

# *City of Brisbane*

## *Planning Commission Agenda Report*

TO: Planning Commission For the Meeting of 8/25/11

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

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

**FOLLOW-UP:** At the July 28<sup>th</sup> study session, the Planning Commission raised questions regarding several of the changes in the parking regulations recommended by the Commission in 2004.

**Bedrooms and Floor Area:** It was requested that further consideration be given to including the number of bedrooms in the previously recommended parking ratios based upon floor area. Combining the 2004 recommended requirement with the current Brisbane Municipal Code parking standards for multi-family units would produce the following:

<u>Bedrooms</u>	<u>Floor Area</u>	<u>Parking Spaces</u>
Studio		1
1 Bedroom		1.5
2 Bedrooms		1.5
3 or More Bedrooms	≤1,800 Sq. Ft.	2
	1,801-2,700 Sq. Ft.	3
	2,701-3,600 Sq. Ft.	4
	3,601-4,500 Sq. Ft.	5
	4,501 or More Sq. Ft.	6

Staff suggested at the previous study sessions that a parking requirement of only 1 space be adopted 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. This was an attempt to avoid the issue of trying to define "bedroom." That approach becomes more problematic with larger units, because they will likely have more types of rooms (family room, rec room, home office) that might or might not be used as bedrooms. If a combination of number of bedrooms and total floor area is used in the residential parking regulations (see below), then the requirement should take into consideration the possibility that some rooms not proposed as bedrooms may end up being used as bedrooms.

<u>Bedrooms</u>	<u>Floor Area (Sq. Ft.)</u>	<u>Parking Spaces</u>
Studio		1
1	≤900	1
1	≥901	1.5
2	≤900	1.5
	901-1,800	2
	1,801-2,700	3
	2,701-3,600	4
	3,601-4,500	5
	4,501 or More	6
3 or More	≤1,800	2
	1,801-2,700	3
	2,701-3,600	4
	3,601-4,500	5
	4,501 or More	6

**Covered Parking:** It was also questioned why the Zoning Ordinance should specify that any of the required parking be covered (BMC Section 17.02.175 defines “covered parking” as “a garage or carport that provides full overhead protection from the elements with ordinary roof coverings. Canvas, lath, fiberglass, plastic and vegetation are not ordinary roof coverings and shall not be considered a covered parking space; also see BMC Section 17.02.120 for the definition of “carport” and BMC Section 17.02.340 for the definition of “garage”). It was noted that garages (and even carports) are more likely to be used for purposes other than parking, increasing the demand for on-street parking. On the other hand, covered parking can screen vehicles from view, reduce glare from windshields, and keep vehicles cooler which can improve fuel efficiency. It was noted that even if the City did not require covered parking, the market would demand it. Whether covered parking should be required is a policy question which the Commission can tackle in a future study session, once all of the Planning Commission’s recommendations from 2004 have been reviewed.

**In-Lieu Parking Fee:** The possibility of an in-lieu parking fee was raised as a possible solution in situations where the parking requirement cannot be met for a proposal to significantly enlarge an existing house. The City Attorney advises that this would require adoption of an ordinance that would have to: (1) identify a specific project for the development of parking spaces; (2) include plans and specifications for the construction of such project; (3) include a cost estimate for the project, including indirect costs; (4) identify properties that would be subject to the in lieu fee; and (5) allocate the project cost to the properties that would be benefited by the project, such cost to be payable upon any development or improvement of those properties. These features would define the in-lieu fee as a development fee as distinguished from a general tax, special tax, or property-related fee. An in-lieu fee could be established for an entire zoning district (if the facilities will be constructed somewhere within that district), but a random fee having no direct

relationship to an identified project could not just be charged to anyone who could not provide the required number of parking spaces. The Public Works Director adds that there would be a lag time between when the expansion project is allowed to proceed and when the funded parking improvement project would be completed, during which time the neighborhood's on-street parking supply would be impacted. Note that although BMC Section 17.34.060 makes reference to a public parking assessment district, one has not been formed (the fund set aside from the Northeast Ridge project for a downtown parking lot went toward the City Hall remodel project instead), and this section was recommended in 2004 to be deleted.

