DATE: December 17, 2019

TO: Planning Commission

FROM: Pamela Wu, Planning and Housing Manager

PREPARED BY: Kelly Beggs, Contract Associate Planner (Good City Company)

SUBJECT: Amendments to San Bruno Municipal Code Title 12 (Land Use) Article III (Zoning) to amend and replace Chapter 12.100 (Off-Street Parking and Loading), amend Chapters 12.92 and 12.96, and Parking Design Standards Resolution.

RECOMMENDATION:

Adopt the Resolution (Attachment 1) recommending the City Council adopt the Ordinance rescinding and replacing San Bruno Municipal Code Chapter 12.100 (Off-Street Parking and Loading) and amending Chapter 12.92 (Nonconforming Lots, Structures and Uses) and Chapter 12.96 (Establishment and Description of Districts) (Exhibit A to Attachment 1) and recommending the City Council adopt the draft Resolution with Parking Design Standards (Exhibit B to Attachment 1).

EXECUTIVE SUMMARY:

The City’s proposed ordinance to amend and replace Chapter 12.100 (Off-Street Parking and Loading), amend Chapters 12.92 and 12.96 of the Municipal Code will accomplish the following items:

- Implementation of the Housing Element. The City adopted the Housing Element in 2015, which included a policy to revise parking regulations in transit-accessible areas (see implementation program 3-H, described below). The parking regulation revision was to be completed within one year of Housing Element adoption. The California
Department of Housing and Community Development (HCD) contacted the City in Spring of 2019 reminding the City of the requirement to adopt the parking regulation revisions in a timely manner. The City is required to submit an annual report to HCD in April 2020, which should demonstrate that the City has completed the parking regulation revision.

- **Consistency with State Law.** The proposed residential parking requirements are consistent with State Law (Government Code Section 65915 (p) - Density Bonuses and Other Incentives Law), which residential development projects can utilize if they provide onsite affordable units to meet City requirements. It is common for residential developers to request to utilize these State parking standards, with the City required to permit the use of them if requested without any discretion or further study.

- **Implementation of City Council Direction for Updated Parking Standards.** At a May 8, 2018 Study Session, the City Council expressed concern about formally adopting the reduced draft parking requirements set forth by the Transit Corridors Plan (TCP), and they supported adopted revised TCP parking requirements to be more conservative in the near term. Council expressed support of more conservative revised parking requirements presented at a January 22, 2019 City Council Study Session. The January 22, 2019 parking requirements are incorporated into the draft ordinance included as Exhibit A to Attachment 1. Additionally, the amendments will allow for the collection of in-lieu fees in the specific plan areas, as recommended in the TCP and the adopted Downtown Parking Management Plan to allow for the funding of a centrally located public parking structure.

The Ordinance would require:

- Land uses are required to provide a minimum number of off-street parking spaces based on floor area that are permanently available and maintained for parking purposes on the same parcel or development site as the land use they are required to serve (unless off-site parking is approved by the City subject to additional requirements).
- Off-street vehicle loading, motorcycle and scooter parking, and bicycle parking are required dependent on floor area and land use category.
- A percentage of the parking area must be landscaped, including tree plantings, dependent upon the number of parking spaces in the parking area.
- Specific Transportation Demand Management (TDM) and Parking Management Plan requirements.
- Dimensions and design standards for parking are outlined in a separate Parking Design Standards Resolution (Exhibit B to Attachment 1).

Examples of the applicable parking standards include:

- A new multifamily housing development project with 10 one-bedroom units and 10 two-bedroom units must provide 32 off-street parking spaces.
- A property owner of a single-family residence with less than two covered parking spaces may increase the width of the property’s driveway and curb cut to add an additional front-yard parking space provided that no net loss of street parking stalls on the property frontage and adjacent lot frontage occurs.
- A new 40,000 square-foot office building located outside of the City’s specific plan areas must provide 2 short-term (generally visitor or customer) bicycle parking spaces and 4 long-term (generally employee or resident) bicycle parking spaces, in addition to required off-street parking spaces.
• A property owner who intends to change the land use of an existing structure must provide additional off-street parking to accommodate any additional required parking spaces due to the incremental change or expansion of land use. However, the property owner is not required to remedy parking deficiencies existing prior to the land use change. If the subject property is located in the Central Business District and was built prior to 2005, a change in use to a more intensive use shall not require additional off-street parking spaces for the first 2,500 square feet of floor area. This date has been selected, as downtown property owners paid into a parking assessment district during the time period which paid for and maintained public parking lots over several decades.

The Ordinance would apply to:
• Brand new construction (for example, a new single-family residence or commercial building).
• Enlargements of existing buildings and land uses (for example, an addition to an existing retail building)
• Changes of land use occupying existing buildings (for example, a change in the use from retail to restaurant)

BACKGROUND:

The City has initiated amendments for San Bruno Municipal Code Chapter 12.100 (Off-Street Parking and Loading) and related Chapters, including Chapters 12.92 and 12.96, for a variety of public policy reasons that include:

• The City's 2015 Housing Element requires the City to update the parking standards for housing projects along transit corridors and adjacent to transit stations (implementation program 3-H). The deadline to complete this was April 2016.
• The parking regulations have not had a comprehensive update in decades and parking is major policy priority of the City. Therefore, this chapter is being updated in advance of other housing-related Zoning Code Updates planned for later in 2020, pending City Council authorization of additional funding to complete this.
• The code amendments incorporate adopted parking policies and regulatory measures recommended by City Council-adopted planning documents, including the General Plan, Specific Plans, and Downtown Parking Management Plan. These approaches include shared parking, trip reduction programs, transportation demand management requirements, mechanical or automated parking systems, and other parking management strategies that address parking in the City to optimize supply and manage parking efficiently.
• The City Council requested that the original draft TCP standards be revised to increase the requirements and codified to ensure adherence to the higher standards.

2015 Housing Element Implementation

The State-certified Housing Element requires the City to reduce parking requirements for new or reuse housing projects, especially in transit-accessible areas. Actions outlined in Program 3-H include:
• updating the parking standards pursuant to recommendations set forth in the TCP,
• allowing residential tandem parking by right instead of requiring authorization by the Planning Commission,
• adjusting residential parking requirements to be consistent with State Density Bonus law, and
• other policies to address localized programs.

Per the Housing Element program implementation timeline, this was required to be completed in April 2016. The State Department of Housing and Community Development has verbally contacted the City to request this be completed to ensure compliance with the adopted Housing Element. The City is at risk of losing its Housing Element certification, which would limit the City’s eligibility for State funding and expose the City to increased risk of litigation and payment of associated legal fees. The City’s goal is to adopt the proposed Ordinance before the next Annual Progress Report on the City’s status and progress in implementing its Housing Element is required to be submitted to the State, which is in April 2020.

Transit Corridor Plan (TCP) Implementation
At a May 8, 2018 Study Session, the City Council expressed concern about formally adopting the proposed parking requirements set forth by the Transit Corridors Plan (TCP), as these draft proposed parking standards are significantly reduced from the current citywide requirements. There is an overarching concern that if parking is inadequate in new development, that it could impact neighborhood parking and the existing resident’s quality of life is negatively affected as it becomes more difficult for them to find on-street parking near their residences. The high cost of housing and strong economy in the city appears to have increased vehicle ownership and on-site parking demand, with an observed increase in the number of vehicles parked in and near housing projects in the city and on residential streets. The Council supported revising the TCP parking requirements to require parking levels to be consistent with those in the rest of the City in the near term. Council expressed support of the proposed revised parking standards presented at a January 22, 2019 City Council Study Session.

Revisions to the TCP 2013 draft parking standards are based on the following:
• The TCP is still in the very early stages of build out and implementation, and therefore there is not a high enough amount of mixed-use and transit-supportive development to create a critical mass to notably reduce on-site parking demand at new developments. San Bruno is a suburban location with many commonly utilized services, commercial uses, and other uses (schools, day cares, parks, medical offices, hospitals) that are not within walking distance or accessible by transit.
• Parking utilization surveys of completed transit-oriented development projects in the TCP would be best source to predict anticipated parking demand associated with at new development in a location like San Bruno in this stage, and no parking survey data is available since only one office building and one multi-family building in the TCP has been completed to date; and
• Current data and observations in the City show that household sizes and the number of cars associated with housing units has increased and the majority of San Bruno residents drive alone to work. This is expected to change over time, but the data doesn’t show that trend yet.
Staff recommended that nonresidential TCP land uses be required to provide parking consistent with Citywide parking standards. Nonresidential land uses could be eligible for up to a 10 percent reduction from Citywide parking standards with City approval and implementation of a project-specific Parking Management Plan and Transportation Demand Management Plan. Staff is recommending this reduction because it is anticipated that this would be a realistic reduction in demand that could be achieved through implementation of parking management strategies and transportation demand management strategies. Examples of these include secured bicycle parking and bicycle commuter amenities such as showers and locker rooms, transit subsidies or clipper cards, on-site zip cars, and employee shuttles or carpooling coordination. Consultants with expertise in these strategies would be retained to prepare studies that quantify the anticipated reduction in parking demand to ensure it will be 10 percent (or greater) in line with the maximum 10 percent parking supply reduction. Conditions of approval would be applied to require the implementation of parking management strategies and transportation demand management strategies for the life of the development project.

Staff recommended residential parking requirements for the City to be revised as shown in Table 1. The recommended standards for apartments or condos are one stall per unit for studios and units with one bedroom, and two stalls per unit for units with two or more bedrooms. The proposed residential parking requirements are consistent with State Law (Government Code Section 65915 (p) - Density Bonuses and Other Incentives Law), which residential development projects can utilize if they provide onsite affordable units to meet City requirements. It is common for residential developers to request to utilize these State parking standards, with the City required to permit the use of them if requested without any discretion or further study. The City cannot deny any request to utilize these standards. Consistent with state law, tandem parking would be permitted.

The proposed regulations also allow for mechanical or automated parking, and where appropriate and at City approval body discretion, the project conditions of approval could prohibit unbundled parking or participation in new RPPP programs. These items are not included in the draft Ordinance but would be considered on a case-by-case basis with new development during the entitlement process.

### TABLE 1: January 22, 2019 City Council Study Session Parking Standards

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Current Zoning Code Requirement</th>
<th>Proposed (Revised)TCP Parking Requirement (2019)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Residential</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single-Family Dwelling Units</td>
<td>2 per unit (if unit &gt; 2,800 sq. ft., 3 spaces)</td>
<td>2 per unit (if unit &gt; 2,800 sq. ft., 3 spaces)</td>
</tr>
<tr>
<td>Multi-Family Dwelling Units - Studio or 1 Bedroom Units</td>
<td>1 per unit (+0.1 guest stalls per unit)</td>
<td></td>
</tr>
<tr>
<td>Multi-Family Dwelling Units - 2 or More Bedroom Units</td>
<td>2 per unit (+0.1 guest stalls per unit)</td>
<td></td>
</tr>
<tr>
<td>All Apartments or Condos</td>
<td></td>
<td>• Allow tandem parking.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Allow mechanical or automated parking.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Prohibit unbundled parking or participation in new RPPP programs.</td>
</tr>
</tbody>
</table>
Council indicated support for the standards set forth by staff in the text and table above and provided direction for staff to formalize the recommendations as Zoning Code amendments to be reviewed and recommended for City Council approval at a future Planning Commission Meeting.

**Downtown Parking Strategies and January 2019 Parking “Town Hall” Meeting**

In 2016, the City initiated the preparation of a comprehensive Downtown parking study in the form of a prepared Downtown Parking Management Plan (“Plan”) for Downtown San Bruno. This Plan served to implement the City’s General Plan (2009) and Transit Corridors Plan (2013) and to support the City Council’s on-going efforts and interests in development and revitalization of San Bruno’s Downtown while respecting the existing residential neighborhoods and parking demand in the City.

A set of phased parking management recommendations were developed to manage the high afternoon and evening parking demand, help users find and use available parking, improve parking availability for residents, and increase parking supply. The plan recommended that the City begin the process of planning and securing funds for a parking garage, as a garage is anticipated to be needed to increase the parking supply to meet the additional demand projected by the parking demand analysis. Based on the conditions at the potential garage sites, it is estimated that a garage in San Bruno may cost between $35,000 and $45,000 per space. At $40,000 per space, a 450-space garage would cost approximately $18 million. The Plan recommended that funds collected from an in-lieu fee, in addition to meter revenue, parking assessment districts, and/or public private partnerships, could be an important part of financing such a large capital project.

On January 23, 2019, as part of the continuing community outreach effort to address downtown parking supply and demand, the City held a parking “Town Hall” meeting. The meeting included staff presentations on the results of a downtown parking study and the updated parking requirements within the Transit Corridors Plan Area, Residential Parking Permit Programs, and potential strategies to increase usable off-street parking and parking enforcement in residential neighborhoods. A community feedback session followed. Consistent with the findings of the Downtown Parking Management Plan, residents expressed that they have difficulty in finding adequate street parking in their neighborhoods in the evening. Residents supported increasing off-street parking supply in residential neighborhoods through front yard parking opportunities. Provisions to expand front yard parking in high-impact parking districts are included in the parking ordinance update are a result of this community feedback.

**DISCUSSION:**

The proposed ordinance update aims to provide clear, consistent, and updated parking standards that implement the past direction of City Council, protect quality of life in the City of San Bruno, and facilitate economic investment in the City.

The following objectives have guided the policies of the proposed ordinance:

1. Organize land use categories and parking requirements to provide updated standards that are resident- and business-supportive;
2. Increase the supply of single-family residential off-street parking in high-impact areas by allowing increased off-street parking;
3. Encourage economic revitalization and decrease vacancies in the downtown and barriers to new businesses by facilitating minor changes of use without negative parking impacts to nearby residential neighborhoods; and,
4. Implement the policies of the General Plan, Specific Plans, and Housing Element.

Key new policies introduced by the proposed ordinance include:
- A parking in-lieu fee for properties in specific plan areas to be used to construct a new parking garage in the City’s downtown.
- Transportation Demand Management program requirements.
- Small business (defined as having floor area less than 2,500 square feet) change of use exemptions for the Central Business District (downtown).
- Allowing tandem parking subject to additional requirements.
- Allowing Mechanical and automated parking with defined operational standards.
- Provisions for front yard parking exceptions to increase supply of residential off-street parking in high-impact areas.
- Adoption of bicycle parking requirements.

**Objective 1 - Updated Parking Standards**

A key objective of the proposed ordinance is to make the standards more resident- and business-friendly. The revised chapter assigns required off-street parking ratios to consolidated land use categories, which streamlines the off-street parking requirements while retaining a variety of land uses grouped by similar scope and parking demand. This approach eliminates unnecessary complexity and makes the chapter more concise and reader-friendly. For instance, in the current code, there are specific parking standards for over ten related land uses (amusement game centers, bowling alleys, mini golf course, golf course, gaming center, etc.) associated with different commercial and recreation uses. The proposed parking ordinance groups these similar uses into one “category” and sets forth one parking standard to streamline implementation and reduce barriers to new businesses and economic revitalization.

Proposed off-street parking ratios for major land uses are shown in the table below. The proposed full land use category table can be found in Exhibit A to Attachment 1.

