

City of Brisbane

Planning Commission Agenda Report

TO: Planning Commission For the Meeting of 11/10/11
FROM: Tim Tune, Senior Planner, via John Swiecki, Community Development Director JAS
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

RECAP: At the October 27th study session, the Planning Commission confirmed its preference that the existing residential parking requirements be replaced with a minimum standard of 2 spaces per unit plus 1 space for each bedroom, with only 1 space required for units not over 900 sq. ft. and an additional parking space for dwellings over 3,000 sq. ft. in floor area (see page 2).

FOLLOW-UP: Before scheduling this item for public hearing, clarification is needed regarding the parking standards for secondary dwelling units, duplexes and multi-family dwelling units. Housing Element Program H.I.1.b called for the City to “revise the residential parking requirements so as to be based upon floor area and/or number of bedrooms, consistent for single-family dwellings, secondary dwelling units, duplexes and multi-family dwelling units,” so as to “avoid unreasonable government constraints to the provision of housing,” per Housing Element Goal H.1. Increasing the parking requirement for secondary dwelling units, duplexes and multi-family dwelling units (see Parking Standards table, below) would be considered an unreasonable constraint to the provision of these forms of potentially affordable housing (see pages IV-1 through IV-3 of the 2007-2014 Housing Element, attached).

For secondary dwelling units, staff proposes following the State’s standard of 1 space per bedroom, while incorporating the Commission proposal’s exception for smaller units; thus, an additional space would be required for studio and 1-bedroom secondary dwelling units over 900 sq. ft. in floor area (see page 3). The current maximum requirement of 2 spaces would be maintained. Note that per BMC Section 17.43.030.D, secondary dwelling units may not exceed 1,000 sq. ft.

For duplexes and multi-family dwelling units, staff proposes maintaining the Municipal Code’s current standard, while incorporating the Commission proposal’s exceptions for smaller and larger units. The current standard of 1.5 spaces per 1-to-2-bedroom unit rounds up for fractional requirements, so that 3 such units would require 5 spaces (rounded up from 4.5), 5 units would require 8 spaces (rounded up from 7.5), and so on. These ratios are supported by the data available from parking surveys at Altamar at the Ridge and vehicle ownership rates in Brisbane according to the U.S. Census (see page 3). Note that the previously proposed guest parking standard would require an additional space for every 5 units.

PARKING STANDARDS						
	Studio	1-BR	2-BR	3-BR	4-BR	5-BR
Altamar at the Ridge Parking Surveys						
0.58 per BR	N/A	0.58	1.16	1.74	2.32	2.9
Brisbane Municipal Code Section 17.34.010:						
Duplex/MFDU	1	1.5 ^{ab}	1.5 ^{ab}	2 ^{ab}	2 ^{ab}	2 ^{ab}
California Government Code Section 65915(p)(1):						
Density Bonus	1 ^a	1 ^a	2 ^a	2 ^a	2.5 ^a	2.5 ^a
Brisbane Municipal Code Section 17.34.010:						
SDU	2 ^{ac}	2 ^{ac}	2 ^{ac}	2 ^{ac}	2 ^{ac}	2 ^c
1990 U.S. Census: Brisbane Vehicle Ownership Rates						
0.72 per BR	N/A	0.72	1.44	2.16	2.88	3.6
2000 U.S. Census: Brisbane Vehicle Ownership Rates						
0.77 per BR	N/A	0.77	1.54	2.31	3.08	3.85
Average for 160 Jurisdictions						
MFDU	1.77	1.87	2.14	2.33	N/A	N/A
California Government Code Section 65852.2(e):						
SDU	1	1	2	3	4	5
Preliminary Commission Proposal at 10/13/11 Study Session						
All Unit Types	1 ^d	2 ^d	3 ^e	4 ^e	5 ^e	6

BR = Bedroom

SDU = Secondary Dwelling Unit

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

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

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

^c Required to standard size (typically, 50% of all others may be compact)