**Parking for Accessible Units:** The Commission requested clarification of the State's Title 24 requirements and restrictions regarding disabled-accessible parking. In 2004, the Planning Commission recommended the following exception:

*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 parking space (either covered or uncovered at the discretion of the applicant) per dedicated unit.*

If such a space were designed to be van-accessible, it would actually be approximately the same size as a standard-size space and a compact space (18 ft. long, 9 ft. wide plus 8 ft. wide accessible aisle). Such parking would be assigned to the dedicated unit (see recommended Section 17.32.030.C). The accessible parking required by Title 24 is intended to be available to guests. Thus, the assigned space for the dedicated unit would not count toward the property's requirement for accessible parking under Title 24 and would not be subject to enforcement by the Police Department. 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. In general, one out of the every 25 parking spaces is required to be reserved for persons with disabilities. The first required accessible space must be van-accessible, then every 8<sup>th</sup> space reserved for persons with disabilities must be van-accessible, with the remainder being standard-size (9 ft. wide with 5 ft. wide accessible aisle). This could be clarified as follows:

*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).*

**Senior Housing Parking:** In response to a request from the Commission, staff took parking counts at the Visitacion Garden Apartments senior housing complex to gauge the previously

recommended 1/3 reduction in the required parking for senior housing. The complex consists of 12 one-bedroom units (+/-574 to +/-670 sq. ft.) and 2 two-bedroom units (+/-708 sq. ft. each). During the period that the counts were taken, all of the units were fully occupied (1 person per 1-bedroom unit and 2 persons per 2-bedroom unit).

At 2 spaces per unit per the 2004 recommended ordinance, the 14 units would require 28 spaces. With 1 guest parking space per 4 units as also recommended in 2004, an additional 3 spaces would be required. A one-third reduction would have resulted in a requirement for 21 spaces. That is the same number of spaces that would be required for any multi-family dwelling development under the currently adopted standard of 1.5 garages per 1-to-2-bedroom unit. If, as suggested by staff, only 1 space were required per 1-bedroom unit not exceeding 900 sq. ft, the total (including guest parking) would be 19. A one-third reduction would result in a requirement for 13 spaces. This is very close to the 14 parking spaces (8 covered plus 6 uncovered) that were actually provided on the site.

The complex was surveyed on three Wednesday nights (8/3/11, 8/10/11 & 8/17/11) at 7:30 p.m. An average of 8.3 cars were parked on site. This comes to an average of 0.6 cars per unit. That is 56% less than the 19 spaces that would be required per above, supporting 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 off street), the combined average would be 15.3 cars or 1.1 car per unit. This is 19% less than the 19 spaces required per the above. Thus, the recommended 1/3 reduction for senior housing would generally be supported by the results of this survey.

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

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

- Should the development regulations and design standards for garages be changed?
- Should additional parking for "guests" be required?
- Should shared driveways be encouraged?

Other provisions of the parking ordinance that may need clarification will be considered at the next study session.

**Garage Dimensions:** Currently, up to half of the required parking spaces may be compact (8 ft. by 16 ft.), while at least half must be standard-size (9 ft. by 18 ft.). This means that newly constructed garages under the current regulations may be as small as 8 ft. by 16 ft., in some instances.

General Plan Program 56c states, “Seek means to encourage residents to use their garages for vehicles rather than other purposes.” One way in which to encourage use of garages is to assure that they are large enough to accommodate most vehicles.