**TABLE 2: Citywide Off-Street Parking Requirements**

<table>
<thead>
<tr>
<th>USE CATEGORY</th>
<th>LAND USES</th>
<th>NUMBER OF REQUIRED PARKING SPACES</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Residential</td>
<td>Multi-Family Residential Units (Rental or Condominiums)</td>
<td>Studio and 1 bedroom units: 1 parking space per unit</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2 or more bedroom units: 2 parking spaces per unit</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Plus:</td>
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<tr>
<td></td>
<td></td>
<td>Guest parking: 1 space per 10 units</td>
</tr>
<tr>
<td></td>
<td>Single-Family Homes, Duplexes, and Triplexes</td>
<td>2 garage or carport spaces per dwelling unit</td>
</tr>
<tr>
<td></td>
<td>Accessory Dwelling Units</td>
<td>Must be provided in compliance with State Law</td>
</tr>
<tr>
<td>USE CATEGORY</td>
<td>LAND USES</td>
<td>NUMBER OF REQUIRED PARKING SPACES</td>
</tr>
<tr>
<td>--------------------</td>
<td>---------------------------------------------------------------------------</td>
<td>-----------------------------------------------------------------</td>
</tr>
<tr>
<td>General Retail</td>
<td>Adult Businesses, Gas and Service Stations, Retail Sales and Services</td>
<td>1 space per 300 square feet of floor area</td>
</tr>
<tr>
<td>Vehicle Related</td>
<td>Vehicle Sales and Rental</td>
<td>1 space per 600 square feet of showroom floor area</td>
</tr>
<tr>
<td></td>
<td>Vehicle Repair and Maintenance, Vehicle Service Stations</td>
<td>1 space per 500 square feet of floor area</td>
</tr>
<tr>
<td>Eating and Drinking</td>
<td>Bars, Restaurants, and Drive-Through Facilities</td>
<td>1 space per 100 square feet of public floor area</td>
</tr>
<tr>
<td>Entertainment and</td>
<td>Health and Exercise Clubs, Commercial Recreation and Entertainment, Personal</td>
<td>1 space per 250 square feet of floor area</td>
</tr>
<tr>
<td>Services</td>
<td>Services, and Business Services</td>
<td></td>
</tr>
<tr>
<td>Office</td>
<td>Medical Offices, Government Offices, Social Services and Charitable</td>
<td>1 space per 300 square feet of floor area</td>
</tr>
<tr>
<td></td>
<td>Institutions, Professional Office</td>
<td></td>
</tr>
</tbody>
</table>

Consistent with direction from City Council, nonresidential projects in Specific Plan Areas would also be eligible for a reduction in parking spaces of up to 10 percent with City approval and implementation of a project-specific Parking Management Plan and Transportation Demand Management Plan. An additional reduction could be achieved through payment of the in-lieu fee, as discussed below.

Specifically, within the proposed Bayhill Specific Plan Area, the City expects that companies located in that specific plan area would be able to prepare a TDM Plan and Parking Management Plan similar to the TCP employers, as larger employers have the resources to fund TDM measures such as employee shuttles and transit pass subsidies.

**Objective 2 - Increasing Off-street Parking Supply in Residential Areas**

The Downtown Parking Management Plan found that off-street parking in nearby residential areas is near or over capacity, indicating that there is a very high demand for residential parking and/or a lack of parking supply in the downtown-adjacent residential neighborhoods. Many of the homes in these neighborhoods were built in the first half of the 20th century and have little or no onsite parking. In other cases, a modern vehicle cannot fit in the existing garages and driveways. Furthermore, due to the high cost of housing in the Peninsula, many of the older homes are “naturally more affordable” (compared to new construction), and are found to be occupied by larger families with more residents which results in needing more parking spaces than in previous decades. This occurrence further complicates the existing neighborhood parking issues.
The proposed ordinance update therefore includes policies to increase supply of off-street parking in high parking demand areas. High-parking demand areas would be subsequently designated by City Council. These policies are included in Section 12.100.030.F of the proposed amendment and include exceptions to development standards to increase the sizes of substandard garages and driveways to accommodate off-street parking and increase uncovered parking in the front yard. In addition, the proposed Parking Design Standards Resolution (Exhibit B to Attachment 1) allow tandem garages to applicable residential proposals.

**Objective 3 - Economic Revitalization of Commercial Properties**

The existing Parking Chapter includes development standards that unintentionally prevent the establishment of new businesses in the downtown due to the typical requirement of a very high amount of additional off-street parking for changes of use.

Currently, SBMC Section 12.100.010.C requires any changes of use within existing buildings to provide additional parking or loading facilities in the amount by which the requirements for the new use would exceed those for the existing use. For example, a new restaurant (parking requirement of 10 spaces by current standards) would be required to provide an additional six parking spaces to convert an existing retail space (parking requirement of four spaces by current standards) in order to comply with the current parking requirement. In the downtown area, many business are located on properties that are fully occupied by existing buildings with minimal (if any) space available for provision to satisfy the current off-street parking requirement, so that applicants often cannot meet the parking requirements and ultimately cannot proceed with their plans. This inadvertently results in a decline of economic development and many unoccupied store fronts in the downtown area. Downtown property owners previously contributed to a parking assessment district that collected annual fees from the late 1980’s through the mid-2000’s to fund the existing surface parking lots.

The proposed amendment contains two policies that would alleviate some barriers to the establishment of and expansion of businesses while respecting the existing residential neighborhoods and parking demand in the City. First, as recommended by the TCP and Downtown Parking Management Plan, the chapter would establish an in-lieu fee, with which applicants could pay a fee for each parking space not provided on-site. The City has hired the consulting firm Economic Planning Systems to study the fee amount based on the cost of land and construction for a garage as well as local real estate market conditions. Once this study has been finalized, the fee amount will be reviewed by City Council and adopted by resolution, as the Planning Commission does not review fees. The fee amount will be updated as needed in the future to reflect market conditions and would be used to provide funding for a future downtown garage. Property owners could request to utilize the in-lieu fee payment (alone or combined with a TDM reduction) for up to 30 percent of the off-street parking spaces required.

Secondly, the amendment proposes a Small Business Exemption (Section 12.100.040.I(3)) for property-owners in the Central Business District who typically cannot afford the required in-lieu fee payment for a significant reduction in the off-street parking requirement. The proposal would allow the first 2,500 square feet of any enlargement, remodel, physical alteration, or change of use to an existing structure that increases the number of required off-street parking spaces to be exempt from the in-lieu fee payment.
In addition, the Small Business Exemption allows the first 2,500 square feet of a more intensive use occupancy to be occupied by existing buildings built prior to 2005 without providing additional on-site parking spaces for subject properties located in the Central Business District. This exemption would facilitate small changes of use that do not have significant negative impacts on the existing on-street parking supply and encourage the establishment of small businesses in the downtown. The exemption also recognizes that downtown property owners have already paid fees to increase the off-street parking supply downtown through the former parking assessment district.

**Objective 4 - General Plan, Transit Corridors Plan, and Housing Element Consistency**

The proposed ordinance is intended to implement the policies of San Bruno’s General Plan, Specific Plans, and Housing Element. Relevant policies are highlighted below and discussed by category.

**In-Lieu Fee and Downtown Parking Garage**

The General Plan (2009), Transit Corridors Plan (2013), and Downtown Parking Management Plan (2019) support the establishment of a downtown parking garage to increase the municipal parking supply in the City’s downtown as an economic enhancement. While a variety of funding sources could potentially be used to fund a garage, including the City’s Development Impact Fee, one source that the City has not established is an in-lieu fee. Therefore, the proposed ordinance would establish an in-lieu fee (12.100.040.I(2)) through which property owners could pay a fee in-lieu of providing off-street parking on their property. Specific policies include:

- **LUD 19 (General Plan):** In accordance with Ordinance 1284, assemble parcels to create a centrally-located, structured parking facility that would sufficiently serve merchants and shoppers in Downtown. The parking structure should include ground floor commercial along street frontage, and main entrances and exits along side streets to minimize breaks in commercial frontage along San Mateo Avenue.

- **T-38 (General Plan):** Study the possibility of providing public parking facilities for commercial and industrial areas. Designate general areas where parking lots are needed; purchase site(s) if possible when land uses change to avoid displacement of occupants. Consider the use of assessment districts to fund land acquisition as one option.

- **TRANS-E.1 (TCP):** Promote a “Park Once and Walk” parking strategy for the Transit Corridors Area. This strategy aims to pool all available parking spaces within the Transit Corridors Plan, including public and private parking spaces, and make these available for everyone to use. This will allow visitors to park once and then walk to several different destinations within the Downtown; thus reducing the number of overall parking spaces needed for the Plan.

**Transportation Demand Management (TDM)**

The proposed ordinance establishes a Transportation Demand Management program for the City through Section 12.100.060. Projects utilizing the in-lieu fee and/or the TDM parking reduction would be required to prepare TDM plans. The General Plan and Transit Corridors Plan both support establishment of a TDM program and TDM measures. Specific policies include:

- **LUD-53 (General Plan):** Require new office development in Bayhill Office Park to provide alternative transportation, such as shuttles to the BART and Caltrain stations, preferential carpool parking, bicycle storage facilities, and bus shelters.
• T-34 (General Plan): Comprehensively review and revise parking standards for new office and commercial development providing alternative transportation measures (i.e., vanpool, shuttle service, bicycle storage).
• TRANS-F (TCP): Develop and implement a Transportation Demand Management (TDM) Program that reduces the amount of peak period motor vehicle traffic and encourages the use of modes other than the single-occupant vehicle.

Downtown Small Business Development
As described above, current off-street parking policies present a significant barrier to new businesses. The proposed ordinance includes specific measures to facilitate small business establishment in the downtown and specific plan areas. Policies from the General Plan support small business establishment and specifically recommend that the City assist businesses wishing to locate or expand in San Bruno. Specific General Plan policies include:
• ED-I (General Plan): Improve the image of San Mateo Avenue in Downtown as an appealing commercial street to shop, dine, and conduct business.
• ED-7 (General Plan): Provide technical assistance to businesses wishing to locate or expand within San Bruno. Services may include site location assistance, employment linkages, marketing and public information, permit processing, financial referrals, façade improvement grants, and economic analysis.
• ED-21 (General Plan): Emphasize Downtown as San Bruno’s historic center, providing an identity and a sense of place for the entire city, by establishing a focused revitalization strategy. Initiatives of the Downtown Revitalization Strategy may include:
  o Monitoring of land use and development trends in Downtown to ensure a sufficient supply of land, development intensities, and parking facilities;
  o Attraction of retail, hotel, and service sector business to key locations in Downtown;
  o Establishment of a proactive land assembly strategy in Downtown for the purposes of redevelopment and revitalization;
  o Facilitation of additional cultural attractions and events that bring both residents and visitors to the Downtown; and
  o Preservation and enhancement of historic structures contributing to the unique character of the Downtown.

Off-Street Parking in Specific Plan Areas
The proposed ordinance includes opportunities for projects within specific plan areas to reduce parking required on-site with implementation of TDM plans and Parking Management Plans or payment of an in-lieu fee. Specific recommendations can be found in Section 12.100.040.I. Reduced parking requirements in transit-oriented areas are supported by the General Plan, the TCP, and the Housing Element, as illustrated by the policies below:
• T-40 (General Plan): Consider reduced parking standards within transit corridors and station areas in recognition of their proximity to high frequency transit service, mix of land uses, and walkable environment.
• TRANS-E.6 (TCP): Promote a new parking standard for the Transit Corridors Area that provides flexibility to developers, reflects actual market demand for parking and demonstrates the City’s increased commitment to creating a district that relies less on the automobile and promotes travel by walking, bicycling and transit.
• Program 3-H (Housing Element): Reduce parking requirements. Reduce parking requirements for new or reuse housing projects along transit corridors and adjacent to
transit stations, as well as within the Medium Density (R-3) and High Density (R-4) zones.

- Consider ways to reduce parking standards for housing near transit and units with residents with reduced automobile use, such as seniors and persons with disabilities, and clarify and implement reduced parking requirements in the Zoning Ordinance Update.
- Update parking standards pursuant to recommendations of the Transit Corridors Plan.
- Update parking standards pursuant to Government Code 65915(p) affordable housing density bonus requirements.
- Consider allowing—but not mandating—“unbundled” parking as part of residential developments mandating this could create financing issues for purchase of these spaces.
- Consider updating parking standards to allow tandem parking to satisfy the parking requirement or second units by right as suggested by State law (Government Code Section 65852.2(e)). Currently tandem parking is only allowed by securing a parking exception from the Planning Commission.
- Consider updating parking standards to allow tandem parking to satisfy the parking requirement in R-3 and R-4 zoning districts.
- Review and consider revising zoning enforcement criteria and procedures to address localized problems with street parking availability due to the use of garages for storage of personal belongings rather than cars.

NEXT STEPS:

The proposed ordinance and resolution will be presented to City Council in early 2019 at a study session to receive feedback and further direction. Following the study session, the City Council will hold a public hearing to formally introduce and take action on the Ordinance and the Resolution. The City’s goal is for this to be adopted by the City Council in early 2019 to ensure the City can report that this has been completed in the annual Housing Element progress report to HCD due to in April 2020.

ENVIRONMENTAL REVIEW:

The proposed ordinance and resolution qualify for an exemption from the requirements of the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations, Section 15061(b)(3) and 15378 (b)(5), because the Ordinance and Resolution are not a Project that has the potential for causing a significant effect on the environment.

ATTACHMENTS:

1. Planning Commission Resolution  
   Exhibit A: City Council Ordinance  
   Exhibit B: City Council Resolution
2. General Plan, Specific Plan, and Housing Element Policy Consistency Matrix

LEGAL NOTICE:

RESOLUTION NO. 2019-____

RESOLUTION OF THE SAN BRUNO PLANNING COMMISSION RECOMMENDING
THE CITY COUNCIL ADOPT THE ORDINANCE AMENDING AND REPLACING SAN
BRUNO MUNICIPAL CODE CHAPTER 12.100 (OFF-STREET PARKING AND
LOADING) AND AMENDING CHAPTER 12.92 (NONCONFORMING LOTS,
STRUCTURES AND USES) AND CHAPTER 12.96 (ESTABLISHMENT AND
DESCRIPTION OF DISTRICTS) AND RECOMMENDING THE CITY COUNCIL ADOPT
THE DRAFT RESOLUTION WITH PARKING DESIGN STANDARDS

WHEREAS, it is in the public interest for the City to update the standards and policies of
the San Bruno Municipal Code Title 12, attached to this resolution as Exhibit A and
Exhibit B; and

WHEREAS, the proposed ordinance and policies within will provide updated
parking regulations that are resident- and business-supportive; encourage an increase
in the supply of single-family residential off-street parking; encourage economic
revitalization; and implement the policies of the General Plan, Transit Corridors Plan,
and the 2015-2023 Housing Element of the General Plan; and

WHEREAS, being authorized to do so, the City seeks to amend and replace
Chapter 12.100 of the Municipal Code, amend Chapter 12.92 and Chapter 12.96, and
adopt a Resolution with Parking Design Standards; and

WHEREAS, the standards contained are intended to, and should be applied to,
protect and promote public safety and welfare; and

WHEREAS, pursuant to Title 14 of the California Code of Regulations, Section
15061(b)(3) and 15378(b)(5), this Ordinance is exempt from the requirements of the
California Environmental Quality Act (CEQA) in that it is not a Project that has the
potential for causing a significant effect on the environment;

WHEREAS, the Planning Commission finds that the Municipal Code
amendments are consistent with the Transit Corridors Plan, Housing Element of the
General Plan, and the General Plan;

WHEREAS, on December 17, 2019 the Planning Commission conducted a duly
noticed public meeting and received testimony from City staff and all interested parties
regarding the standards; and

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City
of San Bruno as follows:

1. The Planning Commission has reviewed and considered the staff reports,
and proposed amendments to Title 12 of the Municipal Code related to Parking and
related sections, shown in Exhibit A.

Attachment 1
2. The Planning Commission finds that the proposed amendments as shown in Exhibit A, are in the best interest of the City because they further established goals, policies and implementation programs of the General Plan to provide adequate parking facilities for the City’s land uses, facilitate business attraction and expansion in San Bruno, provide bicycle parking facilities, and establish a transportation demand management program and parking in-lieu fee for specific plan areas. Pursuant to SBMC 12.136.030, the amendments are in general conformance with and implement the following General Plan and Housing Element policies and programs:

A. LUD-19. In accordance with Ordinance 1284, assemble parcels to create a centrally-located, structured parking facility that would sufficiently serve merchants and shoppers in Downtown. The parking structure should include ground floor commercial along street frontage, and main entrances and exits along side streets to minimize breaks in commercial frontage along San Mateo Avenue.

B. ED-A. Maintain a positive business climate within San Bruno, including resources for business attraction and expansion.

C. T-D. Provide adequate parking facilities for commercial, industrial, and transit station areas.

D. T-3. Encourage provision of bicycle facilities such as weather protected bicycle parking, direct and safe access for pedestrians and bicyclists to adjacent bicycle routes and transit stations, showers and lockers for employees at the worksite, secure short-term parking for bicycles, etc.

