


City of Brisbane

Planning Commission Agenda Report

TO: Planning Commission  For the Meeting of 9/8/11

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

SUBJECT: **STUDY SESSION:** Implementation of Housing Element Programs H.B.3.b, H.B.3.i, H.I.1.b & H.I.1.c, Regarding Parking Requirements

RECAP: At the August 25th study session, Commissioners expressed support for the previously recommended parking reduction for senior housing complexes, as well as the suggested reduction of the previously recommended guest parking requirement. It was noted that if the parking ordinance changes result in more nonconforming situations, then they can be dealt with on a case-by-case basis by the Planning Commission.

STAFF ANALYSIS: The purpose of this study session is to consider the following potential issues--

- Should the parking requirements for other uses be updated at this time?
- What other provisions of the parking ordinance need clarification?

The next study session will address those issues raised by these study session reviews of the ordinance recommended by the Planning Commission in 2004, with an eye toward drafting a revised ordinance to be formally considered at a future public hearing.

Parking Requirements for Other Uses: New parking requirements were recommended by the Planning Commission in 2004 for a number of uses that may be found in relation to residential developments, such as meeting facilities and recreation centers (see attached Redline Version of 2004 Recommended Ordinance). Per recommended Section 17.34.020.B.2, the parking required for such ancillary uses would be calculated separately from that for the residential units. The Commission also recommended new standards for other types of public assembly uses that are included with these in the current parking regulations (which were recommended to be identified as cultural facilities, commercial recreation, marina, meeting halls and places of worship, consistent with the current definitions and district regulations). Where possible, the recommended standards were simple "per sq. ft." ratios based upon state and national survey results. Staff suggests that the terminology used in the parking requirements for some of the other types of uses be updated to be consistent with the other portions of the Zoning Ordinance, but a complete update of these requirements is not intended to be included in the draft ordinance.

Ancillary Meeting Facilities and Related Uses. Residential condominium complexes typically include ancillary meeting facilities. If these are open to use by non-residents, they have the potential to generate additional demand for parking beyond that capable of being met by required guest parking spaces. Per recommended Section 17.34.020.B.2, the parking requirement for the meeting facilities would be calculated separately from that for the residential units. Under the current Brisbane Municipal Code, such ancillary uses would fall under the parking standard for “churches, lodges, clubs, community centers, chapels, commercial recreation.” That standard is one parking 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.

Per General Plan Program 56a, the City must review its parking requirements to assess impacts on on-street parking. Unless on-site parking is provided for ancillary uses in multi-unit residential developments, the parking demand will have to be met by on-street parking, which typically is already in short supply. Thus, although this issue was not specifically addressed in the 2007-2014 Housing Element, the Planning Commission has authority in the General Plan to broaden its scope of review of the parking ordinance.

The 1995 Walker Parking Consultants survey of 160 jurisdictions throughout California found that the City of Brisbane’s parking requirements for such public assembly uses are higher than the State average. The most frequent standards used statewide are 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 is 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. Accordingly, the Planning Commission recommended in 2004 that the City’s parking standard for “meeting halls” (the term currently used in the zoning district regulations) be 1 parking space per 50 sq. ft. of floor area. To make it clear that a conference room in an office building is not considered a “meeting hall” for parking purposes, the recommended ordinance would clarify that such uses not exceeding 750 sq. ft. in area (the point at which the 1997 Uniform Building Code’s Table 10-A’s greater exiting requirements would apply to less-concentrated assembly areas) would be treated as ancillary office space. 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.”

To update the parking standards for the other uses currently listed under the “churches, lodges, clubs, community centers, chapels, commercial recreation” category in BMC Section 17.34.010, the Planning Commission relied upon the American Planning Association’s “Parking Standards,”

which 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 "churches, lodges, clubs, community centers, chapels, commercial recreation."

Given the vast number of general and specific categories for commercial recreation uses identified by the APA report, the parking standards recommended in 2004 were 4 per lane bowling alleys, 2 per tee for golf courses, 20 per playing field, 1 per 100 sq. ft. of water area for swimming pools, 3 per ball court, 2.5 per batting cage, 2 per shooting ranges, and 2 per horse stall for stables. For commercial recreation uses that do not fall within these categories, 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. Because "marina" is a separate land use category in the district regulations, it would not be included under "commercial recreation" in the parking requirements. The recommended standard for "marinas" was 1 space per 0.75 berths.

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 included in the APA report used a standard based upon square feet of floor area for cultural facilities excluding theaters. The most frequently cited standard was 1 space per 300 sq. ft., which is 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. The Commission recommended that the requirement for cultural facilities be 1 space per 300 sq. ft. of floor area, except that for theaters, the standard would be 1 space per 4 seats.

