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## **Parking Standard Survey Summary**

April 7, 2014

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### **Overview of the Parking Standard Survey Summary**

This document summarizes the results of the parking standards survey that jurisdictions completed during the summer of 2013. 19 San Mateo jurisdictions participated in 2013 and data collected during a similar survey process in 2008 from San Carlos and Half Moon Bay is included for reference.

This document is organized in the following three sections.

#### **Section I: Raw Data**

The first section shows the raw data (parking standards for various land uses for each jurisdiction). Please note that many cities have different standards in different zones so the totals reflect the most common standards.

#### **Section II: Summary Charts**

The second section shows charts that summarize the parking standards. The numbers are presented as a countywide aggregate.

#### **Section III: Open Ended Responses**

The third section shows answers to the open ended questions. Summaries as well as full text of all answers are presented.

### 1. Raw Data on Parking Requirements

This chart shows the full data on parking requirements for the 21 jurisdictions in San Mateo County. Covered parking plus uncovered parking equals total parking. Burlingame and Colma each have additional parking requirements for Single-Family homes with more than four rooms. The City of San Mateo has developed specific requirements for the downtown area.

	Single-Family Home		Duplex (2 units, 3BR each)		Single-family home with a second unit		Studio Apartment		One Bedroom Apartment		Two Bedroom Apartment		Three Bedroom Apartment		Four Bedroom Apartment	
	Covered	Total	Covered	Total	Covered	Total	Covered	Total	Covered	Total	Covered	Total	Covered	Total	Covered	Total
Atherton	0	0	N/A	N/A	0	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Belmont	2	4	2	4	2	4	1	2	1	2	1	2	1	2	1	2
Brisbane	2	4	4	4	2	6	0	1	1.5	1.5	1.5	1.5	2	2	2	2
Burlingame	1	2	4	5	0	1	1.2	1.5	1.2	1.5	1.6	2	2	2.5	2	2.5
Colma	2	2	2	4	2	3	1	1.5	1	1.5	1	2	1	2	1	2
Daly City	2	2	4	4	2	4	1	1	0	1.5	0	2	0	2	0	2
East Palo Alto	2	2	4	4	2	3	1	1	1.2	1.2	1.5	1.5	2	2	2	2
Foster City	2	2	2	4	2	3	1	1.5	1	2	2	2.5	2	2.5	2	2.5
Half Moon Bay <sup>1</sup>	2	2	2	2	2	3	1	2.25	1	2.25	1	2.25	1	2.25	1	2.25
Hillsborough	2	2	N/A	N/A	2	3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Menlo Park	1	2	1	2	1	3	1	1.33	1	1.83	1	2.33	1	2.33	1	2.33
Millbrae	2	2	4	4	2	2	1	1	1.5	1.5	2	2	2	2	2	2
Pacifica	2	2	4	4	2	3	1.25	1.25	1.5	1.75	2.25	2.25	2.25	2.25	2.25	2.25
Portola Valley	2	2	N/A	N/A	2	3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Redwood City	2	2	0	4	2	3	1	1.5	1	2	1	2	1	2	1	2
San Bruno	2	4	4	8	2	5	1	1.5	2	2.1	2	2.1	2	2.1	2	2.1
San Carlos <sup>2</sup>	2	2	4	4	2	3	1	1.5	1	2	1	2	1	2.5	1	2.5
San Mateo	2	2	2	4.4	2	3	1	1.5	1	1.8	1	2	1	2.2	1	2.2
San Mateo County	2	2	4	4	2	2	1	1	1.2	1.2	1.5	1.5	2	2	2	2
South San Francisco	1	2	1	2	1	3	1	1	1	2	1	2	1	2	1	3
Woodside	0	4	N/A	N/A	0	6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<b>Median</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>1.5</b>	<b>1</b>	<b>1.8</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>2.1</b>

<sup>1</sup> Data from 2008 survey, 2013 responses not provided.

<sup>2</sup> Data from 2008 survey, 2013 responses not provided.

## Summary of Data on Parking Requirements

### Single-Family Homes & Duplexes

The parking requirements for single-family homes ranged from zero to four, with the median being two. Of the 20 jurisdictions parking requirements, approximately 65 percent require all the spots to be covered and the rest require some of the spots to be covered.

The parking requirements for single-family homes with a second unit ranged from one to six, with the median being three.

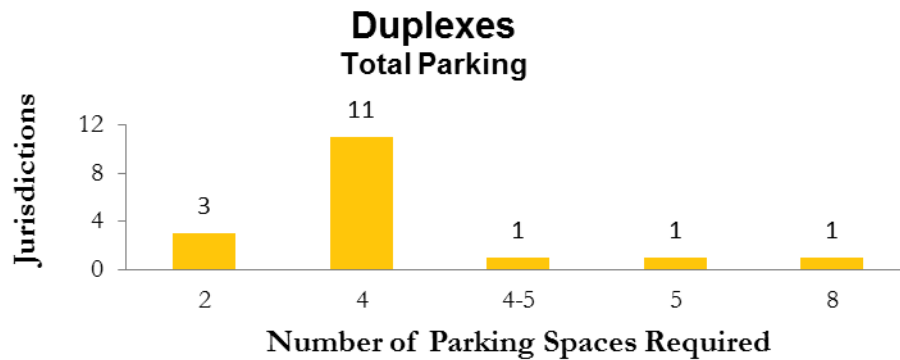
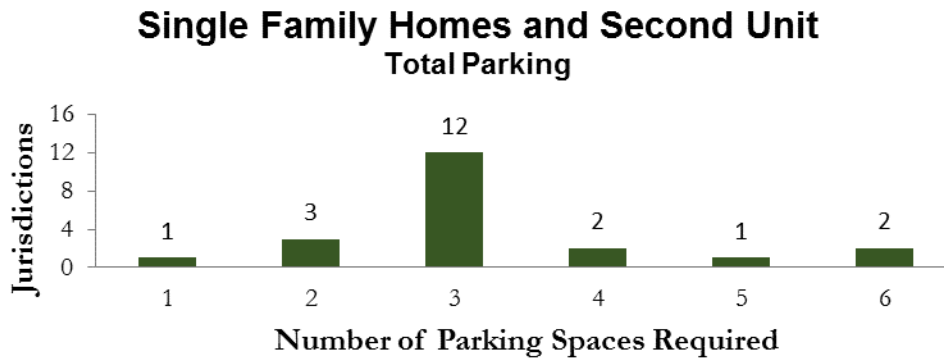
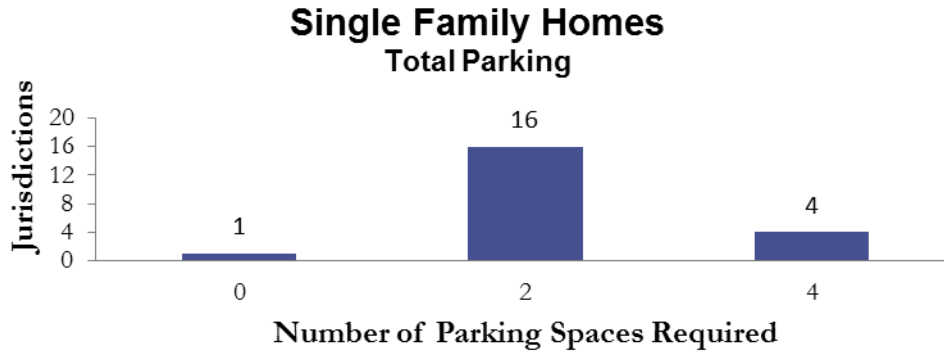
The parking requirements for duplexes ranged from two to eight, with the median being five. Of the jurisdictions that allow duplexes, approximately, 47 percent of jurisdictions require all the spots to be covered. The rest of the jurisdictions, except for one, require some of the spots to be covered.

