



MEMORANDUM

DATE: October 11, 2018

TO: Planning Commission OATS

FROM: Ken Johnson, Senior Planner, via John Swiecki, Community Development Director

SUBJECT: **Workshop #1 – Off-Street Parking Ordinance Review**

On August 8th, the Planning Commission adopted Resolution PC-3-18 indicating its intent to initiate an amendment to the Off-street Parking Ordinance, BMC Chapter 17.34 and related code sections. Tonight's workshop is intended to frame the primary areas of interest that will be addressed in the amendment and for Commission to provide preliminary feedback.

As indicated in the Commission's resolution, the update would primarily address the non-residential parking standards, but also comprehensively update the structure and organization of the ordinance for clarity. Staff anticipates several workshops with the Planning Commission on this matter prior to the Commission holding a public hearing on a revised draft ordinance.

The following provides an outline of those primary areas of interest:

1. Re-organization: The current ordinance provides the parking standards and design requirements in a mixed format. For clarity, the ordinance would be organized around the residential and non-residential provisions separately. Additionally, content in the ordinance would be reorganized for clarity.
2. Tables and Illustration: The various tables would be re-organized for clarity and the parking lot illustration would be redrawn for legibility.
3. Cross References: Where other state or local codes are related but preempt the parking ordinance, cross references would be added and duplicative text would be eliminated.
4. Non-residential standards: The focus of the parking ordinance update recently adopted by the City Council was the residential standards, while the non-residential standards were essentially untouched. This update would focus on updating the non-residential standards, especially to reconcile permitted and conditional uses allowed in the various zoning districts and the parking standards provided in the parking ordinance. For example staff has identified numerous uses that are identified as permitted or conditionally permitted within zoning districts that are not included in the parking standards.

5. Parking Use Permit vs. Exception: Currently the zoning ordinance refers to proposed site-specific modifications to the parking standards as requiring a use permit, subject to BMC Chapter 17.40 – Use Permits. Use Permits and related required findings are primarily intended to address land use-related issues and are not necessarily directly relevant to altering a development standard such as parking. Requests for parking modifications may more accurately be addressed as “exceptions” subject to specific findings that are directly relevant to parking- related issues. The amendment would establish application procedures and findings for parking exceptions, requiring Planning Commission review, to replace the current use permit requirement.

Attachments

1. Planning Commission Resolution PC-3-18
2. BMC Chapter 17.34 – Off-street Parking (current)

ATTACHMENT 1

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RESOLUTION PC-3-18

**RESOLUTION OF INTENTION OF THE PLANNING COMMISSION
OF THE CITY OF BRISBANE
TO REVIEW THE OFF-STREET PARKING ORDINANCE
IN ORDER TO PROVIDE RECOMMENDED AMENDMENTS
TO CITY COUNCIL**

WHEREAS, the Off-street Parking Ordinance, Brisbane Municipal Code (BMC) Chapter 17.34, is within the purview of the Planning Commission; and

WHEREAS, the BMC sets forth the procedure to initiate an amendment to Title 17, including a resolution of intention by the Planning Commission, per BMC Section 17.50.B; and

WHEREAS, the Planning Commission desires to review the Off-street Parking Ordinance and related code sections with the aim of providing a recommended amendment to City Council, since changes in non-residential uses and associated parking demands over the years may not be adequately reflected in the existing parking standards; and

WHEREAS, while the Planning Commission's primary intent is to review the non-residential standards, the review is intended to be holistic in nature and may also include recommended amendments to the residential standards and/or other amendments within the Off-street Parking Ordinance to provide for clarity in implementation; and

NOW, THEREFORE, the Planning Commission of the City of Brisbane hereby resolves to undertake a review of the Off-street Parking Ordinance, BMC Chapter 17.34, and associated code sections contained in Title 17, with the aim of providing a recommended amendment to City Council, via separate resolution.

