



TO: City-wide Parking Committee

FROM: James Walgren, Community Development Director

SUBJECT: City-wide Parking Committee meeting information

BACKGROUND

At the first City-wide Parking Committee meeting held on March 11, 2015, the Committee members introduced themselves and expressed their interest in participating on the Committee. Following discussion, direction was then given to provide the following information for the March 18, 2015 meeting:

1. City-wide zoning map and current codes regarding parking
2. Parking calculations and available parking for development projects:
 - 145 First Street
 - 288 First Street
 - 400 Main Street

DISCUSSION

City-wide Zoning Map

Attached is the City zoning map with a legend describing the individual districts. The corresponding zoning codes can be viewed online at www.municode.com/library/ca/los_altos/codes. These districts range from predominantly single-family residential to multiple-family, commercial and institutional. Commercial districts allow a wide range of business activities and mixed-use developments that may have different parking demand requirements. A mixed-use project with retail on the ground floor, office on the second floor and residential units on the third floor would have three independent parking requirements. In summary, the most common parking demand requirements are as follows:

Office	3.3 parking spaces per 1,000 square feet of net building area
Service	5 parking spaces per 1,000 square feet of net building area
Retail	5 parking spaces per 1,000 square feet of net building area
Restaurant	1 parking space for every three chairs plus 1 per very three employees
SFR Housing	2 parking spaces per unit
MFR Housing	2 parking spaces per unit plus 1 guest parking space for every four units

The aforementioned are a cursory summary of the most common land use types. The attached parking ordinance represents the full range of parking standards that may apply. For unique land uses such as medical clinics and hospitals, private schools or senior living facilities, parking demand needs to be evaluated based on that specific activity model via a conditional use permit and parking demand analysis – there is no single parking standard that would be adequate. These analyses need to consider how many employees, users, special events, support staff, etc., will occupy the project site at a peak period.

Parking Calculations and Available Parking for Development Projects

145 First Street – Bumble Restaurant

This CD/R3 zoned building was formerly an antiques retail store. It is an existing nonconforming building in that with four parking spaces it was under-parked for that business. Existing nonconforming businesses are allowed to continue up until the point where a property is redeveloped. The Bumble restaurant project included a significant remodel and renovation of this then-aging building and initiated a revitalization of this section of First Street.

The restaurant provides four parking spaces and is under-parked for either a retail business or a restaurant. Since both activities are allowed uses in the CRS and the CD/R3 zoning districts, the restaurant was allowed to establish in this nonconforming building.

288 First Street – Voyageur du Temps Restaurant

The Voyageur restaurant occupies the historic Train Depot building, the actual train depot when Foothill Expressway still operated as the SPRR corridor. This historic building, built in 1913, was also extensively renovated in 2011 when it was converted from Maria's Antiques to the current restaurant. Prior to Maria's, the building had been used for a restaurant and a bank at different points in time.

The restaurant provides 14 parking spaces and is also under-parked for either a retail business or a restaurant. Again, since both activities are allowed uses in the CRS and the CD/R3 zoning districts, the restaurant was allowed to establish in this nonconforming building. This is consistent with how shopping centers and the Downtown Public Parking District are regulated.

400 Main Street – Mixed-Use Retail/Restaurant and Office Building

As part of the Option to Purchase Agreement negotiations between the City Council and now property owner Jeffrey Morris, the Council also approved a Development Agreement in 2011 that included an implementing ordinance and supporting CEQA documents for 400 Main Street. These documents were reviewed and approved by the Planning Commission and City Council at publicly noticed meetings.

For reference, the public hearing dates were:

September 14, 2010

City Council approves an Option to Purchase Agreement

January 6, 2011

Planning Commission considers CEQA documents and Development Agreement

January 25, 2011

City Council adopts CEQA documents

April 12, 2011

City Council approves the Development Agreement

When the Option to Purchase and Development Agreements were approved, and prior to design plans going through extensive public review, it was determined that the ground floor of the new building would be limited to retail and restaurant uses pursuant to the CRS zoning regulations and the expectations for Main and State Streets. Prior to that action, First Street was allowed to have service uses on the ground floor such as beauty salons, nail parlors, typewriter repair, dry cleaners, and other similar business activities. It was agreed that retail and restaurant would foster economic support for the Downtown retail core and provide the best visitor and pedestrian experience. Since there was no business proposal at that time – i.e., no restaurant plan with chairs to count – the 12,464 square feet of ground floor space was parked at 5 parking spaces per 1,000 square feet of net building area. The 18,541 square feet of second floor office space was parked at 3.3 parking spaces per 1,000 square feet of net building area as follows:

First floor: $12,464 \text{ sq. ft.} \times 5/1,000 = 62$ required parking spaces (63 provided)

Second floor: $18,541 \text{ sq. ft.} \times 3.3/1,000 = 61$ required parking spaces (62 provided)

The design plans reviewed and recommended by the Planning and Transportation Commission and approved by the City Council, at public meetings, represented restaurant uses with outdoor plaza dining. The plaza use agreement was specifically drafted to both allow outdoor dining and to allow public access to this private plaza.

