



STUDY SESSION

Agenda Item # 16

AGENDA REPORT SUMMARY

Meeting Date: June 12, 2018

Subject: Draft Ordinances amending Chapter 14.74, Off-Street Parking and Loading

Prepared by: Jon Biggs, Community Development Director

Approved by: Chris Jordan, City Manager

Attachment(s):

1. Draft Parking Ordinance – City Wide
2. Draft Parking Ordinance – Downtown
3. Planning Commission Resolution Recommending Adoption of Parking Code Amendments
4. Planning Commission Resolution Recommending Parking Enhancements
5. Comparison Table of Current and Proposed Off-Street Parking Requirements
6. Parking Standards from the Municipal Code

Initiated by:

City Council

Previous Council Consideration:

January 24, 2017

Fiscal Impact:

A significant fiscal impact is not anticipated

Environmental Review:

The proposed ordinance is exempt from CEQA review: (1) pursuant to CEQA Guidelines Section 15061(b)(3) because it does not authorize any direct or indirect changes to the physical environment and there is no possibility of a significant effect on the environment; (2) because it is not a “project” for purposes of CEQA and is exempt pursuant to State CEQA Guidelines sections 15378(b)(2) and 15378(b)(5) in that it will not allow any new or different land uses than are already permitted in the City’s Zoning Code., and, therefore, constitutes on-going administrative activities and will not result in any direct or indirect physical changes in the environment; (3) because it is not intended to apply to specifically identified development projects and as such it is speculative to evaluate any such future project now and, moreover, they will be subject to appropriate environmental review at such time as approvals for those projects are considered; and/or (4) because it is not intended to, nor does it, provide CEQA clearance for future development-related projects by mere establishment of the ordinance’s requirements. Each of the foregoing provides a separate and independent basis for CEQA compliance and, when viewed collectively, provides an overall basis for CEQA compliance.

Policy Question(s) for Council Consideration:

- Are the proposed amendments to Chapter 14.74, off-street parking and loading, of Title 14, Zoning, of the Los Altos Municipal Code appropriate for the City of Los Altos?



Subject: Draft Ordinances amending Chapter 14.74, Off-Street Parking and Loading

- Do the proposed amendments further the Vision for Downtown Los Altos?

Summary:

The City Council and Planning Commission are meeting at a study session to review draft amendments to Chapter 14.74, off-street parking and loading of Los Altos Municipal Code. The proposed amendments accomplish, among other things, the following:

1. Clarify the parking space dimension and driveway requirements for single-family dwellings;
2. Amends the City's minimum standards or ratios for off-street parking requirements;
3. Identifies the "original parking district" and the "expanded parking district" and how its boundary can be amended;
4. Provides for reductions in off-street parking requirements;
5. Identifies a process for developing off-street parking standards for uses not listed (other uses);
6. Provides for a reduction in off-street parking standards for mixed use projects meeting certain criteria;
7. Establishes a parking in-lieu fee program;
8. Revises the parking stall dimension standards;
9. Further defines "net floor area" for purposes of determining required off-street parking;
10. Provides that the elimination of an off-street public parking space be replaced or that an "in-lieu" parking fee be paid; and
11. Adds a neighborhood center definition.

Staff Recommendation:

Discuss and direct staff to return to the City Council with draft ordinances that introduce the proposed amendments to Chapter 14.74, Off-Street Parking and Loading, of Title 14, Zoning of the Los Altos Municipal Code



Subject: Draft Ordinances amending Chapter 14.74, Off-Street Parking and Loading

Purpose

Update Title 14, Zoning, of the Los Altos Municipal Code to reflect parking requirements intended to address parking circumstances unique to the City of Los Altos.

Background

Over two years ago, the City Council formed the City-wide Parking Ad Hoc Committee (Committee). The Committee's charge was to review the City's existing parking ratios and their application across all business districts in Los Altos. They were also charged with reviewing calculations of development projects along with the adequacy of the current parking ratios in view of actual demands. As background information, the Committee reviewed parking studies and compared current Los Altos parking practices and rules with other cities. Based on this analysis and review, the Committee was to develop a set of recommendations to address its findings. The Committee, which has been disbanded, developed numerous recommendations intended to address parking circumstances and issues unique to the City of Los Altos.

Over this past year, the Planning Commission has diligently considered and debated the amendments to the parking regulations at five meetings (January 4, 2018; March 1, 2018; March 15, 2018; April 19, 2018; and May 3, 2018). It has reviewed the work of the Committee and considered the testimony of those providing input on the amendments under consideration. At the conclusion of its meeting in May, the Commission recommended approval of the amendments being reviewed at this study session.

Discussion / Analysis

Two Ordinances – City Wide and Downtown - The City Council and Planning Commission will note that this packet includes two separate ordinances. One ordinance reflects the amendments that apply City Wide and the second reflects ordinances that are specific to the Downtown. This is to allow fuller participation by members of the City Council on the proposed amendments due to some conflicts of interest related to the parking amendments specific to the Downtown.

The following discussion provides some highlights on the recommended amendments to the parking regulations. These are grouped under City Wide and Downtown headings and are listed, in order, by subsection.

CITY WIDE PARKING REGULATIONS

14.74.010 - R1 District requirements.

Although not part of the Committee's recommendations, staff suggested that the R-1 parking requirements be amended so that there is consistency between the single-family residential requirements and recommendations of the Committee. Staff also saw this as an opportunity to provide appropriate standards for driveways at single-family home sites and it is recommended that the width be reduced from 12 feet to 10 feet. Overall, a driveway that serves a single-family property does not



Subject: Draft Ordinances amending Chapter 14.74, Off-Street Parking and Loading

need to be as wide as a driveway that serves a parking lot and a 10-foot width is adequate for residential vehicle access.

14.74.080 – Minimum off-street parking space requirements for the CD, CN, CRS, CT, CD/R3, CRS/OAD, and OA districts

This section combines former sections 17.74.100 and 14.74.110 and puts the off-site parking requirements in table format and organized uses alphabetically for ease of identification and finding of the appropriate off-street parking requirements. In addition to placing the off-street parking requirements in table format, the ordinance includes numerous modifications to the off-street parking requirements, including a change to off-street parking requirements for office uses.

For comparison purposes, a table with the proposed and current parking requirements is provided with this agenda report as Attachment 5.

14.74.140 - Other uses

This section, amended slightly, provides standards by which the parking requirements for uses not specifically listed can be developed, considered and approved. The amendments give guidance in identifying appropriate reference sources or standards when an off-street parking requirement for an un-listed use is proposed. It also updates the language to appropriately reflect the sequence in the development, review, and approval of parking requirements of other uses. The recommended requirement is initially developed by the Community Development Director, considered by the Planning Commission for recommendation, and on to the City Council for approval.