E. T-34. Comprehensively review and revise parking standards for new office and commercial development providing alternative transportation measures (i.e., vanpool, shuttle service, bicycle storage).

F. T-40. Consider reduced parking standards within transit corridors and station areas in recognition of their proximity to high frequency transit service, mix of land uses, and walkable environment.

G. T-71 Provide bicycle parking facilities in Downtown, Bayhill Office Park, BART and Caltrain Stations, The Shops at Tanforan and Towne Center, parks, schools, and other key destinations. Review bicycle standards as part of the Zoning Ordinance Update.

H. Program 3-H Reduce parking requirements. Reduce parking requirements for new or reuse housing projects along transit corridors and adjacent to transit stations, as well as within the Medium Density (R-3) and High Density (R-4) zones.

- Consider ways to reduce parking standards for housing near transit and units with residents with reduced automobile use, such as seniors and persons with disabilities, and clarify and implement reduced parking requirements in the Zoning Ordinance Update...

- Update parking standards pursuant to Government Code 65915(p) affordable housing density bonus requirements...
• Consider updating parking standards to allow tandem parking to satisfy the parking requirement or second units by right as suggested by State law (Government Code Section 65852.2(e)). Currently tandem parking is only allowed by securing a parking exception from the Planning Commission.

• Consider updating parking standards to allow tandem parking to satisfy the parking requirement in R-3 and R-4 zoning districts.

• Review and consider revising zoning enforcement criteria and procedures to address localized problems with street parking availability due to the use of garages for storage of personal belongings rather than cars.

3. Based on the facts, analysis and findings contained in this Planning Commission Resolution the amendments will not have a significant effect on the environment.

4. The Planning Commission of the City of San Bruno hereby recommends that the City Council adopt the proposed amendments to Title 12 of the Municipal Code contained in the attached Ordinance (Exhibit A) and the attached Resolution (Exhibit B) related to Parking to effectuate the intent of the Transit Corridors Plan, the Housing Element, and the General Plan.

5. The Planning Commission further authorizes staff to make a report of the findings and recommendations herein, as required by San Bruno Municipal Code Section 12.136.030 and to send a copy of such report to the City Council and directs the Secretary of the Planning Commission to forward to the City Council a certified copy of this resolution together with an attested copy.

NOW, THEREFORE, BE IT RESOLVED that the Planning hereby adopts the resolution recommending that city council adopt the parking ordinance and parking design standards for the City of San Bruno.
I hereby certify that foregoing Resolution No. 2019 - ___ was adopted by the San Bruno Planning Commission at a regular meeting on December 17, 2019, by the following vote:

AYES: Planning Commissioners:

NOES: Planning Commissioners:

ABSENT: Planning Commissioners:

_________________________________
Melissa Thurman, City Clerk
ORDINANCE NO. ______

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SAN BRUNO AMENDING
AND REPLACING CHAPTER 12.100 OF THE CITY OF SAN BRUNO MUNICIPAL
CODE AND AMENDING CHAPTERS 12.92 AND 12.96

The City Council of the City of San Bruno ORDAINS as follows:

SECTION 1. Chapter 12.100 (Off-street Parking and Loading) of Title 12 (Land Use) of
the City of San Bruno Municipal Code is hereby repealed in its entirety. Chapters 12.92
(Nonconforming Lots, Structures and Uses) and Chapter 12.96 (Establishment and Description
of Districts) are hereby amended.

SECTION 2. FINDINGS.

WHEREAS, the Legislature of the State of California has in Government Code Sections
65302, 65560, and 65800 conferred upon local governments the authority to adopt regulations
designed to ensure the public health, safety, and general welfare of its citizenry; and

WHEREAS, the proposed San Bruno Municipal Code Amendments will be consistent with
the General Plan and Specific Plans of the City of San Bruno; and

WHEREAS, it is in the public interest for the City to establish reasonable, up-to-date,
uniform, and comprehensive parking regulations, including off-street vehicular and bicycle
parking and loading requirements; and

WHEREAS, the proposed Municipal Code Amendment will not be detrimental to the
health, safety, morals, comfort and general welfare of the Citizens of San Bruno.

WHEREAS, on December 17, 2019, the Planning Commission held a duly-noticed
public hearing on the proposed Municipal Code amendment and on said date the public hearing
was opened, held, and closed; and

WHEREAS, on ___________, the City Council held a duly-noticed public hearing on the
proposed Municipal code amendment and on said date the public hearing was opened, held,
and closed and the Ordinance was introduced.

SECTION 3. REGULATION.

San Bruno Municipal Code Chapters 12.92 (Nonconforming Lots, Structures and Uses)
and 12.96 (Establishment and Description of Districts) are amended as shown in strikethrough,
as follows:

Attachment 1- Exhibit A
Chapter 12.92 NONCONFORMING LOTS, STRUCTURES AND USES

12.92.020 Continuance of nonconformities.

C. Nonconforming Structures. All structures, including, but not limited to, main buildings, accessory buildings, walls, fences, which do not meet the setback standards set forth in the development regulations for the district within which the structure is located, or for which the number of parking spaces provided is less than required, and any residential structure in a commercial or industrial district shall be deemed nonconforming but lawful, and the following provisions shall apply:

1. No physical change, enlargement, extension or remodeling which increases the extent of nonconformity shall be made without first securing a conditional use permit.
2. A physical change, enlargement, or extension or remodeling that does not increase the nonconformity may be made, as with a conforming structure, by securing the required building permits. The decision that the structural alteration will (or will not) increase the nonconformity shall be made in the plan check process by the planning director or his or her designee, with no additional fee. Decisions may be appealed to the commission at no charge.
3. A nonconforming structure, damaged by fire, explosion, flood, earthquake or other act, to an extent of more than fifty percent of the market value as determined by a certified real estate appraiser hired by the property owner and approved by the planning director, may be restored subject to obtaining a use permit.
4. Where the damage, as described in subsection (C)(3), to a nonconforming structure does not extend fifty percent, such building may be restored to a total floor area not exceeding that of a former structure.

12.96.205 Emergency shelter overlay.

A. Purpose. The purpose of this section is to ensure that the development of emergency shelters for the homeless do not adversely impact adjacent parcels or the surrounding neighborhood, and to ensure they are developed in a manner which protects the health, safety, and general welfare of the community.

B. Description of Area. The properties as shown in the emergency shelter overlay zone map set out at the end of this chapter, are included within the emergency shelter overlay (ES) district.

C. Permitted Uses. See Section 12.96.150(B). Development Regulations. An emergency shelter for the homeless shall conform to all site development standards of Section 12.96.150(D), M-1 Industrial District, except as follows:

5. Property Development Standards. The construction of and/or renovation of a building for use as an emergency shelter shall conform to all applicable Building and Fire Code standards.

6. Off-Street Parking. Emergency shelters shall provide one parking space for each employee or volunteer on duty when the shelter is fully open to clients, plus one parking space for every three beds dedicated for family sheltering, plus 0.35 parking spaces for each dedicated non-family bed. The community development director may reduce the parking requirements if the emergency shelter can demonstrate a lower parking demand.

7. The emergency shelter shall also provide 0.2 bicycle parking spaces per bed.
Chapter 12.96 ESTABLISHMENT AND DESCRIPTION OF DISTRICTS

12.96.060 R-1 and R-1-D single-family residential districts.

Other Regulations.

8. Maximum height of structures shall be as follows or a conditional use permit must be secured:
   a. Twenty-eight feet for lots with an average slope of less than twenty percent which slope from front property line to rear property line, as well as for lots which slope from side yard to side yard regardless of the average slope; or
   b. Twenty-six feet for downsloping lots (from front to rear) with an average slope of twenty percent or more; or
   c. Thirty feet for upsloping lots (from front to rear) with an average slope of twenty percent or more.

9. In the case of conditional uses, additional regulations may be required.

10. Additions. Expansions, remodeling, alterations, or enlarging which would result in an increase in the gross floor area by more than fifty percent would require a conditional use permit.

11. Parking. As set forth in Chapter 12.100 and as follows:
   d. If there are no covered off-street parking spaces existing or proposed, then any addition, expansion, enlargement or alteration which increases the gross floor area will require a conditional use permit.
   e. If there is only one covered off-street parking space per unit existing or proposed, then any expansion, enlargement or alteration that would result in the gross floor area exceeding one thousand eight hundred twenty-five square feet, excluding garage area, will require a conditional use permit.
   f. If there are two covered off-street parking spaces per unit existing or proposed, then any expansion, enlargement or alteration that would result in the gross floor area exceeding two thousand eight hundred square feet, excluding garage area, will require a conditional use permit.
   g. An accessory building to and/or an interior private parking garage of a single-family residence shall not be designed, constructed, altered or expanded to be used for the storage of more than three automobiles; nor exceed six hundred square feet when such interior parking and/or interior vehicle storage area upon a single parcel are combined, without first securing a conditional use permit.
   h. Tandem parking can be allowed by securing a parking exception from the planning commission provided the applicant demonstrates a hardship with the parking standards applied to the parcel in question.
   i. Construction of a new dwelling unit on a substandard lot that would result in the gross floor area exceeding one thousand eight hundred twenty-five square feet, excluding garage area, with only one covered off-street parking space, may be allowed by securing a
12.96.070 R-2 low density residential district.
D. Development Regulations. Development regulations in the R-2 district are as follows:
12. Minimum Building Site Required. Five thousand square feet, except corner lots which shall be six thousand square feet.
13. Minimum Lot Area Per Dwelling Unit. Two thousand nine hundred square feet.
14. Minimum Lot Width. Fifty feet, except corner lots which shall be sixty feet.
15. Required Minimum Setbacks.* Front: fifteen feet; side: ten feet street side; five feet, interior sides; rear: ten feet.
16. Maximum Coverage by All Structures. Varies, lot coverage of structures in the R-2 residential districts shall not exceed the total floor area allowed (see Chart 1 and Chart 2 above under regulations for R-1 and R-1-D).
17. Maximum Coverage by Impervious Surface. Total lot area: Eighty-five percent; when a new dwelling is constructed, or an addition increases the gross floor area, the impervious surface in the front setback area shall be limited to sixty percent, except the community development director may approve a higher maximum for substandard lots.
18. Maximum allowable height of structures shall be as follows or a conditional use permit shall be secured:
   j. Twenty-eight feet for lots with an average slope of less than twenty percent which slope from front property line to rear property line, as well as for lots which slope from side yard to side yard regardless of the average slope; or
   k. Twenty-six feet for downsloping lots (from front to rear) with an average slope of twenty percent or more; or
   l. Thirty feet for upsloping lots (from front to rear) with an average slope of twenty percent or more.
19. In the case of conditional uses, additional regulations may be required.
20. Additions. Expansions, remodeling, alteration, enlarging, or a detached addition to an existing single-family or two-family residential structure which would result in an increase in the gross floor area by more than fifty percent would require a conditional use permit.
21. Parking. As set forth in Chapter 12.100 and as follows:
   m. If there are no covered off-street parking spaces existing or proposed, then any addition, expansion, enlargement or alteration which increases the gross floor area will require a conditional use permit.
   n. If there is only one covered off-street parking space per unit existing or proposed, then any expansion, enlargement or alteration that would result in the gross floor area exceeding one thousand eight hundred twenty-five square feet, excluding garage area, will require a conditional use permit.
   o. If there are two covered off-street parking spaces per unit existing or proposed, then any expansion, enlargement or alteration that would result in the gross floor area exceeding two thousand eight hundred
square feet, excluding garage area, will require a conditional-use permit.

p. An accessory building to and/or an interior private parking garage of a single family residence shall not be designed, constructed, altered or expanded to be used for the storage of more than three automobiles; nor exceed six hundred square feet when such interior parking and/or interior vehicle storage area upon a single parcel are combined, without first securing a conditional-use permit.

q. Tandem parking can be allowed by securing a parking exception from the planning commission provided the applicant demonstrates a hardship with the parking standards applied to the parcel in question.

r. Construction of a new dwelling unit on a substandard lot that would result in the gross floor area exceeding one thousand eight hundred twenty-five square feet, excluding garage area, with only one covered off-street parking space, may be allowed by securing a conditional-use permit.

San Bruno Municipal Code Chapter 12.100 (Off-street Parking and Loading) of Title 12 (Land Use) is amended and restated to read, as follows:

Chapter 12.100 OFF-STREET PARKING AND LOADING

Sections
12.100.010 Purpose
12.100.020 Applicability
12.100.030 Off-Street Parking Requirements
12.100.040 General Requirements
12.100.050 Bicycle Parking
12.100.060 Transportation Demand Management
12.100.070 Parking Area Landscaping
12.100.080 Parking Structures
12.100.090 Off-Street Loading
12.100.100 Definitions

12.100.010 Purpose

The purpose of this chapter is to:

A. Provide a sufficient number of vehicle and bicycle off-street parking and loading spaces for all land uses.
B. Provide for functional off-street parking areas that are safe for vehicles and pedestrians.
C. Ensure that parking areas are well-designed and contribute to a high-quality design environment within San Bruno.
D. Allow for flexibility and efficiency in applying off-street parking requirements to allow revitalization of the downtown and within specific plan areas, including small business establishment, expansion, and retention.

E. Establish an in-lieu parking fee to fund a parking garage in the downtown.

F. Ensure that vehicles intended to be parked in off-street parking areas do not adversely affect neighborhood street parking.

G. Ensure that parking requirements facilitate economic revitalization and growth.

12.100.020 Applicability

A. **New Structures and Land Uses.** All new structures and land uses shall comply with the standards in this chapter.

B. **Existing Structures and Land Uses.**
   1. Off-street parking as required by this chapter shall be provided for:
      a. Any enlargement, remodel, or physical alteration to an existing structure in a manner that increases the number of required off-street parking spaces; and
      b. Any change to the land use occupying an existing structure that increases the number of required off-street parking spaces.
   2. Off-street parking as required by Subsection 1 above is required only to accommodate the incremental change or expansion of legally established land uses. Additional parking is not required to remedy parking deficiencies existing prior to the land use change.

C. **Existing Approved Development Plans.** Parking requirements set forth by existing approved development plans shall be considered existing nonconforming unless otherwise altered.

D. **Conflicts with Previous Entitlements.** If this chapter conflicts with a previous City Council or Planning Commission action on a project, then the previous action of the decision-making body shall prevail unless modified by a new entitlement.

12.100.030 Off-Street Parking Requirements

A. **Number of Spaces.** All land uses shall provide a minimum number of off-street parking spaces as specified in Table 12.100-1. All uses not specified shall provide the off-street parking facilities as specified Section 12.100.030 (E).
## TABLE 12.100-1 CITYWIDE OFF-STREET PARKING REQUIREMENTS

<table>
<thead>
<tr>
<th>USE CATEGORY</th>
<th>LAND USES</th>
<th>NUMBER OF REQUIRED PARKING SPACES</th>
</tr>
</thead>
</table>
|                       |                                                          | Studio and one-bedroom units: 1 space per unit
|                       |                                                          | Two- or more bedroom units: 2 parking spaces per unit
|                       |                                                          | Plus:
|                       |                                                          | Guest parking: 1 space per 10 units                                                               |
| General Residential   | Multi-Family Residential Units (Rental or Condominiums)  | 2 covered off-street parking spaces, defined as 2-car garage or carport spaces, per dwelling unit |
|                       | Single-Family Homes, Duplexes, and Triplexes             |                                                                                                  |
|                       | Accessory Dwelling Units                                 | Must be provided in compliance with State Law                                                     |
| General Retail        | Adult Businesses, Gas and Service Stations, Retail Sales and Services | 1 space per 300 square feet of floor area                                                        |
| Vehicle Related       | Vehicle Sales and Rental                                 | 1 space per 600 square feet of showroom floor area                                                |
|                       | Vehicle Repair and Maintenance, Vehicle Service Stations | 1 space per 500 square feet of floor area                                                         |
| Eating and Drinking   | Bars, Restaurants, Cafés, and Drive-Through Facilities   | 1 space per 100 square feet of public floor area                                                  |
| Entertainment and Services | Health and Exercise Clubs, Commercial Recreation and Entertainment, Personal Services, and Business Services | 1 space per 250 square feet of floor area                                                         |
| Office                | Medical Offices, Government Offices, Social Services and Charitable Institutions, Professional Office | 1 space per 300 square feet of floor area                                                         |
| Education             | Daycare Center, Private and Public Schools               | 2 spaces per classroom; a parking study shall be used in determining parking requirements for a high school |
|                       | Colleges and Universities, Trade and Vocational Schools  | 1 space per 40 square feet of classroom area                                                      |
| Civic / Institutional | Community Facilities, Places of Worship, Daycare Center  | 1 space per 300 square feet of public floor area                                                  |
|                       | Hospitals                                                | 1 space per 400 square feet of floor area                                                         |
B. **Fractional Spaces.** If the number of required off-street parking spaces does not result in a whole number, the fractional number is rounded up to the nearest whole number.

