
PARKING STANDARDS SURVEY

INTERNAL SUMMARY

Prepared September 17, 2008

This document summarizes the results of the parking standards survey that jurisdictions filled out in the end of July / beginning of August. All 21 San Mateo jurisdictions participated.

This document is organized in three sections.

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. The final version will have all the caveats that were entered in the survey.

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

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

Data on Parking Requirements

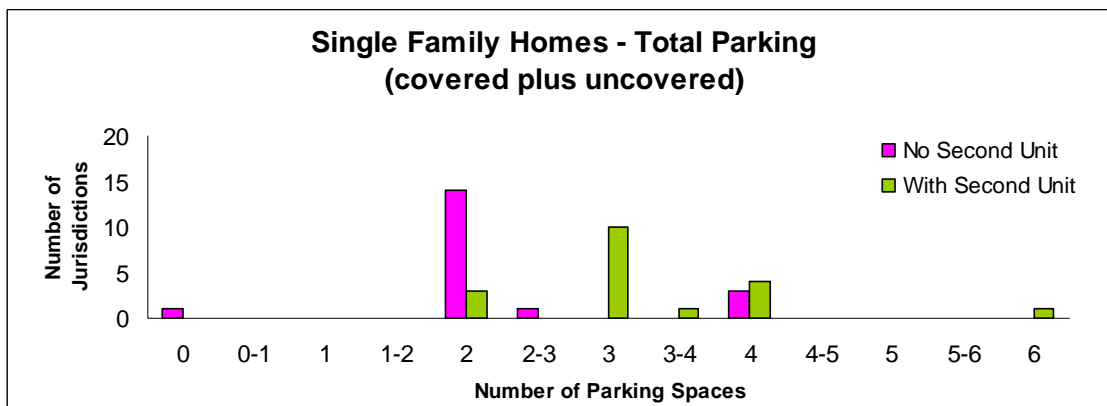
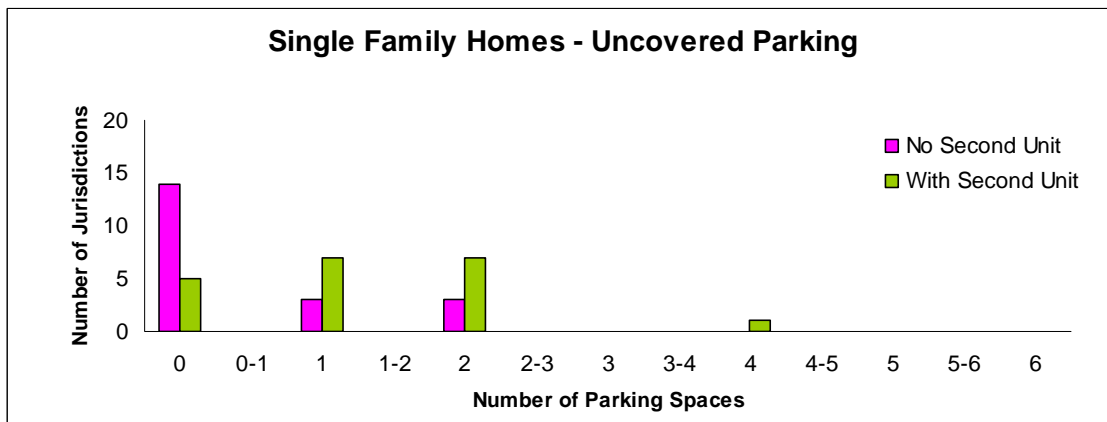
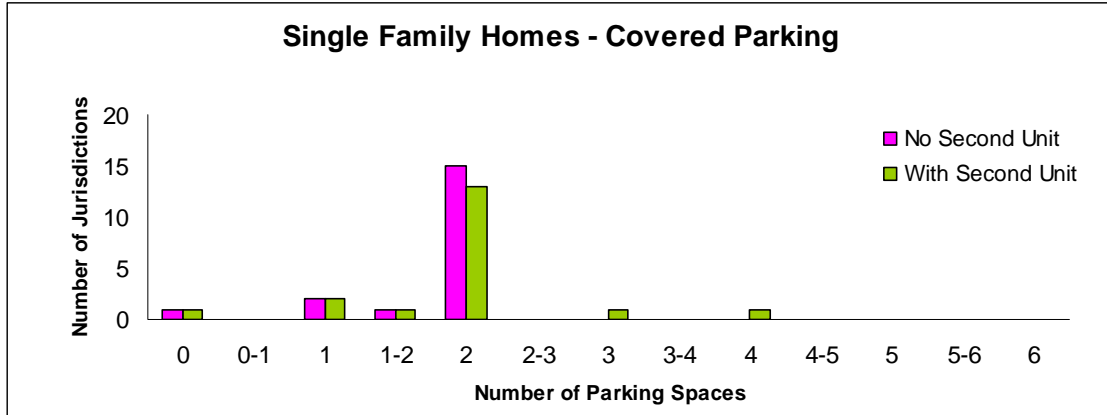
This chart shows the full data on parking requirements for the 21 jurisdictions in San Mateo County. Covered parking plus uncovered parking equals total parking.

