



DISCUSSION CALENDAR

Agenda Item # 14

AGENDA REPORT SUMMARY

Meeting Date: August 28, 2018

Subject: Ordinance No. 2018-449; Development standards for off-street parking and truck loading spaces

Prepared by: Jon Biggs, Community Development Director

Approved by: Chris Jordan, City Manager

Attachment(s):

1. Draft Ordinance
2. Parking Standards Exhibit 'A' from the Municipal Code

Initiated by:

City Council

Previous Council Consideration:

June 12, 2018

Fiscal Impact:

A significant fiscal impact is not anticipated.

Environmental Review:

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

Policy Question(s) for Council Consideration:

- Are the proposed amendments to Municipal Code Section 14.74.200, Development standards for off-street parking and truck loading spaces, of the Los Altos Municipal Code appropriate for the City of Los Altos?



Subject: Ordinance No. 2018-449; Development standards for off-street parking and truck loading spaces

Summary:

- The draft ordinance amends Municipal Code Section 14.74.200 by providing new dimensions for standard perpendicular parking spaces, dimension standards that provide additional room to maneuver into parking spaces adjacent to potential impediments such as a wall or fence, and areas within a building that, by use, define that to be used to determine the off-street parking requirement.
- There are also some other minor amendments to this section of the code that clarify and make terms consistent with current standards

Staff Recommendation:

Introduce and waive further reading of Ordinance No. 2018-449, amending Section 14.74.200, Development standards for off-street parking and truck loading spaces of Title 14, Zoning, of the Los Altos Municipal Code



Subject: Ordinance No. 2018-449; Development standards for off-street parking and truck loading spaces

Purpose

Update the subject section of the Los Altos Municipal Code to reflect parking requirements intended to provide regulations that reflect circumstances unique to the City of Los Altos.

Background

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

Over the past year, the Planning Commission has diligently considered and debated the Committee's numerous amendments to the parking regulations at five meetings (January 4, 2018; March 1, 2018; March 15, 2018; April 19, 2018; and May 3, 2018). The Planning Commission recommended approval of a comprehensive set of amendments.

The City Council and Planning Commission met at a study session on June 12, 2018 to review the Planning Commission's recommended draft amendments to Chapter 14.74, off-street parking and loading, of Los Altos Municipal Code. The proposed amendments to Chapter 14.74 include, among other things, the following:

1. Clarifies the parking space dimension and driveway requirements for single-family dwellings;
2. Amends the City's minimum standards or ratios for off-street parking requirements;
3. Identifies the "original parking district" and the "expanded parking district" and how its boundary can be amended;
4. Provides for reductions in off-street parking requirements;
5. Identifies a process for developing off-street parking standards for uses not listed (other uses);
6. Provides for a reduction in off-street parking standards for mixed use projects meeting certain criteria;
7. Establishes a parking in-Lieu fee program;
8. Revises the parking stall dimension standards;



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9. Further defines “net floor area” for purposes of determining required off-street parking;
 10. Provides that the elimination of an off-street public parking space be replaced or that an “in-lieu” parking fee be paid; and
 11. Adds a neighborhood center definition.

Following the discussion, the City Council directed staff to draft ordinances for its review. The draft ordinance amending Municipal Code Section 14.74.200 is the first in a series of ordinances amending the parking regulations that staff will be bringing forward for Council consideration.

Discussion / Analysis

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

The draft ordinance amends a number of standards found in this section of the Municipal Code. These include:

- Modifying the parking space dimension.
- Providing adequate room to maneuver into and out of a parking space adjacent to an impediment such as a wall or fence.
- Clarifying, by use, the floor area within a building to be used to determine the off-street parking requirement.
- Amendments that provide clarifications or terms that are consistent with current usage.

The proposed parking space dimensions are being amended from nine feet by 18-feet (9’0” x 18’0”) to eight feet, six inches by 18-feet (8’6” x 18’0”). This was a recommendation of the Committee that was supported by the Planning Commission. At the study session on June 12, 2018, there was majority consensus that the proposed dimension would be appropriate; however, there was some concern that the dimensions would be inadequate and insufficient for current vehicles on the market. Among the numerous documents provided to the City Council and Planning Commission for the June 12, 2018 study session were a tally of the parking space dimensions from nearby cities. Those with parking spaces having a width of eight feet, six inches (8’6”) include Menlo Park, Belmont, Burlingame, Los Gatos, San Carlos, Mountain View, Palo Alto and Redwood City.