### Apartment Parking and Coverage Requirements by Type

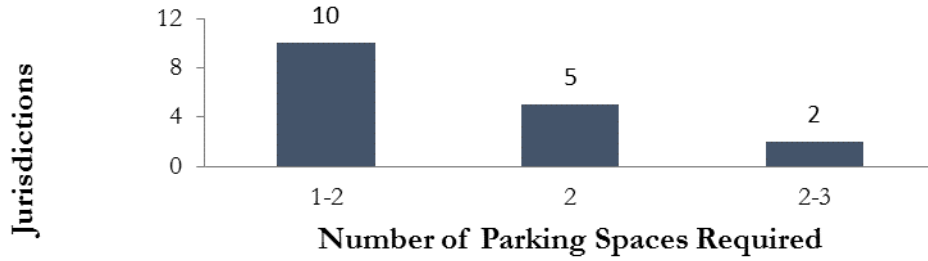
The parking requirements for apartments ranging from studio to 4-bedroom are provided in the table below. The table describes the range of parking requirements and percentage of spots that must be covered in the jurisdictions that allow apartments.

Apartment Type	Parking Requirement Range	Median	Percentage Required Covered
Studio	1-2.25	1.5	29%
1-Bedroom	1.2-2.25	1.8	24%
2-Bedroom	1.5-2.5	2	24%
3-Bedroom	2-2.5	2	24%
4-Bedroom	2-4	2.1	24%

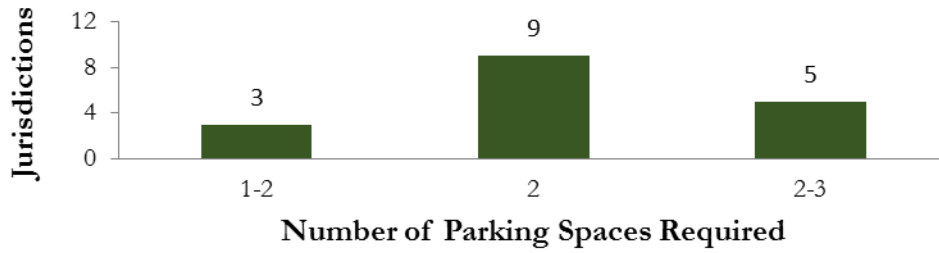
## 2. Charts – Parking Requirements



**One Bedroom Apartment  
Total Parking**

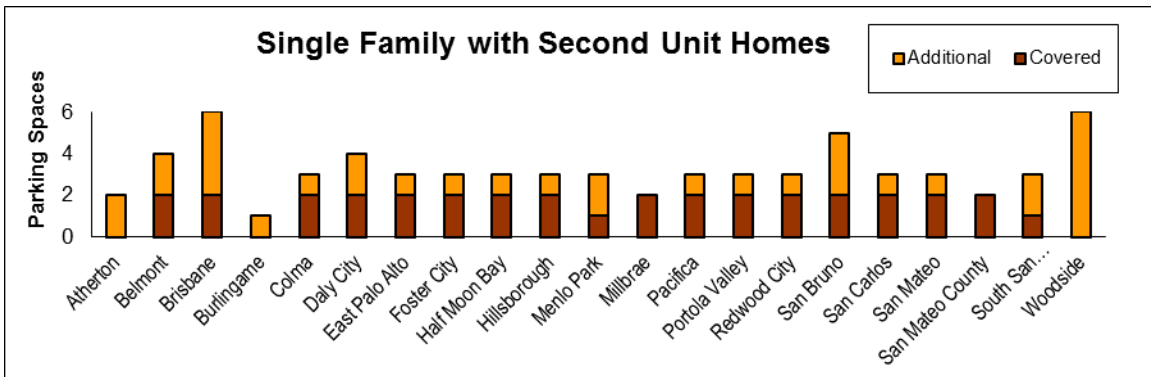
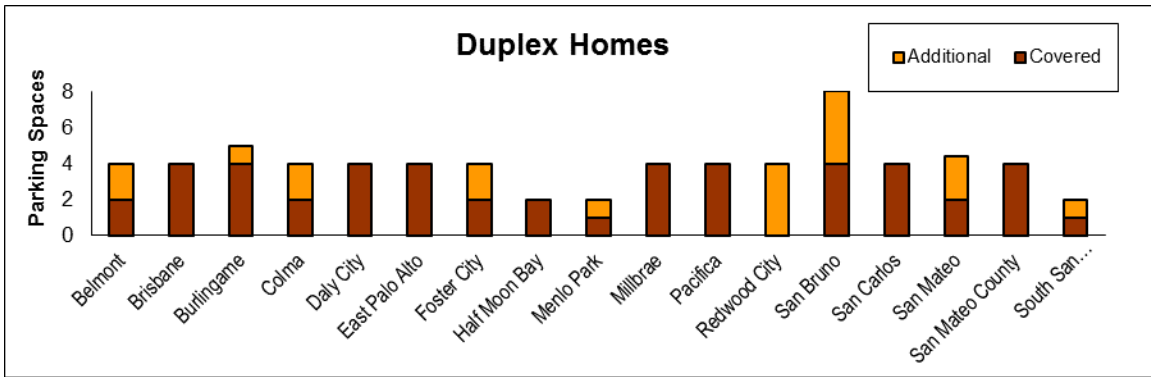
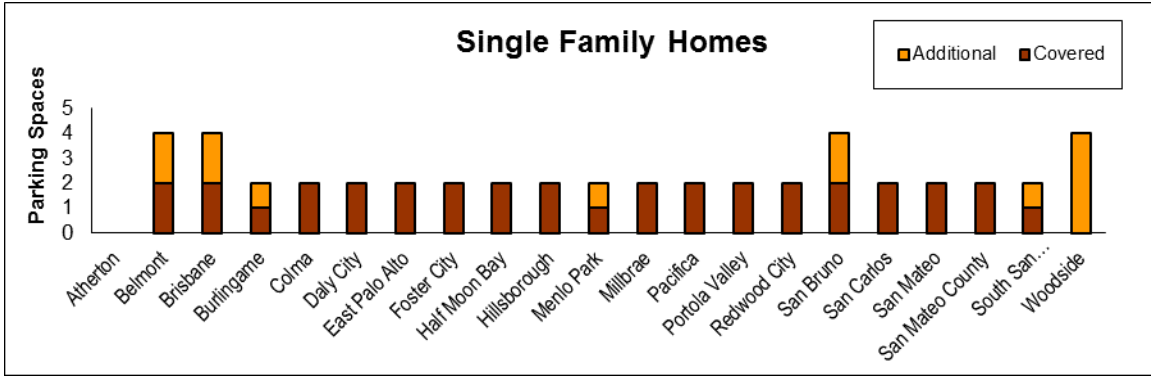