14.74.170 A. 1.- Development standards for off-street parking and truck loading spaces

The amendment here modifies the parking space dimension from 9'-0" x 18'-0" to 8'-6" x 18'-0". Staff points out that, if the ordinance is adopted, Parking Standards in the Municipal Code will need to be revised to reflect these new dimensions. (These parking standards are included with this agenda report as Exhibit 6.) Another amendment to this sub-section provides for the increased width of a parking space that is adjacent to an obstruction like a wall or fence. This is intended to make it easier to maneuver into and out of such parking spaces.

14.74.170 Q. & R.- Development standards for off-street parking and truck loading spaces

These two new sections provide for the area of a building, of a variety of uses, that are used to determine the required off-street parking. It relies on the *net* floor area of the building to determine the required parking and excludes areas such as elevator shafts, mechanical rooms, lobbies, and similar spaces. The intent here is to only count that area of a building that will provide space for the intended use because it is this space that typically generates the parking demand. This section also provides that exempt space, which is converted later, will be subject to parking requirements.



Subject: Draft Ordinances amending Chapter 14.74, Off-Street Parking and Loading

14.74.200 B. – Reduction of off-street parking and loading spaces

This subsection provides that an off-street parking space that is eliminated must be replaced or an in-lieu fee paid.

Addition of Neighborhood Center Definition to Chapter 14.02

The term “neighborhood center” is used at Section 14.74.150, Mixed-use development. Since Neighborhood Commercial is a designation on the Los Altos Land Use Policy Map, staff felt it would be appropriate to reference and include this in the definition since the General Plan Land Use Policy Map is the guiding document that identifies where these sites are located in the City.

DOWNTOWN PARKING REGULATIONS

14.74.090 - Original and expanded parking district

The draft ordinance contains a diagram that identifies the boundary of the original parking district and the boundary of the district as of March 2018, which serves as a basis for any future changes.

14.74.100 - Amending the expanded parking district boundary

This section outlines a process that would allow for additional properties to be added to the expanded parking district. Since a “parking district” does not exist, it was felt that the most appropriate way to account for future properties seeking to be afforded the opportunities that come with inclusion in the parking district, was to allow for an amendment to the district boundary. This section provides alternatives for amending the district boundaries.

14.74.110 - Reductions to minimum off-street parking space requirements

This section provides opportunities to further reduce parking requirements for mixed use projects and projects in specific areas like the Downtown. This is based on the concept of shared parking facilities, whether they be within the boundaries of an existing parking district or in a neighborhood commercial area such as those designated on the General Plan at Loyola Corners and the Woodside Commercial area. It also acknowledges the shared parking nature of a mixed-use building, which depending on the mix of uses in the building, have off-setting parking demand periods and parking can be utilized by the various uses in the project.

14.74.150 - Mixed use development

An array of different uses within a building or geographic area can have different parking demands and times at which the need for parking in the supply will be in demand. This section too has been updated, and provides standards where development meeting certain criteria can realize a reduction in the off-street parking requirements. It also introduces the term “neighborhood center” for which a definition has been developed and recommended for inclusion in the definitions section of the zoning code (discussed earlier in this document). This code amendment has been placed in the Downtown category because it does provide for a reduction (20%) in the required parking for a mixed use project specific to the Downtown.



Subject: Draft Ordinances amending Chapter 14.74, Off-Street Parking and Loading

14.74.160 - Downtown parking in-lieu fee program

This section establishes a parking in-lieu fee program within the Los Altos Downtown triangle. The fee amount, if this ordinance is adopted, will be set by resolution of the City Council and collected fees will go into a fund that will support enhancing or expanding the capacity of the public parking supply. The Commission did recommend that the fee should be progressive and set at an amount that furthers or enhances the adopted Downtown Vision and be part of any future parking management program. Commissioners noted that in-lieu parking:

- Is equitable for smaller lots that cannot provide required parking on site.
- Increases feasibility to revitalize smaller lots.
- Helps maintain and improve the pedestrian scale and walkability of areas like the downtown because it minimizes curb cuts and maintains the rhythm of buildings on downtown streets.
- Embraces the shared parking concept – park once and visit multiple destinations.
- Generates funds to expand and enhance the parking supply.

SECTIONS OF CHAPTER 14.74 NOT BEING AMENDED

The following sections of the parking regulations have not been amended, but they are being renumbered because of the addition of other subsections.

14.74.120 Community facilities;

14.74.130 – Plant nurseries;

14.74.170 – Development standards for off-street parking and truck loading spaces, subsections A.2., B. C. D. E. F. G. H. I. J. K. L. M. N. O. & P.;

14.74.180 – Common parking facilities;

14.74.190 – Off-street parking and loading spaces; and

14.74.200 – Reduction of off-street parking and loading spaces, subsection A.

OTHER PLANNING COMMISSION RECOMMENDATIONS

In addition to a review of the parking regulation amendment recommendations by the Committee, the Planning Commission felt there were some other steps that could be taken to enhance the parking supply in the Downtown – these include:

1. The Complete Streets Commission is the appropriate City body to evaluate, identify, and plan for bicycle parking facilities and enhancements in the City and should be assigned with completing these tasks.
2. That staff of appropriate City departments develop an inventory and map of the downtown on-street parking supply and evaluate how many on-street parking spaces that changes to the placement, size, and arrangement of existing on-street parking might yield.
3. That staff of appropriate City departments evaluate the loading zones and their associated time limits in the Downtown and whether opportunities, such as limiting the loading zone times, to enhance the supply of public parking spaces exist.



Subject: Draft Ordinances amending Chapter 14.74, Off-Street Parking and Loading

These recommendations are memorialized in the Resolution of the Planning Commission, which is included with this agenda report as Attachment 4

DOWNTOWN VISION

The recommendations of the Committee were provided to the Downtown Vision consultant team early in the process, along with other reports and studies on parking in the Downtown. The economist for the Downtown Vision team, who has experience assisting other communities achieve their goals and objectives for enhancing their downtown, has made the following recommendations with respect to parking:

- Require 2.0 to 2.5 parking spaces per 1,000 square feet of office, retail, restaurant, or personal service use with removal of per employee parking requirements, which takes away a development cost penalty against higher service restaurants.
- Require 0.8 to 1.0 parking spaces per hotel sleeping room.
- Institute a Parking in-Lieu fee of \$25,000 to \$30,000 per space, with collected in a Downtown Parking Fund to be used to construct additional parking in or near the Downtown in the future.

Although the Downtown Vision has not been adopted yet, these recommendations are intended to help the Community realize its vision for the Downtown and can be adopted.

INFORMATION SOURCES

In its review of parking regulations, the Planning Commission considered the work product of the Committee and other parking reports / studies conducted in the past. These are available for review at the following link www.losaltosca.gov/parking-files.

