

24.12.220 EXCEPTIONS.

1. Off-street parking and loading requirements set forth in this part shall not apply to:

a. agricultural uses or

b. development within one half-mile of a Major Transit Stop

i. This exception shall not apply to any lodging use.

24.12.240 NUMBER OF PARKING SPACES REQUIRED.

	Use	Spaces Required
a.	Automobile or machinery sales and service garages	1 for each 400 square feet of floor area
b.	Banks without automatic teller machines	1 for each 400 square feet of floor area
c.	Banks with automatic teller machines	1 for each 400 square feet of floor area; plus 1.5 for each machine
d.	Business and professional offices, excluding medical and dental offices	1 for each 300 square feet of floor area
e.	Billiard parlors	1.5 for each table
f.	Community care residential facilities, including, but not limited to: assisted living facilities, children's homes, congregate care homes, nursing homes, residential treatment facilities	1 for every 5 guests, plus 1 for each employee on the shift with the maximum number of personnel
g.	Houses of worship	1 for each 3.5 seats in the sanctuary
h.	Dancehalls and assembly halls without fixed seats, exhibition halls, except church assembly rooms in conjunction with auditoriums	1 for each 3 persons of design occupancy load
i.	Family daycare and foster family homes	1 for every 5 guests, plus 1 for the resident owner or manager
j.	Funeral homes, mortuaries	1 for each 5 seats of the aggregate number of seats

		provided in all assembly rooms
Ⓚ	Furniture and appliance stores, household equipment	1 for each 800 square feet of sales floor area
Ⓛ	Hospitals	1 for each bed, plus 1 for each employee on the shift with the maximum number of personnel
Ⓜ	Hotels, motels	1 for each unit intended for separate occupancy, plus 1 for the resident owner or manager
Ⓝ	Manufacturing plants, bottling plants, processing plants, packaging plants, furniture repair	1 for each 500 square feet of floor area
Ⓞ	Medical and dental clinics and offices	1 for each 200 square feet of floor area
Ⓟ	Medical (or convalescent) hospitals	1 for each 5 beds, plus 1 for each employee on the shift with the maximum number of personnel
Ⓠ	Physical fitness facilities Physical fitness facilities with more than 15,000 square feet of floor area shall provide an additional 10 percent of the total number of required parking spaces.	1 space for each 250 square feet of floor area
Ⓡ	Physical therapy	1 space per 200 square feet of floor area. In addition, 1 space per 50 square feet of pool (water) area
Ⓢ	Residential Uses	

		Number of Bedrooms		
	Type	Efficiency	1	2+
	Single-family (including townhouses), houseboat, duplex, triplex, multiple mobilehomes, community housing projects, other multifamily dwelling units	1.0	1.0	2.0
	Community housing projects, townhouses, and multifamily projects of 5 units or more	In addition to meeting above residential parking requirements, guest parking spaces shall be provided at		

		a rate 10% of the above standards. Fractional spaces will be rounded up to the next whole number.
	Lodging, rooming houses and bed-and-breakfast inns	2 spaces, plus 1 for each bedroom that is rented
	Residence halls, dormitories	0.75 space for each guest or occupant
	Senior housing development	1 for each 3 dwelling units or rooms intended for separate occupancy, plus an area of land equal to the required off-street parking for multifamily units, not including required open space, which could be converted to parking should the retirement center change to a multifamily residential use
	Flexible density unit (FDU)	1 space for each dwelling unit
	Single-room occupancy dwelling unit, less than 300 square feet	0.75 for each dwelling unit
	Single-room occupancy dwelling unit, 300 square feet or more	1 for each dwelling unit
	Accessory dwelling unit	<p>The parking standards for accessory dwelling units are as follows (these standards do not affect the amount of required parking for the primary residence):</p> <p>Outside the coastal zone, no off-street parking shall be required for an ADU and spaces removed to accommodate an ADU will not require replacement.</p> <p>On parcels located inside the coastal zone and within the designated areas shown in the LCP Figure “ADU Parking Required” (which follows this table), at least one off-street parking space shall be required for each ADU, and all off-street parking requirements associated with all other residential uses at the site shall be met on site, including replacement parking spaces if any are removed to accommodate an ADU.</p> <p>On parcels located inside the coastal zone but not within the designated areas shown in LCP Figure “ADU Parking Required” (which follows this table), zero parking spaces shall be required for each ADU. When a garage, carport, or covered parking structure is demolished in conjunction with the construction of an accessory dwelling unit or converted to an accessory dwelling unit, those off-street parking spaces are not</p>

		required to be replaced. If other parking areas on a site (e.g., a driveway or other nonstructural parking area) are removed to provide for an ADU, off-street replacement parking spaces shall be required for the primary (non-ADU) residential use.
--	--	--