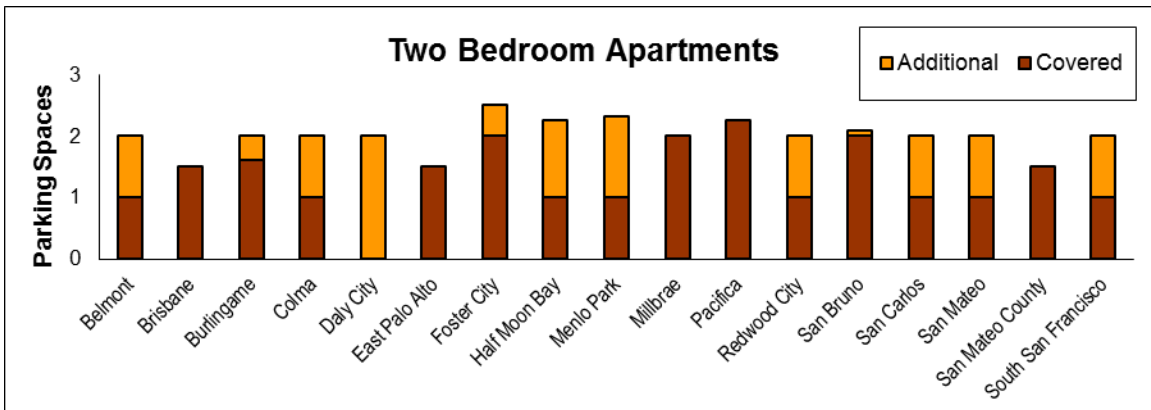
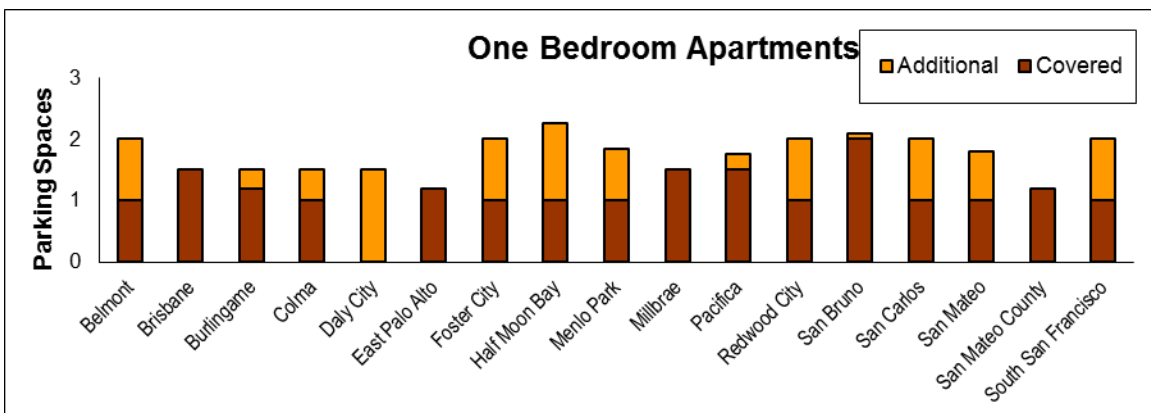
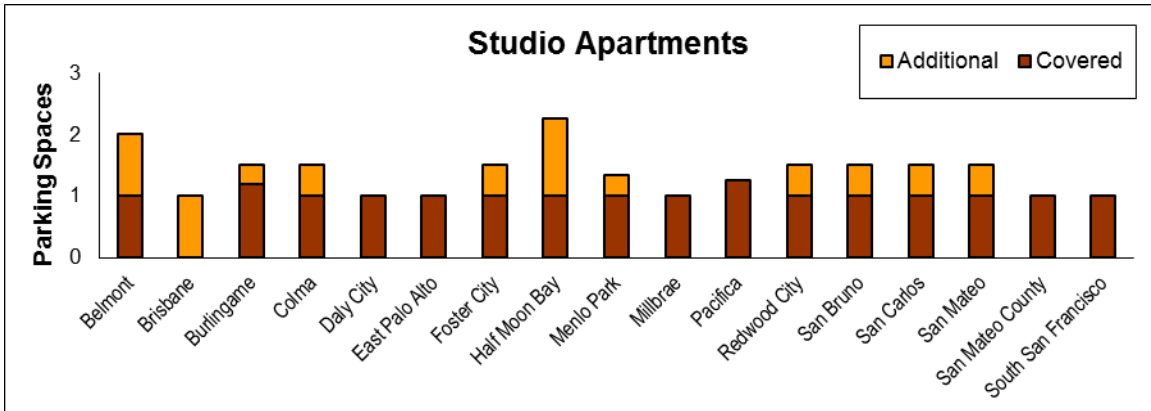
**Two Bedroom Apartment  
Total Parking**

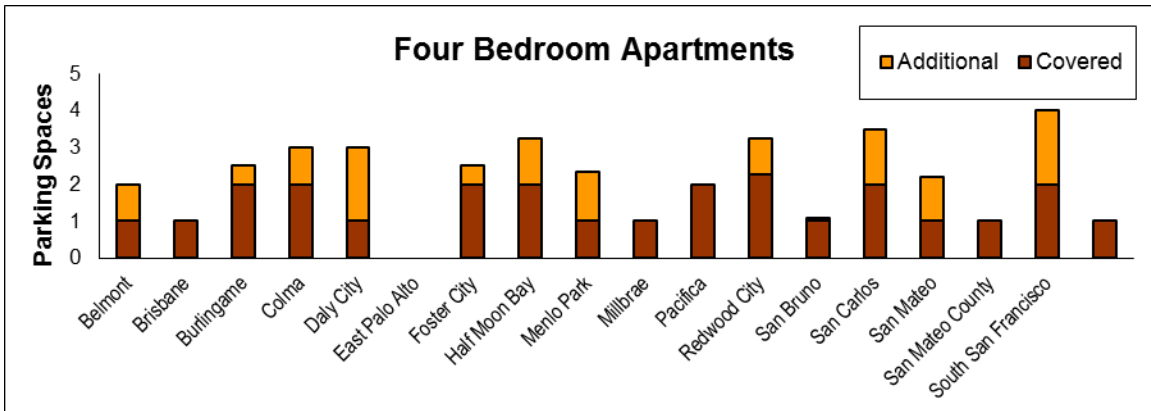


**Three Bedroom Apartment  
Total Parking**











### 3. Answers to Open-Ended Questions

#### Summary Answers

**Question 1: Do you allow cooperative parking arrangements (two buildings sharing a parking lot)?**

Most municipalities allow shared parking requirements by nearby or adjacent sites. Often there are requirements that the sites have different hours of peak use. Some jurisdictions do not reduce the parking requirements even when they allow shared parking. Some jurisdictions that do not currently allow these arrangements are actively developing or considering developing supportive policies.

1	Yes – By right
4	Yes – Ministerially
6	Yes – Requires Planning Commission Action
1	Yes – Requires City/Town Council Action
5	No
2	It's complicated

**Question 2: How do you calculate parking requirements for mixed-use developments?**

The majority of municipalities apply the parking requirements for each individual use to develop a comprehensive requirement for a mixed-use project. Daly City, Millbrae and Redwood City are three municipalities that provide a more targeted mixed-use parking requirement based on location and use.

**Question 3: Do you require bicycle parking for mixed-use/apartment buildings? If yes, please explain when.**

Most jurisdictions don't required bicycle parking in all mixed use or apartments, but many require it in specific areas such as downtown or when parking spaces exceed a certain number.

1	Yes – By right
4	Yes – Ministerially
3	Yes – Requires Planning Commission Action
1	Yes – Requires City/Town Council Action
2	No
5	It's complicated
3	N/A or No Response

**Question 4: Do you allow developers to pay in lieu fees instead of providing parking? Under what circumstances?**

Most jurisdictions who do allow in lieu fees only allow it in certain areas such as downtown or other areas of non-residential use. Some cities are currently considering or will consider implementing these fees in the future.

1	Yes – Ministerially
3	Yes – Requires Planning Commission Action
2	Yes – Requires City/Town Council Action
10	No
3	It’s complicated

*For the following questions: most jurisdictions that do reduce parking requirements based on certain provisions do not do so in a formulaic manner.*

**Question 5: Do you reduce parking requirements for developments that have transportation demand management plans?**

Responses regarding TDM were very brief and did not provide great insight into how this strategy may be implemented to reduce parking requirements where applicable.

1	Yes – Ministerially
5	Yes – Requires Planning Commission Action
3	Yes – Requires City/Town Council Action
7	No
2	It’s complicated
1	N/A or No Response

**Question 6: Do you reduce parking requirements for developments that are located near transit centers or are Transit Oriented Development?**

Several jurisdictions do not have the public transportation to support a Transit Oriented Development. Those that do have varying distance and zoning guidelines that provide direction for parking requirements.

3	Yes – By right
1	Yes – Ministerially
3	Yes – Requires Planning Commission Action
2	Yes – Requires City/Town Council Action
7	No
1	It’s complicated
2	N/A or No Response

**Question 7: Do you reduce parking requirements for developments that have abundant street parking?**

Broadly speaking, parking requirement reductions in the case of abundant street parking are considered on a case-by-case basis, if at all.