Options

- 1) Direct staff to return at a future City Council meeting with an ordinance that introduces amendments to Chapter 14.74, off-street parking and loading, of Title 14, Zoning, of the Los Altos Municipal Code

Advantages: Updates the parking regulations to address circumstances unique to Los Altos

Disadvantages: May introduce standards that will need to be adjusted in the future to address unforeseen circumstances

- 2) Decline to move forward with amendments to Chapter 14.74, off-street parking and loading, of Title 14, Zoning, of the Los Altos Municipal Code



Subject: Draft Ordinances amending Chapter 14.74, Off-Street Parking and Loading

Advantages: Maintains current parking regulations and signifies that they are adequately address parking circumstances and needs in Los Altos

Disadvantages: Existing codes may not adequately address on-going changes to land use patterns and driving habits

Recommendation

The staff recommends Option 1.

DRAFT

CITY WIDE PARKING CODES

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LOS ALTOS AMENDING CHAPTER 14.74, OFF-STREET PARKING AND LOADING, OF TITLE 14, ZONING, OF THE LOS ALTOS MUNICIPAL CODE AND ADOPTING CEQA EXEMPTION FINDINGS

WHEREAS, the Los Altos City Council initiated a process to review and amend the parking standards found at Title 14, Chapter 14.74, Off-Street Parking and Loading, of the Los Altos Municipal Code pertaining to the regulation of parking, both on-site and public, known as Zoning Code Amendment 17-CA-05, and referred herein as the “CA”; and

WHEREAS, the amendments are in the best interest for the protection or promotion of the public health, safety, comfort, convenience, prosperity, and welfare of the City because they clarify and provide standards that more appropriately represent parking needs across the City; and

WHEREAS, the amendments are in conformance with the City of Los Altos General Plan because they appropriately support the various goals, policies, and programs spread amongst all elements of the General Plan; and

WHEREAS, required public notices and public hearings were duly given and duly held in accordance with the applicable provisions of the California Government Code and Chapter 14.86 of the Los Altos Municipal Code; and

WHEREAS, this code amendment was processed in accordance with the applicable provisions of the California Government Code and the Los Altos Municipal Code; and

WHEREAS, the Planning Commission held a duly noticed public hearings on the CA on January 4, 2018, March 1, 2018, March 15, 2018, April 19, 2018, and May 3, 2018 at which it recommended adoption of the draft ordinance; and

WHEREAS, the City Council held a duly noticed public hearing on the CA on XXXXXXXXXX, 2018; and

WHEREAS, the location and custodian of the documents or other materials which constitute the record of proceedings upon the City Council’s decision are based in the Office of the City Clerk; and

WHEREAS, this Ordinance is exempt from environmental review under the California Environmental Quality Act, Cal. Pub. Res. Code sections 21000, *et seq.* and the CEQA Guidelines, 14 Cal. Code Regs. Sections 15000, *et seq.*, each as a separate and independent basis, for the reasons described in Section 6 of this Ordinance.

NOW THEREFORE, the City Council of the City of Los Altos does hereby ordain as follows:

SECTION 1. FINDINGS. After considering the record before it, including but not limited to the agenda report, presentation of staff, public comment, and discussion, the City Council hereby finds that adoption of this Ordinance is in the best interest for protection or promotion of the public health, safety, comfort, convenience, prosperity, and welfare.

SECTION 2. AMENDMENT OF CODE: Chapter 14.74, Off-Street Parking and Loading, of Title 14, Zoning, of the Los Altos Municipal Code are hereby amended as follows:

14.74.010 - R1 District requirements.

- A. Not less than two parking spaces, one of which shall be covered, shall be required for each living single-family dwelling unit, including second living units developed under the provisions of Chapter 14.14 of this title.
- B. Parking space dimensions shall be as follows:
 - 1. Uncovered parking spaces and covered parking spaces in an existing garage or carport shall be at least nine (9) feet in width, eighteen (18) feet in depth and have a vertical clearance of at least seven (7) feet over the entire area.
 - 2. A driveway that provides access to required on-site parking shall have a minimum width of ten (10) feet.
- D. All required parking spaces shall be provided on-site.
- E. 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 engaged in pickup or delivery activities, or during 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.

SECTION 3. AMENDMENT OF CODE: Chapter 14.74, Off-Street Parking and Loading, of Title 14, Zoning, of the Los Altos Municipal Code are hereby amended as follows:

~~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.~~
- ~~D. For emergency shelters the following off-street parking shall be provided: 0.25 parking spaces per bed, 0.2 bike spaces per bed, one parking space per family room, and one parking space per employee on duty.~~

~~14.74.090 Reserved.~~

~~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.~~

~~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.~~

~~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.~~

~~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.~~

~~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.~~

~~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.~~

~~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.~~

~~14.74.170 – Common parking facilities:~~

- ~~A. – 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.~~
- ~~B. – The Planning and Transportation Commission shall review and approve a common parking facility proposal to ensure that it meets the intent of this chapter.~~
- ~~C. – When a common parking facility is approved as prescribed per subsections A and B, appropriate legal documents, as approved by the City Attorney and the City Planner, shall be executed to insure permanent use of such spaces.~~

~~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.~~

~~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.~~

~~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.~~

14.74.080 Minimum off-street parking space requirements for the CD, CN, CRS, CT, CD/R3, CRS/OAD, and OA districts.

Except as otherwise provided in this chapter, for every structure erected or enlarged and for any land or structure devoted to a new use, the indicated minimum number of off-street parking spaces located on the site of the use shall be provided.

<u>Use</u>	<u>Minimum Off-Street Parking Requirement</u>
<u>Auto and Vehicle Sales and Rentals</u>	<u>1 space per 300 square feet of net office floor area plus one space per 500 square feet of net parts, sales, and service floor area, plus one space per 2,000 square feet outdoor sales area</u>
<u>Automobile Repair</u>	<u>1 space per 500 square feet of net floor area</u>
<u>Auditorium / Theater</u>	<u>1 space per four seats</u>
<u>Bank</u>	<u>1 space per 300 square feet of net floor area or 3.3 spaces per 1,000 square feet of net floor area</u>
<u>Bowling Alley</u>	<u>6 spaces per each bowling lane</u>
<u>Bus Depot</u>	<u>1 space per 300 square feet of net floor area plus one space per 2,000 square feet of outdoor staging area</u>
<u>Medical Office</u>	<u>1 space per 400 square feet of net floor area or 2.5 spaces per 1,000 square feet of net floor area</u>
<u>Dental Office</u>	<u>1 space per 200 square feet of net floor area or 5.0 per 1,000 net square feet of net floor area</u>
<u>Emergency Shelter</u>	<u>0.25 spaces per bed</u>
<u>Food and Beverage Establishments / Restaurants / Bars</u>	<u>1.0 space per 111 square feet of net floor area or 9.0 spaces per 1,000 square feet of net floor area</u> <u>Outdoor seating located on the property is exempt up to a maximum of 50% of the parking requirement based on the above ratio.</u> <u>Outdoor seating in the public right-of-way, for which an encroachment permit has been issued by the City of Los Altos, is exempt up to 25% of the parking requirement based on the above ratio.</u>
<u>Grocery</u>	<u>1.0 space per 286 square feet of net floor area or 3.5 spaces per 1,000 square feet of net floor area</u>
<u>Hotel / Motel</u>	<u>1 space per sleeping room</u>
<u>Medical Clinic</u>	<u>1 space per 200 square feet of net floor area or 5.0 per 1,000 net square feet of net floor area</u>