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. The 2004 recommended ordinance would use the same standard as for meeting halls, 1 space per 50 sq. ft., but would specifically limit it to the largest assembly room. For the remaining square footage of such buildings, the parking standard would be 1 space per 300 sq. ft., the same as used for cultural facilities.

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 suggests that the recommended 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.

Group Care Homes. Currently, no parking standard is specified for group care homes, defined by BMC Section 17.02.370 as “an establishment licensed by the state to provide twenty-four (24) hour nonmedical care for seven (7) or more persons in need of supervision, personal services, or assistance essential for sustaining the activities of daily living or for the protection of the individual.” Since group homes for 6 or fewer persons must be treated like any other single-family dwelling under State law, their required parking would be based upon the total square footage of the home per the 2004 recommended ordinance.

In both instances where the Planning Commission has approved Use Permits for group care homes, the facilities prohibited clients from having cars, and the number of employees was limited by the number of on-site parking spaces provided. Both of those buildings would have complied with the 2004 recommended parking ratios for residential units. The 2004 recommended standard for residential uses would be more straightforward than that used, for example, by the City of San Jose: 1 space for the first 6 client beds, or portion thereof, plus 1 additional space for up to 4 client beds (or portion thereof) above the first 6, and 1 additional

space for each additional 4 client beds (or portion thereof), and 1 space for each employee or staff member.

Hotels and Motels. The parking requirements for hotels and motels currently differ, even though the term “hotel” is now defined to include motels per BMC Section 17.02.420. The parking requirement for hotels is “as determined by use permit,” even though hotels are a permitted use in the SP-CRO Sierra Point Commercial District. The parking requirement for motels is 1 space per unit, plus applicable requirements for eating, drinking and assembly space. The parking approved for the Radisson Hotel is 0.65 spaces per unit plus 78 spaces for ancillary uses. The parking for the Homewood Suites by Hilton was approved at a ratio of 0.85 spaces per unit. To be conservative, staff suggests that the current parking requirement for motels be used for hotels and motels. It can then be reduced as may be appropriate for specific proposals via a Use Permit to modify the parking regulations.

Hotels, <i>motels</i>	As determined by use permit. 1 space per unit, plus applicable requirements for restaurants, bars and meeting halls.
<i>Motels</i>	1 space per unit, plus applicable requirements for eating, drinking and assembly space.

Warehouses. The parking requirement for “warehousing, wholesale stores, manufacturing, industrial uses, highway commercial uses” is currently a “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.” Standard practice is to simply require 1 space per 1,000 sq. ft. of floor area. Because warehouses are not a conditional use, the City has no Use Permit authority to restrict and monitor the number of employees. Parking surveys in Crocker Park have generally found that the 1 space per 1,000 sq. ft. standard to be more than sufficient. In addition, the terminology used in this section is no longer consistent with that used elsewhere in the Zoning Ordinance, and the off-site parking provision is essentially provided for via Use Permits to modify the parking regulations (Section 17.34.050.H). Staff suggests that this standard be updated accordingly:

Warehousing, light fabrication, food production, media studios, printing wholesale stores, manufacturing, industrial uses, highway commercial uses	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.
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Calculating Minimum Requirements. The subsection following the table of parking requirements for specific uses was recommended by the Planning Commission in 2004 to clarify the methods by which the parking requirements are calculated per General Plan Policy 6: “Set clear and

definitive standards for all rules and regulations.” In Section 17.34.020.B, specific procedures are recommended.

Most of the parking requirements for specific uses refer to square feet of floor area. Section 17.34.020.B.1 would clarify that all references to floor area are as that term is defined by BMC Section 17.02.315.A. This definition includes covered decks and basements with 6 ft. or more of headroom, as well as garages and carports. It would not make sense, though, to calculate the amount of parking required based in part upon the amount of required parking actually provided. Individual garages that are larger than the requirement for 2 covered spaces (two 10 ft. by 20 ft. spaces) raise concern, though, since this extra space is more likely to be used for workshop, laundry and other non-vehicular-storage purposes (carports and shared garages are much less likely to suffer this fate). Accordingly, up to 400 sq. ft. of floor area in garages exclusively for the use of a single residential unit should be exempt from the floor area calculation in determining the required parking. This is consistent with the current exception of new garages or carports in calculating the 400 sq. ft. exemption from conformance with the parking requirements for additions to existing single-family residences (BMC Section 17.34.110.B). Also note that this intentionally differs from the floor area ratio exemption (see BMC Sections 17.06.040.F, 17.08.040.F, 17.10.040.F & 17.12.040.F), which specifically addresses issues of bulk.

