

C. PARKING STANDARDS AND POLICIES

1. Objectives

- Facilitate the development of a convenient and accessible downtown by ensuring that adequate parking is provided.
- Provide incentives and shared parking facilities for the creation of a busy and active Castro Street, particularly between Mercy Street and Evelyn Avenue.
- Encourage the use of transit, bicycles, shuttles and other alternatives to the automobile to reduce the demand for downtown parking facilities.
- Encourage public/private partnerships aimed at increasing the supply of parking where it is shown to be needed.
- Provide adequate and well-located parking within the Downtown Precise Plan area to allow for future growth.
- Monitor parking supply and demand, taking into consideration use of alternate modes of transportation.

2. Parking Requirements in Downtown

The parking standards that follow apply to new development and changes in use in the downtown. There are three distinct parking areas within the downtown. Each of the areas has different parking requirements. Figure 3 shows the boundaries of the parking areas. Parking regulations in Tables II-2 to II-4 show the parking requirements for each of the areas.

Parking in Areas E and H

The Precise Plan has special parking requirements for Areas E and H which vary depending on whether the floor area is on the ground level or upper level, whether it replaces existing floor area or is new and whether it is a change of use. This special set of parking requirements is aimed at preserving the historic pedestrian-scale, storefront character of Castro Street and encouraging certain uses. Parking exemptions also recognize that most of the lots are too small to provide parking on-site. Furthermore, parking exemptions recognize existing investment in development and act as an incentive for new development, particularly retail uses. Needed parking is provided in public parking lots.

Other Areas in the Parking District

In the rest of the Parking District outside of Areas E and H, lots are generally larger and there is more of a possibility of providing parking on-site. In these areas, development incentives are provided through parking in-lieu fee allowances and credits for existing building area. However, the parking credits for existing building area will terminate on May 25, 2009 to ensure that intensification of uses in these areas over time does not result in less downtown parking in the future.

Areas Outside the Parking District

New development in Precise Plan areas outside the Parking District is not in close proximity to public parking and, therefore, all parking in these areas must be provided on-site.

In all areas, the Precise Plan does encourage public/private partnerships to develop structured parking as part of new development. In addition, some incentives are provided for mixed-use development.

3. Parking Regulations in the Parking District

Development incentives are provided through parking exemptions in Areas E and H, and credits for existing floor area and payment of in-lieu fees within the Parking District. These incentives have been effective and contribute to the vibrancy of downtown.

There are three main types of parking regulations applicable in the Parking District of the Precise Plan. These regulations apply to new development and/or changes of use in existing buildings.

- a. Parking in-lieu fees;
- b. Parking exemptions; and
- c. Parking credits.

Parking In-Lieu Fees in the Parking District

Most properties in the historic Castro Street commercial area (Areas E and H) are not physically able to provide parking on-site due to their small size and shape, so they are allowed to pay fees in lieu of providing parking to expand buildings or build new ones. These one-time fees are paid to the Parking District which uses the funds to create additional shared public parking facilities. Shared parking increases parking efficiency, reduces parking cost and makes effective use of the parking facilities within the District. The percentage of parking that can be supplied by paying in-lieu fees varies, depending on the location of the property and the use. The in-lieu fee allowance is highest for properties in Areas E and H where parking is most difficult to provide on-site.

The percentage of parking that can be provided through the payment of in-lieu fees in the Parking District is shown in Tables II-2 and II-3. The in-lieu fee is based on the cost of building new public parking spaces and is set by resolution of the City Council.

The City Council may approve a higher percentage of in-lieu parking, on a project-by-project basis, for large projects that add quality, diversity or provide neighborhood-serving retail businesses.

Properties outside the Parking District must provide all of the required parking on-site.

Parking Exemptions

Another layer of parking regulations is that most ground-floor uses in Areas E and H, including changes of use, are exempt from any parking requirements although there are exceptions as shown in the Parking Regulations Table II-2. New ground-floor restaurants and administrative offices are not exempt because they make a greater demand on parking than other uses. They are also required to pay an in-lieu fee when they move into space previously occupied by another use, or a space which has been vacant for 12 or more months, no matter what the previous use. The fee is set at 50 percent of the normal in-lieu fee.