C. **Unlisted Uses.**
   1. The Community and Economic Development Director shall determine the off-street parking requirements for a land use not listed in Table 12.100-1.
   2. The Community and Economic Development Director may base off-street parking requirements for unlisted land uses on the parking requirements of similar uses in Table 12.100-1.
   3. The Community and Economic Development Director may require the preparation of a parking demand study and/or a TDM plan to determine the parking requirement for the unlisted uses.

D. **Multiple Uses.** When more than one primary land use occupies a parcel, the minimum number of required off-street parking spaces is the cumulative sum of the number of parking spaces required for each individual use. Accessory uses to a primary use do not constitute multiple uses.

E. **Unidentified Uses.**
   1. The Community and Economic Development Director shall determine the minimum number of required off-street parking spaces for non-residential “shell” structures with no identified tenants.
   2. The Community and Economic Development Director may base off-street parking requirements for non-residential “shell” structures on anticipated tenants for the structures.

F. **Nonconforming Residential Parking.**
   1. The provisions of this section shall apply to single-family residential uses with parking facilities that have become nonconforming by adoption of the ordinance codified in this title and to single-family residential uses with substandard parking facilities as defined below:
      a. **Substandard One-Car Garages and Carports.** One-car garages and carports with interior dimensions less than 10 feet wide by 18 feet deep shall be considered substandard.
      b. **Substandard Two-Car Garages and Carports.** Two-car garages and carports with interior dimensions less than 20 feet wide by 18 feet deep shall be considered substandard.
feet deep for side-by-side configurations or 10 feet wide by 36 feet deep for tandem configurations shall be considered substandard.

c. **Substandard Driveways.** Driveways less than 18 feet in depth, as measured from the property line to the face of the garage door, shall be considered substandard.

2. **Single-Family Residential Parking in Required Yards.** Operable motor vehicles may only be parked upon any garage apron or driveway in residential zones. Operable vehicles may not be parked or stored in any other visible front yard or sideyard location, whether improved or unimproved. Inoperable vehicles may not be parked or stored in any visible front yard of sideyard. The following exceptions may be approved at the discretion of the Community Development Director or approving body.

   a. **Front Setback Reduction Exception.** Where the existing garage and existing driveway are both substandard, the garage may project up to 5 feet into the required garage front setback for the purpose of increasing garage depth to create a usable off-street parking space. Garage depth must be increased to a minimum interior depth of 18 feet to qualify for this reduction. This exception shall only apply in high parking demand areas as designated by City Council resolution.

   b. **Garage Depth Reduction Exception.** Where the existing garage and existing driveway are both substandard, the garage door may be recessed to lengthen the driveway for the purpose of providing an uncovered off-street parking space meeting parking stall dimensions required by the City of San Bruno Parking Design Standards. Driveway depth must be increased to a minimum depth of 18 feet to qualify for this reduction. This exception shall only apply in high parking demand areas as designated by City Council resolution.

   c. **Uncovered Side Yard Parking Exception.** Parking of operable motor vehicles will be permitted within that side yard area between the property line and the adjacent garage, provided:

      i. Such area is paved with stone, brick, asphalt, concrete, permeable paver/pavement, or other such similar material.

      ii. There is a six-foot, sight-obscuring fence or landscaping along the side property line.

      iii. There is a six-foot, sight-obscuring fence perpendicular to the side property line and extending from the garage building to the side property line.

      iv. Side yard areas may not be used for the storage of inoperable motor vehicles originally intended for highway use.

   d. **Uncovered Front Yard Parking Exception.** An exception for uncovered parking spaces within required setbacks may be allowed for residential uses that currently provide less than two covered garage or carport parking spaces. This exception shall only apply in high parking demand areas as designated by City Council resolution.
Acceptable parking configurations include widened driveways that accommodate two side-by-side parking spaces, angled driveway parking stalls; and other parking configurations approved by the Community and Economic Development Director or approving body, subject to the following requirements:

i. Parking stall dimensions shall be as specified by the City of San Bruno Parking Design Standards.

ii. Surfacing for any area used for parking outside of the driveway area shall consist of permeable pavers.

iii. Uncovered parking spaces shall not encroach into the public right of way.

iv. Uncovered parking areas within required yards may not be used for the storage of inoperable motor vehicles originally intended for highway use.

v. The uncovered front yard parking space exception shall only be granted if no widening of the driveway curb cut is needed or if no net loss of street parking stalls on the property frontage and adjacent lot frontage occurs by widening the driveway curb cut.

3. **Additions to Nonconforming Single-family Residential Structures.** Additions to nonconforming single-family residential structures shall not require additional parking spaces or changes to an existing driveway; provided, that such alterations or enlargements neither occupy the only portion of a lot that can be used for required parking or access to parking, with the exception of the following:

a. **Single-Family Residences with No Covered Off-Street Parking.**
   i. Any addition to a single-family residence of 250 square feet floor area or less shall be allowed without addition of an off-street parking space.
   
   ii. Any addition to a single-family residence with no covered off-street parking spaces that adds over 250 square feet floor area shall provide two off-street parking spaces, only one of which must be covered.

b. **Single-Family Residences with One Covered Off-Street Parking Space.**
   i. Any addition of 250 square feet floor area or less to a single-family residence with one covered off-street parking space shall be allowed without addition of a second covered off-street parking space.
   
   ii. Any addition to a single-family residence with one covered off-street parking space that adds more than 250 square feet of floor area shall provide a total of two covered off-street parking spaces.
c. **Accessory Dwelling Units.** Additions and alterations that include Accessory Dwelling Units shall be governed by State Law.

G. **Parking Compliance Permit.** An applicant may request a permit to establish parking compliance for projects that do not meet the standards described by Table 12.100-1 or otherwise described by this chapter. Permit approval shall be at the discretion of the Community and Economic Development Director.

1. **Purpose.** A Parking Conformance Permit is a discretionary planning permit that enables the City to ensure that off-street parking provided for land uses is consistent with the General Plan, applicable Specific Plan goals, policies, design guidelines and development standards, and will not be detrimental to the public health, safety, or welfare.

2. **Requirements.** A parking demand study prepared by a qualified transportation consultant that demonstrates the project meets the required findings outlined below is required. The consultant and methodology shall be approved by the Community and Economic Development Director.

3. **Approval Authority.** The Community and Economic Development Director shall have the authority to review and approve, conditionally approve, or disapprove a Parking Conformance Permit, subject to public notice and to appeal of the final action to the Planning Commission. No hearing is required.

   Notwithstanding the above, if the Community and Economic Development Director finds that any planning application involves an unresolved city policy issue or that there is public controversy regarding the application, the Community and Economic Development Director shall refer the application to the Planning Commission for hearing and action.

4. **Public Notice of Application.** Public notice to all property owners within 300 feet of the project site is required for a Parking Conformance Permit. The public notice shall be mailed via USPS first class mail. Notice pursuant to this Section shall be mailed at least ten calendar days before a decision is reached by the Community and Economic Development Director to provide a public notification period. The notice shall indicate that any person may request in writing to be advised of the decision reached by the Community and Economic Development Director.

5. **Findings for Approval.** The review authority may approve an application for a Parking Conformance Permit only if all of the following findings can be made:
   a. Off-street parking supply is generally in substantial conformance with the goals, policies, and objective development standards of the General Plan, the Transit Corridors Plan, and/or another applicable specific plan.
   b. The off-street parking is generally adequate to meet anticipated demand for the proposed land uses.
   c. The site for the proposed development has adequate site access from City streets and adequate public utilities and services exist or will be provided to serve the proposed development.
   d. The development will not be detrimental to the public health, safety, or welfare.
e. The proposed development will not have an adverse effect on surrounding property and will be compatible with the existing and planned land use character of the surrounding area.

6. **Appeals.** The Community and Economic Development Director’s Decision on Parking Conformance Permit shall be subject to appeal to the Planning Commission. Appeals of Planning Commission decisions to the City Council shall be filed with the Community and Economic Development Director prior to the deadline (ten calendar days from the Decision), in writing, and be accompanied by payment of the required appeal filing fee set by the City Master Fee Schedule.

If an application has been denied by an approval body, only the applicant may appeal the denial. If an application or a portion thereof is approved, an appeal may be made by the applicant or any interested citizen. When an appeal is properly filed, the application shall be set for hearing on an open agenda of the approval body to whom the appeal is authorized. All documents, plans, and papers constituting the record of the action from which an appeal is taken shall be forwarded to the approval body hearing the appeal and shall be considered part of the record of the de novo (new) hearing.

7. **Expiration.** An approved Parking Conformance Permit shall become null and void if an application for an associated building permit is not issued within two (2) year after the effective date of the Planning approval. The Community and Economic Development Director or Planning Commission (whichever was original approving body) may grant a one-year renewal consistent with Section 12.128.020.

8. **Conformance to Parking Conformance Permit.** Any proposed parking lot or structure plans as approved and authorized by the Parking Conformance Permit, shall be developed in substantial conformance with the Parking Conformance Permit plans and associated planning application material submitted to and approved by City approval body. The Community and Economic Development Director may, however, approve or conditionally approve minor adjustments to the original parking lot or structure plans, provided said adjustments do not conflict with the concept of intent of the plans originally approved by the appropriate City approval body.

**12.100.040 General Requirements**

**A. Availability and Use of Spaces.**

1. Required off-street parking spaces shall be permanently available and maintained exclusively and in perpetuity for parking purposes for the land use they serve.
2. Owners, lessees, tenants, or persons having control of the operation of a land use for which off-street parking spaces are required shall not restrict authorized persons from using these spaces.
3. Required off-street parking spaces shall be used exclusively for the temporary parking of operable vehicles and shall not be used for the repair, storage, sale, or lease of vehicles; for display of merchandise, equipment, or vehicles (such as vans or limousines) associated directly with commercial purposes; or for any other use not authorized by the Municipal Code.
4. Accessible Parking.
   a. Accessible parking spaces shall be provided in compliance with California Code of Regulations Title 24.
b. Accessible parking spaces shall count toward compliance with the number of parking spaces required by Table 12.100-1.

5. Temporary Uses located within required off-street parking spaces (for example, construction staging or special events) shall be subject to the review and approval of the appropriate City approval authority with a Special Event Permit or a Temporary Use Permit.

B. Location of Parking. Required parking shall be located on the same parcel or development site as the land use they are required to serve, except as allowed by Subsection D (Off-Site Parking).

C. Car Share Spaces. Car-share spaces are permitted. Any residential or non-residential parking space may be voluntarily converted to a car-share space.

D. Off-Site Parking.
   1. The Community and Economic Development Director or decision-making body may approve off-site parking if a covenant for the maintenance and continued use of the off-site parking spaces is approved by the City Attorney and filed with the County Recorder. The covenant shall state that the off-site parking spaces will remain available for the duration of the land use that it is required to serve.
   2. Off-site parking spaces shall be located no more than 1,250 feet from the nearest property line of the parcel occupied by the land use that it serves.

E. Motorcycles/Scooter Parking.
   1. All land uses shall provide motorcycle parking areas as specified in Table 12.100-2 and as outlined in City of San Bruno Parking Design Standards.

### TABLE 12.100-2 MOTORCYCLE/SCOOTER PARKING REQUIREMENTS

<table>
<thead>
<tr>
<th>Minimum Number of Required Automobile Spaces</th>
<th>Minimum Number of Required Motorcycle Parking Areas</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-25 Spaces</td>
<td>None required</td>
</tr>
<tr>
<td>26-100 Spaces</td>
<td>1 area</td>
</tr>
<tr>
<td>Over 100 Spaces</td>
<td>1 additional area</td>
</tr>
</tbody>
</table>
F. **Tandem Parking Spaces.**
   1. **Residential Uses.** Tandem parking spaces, as illustrated in Figure 12.100-1, may be provided for all residential land uses, at the discretion of the Community and Economic Development Director or approving body for the project entitlement or permit, and subject to compliance with the following standards:
      a. Parking spaces in a tandem configuration shall be reserved for and assigned to a single dwelling unit.
      b. For multi-family residential projects, all required guest parking shall be provided as single, non-tandem parking spaces.
      c. Tandem parking spaces shall not block the use of the driveway to access other parking spaces located within the parking area.
      d. Tandem parking spaces shall be used to accommodate passenger vehicles only.
   2. **Nonresidential Uses.** Tandem parking spaces may be provided for employee parking for nonresidential land uses, at the discretion of the Community and Economic Development Director or approving body for the project entitlement or permit, and subject to compliance with the following standards:
      a. Tandem parking spaces shall not block the use of the driveway to access other parking spaces located within the parking area.
      b. Tandem parking spaces shall be used to accommodate passenger vehicles only.
      c. The City will evaluate non-residential tandem spaces to determine any appropriate operational requirements that will be required to ensure the spaces are able to be utilized in a manner similar to non-tandem spaces.

G. **Mechanical and Automated Parking Facilities.** Mechanical and/or automated parking facilities are allowed in all zoning districts. Parking spaces provided by mechanical and automated parking facilities may be counted towards meeting up to 50% of required off-street parking spaces. The property owner shall be responsible for ensuring maintenance of mechanical parking equipment in good working order at all times. Requirements for Mechanical and Automated Parking facilities are specified within the City of San Bruno Parking Design Standards which shall contain specific design, operation, maintenance, and performance requirements.

H. **Reductions to Required Number of Parking Spaces - Citywide.** The number of required off-street parking spaces as specified in Table 12.100-1 may be reduced with
approval one or more of the programs as specified below by the Community and Economic Development Director or approving body for the project entitlement or permit.

1. **Shared Parking.** Multiple land uses on a single property may use shared parking facilities when operations for the land uses are not normally conducted during the same hours, or when hours of peak use differ. Requests for the use of shared parking may be approved if:
   a. A parking demand study prepared by a City-hired transportation consultant is approved by the Community and Economic Development Director and demonstrates that there will be no substantial conflicts between the land uses’ principal hours of operation and periods of peak parking demand;
   b. The total number of parking spaces required for the land uses does not exceed the number of parking spaces anticipated at periods of maximum use; and
   c. The proposed shared parking facility is located no further than 1,000 feet from the primary entrance of the land use which it serves.

2. **Phased Development Projects- Parking Occupancy Survey.** Total required parking for phased development projects may be reduced at the discretion of the Community and Economic Development Director or approving body for the project entitlement or permit. Requests may be approved if a parking occupancy survey prepared by a City-hired transportation consultant at the applicant’s expense meets the following:
   a. A parking occupancy survey is conducted after a discrete phase of the project development is completed and at full occupancy as verified by the City-hired transportation consultant; and
   b. The parking occupancy survey shows a surplus of parking for the existing building.
   c. The Community and Economic Development Director shall determine the appropriate reduction in required parking for future phases of development.

I. **Reductions to Required Number of Parking Spaces – Specific Plan Areas.** For nonresidential land uses in Specific Plan Areas, the number of required off-street parking spaces as specified in Table 12.100-1 may be reduced by up to 30 percent with approval of one or more of the programs as specified below by the Community and Economic Development Director or approving body for the project entitlement or permit.

1. **Transportation Demand Management Plan and Parking Management Plan.** The number of parking spaces may be reduced by up to 10 percent if a transportation demand management (TDM) plan and parking management plan prepared by a project applicant or property owner demonstrates the project vehicle trip generation will be reduced to at least ten percent lower than the standard rates as established in the most recent edition of the Institute of Transportation Engineers (ITE) trip generation manual. The TDM plan shall meet the requirements described by Section 12.100.060.