<u>Mortuaries</u>	<u>1 space per each hearse and funeral car owned or leased by the mortuary plus the number of spaces recommended by the Planning Commission and approved by the City Council for visitors and persons attending funerals</u>
<u>Multi-Family Dwelling</u>	<u>1.5 spaces for each unit having less than 2 bedrooms 2.0 spaces for each unit having 2 or more bedrooms 1.0 visitor space for every four units or fraction thereof</u>
<u>Office</u>	<u>1 space per 400 square feet of net floor area or 2.5 spaces per 1,000 square feet of net floor area</u>
<u>Other Commercial Recreation Establishments</u>	<u>1 space per 300 square feet of net floor area or 3.3 spaces per 1,000 square feet of net floor area</u>
<u>Personal Service</u>	<u>1.0 space per 333 square feet of net floor area or 3.0 space per 1,000 square feet of net floor area</u>
<u>Pool Hall</u>	<u>2 spaces per table</u>
<u>Retail - Extensive</u>	<u>1.0 space per 333 square feet of net floor area or 3.0 space per 1,000 square feet of net floor area</u>
<u>Retail - Intensive</u>	<u>1.0 space per 267 square feet of net floor area or 3.75 spaces per 1,000 square feet of net floor area</u>
<u>Storage – Personal Storage Facility)</u>	<u>1 space per 300 square feet of net floor office area and common indoor facilities and 1 space for every five storage units that do not have direct drive-up vehicle access</u>
<u>Trade School – Business or Professional</u>	<u>1 space for every 2 students</u>

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.

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.

14.74.140 – Other uses.

- A. Other uses not specifically set forth in the foregoing sections of this chapter shall meet the off-street parking requirement as prescribed by the Community Development Director, and recommended by the Planning Commission and approved by the City Council. The Community Development Director will apply best practices and use the resources such as those of the Metropolitan Transportation Commission (MTC), the Urban Land Institute (ULI), the Institute of Transportation Engineers (ITE) or other qualified parking or transportation organizations.
- B. An applicant may propose an alternate off-street parking requirement for a development or change of use project by having a parking study conducted by a licensed parking or traffic consultant or engineer. The alternate off-street parking requirement recommendations must be approved by the City Council.

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

- A. Off-street parking facilities shall conform to the following standards:
 - 1. Parking space size. Each standard perpendicular parking space shall have minimum dimensions that are eight feet six inches (8'6") wide, by eighteen (18'0") feet long, except as noted on the drawing labeled "Parking Standards Exhibit A" on file in the office of the Planning Department. Parking stalls shall be designated by using double striping that is one foot in width and sixteen feet (16'0") long. Space width shall be increased by one (1) foot to nine and one-half (9.5) feet if adjacent on one (1) side to a wall, fence, hedge, or structure; and by two (2) feet to ten and one-half (10.5) feet if adjacent on both sides to such walls, fences, hedges, or structures.
 - 2. Handicapped persons 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. All 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, alley, or public parking plaza.
- 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. 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 planning commission and the

- council. In such cases, the commission and the city 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 Community Development Director, 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 to 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 purposes of calculating parking requirements for uses other than office, hotel or motel the "net floor area" shall mean the total horizontal area in square feet on each floor, including basements, but not including the area of, stairwells, elevators, fire rated elevator lobbies, mechanical/electrical rooms, mechanical shaft enclosures, and restrooms. Exterior wall widths greater than ten (10) inches are also excluded if used for creating architectural features. Any space initially exempt from parking calculations that is later converted to area that would increase parking requirements is subject to parking requirements.
 - R. For purposes of calculating parking requirements for office, hotel, and motel uses, "net floor area," shall mean the total horizontal area in square feet on each floor, including basements, but not including the area of, stairwells, elevators, fire rated elevator lobbies, mechanical/electrical rooms, mechanical shaft enclosures, restrooms, and up to 250 square feet ground floor public entries/lobbies. Larger lobby areas and other architectural features that enhance the building without increasing parking requirements may be excluded from parking calculations if recommended by the Planning Commission. Exterior wall widths greater than ten (10) inches are also excluded if used for creating architectural features. Any space

initially exempt from parking calculations that is later converted to area that would increase parking requirements is subject to parking requirements.

14.74.180 - Common parking facilities.

- A. 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.
- B. The Planning Commission shall review and approve a common parking facility proposal to ensure that it meets the intent of this chapter.
- C. When a common parking facility is approved as prescribed per subsections A and B, appropriate legal documents, as approved by the City Attorney and the Community Development Director, shall be executed to insure permanent use of such spaces.

14.74.190 - 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.

14.74.200 - Reduction of off-street parking and loading spaces.

- A. 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.
- B. Elimination of a public space will require replacement of that space or payment of an in-lieu parking fee.

SECTION 4. The following definitions are added to Chapter 14.02, General Provisions and Definitions of Title 14, Zoning, of the Los Altos Municipal Code

Neighborhood Commercial shall be those sites so designated on the City of Los Altos General Plan Land Use Policy Map.

SECTION 5. CONSTITUTIONALITY. If any section, subsection, sentence, clause or phrase of this code is for any reason held to be invalid or unconstitutional, such decision shall not affect the validity of any of the remaining portions of this code.

SECTION 6. SEVERABILITY. If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be invalid, such decision or decisions shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance, and each section, subsection, sentence, clause and phrase

thereof irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases be declared invalid.

SECTION 7. COMPLIANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT. Based on all the evidence presented in the administrative record, including but not limited to the staff report for the proposed ordinance, the City Council hereby finds and determines that the proposed ordinance is exempt from CEQA review (1) pursuant to CEQA Guidelines Section 15061(b)(3) because it does not authorize any direct or indirect changes to the physical environment and there is no possibility of a significant effect on the environment; (2) because it is not a “project” for purposes of CEQA and is exempt pursuant to State CEQA Guidelines sections 15378(b)(2) and 15378(b)(5) in that it will not allow any new or different land uses than are already permitted in the City’s Zoning Code., and, therefore, constitutes ongoing administrative activities and will not result in any direct or indirect physical changes in the environment; (3) because it is not intended to apply to specifically identified development projects and as such it is speculative to evaluate any such future project now and, moreover, they will be subject to appropriate environmental review at such time as approvals for those projects are considered; and/or (4) because it is not intended to, nor does it, provide CEQA clearance for future development-related projects by mere establishment of the ordinance’s requirements. Each of the foregoing provides a separate and independent basis for CEQA compliance and, when viewed collectively, provides an overall basis for CEQA compliance.