| | Single Family Home | | Duplex(2 units, 3BR each) | | Single family home with a second unit | | Studio Apartment | | One Bedroom Apartment | | Two Bedroom Apartment | | Four Bedroom Apartment | |
|---------------------|--------------------|-------|---------------------------|-------|---------------------------------------|-------|------------------|-------|-----------------------|-------|-----------------------|-------|------------------------|-------|
| | 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 |
| Belmont | 2 | 4 | 2 | 4 | 2 | 4 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 |
| Brisbane | 2 | 4 | 2 | 2 | 2 | 6 | 1 | 1 | 1.5 | 1.5 | 1.5 | 1.5 | 2 | 2 |
| Burlingame | 1.5 | 2.5 | 4 | 5 | 1.5 | 3.5 | 1.2 | 1.5 | 1.2 | 1.5 | 1.6 | 2 | 2 | 2.5 |
| Colma | 2 | 2 | 4 | 4 | 2 | 2 | 1 | 1.5 | 1 | 1.5 | 1 | 2 | 1 | 2 |
| Daly City | 2 | 2 | 4 | 4 | 2 | 4 | 1 | 1 | 0 | 1.5 | 0 | 2 | 0 | 2 |
| East Palo Alto | 2 | 2 | 4 | 4 | 2 | 3 | 1 | 1 | 1 | 1 | 1.5 | 1.5 | 2 | 2 |
| Foster City | 2 | 2 | 2 | 4 | 2 | 3 | 1 | 1.5 | 1.5 | 2 | 2 | 2.5 | 2 | 2.5 |
| Half Moon Bay | 2 | 2 | 2 | 2 | 2 | 3 | 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 |
| Menlo Park | 1 | 2 | 1 | 2 | 1 | 3 | 1 | 1.33 | 1 | 1.83 | 1 | 2.33 | 1 | 2.33 |
| Millbrae | 2 | 2 | 4 | 4 | 2 | 2 | 1 | 1 | 1.5 | 1.5 | 2 | 2 | 2 | 2 |
| Pacifica | 2 | 2 | 4 | 4 | 2 | 3 | 0 | 1.25 | 1.5 | 1.75 | 0 | 2.25 | 0 | 2.25 |
| Portola Valley | 2 | 4 | N/A | N/A | 2 | 4 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Redwood City | 2 | 2 | 2.67 | 4 | 2 | 3 | 0.75 | 0.75 | 1 | 1 | 1.5 | 1.5 | 1.5 | 1.5 |
| San Bruno | 2 | 2 | 4 | 4 | 3 | 3 | 1 | 1.5 | 2.1 | 2.1 | 2.1 | 2.1 | 2.1 | 2.1 |
| San Carlos | 2 | 2 | 4 | 4 | 2 | 3 | 1 | 1.5 | 1 | 2 | 1 | 2 | 1 | 2.5 |
| San Mateo | 2 | 2 | 2 | 4.4 | 2 | 3 | 1 | 1.5 | 1 | 1.8 | 1 | 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 |
| South San Francisco | 1 | 2 | 1 | 2 | 1 | 3 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 |
| Woodside | 4 | 4 | N/A | N/A | 6 | 8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

Charts – Parking Requirements

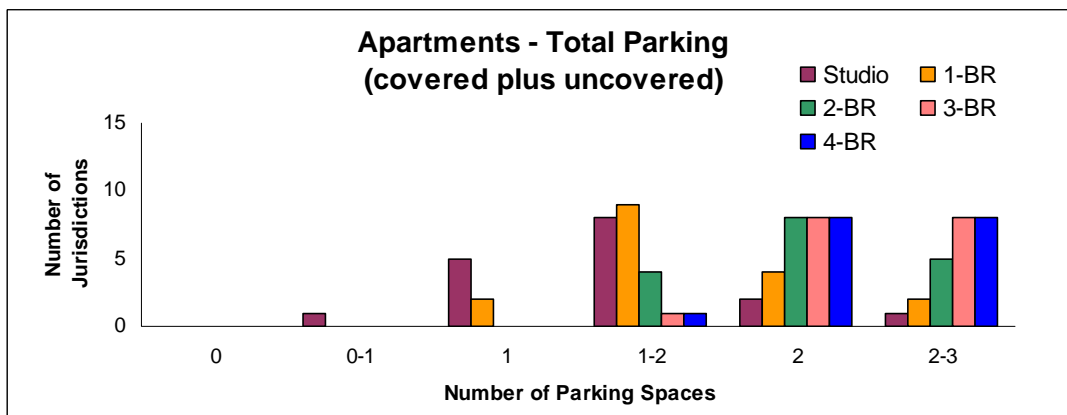
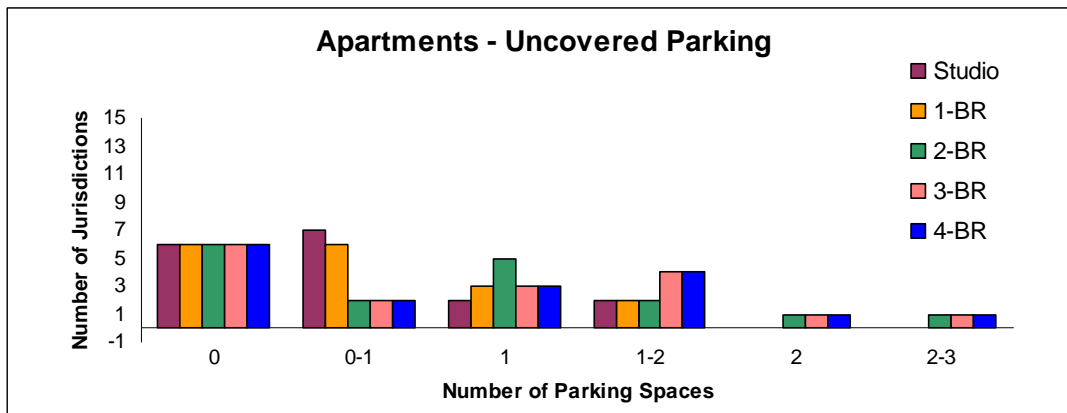
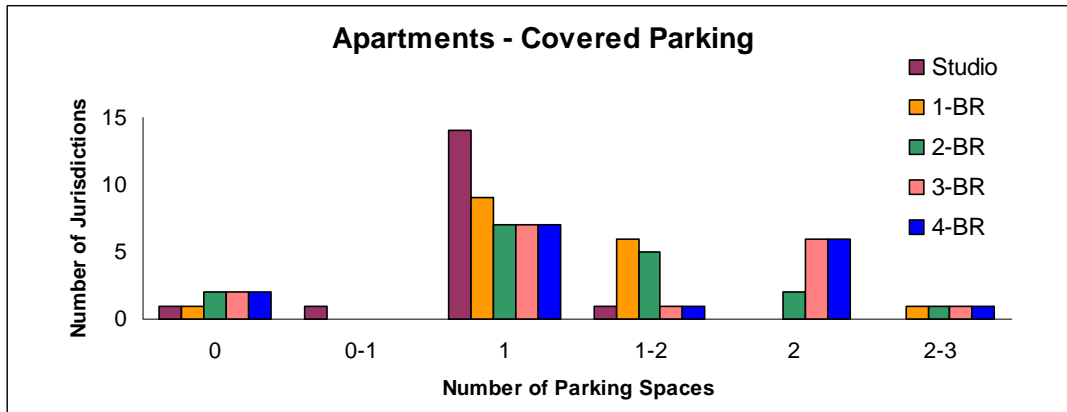
Aggregate Charts – Single Family Homes