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

^e Plus 1 space if over 3,000 sq. ft. in floor area

^f 1.5 spaces if over 900 sq. ft. in floor area

^g Plus 1 space if over 3,600 sq. ft. in floor area

NOTE: Any fractional requirement shall be rounded up

N/A Data not available

PARKING STANDARDS						
	Studio	1-BR	2-BR	3-BR	4-BR	5-BR
California Government Code Section 65852.2(e):						
SDU	1	1	2	3	4	5
Brisbane Municipal Code Section 17.34.010:						
SDU	2 ^a	2 ^a	2 ^a	2 ^a	2 ^a	2 ^a
Duplex/MFDU	1	1.5 ^{a,b}	1.5 ^{a,b}	2 ^{a,b}	2 ^{a,b}	2 ^{a,b}
Preliminary Commission Proposal at 10/13/11 Study Session						
All Unit Types	2 ^{c,d}	2 ^{c,d}	3 ^c	4 ^{c,e}	5 ^{c,e}	6 ^c
Preliminary Staff Proposal for 11/10/11 Study Session						
SFR	2 ^{c,d}	2 ^d	3 ^f	4 ^f	5 ^f	6 ^f
SDU	1 ^{c,g}	1 ^{c,g}	2 ^c	2 ^c	2 ^c	2 ^c
Duplex/MFDU	1 ^{c/a}	1.5 ^{c/a}	1.5 ^{c/a}	2 ^{c/a}	2 ^{c/a}	2 ^{c/a}

BR = Bedroom

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

^a Required to be on-site

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

^c Required to be off-street

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

^e Plus 1 space if over 3,000 sq. ft. in floor area

SFR = Single-Family Residence

^f See discussion in text

SDU = Secondary Dwelling Unit

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

NOTE: Any fractional requirement shall be rounded up

PARKING RATIOS BASED UPON VEHICLE PER BEDROOM DATA						
	Studio	1-BR	2-BR	3-BR	4-BR	5-BR
Altamar at the Ridge Parking Surveys						
0.58 per BR	N/A	0.58	1.16	1.74	2.32	2.9
1990 U.S. Census: Brisbane Vehicle Ownership Rates						
0.72 per BR	N/A	0.72	1.44	2.16	2.88	3.6
2000 U.S. Census: Brisbane Vehicle Ownership Rates						
0.77 per BR	N/A	0.77	1.54	2.31	3.08	3.85

The 900 sq. ft. maximum threshold proposed for a requirement of only 1 parking space is also supported by available data from parking surveys at Altamar at the Ridge and from the U.S. Census (see below). Based upon parked vehicles surveys and total floor area at Altamar, the average ratio found was 1 vehicle per 1,144 sq. ft. Extrapolating from Census data regarding vehicle ownership rates and average house size in Brisbane for 1990, the average housing unit owned 1 vehicle per 900-985 sq. ft. of floor area. For 2000, the estimate was 1 vehicle per 830-892 sq. ft. Such data is not yet available from the 2010 U.S. Census.

PARKING RATIOS BASED UPON AVAILABLE DATA						
	1 vehicle	2 vehicles	3 vehicles	4 vehicles	5 vehicles	6 vehicles
Altamar at the Ridge Parking Surveys						
1,144 sq. ft. per vehicle	1,144 sq. ft.	2,288 sq. ft.	3,432 sq. ft.	4,576 sq. ft.	5,720 sq. ft.	6,864 sq. ft.
1990 U.S. Census: Brisbane Vehicle Ownership Rates						
900-985 sq. ft. per vehicle	943 sq. ft.	1,886 sq. ft.	2,829 sq. ft.	3,772 sq. ft.	4,715 sq. ft.	5,658 sq. ft.
2000 U.S. Census: Brisbane Vehicle Ownership Rates						
830-892 sq. ft. per vehicle	861 sq. ft.	1,722 sq. ft.	2,583 sq. ft.	3,444 sq. ft.	4,305 sq. ft.	5,166 sq. ft.

As for the proposed requirement of an additional parking space for dwellings over 3,000 sq. ft., the supporting data is less evident. The survey of 758 single-family dwellings in the R-1 District identified average floor areas per number of bedrooms (see below). The average floor area of a 5-bedroom dwelling was 3,066 sq. ft. Thus any 2-, 3- or 4-bedroom unit over 3,000 sq. ft. would be almost as large, if not larger than, the average 5-bedroom unit, which could warrant the requirement for additional parking, but it would seem that a 2-bedroom/5,000 sq. ft. unit should provide 3 more spaces to be equivalent to the requirement for a 5-bedroom unit, and so on.