SECTION 8. NOTICE OF EXEMPTION. The City Council hereby directs City staff to prepare and file a Notice of Exemption with the County, County Clerk within five working days of the adoption of this ordinance.

SECTION 9. PUBLICATION. This ordinance shall be published as provided in Government Code section 36933.

SECTION 10. EFFECTIVE DATE. This ordinance shall be effective upon the commencement of the thirty-first day following the adoption date.

The foregoing ordinance was duly and properly introduced at a regular meeting of the City Council of the City of Los Altos held on XXXXXXXX XX, 2018 and was thereafter, at a regular meeting held on XXXXXXXX XX, 2018 passed and adopted by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Jean Mordo, MAYOR

Attest:

Jon Maginot, CMC, CITY CLERK

DRAFT

DOWNTOWN PARKING CODES

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LOS ALTOS AMENDING CHAPTER 14.74, OFF-STREET PARKING AND LOADING, OF TITLE 14, ZONING, OF THE LOS ALTOS MUNICIPAL CODE AND ADOPTING CEQA EXEMPTION FINDINGS

WHEREAS, the Los Altos City Council initiated a process to review and amend the parking standards found at Title 14, Chapter 14.74, Off-Street Parking and Loading, of the Los Altos Municipal Code pertaining to the regulation of parking, both on-site and public, known as Zoning Code Amendment 17-CA-05, and referred herein as the “CA”; and

WHEREAS, the amendments are in the best interest for the protection or promotion of the public health, safety, comfort, convenience, prosperity, and welfare of the City because they clarify and provide standards that more appropriately represent parking needs across the City; and

WHEREAS, the amendments are in conformance with the City of Los Altos General Plan because they appropriately support the various goals, policies, and programs spread amongst all elements of the General Plan; and

WHEREAS, required public notices and public hearings were duly given and duly held in accordance with the applicable provisions of the California Government Code and Chapter 14.86 of the Los Altos Municipal Code; and

WHEREAS, this code amendment was processed in accordance with the applicable provisions of the California Government Code and the Los Altos Municipal Code; and

WHEREAS, the Planning Commission held a duly noticed public hearings on the CA on January 4, 2018, March 1, 2018, March 15, 2018, April 19, 2018, and May 3, 2018 at which it recommended adoption of the draft ordinance; and

WHEREAS, the City Council held a duly noticed public hearing on the CA on XXXXXXXX XX, 2018; and

WHEREAS, the location and custodian of the documents or other materials which constitute the record of proceedings upon the City Council’s decision are based in the Office of the City Clerk; and

WHEREAS, this Ordinance is exempt from environmental review under the California Environmental Quality Act, Cal. Pub. Res. Code sections 21000, *et seq.* and the CEQA Guidelines, 14 Cal. Code Regs. Sections 15000, *et seq.*, each as a separate and independent basis, for the reasons described in Section 6 of this Ordinance.

NOW THEREFORE, the City Council of the City of Los Altos does hereby ordain as follows:

SECTION 1. FINDINGS. After considering the record before it, including but not limited to the agenda report, presentation of staff, public comment, and discussion, the City Council hereby finds that adoption of this Ordinance is in the best interest for protection or promotion of the public health, safety, comfort, convenience, prosperity, and welfare.

SECTION 2. AMENDMENT OF CODE: Chapter 14.74, Off-Street Parking and Loading, of Title 14, Zoning, of the Los Altos Municipal Code are hereby amended as follows:

~~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.~~
- ~~D. – For emergency shelters the following off-street parking shall be provided: 0.25 parking spaces per bed, 0.2 bike spaces per bed, one parking space per family room, and one parking space per employee on duty.~~

~~14.74.090 – Reserved.~~

~~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.~~

~~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.~~

~~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.~~

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.~~

~~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.~~

~~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.~~

~~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.~~

~~14.74.170 – Common parking facilities.~~

- ~~A. – 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.~~
- ~~B. – The Planning and Transportation Commission shall review and approve a common parking facility proposal to ensure that it meets the intent of this chapter.~~
- ~~C. – When a common parking facility is approved as prescribed per subsections A and B, appropriate legal documents, as approved by the City Attorney and the City Planner, shall be executed to insure permanent use of such spaces.~~

~~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.~~

~~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:~~

~~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.~~

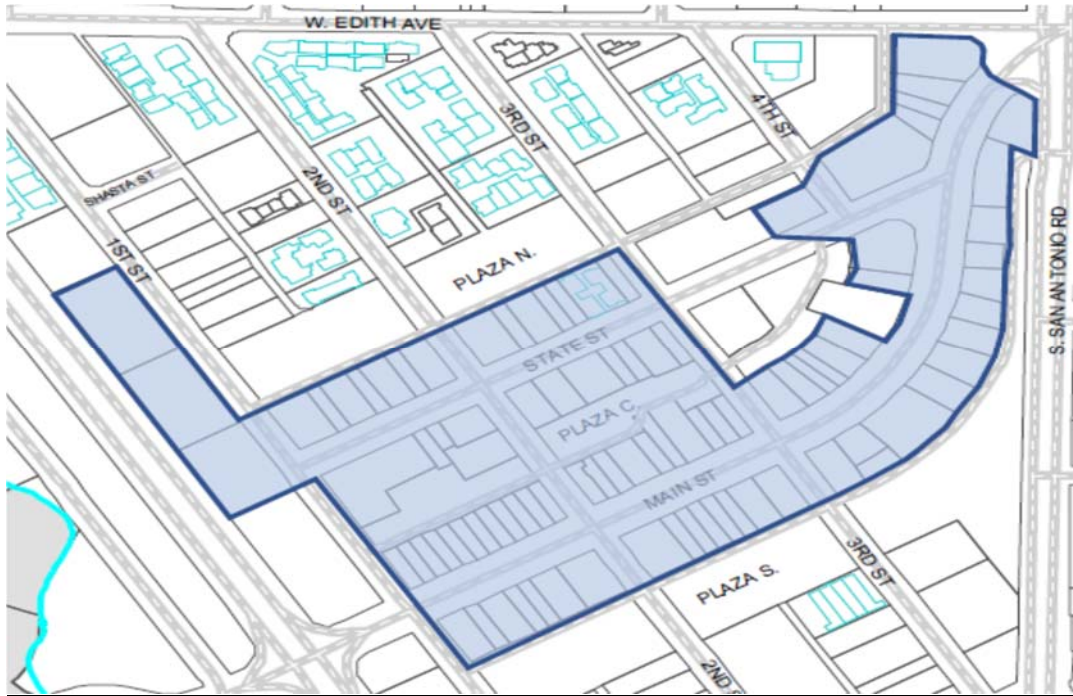
14.74.090 Original and expanded parking district

For purposes of this Chapter, the Original Parking District Boundary and the Expanded Parking District Boundary as of March 2018, which can be amended in accordance with subsection 14.74.100, are depicted in Figures One and Two below:

Figure One – Original Parking District Boundary



Figure Two – Expanded Parking District Boundary, as of March 2018



14.74.100 - Amending expanded parking district boundary.