Most jurisdictions require two covered parking spots for single family homes, both with and without second units. Many jurisdictions require additional, uncovered parking spots when a second unit is present. Thus, total parking requirements are higher for single family homes with second units:



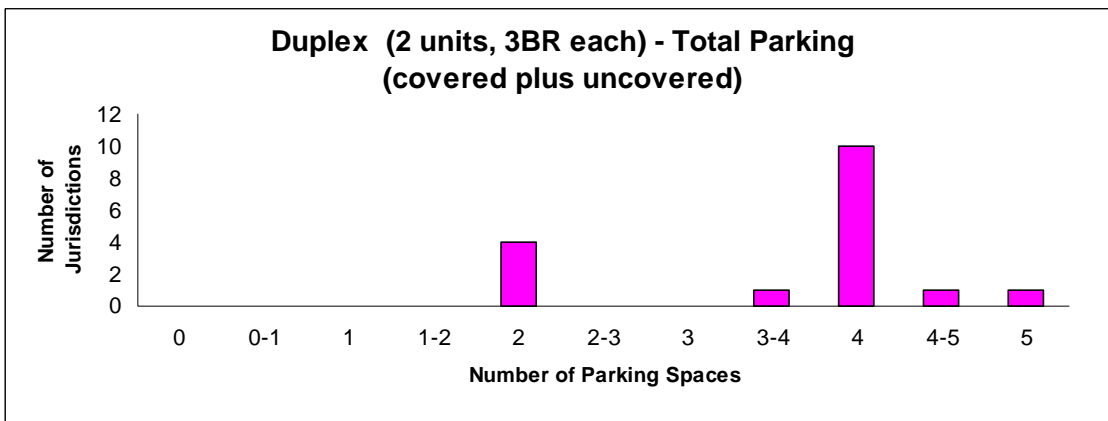
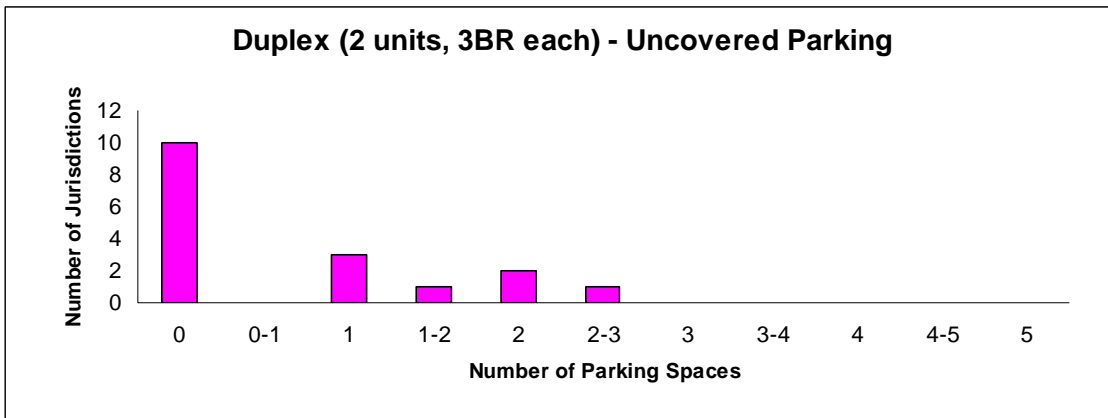
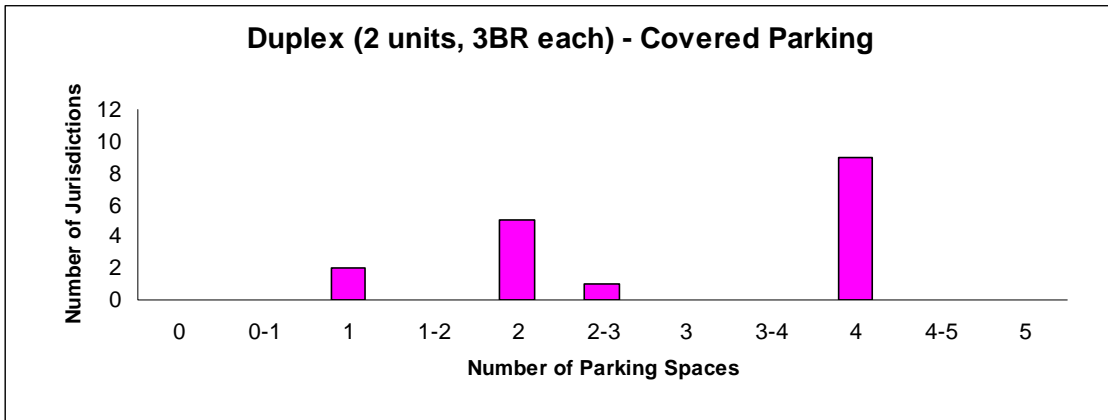
Aggregate Charts – Apartments