2. **In-Lieu Fee.** Projects in Specific Plan Areas may pay an in-lieu fee as an alternative to providing required off-street parking spaces at the discretion of the approval body. The in-lieu fee shall be paid prior to the issuance of building permits. The amount of
the in-lieu fee shall be as set by City Council resolution. The required off-street parking may be reduced by up to 30 percent with payment of the in-lieu fee. The in-lieu fee and TDM parking reductions may be combined to achieve a maximum off-street parking reduction of 30 percent.

3. **Central Business District- Small Business Exemption.** The following exemption applies to buildings constructed prior to December 31, 2005 and located in the Central Business District. The first 2,500 square feet of any enlargement, remodel, physical alteration, or change of use to an existing structure that increases the number of required off-street parking spaces shall be exempt from the in-lieu fee. For existing buildings, a change in use to a more intensive use shall not require additional off-street parking spaces for the first 2,500 square feet of floor area.

**J. Parking Area in Residential Zoning Districts.**

1. **Paving.** Within residential zoning districts, no more than 60 percent of the required front setback area may be paved, including areas used to accommodate off-street parking spaces, driveway, and walkways. For lots with widths of 37.5 ft or less, the pavement area may be increased to 75 percent. See Figure 12.100-2. Pervious pavers used to accommodate off-street parking spaces do not constitute paving.

*K. Temporary Parking Areas.** Every lot used as a temporary public or private parking area shall be approved by conditional use permit by the Planning Commission or as part of the Construction Management Plan and shall be evaluated by the following criteria:

1. **Definition.** A temporary parking lot shall mean any area other than a street, alley, or other public property which is intended for the parking needs of private enterprises or made available for use by the transient public for the parking of vehicles on an overflow basis until permanent facilities are available.

2. **Time Limit on Use of Lot.** The Planning Commission, in reviewing requests for temporary parking lots, shall limit its approval of the use to a maximum of two years. An extension of up to one additional year to allow for completion of permanent facilities may be granted by the Planning Commission only if evidence is provided that the permanent facilities are near completion. A decision by the Planning
Commission to deny a request for a temporary lot or an extension may be appealed to the City Council.

3. **Site Plan Required.** Requests for temporary parking lots shall be accompanied by a site plan. The site plan shall consist of a fully-dimensional, scaled plot plan for the entire property showing all existing structures and uses and the proposed location of the proposed parking lot.

4. **Development Standards.** The following features shall be required for temporary parking lots:
   a. **Surfacing and Grading.** Surfacing and grading plan requirements shall be determined by the City Engineer and shall be based upon the anticipated length of time the lot will be needed, the existing soil conditions, and the anticipated daily traffic the lot will receive.
   b. **Lighting.** Lighting shall be provided for lots used after dark and shall be maintained to a minimum level as required by the Community and Economic Development Director or approval body. The lighting shall operate from dusk to one hour past the close of business for which the lot provides parking. Parking lot lighting shall be directed so as to not shine onto neighboring residential properties. The use of temporary light standards is acceptable.

12.100.050 Bicycle Parking

A. **Applicability.**
   1. **New Structures and Land Uses.** All new structures and uses shall comply with the bicycle parking standards in this section.

B. **Types of Bicycle Parking.**
   1. **Short-Term/Class II Bicycle Parking.** Short-term/Class II bicycle parking provides shoppers, customers, messengers and other visitors who generally park for two hours or less a convenient and readily accessible place to park bicycles.
   2. **Long-Term/Class I Parking.** Long-term/Class I bicycle parking provides employees, residents, visitors and others who generally stay at a site for several hours a secure and weather-protected place to park bicycles.

C. **Bicycle Parking Spaces Required.** The number of required bicycle parking spaces shall be as specified in Table 12.100-3.
### TABLE 12.100-3 REQUIRED BICYCLE PARKING SPACES

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Citywide</th>
<th>Specific Plan Areas</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Short-Term Spaces</td>
<td>Long-Term Spaces</td>
</tr>
<tr>
<td>Multi-Family Housing</td>
<td>1 space per 15 units</td>
<td>1 per 4 units</td>
</tr>
<tr>
<td></td>
<td>1 space per 10 units</td>
<td>1 space per unit</td>
</tr>
<tr>
<td>Office</td>
<td>1 space per 20,000 sq ft</td>
<td>1 space per 10,000 sq ft</td>
</tr>
<tr>
<td></td>
<td>of floor area</td>
<td>of floor area</td>
</tr>
<tr>
<td>Retail Sales and Services,</td>
<td>1 space per 5,000 sq ft</td>
<td>1 space per 12,000 sq ft</td>
</tr>
<tr>
<td>Restaurants</td>
<td>of floor area</td>
<td>of floor area</td>
</tr>
<tr>
<td>Hotel</td>
<td>1 space per 10,000 sq ft</td>
<td>1 space per 30 rooms</td>
</tr>
<tr>
<td></td>
<td>of floor area</td>
<td>of floor area</td>
</tr>
<tr>
<td>Schools</td>
<td>1 per 20 students</td>
<td>1 per 20 students</td>
</tr>
<tr>
<td></td>
<td>1 per 10 employees</td>
<td>1 per 10 employees</td>
</tr>
<tr>
<td>Trade and Vocational</td>
<td>1 for every 10 students</td>
<td>1 for every 10</td>
</tr>
<tr>
<td>Schools, Colleges and</td>
<td>of planned capacity</td>
<td>students of planned capacity</td>
</tr>
<tr>
<td>Universities</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Community Facilities,</td>
<td>1 space for each</td>
<td>1 space for each</td>
</tr>
<tr>
<td>Places of Worship,</td>
<td>10,000 sq ft of floor area</td>
<td>10,000 sq ft of floor area</td>
</tr>
<tr>
<td>Commercial Recreation and</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Entertainment</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parks and Recreational</td>
<td>1 space per acre</td>
<td>1 space per acre</td>
</tr>
<tr>
<td>Facilities</td>
<td></td>
<td>1 per 20,000 sq ft of floor area</td>
</tr>
</tbody>
</table>

Note: In instances where the California Building Code requires more bicycle parking spaces than required by this chapter, the California Building Code shall apply.

D. **Multiple Uses.** Whenever a single lot contains multiple uses with different bicycle parking requirements, the overall requirement shall be the sum of the requirements for each activity calculated separately.

E. **Unlisted Uses.** For uses not listed in the schedule of bicycle parking requirements, bicycle parking spaces shall be provided on the same basis as required for the most similar listed use, or as determined by the Community and Economic Development Director.

F. **Fractional Spaces.** If calculating the number of required bicycle parking spaces results in a quotient containing a fraction, the number shall be rounded up.

G. **Short-Term and Long-Term Bicycle Parking Space Dimensions.**
1. Minimum dimensions of 2 feet by 6 feet shall be provided for each bicycle parking space.
2. 2 feet of clearance shall be provided between bicycle parking spaces and adjacent walls, poles, landscaping, pedestrian paths, and other similar features.
3. 2 feet of clearance shall be provided between bicycle parking spaces and adjacent automobile parking spaces and drive aisles.

Figure 12.100-3  Bicycle Parking Dimensions

H. **Rack Design.** Bicycle racks must be capable of locking both the wheels and the frame of the bicycle and of supporting bicycles in an upright position.

I. **Short-term/Class II Bicycle Parking Standards.** The following standards are required for short-term bicycle parking:
   1. **Location.** As shown in Figure 12.100-3, short-term bicycle parking shall be located within 50 feet of the primary entrance of the structure or use it is intended to serve. An encroachment permit may be required from the City to install bicycle parking in the public right-of-way.
   2. **Design.** One bicycle rack space shall be provided for each bicycle to be accommodated.

J. **Long-Term Bicycle Parking Standards.** The following standards are required for long-term bicycle parking:
   3. **Location.** Long-term bicycle parking shall be located at street floor level or located within a subterranean parking, shall be located in the highest level, in a parking garage. If located in a garage, must be within 100 feet of primary building stairs or elevators.
   4. **Design.** One bicycle rack space shall be provided for each bicycle to be accommodated.
5. **Cover.** Required long-term bicycle parking spaces shall be covered. Required cover for bicycle parking spaces shall be permanent, designed to protect the bicycle from rainfall, and at least 7 feet above the floor or ground.

6. **Security.** Long-term bicycle parking spaces shall be secured. Spaces are considered secured if they are in a locked room or area enclosed by a fence with a locked gate accessible only to the bicycle owners or authorized persons.

K. **Signs.** For building uses 10,000 square feet or larger, signage shall be posted at the main building entrance indicating the location of bicycle parking.

L. **Shower Requirements.** Shower facilities shall be made available to employees for nonresidential facilities which have a long-term bicycle parking requirement of 30 or more spaces.

12.100.060 Transportation Demand Management

A. **Purpose.** The purpose of this section is to further the transportation goals of the San Bruno General Plan and specific plans by promoting the adoption of Transportation Demand Management (TDM) Programs in industrial and office developments; promoting and increasing work-related transit use, ridesharing, walking and bicycling to minimize the number of employees traveling in single-occupant vehicles to and from work at the same time and during peak-hour periods; and improving the mobility and general efficiency of circulation and transportation systems by reducing single-occupant vehicle trips and total vehicle miles traveled within the community and the region.

B. **Applicability.** A TDM Plan shall be prepared for projects utilizing the parking in-lieu fee, TDM parking reduction, or as required by the California Environmental Quality Act (CEQA). Developments in an area subject to a specific plan shall comply with any additional or more stringent TDM requirements imposed by that specific plan or as required by CEQA.

C. **Standards.** All projects subject to the requirements of this section shall submit a TDM Plan in conjunction with the development application.

D. **Required findings.** Prior to approval of a permit for a project subject to TDM requirement, the review authority shall make the following findings:

   1. The proposed trip reduction measures are feasible and appropriate for the project, considering the proposed use or mix of uses and the project’s location, size, and hours of operation.

E. **Modifications.** The Community and Economic Development Director may approve minor modifications to an approved TDM plan that are consistent with the original findings and conditions approved by the review authority. A request to modify a TDM plan may only be granted if it is designed to be at least as effective as the original TDM plan in meeting the objectives and purposes of this chapter.

F. **Monitoring.** A report, documenting the TDM activities undertaken and their results, shall be submitted to the Community and Economic Development Director annually, or as required by the project’s environmental review under CEQA, at the responsibility of the applicant. The Community and Economic Development Director or designee shall evaluate the overall effectiveness of all of the TDM activities and may suggest new or modified activities or substitute activities to meet the program’s objectives. The Community and Economic Development Director or designee may impose reasonable changes to assure the program’s objectives will be met.
12.100.070 Parking Area Landscaping
A. **Applicability.** Landscaping standards in this section shall apply to parking areas containing 10 or more parking spaces. Standards in this section shall not apply to remodels of existing parking lots.
B. **Definition.** For the purposes of this section, parking lot landscaping is defined as any landscaped area adjacent to parking spaces or drive aisles.
C. **Minimum Landscaping.** The minimum amount of landscaping within parking areas is specified in Table 12.100-4.

**TABLE 12.100-4 MINIMUM REQUIRED PARKING AREA LANDSCAPING**

<table>
<thead>
<tr>
<th>Number of Required Parking Spaces</th>
<th>Percent of Surface Parking Area to be Landscaped</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 to 9</td>
<td>No requirement</td>
</tr>
<tr>
<td>10 to 15</td>
<td>5%</td>
</tr>
<tr>
<td>Over 16</td>
<td>10%</td>
</tr>
</tbody>
</table>

1. Within industrial zoning districts, the minimum required parking area landscaping may be reduced by up to 50 percent. Perimeter landscaping shall be provided as specified in Subsection E (Street Frontage Landscaping) below.

D. **Layout.** Landscaped areas shall be well-distributed throughout the parking lot area.

1. Landscaped planting strips at least four feet wide between rows of parking stalls;
2. Landscaped planting strips between parking areas and adjacent buildings or internal pedestrian walkways;
3. Landscaped islands located between parking stalls or at the ends of rows of parking stalls; and
4. On-site landscaping at the parking lot perimeter.

E. **Parking Space Landscaping.** A maximum of 2 feet at the front-end of a parking space may be landscaped in lieu of paving surface, as shown in Figure 12.100-4. Minimum parking space dimensions as required by City of San Bruno Parking Design Standards shall be maintained.
F. Trees.
   1. **Number Required.** One for each five parking spaces.
   2. **Location.** Trees must be located on the same parcel as the parking lot, unless an alternate location is approved by the Community and Economic Development Director.
   3. **Distribution.** Trees shall be distributed relatively evenly throughout the parking area per the approved landscape plan.
   4. **Size and Species.** Trees shall be a minimum fifteen-gallon size.
   5. **Installation and Maintenance.** Trees shall be installed and maintained in a manner consistent with the City of San Bruno Engineering and Design Construction Standards for street trees.

G. Street Frontage Landscaping.
   1. When a parking area is located adjacent to a public or private street, a landscape strip shall be provided for the purpose of shielding parked cars and their undercarriages from view of passing motorists and pedestrians.
   2. The minimum width of the landscape strip shall be 5 feet, as measured from the property line for private streets or edge of curb for public streets.
   3. Required landscape strips may not contain any paved surfaces, except for pedestrian walkways or vehicular drives that provide access to the parking area from the adjacent street or sidewalk. Landscaping shall not impede or create unsafe conditions for pedestrians and bicyclists.

H. Concrete Curbs.
   1. All landscape areas shall be separated from parking spaces, drive aisles and driveways by a continuous, raised concrete curb. Raised concrete curbs shall be a minimum of 6 inches high by 6 inches deep.
   2. The City may approve alternatives to raised concrete curbs as needed to comply with any mandatory stormwater drainage standards.

I. Irrigation.
   1. **Irrigation System.** Water-efficient irrigation systems (e.g. bubbler type, drip, mini-spray) shall be installed for all required landscape areas. Irrigation systems shall include check valves to prevent low head drainage, appropriate nozzles to prevent overspray and automatic and self-adjusting irrigation controllers that include moisture and/or rain sensor shutoff.
2. **Irrigation Schedule.** Landscape irrigation should be scheduled between the hours of 2:00 a.m. and 10:00 a.m. to avoid irrigating during times of high wind, high temperature and high-water usage.

3. **Drought Resistant Materials.** The landscape plan shall utilize drought-resistant species which support the City’s water conservation policies and are in compliance with the State Model Water Efficiency Landscape Ordinance.

J. **Maintenance.**
   1. **General.** Landscape areas shall be permanently maintained in good growing condition.
   2. **Replacement of Dead or Dying Plants.** Within 30-days of a determination by the Community and Economic Development Director that a plant is dead or severely damaged or diseased, the plant shall be replaced by the property owner in accordance with the standards specified in this chapter.
   3. **Removal of Landscaping.** Any removed mature landscaping shall be replaced such with landscaping of similar size and maturity as that which was removed.
   4. **Irrigation Systems.** Irrigation systems shall be maintained in a fully functional manner as approved by the City and required by this section.

K. **Timing.** Landscaping shall be installed prior to the City’s authorization to occupy any buildings served by the parking area, or prior to the issuance of the final building permit for the parking area.

L. **Exceptions.** Exceptions to landscaping requirements or off-site planting may be granted at the discretion of the Community and Economic Development Director or approving body if the applicant provides evidence of hardship in meeting required off-street parking requirements due to landscaping requirements.

12.100.080 Parking Structures

A. **Prohibitions on Parking Structures.** Parking structures shall be prohibited in all districts except those explicitly allowed by voter initiative or otherwise allowed by law.

B. **Setbacks.**
   1. Above-ground parking structures shall comply with all setback requirements of the applicable zoning district.
   2. Subterranean parking may be located within any required setback area, provided that adequate space is provided for utilities and shoring, as determined by the City Engineer.

C. **Design.**
   1. All exterior walls of a parking structures shall be architecturally compatible with the structure served by the parking structure.
   2. Parking structure facades shall be broken-up through the use of textured concrete or similar materials on exterior walls, the incorporation of planters and trellises at each parking level, and other architectural treatments to minimize large blank walls without architectural relief.
   3. Parked vehicles at each level within the structure shall be shielded from view from adjoining streets through the use of architectural appurtenances and landscaping.