Properties located in the downtown triangle that were not members of the Original Parking District can elect to amend and include their properties within the boundaries of the expanded Parking District by:

- A. Paying the established in-lieu parking fee at a factor of 2.86 in-lieu parking fees per every one thousand square feet of lot area of the subject property; or
- B. Contributing in perpetuity 2.86 parking spaces for every one thousand square feet of lot area to the public parking supply in the Downtown Triangle; or
- C. A combination of a contribution(s) to the public parking supply and paying the established in-lieu parking fee at a factor of 2.86 stalls for every thousand square feet of lot area.

14.74.110 - Reductions to minimum off-street parking space requirements.

- A. For properties that are within the boundaries of the expanded parking district, the minimum off-street parking requirements may be reduced in the following ways:
 - 1. Total parking requirement shall be reduced by 20% prior to other applicable parking reductions being applied.
 - 2. No parking shall be required for the net floor area of a building that is equal to 100% or less of the lot area.
 - 3. Application of a credit equaling 3.5 spaces for every 1,000 square feet of land towards the total off-street parking requirement for the project.
 - 4. Participate in an in-lieu fee program as may be established by resolution of the City Council
 - 5. The following equate to the parking space, or portion thereof, indicated:

- i. Removal of any curb cut that produces an on-street parking space is equivalent to one (1) on-site parking space,
 - ii. An on-site parking space made available to the public without restriction reduces the required on-site parking for the use on a one-to-one ratio,
 - iii. Any parking space personally designated is equivalent to 0.25 on-site parking spaces,
 - iv. Any restricted, but not personally designated, parking space personally is equivalent to 0.50 on-site parking spaces,
 - v. A restricted parking space made available to the public after 5:00 pm is equivalent to 0.75 on-site parking spaces,
- B. Mixed use projects may substitute non-residential parking spaces for visitor use in-lieu of providing dedicated visitor parking spaces, subject to approval of the City Council on a recommendation by the Planning Commission.
- C. For properties and uses designated neighborhood commercial, the total parking requirement shall be reduced by 10%.

14.74.150 – Mixed-use development.

Where multiple uses are included in one building on a single parcel, a neighborhood commercial area, or identified group of buildings and are sharing a common parking facility, where one use requires more than 15% of the total parking supply, then a 10% reduction is allowed from the total parking requirements of all uses combined. For uses located in the downtown triangle, a 20% reduction is allowed from the total parking requirements of all uses combined.

14.74.160 – Downtown parking in-lieu fee program.

Pursuant to this section, required off-street parking for properties in the downtown triangle (bounded by Foothill Expressway, San Antonio Road, and Edith Avenue) can be satisfied, with limitations, by payment of an in-lieu parking fee.

The in-lieu parking fee program shall include the following elements:

- A. The in-lieu parking fee shall be set by a resolution of the City Council at an amount determined by criteria of the City Council. The City Council may adjust the fee at their discretion and as frequently as is deemed necessary.
- B. In-lieu fees can be paid:
 - 1. In one lump sum prior to the issuance of a building permit for the project.
 - 2. If no building permit is required, in one lump sum prior to a date established by City staff
 - 3. Over time on a payment schedule, the terms of which shall be established by City staff.
- C. The in-lieu parking fee shall be non-refundable and considered full satisfaction of the off-street parking requirement for which the fee was paid.
- D. In-lieu fees shall be deposited into the parking fund.

- E. Properties located within the original Parking District boundary have unrestricted use of the in-lieu parking fee to satisfy their parking requirements.
- F. Properties having 15,000 square feet or less that are not part of the original Parking District and have joined the Expanded Parking District, shall have unrestricted use of the in-lieu parking fees to satisfy their parking requirements.
- G. Properties having more than 15,000 square feet that are not part of the Original Parking District and have joined the expanded Parking District, can use the in-lieu parking fees to satisfy a portion of their off-street parking requirement, subject to the following:
 - 1. 100% of the first 50 off-street parking spaces required;
 - 2. 50% of all additional off-street parking spaces beyond the first 50 that are required;
- H. Effect of Payment. In-Lieu Parking Fees shall be used exclusively to expand the capacity of Downtown Public Parking resources, which may include:
 - 1. Restriping and enhancements to parking areas, both on-street and off-street;
 - 2. Construction of a garage;
 - 3. Leasing of private stalls;
 - 4. Shuttles to nearby parking or mass transit;
- I. Payment of In-Lieu Parking Fees does not guarantee the construction of parking spaces at any location in the downtown triangle or within any period. In-Lieu Parking Fees are solely an alternative means of satisfying the applicant's obligation to provide off-street parking. The In-Lieu Parking Fee does not guarantee any rights or privileges. The location, type, and configuration of any parking spaces funded by In-Lieu Parking Fees are at the City's sole discretion.

SECTION 3. CONSTITUTIONALITY. If any section, subsection, sentence, clause or phrase of this code is for any reason held to be invalid or unconstitutional, such decision shall not affect the validity of any of the remaining portions of this code.

SECTION 4. SEVERABILITY. If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be invalid, such decision or decisions shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance, and each section, subsection, sentence, clause and phrase thereof irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases be declared invalid.

SECTION 5. COMPLIANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT. Based on all the evidence presented in the administrative record, including but not limited to the staff report for the proposed ordinance, the City Council hereby finds and determines that the proposed ordinance is exempt from CEQA review (1) pursuant to CEQA Guidelines Section 15061(b)(3) because it does not authorize any direct or indirect changes to the physical environment and there is no possibility of a significant effect on the environment; (2) because it is not a “project” for purposes of CEQA and is exempt pursuant to State CEQA Guidelines sections 15378(b)(2) and 15378(b)(5) in that it will not allow any

new or different land uses than are already permitted in the City's Zoning Code., and, therefore, constitutes ongoing administrative activities and will not result in any direct or indirect physical changes in the environment; (3) because it is not intended to apply to specifically identified development projects and as such it is speculative to evaluate any such future project now and, moreover, they will be subject to appropriate environmental review at such time as approvals for those projects are considered; and/or (4) because it is not intended to, nor does it, provide CEQA clearance for future development-related projects by mere establishment of the ordinance's requirements. Each of the foregoing provides a separate and independent basis for CEQA compliance and, when viewed collectively, provides an overall basis for CEQA compliance.