Most jurisdictions require one covered parking spot for studios, with covered parking requirements varying more (primarily between one and two spots) for one through four bedroom apartments. The total parking requirement for all sizes of apartments is generally between one and three spots.

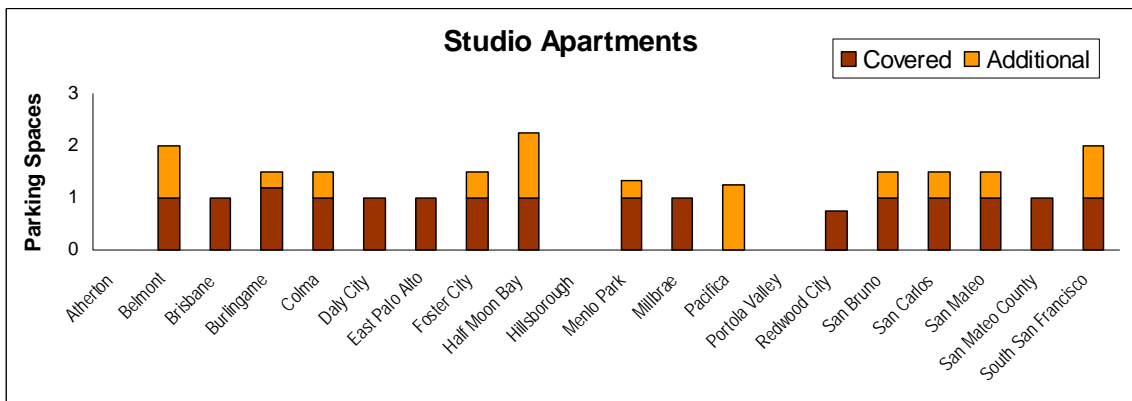
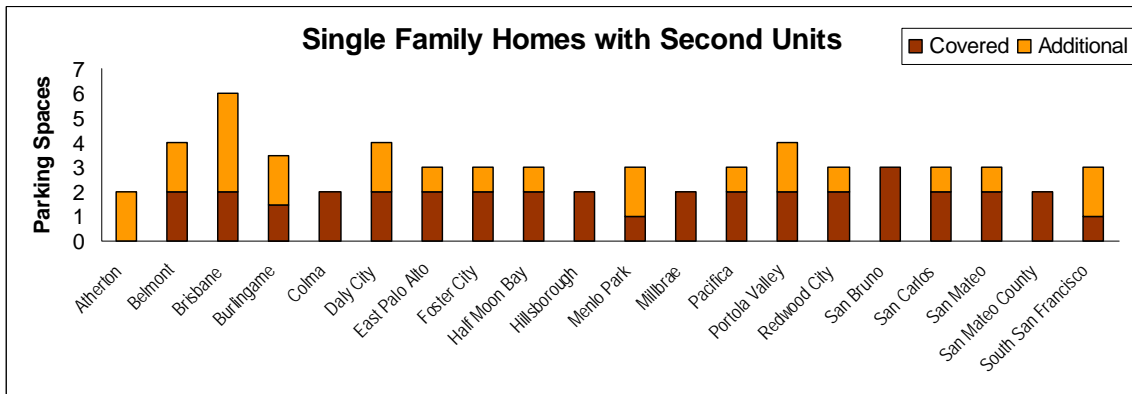
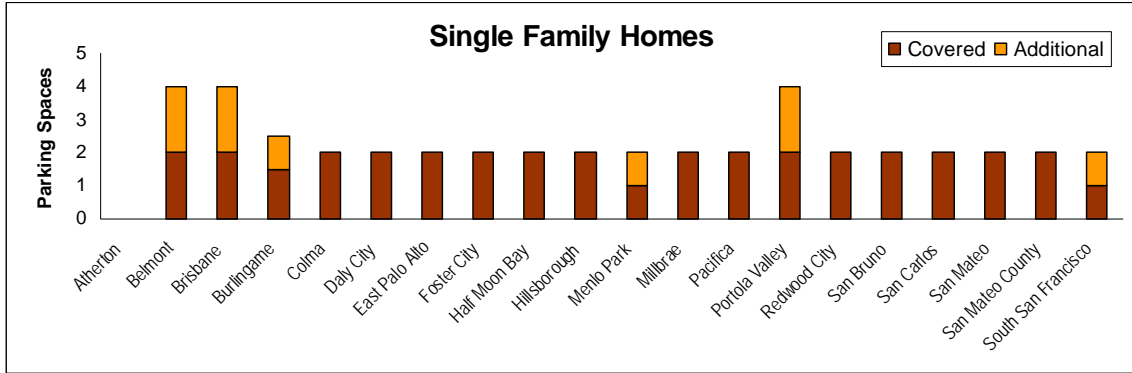