-	Use	Spaces Required
⚠	Restaurants and other establishments selling food and beverages on the premises (including bars and nightclubs without live entertainment)	1 for each 120 square feet of floor area
⚠ ⚠	Restaurants with counter and/or take-out service or drive-in facilities	1 for each 120 square feet of floor area, plus 1 for each 50 square feet of floor area devoted to counter/take-out service
⚠ ⚠	Research and development facilities	1 for each 325 square feet of floor area, or 1 for every 2 employees (maximum shift), whichever is greater
⚠	Retail stores, shops, service establishments, including shopping centers other than furniture and appliance stores	1 for each 250 square feet of floor area
⚠ ⚠	Schools: • Elementary and junior high • High schools	1 for each employee 1 for each employee, plus 1 for each 10 students
⚠ ⚠	Colleges (business, beauty, etc.) and universities	1 for each employee, plus 1 for each 3 students
⚠ ⚠	Self-service laundry and dry cleaning establishments	1 for each 200 square feet of floor area
⚠ ⚠ ⚠	Service stations	3 for each lubrication or service bay, plus 1 for each employee on the day shift
⚠ ⚠ ⚠	Sports arenas, auditoriums, assembly halls, and meeting rooms	1 for each 3.5 seats of maximum seating capacity
⚠ ⚠ ⚠	Theaters	1 for each 3.5 seats for the first 350 seats; plus 1 for each 5 additional seats

a d r	Tutoring facilities	1 for each 250 square feet of floor area
a e r	Wholesale establishments, warehouses, service and maintenance center, communications equipment buildings	1 for each 1,000 square feet of floor area
a f - -	Recycling collection facilities <ul style="list-style-type: none"> • Independent • In conjunction with other uses that provide required parking 	2 spaces 0 spaces
a g r	Unspecified uses of buildings, structures, or premises	Where the parking requirement for a particular use is not specifically established in this section, the parking requirements for each use shall be determined by the zoning administrator, and such determination shall be based upon the requirements for similar uses. Public uses not specifically established in this section shall meet the parking requirement as established by the planning commission. The planning commission shall take into account the proposed use and parking availability in the vicinity of the use.
a h r	Uses in Parking District No. 1 (Downtown)	Parking shall be provided in conformance with the resolution of the city council for this district in effect at the time of submittal of a complete application.

24.12.250 BIKE PARKING REQUIREMENTS.

1. Bicycle parking facilities shall be provided for any new building, addition or enlargement of an existing building, or for any change in the occupancy, ~~except when the project property is located within the Parking District Number 1.~~
2. Bike Spaces and Type Required. Bicycle parking facilities' quantity and type shall be provided in accordance with the following schedule, with fractional quantity requirements for bike parking over one-half to be rounded up. Each bicycle parking space shall be no less than six feet long by two feet wide and shall have a bicycle rack system in compliance with the bike rack classifications listed in subsection 4. ~~Fractional amounts of the type of parking facilities may be shifted as desired.~~

		Number of Bicycle Parking Spaces Required	Classification
a	Commercial, industrial, office, retail, service	-	20% Class 1 80% Class 2
-	Number of auto parking spaces	2 + 15% of auto parking requirement	-
b	Multifamily residential (3 or more units)	1 space per unit	100% Class 1 garages or secure accessible indoor areas count One space per four units Class 2
c	Public or commercial recreation	35% of auto parking	10% Class 1 90% Class 2
d	Schools	1 space per 3 students	100% Class 2 secured, covered
e	Park-and-ride lots and transit centers	35% of auto parking	80% Class 1 20% Class 2
f	Lodging	1 space per 5 units	10% Class 1 90% Class 2

	<u>Example</u>	<u>Number of Bicycle Parking Spaces Required</u>	<u>Classification</u> <u>Class 1 = Long-term</u> <u>Class 2 = Short-term</u>
<u>Industrial</u>	Warehousing, manufacturing,	<u>1 per 7,500 square feet,</u> <u>Minimum 2 spaces</u>	<u>80% Class 1</u> <u>20% Class 2</u>
<u>Office and Financial Institutions</u>	General office, medical, clinic, research and development, banks	<u>1 per 1,500 square feet,</u> <u>Minimum 2 spaces</u>	<u>20% Class 1</u> <u>80% Class 2</u>
<u>Retail/Service or other Commercial</u>	Grocery store, hardware store, personal services, handicraft	<u>1 per 1,000 square feet,</u> <u>Minimum 2 spaces</u>	<u>20% Class 1</u> <u>80% Class 2</u>