Another amendment to this sub-section provides for the increased width of a parking space that is adjacent to an obstruction such as a wall or fence. This is intended to make it easier to maneuver into and out of such parking spaces. The draft ordinance provides that for a space with a potential impediment on one side that the standard width of a parking space be increased by one foot (1’), or



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to nine feet, six inches (9'6") and if there are potential impediments on each side that the parking space width be increased by two feet (2"), or to ten feet, six inches (10'6").

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

Other amendments include the addition of the term "Planning" to "Commission" at several points to make clear it is the Planning Commission that is the referenced body; changing "planning department" to "Community Development Director" to reflect the current and anticipated future make up of staff; and changing the antiquated term "handicapped" to "accessible" to reflect current appropriate usage.

Attached (Attachment 2) for Council review are the Parking Standards Exhibit 'A' that reflect the amended dimensions (8'6" x 18'0") for a ninety-degree perpendicular parking space, which will make the document consistent with the proposed code amendments.

The Council may note that the numbering of this code section is different from the draft reviewed on June 12, 2018 (equivalent code section for June 12, 2018 draft ordinance was 14.74.170). This is because the draft ordinance reviewed in June included the full complement of amendments to the parking code, which required renumbering. Since only portions of the existing code are being amended by this draft ordinance, re-numbering was not necessary. Re-numbering will be completed as future amendments to the parking code come forward.

Given the feedback and direction that has been provided, the recommendation of the Planning Commission and the supporting documentation for the proposed amendments, Staff is recommending that the City Council introduce Ordinance No. 2018-449.

Options

- 1) Introduce Draft Ordinance

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

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



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2) Decline introduction of Draft Ordinance

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

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

Recommendation

The staff recommends Option 1.

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LOS
ALTOS AMENDING SECTION 14.74.200 - DEVELOPMENT
STANDARDS FOR OFF-STREET PARKING AND TRUCK LOADING
SPACES, OF TITLE 14, ZONING, OF THE LOS ALTOS MUNICIPAL
CODE AND ADOPTING CEQA EXEMPTION FINDINGS**

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

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

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

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

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

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

WHEREAS, the City Council held a duly noticed public hearing on the CA on August 28, 2018; and

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

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

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

SECTION 1. FINDINGS. After considering the record before it, including but not limited to the agenda report, presentation of staff, public comment, and discussion, the City Council

hereby finds that adoption of this Ordinance is in the best interest for protection or promotion of the public health, safety, comfort, convenience, prosperity, and welfare.

SECTION 2. AMENDMENT OF CODE: Section 14.74.200, Development standards for off-street parking and truck loading spaces, and Parking Standards Exhibit 'A' of Title 14, Zoning, of the Los Altos Municipal Code for revised parking space dimensions, and floor area standards among other things Chapter 14.74, Off-Street Parking and Loading, of Title 14, Zoning, of the Los Altos Municipal Code are hereby amended as follows:

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

A. Off-street parking facilities shall conform to the following standards:

1. ~~Perpendicular parking space size. Each standard parking space shall consist of an area not less than nine feet wide by eighteen (18) feet long, except as noted on the drawing labeled "Parking Standards Exhibit A" on file in the office of the planning department.~~ Parking space size. Each standard perpendicular parking space shall have minimum dimensions that are eight feet, six inches (8'6") wide, by eighteen (18'0") feet long, except as noted on the drawing labeled "Parking Standards Exhibit A" on file in the office of the Planning Department. Parking stalls shall be designated by using double striping that is one foot (1') in width and sixteen feet (16'0") long. Space width shall be increased by one foot (1') to nine feet, six inches (9'6") if adjacent on one (1) side to a wall, fence, hedge, or structure; and by two feet (2') to ten feet, six inches (10'6") if adjacent on both sides to such walls, fences, hedges, or structures.
2. ~~Handicapped persons~~ Accessible perpendicular parking space size. Accessible ~~P~~parking stalls for the use of the physically handicapped shall comply with the requirements set forth in Part 2 of Title 24 of the California Administrative Code and Chapter 9 of Division 11 of the Vehicle Code of the state.
3. Truck loading space size. Truck loading spaces shall not be less than ten (10) feet wide by twenty-five (25) feet long.
4. ~~Clearance. Standard and compact parking spaces shall have a vertical clearance of at least seven feet over the entire area. In addition, the spaces shall be clear horizontally (for example, pillars in a basement or parking structure shall not be located in required parking spaces). Truck loading spaces shall have a vertical clearance of at least fourteen (14) feet.~~ All parking spaces shall have a vertical clearance of at least seven feet (7') over the entire area. In addition, the spaces shall be clear horizontally (for example, pillars in a basement or parking structure shall not be located in required parking spaces). Truck loading spaces shall have a vertical clearance of at least fourteen feet (14').