Aggregate Charts – Duplexes

The most common number of covered parking spots required for two-unit duplexes (assumed to have three bedrooms each) is four. A few jurisdictions also require additional spots that do not need to be covered parking. Still, the most common number of total parking spots required for two-unit duplexes is also four.

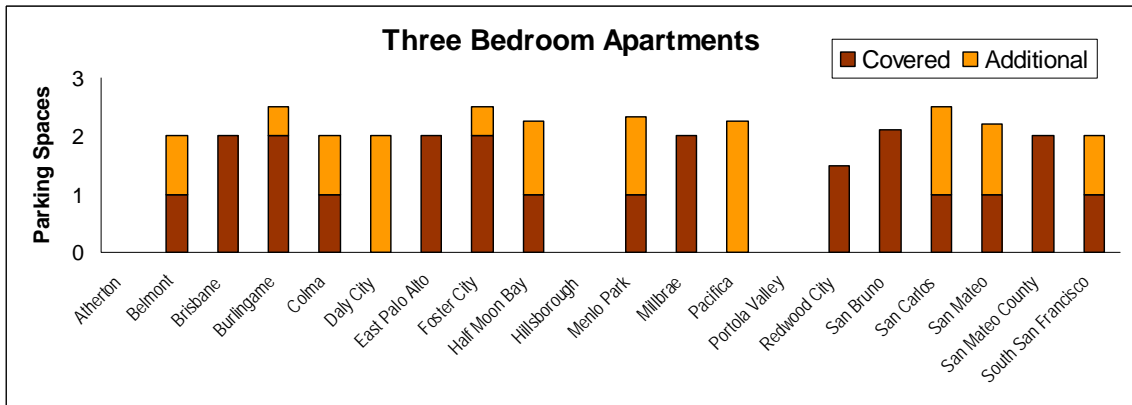
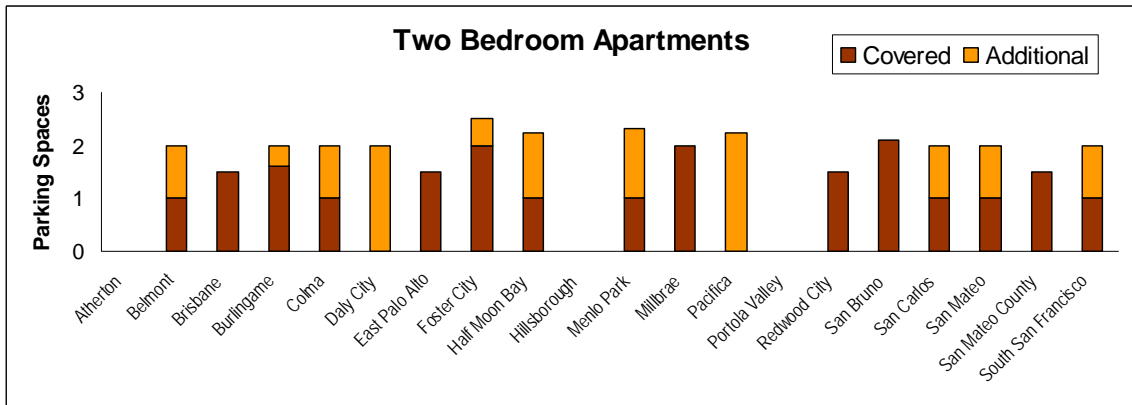
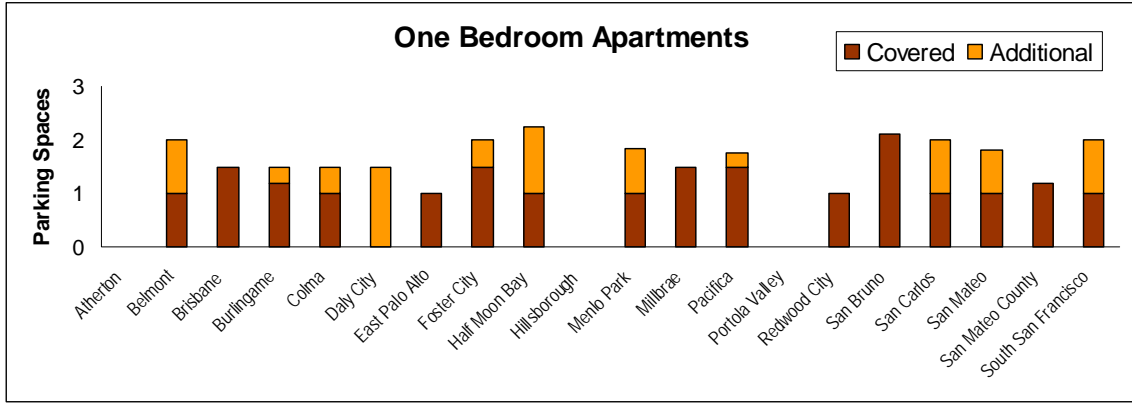