1	Yes – By right
2	Yes – Requires Planning Commission Action
1	Yes – Requires City/Town Council Action
12	No
3	It's complicated

**Question 8: Do you reduce parking requirements for developments that demonstrate lower than typical parking demand?**

Responses were nearly evenly split in response to this question.

8	Yes – Requires Planning Commission Action
2	Yes – Requires City/Town Council Action
8	No
1	It's complicated

**Question 9: When, if ever, do you require parking to be behind buildings?**

Most jurisdictions have no formal rules about where parking should go, but often address it in design review. Downtowns were the most common location where municipalities required parking to be behind buildings.

**Questions 10: What types of developments require covered parking?**

Residential development is the only type of development that requires covered parking. Redwood City has a prohibition on exposed parking lots downtown and requires structured parking that must be wrapped by a building.

**Question 11: When do you allow offsite parking?**

Many jurisdictions do not allow offsite parking, but those that do tend to allow it in downtown. They often require the alternative site to be close, between 300 and 1000 feet away, and some have a variance procedure to approve it.

2	Yes – Ministerially
9	Yes – Requires Planning Commission Action
1	Yes – Requires City/Town Council Action
4	No
2	It's complicated
1	N/A or No Response

**Question 12: Do you believe that your current parking requirements inhibit new development of multifamily or affordable housing? If yes, do you have programs or policies that address this constraint (please explain)?**

Jurisdictions that said no often referred to flexibility in the requirements for infill or affordable units. The cities of Belmont, Brisbane, East Palo Alto, Redwood City, and San Bruno existing policies and programs or policies under development designed to address this.

5	Yes – Ministerially
11	No
3	It’s complicated

**Question 13: What are the parking requirements for transitional housing?**

Most cities did not have specific rules for transitional housing, though some say the same requirements for apartments, hotels/motels or group residential homes may apply to transitional housing. Menlo Park is currently addressing Transitional Housing in zoning ordinance development.

**Question 14: What are the parking requirements for supportive housing/homeless shelters?**

Most cities did have specific rules for supportive housing. For example, one city treats small facilities as single-family homes, while treating larger facilities as motels, and another adds requirements based on employees. Brisbane completed a draft ordinance addressing this specifically and Menlo Park is currently addressing Emergency Shelter zoning in zoning ordinance development.

## Full Text of Answers

Responses from all jurisdictions are provided. The 2008 survey responses from San Carlos and Half Moon Bay are included for reference.

### Question 1-

#### Do you allow cooperative parking arrangements (two buildings sharing a parking lot)?

**Atherton:** No.

**Belmont:** Yes but they must each provide parking spaces in number to the use/sq. footage of use based on a ratio - see Section 8 of our Zoning Code.

**Brisbane:** Yes. This would be by written agreement between two parties and then with approval of a Use Permit by the Planning Commission.

**Burlingame:** No.

**Colma:** Yes – Requires City/Town Council Action.

**Daly City:** Yes, with property owner permission. All numerical parking requirements must be satisfied however.

**East Palo Alto:** No. But we would be open to exploring this as the Planning Commission recently approved a shared parking agreement for a church on Bay Road and there are several policies (TRA 3.2, LU 4.10) within the Four Corners Specific Plan that encourage staff to allow shared parking.

**Foster City:** The city, through the use permit procedure, may allow the parking requirements of this chapter to be satisfied by the sharing of parking stalls by more than one use, provided: a. The proposal is in the best interests of the city and does not inhibit the implementation of other city ordinances, policies or plans; and b. The applicant is able to show that peak hours of use will not overlap or coincide to the degree that peak demand for parking stalls from all uses is greater than the total supply of parking stalls; and c. The shared parking facility is within three hundred feet of the principal entrance containing the use(s) for which the parking is required; and d. A written agreement between landowner(s) and the city, satisfactory in form and content to the city attorney, is approved by the city. This agreement concerning use and access to parking stalls shall be in the form capable of and subject to being recorded to constitute a covenant running with the land. The agreement shall include: i. A guarantee that there will be no substantial change in the uses that will create a greater demand for parking, ii. A guarantee among the landowners for access to and use of the shared parking facilities, iii. A provision that the city may require parking facilities in addition to those originally approved upon finding by the city council that adequate parking to serve the use(s) has not been provided, and iv. A provision stating that the city may, with due cause, notice and hearing, unilaterally modify, amend or terminate the agreement at any time.

**Half Moon Bay:** Yes - See 2 below.

**Hillsborough:** We allow joint parking lots for different structures or uses as long as the total number of stalls is not less than the total of the separate requirement for each use.

**Menlo Park:** Yes, on a case-by-case review.

**Millbrae:** Not for residential development on separate lots.

**Pacifica:** Yes.

**Portola Valley:** Yes.

**Redwood City:** In the downtown area, shared parking is encouraged. Businesses are allowed a 50% reduction in required parking spaces if they are shared. Shared parking outside of downtown may be

permitted with a Use Permit, if it can be demonstrated that there are differing peak hours for the respective uses.

**San Bruno:** The current code does not allow it, but we expect to allow it with Planning Commission action after the Zoning Code update (currently in progress).

**San Carlos:** Shared parking agreement with Planning Commission approval of a parking exception for properties within the CS, CP, CR, C-2 or C-4 zoning districts.

San Mateo County: Yes, but the total allowed parking must still meet the individual requirements of the 2 buildings, unless the hours of operation of the two facilities do not substantially overlap.

**San Mateo County:** Yes, but the total allowed parking must still meet the individual requirements of the 2 buildings, unless the hours of operation of the two facilities do not substantially overlap.

**San Mateo:** Yes, as long as individual parking requirements are met. A special permit for shared parking would be required if buildings are located on separate parcels, or if the shared parking does not meet parking standards for all of the individual uses in the two buildings.

**South San Francisco:** Yes, subject to a use permit.

**Woodside:** Municipal Code Section 153.118(E) The Planning Commission may authorize the joint use of parking facilities as follows:

Up to 50% of the parking facilities required by this subchapter for a primarily daytime use may be provided by the parking facilities of a church or other house of worship, or any auditorium incidental to a public or parochial school, or the parking facilities of a primarily nighttime use; and up to 50% of the parking facilities required by § 153.117 for a primarily nighttime use may be provided by the parking facilities of a primarily daytime use; provided, however, such reciprocal parking areas shall be subject to the conditions set forth in division (3) below of this section.

Up to 100% of the parking facilities required by § 153.117 for a church or for an auditorium incidental to a public or parochial school may be supplied by the parking facilities of a use not normally open, used, or operated during the principal operating hours of such church or school, subject to the conditions set forth in division (3) below.

The following conditions shall be required for the joint use of parking facilities:

- (a) The structure or use for which the application is made shall be located within 500 feet of such parking facility.
- (b) There shall be no substantial conflict in the principal operating hours of buildings or uses for which the joint use of off-road parking facilities is proposed.
- (c) If the building, structure, or improvement requiring parking space is in one ownership, and the required parking space provided is in another ownership, partially or wholly, a legal instrument shall be executed by the persons concerned for the joint use. Such instrument shall be approved as to form and manner of execution by the Town Attorney and filed with the Town. Such instrument shall warrant that the parking area under joint use, as approved by the Town, shall not be made subject to any other contract for use without the prior consent of the Planning Commission..

**Question 2-  
How do you calculate parking requirements for mixed use developments?**

**Atherton:** No mixed use developments.

**Belmont:** Spaces must be provided for each use based on a ratio - a discount (15% to 25%) can be sought for mixed-use and/or proximity to the CalTrain Station.

**Brisbane:** The residential portion would be calculated the same as indicated in the previous questions and the other uses would be added to that based on the type of use and square footage of that use. For retail stores/restaurants/bars/offices the calculation is 1 parking space per 300 sq ft of gross floor area of that use.

