	1.5 ^{ab}	2 ^{ab}	2 ^{ab}
Proposed Ordinance Requirements:					
SDU	1 ^{cd}	1 ^{cd}	2 ^c	2 ^c	2 ^c
Duplex/MFDU	1 ^c	1.5 ^{ceg}	1.5 ^{cg}	2 ^{cfg}	2 ^{cfg}

BR = Bedroom

SDU = Secondary Dwelling Unit

MFDU = Multi-Family Dwelling Unit (triplex or larger)

^a Required to be on-site

^b Required to be covered and enclosed on 3 sides

^c Required to be off-street

^d 2 spaces if over 900 sq. ft. in floor area

^e Only 1 space if not over 900 sq. ft.

^f Plus 1 space if over 2,700 sq. ft. in floor area

^g Including 1 covered space

N/A Data not available

NOTE: Any fractional requirement shall be rounded up

PROPOSED ORDINANCE REQUIREMENT FOR SINGLE-FAMILY DWELLINGS		
Number of Bedrooms	Required Parking Spaces	Plus 1 Space If Floor Area Over:
1	2	N/A
2	3	2,700 sq. ft.
3	4	3,600 sq. ft.
4	5	4,500 sq. ft.
5	6	N/A

GUEST PARKING ANALYSIS

Most cities' residential parking requirements appeared to be based upon the assumption that on-street parking will accommodate the demand for guest parking (out of 241 jurisdictions in California surveyed by Walker Parking Consultants in 2000, only 63 required other than 2 parking spaces per single-family dwelling). A standard 50 ft. wide lot with an 18 ft. wide driveway on a 36 ft. wide street can typically accommodate 1 to 1 ½ on-street parking spaces along its frontage (see Parallel Parking Space Standards in proposed Section 17.34.040.E). Thus, it would appear that these cities actually expect 3 to 3 ½ parking spaces per single-family dwelling. Where streets are too narrow to properly accommodate on-street parking or where on-street parking is already taken by existing residences without conforming parking, that guest parking would have to be provided on site.

Only 4 of the cities surveyed include a requirement for guest parking with their standard for single-family residences:

Laguna Hills: 2 spaces plus 0.3 guest spaces
Larkspur: 2 spaces plus 2 guest spaces
Los Gatos: 2 spaces plus 1 guest space (if more than 2 units total)
Maywood: 2+ spaces (based upon number of bedrooms) plus 0.5 guest spaces

Guest parking is more commonly required for multi-family projects:

2 guest spaces per unit:	2 jurisdictions
2 guest spaces per 3 units:	1 jurisdiction
1 guest space per 1 unit:	6 jurisdictions
1 guest space per 2 units:	12 jurisdictions
1 guest space per 3 units:	15 jurisdictions
1 guest space per 4 units:	38 jurisdictions
1 guest space per 5 units:	19 jurisdictions
1 guest space per 7 units:	3 jurisdictions
1 guest space per 8 units:	2 jurisdictions
1 guest space per 10 units:	2 jurisdictions
1 guest space per 12 units:	1 jurisdiction
1 guest space per 15 units:	1 jurisdiction
+ 10% of resident's spaces:	1 jurisdiction
+ 15% of resident's spaces:	1 jurisdiction
+ 30% of resident's spaces:	1 jurisdiction

The most frequently found standard and the average requirement for those jurisdictions using a per-unit ratio was 1 guest space per 4 units.

An earlier 1995 survey by Walker Parking Consultants of 160 jurisdictions throughout the state provided additional data used in the Commission's analysis. Fifty-six jurisdictions used a flat parking standard for multi-unit dwellings not based upon the number of bedrooms. These ranged from 1 space to 2.5 spaces per unit and averaged 1.875 spaces per unit. Thirty-five of these had an additional guest parking requirement. These ranged from 1 guest space per 15 units to 1 guest

space per unit. Including those of the 56 jurisdictions that required none, the average number of guest spaces per unit was approximately 1 space per 4.5 units.