AYES: Gomez, Mackin, Patel and Sayasane

NOES: NA

ABSENT: Gooding

Coleen Mackin
Chairperson

ATTEST:

John A. Swiecki
Community Development Director

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ATTACHMENT 2

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Chapter 17.34 - OFF-STREET PARKING

Sections:

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

(Ord. No. 576, § 6, 5-19-16)

17.34.020 - Minimum requirements.

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

Uses:	Parking Requirements:
Single-family dwellings and group care homes:	
Studio or 1-bedroom dwellings not more than 900 square feet in floor area:	1 off-street space (uncovered or covered).
All other dwellings not exceeding 1,800 square feet in floor area:	1 off-street space plus 1 space which shall be in a garage or carport.
Dwellings exceeding 1,800 square feet in floor area on lots having less than 37.5 feet in frontage:	2 off-street spaces plus 1 space which shall be in a garage or carport.
Dwellings exceeding 1,800 square feet in floor area on lots of 37.5 feet frontage or greater:	2 on-street or off-street spaces plus 2 spaces which shall be in a garage or carport.
	See Section 17.34.020(B)(1) regarding garage and carport exclusions from the floor area calculation.
	Additional guest parking spaces shall be provided for all residential subdivisions of 5 or more single-family residences, at the rate of 1 parking space for every 5 units. Such spaces shall be located entirely within the public right-of-way and available for public use. Any accessible parking spaces required per Section 17.34.040(D) shall count as guest parking spaces.
Accessory dwelling units	No off-street parking required.
Duplex or multiple family dwelling units; Mobilehome park units:	
Studios	1 (uncovered or covered) space per unit.
1-bedroom units	1½ spaces (1 of which shall be covered) per unit; only 1 (covered) space

Uses:	Parking Requirements:
	required for units not over 900 square feet in floor area.
2-bedroom units	1½ spaces (1 of which shall be covered) per unit.
3-bedroom units or larger	2 spaces (1 of which shall be covered) per unit, plus 1 (uncovered or covered) space for units over 2,700 square feet.
	See Section 17.34.020(B)(1) regarding garage and carport exclusions from the floor area calculation.
	Additional guest parking spaces shall be provided for all developments of 5 or more units at the rate of 1 parking space for every 5 units. The accessible parking spaces required per Section 17.34.040(D) shall count as guest parking spaces.
Emergency shelters	0.35 space per bed plus 1 space per staff member on the largest shift.
Hotels, motels	1 space per unit, plus applicable requirements for restaurants, bars and meeting halls.
Cultural facilities, meeting halls and places of worship	
	1 space for each 50 square feet of assembly area or 1 space for each 4 fixed seats, whichever is greater, plus 1 space for each 300 square feet of the remaining floor area of the building (meeting rooms not exceeding 750 square feet and ancillary to an office use shall be included with the floor area of the office in calculating the parking requirement for the office use).
Commercial recreation	3 spaces per ball court; 2.5 spaces per batting cage; 4 spaces per lane for bowling alleys; 2 spaces per tee for golf courses; 20 spaces per playing field; 2 spaces per shooting range; 2 spaces per horse stall for stables; 1 space per 100 square feet of water area for swimming pools.
	For commercial recreation uses that do not fall within the above categories, 1 parking space shall be required for every 4 fixed seats for spectators, 1 parking space per each 200 square feet of floor area used for indoor commercial recreation, and 1 parking space per each 1,000 square

Uses:	Parking Requirements:
	feet of site area used for outdoor commercial recreation.
Marinas	1 space per 0.75 berths.
Schools—Public, private or commercial	1 space for each classroom and office.
Hospitals	1 space per bed plus 1 space for each 2 employees on the largest shift.
Financial services	1 space for each 200 square feet of gross floor area.
Administrative office	1 space for each 300 square feet of gross floor area.
Professional office	1 space for each 250 square feet of gross floor area.
Retail stores, restaurants, bars, offices	1 space for each 300 square feet of gross floor area.
Service stations	2 spaces for each working bay plus 1 space for each employee on the largest shift.
Warehousing, light fabrication, food production, media studios, printing	1 space for each 1,000 square feet of gross floor area.
Convalescent hospitals, sanitariums, rest homes	1 space for each 7 beds plus 1 space for each 2 employees on the largest shift.