**Burlingame:** Each use provides parking as required for that use.

**Colma:** Parking is usually calculated by adding all uses. However, parking could be reduced with a study, which demonstrates reduction based on proposed mixture of uses.

**Daly City:** We allow a 20 percent reduction for mixed-use office and residential.

**East Palo Alto:** 1 covered space for 0-1 bedrooms; 1.5 covered spaces for 2 plus, 2 covered spaces for 4 bedrooms. There is no reduction given for mixed-use developments. No reduction for projects outside of the Four Corners Specific Plan. For projects inside the Specific Plan for mixed use projects where parking is not segregated, parking may be reduced by up to 20-percent.

**Foster City:** By use of the structure (i.e. Retail with Residential would be calculated by square feet of retail at the retail ratio and the number of bedrooms per unit at the residential ratio).

**Half Moon Bay:** Joint use is allowed provided that the total supplied collectively is not than the sum of the requirements for the various uses computed separately.

**Hillsborough:** We do not have any zoning for commercial or mixed use developments. However we do allow private schools, country clubs, public parks and private clubs. The parking for these uses are as follows: Parks, 1 stall per 20,000 sf, Country Clubs, 1 stall for each 70 square feet of floor area, Private Schools, 1 stall for each 2 students plus 1 for each faculty member and employee, plus 1 for every 5 dormitory rooms. For Elementary and junior high schools, 1 for each employee, for senior high schools, 1 for each employee plus 1 for each 6 students.

**Menlo Park:** Based on each of the component uses with consideration of shared parking.

**Millbrae:** For mixed-use occurring within our BART station specific plan, there are specific standards listed in that plan document (including lower standards with closer proximity to the station). For mixed-use under "PD" zoning outside of the specific plan area, it would be determined as part of the process to rezone to "PD" or to amend an existing PD. For all other mixed-use, it would be some combination of the cumulative required parking.

**Pacifica:** Where two (2) or more uses under the same or different owners and/or managers are located in the same structure and/or in a common development the sum of the separate requirements for each use shall be provided as set forth in the Parking Ordinance.

**Portola Valley:** Currently the town does not have any mixed-use development. If any were to occur, they would need Planning Commission approval.

**Redwood City:**

Mixed Use Zoning Districts – 1.5 spaces/unit for studio or one-bedroom units and 2 spaces/unit for two-bedroom or larger units, plus 1 space/4 units of guest parking. Guest parking may be reduced if certain criteria are met.

Downtown Parking Zone – 1 space/unit for one-bedroom units and 1.5 spaces/unit for two-bedroom or larger units. There are also maximums in place for the downtown parking zone. For

hotels and commercial uses, each shared parking space counts as 2 spaces towards parking requirements. In-Lieu Parking fees are available for the downtown parking zone.

Outside of Mixed-Use or Downtown Parking Areas – If a Use Permit is required, the Zoning Administrator has the authority to reduce the required number of spaces in response to the specifics of the project.

**San Bruno:** At this point we calculate the requirement for each use and add them together. We expect to update this method with the Zoning Code update (currently in progress).

**San Carlos:** 1. By use and square footage, but there are parking exceptions per SCMC 18.140.050. Also the Planning Commission can specify parking requirements in conjunction with other discretionary decisions.

**San Mateo County:** By aggregating the requirements for the individual uses.

**San Mateo:** Parking is calculated for each individual use (residential by unit and commercial by use and square footage).

**South San Francisco:** South San Francisco uses the standard parking requirements for each use.

**Woodside:** Woodside does not have mixed use development. Woodside does not have any mixed residential/commercial development. One ALQ is permitted per parcel within a commercial building. If this ever occurred, there shall be 2 spaces for the ALQ and the number of spaces necessary for the proposed use.

### Question 3-

**Do you require bicycle parking for mixed use/apartment buildings? If yes, please explain when.**

**Atherton:** No response provided

**Belmont:** No.

**Brisbane:** Bicycle parking is only required for newly constructed non-residential buildings; bicycle parking for other buildings could be required as a condition of Design Permit approval.

**Burlingame:** Projects within the Downtown Specific Plan area are required to provide bicycle parking at a minimum ratio of one bicycle spot for every 20 vehicle spots.

**Colma:** Yes, requires city/town council action.

**Daly City:** No.

**East Palo Alto:** No.

**Foster City:** Section 17.62.060C requires bicycle parking for all commercial/nonresidential uses, so it would apply to a mixed-use building.

17.62.060.C.3.

3. Bicycles. All commercial and office areas, food stores, drugstores and fast-food restaurants shall provide adequate locking facilities for bicycle parking at any location convenient to the facility for which they are designated. Whenever possible, weatherproofing or facility covering should be used.

**Half Moon Bay:** Only as condition of discretionary approval.

**Hillsborough:** We do not have any zoning for commercial or mixed-use developments. However we do have bicycle parking requirements as follows: a minimum of one bicycle parking facility in parking lots containing from thirty to one hundred parking stalls and another facility for each additional one hundred parking stalls.

**Menlo Park:** In general, there are no codified requirements, but the provision of bicycle parking normally occurs through the development review process. The ECR/D Specific Plan area and the R-4-S zoning district include long term and short term parking requirements.



**Millbrae:** Yes, within all new parking structures and on all new parking lots, as well as through design review for significant changes in existing development.

**Pacifica:** Yes, in commercial/mixed use projects.

**Portola Valley:** N/A. Portola Valley is a single-family residential community that does not have any mixed use/apartment buildings.

**Redwood City:** In all commercial districts, industrial districts, professional office, and public facilities districts there must be 1 bicycle parking space per 5,000 sq.ft. of floor area. In the downtown area, 1 bicycle parking space is required per 5 vehicle spaces. In mixed-use neighborhoods, residential must provide 1 space/3 dwellings, while commercial must provide secured bicycle parking at 5% of vehicle parking spaces.

**San Bruno:** We expect to require bicycle parking spaces for mixed use/apartment buildings with the Zoning Code update. For residential, we expect to require 1-2 bicycle parking spaces per ten units.

**San Carlos:**

1. Multi-family- bicycle storage 1 space per unit.
2. New developments- bicycle parking is equal to a minimum of 10% of required parking spaces.
3. Bicycle storage required for new multifamily and new commercial projects within the West Side Specific Plan parking area.

**San Mateo County:** Only in three specific areas: the Colma Bart district, the C-1/WMP (Neighborhood Commercial, West Menlo Park), and the CCR (Coastside Commercial Recreation) district.

**San Mateo:** Yes. See new bicycle parking requirements here:

[http://qcode.us/codes/sanmateo/view.php?topic=27-27\\_64-1-27\\_64\\_262&frames=off](http://qcode.us/codes/sanmateo/view.php?topic=27-27_64-1-27_64_262&frames=off)

**South San Francisco:** Yes, for developments with 8 or more units.

**Woodside:** Woodside does not have mixed use/apartment buildings. The use is permitted by right, but changes to commercial buildings require design review.

#### Question 4-

#### Do you allow developers to pay in lieu fees instead of providing parking? Under what circumstances?

**Atherton:** No.

**Belmont:** Pay In Lieu Fees have not been used within the last 8+ years. The City is reconsidering this position.

**Brisbane:** Not at this time (no parking assessment district has been formed).

**Burlingame:** Not for residential projects.

**Colma:** No.

**Daly City:** No.

**East Palo Alto:** No, but Specific Plan Policy TRA 3.2 encourages the City to use pricing points to reduce the need for parking.