Recommended Sections 17.34.020.B.2 & 3 would incorporate staff’s practice of calculating the parking requirement separately for each use in a mixed-use project, such as an office/warehouse, and including the floor area occupied by accessory uses, such as hallways, bathrooms, breakrooms, utility rooms and storage closets, with the floor area of the associated primary use in calculating the parking requirements. As for accessory structures, the Commission decided to exempt those the floor area of which did not exceed 200 sq. ft., a number somewhere between the Building Code’s 120 sq. ft. threshold for exemption from the requirement for a Building Permit, and the Fire Code’s 300 sq. ft. threshold for exemption from the requirement for fire sprinklers. Staff suggests that these sections be reorganized as follows:

- 2. When more than one use subject to the parking requirements occupies a site, the requirements for each use shall be calculated separately. ~~3.~~—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 ~~A~~ accessory structures ~~not~~ exceeding 200 square feet or less in floor area shall be excluded from the calculation.*

Recommended Section 17.34.020.B.4 would codify the standard practice of rounding fractional requirements up from 0.5 to the next whole number, except when specified otherwise. Thus, for example, no additional parking would be required for a manager’s office in a residential

condominium complex, if it contained less than 150 sq. ft. of floor space (less than half of the 1 space per 300 sq. ft. ratio for all office uses).

Use Restrictions: The 2004 recommended ordinance proposed a new section within which all of the restrictions on the use of required parking spaces would be collected. This includes the current BMC Section 17.34.020.A (renumbered as Section 17.34.030.A) which prohibits the use or conversion of garages and carports for any other use that would impair their use as storage for motor vehicles, and BMC Section 17.34.020.C (renumbered as Section 17.34.030.B).

“Accessible and Usable Parking.” BMC Section 17.34.020.C currently states, “All off-street parking spaces, whether in a garage or open area, shall be so located as to be accessible and usable for the parking of motor vehicles.” In 2004, the Commission recommended that this be renumbered as Section 17.34.030.B with minor revisions. Staff suggests that it be further clarified to read:

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. ~~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.~~

Staff has relied upon this broad language to regulate everything from tandem parking to on-site turnaround. It has been the City’s practice to require, for example, that the parking spaces for secondary dwelling units be independently accessible from the spaces required for primary dwelling units. Thus, to avoid conflicts, no parking arrangement would be accepted which would require the occupant of one unit to move his/her vehicle so that the occupant of the other unit could access his/her parking space. To codify this, the Commission recommended in 2004 that Section 17.34.030.C be added to specify that the required parking for each residential unit shall be independently accessible from the parking required for any other unit.

Also see recommended Section 17.34.040.F regarding tandem parking, discussed below.

Assignment of Parking Spaces. The Zoning Ordinance currently does not require that parking spaces be assigned to particular residential units in multi-family developments. This may be due, in part, to the current standard of 1 ½ garages required for 1 and 2 bedroom units, which would require that 3 parking spaces be split between 2 units. In condominium projects, individual parking spaces may be dedicated to the exclusive use of specific units as part of the condominium map and CC&Rs.

In 2004, the Commission recommended that each unit in developments of 2 be specifically assigned at least 1 covered standard-size parking space, leaving it up to the developer or

homeowner's association to determine whether or not additional spaces should be assigned. If tandem parking is provided, the two spaces in tandem would be assigned together. Guest parking spaces would remain available for temporary use by guests of all units.

For example, a 30-unit residential condominium project with units no more than 1,800 sq. ft. in area would require a total of 60 parking spaces. At a ratio of 1 guest space per 5 units (as suggested by staff at the 8/25/11 study session), an additional 6 spaces would be required. If 2 spaces were assigned per unit and no on-street parking were available, the pool of spaces available for visitors to all of the units would really be restricted to the 6 required guest parking spaces, even though assigned spaces might remain unused if their corresponding households owned only 1 vehicle each. If, instead, 1 space were assigned per unit, as recommended, then 36 spaces would be up for grabs.

This recommendation, though, would have to be adjusted, if the Commission takes up staff's suggestion that the one required space for a studio or 1-bedroom unit not exceeding 900 sq. ft. not be required to be covered:

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 covered 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.

Note that recommended Section 17.34.030.D would require that guest parking (which would include those spaces designated for persons with disabilities per Section 17.34.040.D) be posted as available for 72-hour maximum use.

Design Standards: BMC Section 17.34.130 (Tables 1 & 2) currently specifies a number of dimensions for parking lot layouts, depending upon the size (standard-size or compact) and angle (45°, 60°, 75° or 90°) of the parking spaces. Table 1 was amended in 1998 per Ordinance No. 416 to reduce the length of 90° standard-size parking spaces, but no other changes were made. The current ordinance also contains specifications for pavement (BMC Section 17.34.070) and driveway grades (BMC Section 17.34.120).