D. **Landscaping.** At ground level, the perimeter of the parking structure shall be landscaped with a minimum of one street tree for every 20 feet of linear distance of structure facade in addition to required streetscape landscaping. Groundcover and shrubs shall also be provided to break-up the mass of the structure.
12.100.090 Off-Street Vehicle Loading

A. **Applicability.** All new commercial and industrial land uses with a floor area of 10,000 square feet or more and multi-family residential developments with 50 units or more shall provide off-street freight and equipment loading spaces as required by this section.

B. **Number of Spaces.** The minimum number of required loading spaces are specified in Table 12.100-5.

<table>
<thead>
<tr>
<th>Total Gross Floor Area/Number of Multi-family Residential Units</th>
<th>Required Loading Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 10,000 sq. ft./50 units</td>
<td>None</td>
</tr>
<tr>
<td>10,000 sq. ft. to 49,999 sq. ft./50 – 99 units</td>
<td>1</td>
</tr>
<tr>
<td>50,000 sq. ft. to 100,000 sq. ft./100-199 units</td>
<td>2</td>
</tr>
<tr>
<td>More than 100,000 sq. ft./200+ units</td>
<td>As determined by Community and Economic Development Director</td>
</tr>
</tbody>
</table>

C. **Dimensions.** Each loading space shall have minimum dimensions of 12 feet in width, 25 feet in length, and 14 feet in vertical clearance.

D. **Location.**
   1. Loading spaces shall be set back a minimum distance of 25 feet from any residential property.
   2. Loading spaces shall be located and designed to ensure that loading and unloading takes place on-site and not within adjacent public rights-of-way.
   3. Sufficient maneuvering area shall be provided for loading spaces so that vehicles may enter and exit an abutting street in a forward direction.
   4. Loading spaces and their associated maneuvering areas shall not encroach into required employee or visitor parking areas or other on-site areas required for vehicle circulation.
   5. An on-street loading area, if approved by the appropriate City approval body, shall have a minimum length of 40 feet. Such a space may only be approved if the applicant can demonstrate that it is infeasible to locate a loading space on-site. Time limits for use of the space shall be established to ensure its use does not conflict with general circulation needs or with operation of other area businesses and uses.

E. **Striping and Identification.** Loading spaces shall be striped and clearly identified as for loading purposes only.

F. **Use of Space.** Loading spaces shall not be utilized for the repair or servicing of vehicles.

12.100.100 Definitions

*Accessory Dwelling Unit.* An attached or detached accessory residential dwelling unit that provides complete independent living facilities for one or more persons. Accessory dwelling
units provide permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel occupied by a primary dwelling.

**Accessory Structure.** A subordinate structure not intended for habitation (excepting approved Accessory Dwelling Units) and detached from but located on the same lot as the primary structure. The use of an accessory structure is incidental to that of the primary structure. Excluded from this definition are trash enclosures, storage sheds, equipment structures, decks and planter boxes with a maximum height of 42 inches, and similar small structures.

**Accessory Use.** A use that is incidental, related, and clearly subordinate to the primary use of the parcel or building, which does not alter the primary use of such parcel or building nor serve property other than the parcel of land on which the primary use is located.

**Adult Business.** Any business establishment which, as a regular and substantial course of conduct, offers, sells, or distributes adult-oriented merchandise, or which offers to its patrons materials, products, merchandise, services, or entertainment characterized by an emphasis on matters depicting, describing, or relating to sexual activities or anatomical areas, but not including those uses or activities which are preempted by State law.

**Bars, Nightclubs, and Lounges.** Businesses primarily engaged in the serving of alcoholic beverages to paying customers, and in which the service of food is only incidental to the consumption of such beverages.

**Building.** A structure having a roof supported by columns or walls designed for the shelter or housing of any individual, animal, process, equipment, goods, or materials.

**Business Services.** An establishment that provides services to other businesses on a fee or contract basis. This definition includes computer rental and repair, catering, printing and duplicating services, outdoor advertising services, package delivery services, and other similar land uses.

**Car-share Service.** A service or company that owns and maintains vehicles for use by its members or employees. Membership means that individuals are pre-approved to use vehicles and are not approved by the car sharing organization at the time of proposed use. Vehicles are made available to members for periods of use as short as one hour and at variable rates based on duration of use.

**Cemetery.** A place used for the interment of human or animal remains or cremated remains. This definition includes burial parks, crematoriums, mausoleums, columbariums, associated sales and maintenance facilities, and other similar land uses.

**Check Cashing Establishment.** A business, other than a bank or similar financial institution, which cashes checks for a fee as a principal business activity.
College and University. A private or public institution that provides full-time or part-time education beyond high school, and grants associate, bachelor, or similar higher degrees. Trade and vocational schools are excluded from this definition.

Commercial Recreation and Entertainment. An establishment that provides recreational or entertainment activities or services for a fee or admission charge. This definition includes movie theaters, amusement game centers, gaming clubs and card rooms (as may be subject to separate City regulations), bowling alleys, electronic game arcades, skating rinks, billiard rooms, sports clubs, golf driving ranges, water parks, commercial sports centers, and other similar land uses. Food sales may be permitted as an accessory and incidental use to Commercial Recreation and Entertainment uses.

Community Facility. A public or quasi-public facility that provides meeting space for public gatherings or that functions as a cultural institution within the community. Examples include community centers, clubs and lodges, senior centers, libraries, museums, and other similar public and quasi-public uses. This definition does not include places of religious assembly, hospitals, schools, police and fire stations, parks and recreational facilities, cemeteries, or government offices.

Construction, Maintenance, and Repair Services. Businesses that provide construction, maintenance, and repair services off-site, but which store equipment and materials or perform fabrication or similar work on-site. This definition includes off-site plumbing shops, general contractors, contractors’ storage yards, appliance repair, janitorial services, electricians, pest control, heating and air conditioning, roofing, painting, landscaping, septic tank service, and other similar uses.

Day Care Center. A facility that provides non-medical care and supervision of minors for periods of less than 24 hours. Examples include nursery schools, day nurseries, childcare centers, infant day care centers, cooperative day care centers, and similar uses.

Demolition. The removal of a building. A building is considered demolished upon removal of 50 percent of more of the existing floor area and/or removal of 50 percent or more of the existing exterior walls.

Development Standards. Regulations that limit or determine the size, bulk or placement of structures or other improvements and modifications to a property.

Discretionary Action or Permit. An action by the City by which individual judgment is used as a basis to approve or deny a proposed project.

Drive-Through Facility. A facility where a customer is permitted or encouraged, either by the design of physical facilities or by the service procedures offered, to be served while remaining seated within a vehicle. This definition includes drive-through facilities associated with restaurants, coffee shops, pharmacies, banks, automatic car washes, and other similar uses.
Duplex Home. A residential structure that contains two dwelling units, each with its own entrance. Each unit within a duplex home provides complete, independent living facilities for one or more persons, including permanent provisions for living, sleeping, eating, cooking, and sanitation.

Dwelling Unit. A building or a portion of a building containing one or more habitable rooms used or designed for occupancy by one family for living and sleeping purposes, including kitchen and bath facilities.

Emergency Shelter. Housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person. No individual or household may be denied emergency shelter because of an inability to pay.

Floor Area. The gross sum of the horizontal areas of each floor of a structure, measured from the exterior wall faces of exterior walls or from the centerline of interior walls. Floor Area shall also include that portion of a structure with an interior ceiling height of seven feet or more, including crawlspaces, storage areas, attics and similar spaces which are not built or used as habitable space. Areas devoted to interior stairways between two floors shall only be counted once for the purposes of determining Floor Area.

Floor Area Ratio (FAR). The gross floor area of a building, including the garage area, divided by the total lot area of the parcel on which the building is situated.

Firearm Dealers. A business that sells firearms as defined in San Bruno Municipal Code Chapter 6.08 (Firearm Sales).

Garage apron or driveway. The paved area not exceeding the width of the garage entrance by more than six inches on either side of the garage entrance.

Gas and Service Stations. Any facility used primarily for the retail sale and dispensation of motor fuels, lubricants, and motor vehicle accessories. Included in this definition are incidental food and beverage sales and car wash facilities.

Habitable Space. Space in a structure used for living, sleeping, eating or cooking with an interior ceiling height of at least seven feet. Bathrooms, toilet compartments, closets, halls, utility spaces, and similar areas, are not considered habitable space.

Health and Exercise Clubs. A place of business with exercise equipment and facilities for the use of paying members. This may include use of outside swimming pools or sports courts.

Heavy Equipment Sales and Rental. Businesses selling, renting, or servicing tools, trucks, tractors, construction equipment, agricultural implements, and similar heavy equipment. Heavy equipment sales and rental uses may include the storage, maintenance and servicing of such equipment.
Height, Structure. The vertical distance from the lowest point of the finished grade covered by the structure to the highest point of the structure roof.

Home Day Care. A facility providing daytime supervision and care for children, located in the provider’s own home. Home day care facilities serve between 1 and 14 children.

Home Day Care, Large. A home day care facility for 9 to 14 children, including children under the age of 10 years who reside in the home.

Home Day Care, Small. A home day care facility for eight or fewer children, including children under the age of 10 years who reside in the home.

Home Occupation. The conduct of a business within a dwelling unit or residential site, with the business activity being subordinate to the residential use of the property.

Hospital. A medical facility engaged primarily in the provision of diagnostic services and extensive medical treatment, including surgical services and in-patient beds.

Hotel and Motel. A facility containing guestrooms where lodging is provided for a fee, with or without cooking facilities in individual rooms or suites. Included in this definition are meeting facilities, personal services, recreational facilities, guest dining room, and retail sales that are incidental to guestroom facilities and intended to primarily serve hotel or motel guests.

Impervious Surface. Any surface that does not permit the passage of water. Impervious surfaces include buildings, driveways, parking areas, and impervious paved surfaces unless otherwise constructed of a substantially pervious material.

Land Use. An activity conducted on a site or in a structure, or the purpose for which a site or structure is designed, arranged, occupied, or maintained.

Landscaping. The planting and maintenance of living plant material, including the installation, use and maintenance of any irrigation system for the plant material, as well as nonliving landscape material (such as rocks, pebbles, sand, mulch, walls, fences, or decorative paving materials).

Live/Work. A building or space within a building that is used jointly for office, light industrial or commercial use combined with a residential use.

Lot. See definition for Parcel.

Lumber Yards. An area used for the storage, distribution, and sale of finished or rough-cut lumber and lumber products.
Manufacturing and Processing, General. Any establishment engaged in any of the following activities within enclosed structures: manufacturing or compounding of raw materials, agriculture product and food processing, manufacturing of finished products or parts from predominantly previously prepared materials, fabrication, assembly, processing or distribution.

Manufacturing and Processing, Light. The manufacture, predominantly from previously prepared materials, of finished products or parts, including processing, fabrication, assembly, treatment and packaging of such products, and incidental storage, sales and distribution of such products, but excluding basic industrial processing and custom manufacturing.

Massage Establishment. A business that provides massage services as defined in San Bruno Municipal Code Chapter 4.40 (Massage Establishments).

Ministerial Action. The approval or disapproval of a requested permit, or approval by the City that does not require any form of discretionary review.

Mixed Use. Two or more different land uses located in one structure or on one parcel or development site.

Mobile Home Park. A residential development designed and developed for occupancy by mobile homes.

Multi-Family Home. A residential structure that contains three or more dwelling units. Each unit within a multi-family dwelling provides complete, independent living facilities for one or more persons, including permanent provisions for living, sleeping, eating, cooking, and sanitation. Examples include apartment buildings, residential condominiums, attached townhouses, shared housing or co-housing structures, and boarding homes.

Nonconforming Structure. A structure use that was lawfully established, but that no longer conforms with the development standards of the zone in which it is located.

Nonconforming Use. A use that lawfully occupied a building or land at the time the use was established, but that no longer conforms with the use regulations of the zone in which it is located.

Nursing and Convalescence Homes. An establishment providing long-term and 24-hour nursing and personal care for the elderly or for other individuals incapacitated in some manner.

Office, Government. A place of employment occupied by governmental agencies and their employees. This definition includes offices for administrative, clerical, and public contact functions; post offices; and other similar land uses.

Office, Medical. A facility, not including a hospital, where medical, mental, dental, or other personal health services are provided on an outpatient basis using specialized equipment.
Examples include offices and clinics providing medical services and containing medical professionals such as physicians, dentists, chiropractors, acupuncturists, optometrists, therapists, psychologists, or other similar medical professionals.

**Office, Professional.** A place of employment occupied by businesses providing professional services. This definition includes offices for accountants, advertising agencies, insurance agents, attorneys, commercial art and design services, non-retail financial institutions, real estate agents, news services, photographers, engineers, employment agencies, and other similar professions.

**Operable Motor Vehicle or Trailer.** A motor vehicle or the trailer upon which a recreational vehicle is stored with a current registration. The vehicle or trailer also must have all parts and equipment necessary, is in running order and has the ability to operate legally and safely on public streets.

**Overlay Zone.** An additional zoning designation as shown on the Zoning Map that prescribes special regulations to a parcel in combination with the base zone.

**Parcel.** Also referred to as “Lot,” an area defined by an approved parcel map, subdivision map or otherwise lawfully created parcel containing the minimum square footage and frontage as required at the time the parcel was created. Figure 12.188-1 shows different types of parcels based on their relationship to the street and other parcels.

**Figure 12.100-5 Types of Parcels**

![Diagram of Parcel Types](image)

**Parcel Area.** The total area included within the property lines of a parcel.

**Parcel Depth.** The average horizontal distance between the front and rear property lines measured in the mean direction of the side property lines.
Parcel Width. The average horizontal distance between the side property lines, measured at right angle to the parcel depth at a point midway between the front and rear property lines.

Parking Structures, Commercial. A structure with two or more levels used for the parking and storage of vehicles.

Parking Space, Off-street. An area, covered or uncovered, designed and usable for the temporary storage of a vehicle, which is paved and accessible by an automobile without permanent obstruction.

Parks and Recreational Facilities. A non-commercial public facility that provides active or passive recreational opportunities. Such facilities include neighborhood parks, regional parks, ball fields, tennis courts, indoor and outdoor swimming pools, recreation centers, and other similar facilities. Does not include health clubs, commercial amusement or similar recreational facilities, such as water slides, go-carts, and miniature golf courses.

Pawn Shop. A retail establishment that offers secured loans to people, with items of personal property used as collateral.

Permitted Use. A land use that is allowed by right in its applicable zone with no discretionary review and approval.

Personal Services. An establishment that provides services to individuals and that may provide accessory retail sales of products related to the services provided. This definition includes beauty and barber shops, shoe repair shops, tailors, dry cleaners, launderettes, dance studios, martial arts studios, fitness studios, photography studios, music education studios, funeral parlors, animal hospitals and clinics, and other similar land uses.

Personal Storage. A structure or group of structures with controlled access that contains individual and compartmentalized stalls or lockers for storage of customers’ goods.

Phased Development Project. A project that includes discrete, integrated elements to be constructed over a defined period of time.

Place of Worship. A site or structure used by a religious group for regular organized worship. This definition includes churches, synagogues, mosques, temples, and other similar religious places of assembly. This definition also includes related facilities such as meeting halls, offices for administration, and childcare facilities for use during religious services.

Primary Structure. A structure that accommodates the primary use of the site.

Primary Use. The main purpose for which a site is developed and occupied, including the activities that are conducted on the site a majority of the hours during which activities occur.
Property Line. The legal boundary of a parcel of land.

Property Line, Front. The property line separating the parcel from the street; or in the case of a corner or through lot, the property line separating the narrowest street frontage of the parcel from the street. If the street fronting property lines of a corner lot are equal in length, the front property line shall be determined by the Community Development Director.

Property Line, Rear. A property line that is opposite and most distant from the front property line. If the parcel has an irregular or triangular shape, the rear property line shall be a line within the lot at least 10 feet in length, located parallel to the front lot line and as far as possible from the front lot line.

Property Line, Street Side. Any property line other than the front or rear property line that abuts a street.

Property Line, Interior Side. Any property line other than the front or rear property line that abuts an adjoining parcel.

Public Floor Area. Floor Area open and accessible to customers of the business. Utility rooms, storage areas, restrooms, kitchens, and back of house operation areas are not included in public floor area.

