STAFF REPORT

TO: **PLANNING COMMISSION**

FROM: **Corey Simon, Senior Planner**

DATE: **October 27, 2015**

SUBJECT: **Public hearing to review proposed zoning text amendments to the Martinez Municipal Code Chapter 22.36; Off-Street Parking. Proposed changes include: adjusting the minimum required parking for multi-family residential development; establishing a city-wide requirement for guest parking in multi-family residential development; and modifying the design standards and use restrictions of driveways and garages used for required parking. The Planning Commission will make its recommendations to the City Council, who will then consider the possible amendments at a future date.**

RECOMMENDATION:

Adopt PC Resolution No. 15-04 recommending to the City Council adoption of an Ordinance amending the Zoning Ordinance, Title 22, Chapter 36 (Off-Street Parking) of the Martinez Municipal Code.

BACKGROUND:

The City's last comprehensive zoning code update was in 1975. Over the years, portions of these regulations have become increasingly out-of-date and while not necessarily obsolete, some of these regulations and processes hamper the City's ability to efficiently address the review of development applications. The City's standards for on-site parking in multi-family developments were last revised in 1996, when the City established the Downtown Overlay District. The Overlay District was created to incentivize downtown residential development, by increasing the allowable density, and easing development standards, from the existing underlying zoning designations. As such, while a relatively strict requirement of 2.25 spaces per unit - regardless of unit size - was imposed Citywide, a more lenient parking requirement (and one more in keeping with the requirements of neighboring cities) was established soley for the Overlay District. (see 11" x 17" table EXHIBIT 1 comparing parking standards with those of neighboring jurisdictions).

Between 1996 and 2010, all of the City's new multi-family development was built within the

Downtown Overlay District, so the increasing out-of date and restrictive parking requirements outside the Downtown Overlay was not problematic. But in the last few years, increasing rents have restarted developers' interest in new multi-family construction citywide. In 2010, the Cascara Canyon Apartment project (Shell Avenue) was approved by the Commission, with an exception to the normally required 2.25 parking space per unit. Unlike the 2-bedroom "condominium" type development that was envisioned in the 1989's and 90's, almost three quarters of Cascara Canyon's 42 apartments are one bedroom units. The parking study done for the project found that for similar complexes in Concord, the actual observed parking demand ratio was for 1.50–1.64 spaces per unit. The Commission approved the Cascara Canyon Planned Unit Development with a ration of 1.5 spaces per unit. The complex, which was completed and fully leased last year, was the first market rate apartment complex outside the downtown area in over two decades.

Since other developers soon expressed interest in multi-family development, staff drafted a zoning text amendment to address multi-family parking standards. Zoning topics concurrently considered by the Commission in 2010 included the City Attorney's recommendations for updating procedures for approval of Planned Unit Developments (PUD)'s – which were approved by the City Council September 2010. But when the Commission considered revisions to multi-family parking requirements in 2010, the Commission also recommended changes to multi-family guest parking requirements and provisions for on-site RV parking within multi-family developments. But limitations in staffing prevented these additional items from being brought to the City Council at that time.

Up until this year, there has been less interest in market rate multi-family construction than was expected. But years of rising rents has again led to more inquires. Rather than waiting for additional entitlement applications that may require parking variances, staff feels this is an opportune time to revisit the proposal for updating the City's requirements for Off-Street Parking for multi-family housing, so the code in more in sync with actual demand and current best practices. A more current code would hopefully reduce the number of exceptions - as variances or as part of Planned Unit Development approvals – to the City's parking requirements.

DISCUSSION:

Topic 1: Background for current Multi-family Parking requirements.

As stated above, the City's current requirements for multi-family parking were established in 1996, concurrently with the establishment of the Downtown Overlay District. As a predecessor to the more recently adopted 2006 Downtown Specific Plan, the Downtown Overlay District was intended to foster new residential construction within the downtown's residentially zoned districts through the application of more lenient development standards than those that were applied elsewhere in the City. In addition to reducing minimum yard requirements, the Downtown Overlay established multi-family parking requirements that are less demanding than those to be applied elsewhere in the City. The Downtown Overlay provided relaxed parking standards in two ways; a) non-discretionary standards (e.g. variance, use permit and/or

planned und development NOT required) that were less restrictive than the 2.25 spaces per unit required City-Wide and b) a discretionary standard of "one space per unit" - regardless of unit size – subject to use permit approval (MMC 22.13.030.D). While well intentioned, the 1996 parking code changes did create some confusion, as the City now had three distinct sets of parking rules for multifamily housing, as outlined below and more fully described in TABLE 1:

OVERVIEW EXISTING THREE SETS OF PARKING RULES:

1. City Wide, except Downtown Overlay	[Ministerial]	2.25 spaces per unit, regardless of size
2. Downtown Overlay District	[Ministerial]	1.0 to- 2.0 spaces per unit, based on size
3. Downtown Overlay District	Use Permit Req'd.	1.0 space per unit, regardless of size

TABLE - 1

MULTI-FAMILY PARKING REQUIREMENTS, PER UNIT, AS ESTABLISHED IN 1996

MMC 22.36.080; PARKING – RESIDENTIAL USES; parking shall be provided for residential development in accordance with the following:

		Required Parking Spaces Per Dwelling Unit** (Covered)	(Open)
Multiple family*	All districts except sites included in the Downtown Overlay District	1	1¼
Multiple family*	Downtown Overlay District (except projects on streets where bike lanes are proposed)		
studio		1	
1 bedroom		1	½
2+ bedrooms,		1	1

Guest Parking: Additional required guest parking spaces shall be ¼ space if there are over 4 units. The required guest spaces shall be additive and rounded off to the higher number. The Planning Commission may approve tandem guest spaces if it can be found that residents will not be inconvenienced by this arrangement.

* Garages shall not be used for storage by any outside party nor used for habitation by any party. There shall be at all times in every garage in the City sufficient space to park at least one automobile

** Off-street, screened and fenced parking for recreational vehicles may be required in amounts to be determined by the Planning Commission for all projects in excess of 10 dwelling units.

MMC 22.13.030; DOWNTOWN OVERLAY DISTRICT – CONDITIONAL USES

D. A minimum of one covered parking space per unit may be approved with a use permit, if the Planning Commission can make the findings that:
   1. One parking space per unit would be sufficient for the proposed development;
   2. There would be sufficient overflow street parking; and
   3. Reducing the parking standards would not be detrimental to the neighborhood.

A requirement for 2¼ parking spaces for all multi-family units, regardless of the number of bedrooms, was unusually high even by the standards of the mid 1990's. Prior to the City's adoption of Condominium Subdivision regulations (Title 21, Chapter 54), the City required 1½ spaces per unit for all multi-family construction. The more stringent requirement of 2¼ spaces per unit was most likely established for condominiums as a means of encouraging larger and higher cost ownership units. Most likely for the same reason - to encourage larger more expensive units - the higher standard required was made a requirement for all multi-family construction, except in the newly established Downtown Overlay District, in 1996.

Topic 2: Application and shortcomings of current Multi-family Parking requirements.

Based on the construction activity staff is aware of since 1996, the following observations can be made:

- There had been no apartment style multi-family construction outside of the Downtown Overlay District between 1996 and 2009. While it is unknown to what degree the relatively more demanding parking requirements have played in reducing multi-family construction outside the Downtown Overlay District, its is generally recognized that suburban style multi-family construction peaked in the mid and late 1980's. Factors since then, such as changes in tax laws, interest rates, land availability and other market conditions were all most likely greater influences.

- Recent Cascara Canyon application (2009-2010) has highlighted that the current requirement for 2¼ spaces per unit is out of sync with both actual demand and requirements of neighboring communities. With the onset of the market downturn in the late 2000's, financial conditions appear to have restarted interest in the development of apartment style multi-family construction. The 2009 Cascara Canyon application (Shell Avenue) was the first market rate project in decades to propose a mix of one- and two-bedroom flats, as opposed to what had been the more common two- and three- bedroom townhome configuration. Parking studies done for the Cascara application included an environmental analysis documenting the actual parking demand for such multi-family projects in the range of 1.2 to 1.6 spaces per unit.

  The 11" x 17" table EXHIBIT 1 provides comparison of the multi-family parking requirements used by neighboring jurisdictions, all of which are closer to the observed demand than the City's current City-wide requirement for 2¼ spaces per unit. In addition, other jurisdictions apply parking spaces requirements in proportion to the units' number of bedrooms while the current requirement for 2¼ spaces is applied to all units regardless of size.

- The 2006 Downtown Specific Plan (DSP) envisioned the Downtown Core (the areas currently zoned Central Commercial and Office) transitioning to mixed use and/or residential uses, but the Downtown Overlay's relaxed parking standards were not extended to this area when the DSP was adopted. It is the intent of these proposed text changes prescribe identical parking requirements thought the downtown and citywide. Since one of the DSP's main goals was to engender residential construction in the downtown core, the current

citywide requirement for 2.25 spaces is especially inappropriate for this area. (see map provided as Attachment A).