10/13/11 COMMISSION PROPOSAL APPLIED TO R-1 DISTRICT SFR SURVEY RESULTS				
Number of Bedrooms	Required Parking Spaces	Floor Area (Sq. Ft.)		
		Average	Range	
			Low	High
1	2	760	420	1,913
2	3	1,063	430	3,210
3	4	1,621	570	4,499
4	5	2,164	1,130	4,071
5	6	3,066	1,760	4,255

Based upon the survey data, a more logical (albeit complicated) approach would be to require an additional space when the floor area of a unit exceeds the average floor area of the next larger unit size, based upon number of bedrooms. With some rounding, this approach would look something like the following:

10/13/11 COMMISSION PROPOSAL ADJUSTED PER R-1 DISTRICT SFR SURVEY RESULTS			
Number of Bedrooms	Average Floor Area	Required Parking Spaces	Plus 1 Space If Floor Area Over:
1	760 sq. ft.	2	N/A
2	1,063 sq. ft.	3	1,500 sq. ft.
3	1,621 sq. ft.	4	2,000 sq. ft.
4	2,164 sq. ft.	5	3,000 sq. ft.
5	3,066 sq. ft.	6	N/A

If results from the Altamar parked car surveys and the vehicle ownership data extrapolated from the 1990 & 2000 U.S. Censuses are included in the comparison, the rounded results would be slightly different:

COMPARISON OF R-1 DISTRICT SFR SURVEY, 10/13/11 COMMISSION PROPOSAL, ALTAMAR PARKED CAR SURVEYS AND 1990 & 2000 U.S. CENSUS DATA						
Number of Bedrooms	Average Floor Area per R-1 Survey	Required Parking Spaces	Sq. Ft. Expected to Generate Demand for an Additional Parking Space According to			Plus 1 Space if Floor Area Over:
			Altamar Surveys	1990 U.S. Census	2000 U.S. Census	
1	760 sq. ft.	2	3,432 sq. ft.	2,829 sq. ft.	2,583 sq. ft.	2,500 sq. ft.
2	1,063 sq. ft.	3	4,576 sq. ft.	3,772 sq. ft.	3,444 sq. ft.	3,500 sq. ft.
3	1,621 sq. ft.	4	5,720 sq. ft.	4,715 sq. ft.	4,305 sq. ft.	4,500 sq. ft.
4	2,164 sq. ft.	5	6,864 sq. ft.	5,658 sq. ft.	5,166 sq. ft.	5,500 sq. ft.
5	3,066 sq. ft.	6	N/A	N/A	N/A	N/A

Staff recommends yet another approach that would go back to the Planning Commission's 2004 recommendation, which was generally based upon a ratio of 1 space per 900 sq. ft. of floor area:

10/13/11 COMMISSION PROPOSAL ADJUSTED PER 2004 COMMISSION RECOMMENDATION		
Number of Bedrooms	Required Parking Spaces	Plus 1 Space If Floor Area Over:
1	2	N/A
2	3	2,700 sq. ft.
3	4	3,600 sq. ft.
4	5	4,500 sq. ft.
5	6	N/A

This would neatly bookend the exception agreed to by the Commission for units not exceeding 900 sq. ft.

ATTACHMENTS:

Housing Element Excerpt

“Redline” Version of Parking Ordinance Amendments Recommended by the Planning Commission in 2004

IV. HOUSING CONSTRAINTS

IV.1 CONSTRAINTS UPON THE SUPPLY OF HOUSING

The Housing Element is required to analyze potential and actual governmental and nongovernmental constraints upon the maintenance, improvement or development of all types of housing for all income levels, including for persons with disabilities. Governmental constraints include land use controls; building codes and their enforcement; site improvements, fee and other exactions required of developers; and local processing and permit procedures. Included with these are the availability and cost of water and energy. Governmental constraints that would hinder the City from meeting its share of the regional housing need and from meeting the housing needs for persons with disabilities specifically must be analyzed and eliminated. Nongovernmental constraints to be analyzed include the availability of financing, the price of land, and the cost of construction.