Attachments

1. Chapter 14.74 of the Municipal Code – Parking Regulations
2. City-wide Zoning Map

March 18, 2015

City-wide Parking Committee

Chapter 14.74

OFF-STREET PARKING AND LOADING

Sections:

- 14.74.010 R-1 District requirements.**
- 14.74.020 Reserved.**
- 14.74.030 R3-5 District requirements.**
- 14.74.040 R3-4.5 District requirements.**
- 14.74.050 R3-3 District requirements.**
- 14.74.060 R3-1.8 District requirements.**
- 14.74.070 R3-1 District requirements.**
- 14.74.080 Residential uses in CN, CD, CD/R3, CRS/OAD, CRS and CT Districts.**
- 14.74.090 Reserved.**
- 14.74.100 Office uses in CRS/OAD, OA, CN, CD, CD/R3, CRS and CT Districts.**
- 14.74.110 Commercial uses in CRS/OAD, OA, CN, CD, CD/R3, CRS and CT Districts.**
- 14.74.120 Community facilities.**
- 14.74.130 Plant nurseries.**
- 14.74.140 Other uses.**
- 14.74.150 Mixed use development.**
- 14.74.160 Off-street loading spaces.**
- 14.74.170 Common parking facilities.**
- 14.74.180 Off-street parking and loading spaces.**
- 14.74.190 Reduction of off-street parking and loading spaces.**
- 14.74.200 Development standards for off-street parking and truck loading spaces.**

14.74.010 R-1 District requirements.

A. Not less than two parking spaces, one of which shall be covered, shall be required for each living unit, including second living units developed under the provisions of Chapter 14.14 of this title.

B. All required parking spaces shall be provided on-site.

C. No commercial vehicle or trailer over a gross vehicle weight of six thousand (6,000) pounds shall be parked, stored, or otherwise left unattended at any place within the R-1 District, except while actually engaged in pickup or delivery activities, or during the course of the actual construction, alteration, or repair of structures in the immediate proximity, or unless kept entirely in an enclosed parking structure or behind a solid fence or wall not less than six feet in height. (Prior code § 10-2.2301)

14.74.020 Reserved.

Editor's note—Ord. No. 2012-375, § 8, adopted Jan. 24, 2012, repealed § 14.74.020 which pertained to R1-10 district requirements and derived from § 10-2.2302 of the prior code.

14.74.030 R3-5 District requirements.

Not less than two parking spaces for each dwelling unit in a multiple-family unit or apartment, one of which shall be covered, shall be required. (Ord. 07-312 § 9 (part); prior code § 10-2.2303)

14.74.040 R3-4.5 District requirements.

Not less than two parking spaces for each dwelling unit in a multiple-family unit or apartment, one of which shall be covered, shall be required. (Ord. 07-312 § 9 (part); prior code § 10-2.2304)

14.74.050 R3-3 District requirements.

Not less than two parking spaces for each dwelling unit in a multiple-family unit or apartment, one of which shall be covered, shall be required. (Ord. 07-312 § 9 (part))

14.74.060 R3-1.8 District requirements.

A. Two spaces, one of which shall be covered, for each dwelling unit in a multiple-family dwelling or apartment house having two rooms or more in addition to the kitchen and bathrooms shall be required.

B. One and one-half spaces, one of which shall be covered, for each dwelling unit in a multiple-family dwelling or apartment house having less than two rooms in addition to the kitchen and bathrooms shall be required.

C. One on-site visitor space shall be required for every four multifamily residential dwelling units or fraction thereof. (Ord. 07-312 § 9 (part); Ord. 02-410 § 4; prior code § 10-2.2305)

14.74.070 R3-1 District requirements.

A. There shall be two underground off-street parking spaces for each dwelling unit in a multiple-family dwelling or apartment house having two rooms or more in addition to the kitchens and bathrooms.

B. There shall be one and one-half underground off-street parking spaces for each dwelling unit in a multiple-family dwelling or apartment house having less than two rooms in addition to the kitchens and bathrooms.

C. Projects with a site area less than thirty thousand (30,000) square feet may provide up to a maximum of one-half of the required parking above-ground. The proposed parking plan shall be subject to the approval of the commission and council.