- Downtown Overlay's Provision to allow the Planning Commission to approve parking at a rate of one space per unit, regardless of unit size, should remain unchanged. Since most development in the Downtown Overlay requires Use Permit approval to allow the maximum density permitted within the District - and most past development has been subject to Planning Commission review because the higher density being requested – requests to allow one space per unit have frequently been approved currently with the desired higher density. It must be stressed that such projects have typically been small, ranging from 3 to 6 units, and in settings where on-street parking has been plentiful. Staff would not recommend extending such a process citywide, as larger projects and/or lack of on-street parking, especially on sites south of the downtown area, could be problematic. Staff may however consider adding a provision for reduced parking - with Use Permit approval – for the downtown core area (again, see map provided as Attachment A) with the pending General Plan/comprehensive Zoning Code update.

Other minor observations and recommendations regarding parking requirements are:

- "BIKELANE" EXCLUSION WITHIN DOWNTOWN OVERLAY DISTRICT HAS NOT BEEN USED. The current Downtown Overlay Parking Requirements are not to be applied where bike lanes are proposed. (per Section 22.36.080.C) The 1992 General Plan Circulation Element proposed bike Lanes on Marina Vista Alhambra, Berrellesa, Escobar, and Court/Pine Streets. It appears it was the City's intent to apply the Citywide requirement for 2¼ spaces on those streets within the Downtown Overlay where parking lanes were to be removed for bikelanes. At this time, both the Alhambra Avenue and Berrellesa Street bike lane have been installed. Both parking lanes have been retained on Alhambra, but the parking lane has been removed from southbound Berrellesa Street. But this exclusion for streets with bike lanes does not apply to the Planning Commission's ability to approve parking at 1 space per unit, per Section 22.13.030.D. Staff is not aware of a single instance where reduced parking (per Section 22.13.030.D) has not been permitted on Berrellesa Street. To simplify the City's regulations, staff recommends that this provision be deleted.

- STUDIO UNITS HAVE NOT BEEN BUILT. Staff is not aware of the construction of any studio units either inside or outside of the Downtown Overlay district. To simplify the City's regulations, staff recommends that this provision be deleted.

Topic 3: Recommended changes to Multi-family Parking requirements.

Based on the above observations, staff is recommending the parking requirements for both City-wide and Downtown Overlay District be simplified and consolidated as outlined below (the Planning Commission's ability to approve one space per unit in the Downtown Overlay per Section 22.13.030.D would be unaffected.). The complete text of the proposed regulations is provided as Exhibit 1 of "Attachment B," a draft resolution recommending approval to City Council:

OVERVIEW OF RECOMMENDED PARKING RULES:

1. City Wide, including Downtown Overlay [Ministerial] 1.0 to- 2.0 spaces per unit, based on size
2. Downtown Overlay District [Use Permit Req'd.] 1.0 space per unit, regardless of size

TABLE 2 - MULTI-FAMILY PARKING REQUIREMENTS, PER UNIT, AS PROPOSED

Dwelling Type	~~Zoning Districts~~ *Parcel Type*	Required Parking Spaces Per Dwelling Unit** Covered	Open
~~A~~*1.a.* Single family	All ~~districts except R-1.5, R-2.5 and R-3.5~~ *except as provided in subsection b. (below)*	2	0
b. Single family	~~R-1.5, R-2.5 and R-3.5~~ *Parcels – not within a PUD - that are either: 5,000 sq. ft.; or less, in size; or 50', or less, in width; or both*	1	1
~~B~~*2.* Multiple family*	All ~~districts except sites included in the Downtown Overlay District~~	~~1~~	~~1½~~
1 bedroom or less		*1*	~~1½~~ *½*
2 bedrooms or more		*1*	~~1½~~ *1*
~~C. Multiple family*~~	~~Downtown Overlay District (except projects on streets where bike lanes are proposed)~~		
~~studio~~		~~1~~	
~~1 bedroom~~		~~1~~	~~½~~
~~2+ bedrooms,~~		~~1~~	~~1~~

Guest Parking *for multiple family projects of four or more units: For projects of four or more units, an* additional ~~required guest parking space shall be~~ *.25 parking* space ~~if there are over 4 units.~~*, above that which is required above, shall be provided per each unit.* The *total of* required guest spaces shall be additive and rounded off to the higher number. ~~The Planning commission may approve tandem guest spaces if it can be found that residents will not be inconvenienced by this arrangement.~~