<u>Restaurant/Bar</u>	<u>Restaurant, Deli, coffee shop, bar/tasting rooms</u>	<u>1 per 500 square feet, Minimum 2 spaces</u>	<u>20% Class 1</u> <u>80% Class 2</u>
<u>Multifamily Residential (3 or more units)</u>	<u>Housing developments with 3 or more units</u>	<u>See classification column</u>	<u>Class 1 – 1 space per unit - garages or secure accessible indoor areas count</u> <u>Class 2 – 1 space per 4 units, Minimum 2 spaces</u>
<u>Commercial recreation</u>	<u>Sports Arenas,, Theaters</u>	<u>See classification column</u>	<u>Class 1 – 1 per 10,000 square feet</u> <u>Class 2: 1 per 40 seats, Minimum 10</u>
<u>Civic Uses (Civic, Cultural, Public, and Religious Assembly)</u>	Library or museum, places of public or religious assembly	<u>1 per 1,000 square feet</u>	<u>10% Class 1</u> <u>90% Class 2</u>
Schools		1 per <u>5 students</u>	<u>20% Class 1</u> <u>80% Class 2*</u> <u>*must be in secure area such as bike cage or within gated school grounds, preferably with weather protection such as roof</u>
<u>Park-and-ride lots</u>		<u>1 per 10 auto parking spaces, Minimum 2 spaces</u>	<u>100% Class 1</u>
<u>Transit centers</u>		<u>See classification column</u>	<u>30 Class 1 spaces</u> <u>12 Class 2 spaces</u>
<u>Lodging</u>	<u>Hotel, motel</u>	<u>1 per 5 rooms/units</u>	<u>10% Class 1</u> <u>90% Class 2</u>

<u>Commercial Parking</u>		<u>1 per 10 auto parking spaces</u>	<u>100% Class 1</u>
<u>Parking District No 1- Residential Uses</u>	<u>Multifamily housing</u>	<u>See classification column</u>	<u>One (1) Class 1 bicycle parking space per unit</u> <u>One (1) Class 2 bicycle parking space per 15 units</u>
<u>Parking District No 1- Non- Residential Uses</u>	<u>Any non residential uses in District</u>	<u>1 per 1,000 square feet</u>	<u>25-% Class 1</u> <u>-75% shall be Class 2.</u> <u>The Class 2 spaces shall be publicly accessible, and the style shall be inverted U.</u>
<u>Emergency Shelters</u>	<u>See 24.12.1610</u>	<u>1 per 3 occupants</u>	<u>25-% -Class 1</u> <u>-75% shall be Class 2.</u> <u>The Class 2 spaces shall be publicly accessible, and the style shall be inverted U.</u>

3. For projects requiring 20 or more bike parking spaces, a bike fix-it station is required. A fix-it station shall include at a minimum a bicycle pump; 2.5, 3, 4, 5, 6, and 8mm Allen wrenches; 8, 9, 10-, 11-, 15-, and 32-mm box wrenches; two tire levers; and a Phillips and flat head screwdriver. For projects requiring 20 or more bicycle parking spaces a minimum of 5 percent of required bicycle parking spaces must have a larger footprint of 3 feet by 10 feet, which must be provided in a horizontal, floor level rack. These spaces will be available for larger bicycles such as e-bikes, cargo bikes, bikes with trailers, and other larger bicycles.

4. Classification of Facilities.

a. “Class 1 bicycle facility” means a locker, individually locked enclosure or supervised area within a building providing protection for each bicycle therein from theft, vandalism and weather. Class 1 facilities are intended for long-term storage.

b. “Class 2 bicycle facility” means a stand or other device constructed so as to enable the user to secure by locking the frame and one wheel of each bicycle parked therein. Racks must provide two points of contact to bicycle frames, so that they are easily usable with both U-locks and cable locks. Racks should support the bikes in a stable upright position

so that a bike, if bumped, will not fall or roll down. The preferred Class 2 bike rack style is an inverted U, which meets code requirements. Racks that support a bike primarily by a wheel, such as standard “wire racks,” are damaging to wheels and thus are not acceptable. Class 2 facilities are intended for short-term storage. (See Bikes are Good Business design guidelines.)