The City’s minimum parking space dimensions come from Tables 1 & 2 in BMC Section 17.34.130, which illustrate minimum parking lot layout standards. Parking lot design assumes that a vehicle will occupy only a portion of the width of a space, so that the doors of the vehicle can be opened by taking advantage of some of the unoccupied width of the adjoining space. When a parking space is constrained within a structure, that additional room to swing open the vehicle’s door or easily walk around the vehicle is lost. To avoid this, the Planning Commission recommended in 2004 that two-car garages be required to be built with at least 20 ft. by 20 ft. of clear space inside, generally providing an additional 1 ft. of clearance between a parked vehicle and any adjoining wall. A new minimum garage size would continue to allow up to half of the required spaces to be compact; they would just have to be the uncovered spaces. Adjustments would be necessary on narrow lots in order to comply with the minimum required 3 ft. side setbacks. Garages for three or more parking spaces would have to comply with Tables 1 & 2 and the following standards for clearances from obstructions.

*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.

Concern was expressed repeatedly at the City Council hearings in 2004 that such changes would render more existing residences nonconforming, because their garages would not comply with the proposed minimum required dimensions. This, in turn, may result in more applications for Use Permits to modify the parking regulations, as these homes are proposed to be enlarged. It should be noted that requiring Use Permits to expand houses with small garages may give the City greater opportunity to assure that such garages are actually being used for parking, consistent with Program 56c (see above).

Staff is working with the City Attorney to see if there is an equitable way in which a different garage standard could be applied to newly constructed garages as opposed to existing ones:

*G. Obstructed parking spaces.*

*1. Any parking space next to a wall or similar obstruction in a garage or carport constructed after the date this section takes effect 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 constructed after the date this section takes effect ~~enclosing required parking spaces~~ shall comply with the following:*

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

Or, an exemption could be included under Section 17.34.050, such as:

*For the purposes of determining conformity with the requirements of this chapter, an existing single-car garage the interior of which is not less than 8 ft. wide and not less than 16 ft. deep shall be recognized as providing one covered parking space, and a two-car garage the interior of which is not less than 16 ft. wide or deep shall be recognized as providing two covered parking spaces.*

On the other hand, small garages might not be totally unworkable. Residents get used to squeezing into their own garages, where someone unfamiliar with a tight garage might balk at

even attempting to park there. In that case, it might be best to delete these recommended changes to avoid increasing the number of nonconforming structures.

**Roll-up Sectional Garage Doors with Automatic Openers:** As a standard condition of approval for Use Permits to modify the parking regulations, roll-up sectional garage doors have been required as a condition of approval for Use Permits to modify the parking regulations where a car parked in the driveway would block garage doors that either swing upward or to the side. This allows access to the garage while a vehicle may be parked in the driveway directly in front of the door. In addition, automatic garage door openers have been required as a Use Permit condition of approval where the driveway is too short to park a car, so as to allow the driver to open the garage door without stopping the car in traffic or blocking the sidewalk.

To help assure that cars will not be stopped in traffic while the driver gets out to manually open a garage door where the driveway is not long enough to accommodate the stopped car without blocking the door, the following was recommended in 2004 as Section 17.34.040.H.2:

*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.*

To avoid creating more nonconforming situations as noted above, staff suggests that this section be prefaced with language along the lines of the following:

*For all newly constructed garages, remodeled garages and residential additions, ...*

**Minimum Garage/Carport Setback:** The Zoning Ordinance contains conflicting requirements for setbacks for garages or carports.

BMC Section 17.34.020.B requires that, "Garages or carports shall not be located closer than twenty (20) feet to the far side of an improved street." Presumably, 20 ft. was considered enough room for a car to maneuver in and out of a covered parking space (it is, for example, the minimum required aisle width for 90° compact parking spaces per BMC Section 17.34.130, Table 2). This, though, does not take into consideration the possibility of on-street parking being located opposite the driveway entrance, in which case the garage or carport should be 28 ft. from the far side of the street per BMC Section 12.24.010.B.1.

BMC Section 17.34.020.C requires that, "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.” This 20 ft. front setback is not reflected in the development regulations for any of the residential zoning districts and is inconsistent with the minimum driveway length required to accommodate a compact (16 ft.) or standard-size car (18 ft.) per BMC Section 17.34.130.