In addition to these current standards, the 2004 recommended ordinance would have authorized the City Engineer to approve variations to Tables 1 & 2, consistent with standards such as the "Private Driveways to Garages" diagrams from Architectural Graphic Standards and the Institute of Transportation Engineers' Turning Vehicle Template for medium passenger cars, so that no more than 2 turning movements would be necessary to exit a parking space (Section 17.34.040.A). The recommended ordinance would also have required City approval of parking lot striping layouts (Section 17.34.040.B.2), allowed approval of permeable paving alternatives

by the City Engineer consistent with current stormwater pollution prevention practices (Section 17.34.040.B.3), updated the handicapped parking requirements (Section 17.34.040.D), adopted standards for parallel parking (Section 17.34.040.E), and adopted additional specifications for bumper overhangs (Section 17.34.040.L).

Additional changes recommended in 2004 warrant further consideration:

Compact Cars. BMC Section 17.34.090 currently allows up to 50% of the required parking spaces to be compact. The 2004 recommended ordinance (Section 17.34.040.C) would specify that compact spaces be labeled as such on the pavement, except for single-family residences, secondary dwelling units and duplexes. As discussed above, recommended Section 17.34.030.C is suggested to be revised to require that every residential unit be specifically assigned at least 1 standard-size space. To be consistent, staff suggests that Section 17.34.040.C be clarified as follows:

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.

Tandem Parking. It has been the City's practice not to accept any residential parking arrangement where more than 1 parking space must be vacant to allow access to any other parking space. To codify this, the 2004 recommended ordinance (Section 17.34.040.F) would have specified that 2-in-tandem parking would be acceptable for all types of residential units, as long as the parking for each unit is accessible independently from that for any other unit.

As was noted in the 7/28/11 study session, the recommended requirement of 5 to 6 off-street spaces for residential units over 3,600 sq. ft. in floor area would result in longer driveways and garages set farther back than typical, because of the 18 ft. maximum width permitted for curb cuts per BMC Section 12.24.015 (see attached Parking Diagrams). The Commission may wish to consider accepting three-in-tandem parking arrangements in these particular instances:

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. For single-family dwelling units over 3,600 square feet in floor area, three-in-tandem parking arrangements will be accepted.

On-Site Turnaround. The Zoning Ordinance does not specify when on-site turnaround capability must be provided for residential parking. BMC Section 15.44.120 only requires that a

turnaround be provided for emergency vehicles where a dead-end fire apparatus access roadway is more than 150 ft. long (see attached turnaround standards for fire equipment). General Plan Policies 47, 239 and 314 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.

In 2004, the Planning Commission recommended that residential complexes of 3 or more units provide on-site turnaround capability. Not only would this avoid potential traffic hazards from cars backing into the street, but it would also help reduce potential conflicts between the vehicles of three or more independent households trying to enter and exit the site. For the typical 50 ft. wide site in the R-3 District, this requirement could be accommodated by a carport with a 5 ft. side setback and paved maneuvering area extending to the opposite side property line, so that cars would pull in the driveway and park perpendicular to the street, with enough room (26 ft. per Table 1) to turn around on the site without having to back into the street. On-site turnaround capability should be designed so as not to conflict with required parking spaces, including any recognized tandem spaces.

The recommended ordinance would have provided an exception for single-family residences, secondary dwelling units and duplexes. Such units would be allowed to back into any street other than the Bayshore Boulevard arterial, rather than have to turnaround on site.

To consider the implications of this requirement, several recent projects should be considered. The house built on the 100 ft. wide site at 4050 Bayshore Boulevard was designed to provide on-site turnaround capability, unlike the existing house at 4000 Bayshore Boulevard, which will become nonconforming under this provision. The four-plex recently approved at 661 San Bruno Avenue went to great lengths to assure that on-site turnaround capability would be provided, while the triplex built on the corner at 291-293-295 Santa Clara Street has its garages backing out onto the side street, rather than San Bruno Avenue. To accommodate this, Section 17.34.040.J would have to be revised along these lines:

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

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.

Parking Lot Landscaping. BMC Section 17.34.100 currently states, “Parking lots shall be landscaped with trees, shrubs and ground cover, as appropriate, according to approved design permit.” In addition, BMC Section 17.42.040.G requires that, in order to approve a Design Permit, the Planning Commission must find that “The site provides open areas and landscaping to complement the buildings and structures. Landscaping is also used to separate and screen service and storage areas, break up expanses of paved area and define areas for usability and privacy. Landscaping is generally water conserving and is appropriate to the location. Attention is given to habitat protection and wildland fire hazard as appropriate.”

To further implement 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,” Section 17.34.040.K recommended by the Planning Commission in 2004 would have specifically required at least 1 tree be provided for every 10 parking spaces, dispersed in and around any parking lot containing a total of 10 or more spaces, so as to visually break up the expanse of paving, in addition to the other landscaping required for design permit approval. Consistent with stormwater pollution prevention practices in effect at the time, Section 17.34.040. K would also have required that the landscaping include vegetated drainage swales as feasible.