45. Location and Design of Facilities.

- a. Bicycle parking ~~should~~ shall be located in well-lit locations within 40 feet of the building’s entrance and clustered in lots not to exceed sixteen spaces each.
- b. Bicycle parking facilities shall provide two points of contact to bicycle frames to support bicycles in a stable position without damage to wheels, frame or other components.
- c. Bicycle parking facilities should be located in highly visible, well-lighted areas to minimize theft and vandalism.
- d. Bicycle parking facilities shall be securely anchored to the lot surface so they cannot be easily removed and shall be of sufficient strength to resist vandalism and theft.
- e. Bicycle parking facilities shall not impede pedestrian or vehicular circulation, and should be harmonious with their environment both in color and design. Parking facilities should be incorporated whenever possible into building design or street furniture.
- f. Racks must not be placed close enough to a wall or other obstruction so as to make use difficult. There must be sufficient space (at least twenty-four inches) beside each parked bike that allows access. This access may be shared by adjacent bicycles. An aisle or other space shall be provided to bicycles to enter and leave the facility. This aisle shall have a width of at least six feet to the front or rear of a bike parked in the facility.
- g. Paving is not required, but the outside ground surface shall be finished or planted in a way that avoids mud and dust.
- h. Bike parking facilities within auto parking areas shall be separated by a physical barrier to protect bicycles from damage by cars, such as curbs, wheel stops, poles or other similar features.
- i. Any bicycle parking provided in double-decker bicycle racks have a lift-assist mechanism to aid the user in parking their bicycle on the upper rack.

j. If vertical wall hanging bicycle racks are used for Class 2 bicycle parking, 30% of required Class 2 bicycle parking must be provided in racks that meet Class 2 requirements in 24.12.250.4(b) at ground level.

k. If required Class II bicycle parking is not clearly visible to bicyclists approaching from adjacent public roadways or paths, signs shall indicate the locations of the facilities on the exterior of the building at each major entrance and in other appropriate locations. Where necessary, additional directional signage to the bicycle parking area shall be provided.

56. Variation to Requirements.

a. Substitution of Car Parking with Bike Parking. New and preexisting developments may reduce up to ten percent of their parking requirement with the provision of unrequired additional bike parking, as long as the spaces are conveniently located within 40 feet of a building entrance ~~near the entrance~~. This parking reduction must yield at least six bike parking spaces per converted auto space. These bike parking spaces shall be in addition to the bike parking facilities required by Section 24.12.250, and provided in the same ratio of Class 1 and Class 2. The total available parking reduction granted shall be calculated in conformance with the city parking reduction worksheet in effect at the time a complete planning application is submitted.

b. Where the provision of bike parking is ~~physically~~ not feasible the requirements may be waived or reduced to a feasible level by the zoning administrator in accordance with city bike parking standards ~~for existing buildings~~.

c. Downtown Parking District- All nonresidential uses. Businesses and developments within Parking District No 1 are not required to provide Class 2 bicycle parking on site if adequate on-site space is not available, as determined by the Planning Director. The city shall permit required bicycle parking within the public right-of-way for the downtown parking district area in locations and amounts determined by the Director of Public Works.

24.12.280 DESIGN REQUIREMENTS.

1. Driveway Design Standards.

a. Parking facilities hereafter established and which are located adjacent to a required front yard in an adjoining A-District or R-District shall be provided with a clear vision area and parking facilities which are located adjacent to two intersecting streets shall include a clear corner triangle as defined in this title. These areas shall be maintained in conformance with Section 13.30.110.

- b. The total clear space to accommodate a vehicle in driveways and private parking areas used as private parking facilities for single-family residential uses shall not be smaller than the dimensions of required on-site parking spaces.
- c. Driveways shall be designed to conform with existing contours to the maximum extent feasible.
- d. Driveways shall enter public/private streets in such a manner as to maintain adequate line of sight in clear vision areas and clear corner triangles.
- e. Driveways shall have a maximum grade of twenty-five percent as illustrated in the following diagram:

* Back edge of standard city driveway.

** All percentages are measured from the edge of standard city driveway.

- f. Driveways and approaches shall comply with the applicable standards set forth in Chapter 15.20.