IV.1.1 Governmental Constraints

The City of Brisbane, a municipal government, has a legal obligation to abide by and implement the applicable policies, programs, and health and safety regulations of federal, state, regional and county agencies. The City's discretion on the application of many regulations is limited. The City's discretion is further constrained by its obligation to provide municipal services and to protect the health, safety and welfare of its citizens. Therefore, central to a City's function is the application of various policies, ordinances, and regulations. And critical to its function is the responsibility to assure that sufficient revenues are available to provide public safety and municipal services.

The discussion below focuses on these powers and obligations and examines to what extent housing constraints may exist and in what ways these constraints can be reduced or eliminated.

- Land-use controls (e.g., zoning-development standards, including parking, height limits; setbacks, lot coverages, minimum unit sizes, growth controls)
- Codes and enforcement (e.g., any local amendments to UBC, degree or type of enforcement)
- On/off-site improvements (e.g., curbing requirements, street widths, circulation improvements)
- Fees and exactions (permit and impact fees & land dedication or other requirements imposed on developers)
- Processing and permit procedures (e.g., permit and approval process including discretionary review procedures; description of permitted uses; design review process; planned development, processing times)
- Constraints to housing for persons with disabilities (reasonable accommodation procedure, zoning and land use, building codes)

IV.1.1.1 Land Use Regulations

The General Plan

The Government Code of the State of California requires that the City of Brisbane adopt a General Plan, a part of which is the Housing Element. Another is a Land Use Element, described in Section 65302(a) as follows:

A land use element that designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space...education, public

buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. ... The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan.

The General Plan for the City of Brisbane adopted in 1994 is currently being updated. The land use designations and density/intensity standards will have to be revised so as to maintain consistency with the changes in some of the zoning districts proposed in the Housing Element. The Land Use Element's policies and programs will also have to be revised so as to be consistent with Government Code Section 65583.2 regarding affordable housing.

See Programs H.B.1.d, H.E.1.c. & H.I.1.h.

The Zoning Ordinance

Zoning regulations, such as minimum parcel size, setbacks and parking requirements, limit the type and density of development on a site and therefore affect the land cost per unit, as land is typically marketed at a value commensurate with its development capacity. Requirements for the development of the land to meet health and safety and environmental concerns may additionally affect development costs.

The City's current residential development standards for the zoning districts permitting residential and mixed uses are provided in Table 38. In those districts allowing multifamily housing, the standards do not typically pose a constraint on the development of affordable units. For example, the 60% lot coverage limit in the R-3 District would allow a building footprint of 9,000 sq. ft. on a 15,000 sq. ft. site, which would also accommodate the required 15 ft. front, 5 ft. side and 10 ft. rear setbacks. The 0.72 maximum floor area ratio would permit a 10,800 sq. ft. building, not including the required covered parking. Whether the 28 ft. height limit could accommodate a three-story building would depend upon ceiling heights and accessibility requirements. The 10 units allowed under the maximum unit density of 1 unit per 1,500 sq. ft. could feasibly be accommodated within such a building envelope, along with a common garage to meet the parking requirements of 1 space per studio unit, 1.5 garage spaces per 1-to-2-bedroom unit and 2 garage spaces per 3-bedroom unit. The permitted building envelope would be large enough to encourage a developer to make at least some of the units affordable to those with low- and/or very-low-incomes so as to qualify for a density bonus.

In order to accommodate the City's RHNA share for very low and low income households, zoning amendments are proposed to permit residential uses by right with a minimum density of at least 20 units per acre in new zoning districts, per Government Code Section 65583.2(c)(3)(B)(iii) & 65583.2(h). Height limits would be maintained to assure that 3-story buildings can be accommodated. New provisions would be adopted to provide for single-room occupancy units, supportive housing, transitional housing, and emergency shelters. These zoning changes are identified in Table 37.

The City's parking requirements have proven to be a more difficult issue to resolve. As directed by the previous Housing Element, the City reviewed its requirements with the intention of uniformly tying them to unit floor area for all types of residential dwellings, in part to encourage smaller, more affordable units. Although ordinance revisions were drafted, a final version was not adopted. In the meantime, the State has adopted a general parking standard for secondary dwelling units based upon number of bedrooms [Government Code Section 65852.2(e)] and has also used number of bedrooms as the basis for parking reductions as a density bonus incentive (Government Code Section 65915). These various standards are listed in Table 40. To reconcile the City's approach with taken by the State, the City now intends to consider number of bedrooms, as well as unit floor area, in amending the parking requirements.