In 2010, the City adopted BMC Chapter 15.70 new water conservation regulations for new and replacement irrigated landscapes of one thousand (1,000) square feet or more. That same year, the landscaping provisions for those zoning districts that have them were amended to specify that the required landscaping use plants that are water conserving, not invasive and appropriate to the context, with a cross reference to BMC Chapter 15.70.

In December of this year, new stormwater use and treatment requirements mandated by the Regional Water Quality Control Board will go into effect. Under the Clean Water Act and the National Pollutant Discharge Elimination System (NPDES), the Regional Board has authority to require that projects incorporate stormwater pollution source control, site design and/or treatment measures. The standards for these are periodically updated; for example, the term “vegetated drainage swale” used in the 2004 recommended parking ordinance has since be supplanted by newer measures.

To address large parking lots in all zoning districts under BMC Chapter 15.70 and to maintain compliance with NPDES permit requirements using language from BMC Section 13.06.030, staff suggests the following:

*K. 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 desing 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 ~~incorporate vegetated drainage swale features~~ 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, ~~as determined feasible by the city engineer.~~*

RECOMMENDATION: Provide direction to staff to prepare a draft ordinance for recommendation to the City Council.

ATTACHMENTS:

- “Redline” Version of Parking Ordinance Amendments Recommended by the Planning Commission in 2004
- Parking Diagram: 2004 Recommended Parking Requirements per Floor Area
- Parking Diagram: Comparison of 2004 Recommendation vs. Three-in-Tandem Parking

"REDLINE" VERSION OF PARKING ORDINANCE AMENDMENTS
RECOMMENDED BY THE PLANNING COMMISSION IN 2004
(UPDATED FOR 9/8/11 MEETING)

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**. The further revisions suggested in the agenda reports for the 7/14/11, 7/28/11, 8/25/11 and 9/8/11 Planning Commission meetings are shown in **blue**. 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.

~~THE FOLLOWING REVISIONS RELATE TO PROPOSED SECTION 17.34.050.H (NOTE THAT WITH THE 2005 ADOPTION OF BMC SECTION 12.24.010.E PROHIBITING PRIVATE STREETS, IT MAY APPROPRIATE TO ELIMINATE SECTIONS 17.02.750.A & B AND REVISE SECTION 17.02.750 TO REPLACE "providing" WITH "that is owned and maintained by the city, the county, the state, or any other governmental agency and that provides"):~~

~~17.02.220 — Driveway. "Driveway" means a private roadway which provides access to off-street parking or loading spaces on a single site, unless otherwise approved by the planning commission, the use of which is limited to persons residing or working on the site and their invitees, licensees and business visitors.~~

~~17.02.750 — Street. "Street" means a right of way for motor vehicles providing a means of access to two (2) or more sites, excluding a driveway approved by the planning commission to be shared in common by more than one site.~~

~~A. — "Public street" means a street owned and maintained by the city, the county, the state, or any other governmental agency, including streets which have been regularly maintained or improved by the city.~~

~~B. — "Private street" means a street in private ownership approved by the city for motor vehicle travel by the owners of the street and persons having express or implied permission from the owners to use such street.~~

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

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.

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.

Sections:

- 17.34.010 *Purposes of chapter.*
- 17.34.020 *Minimum requirements.*
- ~~17.34.020 *Garages and carports*~~
- 17.34.030 *Use restrictions. Hillside lot improvement plans.*
- 17.34.040 *Design standards. On-site parking requirements.*
- 17.34.050 *Exemptions, exceptions and modifications. Joint use of parking facilities.*
- ~~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, consistent with existing neighborhood standards, 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*:*

<u>Uses:</u>	<u>Parking Requirements:</u>						
<i>Single-family homes-dwellings; Secondary dwelling units; Duplexes; Multiple family dwellings; Mobilehome park units; Group care homes</i>	<i>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 Parking spaces based upon floor area per unit, according to the following chart:</i>						
	<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;"><u>Unit Floor Area:</u></td> <td style="text-align: center;"><u>Parking Spaces:</u></td> </tr> <tr> <td style="text-align: center;"><i><=1,800 sq. ft.</i></td> <td style="text-align: center;"><i>2 spaces including 1 covered</i></td> </tr> <tr> <td style="text-align: center;"><i>1,801-2,700 sq. ft.</i></td> <td style="text-align: center;"><i>3 spaces including 1 covered</i></td> </tr> </table>	<u>Unit Floor Area:</u>	<u>Parking Spaces:</u>	<i><=1,800 sq. ft.</i>	<i>2 spaces including 1 covered</i>	<i>1,801-2,700 sq. ft.</i>	<i>3 spaces including 1 covered</i>
<u>Unit Floor Area:</u>	<u>Parking Spaces:</u>						
<i><=1,800 sq. ft.</i>	<i>2 spaces including 1 covered</i>						
<i>1,801-2,700 sq. ft.</i>	<i>3 spaces including 1 covered</i>						