Charts with Data for Each Jurisdiction



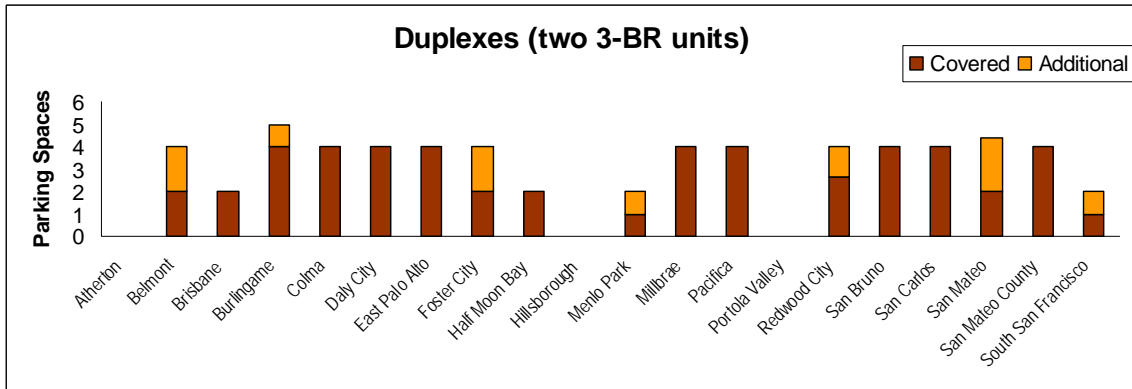
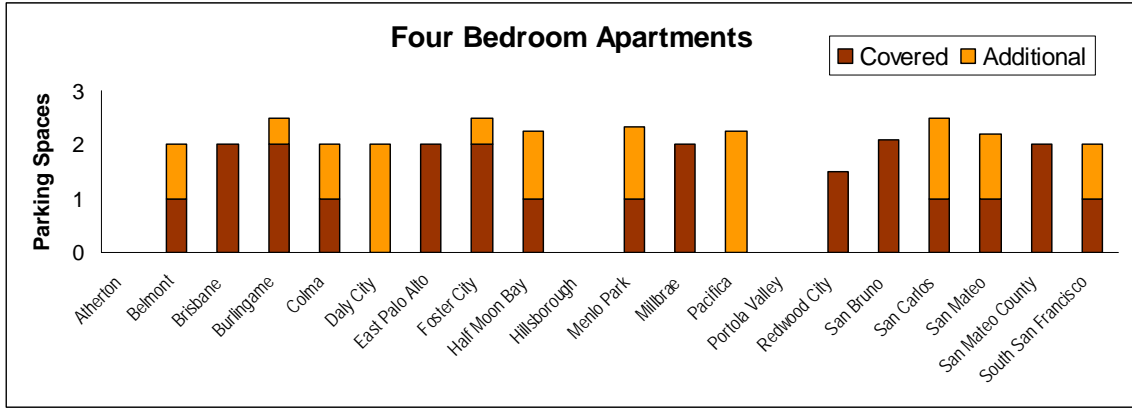
21 Elements: San Mateo Countywide Housing Element Update Kit

Parking Standards Survey Summary



21 Elements: San Mateo Countywide Housing Element Update Kit

Parking Standards Survey Summary



Answers to Open-Ended Questions

Summary Answers

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

Yes: 12

No: 4

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.

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

See full text

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

Yes: 8

No: 6

Jurisdictions are split with some requiring it by statute and some requiring it as part of design review.

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

Yes: 5

No: 8

Although most jurisdictions do not allow in lieu parking fees, many are studying the issues. Many of those that do allow it limit it to certain zones.

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

Yes: 6

No: 8

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

Yes: 8

No: 6

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

Yes: 2

No: 11

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

Yes: 5

No: 8

Many of the jurisdictions that said they occasionally lower standards expressed it being willing to make an exception.

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 was the most common answer.

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.

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)?

Yes: 3

No: 8

Possible 2

Jurisdictions that said no often referred to flexibility in the requirements for infill or affordable units.

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

Most cities did not have specific rules for transitional housing. One city requires one parking spot per two rooms. Another city would treat it as a motel, one parking spot for each two sleeping rooms.

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

Most cities did have specific rules for supportive housing. One city treats small facilities as single family homes, while treating larger facilities as motels.

Full Text of Answers

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

Woodside: The Planning Commission may authorize the joint use of parking facilities. The parking shall be within 500 feet of the use. There shall be no substantial conflict in the principle operating hours of the uses with a joint agreement. An appropriate legal instrument shall be executed as approved by the Town Attorney to ensure permanent use of the spaces.