Public Maintenance Facilities. Facilities providing material storage areas and vehicle maintenance and repair services for governmental agencies.

Public Safety Facility. A facility operated by a public agency for the purpose of protecting public safety. This definition includes fire stations and other fire-fighting facilities, police stations, public ambulance dispatch facilities, and other similar land uses.

Reasonable Accommodation. An adjustment to a provision within the Zoning Ordinance to accommodate the needs of persons with disabilities.

Recycling Collection Facility. A center for the acceptance by donation, redemption, or purchase, of recyclable materials from the public.

Recycling Processing Facility. A building or enclosed space used for the collection and processing of recyclable materials. Processing means preparation of material for efficient shipment, or to an end-user’s specifications, by such means as baling, briquetting, compacting, flattening, grinding, crushing, mechanical sorting, shredding, cleaning, and remanufacturing.

Research and Development. A business that engages in the study, testing, engineering, product design, analysis and development of devices, products, processes, or services related to current or new technologies. Research and development may include limited manufacturing, fabricating, processing, assembling or storage of prototypes, devices, compounds, products or
materials, or similar related activities, where such activities are incidental to research, development or evaluation. Research and development land uses do not involve the mass manufacture, fabrication, processing, or sale of consumer products, and do not produce dust, smoke, fumes, odors or noise at levels that would affect surrounding uses. Examples of “research and development” uses include, but are not limited to, computer software and hardware firms, computer peripherals and related products, electronic research firms, biotechnical and biomedical firms, instrument analysis, genomics, robotics and pharmaceutical research laboratories, and related educational development.

Residential Care Facility. A residential facility providing social and personal care for residents. Examples include children’s homes, transitional houses, orphanages, rehabilitation centers, self-help group homes, and transitional housing for homeless individuals. Excludes facilities where medical care is a core service provided to residents, such as nursing and convalescent homes.

Residential Care Facility, Large. A residential care facility for seven or more persons.

Residential Care Facility, Small. A residential care facility for less than seven persons.

Restaurant. A retail business that sells and serves cooked or ready-to-eat food or beverages. Restaurants include cafes, coffee shops, ice cream shops, and bakeries. A restaurant may include sales of alcoholic beverages only when incidental to the sales of food for on-site consumption.

Retail Sales and Service. A store or shop selling merchandise to the general public. This definition includes food and beverage stores, appliance stores, bookstores, clothing stores, convenience stores, department stores, drug stores, retail banks, animal sales and services, grocery stores, liquor stores, pharmacies, furniture stores, art galleries, home improvement stores, vehicle parts and accessories sales, hardware stores, and other similar land uses.

School. Facility for primary or secondary education, including elementary, junior high, and high schools. This definition includes both public and private schools, but does not include trade or vocational schools.

Setback. The minimum distance by which a structure must be separated from a property line or other site feature.

Setback, Front. The minimum distance by which a structure must be separated from the front property line.

Setback, Interior Side. The minimum distance by which a structure must be separated from the interior side property line.
Setback, Rear. The minimum distance by which a structure must be separated from the rear property line.

Setback, Street Side. The minimum distance by which a structure must be separated from the street-side property line.

Single-Family Home. A structure, including manufactured housing units, designed for occupancy by one family. A single-family home provides complete, independent living facilities for one or more persons, including permanent provisions for living, sleeping, eating, cooking, and sanitation.

Smoke Shops. An establishment that sells tobacco or related smoking products, and including facilities which provide areas designated for filling, sale and use of electronic cigarettes and related products.

Social Services and Charitable Institution. A facility that provides social services directly to persons in need. This definition includes food banks, soup kitchens, crisis centers, and other similar land uses.

Structure. Anything constructed or erected, the use of which requires location on the ground or attachment to something having location on the ground.

Supportive and Transitional Housing. Provides for short-term or interim housing for individuals with mental health, addiction or other special social service and program needs.

Telecommunication Facility. A facility that transmits or receives electromagnetic signals for the purpose of transmitting voice or data communications.

Trade and Vocational Schools. A specialized instructional establishment that provides on-site training of business, commercial, or trade skills. This definition excludes colleges and universities offering associate, bachelors, and other advanced degrees.

Transportation Terminals. A passenger station for bus and rail mass transit systems.

Triplex Home. A residential structure that contains three dwelling units, each with its own entrance. Each unit within a triplex home provides complete, independent living facilities for one or more persons, including permanent provisions for living, sleeping, eating, cooking, and sanitation.

Urban Agriculture. An area of land managed and maintained by an individual or group of individuals to grow, harvest and raise for personal, institutional or commercial use food crops,
non-food, ornamental crops such as flowers, fowl, or livestock. Types of urban agriculture include the following:

1. *Home Garden.* The property of a single-family or multi-family residence used for the cultivation of fruits, vegetables, plants, flowers, herbs, or the raising of animals, by the residents of the property, guests of the property owner, or a gardening business hired by the property owner.

2. *Community Garden.* Privately or publicly owned land, less than one acre in size, used for the cultivation of fruits, vegetables, plants, flowers, herbs, or the raising of animals, by multiple users.

3. *Urban Farm.* Privately or publicly owned land, more than one acre in size, used for the cultivation of fruits, vegetables, plants, flowers, herbs, or the raising of animals, by an individual, organization, or business with the primary purpose of growing food for sale or donation.

*Utility, Major.* Large-scale infrastructure facility necessary to support development within San Bruno and the larger region. This definition includes sanitary landfills, electrical distribution lines 35 kilovolts or greater, sewage treatment plants, power generation plants, gas metering stations, electrical substations, telephone exchanges, water storage tanks and reservoirs, sewer and water pumping stations, and other similar facilities.

*Utility, Minor.* Infrastructure facility that is necessary to support development within the immediate vicinity and that involves only minor structures. This definition includes electrical distribution lines less than 35 kilovolts, water and sewer lines, storm drainage facilities, telephone and cable television lines, and other similar facilities.

*Vehicle Repair and Maintenance.* An establishment for the repair, alteration, restoration, or finishing of any vehicle, including body repair, collision repair, painting, tire and battery sales and installation, motor rebuilding, tire recapping and retreading, and towing. Repair shops that are incidental to a vehicle sales or rental establishment on the same site are excluded from this definition.

*Vehicle Sales and Rental.* An establishment for the retail sales or rental of new or used vehicles, including automobiles, trucks, motorcycles and recreational vehicles. This definition includes parts sales and vehicle repair, provided that these activities are incidental to the sale of vehicles.

*Vehicle Service Stations.* Any facility used primarily for the retail sale and dispensation of motor fuels, lubricants, and motor vehicle accessories. Included in this definition are incidental food and beverage sales and car wash facilities.

*Warehousing, Wholesaling, and Distribution.* An establishment used primarily for the storage, selling, or distributing of goods to retailers, contractors, commercial purchasers or other wholesalers, or to the branch or local offices of a company or organization. This definition
includes vehicle storage, moving services, general delivery services, cold storage facilities, and other similar land uses.

Zoning District. A specifically delineated area of the city, as shown on the Zoning Map within which uniform regulations apply.

SECTION 3. NO MANDATORY DUTY OF CARE. This Ordinance is not intended to and shall not be construed or given effect in a manner that imposes upon the City, or any officer or employee thereof, a mandatory duty of care towards persons or parties within the city or outside of the city, so as to provide a basis of civil liability for damages, except as otherwise imposed by law.

SECTION 4. CONSTITUTIONALITY; SEVERABILITY. If any section, subsection, sentence, clause or phrase of this Ordinance is for any reason held to be unconstitutional, invalid or ineffective by a court of competent jurisdiction, such decision shall not affect the validity or effectiveness 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 unconstitutional, invalid or ineffective.

SECTION 5. CEQA EXEMPTION. The City Council finds, pursuant to Title 14 of the California Code of Regulations, Section 15061(b)(3) and 15378 (b)(5), that this Ordinance is exempt from the requirements of the California Environmental Quality Act (CEQA) in that it is not a Project that has the potential for causing a significant effect on the environment. The Council therefore directs that the Planning Division may file a Notice of Exemption with the San Mateo County Clerk.

SECTION 6. EFFECTIVE DATE. This Ordinance shall take effect thirty (30) days from and after the date of its adoption.

SECTION 7. PUBLICATION. The City Clerk is directed to cause publication of this Ordinance as required by law.
I hereby certify that the foregoing Ordinance No. ______ was introduced on __________, and adopted at a regular meeting of the San Bruno City Council on ______________, by the following vote:

AYES: COUNCILMEMBERS: ________________________________
NOES: COUNCILMEMBERS: ________________________________
ABSENT: COUNCILMEMBERS: ______________________________

Melissa Thurman, City Clerk
RESOLUTION NO. 2020-____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN BRUNO ADOPTING PARKING DESIGN STANDARDS

WHEREAS, it is in the public interest for the City to establish comprehensive parking design standards; and

WHEREAS, the parking design standards provide clear and concise regulations and assure a degree of consistency in the design and configuration of parking facilities; and

WHEREAS, the adoption of parking design standards by resolution will increase administrative efficiencies should future amendments to them become necessary; and

WHEREAS, being authorized to do so, the City wishes to establish parking design standards applicable to off-street parking facilities; and

WHEREAS, the standards contained are intended to, and should be applied to, protect and promote public safety and welfare; and

WHEREAS, these standards are also intended to reflect and promote the community interest by ensuring that the balance between public and private interest is maintained on a case-by-case basis; and,

WHEREAS, on [Date] the City Council conducted a duly noticed public meeting and received testimony from City staff and all interested parties regarding the parking design standards; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of San Bruno as follows:

SECTION 1. INCORPORATION OF RECITALS. The recitals above are each incorporated by reference and adopted as findings of the City Council.

SECTION 2. DEFINITIONS. The definitions set forth in Section 12.100.100 of the Municipal Code are incorporated by reference into this Resolution.

SECTION 3. BACKGROUND AND PURPOSE. The City of San Bruno is establishing these Parking Design Standards in order to regulate the design and ensure functional and safe circulation for public and private users.
These Design Standards provide objective requirements that all parking facilities must meet for approval by the City.

SECTION 4. GENERAL PARKING DESIGN STANDARDS. To ensure functional and safe circulation, parking facilities shall be designed as follows:

A. Dimensions.

1. **Standard Spaces.** Standard parking spaces shall have a minimum dimension of 8.5 feet in width by 18 feet in depth unless otherwise specified in this section. Compact spaces are prohibited.

2. **Residential Garage Size.** Two-car garages shall have minimum interior dimensions of 20 feet wide by 18 feet deep or 10 feet wide by 36 feet deep for tandem two-car garage configuration.

3. **Commercial Garages.** The design of confined or restricted spaces shall be as specified in Figure 1.
   - Confined Space means an off-street parking space which has any obstruction higher than a six (6) inch curb on both sides, including walls, railings, stairwells, columns, or fences, but excepting columns located more than seven (7) feet from aisles.
   - Restricted Space means an off-street parking space which has any structural element, including curbs over six (6) inches, on either side.

*Figure 1 Confined and Restricted Parking Spaces*
4. **Angled Parking.** The design of parking areas with angled parking spaces shall be as specified in Table 1 and Figure 2.

**TABLE 1 MINIMUM ANGLED PARKING DIMENSIONS**

<table>
<thead>
<tr>
<th>Parking Angle</th>
<th>A (Double Bay Width)</th>
<th>B (Stall Curb Width)</th>
<th>C (Stall length)</th>
<th>D (Stall Depth to Wall)</th>
<th>E (Aisle Width)</th>
</tr>
</thead>
<tbody>
<tr>
<td>90°</td>
<td>60 ft.</td>
<td>8.5 ft.</td>
<td>18 ft.</td>
<td>18 ft.</td>
<td>24 ft.</td>
</tr>
<tr>
<td>75°</td>
<td>59.2 ft.</td>
<td>8.8 ft.</td>
<td>20.2 ft.</td>
<td>19.6 ft.</td>
<td>20 ft.</td>
</tr>
<tr>
<td>60°</td>
<td>55.6 ft.</td>
<td>9.80 ft.</td>
<td>22.9 ft.</td>
<td>19.8 ft.</td>
<td>16 ft.</td>
</tr>
<tr>
<td>45°</td>
<td>49.4 ft.</td>
<td>12 ft.</td>
<td>26.5 ft.</td>
<td>18.7 ft.</td>
<td>12 ft.</td>
</tr>
</tbody>
</table>

*Figure 2 Angled Parking Dimensions*

5. **Parallel Parking.** Parallel parking spaces located outside of the public right-of-way shall have a minimum dimension of 8 feet in width by 20 feet in depth. Any parallel parking space that is bound on either end by a wall or physical barrier higher than a six (6) inch curb shall have a minimum depth of 22 feet.
B. **Striping and Identification.**
   1. Within all parking areas with five or more parking spaces, parking spaces shall be outlined with 4-inch-wide lines painted on the surface of the parking area. Drive aisles, approach lanes, and turning areas shall be marked with directional arrows and signs as required by the City of San Bruno Standard Specifications and Drawings to ensure safe traffic movement.
   2. Guest Parking. Within multi-family residential developments, required guest parking spaces shall be clearly marked with the word “Guest” either on the wheel stop or curb at the back of each space, or the pavement at the opening of the space. No permits can be required for these spaces, nor can they be labeled or reserved for leasing office visitors or employees.

C. **Surfacing.** All permanent parking spaces and drive aisles shall be paved with asphalt, concrete or other all-weather surface, subject to approval by the Community and Economic Development Director. Alternatively, permeable paving materials, such as porous concrete/asphalt, open-jointed pavers, turf/gravel grids are a permitted surface material, provided the paving materials are designed to carry the intended vehicle load.

D. **Grading and Drainage.** All parking areas shall be graded and drained so as to dispose of all surface stormwater as required by the City’s National Pollution Discharge Elimination System (NPDES) permit and the City of San Bruno Standard Specifications and Drawings.

E. **Wheel Stops and Curbs.** Flush wheel stops or curbs and sumped landscapes are permitted in parking lots. All other wheel stops and curbs shall be provided within parking areas as required by the City of San Bruno Standard Specifications and Drawings. A six-inch-high concrete curb surrounding a landscape area may be used as a wheel stop provided that the overhang will not damage or interfere with plant growth or its irrigation. A concrete sidewalk may be used as a wheel stop if the overhang will not reduce the minimum required walkway width.

F. **Maintenance.** All parking areas and associated landscaped areas shall be permanently maintained to be free of weeds, litter and debris with clear sign identification and paint striping.

G. **Lighting.**
   1. A parking area with five or more parking spaces shall include outdoor lighting that provides a minimum illumination an average illuminance of 1 foot-candle, a minimum illuminance of 0.3 foot-candle, and a uniformity ratio not to exceed 4:1 average to minimum over the entire parking area.
   2. Outdoor lighting as required by Subsection 1 above shall be provided during nighttime business hours. After the close of business, outdoor lighting for parking areas may be reduced to a minimum illumination of 0.2-foot candles over the entire parking area. Full lighting cutoff and fully shielded light fixtures shall be utilized to reduce light spillage off-site.

H. **Electrical Vehicle Charging.** Electric vehicle charging stations shall be provided for new building construction or for the remodel of existing structures in
compliance with current Building Code requirements. Parking spaces with electrical vehicle charging stations shall count toward compliance with the number of parking spaces required by San Bruno Municipal Code Chapter 12.100.

I. Screening.

1. Within non-residential zoning districts, parking areas that abut residentially zoned interior lot lines shall be screened by a minimum 6-foot-high solid masonry wall or equivalent, with a two-foot lattice screen placed atop the wall.
2. Screening 2½ feet to 3 feet in height shall be provided along the perimeter of all parking areas abutting a public or private street. Screening may consist of one or more of the following:
   a. Berms landscaped with ground cover, trees, and shrubs.
   b. Solid, low profile, decorative masonry walls or wood fences.
   c. Evergreen shrubbery which is installed and maintained to provide non-transparent screening.
3. Refuse receptacles located within a parking area shall be screened on all sides by a fence or solid landscaping at least 6 feet in height.
4. The height of screening features shall be measured from the top of the adjacent parking area pavement to the top of the screening feature.