	<p>2,701-3,600 sq. ft. 4 spaces including 2 covered 3,601-4,500 sq. ft. 5 spaces including 2 covered 4,501+ sq. ft. 6 spaces including 2 covered</p> <p>Only 1 standard-size space shall be required for units not exceeding 900 sq. ft. and with no more than one room at least seventy (70) square feet in area and not less than seven (7) feet in any plan dimension and located along an exterior wall, other than a living room, a kitchen, a dining room in proximity to the kitchen, bathrooms, and a laundry room. The space need not be covered. For secondary dwelling units exceeding 900 sq. ft. or with more than one room as described above, the second required space also need not be covered.</p> <p>Additional guest parking spaces shall be provided for all developments of 4 5 (five) or more units, including residential subdivisions of 4 5 (five) or more single-family residences, at the rate of 1 parking space for every 4 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>
Single-family homes on 25-foot lots	2 off-street parking spaces one (1) of which shall be in a garage or carport
Secondary dwelling units	2 standard on-site parking spaces
Duplex or multiple family dwelling units	
0 bedroom or bachelor apartments	1 off-street parking space.
1 and 2 bedroom units	1 ½ garage per living unit
Over 2 bedrooms	2 garages per living unit.
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	1 space per unit, plus applicable requirements for eating, drinking and assembly space.
Trailer courts	1 parking space per unit.
Rooming houses and	

boardinghouses	1 parking space per adult guest
<p>Cultural facilities — except theatres Cultural facilities — theatres, meeting halls and places of worship Churches, lodges, clubs, community centers, chapels</p>	<p>1 space for each 50 300 square feet of assembly area floor area, or 1 space for each 4 fixed audience 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).</p> <p>1 parking space for each 4 person capacity, but not less than one space for each 15 square feet of the largest meeting hall</p>
Commercial recreation	<p>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.</p> <p>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.</p>
Marinas	1 space per 0.75 berths.
Meeting halls	1 space for each 50 square feet of floor area, except that the floor area of any meeting hall 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 requirements for the office use.
Places of worship	1 space for each 50 square feet of floor area of the largest assembly room, plus 1 space for each 300 square feet of the remaining floor area of the building.
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.

±.1.17.

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, light fabrication, food production, media studios, printing wholesale stores, manufacturing, industrial uses, highway commercial uses	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 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. ~~3. 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~~ ~~not exceeding 200 square feet or less in floor area~~ ~~shall be excluded from the calculation.~~

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.~~

I.1.18

~~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 ~~covered~~ 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.B 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. Obstructed parking spaces.

1. Any parking space next to a wall or similar obstruction shall have 1 ft. of additional width to provide clearance between a vehicle and the obstruction.

2. No washing machines, driers, water heaters, work benches, support posts and similar obstructions could be located within the area of any required 9 ft. by 18 ft. standard parking space or 8 ft. by 16 ft. compact parking space. No doors shall be designed to swing open into the area of any required parking space.

H. Garage design.

1. Garages enclosing required parking spaces 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.

2. All garage doors shall be of a roll-up sectional design and shall be equipped with automatic garage door openers, except in those cases subject to an exemption for minor expansion of a single-family dwelling or where it can be demonstrated to the City Engineer's satisfaction that an alternative garage door type can be operated with an eighteen (18) foot long vehicle stopped in the driveway without blocking lanes of traffic or a required sidewalk, or where the Building Official determines that it is not structurally feasible to retrofit an existing garage.

17.34.120

I. Driveway grades.

1. Driveway grades shall not exceed twenty percent (20%) unless approved by the city engineer. Driveway grades shall not exceed fifteen percent (15%) where required per BMC Sections 15.44.100 & 15.44.110.

2. Parking within a driveway may be recognized as meeting the requirements for a single-family residence, secondary dwelling unit or duplex subject to provision of adequate clearance behind the parking space equivalent to the minimum aisle width in Table 1 (for standard-size spaces) or Table 2 (or compact spaces), in addition to all other applicable provisions of this chapter.

J. On-site turnaround. Off-street parking facilities shall be designed to provide on-site turnaround capability, except that the parking spaces for a single-family residence, secondary dwelling unit or duplex may be designed to back into a non-arterial street. On-site turnaround capability shall be designed so as not to conflict with required parking spaces, including any recognized tandem spaces.