**Table 40.
Comparison of City of Brisbane and
State of California Residential Parking Standards**

PARKING STANDARDS					
	Studio	1-BR	2-BR	3-BR	4+-BR
Brisbane Municipal Code Section 17.34.010:					
SFR on 25 ft. wide lot			1 ^c + 1 ^a		
SFR on >25/<37.5 ft. lot			2 ^c + 1		
SFR on 37.5+ ft. lot			2 ^c + 2		
SDU			2 ^{a,b}		
Duplex/MFDU	1	1.5 ^{ad}	1.5 ^{ad}	2 ^{ad}	2 ^{ad}
California Government Code Section 65852.2(e):					
SDU	1	1	2	3	4
California Government Code Section 65915:					
Density Bonus Incentive	1	1	2	2	2.5

BR = Bedroom

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

SDU = Secondary Dwelling Unit

SFR = Single-Family Residence

^a Required to be on-site (otherwise, may be off-street)

^b Required to standard size (otherwise, typically 50% may be compact)

^c Required to be covered in garage or carport (otherwise, may be uncovered)

^d Required to be covered and enclosed on 3 sides (otherwise, may be uncovered)

In 2009, the City adopted inclusionary housing requirements. Projects of 6 or more residential units for sale are required to include roughly 10% of the units as affordable to moderate-income households and roughly 5% of the units as affordable to low-income households. As incentives, inclusionary units are permitted to be smaller in size than or of different unit types from the market-rate units, and may have different interior finishes or features than market-rate units, as long as the finishes and features are durable and of good quality. A procedure for waiving the inclusionary housing requirement is also provided. While no projects have yet to be approved under the new requirements, two projects (at 3750-3780 Bayshore Boulevard and 1 San Bruno Avenue) were approved before 2009 with similar requirements for the inclusion of affordable units at the currently adopted ratios. These requirements did not prove to be a hindrance to the development of either project; the mixed-use project at 1 San Bruno Avenue was completed in 2008, and a building permit is currently being processed for the 30-unit complex at 3750-3780 Bayshore Boulevard.

See Programs H.B.1.a, H.B.1.b, H.B.1.c, H.B.1.c, H.B.1.f, H.B.1.g, H.B.3.i, H.D.1.b, H.D.1.c, H.D.1.d, H.I.1.b & H.I.1.c

Other Land Use Controls

Environmental and engineering design requirements affect costs. For example, detailed grading and foundation plans and geologic studies typically are required for a project proposed to be built on steep slopes or potentially unstable soils, and such studies are generally costly. Yet, without such controls, unsafe conditions could be passed on from a developer to a homeowner or tenant and to the community. The potential losses in property damage and personal injury from landslide or slope failure would far exceed the investment needed to assure that these impacts would not occur.

Since private development has the potential to create situations that would result in impacts and costs being borne by subsequent owners, neighbors and the overall community, it is the policy of the City of Brisbane to make certain that the costs of a development are made the responsibility of the development unless a specific

“REDLINE” VERSION OF PARKING ORDINANCE AMENDMENTS
BASED UPON 7/14/11, 7/28/11, 8/25/11, 9/8/11, 9/22/11, 10/13/11 & 10/27/11
PLANNING COMMISSION STUDY SESSIONS
(UPDATED FOR 11/10/11 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**. Additional revisions currently under consideration 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 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.