JURISDICTIONS THAT USE A FLAT-RATE REQUIREMENT
FOR PARKING FOR MULTI-UNIT DWELLINGS

<u>Parking Space Per Unit</u>	<u>Guest Parking Per Unit</u>	<u>Parking Per Unit</u>	<u>Combined Number of Per Unit</u>	<u>Jurisdictions</u>
1	0		1	4
1.5	0		1.5	5
1.5	1/15		1.567	1
1.5	1/3		1.833	1
2	0		2	12
2	1/10		2.1	2
2	1/8		2.125	1
2	1/7		2.143	1
2	1/5		2.2	2
2	1/4		2.25	6
2	1/3		2.333	10
2	1/2.5		2.4	1
2	1/2		2.5	7
2	1/1		3	2
2.5	1/2		3	1
1.875 Average	1/4.5 Average		2.1 Average	56 Total

Before adopting a new guest parking standard, its feasibility should be checked by applying it to local developments. The vast majority of existing four-plus-unit complexes in Brisbane (excluding those at the Northeast Ridge) are, to begin with, nonconforming in terms of unit density under the current applicable zoning regulations. Of the two known to be conforming, the 4-plex at 218-224 Tulare Street has 6 garage spaces and 6 driveway spaces which meets the current requirement of 1.5 garages per 2-bedroom unit and which would provide the 6 spaces (including 4 covered) that would be required for 759 sq. ft. units under the proposed ordinance, with at least 2 additional guest parking spaces available. The 8-unit condominium complex at 737 San Bruno Avenue has the 12 spaces currently required at the rate of 1.5 garages per 2-bedroom unit, but 2 of these are uncovered spaces. As for the recommended standards, these 900-992 sq. ft. units would provide the 12 required spaces (including 8 covered) for the units, but no guest parking would be available.

For the 4-plex approved by the Planning Commission at 661 San Bruno Avenue, the current ordinance requires 6 spaces (1.5 garage spaces per unit). Although 2 of the units would be less than 900 sq. ft. in floor area, all of the units are proposed to contain 2 bedrooms and thus would not benefit from the proposed exception for 1-bedroom units not exceeding 900 sq. ft. Guest parking in this instance would only be available on-street.

For the stacked flats at Altamar at the Ridge, 529 parking spaces were provided for 214 units (an average of 2.6 spaces per unit). Assuming an average of 1,375 sq. ft. per unit (214 units containing a total of 294,181 sq. ft. of living space), the current and proposed standards of 1.5 spaces per unit) would result in a total of 321 spaces. Repeated counts of cars parked at the development found no more than 277 parked cars, indicating no need for additional guest parking if at least 1.5 spaces are provided per unit.

ALTAMAR AT THE RIDGE
PARKING SURVEY

	Existing	Occupied			
		7/24/02*	1/15/03*	4/14/04*	6/15/11*
Parking Spaces	529	233	277	234	276
% Occupied	n/a	44%	52%	44%	52%

*All surveys were conducted on a Wednesday night at 7-7:15 p.m.

Regarding Viewpoint at the Ridge, the Planning Commission had heard complaints in 2004 regarding the lack of sufficient guest parking. This was unexpected, in that more than twice the number of parking spaces that would be required under the current ordinance was provided for this project. Each unit has two garage spaces and, with the exception of only 2 units, two driveway spaces. Guest spaces in parking bays are provided at a ratio of approximately 1 space per 3 units. This comes to an average of 4.34 parking spaces per unit, with the average unit being 1,919 sq. ft. in habitable floor area. Part of the reported parking problem may have been the result of garages being used for purposes other parking and vehicles being too large to fit within the garages (unlike Altamar at the Ridge, all of the Viewpoint at the Ridge units have private garages). Another factor may have been that the guest spaces provided are not proportionately distributed throughout the project. For example, Tanager Court and the upper block of Fox Sparrow Lane have a combined total of 10 guest parking spaces for only 15 units, while Red Hawk Court has only 4 guest parking spaces for 21 units (excluding the 7 spaces designated for the clubhouse at 201 Mission Blue Drive).

VIEWPOINT AT THE RIDGE

<u>Floor Plan</u>	<u># of Units</u>	<u>Floor Area*</u>	<u>Bed-rooms</u>	<u>Garages + Driveways</u>	<u>Per Current Ordinance</u>
1	38	1,526 sq. ft.	1-2	2+2	1.5 garages
2	38	1,476 sq. ft.	1-2	2+2	1.5 garages
3	19	1,812 sq. ft.	2	2+2	1.5 garages
4	34	2,300 sq. ft.	2-3	2+2	1.5-2 garages
5	12	2,389 sq. ft.	2+loft	2+2	1.5 garages
6	19	2,723 sq. ft.	3-4	2+2	2 garages
TOTAL	160			640	250-267
GUEST PARKING PROVIDED				55**	
GUEST PARKING REQUIRED					0
COMBINED TOTAL				695	250-267

*"Living" square footage plus square footage of garage & stairs in excess of proposed 400 sq. ft. exception (see below)

**Not including 4 parking bay spaces compensating for lack of driveway parking at 111-112 Rock Wren Lane or 7 clubhouse parking spaces

To gauge the demand for guest parking at Viewpoint, staff conducted a count of cars parked in the parking bays at 7:45 p.m. on Wednesday, August 17, 2011. Out of a total of 55 parking spaces, only 39 were occupied. For a total of 160 units, that would average 1 car per 4.1 units. Given the abundance of available driveway parking spaces, it was not possible to determine whether certain units were generating a demand for parking that exceeded their driveway capacity, or whether some people simply prefer to park on street than in their driveways.