2. Parking Facility Layout. The diagrams entitled "Sample Parking Designs and Standards," included at the end of this chapter, shall be used for dimensions in the development and arrangement of parking spaces and parking areas. Layout and traffic flow is illustrative only and these standards may be varied with supportive documentation of acceptable circulation by a California-licensed civil engineer.

- a. Each standard-size parking space shall be either:

(1) ~~Not~~ less than nineteen feet in length by eight and one-half feet in width; or

(2) Included in a mechanical parking lift.

- b. Each compact parking space shall be either:

(1) not less than sixteen feet in length by seven and one-half feet in width; or

(2) Included in a mechanical parking lift.

c. Applications including mechanical parking lifts or stacked parking shall demonstrate how individual users can effectively access vehicles. Unless utilizing Section 20.290.2.f, parking lifts and stacked parking are not permitted except:

i. within enclosed parking garages in any location or

ii. within parking structures included with commercial and mixed-use development in Parking District 1.

lii. In no case shall parking lifts be installed in a surface parking lot or in any other location that is open to the sky including the roof of a parking structure.

3. Access to Spaces or Facilities.

a. Access to parking facilities shall not be less than twenty feet in width; except as follows:

(1) Access to parking facilities containing five or fewer parking spaces shall be not less than ten feet in width, except as provided in subsection (1), Driveway Design Standards, for private facilities for single-family homes.

(2) Access to parking facilities containing between six and twenty parking spaces shall be not less than twelve feet in width.

(3) Where separate one-way drive aisles are proposed, each shall be not less than ten feet in width.

(4) The zoning administrator shall determine the width of driveways serving parking facilities in the GB-O District based on the following findings:

i. That the width is necessary to preserve the open-space character of the area;

ii. That the width contributes to the compatible use of open-space lands.

(5) The public works department, planning and community development department, and/or the fire department may approve designs that vary from the above standards based on the individual circumstances of a parcel or use.

b. Backing Out.

(1) General. Driveways and aisles in a parking facility shall be designed so that vehicles do not back out into a street other than a residential alley.

(2) Exceptions. Parking facilities for single-family dwellings and duplexes not located on a highway or major or minor arterial, as shown on the General Plan Land Use Map, may provide for backing into the street. Parking facilities for three-family dwelling or triplex or four-family dwelling or fourplex may be

designed to back out onto a street only if the street is not an arterial or collector street.

(3) Dimensions. Public and private parking facilities shall provide at least twenty-four feet of clear area behind parking spaces for backing-out and turning movements when ninety-degree parking spaces are used, at least fifteen feet when forty-five-degree parking is used, and at least eighteen feet when sixty degree parking is used. In unique situations, a California-licensed civil engineer may demonstrate with a turning diagram that this dimension can be reduced and still provide adequate on-site circulation for standard sized vehicles. Reductions in back-out area are subject to review and approval by the planning director or designee in consultation with the director of public works or designee.

4. Tandem Spaces or Parking Lifts in Residential Development.

a. ~~Required parking~~ parking spaces for residential uses may be provided in a tandem arrangement no more than three parking spaces deep. No parking space may be in tandem with a parking space for a separate dwelling unit except as allowed for accessory dwelling units.

b. Parking spaces for residential uses may be provided in parking lifts. In multi-family residential uses, each household must have independent access to their vehicles at any time without requiring the involvement of any other household.

c. Residential parking arrangements relying on valet service may exceed either of the above thresholds by demonstrating that residents are able to access any of their vehicles at any time.

5. Border Barricades. Every parking facility containing angled or ninety-degree parking spaces adjacent to a street right-of-way shall, except at entrance and exit drives, be developed with a solid curb or barrier along such street right-of-way line; or shall be provided with a suitable concrete barrier at least six inches in height and located not less than two feet from such street right-of-way line. Such wall, fence, curb, or barrier shall be securely installed and maintained.

6. Surfacing. All off-street parking facilities shall be surfaced with a minimum of five inches of concrete, or one and one-half inches of asphalt overlying four inches of base rock; except:

a. Temporary off-street parking facilities, which may be surfaced by placement of a single bituminous surface treatment upon an aggregate base, which bituminous treatment and base shall be subject to the approval of the director of public works;

b. Driveways and parking pads for single-family residences may be surfaced with four inches of concrete or other approved material;

c. Parking facilities approved by the zoning administrator or planning commission for a different parking surface;

d. All off-street parking facilities shall be so graded and drained as to dispose of all surface water from within the area; in no case shall such drainage be allowed to cross sidewalks.