B. The minimum 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.

(Ord. No. 576, § 6, 5-19-16; Ord. No. 615, § 4, 2-2-17)

17.34.030 - Use restrictions.

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

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

C. The required parking for each unit of a residential use shall be independently accessible from that required for any other unit. The property owner shall assign each unit the exclusive use of at least one standard-size parking space, which shall be a covered parking space, if such is required for the unit. If tandem parking is provided, the two (2) spaces in tandem shall be assigned together.

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

(Ord. No. 576, § 6, 5-19-16)

17.34.040 - Design standards.

A. Tables.

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

B. Surfacing and Striping.

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

2. Parking spaces shall be striped in compliance with the design standards in this chapter, except that parking spaces for residential uses of no more than two (2) units need not be striped. Plans for striping

or restriping of required parking spaces shall be submitted for approval by the community development department in compliance with these standards prior to any work done.

3. Permeable paving alternatives for parking spaces and low-traffic driveways may be approved by the city engineer to reduce the discharge of pollutants into storm sewers, in which case the means of delineating the parking spaces shall be subject to the approval of the community development department.

C. Compact Cars. Up to fifty percent (50%) of the required parking spaces may be compact. For sites with two (2) 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 two (2) units.

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

E. Parallel Parking. Parallel parking spaces shall be subject to the following standards: Spaces that are accessible from at least one end shall be eight (8) feet wide by twenty (20) feet long. Spaces located between other spaces or any obstruction shall be eight (8) feet wide by twenty-four (24) feet long. An additional one 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 June 18, 2016 [the date this section takes effect], excluding those rebuilt subject to [Section 17.38.080](#) or [17.38.090](#), shall comply with the following:

Garage Type	Minimum Interior Width	Minimum Interior Depth
Single-car garage	10 feet	20 feet
Two-car garage		
On lots < 27 feet wide	18 feet	20 feet
All other sites	20 feet	20 feet
2-in-tandem garage	10 feet	40 feet

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 June 18, 2016 [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 June 18, 2016 [the date this section takes effect], constructed in compliance with applicable standards that were in effect at the time the garage was issued a building permit, shall be considered conforming until such time as they are substantially modified or replaced, except that [Section 17.38.090](#) shall apply in the event that they are damaged or destroyed by fire, flood, wind, earthquake, or other calamity.

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

I. On-site Turnaround.

1. Off-street parking facilities shall be designed to provide on-site turnaround capability for a single-family residence, secondary dwelling unit or duplex with driveway access on any arterial street, including but not limited to Bayshore Boulevard or Guadalupe Canyon Parkway.

2. Off-street parking facilities shall be designed to provide on-site turnaround capacity for a complex of three (3) or more units with driveway access on any arterial or collector street, including, but not limited to, Bayshore Boulevard, Guadalupe Canyon Parkway, Old County Road, San Bruno Avenue or that portion of Visitacion Avenue within the NCRO-2 District.

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

4. Dwelling units existing as of June 18, 2016 [the date this section takes effect] shall be exempt from this requirement per [Section 17.34.050\(A\)](#).