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.

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

Pacifica: Not specifically

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.

East Palo Alto: No

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

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 the individual uses in the two buildings.

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

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

Foster City: 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

Half Moon Bay: Yes - See 2 below

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.

Menlo Park: Yes, on a case by case review

Redwood City: yes outside of downtown, with a Use Permit, if it can be demonstrated that there are differing peak hours for the respective uses. In the downtown it is encourage, the City's goal in the Downtown is to provide "just enough" parking, so business are allowed a 50% reduction in parking requirements if it is shared parking.

Atherton: No

San Bruno: We have not in the past, but we are considering it. Our General Plan Update due to be adopted this Fall, includes a policy to "Allow joint use of parking facilities when nearby uses have staggered peak periods of demand."

Portola Valley: The town would consider if such an arrangement were to occur, while reviewing the conditional use permit for the use. More parking spaces may be required as a condition of any conditional use permit when the planning commission finds that the characteristics of the particular use require more parking.

Millbrae: Yes, as a matter of necessity for much existing development, and usually by way of "PD" zoning for most new development.

Burlingame: No

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

Woodside: Woodside does not have mixed use development.

Hillsborough: We do not have any zoning for comercial 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.

South San Francisco: South San Francisco uses the standard parking requirements at this time for each use. We are in the process of updating the Zoning Ordinance to better address mixed-use projects.

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.

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

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.

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

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

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.

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.

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.

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

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

Redwood City: Outside of downtown: Residential/Commercial - 1 space for studio or one-bedroom unit, 1.5 space for each 2+ bedroom unit, plus 75% of the normally required commercial parking. Combining commercial - 75% of the normally required commercial parking. Downtown: 3 parking categories: residential, lodging, and other. Each has its own parking ratio based on unit size (residential), number of lodging units, or square footage (other). Lodging and other can get a 50% reduction in number of required spaces if spaces are shared. All 3 land use categories can apply for in-lieu fee payments (i.e. buy their way out of the parking requirements)

Atherton: No mixed developments

San Bruno: At this point we calculate the requirement for each use and add them together. See 1. above.

Portola Valley: Currently the town does not have any mixed use development.

Millbrae: For mixed-use occurring within our BART station specific plan, there are specific standards listed in that plan document. For mixed-use under "PD" zoning, 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.

Burlingame: Each use provides parking as required for that use

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

Woodside: Woodside does not have mixed use/apartment buildings.

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.

Pacifica: No.

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.

East Palo Alto: No

Daly City: No.

San Mateo: Yes. A bicycle parking facility is required in all parking lots/garages where there is 30 to 100 parking spaces. An additional bicycle facility is required for each 100 parking spaces provided after the first 100 parking spaces. Each bicycle facility is approximately 9 feet by 18 feet.

Brisbane: This would generally be required as a condition of approval with the Design Permit for the project.

Belmont: No

Foster City: 2. Motorcycle. Facilities with twenty-five or more parking stalls shall provide at least one parking stall as a designated parking area for use by motorcycles. Developments with over one hundred parking stalls shall provide motorcycle parking at the rate of one percent of the total number of parking stalls provided. Areas delineated for use by motorcycles shall meet standards set forth in subsection C1 of Section 17.62.050. 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

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.

Menlo Park: There are no codified requirements, but the provision of bicycle parking normally occurs through the development review process

Redwood City: In all commercial districts, industrial districts, professional office, and public facilities districts there shall be no less than 1 bicycle parking space per 5,000 s.f. of floor area.

San Bruno: No

Portola Valley: n/a

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.

Burlingame: No

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

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

Hillsborough: No.

Pacifica: In our Redevelopment Area, a developer may pay a fee in lieu of providing parking spaces if approved by the Planning Commission and Redevelopment Agency

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.

East Palo Alto: No

Daly City: No.

San Mateo: Yes, in the downtown parking district.

Brisbane: Not at this time.

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

Foster City: 5. 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

San Mateo County: No.

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

Redwood City: Developers, with projects in downtown, may apply to pay in-lieu fees.

Atherton: No

San Bruno: No

Millbrae: Yes, subject to PC approval of a Use Permit.

Burlingame: Not for residential projects.

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

Woodside: No

Hillsborough: NA

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

Pacifica: No

East Palo Alto: No

Daly City: No.

San Mateo: yes

Brisbane: This may be approved with a Use Permit

Belmont: no

Foster City: possible

Half Moon Bay: no

San Mateo County: No.

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

Redwood City: potentially, with a Use permit

Atherton: No

San Bruno: No

Portola Valley: n/a

Millbrae: yes

Burlingame: No

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

Woodside: No

Hillsborough: NA

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

Pacifica: No

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

East Palo Alto: No

Daly City: No.

San Mateo: yes

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

Belmont: yes

Foster City: no

Half Moon Bay: no

San Mateo County: No.

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

Redwood City: yes

Atherton: No

San Bruno: This will be a policy in our General Plan Update

Portola Valley: n/a

Millbrae: yes

Burlingame: No

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

Woodside: No

Hillsborough: NA

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

Pacifica: No

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

East Palo Alto: No

Daly City: No.