D. One on-site visitor space shall be required for every four multiple-family residential dwelling units or fraction thereof. (Ord. 07-312 § 9 (part); prior code § 10-2.2305.1) (Ord. No. 2012-375, § 9, 1-24-2012)

14.74.080 Residential uses in CN, CD, CD/R3, CRS/OAD, CRS and CT Districts.

For those properties which participated in a public parking district, no parking shall be required for the net square footage which does not exceed one hundred (100) percent of the lot area. Parking shall be required as follows for any net square footage in excess of one hundred (100)

percent of the lot area and for those properties which did not participate in a public parking district:

A. There shall be two off-street parking spaces for each dwelling unit in a multiple-family dwelling or apartment house having two rooms or more in addition to the kitchens and bathrooms.

B. There shall be one and one-half off-street parking spaces for each dwelling unit in a multiple-family dwelling or apartment house having less than two rooms in addition to the kitchens and bathrooms.

C. One on-site visitor space shall be required for every four multiple-family residential dwelling units or fraction thereof. Mixed use projects may substitute nonresidential parking spaces for visitor use in-lieu of providing dedicated visitor parking spaces, subject to approval of the commission and council. (Ord. 07-312 § 9 (part); Ord. 05-294 § 3 (part)) (Ord. No. 2012-375, § 10, 1-24-2012)

14.74.090 Reserved.

Editor's note—Ord. No. 2012-375, § 11, adopted Jan. 24, 2012, repealed § 14.74.090 which pertained to office uses in the OA-1, OA-4.5 and CN district and derived from § 10-2.2306 of the prior code; Ord. No. 05-294, § 3(part); Ord. No. 07-312, § 9(part); and Ord. No. 10-348, § 7, adopted April 13, 2010.

14.74.100 Office uses in CRS/OAD, OA, CN, CD, CD/R3, CRS and CT Districts.

For those properties which participated in a public parking district, no parking shall be required for the net square footage which does not exceed one hundred (100) percent of the lot area. Parking shall be required for any net square footage in excess of one hundred (100) percent of the lot area and for those properties which did not participate in a public parking district and shall be not less than one parking space for each three hundred (300) square feet of net floor area. (Ord. 07-312 § 9 (part); Ord. 05-294 § 3 (part); prior code § 10-2.2307) (Ord. No. 10-348, § 8, 4-13-2010; Ord. No. 2012-375, § 12, 1-24-2012)

14.74.110 Commercial uses in CRS/OAD, OA, CN, CD, CD/R3, CRS and CT Districts.

For those properties which participated in a public parking district, no parking shall be required for the net square footage which does not exceed one hundred (100) percent of the lot area. Parking shall be required as follows for any net square footage in excess of one hundred (100) percent of the lot area and for those properties which did not participate in a public parking district.

A. For intensive retail uses and personal services, not less than one parking space for each two hundred (200) square feet of net floor area;

B. For extensive retail uses, not less than one parking space for each five hundred (500) square feet of net floor area;

C. For business, professional and trade schools, one parking space for every three employees, including teachers and administrators, plus one additional space for every two students;

D. For bars, cafes, nightclubs, restaurants, and soda fountains, one parking space for every three employees, plus one space for every three seats provided for patrons, and such additional parking spaces as may be prescribed by the commission;

E. For bowling alleys, one parking space for every three employees, plus six additional parking spaces for each alley;

F. For pool halls, one parking space for every three employees, plus one additional parking space for each pool table;

G. For other types of commercial recreation establishments, one parking space for every three employees, plus such additional parking spaces as may be prescribed by the planning commission;

H. For hotels and motels, one parking space for every three employees, plus one additional space for each sleeping room or suite, and additional parking spaces as prescribed in subsection A of this section for any store, service establishment, shop, or studio located on the site, and

additional parking spaces as prescribed in subsection C of this section for any bar, cafe, nightclub, restaurant, or soda fountain located on the site;

I. For mortuaries, one parking space for every three employees, and one additional space for each hearse and funeral car owned or hired by the mortuary, plus the number of spaces prescribed by the planning commission for visitors and persons attending funerals;

J. For theaters and auditoriums, one parking space for every four seats, plus one additional space for every three employees; and

K. For automobile display or salesrooms, bus depots, drive-in banks, drive-in restaurants, repair garages, and storage garages, one parking space for every three employees, plus such additional parking spaces as prescribed by the planning commission or city council. (Ord. 07-312 § 9 (part); Ord. 07-306 § 7; Ord. 05-294 § 3 (part); prior code § 10-2.2308) (Ord. No. 2012-375, § 13, 1-24-2012)