Landmark at the Ridge has a combination of parking bays and unmarked on-street parking on streets wide enough to accommodate guest parking on both sides. In 2004, it was estimated that 47 on-street guest parking spaces were provided for the 37 dwellings in Unit 1. That was a ratio of approximately 1 guest space per 0.8 dwelling unit. All combined, there was an average of 5.8 parking spaces per unit, with the average unit containing 2,950-3,037 sq. ft. of floor area (with the higher number reflecting the estimated floor area of the 3-car garages in excess of the proposed 400 sq. ft. exemption, see below).

LANDMARK AT THE RIDGE—UNIT 1

<u>Floor Plan</u>	<u># of Units</u>	<u>Floor Area</u>	<u>Bed-rooms</u>	<u>Garages + Driveways</u>	<u>Per Draft Ordinance</u>
1	6	2,837 sq. ft.	4	2+2	2+3
2	9	3,078 sq. ft.	5	2+2	2+4
3	12	3,277 sq. ft.*	4-5	3+2	2+3-4
4	6	2,098 sq. ft.*	2-3	3+2	2+1-2
5	2	2,843 sq. ft.	3-4	2+2	2+2-3
6	2	3,416 sq. ft.*	4-5	3+2	2+3-4
TOTAL	37			168	180-202
GUEST PARKING PROVIDED				47	
COMBINED TOTAL				215	

Since 2004, 17 additional houses have been built at Landmark. A count at 8:00 p.m. on Wednesday, August 17, 2011, found a total of 22 cars parked on the street (including in parking bays). For a total of 54 units, that would average 1 car per 2.5 units. As was noted at Viewpoint, many of the driveways were empty, raising doubts about whether guest parking on the street is necessarily a necessity.

This review raises questions regarding whether additional guest parking is actually needed for larger projects and whether providing guest parking for smaller projects would impact their feasibility. Regarding the minimum number of units subject to the requirement, 5 would parallel the State density bonus provisions (BMC Section 17.31.020.X) for which a modification to the parking standards could then be granted as a density bonus incentive or concession. To be consistent with this threshold, the standard would be 1 guest parking space per every 5 units, which is 1 unit less than the average requirement found in the survey of jurisdictions statewide.

EMERGENCY SHELTER PARKING ANALYSIS

Per Government Code Section 65583(a)(4)(ii), the City shall adopt an off-street parking standard for emergency shelters "...based upon demonstrated need, provided that the standards do not require more parking for emergency shelters than for other residential or commercial uses within the same zone." An emergency shelter provides temporary housing (for no longer than 6 months per person) with minimal supportive services for persons who are homeless, victims of domestic violence, individuals and households made temporarily homeless due to natural disasters (e.g., fires, earthquakes, etc.), or other persons requiring temporary housing. Employees, volunteers and visitors generate demand for parking, as well as residents [according to "Zoning in the Wake of SB2" by Baird + Driskell Community Planning (May 2010), "Most homeless families will have a car while most homeless individuals will not"]. A review of other municipalities finds that among the few that have adopted standards so far, there is a fairly broad range, tied either to floor area or number of beds. For example:

South San Francisco:	1 parking space per 200 sq. ft. of floor area
Millbrae:	1 parking space per 4 beds
Santa Monica:	1 parking space per 10 beds

"Zoning in the Wake of SB2" states:

"The rule of thumb that Shelter Network [the largest provider of homeless shelter and supportive services on the San Francisco Peninsula] uses is one car per family or .35 cars per individual bed, plus one parking spot per staff member on duty when residents are there (but less if on major a transit route). This standard was confirmed with several other organizations and agencies. But this varies significantly between jurisdictions and client populations. Homeless shelters that serve the chronically homeless or the mentally ill will have lower parking needs. As a comparison, available parking spaces for various emergency shelters are summarized below:

- o Crossroads (Oakland), 0.55 acres, 125 residents, 47 employees, 17 parking spaces
- o Family Emergency Center, (San Rafael), 0.25 acres, 52 beds, 16 spaces
- o Mill Street Shelter (San Rafael) 0.33 acres, 40 beds, 10 spaces
- o Safe Harbor (S. San Francisco), 90 beds, 24 spaces (parking lot is full at night)"

The "demonstrated need" for emergency shelters in Brisbane is limited. The 2007 San Mateo County Homeless Census and Survey, conducted on the night of January 30, 2007, identified 11 single adults as homeless within Brisbane. Of these, 4 were found living in vehicles, with the remainder observed on the streets (a ratio of 0.36 vehicles per homeless adult). Accordingly, it appears that a 12-bed facility would be adequate to serve the entire homeless population in Brisbane at any one time. Staff estimates that the individual living space and common areas would total approximately 100 to 150 sq. ft. per person. A 12-bed facility would be approximately 1,200 to 1,800 sq ft, similar in the size to a modest single-family home.

Using the 0.35 parking spaces per bed ratio recommended by the Shelter Network, a 12-bed facility would require 4.2 parking spaces (not including employee parking). Assuming a 12-bed facility is 1,500 sq. ft., this translates to 1 space per 357 sq. ft. While that ratio is higher than the 1 space per 900 sq. ft. employed in developing the proposed residential parking requirements, it is still less than the City's parking standard of 1 space per 300 sq. ft. for administrative office and retail uses. Accordingly, the parking requirement proposed for emergency shelters is 0.35 space per bed plus 1 space per staff member on the largest shift.

ANALYSIS OF PARKING REQUIREMENTS FOR PUBLIC ASSEMBLY FACILITIES

Under the current Brisbane Municipal Code, the parking standard for “churches, lodges, clubs, community centers, chapels, commercial recreation” is one space for each 4 person capacity, but not less than one space for each 15 square feet of the largest meeting hall. Capacity is calculated using the 2010 California Building Code’s “occupant load factor” of 1 occupant per 7 sq. ft. of concentrated-use assembly areas without fixed seats (Table 1004.1.1). This results in a range of 1 space per 15 to 28 sq. ft. of floor area. A more direct standard would be preferable.

The 1995 Walker Parking Consultants survey of 160 jurisdictions throughout California found a variety of approaches to the parking requirements for public assembly facilities. The most frequent standards used statewide were one parking space per 3 fixed seats, one parking space per 4 fixed seats, and one parking space per 35 sq. ft. of public assembly use. While standards based upon the number of fixed seats may appear to be more specific, the wide variation in such standards indicates less than unanimous agreement upon how they reflect actual parking demand. A “per sq. ft.” standard would be typically easier to apply. Tossing out the two extreme examples among the 115 jurisdictions that base their requirement upon floor area, the adjusted average standard based on square footage would be one space per 49.7 sq. ft. of public assembly use.

The 2002 American Planning Association’s “Parking Standards” covered a wide variety of land uses, providing a sampling of typical parking requirements from throughout the country. A number of different types of uses are listed in the APA report that would fall under the current BMC parking regulations’ category of “cultural facilities, meeting halls and places of worship.”

For cultural facilities, the jurisdictions included in the APA report used a variety of parking standards, depending upon the type of facility, with the greatest distinctions made for theaters. Most of the jurisdictions used a standard based upon square feet of floor area for cultural facilities excluding theaters, with the most frequently cited being 1 space per 300 sq. ft. (the same standard the City of Brisbane uses for office uses). For theaters, the most frequently used standards were based upon number of seats, which would be expected, since of all of these types of uses reviewed, theaters are the most likely to have fixed seats. Of the jurisdictions using per-seat standards, 1 parking space per 4 seats was the most frequently cited, as well as approximately the average of all the per-seat standards listed.

For places of worship, the parking requirements varied more than those for meeting halls, according to the APA report. Recognizing that places of worship typically contain multiple rooms of varying intensity of use, about half of the listed jurisdictions specified that their requirements apply only to the largest assembly room of such uses. In addition, while most jurisdictions used seating as the basis for their parking requirements for places of worship, frequently a conversion factor would have to be included to translate a length of pew into a number of seats (ranging from 1 to 2.5 linear ft. of pew per seat). The average standard based upon number of seats was 1 parking space per 5.2 seats. The average standard based upon floor area was 1 parking space per approximately 40 sq. ft.