SECTION 6. NOTICE OF EXEMPTION. The City Council hereby directs City staff to prepare and file a Notice of Exemption with the County, County Clerk within five working days of the adoption of this ordinance.

SECTION 7. PUBLICATION. This ordinance shall be published as provided in Government Code section 36933.

SECTION 8. EFFECTIVE DATE. This ordinance shall be effective upon the commencement of the thirty-first day following the adoption date.

The foregoing ordinance was duly and properly introduced at a regular meeting of the City Council of the City of Los Altos held on XXXXXXXX XX, 2018 and was thereafter, at a regular meeting held on XXXXXXXX XX, 2018 passed and adopted by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Jean Mordo, MAYOR

Attest:

Jon Maginot, CMC, CITY CLERK

RESOLUTION NO. PC 2018-03

**A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF LOS ALTOS RECOMMENDING AMENDMENTS TO
CHAPTER 14.74, OFF-STREET PARKING AND LOADING, OF THE LOS
ALTOS MUNICIPAL CODE**

WHEREAS, the City Council established a City-Wide Parking Committee (Committee) whose purpose was to review the City's existing parking ratios and their application across all business districts and with reviewing calculations of all recent development projects along with the adequacy of the current parking ratios in view of actual demands; and

WHEREAS, the Committee prior to being disbanded developed several recommendations concerning the supply and regulation of parking, both public and private; and

WHEREAS, the recommendations of the Committee were reviewed by Walker Parking Consultants (Consultants), whose findings were presented to the City Council at its regular meeting of January 24, 2017; and

WHEREAS, after considering the findings of the consultant, the City Council directed that staff move forward with a review of the City-Wide Parking Committee recommendations including determining which items to move forward to Planning and Transportation Commission; and

WHEREAS, the Planning Commission has met on numerous occasions to review the Committee's recommendations and has developed its own recommendation on a draft ordinance to amend Chapter 14.74, Off-Street Parking and Loading, to the City Council.

NOW THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of Los Altos hereby recommends the following to the Los Altos City Council:

1. That the City Council adopt the Draft Amendments to Chapter 14.74, Off-Street Parking and Loading, of the Los Altos Municipal Code as depicted in the attached Ordinance.

Passed at a regular meeting of the Planning Commission of the City of Los Altos held on May 3, 2018 by the following vote:

AYES: Bressack, Bodner, McTighe, and Meadows

NOES: Enander

ABSENT: Samek

ABSTAIN: Lee

RESOLUTION NO. PC 2018-02

**A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF LOS ALTOS LISTING RECOMMENDATIONS INTENDED
TO ENHANCE THE SUPPLY OF PUBLIC PARKING IN THE DOWNTOWN**

WHEREAS, the City Council established a City-Wide Parking Committee (Committee) whose purpose was to review the City's existing parking ratios and their application across all business districts and with reviewing calculations of all recent development projects along with the adequacy of the current parking ratios in view of actual demands; and

WHEREAS, the Committee prior to being disbanded developed several recommendations concerning the supply and regulation of parking, both public and private; and

WHEREAS, the recommendations of the Committee were reviewed by Walker Parking Consultants (Consultants), whose findings were presented to the City Council at its regular meeting of January 24, 2017; and

WHEREAS, after considering the findings of the consultant, the City Council directed that staff move forward with a review of the City-Wide Parking Committee recommendations including determining those items to move forward to the Planning and Transportation Commission for review and recommendation; and

WHEREAS, the Planning Commission has met on numerous occasions to review the Committee's recommendations and developed a number of recommendations to the City Council.

NOW THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of Los Altos hereby recommends the following to the Los Altos City Council:

1. The Complete Streets Commission is the appropriate City body to evaluate, identify, and plan for bicycle parking facilities and enhancements in the City and should be assigned with completing these tasks.
2. That staff of appropriate City Departments develop an inventory and map of the downtown on-street parking supply and evaluate how many on-street parking spaces that changes to the placement, size, and arrangement of existing on-street parking might yield.
3. That staff of appropriate City Departments evaluate the loading zones and their associated time limits in the Downtown and whether opportunities, such as limiting the loading zone times, to enhance the supply of public parking spaces exist.

Passed at a regular meeting of the Planning Commission of the City of Los Altos held on March 15, 2018 by the following vote:

AYES: Bressack, Samek, Bodner, Enander, Meadows, McTighe,

NOES:None

ABSENT:None

ABSTAIN:None

COMPARISON TABLE – PROPOSED AND EXISTING PARKING RATIOS

Use	Proposed Minimum Off-Street Parking Requirement	Existing
<u>Auto and Vehicle Sales and Rentals</u>	<u>1 space per 300 square feet of net office floor area plus one space per 500 square feet of net parts, sales, and service floor area, plus one space per 2,000 square feet outdoor sales area</u>	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.
<u>Automobile Repair</u>	<u>1 space per 500 square feet of net floor area</u>	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
<u>Auditorium / Theater</u>	<u>1 space per four seats</u>	For theaters and auditoriums, one parking space for every four seats, plus one additional space for every three employees
<u>Bank</u>	<u>1 space per 300 square feet of net floor area or 3.3 spaces per 1,000 square feet of net floor area</u>	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.
<u>Bowling Alley</u>	<u>6 spaces per each bowling lane</u>	For bowling alleys, one parking space for every three employees, plus six additional parking spaces for each alley
<u>Bus Depot</u>	<u>1 space per 300 square feet of net floor area plus one space per 2,000 square feet of outdoor staging area</u>	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

<u>Medical Office</u>	<u>1 space per 400 square feet of net floor area or 2.5 spaces per 1,000 square feet of net floor area</u>	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
<u>Dental Office</u>	<u>1 space per 200 square feet of net floor area or 5.0 per 1,000 net square feet of net floor area</u>	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
<u>Emergency Shelter</u>	<u>0.25 spaces per bed</u>	For emergency shelters the following off-street parking shall be provided: 0.25 parking spaces per bed, 0.2 bike spaces per bed, one parking space per family room, and one parking space per employee on duty.
<u>Food and Beverage Establishments / Restaurants / Bars</u>	<u>1.0 space per 111 square feet of net floor area or 9.0 spaces per 1,000 square feet of net floor area</u> <u>Outdoor seating located on the property is exempt up to a maximum of 50% of the parking requirement based on the above ratio.</u> <u>Outdoor seating in the public right-of-way, for which an encroachment permit has been issued by the City of Los Altos, is exempt up to 25% of the parking requirement based on the above ratio.</u>	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
<u>Grocery</u>	<u>1.0 space per 286 square feet of net floor area or 3.5 spaces per 1,000 square feet of net floor area</u>	For intensive retail uses and personal services, not less than one parking space for each two hundred (200) square feet of net floor area