14.74.120 Community facilities.

Parking space requirements shall be as follows:

A. For public, parochial, and private schools and for nursery schools, church schools, and colleges, one parking space for every two employees, including teachers and administrators, plus sufficient space for the safe, convenient loading and unloading of students, and such additional area for student and visitor parking as may be prescribed by the commission;

B. For public playgrounds, parks, community centers, and other public buildings, structures, and facilities, one parking space for every two employees, plus such additional parking area as may be prescribed by the commission;

C. For day-care centers and private nonprofit recreation facilities, one parking space for every two employees, plus such additional parking area as may be prescribed by the commission;

D. For churches, not less than one parking space for every three and one-half seats in the main sanctuary, plus one additional space for each

church official resident on the premises, and one additional space for every two employees, plus such additional parking area as may be prescribed by the commission;

E. For monasteries, convents, and other religious institutions, one parking space for every two employees, plus such additional parking area as may be prescribed by the commission;

F. For golf courses, country clubs, and private commercial clubs, one parking space for every two employees, plus such additional parking area as may be prescribed by the commission;

G. For private noncommercial clubs, other than country clubs, one parking space for every two employees, plus one parking space for every three members, or, in the alternative, such additional parking area for members as may be prescribed by the commission;

H. For libraries, museums, and noncommercial art galleries, one parking space for every two employees, plus such additional parking area as may be prescribed by the commission;

I. For institutions of an educational or philanthropic nature, one parking space for every two employees, plus such additional parking area as may be prescribed by the commission;

J. For public utility service structures or installations, one parking space for every two employees;

K. For hospitals, one parking space for every two patient beds, plus one additional space for each staff doctor and one space for every three employees, including nurses. Loading space for ambulances and similar vehicles shall not be included therein;

L. For nursing home and convalescent hospitals, one-half of one parking space for each bed, plus additional parking space as may be determined by the planning commission and city council;

M. For retirement homes, three-fourths of one parking space for each dwelling unit, plus additional parking spaces as may be determined by the planning commission and city council; and

N. For residential care homes for aged persons on sites containing ten thousand (10,000) to forty-three thousand five hundred sixty (43,560) square feet, not less than one garage or carport, plus one parking space; provided, however, in the event there are more than two vehicles, additional space shall be provided for each additional vehicle beyond the required front yard setback in accordance with plans approved by the commission. The occupants of the care home shall be prohibited from parking their vehicles off site. (Ord. 07-312 § 9 (part); Ord. 05-294 § 3 (part); prior code § 10-2.2311)

14.74.130 Plant nurseries.

Parking space requirements shall be as follows:

A. Ten (10) parking spaces for each acre, or fraction thereof, contained in the site, plus such additional parking spaces as may be prescribed by the commission; or

B. One parking space for every three employees, plus such additional parking spaces as may be prescribed by the commission. (Ord. 07-312 § 9 (part); Ord. 05-294 § 3 (part); prior code § 10-2.2312)

14.74.140 Other uses.

Other uses not specifically set forth in the foregoing sections of this chapter shall furnish parking as prescribed by the commission. In determining the off-street parking requirements for such uses, the commission shall use the foregoing requirements as a general guide and shall determine the minimum number of parking spaces necessary to avoid undue interference with the public use of streets and alleys. (Ord. 07-312 § 9 (part); Ord. 05-294 § 3 (part); prior code § 10-2.2313)

14.74.150 Mixed use development.

Where more than one use is included in one building or on a single parcel, the parking requirements shall be the sum total of the requirements of all the uses; provided, however, when determined by the city that a conflict in demand for parking

will not occur, parking requirements may be combined. Appropriate legal documents, as approved by the city attorney, shall be executed when such combination is approved. Any use or building requiring five-tenths or more parking space shall be deemed to require a full space. (Ord. 07-312 § 9 (part); Ord. 05-294 § 3 (part); prior code § 10-2.2314)

(Ord. No. 10-348, § 10, 4-13-2010)

14.74.160 Off-street loading spaces.

Loading spaces shall be provided on the site of each of the permitted uses in the CN, CN-T, CD, CT, Community Facilities, and Plant Nursery districts when found by the commission to require the receipt or distribution of materials by vehicles or when found to be necessary for the public safety or welfare. The number of spaces shall be determined on the basis of the number of anticipated truck movements. (Ord. 07-312 § 9 (part); Ord. 05-294 § 3 (part); prior code § 10-2.2315)