B. Each parking and loading space shall be accessible from a public street, ~~or alley-~~ or public parking plaza.

C. The parking and loading area shall be paved with an all-weather asphaltic concrete or portland cement concrete pavement and marked in accordance with the city engineering standards (not applicable for single-family dwellings).

D. ~~Concrete b~~umper guards or wheel stops shall be provided for all parking spaces, except as provided in this section. The concrete curb around a perimeter landscaped area shall not be used as a bumper stop unless approved by the Planning Commission and the City

Council. In such cases, the Planning Commission and the council may allow a parking space length to be reduced by two feet.

- E. Lighting shall be deflected downward and away from any residential property.
- F. No advertising or sign, other than identification or direction signs, shall be permitted in the parking or loading area.
- G. No repair or servicing of vehicles shall be permitted in the parking or loading area.
- H. No area which lies within the precise plan line for a public street or alley adopted by the council shall be computed as satisfying the parking and loading space requirements of this chapter.
- I. A parking area abutting on property in an R District or across a street or an alley from property in an R District shall be screened, subject to the approval of the Community Development Director or their designee, planning department, by a solid fence or wall or a compact evergreen hedge or other screening not less than six feet high, subject to the provisions of Chapter 14.72 of this title regulating fences (not applicable for single-family dwellings).
- J. The minimum width of a one-way drive shall be twelve (12) feet.
- K. The minimum width of a two-way drive shall be eighteen (18) feet.
- L. Space for turning around on the site shall be provided for parking areas of three or more spaces so that no cars need back into the street (not applicable for single-family dwellings).
- M. Parallel and acute angle parking shall be designed for one-way traffic only, unless otherwise specified by the Planning Commission.
- N. The minimum standards for the design of off-street parking areas shall be in accordance with those shown on the drawing labeled "Parking Standards Exhibit A" on file in the office of the Planning Department.
- O. If found to be necessary or desirable by the city, the design standards set forth in this section may be waived for public and community facility uses or commercially operated public parking facilities in order to permit attended or supervised parking.
- P. District requirements resulting in one-half or greater parking space shall be deemed to require a full space.
- Q. For the purposes of this section, "net square footage" shall mean the total horizontal area in square feet on each floor, including basements, but not including the area of inner courts or shaft enclosures. For purposes of calculating parking requirements for uses other than office, hotel or motel the "net floor area" shall mean the total horizontal area in square feet on each floor, including basements, but not including the area of stairwells, elevators, fire rated elevator lobbies, mechanical/electrical rooms, mechanical shaft enclosures and restrooms. Exterior wall widths greater than ten (10) inches are also excluded if used for creating architectural features. Any space initially exempt from parking calculations that is later converted to area that would increase parking requirements is subject to parking requirements.
- R. For purposes of calculating parking requirements for office, hotel, and motel uses, "net floor area," shall mean the total horizontal area in square feet on each floor, including basements, but not including the area of stairwells, elevators, fire rated elevator lobbies, mechanical/electrical rooms, mechanical shaft enclosures, restrooms, and up to 250 square feet ground floor public entries/lobbies. Larger lobby areas and other architectural features that enhance the building without increasing parking requirements may be excluded from parking calculations if recommended by the Planning Commission. Exterior wall widths greater than ten inches (10") are also excluded if used for creating architectural features. Any space initially exempt from parking calculations that is later

converted to area that would increase parking requirements is subject to parking requirements.

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

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

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

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

SECTION 7. CUSTODIAN OF RECORDS. The documents and materials associated with this Ordinance that constitute the record of proceedings on which the City Council’s findings and determinations are based are located at Los Altos City Hall, 1 North San Antonio Road, Los Altos, California 94022. The Community Development Director, or his or her designee, is the custodian of the record of proceedings.

SECTION 8. PUBLICATION. This Ordinance shall be published as provided in Government Code section 36933.

SECTION 9. EFFECTIVE DATE. This Ordinance shall be effective upon the commencement of the thirty-first day following the adoption date.