Staff is concerned that by specifying a parking standard for places of worship distinct from similar types of public assembly facilities, the City may be exposed to claims of violation of the Religious Land Use and Institutionalized Persons Act (RLUIPA). Under RLUIPA, cities are prohibited from imposing land use regulations that impose a “substantial burden” on the “exercise of religion,” unless the regulation can be demonstrated to be the least restrictive means of furthering a governmental interest. Accordingly, staff recommends that the parking requirements for cultural facilities, meeting halls and places of worship be combined as follows:

1 space for each 50 square feet of assembly area or 1 space for each 4 fixed seats, whichever is greater, plus 1 space for each 300 square feet of the remaining floor area of the building (meeting rooms not exceeding 750 square feet and ancillary to an office use shall be included with the floor area of the office in calculating the parking requirement for the office use)

Since 2004, at least two proposals for places of worship have been submitted to the City. Much of the discussion regarding these proposals revolved around the question of adequate parking. The proposed uses included multiple Sunday services, various accessory/weekday operations, and special holiday events that complicated attempts to answer the question of what would be an appropriate parking standard for such uses. Potential solutions extended beyond standard on-site parking to include parking management techniques such as valet parking, off-site parking arrangements and shuttle service. These methods cannot be adequately addressed by the parking ordinance and, instead, would have to be dealt with on a project-by-project basis through the Use Permit process for places of worship as a conditional use per zoning district regulations and/or for modifications to the parking regulations per Section 17.34.050.H.

To make it clear that a conference room in an office building is not considered a “meeting hall” for parking purposes, the proposed ordinance would clarify that such uses not exceeding 750 sq. ft. in area would be treated as ancillary office space. The 750 sq. ft. threshold originated as the point at which the 1997 Uniform Building Code’s Table 10-A’s greater exiting requirements would apply to less-concentrated assembly areas; although, per Tables 1004.1 and 1015.1 of the current 2010 California Building Code, that number would now be 735 sq. ft. for “unconcentrated assembly without fixed seats.”

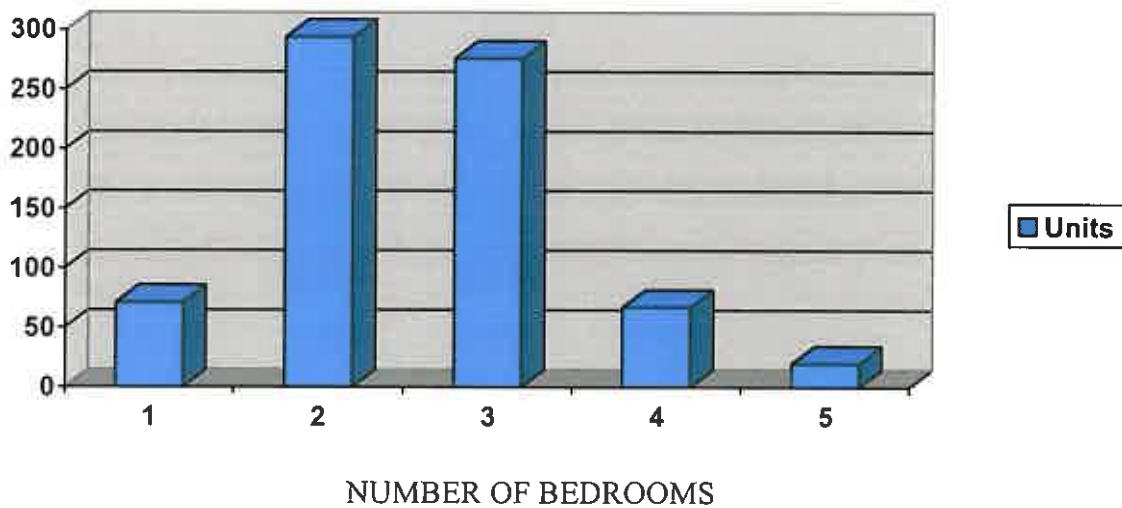
EXISTING HOUSE SIZE AND PARKING

Available data regarding number of bedrooms, floor area, and existing off-street parking for 728 single-family residences in the R-1 District was reviewed as part of the parking ordinance update study. This sample represents over one-third of the 1,934 total units identified in the 2010 U.S. Census.

The vast majority of units surveyed contained two to three bedrooms.