17.34.100

K. 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 desing 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

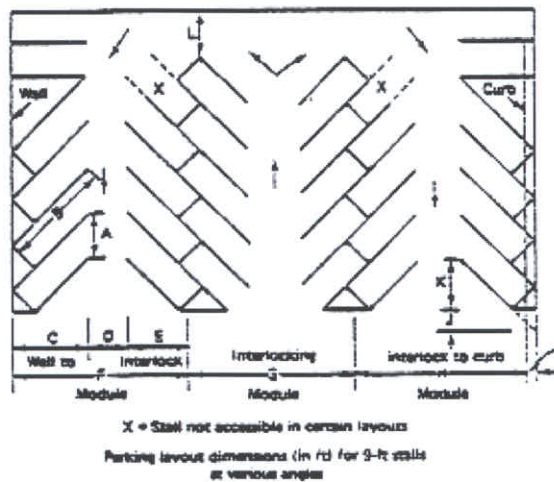
replacement irrigated landscapes of one thousand (1,000) square feet or more shall be subject to the water conservation requirements in Chapter 15.70.

3. *The landscape plans shall incorporate vegetated drainage swale features 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, as determined feasible by the city engineer.*

L. *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



F.1.22.

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 Small Sized Vehicles**

Parking Dimensions, FEET						
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	10.5	17.0	1.7	11.0	45.0
60°	8.0	8.7	17.7 16.7	1.8	14.0	49.4
75°	8.0	7.8	17.3 16.3	1.9	17.4	52.0
90°	8.0	7.5	16.0	2	20.0	52.0

I.1.23.

17.34.050 Exemptions, exceptions and modifications.

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

A. An existing single-family dwelling which does not have 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~~ **17.34.050H** 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 square footage permitted by this Section shall be reduced by the amount necessary so that the resulting total floor area will not require an additional parking space under Section 17.34.020.~~

~~5.~~ 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 parking facilities.

~~5. 6. 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. 7. 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.

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

~~C.~~ *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 ~~minimum~~ parking requirement shall be ~~reduced by 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).*

~~D.~~ *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 ~~accessibility~~ of a person having a ~~physical handicap~~ disability which impairs his or her ability to access or utilize the property;*

~~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. 3.~~ *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. 4. The granting of the modification 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.

E. 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).

F. 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.C or 17.34.050.D. 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.

G. Off-street parking facilities within the public right-of-way may be approved by the city engineer 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 required for street widening to comply with 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. Standard-size spaces perpendicular to the street shall be located so as to have twenty-six (26) feet of clearance in which to back into the street and turn forward. Compact spaces shall be located so as to have twenty (20) feet of such clearance. The required clearance shall not conflict with any designated on-street parking spaces on the opposite side of the street.
5. Parking spaces shall not be located so that more than one space must be vacant in order to access another space.
6. Parking spaces located entirely within the public right-of-way immediately parallel to but off of the street shall not be recognized as required parking without the approval of the Planning Commission per Section 17.34.050.I.

ALTERNATIVE #1:

G. Required parking spaces within the public right-of-way at the property's frontage may be recognized administratively subject to the city engineer's approval ~~Off-street parking facilities within the public right-of-way may be approved by the city engineer 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 ~~street widening to comply with 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. ~~Standard-size spaces perpendicular to the street shall be located so as to have twenty-six (26) feet of clearance in which to back into the street and turn forward. Compact spaces shall be located so as to have twenty (20) feet of such clearance. The required clearance shall not conflict with any designated on-street parking spaces on the opposite side of the street.~~

~~5. Parking spaces shall not be located so that more than one space must be vacant in order to access another space.~~

3. The parking space shall comply with Sections 12.05.020 and 12.24.015, as applicable.

4. An uncovered space within the public right-of-way shall not be recognized as meeting the requirement for a covered parking space without the approval of the Planning Commission per Section 17.34.050.I.

ALTERNATIVE #2:

G. Required parking spaces within the public right-of-way at the property's frontage may be recognized administratively subject to the city engineer's approval ~~Off-street parking facilities within the public right-of-way may be approved by the city engineer~~ **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 street widening to comply with Section 12.24.010.B.1. A parallel parking space located in whole or in part on the street may be recognized as the second required parking space for units not exceeding 1,800 square feet in floor area only.**

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. Standard size spaces perpendicular to the street shall be located so as to have twenty-six (26) feet of clearance in which to back into the street and turn forward. Compact spaces shall be located so as to have twenty (20) feet of such clearance. The required clearance shall not conflict with any designated on-street parking spaces on the opposite side of the street.~~

~~5. Parking spaces shall not be located so that more than one space must be vacant in order to access another space.~~

3. The parking space shall comply with Sections 12.05.020 and 12.24.015, as applicable.

4. An uncovered space within the public right-of-way shall not be recognized as meeting the requirement for a covered parking space without the approval of the Planning Commission per Section 17.34.050.I.