14.74.170 Common parking facilities.

Parking space requirements prescribed in this chapter may be satisfied by the permanent allocation of the required area or number of spaces for each permitted use in a common parking facility, cooperatively established and operated, either under private auspices or a public assessment district, which includes the site of any use permitted under this chapter, provided the total number of spaces allocated shall be not less than the sum of the individual requirements, and provided also that the parking facility shall be within three hundred (300) feet of the site of the permitted use, and further provided that the parking facility meets the design standards set forth in this chapter. When off-site parking spaces are provided as prescribed, appropriate legal documents, as approved by the city attorney, shall be executed to insure permanent use of such spaces. (Ord. 07-312 § 9 (part); Ord. 05-294 § 3 (part); prior code § 10-2.2316)

14.74.180 Off-street parking and loading spaces.

No parking space or loading space provided on one site for a structure or a use in compliance

with the regulations for the district in which it is located shall be deemed to provide a parking space or loading space for a structure or use on any other site. (Ord. 07-312 § 9 (part); Ord. 05-294 § 3 (part); prior code § 10-2.2317)

14.74.190 Reduction of off-street parking and loading spaces.

No parking space or truck loading space provided for a structure or use in compliance with the regulations for the district in which it is located shall be reduced in area or capacity without sufficient additional area or capacity being provided to comply with the district regulations. (Ord. 07-312 § 9 (part); Ord. 05-294 § 3 (part); prior code § 10-2.2318)

14.74.200 Development standards for off-street parking and truck loading spaces.

A. Off-street parking facilities shall conform to the following standards:

1. Perpendicular parking space size. Each standard parking space shall consist of an area not less than nine feet wide by eighteen (18) feet long, except as noted on the drawing labeled "Parking Standards Exhibit A" on file in the office of the planning department.

2. Handicapped persons perpendicular parking space size. Parking stalls for the use of the physically handicapped shall comply with the requirements set forth in Part 2 of Title 24 of the California Administrative Code and Chapter 9 of Division 11 of the Vehicle Code of the state.

3. Truck loading space size. Truck loading spaces shall not be less than ten (10) feet wide by twenty-five (25) feet long.

4. Clearance. Standard and compact parking spaces shall have a vertical clearance of at least seven feet over the entire area. In addition, the spaces shall be clear horizontally (for example, pillars in a basement or parking structure shall not be located in required parking spaces). Truck loading spaces shall have a vertical clearance of at least fourteen (14) feet.

B. Each parking and loading space shall be accessible from a public street or alley.

C. The parking and loading area shall be paved with an all-weather asphaltic concrete or portland cement concrete pavement and marked in accordance with the city engineering standards (not applicable for single-family dwellings).

D. Concrete bumper guards or wheel stops shall be provided for all parking spaces, except as provided in this section. The concrete curb around a perimeter landscaped area shall not be used as a bumper stop unless approved by the commission and the council. In such cases, the commission and the council may allow a parking space length to be reduced by two feet.

E. Lighting shall be deflected downward and away from any residential property.

F. No advertising or sign, other than identification or direction signs, shall be permitted in the parking or loading area.

G. No repair or servicing of vehicles shall be permitted in the parking or loading area.

H. No area which lies within the precise plan line for a public street or alley adopted by the council shall be computed as satisfying the parking and loading space requirements of this chapter.

I. A parking area abutting on property in an R District or across a street or an alley from property in an R District shall be screened, subject to the approval of the planning department, by a solid fence or wall or a compact evergreen hedge or other screening not less than six feet high, subject to the provisions of Chapter 14.72 of this title regulating fences (not applicable for single-family dwellings).

J. The minimum width of a one-way drive shall be twelve (12) feet.

K. The minimum width of a two-way drive shall be eighteen (18) feet.

L. Space for turning around on the site shall be provided for parking areas of three or more spaces so that no cars need back into the street (not applicable for single-family dwellings).

M. Parallel and acute angle parking shall be designed for one-way traffic only, unless otherwise specified by the commission.

N. The minimum standards for the design of off-street parking areas shall be in accordance with those shown on the drawing labeled "Parking Standards Exhibit A" on file in the office of the planning department.

O. If found to be necessary or desirable by the city, the design standards set forth in this section may be waived for public and community facility uses or commercially operated public parking facilities in order to permit attended or supervised parking.

P. District requirements resulting in one-half or greater parking space shall be deemed to require a full space.

Q. For the purposes of this section, "net square footage" shall mean the total horizontal area in square feet on each floor, including basements, but not including the area of inner courts or shaft enclosures. (Ord. 07-312 §§ 9 (part), 10; Ord. 05-294 § 3 (part); prior code § 10-2.2319) (Ord. No. 10-348, § 11, 4-13-2010; Ord. No. 2012-375, § 14, 1-24-2012)