Parking Credit for Replacement of Existing Building Area

The Precise Plan has special parking standards when a new building replaces an existing one. In the Parking District, when existing building area is replaced, there is a credit for existing building area that reduces the amount of parking required for the new building (see Parking Regulations Tables II-2 and II-3). This credit will terminate on May 25, 2009 for those areas in the Park District outside of Areas E and H.

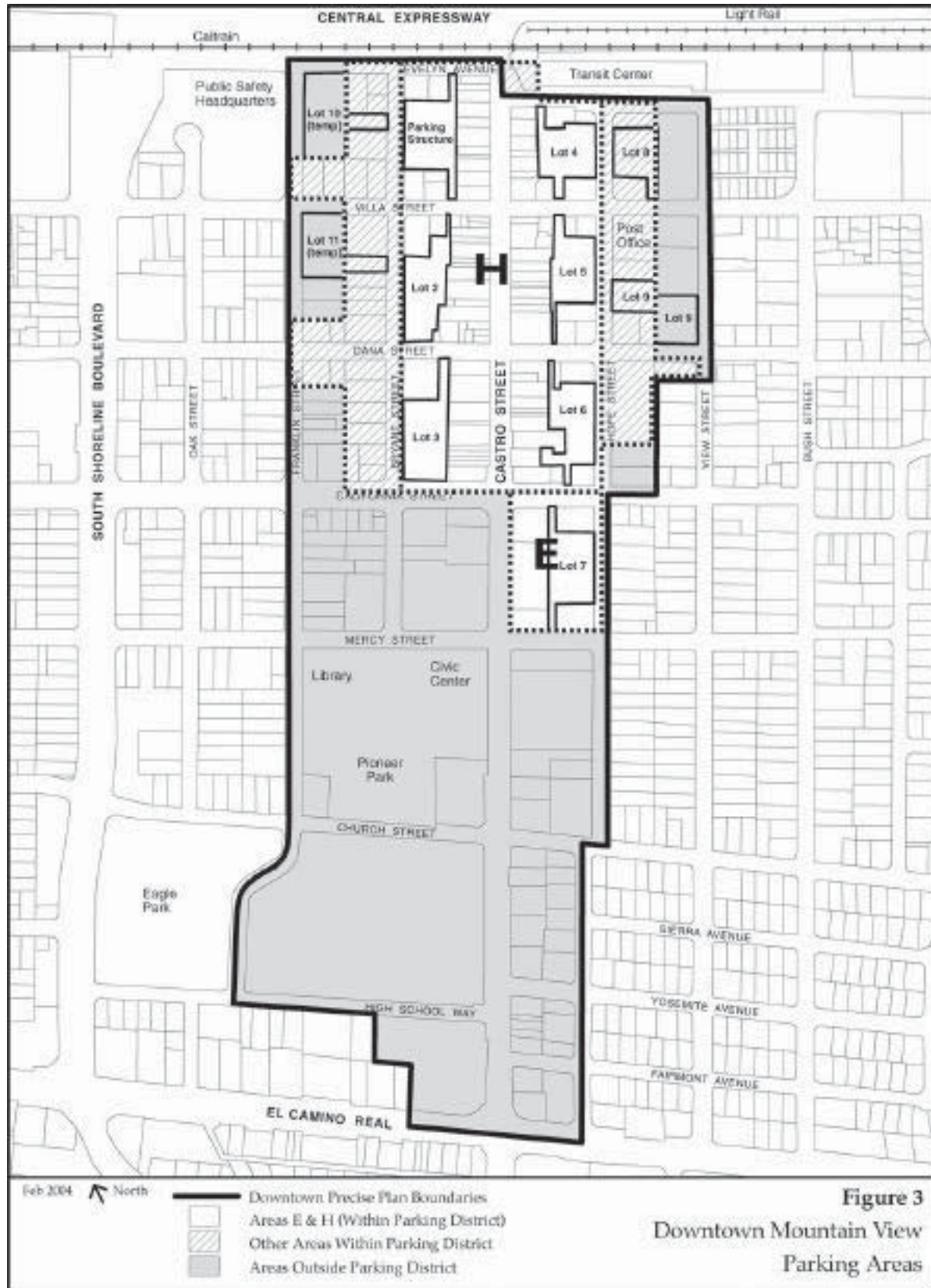
4. Number of Parking Spaces Required

The parking ratios that follow in Table II-I apply to new developments and uses, expansions and intensifications of use on all properties within the Downtown Precise Plan area (including the Parking District), except as noted in subsequent sections. Figure 3 shows the boundaries of the Downtown Precise Plan, the downtown parking areas subject to the parking regulations explained in Tables II-2 to II-4.

The parking ratios for downtown uses are lower than the City-wide ratios. This is in recognition of the benefit of shared parking facilities, businesses and homes within walking distance and transit access. The percentage reduction varies by use. In addition, there is no parking requirement for ground-floor retail and personal service uses in Areas E and H since it is a goal of the Downtown Precise Plan to promote economic diversity by encouraging these uses.

Bicycle parking is required pursuant to Section A36.37.040 of the Zoning Ordinance whenever vehicle parking is provided on-site.

TABLE II-1 Parking Spaces Required by Land Use	
Land Use Type	Vehicle Spaces Required
Retail	1 space for each 300 square feet.
Personal Services	1 space for each 300 square feet.
Restaurant	1 space for each 300 square feet.
Offices: Banks and Financial Administrative and Corporate	1 space for each 333 square feet. 1 space for each 333 square feet.
Other Offices	1 space for each 333 square feet.
Medical and Dental	1 space for each 166 square feet.
Residential: Studio & 1 Bedroom 2 Bedroom or more	1.5 spaces per unit plus .3 spaces per unit guest parking. 2 spaces per unit plus .3 spaces per unit guest parking.
Other Uses	90 percent of existing City standard. (Section A36.37 of Zoning Ordinance).