THE FOLLOWING IS A REVISION TO SECTION 17.12.040.D OF THE R-BA RESIDENTIAL DISTRICT (AS AMENDED PER RECENTLY ADOPTED ORDINANCE NO. 562):

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

1. Front setback: Ten (10) feet.

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

Chapter 17.34 OFF-STREET PARKING

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>
<p>Single-family homes-dwellings: Group care homes</p> <p><i>Studio or 1-bedroom</i></p> <p><i>2-bedrooms</i></p> <p><i>3-bedrooms</i></p> <p><i>4-bedrooms</i></p> <p><i>5-bedrooms or larger</i></p> <p>Single-family homes on 25-foot lots</p>	<p><i>2 spaces (1 covered), except only 1 (uncovered) space if not more than 900 sq. ft. in floor area.</i></p> <p><i>3 spaces (2 covered), plus 1 space if over 2,700 sq. ft. in floor area.</i></p> <p><i>4 spaces (2 covered), plus 1 space if over 3,600 sq. ft. in floor area.</i></p> <p><i>5 spaces (2 covered), plus 1 space if over 4,500 sq. ft. in floor area.</i></p> <p><i>6 spaces (2 covered).</i></p> <p>2 garages or carports per living unit plus two on-street or off-street parking spaces for lots of 37.5 feet frontage or greater and one such space for lots less than 37.5 feet in frontage</p> <p><i>Additional guest parking spaces shall be provided for all residential subdivisions of 5 (five) or more single-family residences, at the rate of 1 parking space for every 5 (five) units, with no parking spaces required for any fractional remainders. Any accessible parking spaces required per Section 17.34.040.D shall count as guest parking spaces.</i></p> <p>2 off-street parking spaces one (1) of which shall be in a garage or carport</p>
<p>Secondary dwelling units</p>	<p><i>1 (uncovered) space, plus 1 (uncovered) space if over 900 sq. ft. in floor area and/or if more than 1 bedroom.</i></p> <p>2 standard on-site parking spaces</p>
<p>Duplex or multiple family dwelling units: Mobilehome park units</p> <p><i>Studios</i></p> <p>0-bedroom or bachelor apartments</p> <p><i>1-bedroom units</i></p> <p><i>2-bedroom units</i></p> <p>1 and 2 bedroom units</p>	<p><i>1 (uncovered) space per unit.</i></p> <p>1 off-street parking space.</p> <p><i>1 ½ spaces (1 covered) per unit; only 1 (covered) space required for units not over 900 sq. ft. in floor area.</i></p> <p><i>1 ½ spaces (1 covered) per unit.</i></p> <p>1 ½ garage per living unit</p>

<p><i>3-bedroom units or larger</i> Over 2 bedrooms</p>	<p><i>2 spaces (1 covered) per unit, plus 1 (uncovered) space for units over 3,000 sq. ft.</i> 2 garages per living unit.</p> <p><i>Additional guest parking spaces shall be provided for all developments of 5 (five) or more units at the rate of 1 parking space for every 5 (five) units, with no parking spaces required for any fractional remainders. The accessible parking spaces required per Section 17.34.040.D shall count as guest parking spaces.</i></p>
<p><i>Emergency shelters</i></p>	<p><i>0.35 space per bed plus 1 space per staff member on the largest shift.</i></p>
<p><i>Hotels, motels</i></p>	<p>As determined by use permit. <i>1 space per unit, plus applicable requirements for restaurants, bars and meeting halls.</i></p>
<p><i>Motels</i> <i>Trailer courts</i> <i>Rooming houses and boardinghouses</i></p>	<p>1 space per unit, plus applicable requirements for eating, drinking and assembly space. 1 parking space per unit. 1 parking space per adult guest</p>
<p><i>Cultural facilities, meeting halls and places of worship</i> Churches, lodges, clubs, community centers, chapels</p>	<p><i>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).</i></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>
<p><i>Commercial recreation</i></p>	<p><i>3 spaces per ball court;</i> <i>2.5 spaces per batting cage;</i> <i>4 spaces per lane for bowling alleys;</i> <i>2 spaces per tee for golf courses;</i> <i>20 spaces per playing field;</i> <i>2 spaces per shooting range;</i> <i>2 spaces per horse stall for stables;</i> <i>1 space per 100 square feet of water area for swimming pools.</i></p> <p><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</i></p>

H.1.14.