NUMBER OF BEDROOMS PER SINGLE-FAMILY RESIDENTIAL UNIT

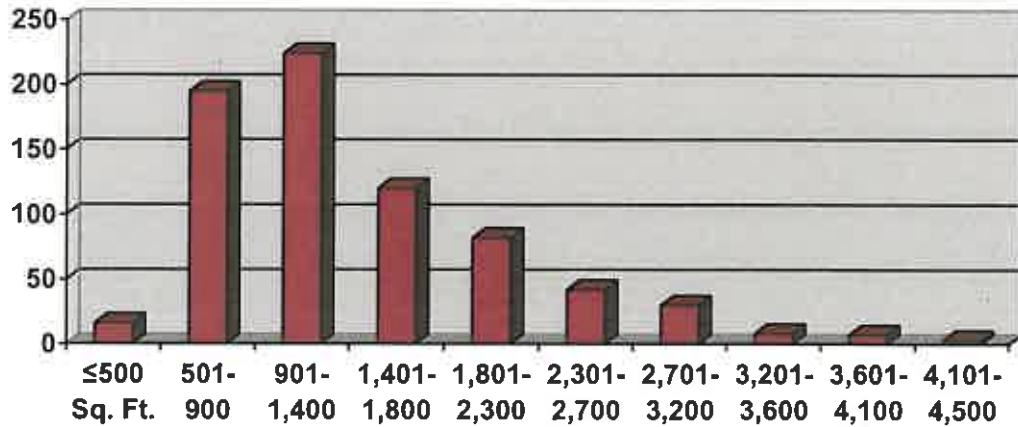
NUMBER OF UNITS
(OUT OF 728 SAMPLED)



The average floor area found for 2-bedroom house was 1,063 sq. ft. The average floor area for 3-bedroom units was 1,621 sq. ft. Note, though, that some 3-bedroom houses are as large as 4,499 sq. ft. (twice the size of the average 4-bedroom house).

SINGLE-FAMILY RESIDENTIAL UNIT FLOOR AREA

NUMBER OF UNITS
(OUT OF 727 SAMPLED)



TOTAL FLOOR AREA

The survey compared average floor area and parking spaces per number of bedrooms.

UNIT SIZE AND EXISTING OFF-STREET PARKING

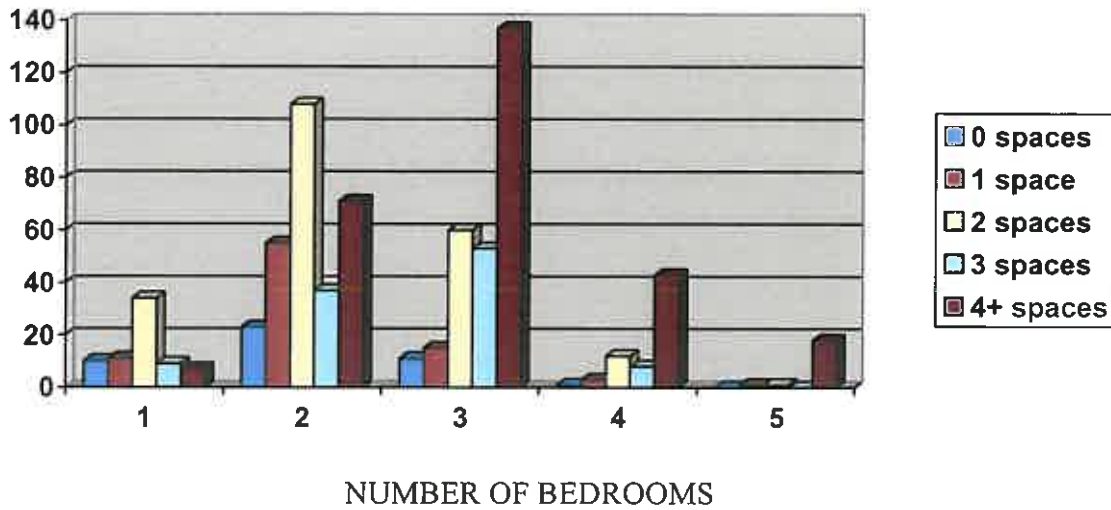
Number of Bedrooms	Number of Units	Floor Area (Sq. Ft.)			Average Existing Parking Spaces
		Average	Range		
			Low	High	
1	71 (10%)	760	420	1,913	1.9
2	294 (40%)	1,063	430	3,210	2.4
3	276 (38%)	1,621	570	4,499	3.2
4	67 (9%)	2,164	1,130	4,071	3.6
5	20 (3%)	3,066	1,760	4,255	3.9

Two-bedroom units have an average of 2.4 off-street spaces, while three-bedroom units have an average of 3.2.