BMC Sections 17.06.040.D.1.b, 17.08.040.D.1.b and 17.10.040.D.1.b allow the front setback for single-family dwellings, including their garages and carports, to be reduced to the average existing front setback for the block, regardless of the distance to the opposite side of the street. BMC Sections 17.060.040.D.2, 17.08.040.D.2 and 17.10.040.D.2 do not distinguish the corner side setback for a garage or carport from that for the rest of the building, also regardless of the distance to the opposite side of the street.

BMC Section 17.32.070.A.3(a) allows a zero front setback for garages, carports and parking decks on sites with a slope of 15+%, “...if approved by the City Engineer, based upon a finding that no traffic or safety hazard will be created.” In Brisbane, where there is no guarantee that street improvements are centered within the public right-of-way to provide a safety buffer between buildings and passing traffic, this distance must be determined from the edge of the travel lane, not from the property line, which will vary from site to site. According to the City Engineer, the front of a garage or carport should not be less than 8 ft. from the ultimate location of the adjoining traffic lane or sidewalk to assure that the driveway will be long enough so that cars entering a garage would not be blocking vehicular or pedestrian traffic while waiting for the garage door to open, so that cars exiting a garage would have sufficient sight distance to see beyond the sides of the garage door to avoid backing into vehicular or pedestrian traffic, and so that sufficient distance would be provided between any garage and the street so as not to be hazardously close to passing traffic.

To resolve these conflicts, the Planning Commission recommended in 2004 that the setback exceptions in the R-1, R-2 and R-3 District development regulations be revised to require a 10 ft. minimum setback for the front of garages or carports, except when a lesser permitted distance is determined by the City Engineer to be safe in terms of pedestrian and vehicular traffic. The recommended ordinance would also delete all of the setback provisions currently in the “Off-Street Parking” chapter. BMC Section 17.34.020.B, “Garages or carports shall not be located closer than twenty (20) feet to the far side of an improved street,” would be deleted, based upon the assumption that street widening to at least 20 ft. will be required for all new garages or carports, in addition to the recommended requirement that anything less than a 10 ft. setback would require the City Engineer’s approval (particularly in the rare circumstance in which a new garage or carport is being built for an existing house on a substandard street without triggering any street widening requirement). The second line of BMC Section 17.34.020.C, “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,” would also be deleted. BMC Section 17.32.070.A.3(a), which allows a 0 ft. front or rear setback for garages,



carports and parking decks under specific circumstances, if “the garage is approved by the City Engineer, based upon a finding that no traffic or safety hazard will be created,” would remain unchanged.

The setback for a garage or carport is one of the factors in determining whether parking in the resulting driveway can be recognized as meeting the City’s requirements. Another factor is whether the street is wide enough to allow a vehicle to turn into or back out of the driveway without requiring a lot of maneuvering. According to the City's currently adopted parking design requirements in Tables 1 and 2 of BMC Section 17.34.130, a standard-size vehicle requires 26 ft. of clear area to maneuver into and out of a perpendicular space, while a compact vehicle requires 20 ft. This "aisle width" is particularly a concern where streets are narrow or cars are allowed to park on the opposite side of the street from the driveway. If the driveway in front of the garage or carport is intended to provide required off-street parking, it could be inferred from the design standards in Tables 1 and 2 (Section 17.34.040.A) that standard-size spaces perpendicular to the street should be located so as to have 26 ft. of clearance in which to back into the street and turn forward, and compact spaces should be located so as to have 20 ft. of such clearance. If this needs to be made more explicit, Section 17.34.040 should be amended to clarify the standards for recognizing driveway parking spaces:

**17.34.040 Design standards.**

**17.34.120 1 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.*

**Guest Parking:** The Municipal Code does not currently require the provision of any guest parking in addition to the parking spaces required for each dwelling unit. 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.

In 2004, the Planning Commission recommended that 1 guest parking space be provided for every 4 units in multi-unit development, including residential subdivisions of 4 or more single-family residences, without any fractional requirement. In other words, the number of required guest parking spaces would be the total number of units divided by 4, with no additional guest space required for any remainder. This would result in stepped thresholds, with 1 guest space for

complexes of 4 to 7 units, then 2 spaces for complexes of 8 to 11 units, and so on. Per Section 17.34.030.D, the guest parking spaces would be restricted to 72-hour maximum use by the guests only of all residential units for which they are required. Per Section 17.34.030.C, as much as half of the regularly required parking spaces could also be unassigned and available for guest use.