<u>Hotel / Motel</u>	<u>1 space per sleeping room</u>	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
<u>Medical Clinic</u>	<u>1 space per 200 square feet of net floor area or 5.0 per 1,000 net square feet of net floor area</u>	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
<u>Mortuaries</u>	<u>1 space per each hearse and funeral car owned or leased by the mortuary plus the number of spaces recommended by the Planning Commission and approved by the City Council for visitors and persons attending funerals</u>	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
<u>Multi-Family Dwelling</u>	<u>1.5 spaces for each unit having less than 2 bedrooms 2.0 spaces for each unit having 2 or more bedrooms 1.0 visitor space for every four units or fraction thereof</u>	<p>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.</p> <p>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.</p> <p>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.</p>

<u>Office</u>	<u>1 space per 400 square feet of net floor area or 2.5 spaces per 1,000 square feet of net floor area</u>	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
<u>Other Commercial Recreation Establishments</u>	<u>1 space per 300 square feet of net floor area or 3.3 spaces per 1,000 square feet of net floor area</u>	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
<u>Personal Service</u>	<u>1.0 space per 333 square feet of net floor area or 3.0 space per 1,000 square feet of net floor area</u>	For intensive retail uses and personal services, not less than one parking space for each two hundred (200) square feet of net floor area
<u>Pool Hall</u>	<u>2 spaces per table</u>	For pool halls, one parking space for every three employees, plus one additional parking space for each pool table
<u>Retail - Extensive</u>	<u>1.0 space per 333 square feet of net floor area or 3.0 space per 1,000 square feet of net floor area</u>	For extensive retail uses, not less than one parking space for each five hundred (500) square feet of net floor area
<u>Retail - Intensive</u>	<u>1.0 space per 267 square feet of net floor area or 3.75 spaces per 1,000 square feet of net floor area</u>	For intensive retail uses and personal services, not less than one parking space for each two hundred (200) square feet of net floor area
<u>Storage – Personal Storage Facility)</u>	<u>1 space per 300 square feet of net floor office area and common indoor facilities and 1 space for every five storage units that do not have direct drive-up vehicle access</u>	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
<u>Trade School – Business or Professional</u>	<u>1 space for every 2 students</u>	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

Parking Standards

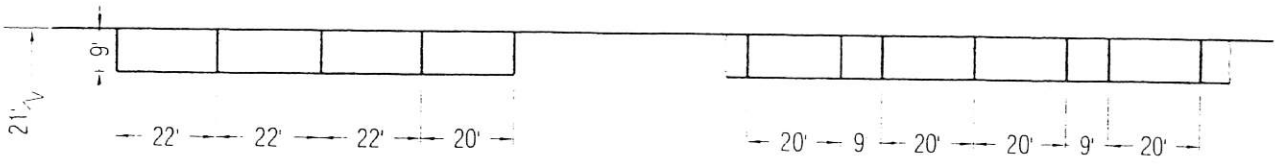
Exhibit A



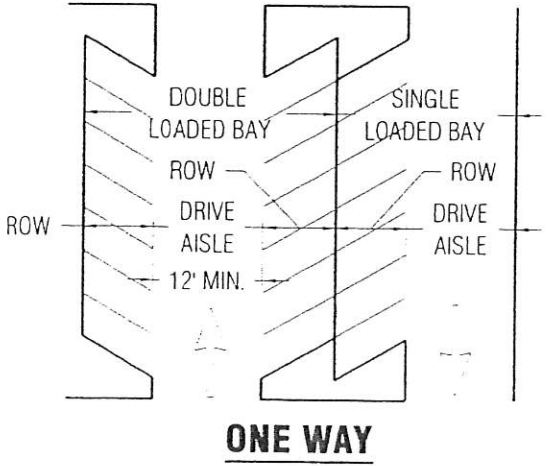
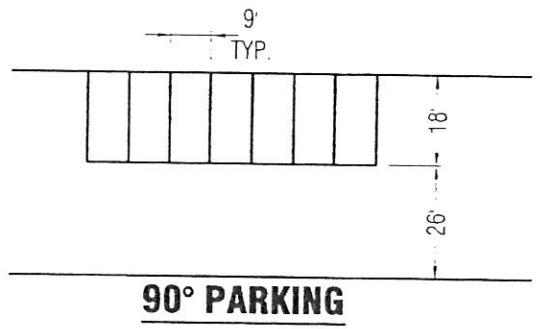
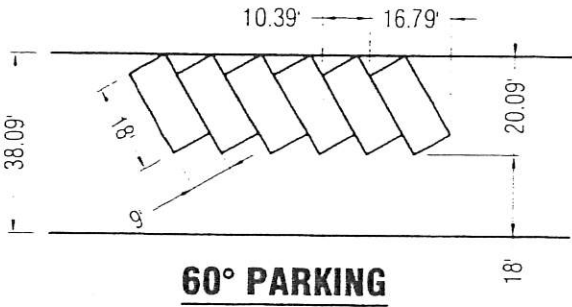
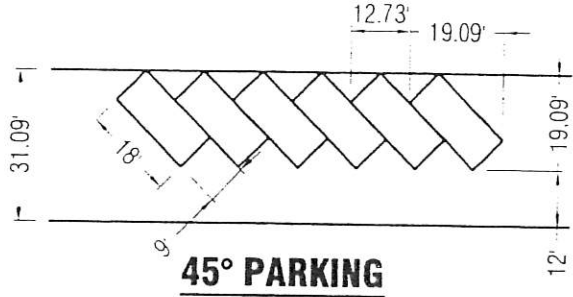
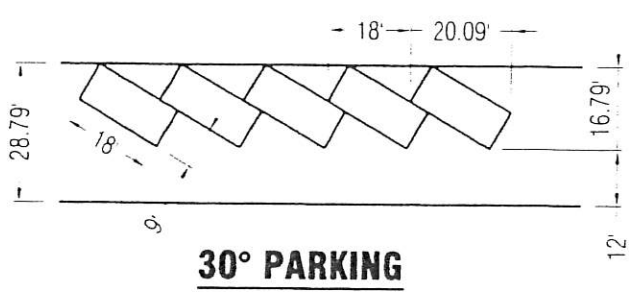
CITY OF LOS ALTOS

COMMUNITY DEVELOPMENT
DEPARTMENT

March 2001



PARALLEL PARKING ALTERNATES



Approved: _____ Date _____
 City Engineer



REVISION	
Description	Date

DEPARTMENT OF PUBLIC WORKS	
STANDARD PARKING STALL DETAILS	SU-17

STANDARD PLANS 2007