**Foster City:** Parking In-lieu Fees. The city may allow the parking requirements of this chapter to be satisfied through the payment of parking in-lieu fees. a. In commercial, service and office districts where it can be demonstrated that the reasonable and practical development of property precludes the provision of required off-street parking, the city council, upon recommendation of the planning commission, may permit the off-street parking requirements for the use to be satisfied by the payment to the city of a sum equivalent to the estimated, normal, current cost of providing required off-street parking to serve the contemplated use. Any off-street parking satisfied in this manner shall

run with the land, and any subsequent change of use which requires more parking shall require subsequent action to satisfy the additional parking requirement. No refund of such payments shall be made when there is a change to a use requiring less parking. Such payment shall be made to the city in one lump sum prior to the issuance of a building permit and/or business license. b. The amount of payment for each required parking space shall be fixed by resolution adopted from time to time by the city council. Funds derived from such payments shall be deposited by the city in a special fund, and shall be used and expended exclusively for the purpose of planning, designing, acquiring and developing off-street parking facilities located, insofar as practical, in the general vicinity of the property for which the in-lieu payments were made. (Ord. 480 2, 2000; Ord. 461 2 (part), 1999; Ord. 356 4, 1989; Ord. 288 1 (part), 1984)

**Half Moon Bay:** No

**Hillsborough:** No.

**Menlo Park:** Not yet, but there is interest in the idea.

**Millbrae:** Yes, for selected non-residential land uses, subject to PC approval of a Conditional Use Permit.

**Pacifica:** Yes, only in a specific area of the City a developer may pay a fee in lieu of providing parking spaces if approved by the Planning Commission.

**Portola Valley:** No.

**Redwood City:** In-Lieu fees may be paid in the downtown parking zone only. In-lieu payment is allowed only in the following cases:

- Infeasibility of providing the parking based on unusual size, shape, or topography of the site;
- Detrimental to the pedestrian nature of Downtown;
- Encouraging users to walk from the project site to off-site parking is beneficial to the downtown;
- Existing and planned parking supply in the project is adequate.

**San Bruno:** No. But we will study it in the future, per recommendations in the Transit Corridors Specific Plan.

**San Carlos:** Yes. There is a parking exception fund and certificates may be issued by the Zoning Administrator or Planning Commission depending on the number of spaces. Findings must be made that:

1. The site is within the West Side Specific Plan area and is within five hundred feet of an existing or planned public parking facility of at least ten parking spaces as outlined in the General Plan or other City report.
2. The parking exception is in the interests of the public health, safety and welfare.
3. On-site or shared parking opportunities are not available or feasible.

**San Mateo County:** No.

**San Mateo:** Technically can be permitted in downtown parking district area. However, surveys show no spaces are presently available. The Public Works Department is in the midst of a long term downtown parking study which will likely result in changes:

<http://www.cityofsanmateo.org/index.aspx?NID=2106>

**South San Francisco:** Only in the Downtown Parking District, fees are assessed at the discretion of the City.

**Woodside:** Woodside does not have provisions for parking in lieu fees.

**Question 5-**

**Do you reduce parking requirements for developments that have transportation demand management plans?**

**Atherton:** No.

**Belmont:** No.

**Brisbane:** This may be approved with a Use Permit.

**Burlingame:** No, except projects may apply for a parking variance. The variance must demonstrate hardship as well as include mitigations that may include TDM measures. However parking variances are typically only approved for commercial projects, not residential projects.

**Colma:** Yes – Requires City/Town Council Action. This would be done as a “PD” rezoning.

**Daly City:** No.

**East Palo Alto:** No- but we would be open to exploring this as the Planning Commission recently approved a shared parking agreement for a church on Bay Road and there are several policies (TRA 3.2, LU 4.10) within the Four Corners Specific Plan that encourage staff to allow shared parking.

**Foster City:** In the planned development districts, Section 17.36.060 allows the Planning Commission to grant up to a 10% deviation based on an impact analysis and a parking analysis.

**Hillsborough:** N/A.

**Menlo Park:** If the specifics of the project warrant a reduction.

**Millbrae:** It would be taken into consideration, but there is no prescribed formula for doing so.

**Pacifica:** No.

**Portola Valley:** N/A. Portola Valley is a relatively rural, low density, largely residential town. TDM would not be generally appropriate for the kinds of development we have here. An applicant could request a reduction as part of a conditional use permit process, however, and the planning commission would consider it.

**Redwood City:** Through the Use Permit process, TDM programs may be adequate justification to reduce parking.

**San Mateo:** Yes.

**San Mateo County:** No.

**San Bruno:** No. TDM plans are required for large office development. The City will consider reducing parking with TDM as part of the Zone Code update

**South San Francisco:** Yes, we will allow reduced parking requirements for TDM.

**Woodside:** No.

**Question 6-**

**Do you reduce parking requirements for developments that are located near transit centers or are Transit Oriented Development?**

**Atherton:** No.

**Belmont:** Yes.

**Brisbane:** This would be considered with a Design Permit or Specific Plan for a project.

**Burlingame:** Yes, within the boundary of the Downtown Specific Plan only.

**Colma:** Yes. This would be done as a “PD” rezoning.

**Daly City:** No.

**East Palo Alto:** No, But we would be open to exploring this as the Planning Commission recently approved a shared parking agreement for a church on Bay Road and there are several policies (TRA 3.2, LU 4.10) within the Four Corners Specific Plan that encourage staff to allow shared parking.

**Foster City:** No.

**Half Moon Bay:** No.

**Hillsborough:** N/A.

**Menlo Park:** If the specifics of the project warrant a reduction.

**Millbrae:** Yes.

**Pacifica:** No.

**Portola Valley:** N/A. There are no transit centers or locations for TODs in Portola Valley.

**Redwood City:** Yes, as our Mixed Use Zones and Downtown Parking Zones are located around transit centers.

**San Bruno:** The Transit Corridors Plan includes a reduction for most land uses. The City will consider reducing parking for developments that are near transit centers as part of the Zone Code update.

**San Carlos:** Yes to both. TOD within 1/3 mile of rail station, both through parking exception process.

**San Mateo County:** No.

**San Mateo:** Yes.

**South San Francisco:** Yes, we will allow reduced parking requirements for TDM, and for development within the City's Transit Village Zoning District and Downtown Zoning Districts.

**Woodside:** No.

**Question 7- Do you reduce parking requirements for developments that have abundant street parking?**

**Atherton:** No.

**Belmont:** Yes - in certain commercial districts.

**Brisbane:** In the case of the NCRO-2 Downtown Brisbane Commercial District, there is no required parking for storefront uses.

**Burlingame:** No.

**Colma:** Yes. We don't have any sites with abundant street parking, but would consider it under a PD rezoning if we did.

**Daly City:** No.

**East Palo Alto:** No.

**Foster City:** No, except where they apply for and receive a waiver as discussed above in the planned development districts.

**Half Moon Bay:** Yes.

**Hillsborough:** N/A.

**Menlo Park:** If the specifics of the project warrant a reduction.

**Millbrae:** Not officially (in a prescribed formulaic sense), but it can be taken into account where on-site parking is less than required, but not for residential development.

**Pacifica:** No.

**Portola Valley:** No, almost all developments are for single-family residences.

**Redwood City:** The Zoning Administrator may reduce or eliminate required guest or visitor spaces if adequate street parking is available.

**San Bruno:** The City is considering it, subject to Planning Commission approval.

**San Carlos:** No, but will be considered as part of parking exception process.

**San Mateo County:** No.

**San Mateo:** No.

**South San Francisco:** No, we do not allow reduced parking requirements for development with abundant street parking.

**Woodside:** No.

**Question 8-**

**Do you reduce parking requirements for developments that demonstrate lower than typical parking demand?**

**Atherton:** No.

**Belmont:** No.

**Brisbane:** By Use Permit or cooperative agreement (see No. 1, above).

**Burlingame:** Not typically for residential projects. Some commercial projects have been granted parking variances after demonstrating lower than typical parking demand through a parking and traffic study.

**Colma:** Yes. This would be done as a “PD” rezoning.

**Daly City:** No, unless in Planned Development zone.

**East Palo Alto:** No.

**Foster City:** Only where they apply for and receive a waiver as discussed above in the planned development districts.

**Half Moon Bay:** Yes.

**Hillsborough:** N/A.

**Menlo Park:** If the specifics of the project warrant a reduction. Requires Planning Commission Action (or Administrative Permit approved by Community Development Director if no other PC action is required) – commercial developments only.