7. Marking. Parking spaces within a facility shall be clearly marked and delineated. For nonresidential uses, wheel stops or curbing may be required.

8. Lighting. Lighting shall be directed onto the subject property only and shielded so that the light source is not visible from adjacent properties or streets.

9. Landscaping and Screening.

a. General Requirements. Landscaping shall be provided in conjunction with the development or modification of any parking space or facility. Landscaping is employed to diminish the visibility and impact of parked cars by screening and visually separating them from surrounding uses and the street; to provide shade and relief from paved areas; to channel the flow of traffic and generally contribute to good site design.

(1) Every commercial parking facility abutting property either located in R-Districts or in residential uses shall be separated from such property or use by a permanently maintained evergreen hedge, view-obscuring wall or fence, raised planter, planted berm or the like. Such screening devices shall be of sufficient height to diminish the visibility and impact of parked cars and visually separate them from the adjacent residential zone or use. Screening devices may not exceed the standards set forth in Section 13.30.110.

(2) Except for parking facilities for single-family lot development, landscaped areas shall be separated from paved parking areas by a six-inch continuous concrete curbing, or other permanent landscape feature including fencing, gravel, or rigid landscape edging. Parking facilities that incorporate landscaped storm water treatment or retention areas in conformance with adopted city best management practices for low impact development shall be exempt from this requirement adjacent to those areas used for treatment or retention.

b. Standards for Multifamily, Over Five Units, Commercial and Industrial Developments. Every parking facility shall include a minimum of ten percent of area devoted to parking in permanent landscaping. Landscaping shall be installed in areas used to channel the flow of traffic within parking rows, at the entry to aisles, and at

other locations specified by the approving body. Required landscaping shall include appropriate vegetation including trees which shall be provided in sufficient size and quality to adequately screen and soften the effect of the parking area, within the first year.

24.12.290 VARIATIONS TO REQUIREMENTS.

The off-street parking requirements of this part may be satisfied or modified in the following ways:

1. Parking District Number 1. If the property being occupied or proposed to be occupied is in Parking District Number 1 and requires a number of parking spaces greater than the existing use, and not otherwise accommodated on the site, the downtown commission shall review the project and advise the decision-making body as to whether the parking district is capable of providing adequate parking for the new use and existing uses in the vicinity.

2. Variations to Design Requirements. ~~Outside of Parking District Number 1, a~~ A variation to the design standards may be approved by the zoning administrator as part of an administrative use permit to supersede the design requirements contained in this section if a finding can be made that the purpose of this section is met and the following standards are met, as applicable:

- a) Parking must be able to properly function, allowing for convenient maneuvering, and compatible relationship to adjacent uses.
- b) All parking stalls shall be marked.
- c) The parking arrangement shall not create safety problems for persons parking in or traversing the parking area.
- d) Any valet parking program must operate full-time during established business or operating hours (if applicable).
- e) Any off-site parking program, for any amount of the required number of parking spaces either:
 - i. ~~Is~~ within a quarter-mile radius from the subject site; or
 - ii. Includes a permanent and effective means of transporting employees or patrons from the parking parcel(s) to the subject site.
- ~~i. Parking lifts or stacked parking within parking structures shall demonstrate how individual users can effectively access vehicles. Parking lifts and stacked parking are not permitted except within enclosed parking structures.~~
- f) Any alternative design involving parking lifts shall demonstrate how the cars and lifts are both obscured from view from neighboring properties and public roadways, and compliant with Municipal Code Section 24.14.260 Noise.

2. Reductions to Number of Required Parking Spaces. ~~Unless otherwise expressly stated in this section, the total number of r~~ Required parking spaces may be reduced up to thirty-five percent (with fractional spaces to be rounded up to the next whole number) by the zoning administrator as part of an administrative use permit. This may be done using one or more of the following strategies, or an approved equivalent, subject to any

standards contained herein. Reductions are available for automobile parking only, and these reductions are independent of any bicycle parking required in compliance with 24.12.250. The available reduction for each strategy shall be calculated in conformance with the city parking reduction worksheet in effect at the time a complete application is submitted:

3.
 - a. On-Site Cooperative Parking Facilities. The parking requirements for two or more uses of the same or different types on the same or adjoining parcels may be reduced if it can be demonstrated that the nature of the uses of the facility will result in multipurpose trips being made to the site or trips being made to individual uses at different times of the day or week and/or if their hours of operation do not coincide. At the applicant's request, the zoning administrator may approve a reduction of greater than thirty-five percent based on current and projected future uses sharing the parking facility.
 - b. Off-Site Shared Parking Facilities. Off-site parking facilities may be shared by two or more commercial uses if their entrances are located within five hundred feet of the parking facility and provided they:
 - i. Receive administrative use and design permits so that design criteria are met and conditions of use may be established along with periodic review;
 - ii. Submit a written document guaranteeing maintenance, hours of operation and specifying that the length of the agreement shall be as long as the use receiving this parking reduction is in operation;
 - iii. Submit a signage program to notify users at all location(s) of shared parking facilities;
 - iv. Demonstrate how the shared parking arrangement will fulfill the intent of this part.
 - v. The use permit upon which the shared parking proposal depends shall terminate upon lapse of the written agreement specified in subsection (b)(2) unless otherwise modified by the zoning administrator.
 - c. Nonautomobile Use Programs. A reduction in parking requirements if developments include measures such as staggered work hours, provision of bus passes, provision of van/car pool programs or similar. Said programs shall be implemented as long as the use receiving this parking reduction is in operation.
 - d. -Additional Bike Parking. Reductions in required automobile parking based on voluntary installation of additional bike parking spaces shall be permitted as described in Section 24.12.250(5). This reduction strategy, in and of itself, will not require an administrative use permit.
 - e. Unbundled Parking. Residential development and the residential portion of mixed-use development may propose that parking be unbundled from the purchase or lease of an individual living unit where there is either an existing residential permit parking program, in conformance with Chapter 10.41, or other control limiting on-

street parking on all roadways within a five-hundred-foot minimum walking distance from the pedestrian entrances to the building or site.

- f. An analysis by a transportation engineer or other qualified specialist may be required by the decision-making body as a means to substantiate the requested parking reduction.
3. Parking Requirements for Nonconforming Structures or Uses. In the case of structures in any district, which are reconstructed, enlarged, structurally altered, changed in occupancy to a more intensive use category, or otherwise increased in capacity, off-street parking shall be required only for that portion of structures or use constituting the increase in capacity; except that:
 - a. No additional parking need be provided for nonresidential uses if the increased capacity results in an increase of four or fewer required parking spaces; and
 - b. No additional parking shall be required for residential uses if the increased capacity results in an increase of no more than one required parking space.
4. Reduction of Parking Requirements for Historic Building Survey Buildings and Landmarks, and on Lots with Contributing Buildings within an Historic District. The normal parking requirement for (a) use(s) in a building that is listed on the historic building survey, or a landmark, may be modified in order to maintain the value of the listing or designation in accord with Section 24.12.445. Prior to modifying the requirement, the approving body shall find that the modification is necessary in order to allow appropriate findings per Section 24.08.930, findings for historic alteration permit, and that such modification will not significantly adversely affect traffic and parking on adjacent and nearby streets and properties. , findings for historic alteration permit, and that such modification will not significantly adversely affect traffic and parking on adjacent and nearby streets and properties.

24.12.1030 COMMON FACILITIES.

1. SRO projects shall have at least ten square feet of common usable open space per unit however no SRO project shall provide less than two hundred square feet of common outdoor open space and two hundred square feet of common indoor open space. Maintenance areas, laundry facilities, storage (including bicycle storage), and common hallways shall not be included as usable indoor common space. Landscape areas that are less than eight feet wide shall not be included as outdoor common space.
2. Common Open Spaces shall be designed to accommodate appropriate furnishings and shall be furnished for use by residents. Appropriate furnishings for indoor spaces may include such items as lounge chair(s) and/or couch(es), table(s) with chairs, writing desk(s), and television(s).

Outdoor furnishings may include such items as outdoor bench(es), table(s) with chairs, barbecue(s), and shade umbrella(s).

3. Laundry facilities that have a minimum of two washers and two dryers must be provided in a separate room. Additional washers and dryers must be provided for any development that has more than twenty units at the ratio of one washer and one dryer for every additional twenty units.
4. Common bathrooms must be located on any floor with units that do not have full bathrooms. Common bathrooms shall be either single occupant use with provisions for privacy or multi-occupant use with separate provisions for men and women. Common bathrooms shall have shower or bathtub facilities at a ratio of one for every seven units or fraction thereof. Each shared shower or bathtub facility shall be provided with an interior lockable door.
5. Complete common cooking facilities/kitchens must be provided if any unit within the project does not have a kitchen. One complete cooking facility/kitchen shall be provided within the project for every twenty units or portion thereof or have one kitchen on any floor where units without kitchens are located.
6. All SRO units must have access to a separate usable storage space within the project.