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

AYES:
NOES:
ABSENT:
ABSTAIN:

Jean Mordo, MAYOR

Attest:

Jon Maginot, CMC, CITY CLERK

Parking Standards

Exhibit A



CITY OF LOS ALTOS

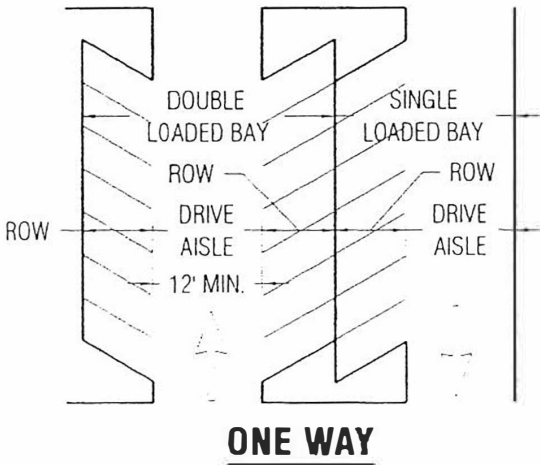
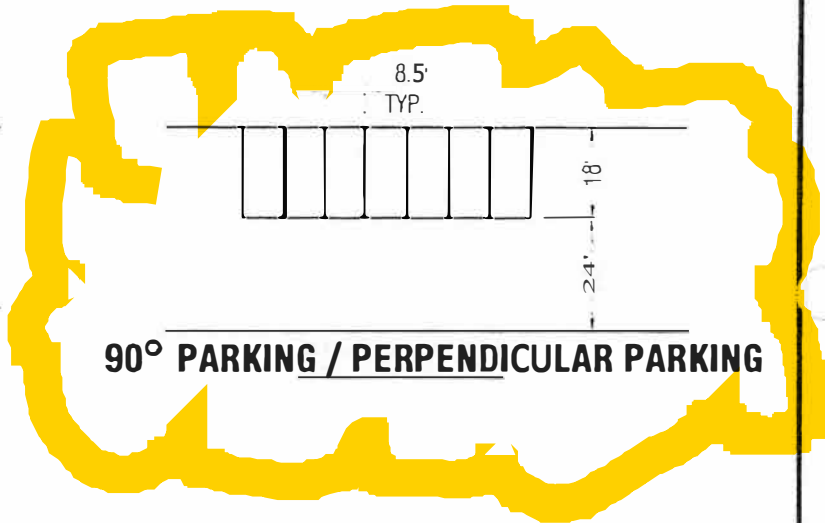
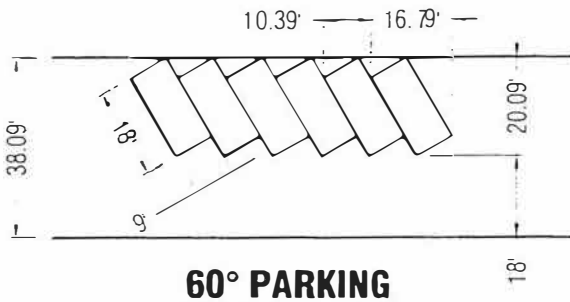
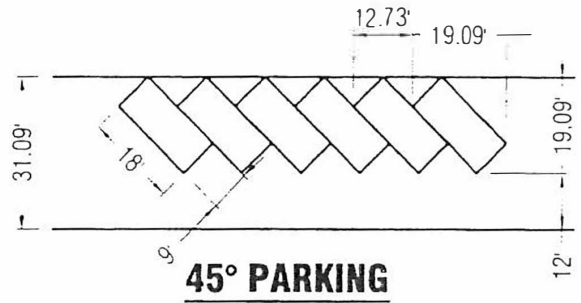
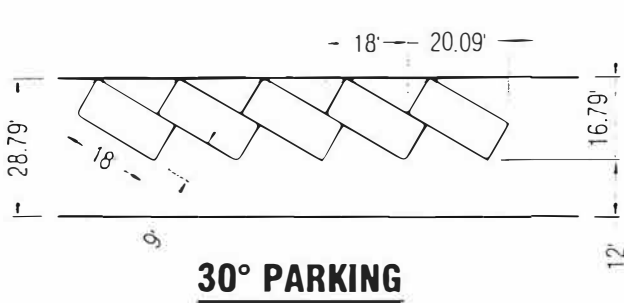
COMMUNITY DEVELOPMENT

DEPARTMENT

August 2018



PARALLEL PARKING ALTERNATES



Approved: _____
City Engineer Date



REVISION	
Description	Date

DEPARTMENT OF PUBLIC WORKS	
STANDARD PARKING STALL DETAILS	SU-17

STANDARD PLANS 2007