**Millbrae:** Possibly, but the case-by-case nature of this has so far precluded adoption of quantifiable parameters.

**Pacifica:** No.

**Portola Valley:** This could be done for one of the institutional uses in town as part of conditional use permit review by the planning commission.

**Redwood City:** Potentially, with a use permit.

**San Bruno:** No.

**San Carlos:** No, but will be considered as part of parking exception process.

**San Mateo County:** Not explicitly, but exceptions may be applied for.

**San Mateo:** No, except as identified above.

**South San Francisco:** Yes, with a Parking Demand Study and approval of a use permit.

**Woodside:** No.

**Question 9-  
When, if ever, do you require parking to be behind buildings?**

**Atherton:** Never.

**Belmont:** We do not require this arrangement. The City is reconsidering this position.

**Brisbane:** In the NCRO-2 district, aside from the existing street parking, parking for residential uses and other non-storefront uses must be behind the building(s). Storefront uses are defined as uses that provide goods and services at street level, encourages pedestrian access from the street, and typically, through plate glass windows or displays, provides visual access.... Also, in the Crocker Park Trade Commercial district (TC-1) parking is prohibited in the front setback.

**Burlingame:** Not required by code, but encouraged through design guidelines.

**Colma:** Yes. This could be a requirement of our Design Review process- required for all new buildings and additions in commercial zones.

**Daly City:** We do not require parking behind buildings, unless required by a Specific Plan.

**East Palo Alto:** No.

**Foster City:** We do not define the location of parking, however as part of the architectural review process, we will look at the location of proposed parking areas and determine if that is appropriate for the site.

**Half Moon Bay:** Only as condition of discretionary approval.

**Hillsborough:** We have no requirements (design guidelines).

**Menlo Park:** Parking is encouraged to be screened.

**Millbrae:** For some new development, based upon design review of site-specific opportunities and constraints.

**Pacifica:** Never.

**Portola Valley:** N/A. Almost all development is single-family residential.

**Redwood City:** Exposed surface parking lots are prohibited in the downtown area. Some areas allow for surface parking lots to be wrapped by buildings. Parking areas must be located behind buildings in mixed-use zoning districts along major arterials.

**San Bruno:** Generally required in the Transit Corridors Plan area through Design Guidelines.

**San Carlos:** It is recommended in the Downtown Urban Design Guidelines. Also, parking exceptions may be given for development that orients parking behind buildings.

**San Mateo County:** *Survey response blank.*

**San Mateo:** It is based on design issues. Buildings are generally required to have a presence on the street, which leads to underground parking or parking behind the structures.

**South San Francisco:** No, not required by code; however new construction is subject to Design Review.

**Woodside:** Not required but encouraged.

**Question 10-  
What types of developments require covered parking?**

**Atherton:** None.

**Belmont:** Residential.

**Brisbane:** Residential only.

**Burlingame:** Single-family Residential, Duplex, Apartments and Residential Condominiums

**Colma:** Residential only. Single-family is ministerial, multi-family typical requires Town Council action.

**Daly City:** Although the code only requires "off-street" parking, in many instances the resulting parking is de facto covered due to the prohibition of satisfying the requirement for parking in any setback area.

**East Palo Alto:** All types with the exception of commercial.

**Foster City:** All residential.

**Half Moon Bay:** Residential.

**Hillsborough:** All single-family homes require construction of a two-car garage.

**Menlo Park:** Almost all residential projects.

**Millbrae:** All residential, carports allowed only for apartment buildings.

**Pacifica:** Single-family dwellings.

**Portola Valley:** Single-family residential construction.

**Redwood City:** Residential requires at least one covered space, and most downtown development involves covered parking due to the prohibition on exposed parking lots. Most areas of the downtown allow for or require structured parking (either above or below ground), which must be wrapped by buildings.

**San Bruno:** Residential.

**San Carlos:** Residential.

**San Mateo County:** Residential uses.

**San Mateo:** Single-family and multi-family residential – it is required by the Zoning Code.

**South San Francisco:** Residential.

**Woodside:** None.



**Question 11-  
When do you allow offsite parking?**

**Atherton:** N/A.

**Belmont:** With a Variance or Exception process.

**Brisbane:** By cooperative agreement (see no. 1, above).

**Burlingame:** Not for residential projects. Some commercial projects have been allowed offsite parking as a mitigation for a parking variance.

**Colma:** We would allow this as part of a Conditional Use Permit – with a shared parking agreement that is recorded.

**Daly City:** On a very limited basis, with adjacent property owner permission.

**East Palo Alto:** Single-family residential and Multi-family residential. As long it is located within 1,000 feet of the property it can be allowed.

**Foster City:** D. Optional Provisions. The following may be provided at the option of the developer when applicable to commercial, residential or office off-street parking uses, subject to city approval: 1. Shared Parking Facilities. The city, through the use permit procedure, may allow the parking requirements of this chapter to be satisfied by the sharing of parking stalls by more than one use, provided: a. The proposal is in the best interests of the city and does not inhibit the implementation of other city ordinances, policies or plans; and b. The applicant is able to show that peak hours of use will not overlap or coincide to the degree that peak demand for parking stalls from all uses is greater than the total supply of parking stalls; and c. The shared parking facility is within three hundred feet of the principal entrance containing the use(s) for which the parking is required; and d. A written agreement between landowner(s) and the city, satisfactory in form and content to the city attorney, is approved by the city. This agreement concerning use and access to parking stalls shall be in the form capable of and subject to being recorded to constitute a covenant running with the land. The agreement shall include: i. A guarantee that there will be no substantial change in the uses that will create a greater demand for parking, ii. A guarantee among the landowners for access to and use of the shared parking facilities, iii. A provision that the city may require parking facilities in addition to those originally approved upon finding by the city council that adequate parking to serve the use(s) has not been provided, and iv. A provision stating that the city may, with due cause, notice and hearing, unilaterally modify, amend or terminate the agreement at any time. 2. Off-Site Parking Facilities. The city may allow the parking requirements of this chapter to be satisfied through the provision of off-site parking facilities. a. The proposal is in the best interests of the city and does not inhibit the implementation of other city ordinances, policies or plans; b. The off-site parking facility is within three hundred feet of the principal entrance(s) containing the use(s) for which the parking is required or the off-site parking facility containing the use(s) for which the parking is required is served by a shuttle bus system the operations of which are approved by the City and guaranteed by an agreement which is subject to the provisions of subsection “d” below; c. Off-site parking facilities may be shared by more than one use by meeting the shared parking requirements; d. A written agreement between landowner(s) and the city satisfactory in form and content to the city attorney is approved by the city. This agreement concerning use and access to parking stalls shall be in a form capable of and subject to being recorded to constitute a covenant running with the land. The agreement shall include: i. A guarantee that there will be no substantial change in the uses that will create a greater demand for parking, ii. A guarantee among the landowners for access to and use of the shared parking facilities for the period of time that the off-site parking facilities are needed in order to serve the subject uses.

iii. A provision that the city may require parking facilities in addition to those originally approved upon the making of a finding by the city council that adequate parking to serve the use(s) has not been provided or has not been maintained, and iv. A provision stating that the city may, with due cause, notice and hearing, unilaterally modify, amend or terminate the agreement at any time

**Half Moon Bay:** May be allowed through parking exception process.

**Hillsborough:** N/A.

**Menlo Park:** Typically parking needs to be included on site. In the downtown area, off-site parking plazas are shared amongst those in the assessment district.

**Millbrae:** Only when the site has an existing building and its available on-site parking is so little (or non-existent) that no land use occupancy can meet the code required amount of parking.

**Pacifica:** Upon securing a use permit, required parking spaces may be provided up to 400 feet from the use; provided, however, no parking space accessory to a commercial district use shall be located in a residential district, unless approved by the Planning Commission.