Mixed-Use Development	The total parking requirements for a mixed-use project may be reduced if it can be demonstrated through a parking study that peak parking demands of the individual uses occur at different times of day, or different days of the week, or in other ways do not occur at the same time or will not be in conflict. Shared parking must be accessible to all uses at all times of day. The parking study should demonstrate that parking will be adequate for all uses. Shared parking between properties would require recorded easements which cannot be modified without the City's consent. The parking study will be considered during a public hearing as part of the development approval process.
Affordable or Senior Housing	The total parking requirements for senior housing and housing serving very-low and low-income households may be reduced if it can be demonstrated through a parking study that parking demand will be lower than a standard residential project because of unit size or lower rates of auto ownership. The parking study should demonstrate that parking will be adequate for the use. The parking study will be considered during a public hearing as part of the development approval process.
*Uses are defined in the Zoning Ordinance, Section A.36.95.	



**TABLE II – 2
PARKING IN AREAS E AND H**

GROUND FLOOR				
Ground Floor	New Construction: Replacement of Existing Floor Area	New Construction: Net New Floor Area*	Change of Use**	Amount of Required Parking That Can Be Supplied With In-lieu Fees
Retail or Personal Services	No parking required	No parking required	No parking required	N/A
Restaurants and Administrative Offices	No parking required before November 25, 2005	No parking required before November 25, 2005	No parking required before November 25, 2005	Up to 100% of required parking
	----- Parking required after November 25, 2005***	----- Parking required after November 25, 2005***	----- Parking in-lieu fee required at 50% of usual fee after November 25, 2005***	
Other Uses	No parking required	Parking required	No parking required	Up to 100% of required parking
* Net new floor area is the gross floor area of the building minus the floor area of the existing building.				
** If the new use is the same as the old use, no new parking is required unless new floor area is added.				
*** After November 25, 2005, Restaurant and Administrative Office uses that occupy space which has been vacant for one year or more are subject to the 50% parking in-lieu fee. Parking also required for replacement and net new floor area.				