J. Parking Lot Landscaping.

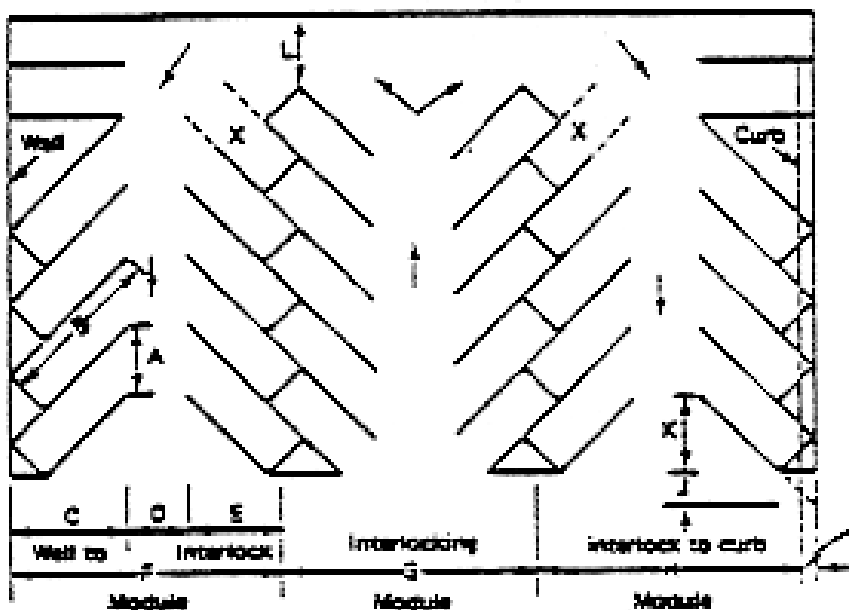
1. For any open parking area containing ten (10) or more parking spaces subject to design permit approval, landscape plans shall be submitted to provide trees, shrubs and ground cover, as appropriate. The landscape plans shall provide at least one tree for every ten (10) parking spaces, which may be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

2. The landscape plans shall use water conserving plants, plants that are not invasive, and plants and other landscape features that are appropriate to the context. New and rehabilitated, irrigated landscapes are subject to the provisions of the water conservation in landscaping ordinance (refer to [Chapter 15.70](#)) or the latest state provisions, whichever is more effective in conserving water.

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 (2½) 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-Size Vehicles



X = Stall not accessible in certain layouts
 Parking layout dimensions (in ft) for 9-ft stalls
 at various angles

		Parking Angle			
Dimension	On Diagram	45°	60°	75°	90°
Stall width, parallel to aisle	A	12.7 ft.	10.4 ft.	9.3 ft.	9.0 ft.
Stall length of line	B	25.0 ft.	22.0 ft.	20.0 ft.	18 ft.
Stall depth to wall	C	17.5 ft.	19.0 ft.	19.5 ft.	18

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

Table 2.
Design Requirements for Compact Vehicles

Parking Angle	Stall Width	Aisle Length Per Stall	Depth of Stalls at Right Angle to Aisle	Bumper Overhang	Aisle Width	Wall to Wall Module
45°	8.0 ft.	10.5 ft.	17.0 ft.	1.7 ft.	11.0 ft.	45.0 ft.

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

(Ord. No. 576, § 6, 5-19-16)

17.34.050 - Exemptions, exceptions and modifications.

A. Dwelling units existing as of June 18, 2016 [the date this section takes effect], constructed in compliance with applicable standards that were in effect at the time the dwelling unit was issued a building permit, shall be considered conforming in terms of the parking required by this chapter until such time as they are expanded, except as permitted in subsection B of this section, or replaced, except that [Section 17.38.090](#) shall apply in the event that they are damaged or destroyed by fire, flood, wind, earthquake, or other calamity.

B. A single-family dwelling or mobile home existing as of June 18, 2016 [the date this section takes effect] 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 of floor area without the need to bring the parking facilities into conformance or to obtain a use permit under [Section 17.34.050\(l\)](#) of this chapter; furthermore, such a single-family dwelling or mobile home may be expanded to a total floor area of not more than one thousand two hundred (1,200) square feet, if the total number of bedrooms does not exceed two (2). The following restrictions and requirements shall apply:

1. The structure to be expanded shall constitute the principal structure and the only dwelling unit located on the site or mobile home 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 required off-street parking spaces that would increase the nonconformity of the existing off-street parking facilities.
5. The proposed development shall comply with the requirements of [Section 17.01.060](#) of this title, unless: (a) the structure to be expanded is located upon a lot of record, and (b) a public street abutting such lot of record provides the principal means of access to that lot.
6. The total floor area shall not exceed the maximum permitted under the floor area ratio regulations for the applicable district, including or excluding covered parking as provided under those regulations.
7. See [Section 17.34.020](#)(B)(1) regarding garage and carport exclusions from the floor area calculation.