**Portola Valley:** No.

**Redwood City:** Within the downtown, certain projects may be allowed to pay an in-lieu fee. Outside of downtown, the Zoning Administrator may consider off-site parking within 400 feet for patrons and within 900 feet for employees of commercial land uses.

**San Bruno:** In downtown parking district. The Code allows it for commercial uses subject to Planning Commission approval.

**San Carlos:** Exception process for off-site parking where the common ownership and possession of the site and the site of the parking facilities are reasonably certain to continue and that the off-site parking facilities will be maintained at all times during the life of the proposed use of building.

**San Mateo County:** All parking must be within 1000 feet of the facility it serves.

**San Mateo:** On nearby parking facilities with a long term lease subject to approval of a special permit.

**South San Francisco:** With approval of a Use Permit, provided the off-site parking can be accommodated within 400-ft. of the subject property with a paved handicap accessible walk from the parking to the principal entrance of the main building. A parking agreement is also required, with approval of the City Attorney and to be recorded in the County Recorder's Office.

**Woodside:** No provisions for offsite parking.

**Question 12-**

**Do you believe that your current parking requirements inhibit new development of multifamily or affordable housing? If yes, do you have programs or policies that address this constraint (please explain)?**

**Atherton:** No.

**Belmont:** Yes - we are working on General Plan Update for our Downtown Village Areas (Ralston/El Camino) to address this issue.

**Brisbane:** The steep topography in many of the residential areas of Brisbane necessitates significant site work and expensive foundations to accommodate parking, which can drive the cost of construction above the affordable range. There are policies in the Housing Element addressing this, and a revised Parking Ordinance (see above) is under consideration by the City Council.

**Burlingame:** Possibly – applicants requested waiving guest parking and service vehicle parking.

**Colma:** No. Development can be entitled as a "PD" which allows parking reduction. This could also be requested as a density bonus item.

**Daly City:** No.

**East Palo Alto:** No, because we have adopted several Housing Element policies providing flexibility for multifamily and affordable housing projects.

**Foster City:** No. We have approved the use of density bonus parking standards (or something less than the City standards) for developments that qualify for density bonus under state law. We have also granted the deviations under Chapter 17.36 where warranted.

**Half Moon Bay:** No - see 2.21 above.

**Hillsborough:** N/A (flexibility for 2<sup>nd</sup> units).

**Menlo Park:** No.

**Millbrae:** No, because if done by "PD" zoning, the required parking can be tailored to the function of the project.

**Pacifica:** No.

**Portola Valley:** No.

**Redwood City:** Within the downtown, the City has adopted a new ordinance providing greater flexibility. The City is also working to reduce some of the geometries associated with structured parking to further assist in the development process. We are also examining the role of parking requirements in inhibiting the creation of accessory dwelling units.

**San Bruno:** Yes, that is one reason the City is updating the Zoning Code. The City supports use the State Density bonus law parking standards for a new multifamily residential and mixed use projects.

**San Carlos:** No because there are many parking exceptions as outlined in SCMC 18.140.050. Further there are flexible parking standards for below market rate units.

**San Mateo County:** Potentially. The zoning code allows reduction in the size (but not the amount) of some parking spaces for some multifamily and affordable housing, but this does not completely address the issue.

**San Mateo:** No.

**South San Francisco:** No.

**Woodside:** The zoning inhibits multifamily housing. Due to the average size of parcels, most property owners can meet parking requirements for accessory living quarters/rental units.

**Question 13-  
What are the parking requirements for transitional housing?**

**Atherton:** N/A.

**Belmont:** Same as other multi-family housing.

**Brisbane:** The parking requirement for group homes is the same as for other single-family dwellings.

**Burlingame:** No specific requirement.

**Colma:** It is the same as single-family.

**Daly City:** There are no special requirements.

**East Palo Alto:** 1.5 covered spaces for transitional.

**Foster City:** We would consider this motel/hotel - 1/unit + 2 for manager/owner, except that if it's in an apartment or single-family house, they would have to meet the requirements for that size of housing unit.

**Half Moon Bay:** Parking for "Group Housing" not specified - May be determined through parking exception process.

**Hillsborough:** N/A.

**Menlo Park:** Case by case review, currently addressing Transitional Housing in Zoning Ordinance.

**Millbrae:** As specified under each Conditional Use Permit (if one is required based upon the zoning of the property); otherwise, the parking associated with the by-right site will have to suffice.

**Pacifica:** As determined by conditions of the permit approval. The requirements set forth in the Ordinance shall be used as guidelines to determine the parking needs for unlisted uses.

**Portola Valley:** Same as for other residential development.

**Redwood City:** Per state law, transitional housing is considered a residential use, so parking requirements are determined by the type of dwelling (see page 1 for a breakdown of parking requirements by dwelling type).

**San Bruno:** 1 parking space for each two sleeping rooms.

**San Carlos:** The closest I can see is Group Residential Facilities, which are: 1 open per unit, plus 1 for every 10 units. This category is not specifically listed.

**San Mateo County:** No explicit requirements- not discussed in zoning code.

**San Mateo:** Case by case review.

**South San Francisco:** 2 spaces for manager(s) plus 1 for every 5 beds & 1 for each non-resident employee.

**Woodside:** N/A. The Municipal Code allows transitional housing, but does not specify specific parking requirements.

**Question 14-  
What are the parking requirements for supportive housing/homeless shelters?**

**Atherton:** N/A.

**Belmont:** Same as above.

**Brisbane:** The parking requirement recommended in draft Ordinance No. 576 for emergency shelters would be 0.35 space per bed plus 1 space per staff member on the largest shift.

**Burlingame:** One parking space for each three (3) beds.

**Colma:** Vehicle Parking: An emergency shelter shall provide off-street parking spaces totaling the sum of: 0.35 parking spaces for every bed, rounded up to the nearest whole parking space; and one parking space for each employee who is working at the same time as another employee; and all parking spaces required under the Americans for Disabilities Act.

**Daly City:** There are no special requirements.

**East Palo Alto:** 1.5 covered spaces for supportive.

**Foster City:** Less than 6 people, single-family residence – more than 6 people, motel/hotel. Our proposed emergency shelter regulations (to be reviewed by the Planning Commission on 8/15/13 and City Council in October 2013): one space/employee or volunteer on duty when the shelter is fully open to clients, plus 1 parking space for every family (as defined in Section 17.04.210) sheltered and .35 parking spaces for each non-family bed. The Community Development director shall reduce the parking requirements if the shelter can demonstrate a lower need. The shelter shall also provide bicycle parking spaces of at least .5 spaces for each bed.

**Half Moon Bay:** Parking for "Group Housing" not specified - May be determined through parking exception process.

**Hillsborough:** N/A.

**Menlo Park:** Case by case review; currently addressing Emergency Shelter zoning in Zoning Ordinance.

**Millbrae:** As specified under each Conditional Use Permit (if one is required based upon the zoning of the property); otherwise, the parking associated with the by-right site will have to suffice.

**Pacifica:** As determined by conditions of the permit approval. The requirements set forth in the Ordinance shall be used as guidelines to determine the parking needs for unlisted uses.

**Portola Valley:** Parking can be shared with a church use. If separate parking is needed, the requirement is for 0.35 parking spaces per bed plus one space per staff member on duty when guests are present.

**Redwood City:** One space for every 5 beds plus 2 additional spaces.

**San Bruno:** 1 parking space for each three beds.

**San Carlos:** The closest I can see is Group Residential Facilities, which are: 1 open per unit, plus 1 for every 10 units. This category is not specifically listed.

**San Mateo County:** No explicit requirements- not discussed in zoning code.

**San Mateo:** Case by case review.

**South San Francisco:** 1 per 200 square feet for homeless shelter.

**Woodside:** N/A. The code allows for such uses but does not provide specific parking requirements.

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