This recommended ratio was derived from statewide survey results. 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 recommended 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

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

An earlier 1995 survey by Walker Parking Consultants of 160 jurisdictions throughout the state provided additional data used in the Commission's analysis (see following chart). 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

The 2004 recommended guest parking standard can be checked by applying it to local developments. Given the change in the applicable basis for the parking requirements from number of bedrooms per unit to square footage per unit, it would be expected that the extent to which existing multi-family developments are already nonconforming in terms of parking would increase as a result of the recommended requirement for additional guest parking. The vast majority of existing four-plus-unit complexes (excluding those on 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 comply with the proposed requirement of 2 spaces per 759 sq. ft. unit. 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 standard of 2 spaces per unit, these 900-992 sq. ft. units would require 4 more spaces than are provided.

For the 4-plex recently approved by the Planning Commission at 661 San Bruno Avenue, the current ordinance requires 6 spaces (1.5 garage spaces per unit). The 2004 recommended ordinance would require 9 spaces, including 1 guest space. 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 staff's suggestion that only 1 space be required for 1-bedroom units not exceeding 900 sq. ft. Even if two on-street spaces were counted, the project would still be 1 space short of the recommended requirement.

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 recommended standards of 2 spaces per unit plus 1 guest parking space per every 4 units (all fractions rounded downward) would have resulted in a total of 481 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 2 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>	<u>Per 2004 Recommended Ordinance</u>
1	38	1,526 sq. ft.	1-2	2+2	1.5 garages	1+1
2	38	1,476 sq. ft.	1-2	2+2	1.5 garages	1+1
3	19	1,812 sq. ft.	2	2+2	1.5 garages	2+1
4	34	2,300 sq. ft.	2-3	2+2	1.5-2 garages	2+1
5	12	2,389 sq. ft.	2+loft	2+2	1.5 garages	2+1
6	19	2,723 sq. ft.	3-4	2+2	2 garages	2+2
TOTAL	160			640	250-267	423
GUEST PARKING PROVIDED				55**		
GUEST PARKING REQUIRED					0	40
COMBINED TOTAL				695	250-267	463

\*\*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+2
2	9	3,078 sq. ft.	5	2+2	2+2
3	12	3,277 sq. ft.*	4-5	3+2	2+2
4	6	2,098 sq. ft.*	2-3	3+2	2+1
5	2	2,843 sq. ft.	3-4	2+2	2+2
6	2	3,416 sq. ft.*	4-5	3+2	2+2
TOTAL	37			168	142*
GUEST PARKING PROVIDED				47	
GUEST PARKING REQUIRED					9
COMBINED TOTAL				215	151*

\*Square footage figures for the 3-car garages in excess of the proposed 400 sq. ft. exception (see below) were not available; if it is 200 sq. ft., the parking requirement per the draft ordinance for the two 3,416 sq. ft. units would increase by 1 space each.

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, staff suggests that it could be increased to 5 to 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, the standard could then be revised to 1 guest parking space per every 5 units. It should also be clarified that parking spaces required to be accessible for persons with disabilities per Section 17.34.040.D would count as required guest parking.

**17.34.020 Minimum requirements.**

*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.*

**Shared Driveways:** Per BMC Section 17.02.220, a driveway is “a private roadway which provides access to off-street parking or loading spaces on a single site, the use of which is limited to persons residing or working on the site and their invitees, licensees and business visitors.” Thus, since the adoption of this section in 1998, driveways shared by multiple sites are no longer permitted by definition. Access shared by two or more sites can only be provided by a right-of-way improved and dedicated as a “street” as defined by BMC Section 17.02.750 or through approval of a Variance, as in the case of 800-808 Sierra Point Road (because the restriction against shared driveways is not in the parking regulations themselves, a Use Permit to modify the parking regulations is not applicable).