**EXISTING OFF-STREET PARKING FOR SINGLE-FAMILY RESIDENTIAL UNITS
BY NUMBER OF BEDROOMS**

NUMBER OF UNITS
(OUT OF 728 SAMPLED)

OFF-STREET
PARKING



**EXISTING OFF-STREET PARKING FOR SINGLE-FAMILY RESIDENTIAL UNITS
BY NUMBER OF BEDROOMS**

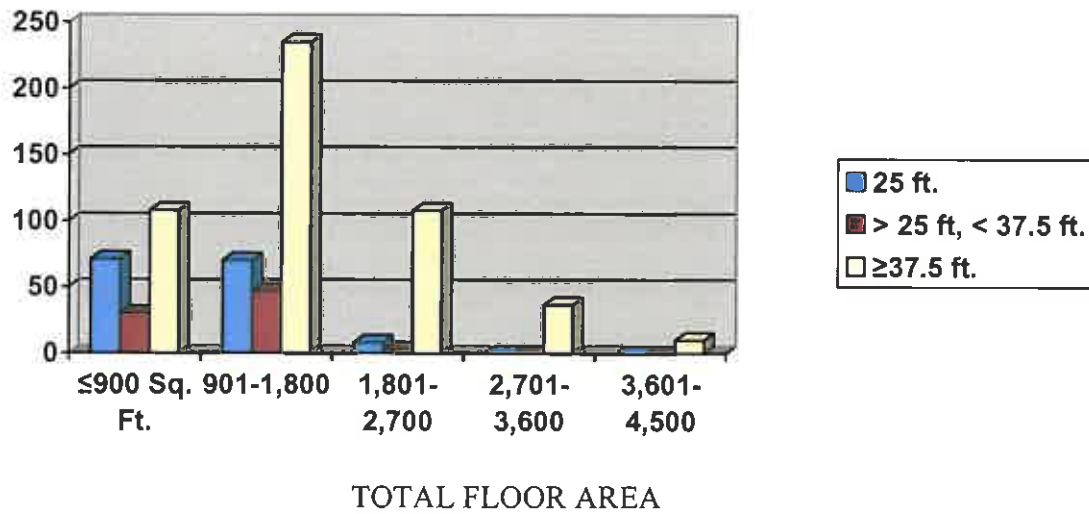
BED-ROOMS	PARKING SPACES									
	0	1	2	3	4	5	6	7	8	
1	10 (1.4%)	11 (1.5%)	34 (4.7%)	9 (1.2%)	7 (1.0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
2	23 (3.0%)	55 (7.6%)	108 (14.8%)	37 (5.2%)	53 (7.3%)	10 (1.4%)	6 (0.8%)	2 (0.3%)	0 (0%)	
3	11 (1.5%)	15 (2.1%)	60 (8.2%)	53 (7.3%)	110 (15.1%)	17 (2.3%)	7 (1.0%)	3 (0.4%)	0 (0%)	
4	1 (0.1%)	3 (0.4%)	12 (1.6%)	8 (1.1%)	33 (4.5%)	5 (0.7%)	3 (0.4%)	1 (0.1%)	1 (0.1%)	
5	0 (0%)	1 (0.1%)	1 (0.1%)	0 (0%)	16 (2.2%)	1 (0.1%)	1 (0.1%)	0 (0%)	0 (0%)	

The survey also identified average floor area by lot frontage, the current basis for the single-family residential parking requirements.

SINGLE-FAMILY RESIDENTIAL UNIT FLOOR AREA BY LOT FRONTAGE

NUMBER OF UNITS
(OUT OF 727 SAMPLED)

LOT
FRONTAGE



SENIOR HOUSING PARKING STUDY

Due to the lower than average vehicle ownership rates found among senior households, a reduction in the standard parking requirement may be appropriate for housing designed and dedicated for occupancy by households including persons who are 62 years old or older. For example, the Non-Profit Housing Association of Northern California found that households in the Bay Area with all members aged 62 or older owned 31% fewer cars than households with no seniors. In addition, according to the 1990 U.S. Census, 19% of households in Brisbane where the head of householder was at least 65 years old had no vehicle; that percentage decreased to 5% in the 2000 Census (2010 data is not yet available).

The American Planning Association's 2002 "Parking Standards" study of a sampling of jurisdictions nationwide lists a number of different requirements for senior housing. Of the 3 jurisdictions for which the parking standards are listed in the study for both senior housing and multi-family housing, the average requirement for senior housing units is 45% of the standard for multi-family units.