H. ~~Driveways shared in common between more than one building site may be approved by the planning commission, subject to the following requirements:~~

~~1. All properties sharing the driveway shall have frontage on a public street.~~

~~2. The number of properties sharing the common driveway and the length of the common driveway shall be subject to planning commission approval.~~

~~3. The location of houses sharing the common driveway shall be subject to planning commission approval, consistent with applicable standards set forth in this Zoning Ordinance or elsewhere in the Brisbane Municipal Code.~~

~~4. A common driveway shall be 18 feet wide, except where a 20 foot width is required under any applicable provisions of this Code for Fire Department emergency access vehicles.~~

~~5. A common driveway shall have a turnaround or second access point to the street.~~

~~6. The maximum slope permitted for shared driveways shall not exceed 20%, except where a 15% slope is required under any applicable provisions of this Code for Fire Department emergency access vehicles.~~

~~7. The height, location and appearance of any retaining walls for the common driveway, not within the public right-of-way, shall be subject to the approval of the planning commission.~~

8. ~~Reciprocal access easements and maintenance agreements shall be recorded prior to issuance of any permits for shared driveways. The agreement shall specify that the shared driveway is not to be used for parking within the minimum required width for lanes of traffic. The process for maintaining the driveway and any associated landscaping shall be addressed, including~~

how costs shall be apportioned. Landscape maintenance agreements shall also be included if street trees and other plantings in the public right-of-way are required as a condition for approval of common driveways.

17.34.115 Modifications to parking regulations.

I. H.

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.

I. I. 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.

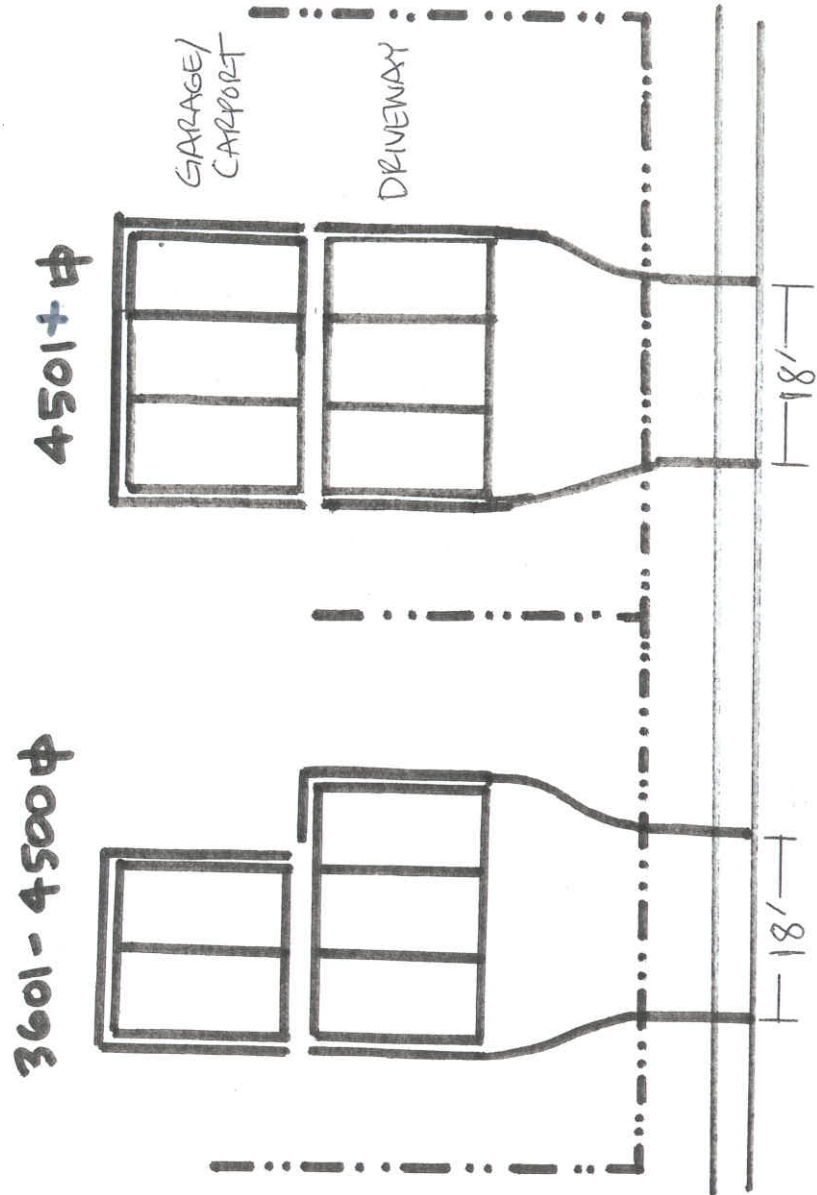
A. A nonconforming structure shall not be altered, enlarged, or expanded so as to increase the degree of noncompliance or otherwise increase the discrepancy between existing conditions and the requirements of this Title.

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.

PARKING DIAGRAM

2004 RECOMMENDED PARKING REQUIREMENTS PER FLOOR AREA



PARKING DIAGRAM

COMPARISON OF

2004 RECOMMENDED PARKING REQUIREMENTS VS. THREE-IN-TANDEM ALTERNATIVE

4501' ± φ