Note that a driveway shared in common would differ from a public or private street in that it would only have to be 18 ft. wide (as opposed to 20 ft.) and could have a slope as steep as 20% (as opposed to 15%), unless required otherwise by the fire code. In addition, the right-of-way standards for public streets in California Streets and Highways Code Section 1805 requires a minimum 40 ft. right-of-way for streets (“except that the governing body of any city may, by a resolution passed by a four-fifths vote of its membership, determine that the public convenience and necessity demand the acquisition, construction and maintenance of a street of less than 40 feet and, after such determination, proceed with the acquisition, construction or maintenance of any such street.”).

The Commission’s 2004 recommended ordinance included a provision to allow the Commission to approve driveways shared in common between more than one building site, subject to a number of requirements. Driveways would be allowed to be shared only between properties having frontage on a public street per General Plan Policy 76. The shared driveway would be required to have a turnaround or second access point to the street. The Planning Commission would have authority to review and approve the location of houses sharing the driveway, as well as the height, location and appearance of any retaining walls for the common driveway, not within the public right-of-way. Reciprocal access easements and maintenance agreements would

be required to be recorded. The definitions of “driveway” and “street” were also proposed to be amended to acknowledge shared driveways approved by the Planning Commission.

There was some opposition on the Council in 2004 to the concept of shared driveways, because they could result in denser development. There was also general sentiment opposed to permitting private streets which may have colored this issue. In that the Variance procedure has appeared to be sufficient to allow the Commission to consider proposals for shared driveways in unique situations, staff suggests that the changes recommended to BMC Sections 17.02.220 & 17.02.750 and the new language recommended in Section 17.34.050.H be eliminated.

**ATTACHMENTS:**

- “Redline” Version of Parking Ordinance Amendments Recommended by the Planning Commission in 2004
- 2011 Survey of Parking at Visitacion Garden Apartments



"REDLINE" VERSION OF PARKING ORDINANCE AMENDMENTS  
RECOMMENDED BY THE PLANNING COMMISSION IN 2004  
(UPDATED FOR 8/25/11 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 and 8/25/11 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.

Chapter 17.34 OFF-STREET PARKING

I.1.18.

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>						
<del>Single-family homes dwellings;</del> <del>Secondary dwelling units;</del> <del>Duplexes;</del> <del>Multiple family dwellings;</del> <del>Mobilehome park units;</del> <del>Group care homes</del>	<del>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</del> <del>Parking spaces based upon floor area per unit, according to the following chart:</del>						
	<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;"><del>&lt;/=1,800 sq. ft.</del></td> <td style="text-align: center;"><del>2 spaces including 1 covered</del></td> </tr> <tr> <td style="text-align: center;"><del>1,801-2,700 sq. ft.</del></td> <td style="text-align: center;"><del>3 spaces including 1 covered</del></td> </tr> </table>	<u>Unit Floor Area:</u>	<u>Parking Spaces:</u>	<del>&lt;/=1,800 sq. ft.</del>	<del>2 spaces including 1 covered</del>	<del>1,801-2,700 sq. ft.</del>	<del>3 spaces including 1 covered</del>
<u>Unit Floor Area:</u>	<u>Parking Spaces:</u>						
<del>&lt;/=1,800 sq. ft.</del>	<del>2 spaces including 1 covered</del>						
<del>1,801-2,700 sq. ft.</del>	<del>3 spaces including 1 covered</del>						