PARKING SPACES PER UNIT

<u>Jurisdiction</u>	<u>Senior Housing Units</u>	<u>Multi-Family Residential Units</u>	<u>Ratio</u>
Burlington, VT	0.2		
Arlington, MA	0.4		
Kearney, NE	0.5		
Fairfield, CT	0.6		
Santa Clarita, CA	0.625*	1.75	0.357
Middleburg, VA	0.67		
Alameda, CA	0.75		
Glenville, NY	0.8		
Columbia, MO	1		
Mesa, AZ	1		
Ormond Beach, FL	1.05*		
Provo, UT	1.25*		
Glenville, NY	1.25	2.5	0.5
Yavapai Co., AZ	1.5		
Jefferson Co., KY	1.5	3	0.5
Harlingen, TX	2		

*including guest spaces

As a test, this recommended approach could be applied to the City's Visitacion Garden Apartments senior housing complex, which consists of 12 one-bedroom units (+/-574 to +/-670 sq. ft.) and 2 two-bedroom units (+/-708 sq. ft. each). Under the currently adopted standard of 1.5 garages per 1-to-2-bedroom unit, the 14 units required 21 spaces. The proposed ordinance

would require only 1 space per 1-bedroom unit not exceeding 900 sq. ft. and 1.5 spaces per 2-bedroom unit plus 1 guest space for every 5 units, totaling 17 spaces. A one-third reduction would bring that down to 12 spaces. This is 2 spaces less than the 14 parking spaces (8 covered plus 6 uncovered) that were actually provided on the site.

COMPARISON OF POTENTIAL PARKING REQUIREMENTS FOR
VISITACION GARDEN APARTMENTS

	<u>Units</u>	<u>Current Parking Requirement</u>	<u>Draft Proposed Ordinance</u>	<u>Actually Provided</u>
1-BR ≤900 sf	12	18	12	12
2-Bedroom	2	3	3	2
Guest		0	2	10 on street
Total	14	21	17	14 + 10
1/3 Reduction		n/a	12	n/a

As noted above, the on-site parking provided was less than what the current ordinance would require. As a project developed on City property, the complex was exempt from the City's parking requirements. Note that none of these calculations take the 1,200+/- sq. ft. office or 750+/- sq. ft. activities room into account. Some of the project's parking demand apparently was assumed to be met by the 10 on-street parking spaces available at the site's frontages on Visitacion and San Francisco Avenues. Some of the difference may also be accounted for by the fact that this senior housing complex contains only affordable housing units (4 very-low-income, 2 low-income and 8 moderate-income), for which further reductions in the parking requirements were considered suitable. For private senior housing developments intended for households with one or more members who are 62 years of age or older (California Civil Code Sections 51.2 & 51.3; California Government Code Section 12900 et seq., including Section 12955.9 in particular), such further reductions could be considered as the "additional incentives" required for projects that comply with the State's density bonus law (California Government Code Sections 65915 and 65915.5).

To gauge the effect of the proposed 1/3 reduction in the required parking for senior housing, parking at the complex was surveyed on three Wednesday nights (8/3/11, 8/10/11 & 8/17/11) at 7:30 p.m. During the period that the counts were taken, there were no vacancies (all of the 1-bedroom units were rented to 1-person households and the 2-bedroom units were rented to 2-person households). An average of 8.3 cars were parked on site (an average of 0.6 cars per unit).

That is 51% less than the 17 spaces that would be required per the proposed ordinance without the recommended 1/3 reduction for senior housing. The survey also counted cars parked on the street, either on San Francisco Avenue on both sides of this block or on Visitacion Avenue at the complex's frontage. Conservatively assuming that all of this parking demand was generated by the Visitacion Gardens Apartments (which seems unlikely, given the number of vacant spaces available on site), the combined average would be 15.3 cars.

VISITACION GARDEN APARTMENTS
 PARKING SURVEY

	Existing	Occupied		
		8/3/11*	8/10/11*	8/17/11*
Uncovered On-Site	6	4	4	4
Covered On-Site	8	5	5	3
Subtotal	14	9	9	7
% Occupied	n/a	64%	64%	50%
On-Street**	14	7	9	5
Total	28	16	18	12
% Occupied	n/a	57%	64%	43%

*All surveys were conducted on a Wednesday night at 7:30 p.m. At the time of the survey, all 12 units were rented. The 12 1-bedroom units were all rented by 1 person, and the 2 2-bedroom units were rented by 2 persons. All units are under 900 sq. ft. in floor area.

**6 on San Francisco Avenue in front of Visitacion Garden Apartments, 5 on opposite side of San Francisco Avenue (in front of Post Office), 3 on Visitacion Avenue in front of Visitacion Garden Apartments