~~7. With the exception of projects that allow only senior residents, projects that have less than one automobile parking space per unit shall provide one easily accessible space for storing and locking a bicycle per unit. For projects that provide one parking space per unit, at least one bicycle storage space for every two units shall be provided.~~

24.12.1520 DEVELOPMENT STANDARDS.

1. Density. FDU units shall comply with the underlying development standards of the zoning district in which they are located, except that requirements for minimum lot area per dwelling unit shall not apply to FDU units.
2. Unit Size. The floor area of FDU units may range from a minimum of two hundred twenty square feet to a maximum of six hundred fifty square feet.
3. Minimum Dwelling Units Requirement. Residential or mixed-use projects shall contain at least three dwelling units to qualify for use of the FDU unit type. FDU units can count towards this requirement.
4. Open Space. FDU units shall comply with the underlying development standards of the zoning district in which they are located, except that requirements for minimum open space per dwelling unit shall not apply to FDU units. In lieu of the district regulations for open space,

minimum usable open space per dwelling unit for FDU units shall be defined by Section 24.12.1530.

5. Storage Facilities. All FDU units shall have access to private usable storage space containing a minimum of two hundred cubic feet. The required storage space may be incorporated into private garages or carports; provided, that the garage or carport has adequate space for a vehicle, as required by Part 3, Chapter 24.12.

~~6. Bicycle Parking. One Class 1 bicycle storage facility shall be provided for each FDU unit. The required private usable storage space provided for each FDU unit may be utilized to meet this requirement.~~

~~67.~~ Covered Parking. Covered parking is not required.

~~78.~~ Zoning. In addition to the permitted land use districts in Chapter 24.10, FDUs shall be permitted in the Central Business District (CBD) pursuant to the development standards and design guidelines section of the Downtown Plan.

24.12.1620 DEVELOPMENT STANDARDS.

Emergency shelters shall comply with the underlying development standards of the zoning district in which they are located. In addition, the following standards shall be met:

1. Lighting. Adequate external lighting shall be provided for security purposes. The lighting shall be stationary, directed away from adjacent properties and public rights-of-way, and of an intensity compatible with the neighborhood.
2. Security. Facility shall have city accepted on-site security during hours of operation. Parking and outdoor facilities shall be designed to provide security for residents, visitors and employees.
3. Outdoor Activity. For the purpose of noise abatement, organized outdoor activities may only be conducted between the hours of 8:00 a.m. and 10:00 p.m.
4. Refuse. Emergency shelters shall provide a refuse storage area that is in accordance with the requirements of the public works department.
5. Emergency Shelter Provider. The agency or organization operating the shelter shall comply with the following requirements:

- a. Temporary shelter shall be available to residents for no more than six months.
 - b. Staff and services shall be provided to assist residents to obtain permanent shelter and income.
 - c. The provider shall have a written management plan including, as applicable, provisions for staff training, good neighbor policies, security, transportation, client supervision, food services, screening of residents to ensure compatibility with services provided at the facility, and for training, counseling, and treatment programs for residents. Such plan shall be submitted to and approved by the planning, inspections, police and other appropriate departments prior to operation of the emergency shelter. The plan shall include a floor plan that demonstrates compliance with the physical standards. The operator of each emergency shelter shall annually submit the management plan to the planning and community department with updated information for review and approval. The city council may establish a fee by resolution, to cover the administrative cost of review of the required management plan.
6. Limited Terms of Stay. The maximum term of staying at an emergency shelter is six months in a consecutive twelve-month period.
 7. Parking. The emergency shelter shall provide on-site parking at a rate of one space per staff member plus one space per six occupants allowed at the maximum capacity.
 - ~~8. Bicycle Parking. The shelter shall provide secure bicycle parking at a rate of one space per three occupants.~~
 9. Bed Space. The number of beds or persons permitted to be served by the facility will be limited by the standards set forth in this section and other applicable sections of the zoning and building codes.
 10. Laundry facilities shall be provided for shelters with ten or more beds.

Chapter 24.22 DEFINITIONS

24.22.530 Major Transit Stop

Major Transit Stop shall have the meaning set forth in California Public Resources Code section 21155

24.22.598 Parking Lift

Any electronic, hydraulic, or mechanical device used for the vertical stacking and storage of automobiles.