San Mateo: no

Brisbane: In the case of the NCRO-2 district there is no required parking for storefront uses

Belmont: yes - in certain commercial districts

Foster City: no

Half Moon Bay: yes

San Mateo County: No.

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

Redwood City: no

Atherton: No

San Bruno: No

Portola Valley: no

Millbrae: no

Burlingame: No

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

Woodside: No

Hillsborough: NA

Pacifica: No

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

East Palo Alto: No

Daly City: No, unless in Planned Development zone.

San Mateo: no

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

Belmont: no

Foster City: Typically no, we are reviewing one project on this basis and it is yet to be determined

Half Moon Bay: yes

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

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

Redwood City: potentially, with a Use permit

Atherton: No

San Bruno: No

Portola Valley: perhaps under conditional use permit review by the planning commission.

Millbrae: yes

Burlingame: No

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

Woodside: Not required but encouraged.

Hillsborough: We have no requirements.

Pacifica: Never

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

East Palo Alto: No

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

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.

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.

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

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

San Mateo County:

Menlo Park: Parking is encouraged to be screened

Redwood City: downtown (no exposed surface parking lots). Some areas allow for surface parking lots to be wrapped by buildings. Along major arterials buildings must hold the street with parking lots behind

Atherton: Never

San Bruno: Generally required in downtown

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

Burlingame: Not for residential projects

Question 10: What types of developments require covered parking?

Woodside: None.

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

Pacifica: Single Family Dwellings

San Carlos: Residential

East Palo Alto: All types with the exception of commercial

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.

San Mateo: single family and multi-family residential.

Brisbane: Residential only

Belmont: Residential

Foster City: All

Half Moon Bay: residential

San Mateo County: Residential uses.

Menlo Park: Almost all residential projects

Redwood City: residential and any development in downtown (i.e. no exposed surface parking lots). Most areas of the downtown allow for or require structured parking (either above or below ground), which must be wrapped by buildings

Atherton: None

San Bruno: Residential

Portola Valley: Single Family Residential Construction

Millbrae: All residential.

Burlingame: Single Family Residential, Duplex, Apartments and Residential Condominiums

Question 11: When do you allow offsite parking?

Woodside: No provisions for offsite parking.

Hillsborough: NA

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.

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.

East Palo Alto: Single-family residential and Multi-family residential

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

San Mateo: On nearby parking facilities with a long term lease subject to approval of a special permit. Also in the downtown within the parking district (in-lieu fee).

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

Belmont: With a Variance or Exception process.

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.

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

Menlo Park: If the offsite parking is within a very short walking distance

Redwood City: in downtown outside of downtown off-site parking is allow within 400 feet for patrons and within 900 feet for employees of commercial land uses.

Atherton: N/A

San Bruno: In downtown parking district

Millbrae: Very rarely and only by PC approval of a Use Permit (such as valet parking for a downtown restaurant).

Burlingame: Never without a variance.

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)?

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.

Hillsborough: NA

Pacifica: No

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

East Palo Alto: No

Daly City: No.

San Mateo: No

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

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

Foster City: no.

Half Moon Bay: No - see 2.21 above

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.

Menlo Park: No

Redwood City: yes, specifically outside of downtown. 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.

Atherton: No

San Bruno: Yes. We are attempting to use the State Density bonus law parking standards for a new mixed use project in downtown. This could be applied in other cases.

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

Burlingame: Possibly in Downtown area (near Caltrain and other transit). In process of preparing a Downtown Specific Plan, policies may be adopted as a part of that effort.

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

Woodside: N/A

Hillsborough: NA

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.

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.

East Palo Alto: 1.5 covered spaces for transitional

Daly City: There are no special requirements.

San Mateo: case by case review

Brisbane: The same as for other residential uses.

Belmont: Same as other multi-family housing

Foster City: We would consider this motel/hotel - 1/unit + 2 for manager/owner

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

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

Menlo Park: Case by case review

Redwood City: use not mentioned in Zoning Ord. Zoning Admin. must determine

Atherton: N/A

San Bruno: 1 parking space for each two sleeping rooms

Millbrae: as specified in Use Permit

Burlingame: No specific requirement

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

Woodside: N/A

Hillsborough: NA

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.

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.

East Palo Alto: 1.5 covered spaces for supportive

Daly City: There are no special requirements.

San Mateo: case by case review

Brisbane: Not yet established

Belmont: Same as above

Foster City: Less than 6 people, single-family residence - more than 6 people, motel/hotel

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

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

Menlo Park: Case by case review

Redwood City: use not mentioned in Zoning Ord. Zoning Admin. must determine

Atherton: N/A

San Bruno: 1 parking space for each three beds

Millbrae: as specified in Use Permit

Burlingame: No specific requirement

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

Woodside: N/A

Hillsborough: NA

Pacifica: One parking space for each three (3) 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.

East Palo Alto: 1.5 covered spaces for emergency homeless shelters

Daly City: There are no special requirements.

San Mateo: case by case review

Brisbane: Not yet established

Belmont: No specific requirement, most likely would be set based on employees or other demonstrated demand factors

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Parking Standards Survey Summary

Foster City: TBD

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

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

Menlo Park: Case by case review

Redwood City: use not mentioned in Zoning Ord. Zoning Admin. must determine

Atherton: N/A

San Bruno: 1 parking space for each two sleeping rooms

Millbrae: 1 per 4 beds

Burlingame: No specific requirement