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 one 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 17](#) (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 ten (10) days' notice thereof being given to the owners of all adjacent properties. The zoning administrator may issue the accessibility improvement permit if he or she finds and determines that:

1. The modification is necessary to meet special needs for a person having a disability;
2. The modification will not create any significant adverse impacts upon adjacent properties;

3. Any construction resulting from the modification will be done in a sound and workmanlike manner, in compliance with all applicable provisions of the building and fire codes;
4. Strict enforcement of the specified regulation is not required by either present or anticipated future traffic volume or traffic circulation on the site; and
5. The granting of the modification will not create or intensify a shortage of on-street parking spaces.

F. For residential units designed and dedicated for use by households with one or more members who are sixty-two (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 (sixty-seven percent (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. Parking within the public right-of-way at the property's frontage may be recognized administratively only for single-family residences, secondary dwelling units and duplexes, subject to the approval of the city engineer.

1. Off-street parking facilities which partially encroach within the public right-of-way may be recognized administratively, subject to the following requirements:
 - a. 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\(B\)\(1\)](#).
 - b. The parking space shall not block any portion of a required sidewalk.
 - c. The parking space shall be located so as to minimize its impact upon any existing on-street parking, so as to produce a net increase in the number of on- and off-street parking spaces.
 - d. The parking space shall comply with Sections [12.05.020](#) and [12.24.015](#), as applicable.

e. If the parking space is at an angle to the street, clearance behind the space shall be provided equivalent to the minimum aisle width in Table 1 (for standard-size spaces) or Table 2 (or compact spaces).

f. If the parking space is parallel to the street, it shall comply with [Section 17.34.040\(E\)](#); such parallel parking may be provided within a driveway to a garage or carport.

2. On-street parking spaces located entirely within the public right-of-way in compliance with [Section 12.24.010\(B\)\(1\)](#) may be recognized administratively only for sites with more than 37.5 feet of frontage. On-street parking spaces may also be recognized as the guest parking required for a residential subdivision of five (5) or more single-family residences per [Section 17.34.020\(A\)](#).

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

1. Strict enforcement of the specified regulation is not required by either present or anticipated future traffic volume or traffic circulation on the site; and
2. The granting of the use permit will not create or intensify a shortage of on-street parking spaces, given, for example, the availability of existing or improved on/off-street parking which may not fully meet the requirements of this chapter.
3. Full compliance with the parking requirements is not reasonably feasible due to existing structural or site constraints. This finding shall not be required for residential units dedicated to be affordable to households with very-low, low, or moderate incomes or designed and dedicated for use by households with one or more members who are sixty-two (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.

(Ord. No. 576, § 6, 5-19-16)

17.34.060 - Parking 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.

(Ord. No. 576, § 6, 5-19-16)

17.34.070 - Bicycle parking.

Short-term and long-term parking for bicycles shall be provided for newly-constructed nonresidential buildings as follows:

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

1. One bike rack space per ten thousand (10,000) square feet of retail floor area;

2. One bike rack space per one hundred fifty thousand (150,000) square feet of office floor area;
3. Other nonresidential uses: Five percent (5%) of visitor motorized vehicle parking capacity.
4. Any fractional result shall be rounded up.
5. For all nonresidential buildings, the minimum capacity shall be for two (2) 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. One space per twenty thousand (20,000) square feet of warehouse floor area;
2. One space per six thousand (6,000) square feet of retail floor area;
3. One space per six thousand (6,000) square feet of office floor area;
4. Other nonresidential uses: Five percent (5%) of motorized vehicle parking capacity.
5. Any fractional result shall be rounded up.
6. For all nonresidential buildings, the minimum capacity shall be for one bicycle.

(Ord. No. 576, § 6, 5-19-16)