J. Circulation.

1. All parking areas with 5 or more parking spaces shall provide sufficient maneuvering room so that vehicles may enter and exit an abutting street in a forward direction.
2. Adequate on-site driveway and circulation space shall be provided for access to trash enclosures, and the required trash enclosures shall not occupy any parking spaces.
3. Adequate on-site driveway and circulation space shall be provided to ensure adequate access for emergency vehicles and for safe vehicular, bicycle and pedestrian ingress and egress.
4. Adequate on-site driveway and circulation space shall be provided so that queuing does not form on public rights-of-way.

K. Driveways.

1. Residential standards.
   a. **Width.** Driveways for single-family homes, duplex homes, and triplex homes shall have a minimum width of 10 feet. The maximum allowed width for a residential curb cut is 20 feet.
   b. **Depth.** Driveways for single-family homes, duplex homes, and triplex homes shall have a minimum depth of 18 feet.
   c. **Number.** There shall be a maximum of one driveway curb cut per parcel zoned for or developed with single-family residences.
2. **Multi-family and nonresidential standard.** Driveways or aisles serving all other land uses shall have a minimum width of 10 feet for one-way traffic and 20 feet for two-way traffic. The maximum allowed width for a multi-family or non-residential curb cut is 30 feet.
L. Motorcycle Parking Standards
   1. A motorcycle parking area shall have minimum dimensions of 8 feet in width and 56 square feet in area.
   2. All motorcycle areas shall have bollards installed and appropriately spaced so as to prevent automobile usage. Motorcycle spaces shall be marked so as to be clearly identified for motorcycle use only. Motorcycle parking areas shall be paved with concrete, or equivalent surfacing material to prevent damage to the parking surface from motorcycle kick and center stands.

Figure 3

SECTION 5. Mechanical and Automated Parking Standards.

A. Requirements for both Mechanical and Automated Parking Facilities.
   Mechanical and Automated Parking Facilities may be used to satisfy off-street parking requirements for residential and non-residential uses subject to the following requirements:
   1. Recordation of an “Agreement Guaranteeing Maintenance of Mechanical Parking Facility” prior to building permit issuance.
   2. Inclusion of an on-site generator with sufficient capacity to store and retrieve cars in the event that the electrical power is down or inclusion of manual override capability to access or remove cars from the parking lift in the event of a power outage.
   3. Recordation of an “Agreement to Provide Parking Attendant” when a mechanical or automated parking facility is used to satisfy required commercial or office, visitor or customer parking.
   4. Compliance with all applicable local, state, and federal standards, including, but not limited to, Fire and Building Code requirements.
   5. Electric vehicle charging stations can be located inside the mechanical or automated parking facility or at the standard parking stalls. Electric vehicle charging stations cannot be reserved.
   6. A maintenance inspection report for any automated, semi-automated or mechanical parking facility prepared at the sole expense of the property owner shall be submitted six months after installation, and annually
thereafter, to the Community and Economic Development Director for review. The property owner shall make any necessary repairs to provide uninterrupted operation of the mechanical or automated parking facility.

B. Additional Requirements for Mechanical Parking Facilities. Mechanical parking facilities may be used to satisfy off-street parking requirements for residential and non-residential uses subject to the following additional requirements:

1. Approval of a mechanical parking plan submitted as part of the planning application.
2. Mechanical parking facilities shall not be used for required visitor or accessible parking spaces or loading stalls.
3. Mechanical parking facilities shall not be installed on surface lots.
4. The location of mechanical lifts shall be located within an enclosed parking facility. All lifts and associated equipment shall be screened from public views and the screening shall be architecturally compatible with the site conditions.
5. Mechanical parking facilities should allow each vehicle to be as equally accessible as possible at all times.
6. A manual override shall be provided to access or remove vehicles from the parking lift in the event of a power outage and documentation of alternative back-up power to allow emergency operation of the parking facility.
7. Vehicle liquids and/or debris shall be prohibited from spilling onto other vehicles or building surfaces.
8. Signage shall be provided clarifying operations of the spaces to users.

C. Additional Requirements for Automated Parking Facilities. Automated parking facilities may be used to satisfy off-street parking requirements for residential and non-residential uses subject to the following requirements:

1. Approval of an automated parking plan, meeting the minimum standards set forth by this resolution, and submitted as part of the planning application.
2. Automated parking facilities shall not result in queuing into any public right-of-way based on a technical study submitted as part of the planning application.
3. Queuing Spaces shall be provided as follows:
   a. Off-street queuing space at the vehicular entrance shall be provided at a minimum rate of 5 percent of the total automated parking provided or 2 queuing spaces, whichever is greater.
   b. Fractions equal to or greater than one-half resulting from the calculations in this Section shall be considered to be one queuing space.
   c. In no event shall the dimensions of any queuing space be less than 18 feet long and 8 feet 6 inches wide.
   d. The number of queuing spaces required pursuant to this Section may be reduced when a technical study at the sole expense of the property owner demonstrates and the Community and Economic
Development Director finds that the operational characteristics of the parking facility and expected traffic intensity warrant such a reduction.

4. For off-street parking facilities where entering vehicles are required to stop before a mechanically operated barrier before entering the parking facility, such barrier shall be placed a minimum of 18 feet from the parcel line where the entrance is accessed.

5. Signage shall be provided clarifying operations of the spaces to users.

SECTION 6. If any provision of this Resolution or its application to any person or circumstance is held invalid, such invalidity has no effect on the other provisions or applications of the Resolution that can be given effect without the invalid provision or application, and to this extent, the provisions of this Resolution are severable. The City council declares that it would have adopted this Resolution irrespective of the invalidity of any portion thereof.

NOW, THEREFORE, BE IT RESOLVED that the City Council hereby adopts the Parking Design Standards for the City of San Bruno.

---oOo---

I hereby certify that foregoing Resolution No. 2020 - __ was adopted by the San Bruno City Council at a regular meeting on , 2020, by the following vote:

AYES: Councilmembers:

NOES: Councilmembers:

ABSENT: Councilmembers:

Melissa Thurman, City Clerk
General Plan, Transit Corridors Plan, and Housing Element Policy Overview

An overview of the 2009 General Plan, the 2013 Transit Corridors Plan, and the 2015 Housing Element policies that support the proposed ordinance are included below.

<table>
<thead>
<tr>
<th>GENERAL PLAN – POLICY CONSISTENCY ANALYSIS</th>
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<tbody>
<tr>
<td><strong>Policy #</strong></td>
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<td>ED-7</td>
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</table>
| ED-10   | Develop a Business Attraction Strategy that secures new business activity for San Bruno’s vacant and underutilized sites. The Strategy should include the following components:  
- Identify target sites and solicit cooperation of property-owner(s);  
- Initiate cooperation among property-owners, if lot consolidation is necessary;  
- Identify necessary on and off-site infrastructure improvements;  
- Identify target industries (and possibly specific firms);  
- Prepare marketing materials, in coordination with Chamber of Commerce;  
- Conduct outreach through mailings, personal contact, and trade shows; and  
- Coordinate with permit processing. |
| ED-21   | Emphasize Downtown as San Bruno’s historic center, providing an identity and a sense of place for the entire city, by establishing a focused revitalization strategy. Initiatives of the Downtown Revitalization Strategy may include:  
- Monitoring of land use and development trends in Downtown to ensure a sufficient supply of land, development intensities, and parking facilities;  
- Attraction of retail, hotel, and service sector business to key locations in Downtown;  
- Establishment of a proactive land assembly strategy in Downtown for the purposes of redevelopment and revitalization;  
- Facilitation of additional cultural attractions and events that bring both residents and visitors to the Downtown; and  
- Preservation and enhancement of historic structures contributing to the unique character of the Downtown. |
| T-D     | Provide adequate parking facilities for commercial, industrial, and transit station areas. |
### GENERAL PLAN – POLICY CONSISTENCY ANALYSIS

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<tr>
<td>T-3</td>
<td>Encourage provision of bicycle facilities such as weather protected bicycle parking, direct and safe access for pedestrians and bicyclists to adjacent bicycle routes and transit stations, showers and lockers for employees at the worksite, secure short-term parking for bicycles, etc.</td>
</tr>
</tbody>
</table>
| T-14     | Use traffic calming measures to reduce speeding in residential areas, rather than limiting through-street connections. Traffic calming measures may include:  
- Narrowing travel lanes and allowing on-street parking; |
<p>| T-23     | Implement Parking Guidance System to guide motorists to parking locations in commercial areas. |
| T-24     | Implement targeted reinforcement programs to eliminate double parking in Downtown and along San Bruno Ave and El Camino Real. |
| T-34     | Comprehensively review and revise parking standards for new office and commercial development providing alternative transportation measures (i.e., vanpool, shuttle service, bicycle storage). |
| T-35     | Conduct a parking study to determine potential deficiencies at parks and public facilities. Recommend parking solutions. |
| T-36     | Enforce on-street and off-street parking restrictions, particularly of motor homes, trailers, boats, and non-operating vehicles, and in residential areas near major transit facilities. |
| T-37     | Require provisions and marking of handicapped parking spaces in conformance with California Vehicle code to allow enforcement by public agencies or private interests. |
| T-38     | Study the possibility of providing public parking facilities for commercial and industrial areas. Designate general areas where parking lots are needed; purchase site(s) if possible when land uses change to avoid displacement of occupants. Consider the use of assessment districts to fund land acquisition as one option. |</p>
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<tbody>
<tr>
<td>T-39</td>
<td>Encourage parking lot access from non-residential side streets in order to minimize interruption to traffic flow on primary streets (San Bruno Avenue east of El Camino Real and along El Camino Real).</td>
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<td>T-40</td>
<td>Consider reduced parking standards within transit corridors and station areas in recognition of their proximity to high frequency transit service, mix of land uses, and walkable environment.</td>
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<tr>
<td>T-41</td>
<td>Allow joint use of parking facilities when nearby uses have staggered peak periods of demand.</td>
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<tr>
<td>T-42</td>
<td>Do not allow parking lots to dominate the frontage of mixed-use streets, interrupt pedestrian routes, or negatively impact surrounding neighborhoods.</td>
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<tr>
<td>T-54</td>
<td>Continue landscaping along the railroad right-of-way and commuter parking areas to improve neighborhood appearance and mitigate noise.</td>
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<tr>
<td>T-71</td>
<td>Provide bicycle parking facilities in Downtown, Bayhill Office Park, BART and Caltrain Stations, The Shops at Tanforan and Towne Center, parks, schools, and other key destinations. Review bicycle standards as part of the Zoning Ordinance Update.</td>
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<tr>
<td>T-75</td>
<td>Link sidewalks directly to building entrances. Avoid routes through parking lots or at the rear of residential developments.</td>
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<tr>
<td>ERC-24</td>
<td>Require that new development incorporate features into site drainage plans that reduce impermeable surface area and surface runoff volumes. Such features may include:</td>
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<td>• Additional landscaped areas including canopy trees and shrubs;</td>
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<td>• Reducing building footprint;</td>
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<td>• Removing curbs and gutters from streets and parking areas where appropriate to allow stormwater sheet flow into vegetated areas;</td>
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<td>• Permeable paving and parking area design;</td>
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<td>• Stormwater detention basins to facilitate infiltration; and</td>
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<td>• Building integrated or subsurface water retention facilities to capture rainwater for use in landscape irrigation and other non-potable uses.</td>
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</table>
### GENERAL PLAN – POLICY CONSISTENCY ANALYSIS

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<tr>
<td>ERC-25</td>
<td>Maintain and improve air quality by requiring project mitigation, such as Transportation Demand Management (TDM) techniques, where air quality impacts are unavoidable.</td>
</tr>
<tr>
<td>HS-36</td>
<td>Encourage developers of new residential projects to provide noise buffers other than sound walls, such as vegetation, storage areas, or parking, as well as site planning and locating bedrooms away from noise sources.</td>
</tr>
</tbody>
</table>
| PFS-65  | Require new development to incorporate passive heating and natural lighting strategies if feasible and practical. These strategies should include, but are not limited to, the following:  
  - Using building orientation, mass and form, including façade, roof, and choice of building materials, color, type of glazing, and insulation to minimize heat loss during winter months and heat gain during the summer months;  
  - Designing building openings to regulate internal climate and maximize natural lighting, while keeping glare to a minimum; and  
  - Reducing heat-island effect of large concrete roofs and parking surfaces. |

### HOUSING ELEMENT – POLICY CONSISTENCY ANALYSIS

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| Program 1-C | Conserve and facilitate legalization of second units in R-1 and R-2 zones. Continue to legalize excess housekeeping units in R-1 and R-2 zones that were constructed prior to June 30, 1977 and that met the California Building Code at time of construction.  
  - Create a program to legalize second units constructed between 1977 and 2003, including alleviated existing barriers such as parking standards. |
| Program 3-H | Reduce parking requirements. Reduce parking requirements for new or reuse housing projects along transit corridors and adjacent to transit stations, as well as within the Medium Density (R-3) and High Density (R-4) zones.  
  - Consider ways to reduce parking standards for housing near transit and units with residents with reduced automobile use, such as seniors and persons with disabilities, and clarify and implement reduced parking requirements in the Zoning Ordinance Update.  
  - Update parking standards pursuant recommendations of the Transit Corridors Plan.  
  - Update parking standards pursuant to Government Code 65915(p) affordable housing density bonus requirements. |
**HOUSING ELEMENT – POLICY CONSISTENCY ANALYSIS**

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<tr>
<td></td>
<td>• Consider allowing—but not mandating—“unbundled” parking as part of residential developments mandating this could create financing issues for purchase of these spaces.</td>
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<td>• Consider updating parking standards to allow tandem parking to satisfy the parking requirement or second units by right as suggested by State law (Government Code Section 65852.2(e)). Currently tandem parking is only allowed by securing a parking exception from the Planning Commission.</td>
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<tr>
<td></td>
<td>• Consider updating parking standards to allow tandem parking to satisfy the parking requirement in R-3 and R-4 zoning districts.</td>
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<td>• Review and consider revising zoning enforcement criteria and procedures to address localized problems with street parking availability due to the use of garages for storage of personal belongings rather than cars.</td>
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**TRANSIT CORRIDORS PLAN – POLICY CONSISTENCY ANALYSIS**

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<tr>
<td>TRANS-C</td>
<td>Encourage improved bicycle connectivity and enhanced bicycle parking opportunities within the Transit Corridors Area linking the surrounding land uses and future Caltrain station.</td>
</tr>
<tr>
<td>TRANS-E</td>
<td>Develop and implement a parking management strategy for the Plan area that makes efficient use of the City's parking supply through shared parking strategies and that provides the lowest number of parking spaces while still maintaining the viability of the Plan through efficient use of the parking supply within the Plan Area.</td>
</tr>
<tr>
<td>TRANS-F</td>
<td>Develop and implement a Transportation Demand Management (TDM) Program that reduces the amount of peak period motor vehicle traffic and encourages the use of modes other than the single-occupant vehicle.</td>
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<tr>
<td>TRANS-E.1</td>
<td>Promote a “Park Once and Walk” parking strategy for the Transit Corridors Area. This strategy aims to pool all available parking spaces within the Transit Corridors Plan, including public and private parking spaces, and make these available for everyone to use. This will allow visitors to park once and then walk to several different destinations within the Downtown; thus reducing the number of overall parking spaces needed for the Plan.</td>
</tr>
<tr>
<td>TRANS-E.5</td>
<td>Develop a Parking Implementation Plan that details the approach and timing for new parking strategies and potential additional parking capacity in the Transit Corridors Area. The implementation Plan should seek to achieve the following:</td>
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<td>• Strategy for defining and regularly evaluating parking demand</td>
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<td>• Strategy for evaluating and setting parking pricing and timeline for implementation</td>
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## TRANSIT CORRIDORS PLAN – POLICY CONSISTENCY ANALYSIS

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<td>TRANS-E.6</td>
<td>Promote a new parking standard for the Transit Corridors Area that provides flexibility to developers, reflects actual market demand for parking and demonstrates the City's increased commitment to creating a district that relies less on the automobile and promotes travel by walking, bicycling and transit.</td>
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<td>• Strategy for funding construction of future parking facilities</td>
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