UPPER FLOORS				
Upper Floors*	New Construction: Replacement of Existing Floor Area	New Construction: Net New Floor Area	Change of Use	Amount of Required Parking That Can Be Supplied With In-lieu Fees
Retail or Personal Services	No parking required	Parking required	No parking required	Up to 100% of required parking
Restaurants and Administrative Offices	No parking required	Parking required	No parking required	Up to 100% of required parking
Residential	Parking required	Parking required	Parking required	Up to 100% of required residential guest parking
Other Uses	No parking required	Parking required	No parking required	Up to 100% of required parking
* Mezzanines are considered second floors and square footage will be counted toward parking requirements. Outdoor balconies on upper floors that are open to the sky will not be counted as floor area.				

OTHER AREAS WITHIN THE PARKING DISTRICT				
	New Construction: Replacement of Existing Floor Area	New Construction: Net New Floor Area	Change of Use*	Amount of Required Parking That Can Be Supplied With In-lieu Fees
Retail or Personal Services	Parking required. A credit of 1 space for every 500 square feet of existing building area. ¹	Parking required	No parking required	No parking required
Restaurants and Administrative Offices	Parking required. A credit of 1 space for every 500 square feet of existing building area. ¹	Parking required	No parking required before November 25, 2005 Parking in-lieu fee required at 50% of usual fee after November 25, 2005**	Up to 20% of required parking
Residential	Parking required	Parking required	Parking required	Up to 100% of required residential guest parking
Other Uses	Parking required. A credit of 1 space for every 500 square feet of existing building area. ¹	Parking required	No parking required	Up to 20% of required parking
¹ This credit will expire in May 2009. After May 25, 2009, on-site parking or parking in-lieu fees shall be provided according to Precise Plan parking ratios and in-lieu parking provisions. ¹ The total number of spaces generated by this parking credit shall be subtracted from the total parking required for the project to determine the adjusted requirement.				
* If the new use is the same as the old use, no new parking is required unless new floor area is added.				
** After November 25, 2005, Restaurant and Administrative Office uses that have been vacant for one year or more are subject to the 50% parking in-lieu fee.				

¹ The Parking District has provided, through a prior bond issue, approximately 1,022 parking spaces (as of 2004) supporting approximately 530,000 square feet of nonresidential floor area for a ratio of one parking space per 518 square feet. The one space per 500 square foot credit acknowledges the parking spaces that have already been provided for existing downtown floor area within the Parking District.



Convenient and well-designed Downtown parking.

TABLE II – 4

AREAS OUTSIDE THE PARKING DISTRICT				
	New Construction: Replacement of Existing Floor Area	New Construction: Net New Floor Area	Change of Use	In-lieu Fee
All Uses	Parking required	Parking required	No parking required	N/A

5. Loading Space Requirements

One loading space shall be provided for new commercial and office buildings over 10,000 square feet. For new buildings over 30,000 square feet, an evaluation of the loading space requirements for the project and a comparison of loading space requirements in similar downtown areas must be supplied by the property owner or developer. The Zoning Administrator may adjust these loading space requirements where there are unique circumstances involving access to the site or where it is demonstrated that the characteristics of the proposed use would require fewer or more loading spaces. Area H is exempt from loading space requirements.

6. Elevator Requirements

Elevators that go between the below-grade parking garage and the podium level (first floor) are required for residential projects with more than 40 units.

7. Trip Reduction Programs

A 5 percent reduction in required parking may be approved for office uses provided the developer or building owner agrees to implement and maintain trip reduction programs. Programs shall be tailored to the individual use and shall include a variety of strategies to encourage the use of alternatives to the single-occupant automobile (a list of strategies is included in Appendix A).

8. Public/Private Partnerships

A private developer can build a mixed-use development that provides both public parking and parking for the new development. If the development is on a public parking lot, both replacement public parking and parking for the private development would be required.

A public/private partnership also provides needed shared parking outside the Parking District. Currently there is no public parking and all parking must be on-site, making it difficult to develop smaller parcels. Unlike a potential project within the Parking District, there would be no financing mechanism to pay for the public share. Consideration should be given to developing a financing method if a development opportunity is presented.