	<i>parking space per each 200 square feet of floor area used for indoor commercial recreation, and 1 parking space per each 1,000 square feet of site area used for outdoor commercial recreation.</i>
<i>Marinas</i>	<i>1 space per 0.75 berths.</i>
Schools - public private or commercial	1 space for each classroom and office.
Hospitals	1 space per bed plus 1 space for each 2 employees on the largest shift.
Financial services	1 space for each 200 square feet of gross floor area.
Administrative office	1 space for each 300 square feet of gross floor area.
Professional office	1 space for each 250 square feet of gross floor area.
Retail stores, restaurants, bars, offices	1 space for each 300 square feet of gross floor area.
Service stations	2 spaces for each working bay plus 1 space for each employee on the largest shift.
Bowling alley, billiard parlor	5 spaces per lane; 2 spaces per table, plus 1 space for each employee on the largest shift
Warehousing, 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 or carport exclusively for the use of a single residential unit.

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

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

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

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

H.1.15.

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

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

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

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

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

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

~~17.34.030 Hillside lot improvement plans.~~

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

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

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

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

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

THE FOLLOWING SECTION HAS BEEN MOVED TO SECTION 17.34.020:

~~17.34.040 On-site parking requirements.~~

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

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

~~17.34.050 Joint use of parking facilities.~~

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

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

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

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

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

THIS SECTION IS MOVED FROM SECTION 17.34.130:

17.34.040 Design standards.

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

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

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

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

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

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

H.1.17.

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

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

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

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

G. Garage design.

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

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

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

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

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

H. Driveway grades.

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

2. *Off-site 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.*

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

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

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

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

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

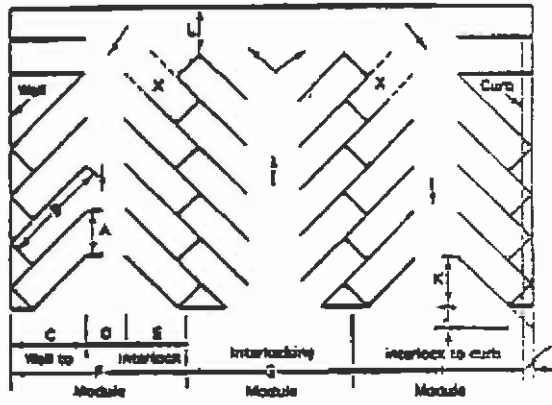
2. *The landscape plans shall use water conserving plants, plants that are not invasive, and plants and other landscape features that are appropriate to the context. New and replacement irrigated landscapes of one thousand (1,000) square feet or more shall be subject to the water conservation requirements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

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

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

Table 1

Design Requirements for Standard Sized Vehicles



X = Stall not accessible in certain layouts

Parking layout dimensions (in ft) for 8-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	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

17.34.050 Exemptions, exceptions and modifications.

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

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

~~A. B. An existing single-family dwelling which does not have off-street parking facilities that conform with the requirements of this chapter may be expanded by a cumulative total of not more than four hundred (400) square feet without the need to bring the parking facilities into conformance or to obtain a use permit under Section ~~17.34.115~~ 17.34.050.1 of this chapter, subject to the following restrictions and requirements:~~

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

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

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

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

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

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

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

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

~~E. For a residential unit occupied by a person with a disability, the Zoning Administrator shall have authority to grant an Accessibility Improvement Permit authorizing a modification to any of the parking requirements prescribed by this Chapter, following the conduct of a hearing with 10 days notice thereof being given to the owners of all adjacent properties. The Zoning Administrator may issue the Accessibility Improvement Permit if he or she finds and determines that:~~

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

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

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

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

1. *The parking space shall not be located within a portion of the right-of-way that could be required for lanes of traffic per Section 12.24.010.B.1.*
2. *The parking space shall not block any portion of a required sidewalk.*
3. *The parking space shall be located so as to minimize its impact upon any existing on-street parking.*
4. *The parking space shall comply with Sections 12.05.020 and 12.24.015, as applicable.*
5. *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.*

~~17.34.115 Modifications to parking regulations.~~ **I. The planning commission shall have authority to grant a use permit authorizing a modification to any of the parking regulations prescribed by this Chapter. The provisions of Chapter 17.40 of this Title shall govern the filing and processing of the application for a use permit pursuant to this Section;**

provided, however, that in addition to the findings required for the granting of a use permit, as set forth in Section 17.40.060, no use permit shall be granted for a modification to a parking regulation unless the planning commission also finds and determines that:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Section 17.38.080. Alteration or expansion of nonconforming structures.

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

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

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