	<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><i>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.</i></p> <p><i>Additional guest parking spaces shall be provided for all developments of 4 or more units, including residential subdivisions of 4 or more single-family residences, at the rate of 1 parking space for every 4 units, with no parking spaces required for any fractional remainders.</i></p>
Single family homes on 25 foot lots	<del>2 off-street parking spaces one (1) of which shall be in a garage or carport</del>
Secondary dwelling units	<del>2 standard on-site parking spaces</del>
Duplex or multiple family dwelling units	
<del>0 bedroom or bachelor apartments</del>	<del>1 off-street parking space.</del>
<del>1 and 2 bedroom units</del>	<del>1 1/2 garage per living unit</del>
<del>Over 2 bedrooms</del>	<del>2 garages per living unit.</del>
Emergency shelters	0.35 space per bed plus 1 space per staff member on the largest shift.
Hotels	As determined by use permit.
Motels	1 space per unit, plus applicable requirements for eating, drinking and assembly space.
Trailer courts	<del>1 parking space per unit.</del>
Rooming houses and boardinghouses	<del>1 parking space per adult guest</del>
Cultural facilities - except theatres	1 space for each 300 square feet of floor area.

<i>Cultural facilities – theatres Churches, lodges, clubs, community centers, chapels</i>	<i>1 space for each 4 audience seats 1 parking space for each 4 person capacity, but not less than one space for each 15 square feet of the largest meeting hall</i>
Commercial recreation	<i>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>  <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>Marina</i>	<i>1 space per 0.75 berths.</i>
<i>Meeting halls</i>	<i>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.</i>
<i>Places of worship</i>	<i>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.</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

<del>Bowling alley, billiard parlor</del>	employee on the largest shift.  <del>5 spaces per lane; 2 spaces per table, plus 1 space for each employee on the largest shift</del>
Warehousing, 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. Accessory structures not exceeding 200 square feet 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.~~*

*~~C. All off-street parking spaces, whether in a garage, carport or open area, shall be so located as to be accessible and 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. 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. 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. 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. 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>
--------------------	----------------------	----------------------

I.1.24.



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.

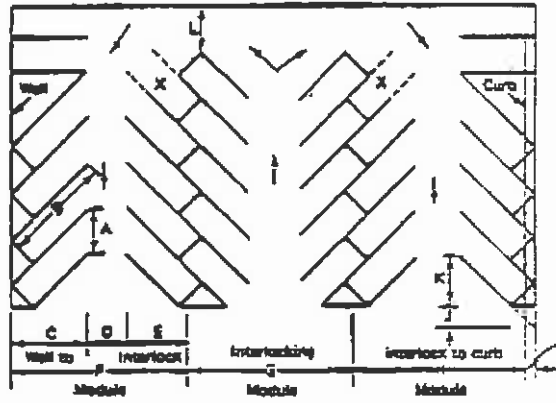
J. On-site turnaround. Off-street parking facilities shall be designed to provide on-site turnaround capability, except that the parking spaces for a single-family residence, secondary dwelling unit or duplex may be designed to back into a non-arterial street. On-site turnaround capability shall be designed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

17.34.100 K. Parking lot landscaping. ~~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. The landscape plans shall incorporate vegetated drainage swale features, 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



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 Small Sized Vehicles**

Parking Dimensions, FEET					
Parking Angle	Stall Width	Aisle Length Per Stall	Depth of Stalls at Right Angle to Aisle	Aisle Width	Wall to Wall Module
45°	8.0	10.5	17.0	11.0	45.0
60°	8.0	8.7	17.7	14.0	49.4
75°	8.0	7.8	17.3	17.4	52.0
90°	8.0	7.5	16.0	20.0	52.0

I 1.27.

**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.



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%
% 2004 Recommendation**	45%	29%	29%	23%
% 2011 Recommendation***	74%	47%	47%	37%
On-Street****	14	7	9	5
Total	28	16	18	12
% Occupied	n/a	57%	64%	43%
% 2004 Recommendation**	90%	52%	58%	39%
% 2011 Recommendation***	147%	84%	95%	63%

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

\*\*At 2 spaces per unit per the 2004 recommended ordinance, the 14 units would require 28 spaces. With 1 guest parking space per 4 units as also recommended in 2004, an additional 3 spaces would be required, totaling 31.

\*\*\*If, as currently suggested by staff, only 1 space were required per 1-bedroom unit not exceeding 900 sq. ft, the total (including guest parking) would be 19.

\*\*\*\*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