While staff is unable to conduct a comprehensive review and update of all parking regulations at this time, the topics below are integral to the residential Parking Table in Section 22.36.030, and should be clarified at this time

- Small lot standard (R-1.5, R-2.5 and R-3.5 Districts) requiring one covered spaces for single family homes. Even before the 1975 code, single family homes in and around the downtown area were allowed to have single car garages, as was common at the time most such homes were built. It's also been accepted that the small number of in-fill homes could apply the same single car standard. But tying this allowance for one car - as opposed to the two-car garages normally required - to specific R-1.5, R-2.5 and R-3.5 zoning districts has been problematic: many such small lot (5,000 sq ft. or less) lots are in 1930's to 1950's neighborhood on either side of Alhambra Avenue, between Highway 4 and downtown, and are located within the R-6.0 zoning districts. Furthermore, the anticipated citywide zoning code update (to coincide with the pending General Plan update) will use a different nomenclature than the code's current zoning districts of R-1.5, R-2.5 and R-3.5. By defining the allowance for one-car garages by size and width requirements, property owners will benefit and the parking code will be consistent with any new and/or proposed zoning nomenclature. And regardless of lot sizes, current and future PUD subdivisions are, and will, be governed by the that project's tentative map/PUD conditions of approval, so a requirement for two car garages, if applicable to that project, would remain unaltered by the proposed change.)

- Restrictions on use of driveways for required parking should be clarified. A current parking code requirements states that *"Driveways shall not be counted as part of any required parking."* While such a regulation is common and reasonable in most suburban contexts, staff is aware that some confusion has arisen over the years as to the status of the driveway space in front of garages located within the downtown and central areas (e.g. currently prescribed as within the R-1.5, R-2.5 and R-3.5 Districts) where one covered – and one uncovered – space is required. Staff has proposed the following clarification, so only those driveway spaces within the City's older areas, where one car garages are already common, may be counted.

  Driveways ***that are either: a) within a minimum required front or street-side side yard, or b) serve more than one unit***, shall not be counted as part of any required parking ***pursuant to this Section.***

  1. ***Exception: a driveway leading into a required covered parking space may be counted as an open parking space serving either: a) a single family residence on a parcel 5,000 sq. ft.; or less in size; or 50', or less, in width; or both; or b) a multi-family unit, provided that:***
     a. ***the subject driveway solely serves the same individual unit as the covered parking***
     b. ***the driveway's length is not less than 18', as measured from the right-of-way to the individual unit's required covered parking space and/or garage door.***
     c. ***the use of such a driveway for a required parking space is not in conflict any entitlements for the subject development, if any, including but not limited to applicable Planned Unit Development standards.***

Such a clarification would be especially relevant to owners of older single-family homes within the Downtown area, where the requirement for two off-street parking spaces is often met with a small single car garage, and its driveway.

- Use and size of garages. The City's current regulation on the use of garages for car storage currently is limited to multi-family development. It is also inconsistent with the standard language the City has been placing within the CC&R's of residential subdivisions. Staff recommends the following modification, which would apply to all garages, for both single- and multi-family residential uses:

> Garages ***providing required covered parking spaces*** shall not be used for storage by any outside party nor used for habitation by any party. ~~There shall be at all times in every garage in the City sufficient space to park at least one automobile~~.

Staff is also proposing a similar clarification to the dimensional requirements for garages in Section 22.36.080.A, as covered parking, is not required to be within a garage. Should a developer choose to provide the required open space within a garage, the 9' width may be used for that second space, if in a side-by-side garage.

> Each parking space shall be not less than 20 feet in length and 9 feet in width exclusive of aisles and access drives, except that a ***required covered*** parking space ***per Section 22.36.030.A; Parking Residential Use*** ~~required to be~~ located in an enclosed garage shall be not less than 20 feet in length and 10 feet in width, exclusive of utility areas

- Adding limitations and standards for use of tandem parking. While it was the Commission's consensus back in 2010 that tandem parking may be permissible in certain situations, the Commission did not wish the code to remain silent on the issue. Staff now recommends the flowing provision to address tandem parking:

> ***Two-car tandem garage space may be used to meet the parking requirements of this Section, subject to the following requirements and limitations:***
>
> ***1. Any parking spaces within a garage, whether meeting the either the covered or open parking space requirements, shall not be less than 10 feet in width.***
>
> ***2. Tandem garage spaces must be assigned for the exclusive use of one unit.***

ATTACHMENT:

A. Map showing relationship of Downtown Overlay District and Downtown Core
B. Draft Resolution, with proposed Zoning Text Amendment

EXHIBITS:

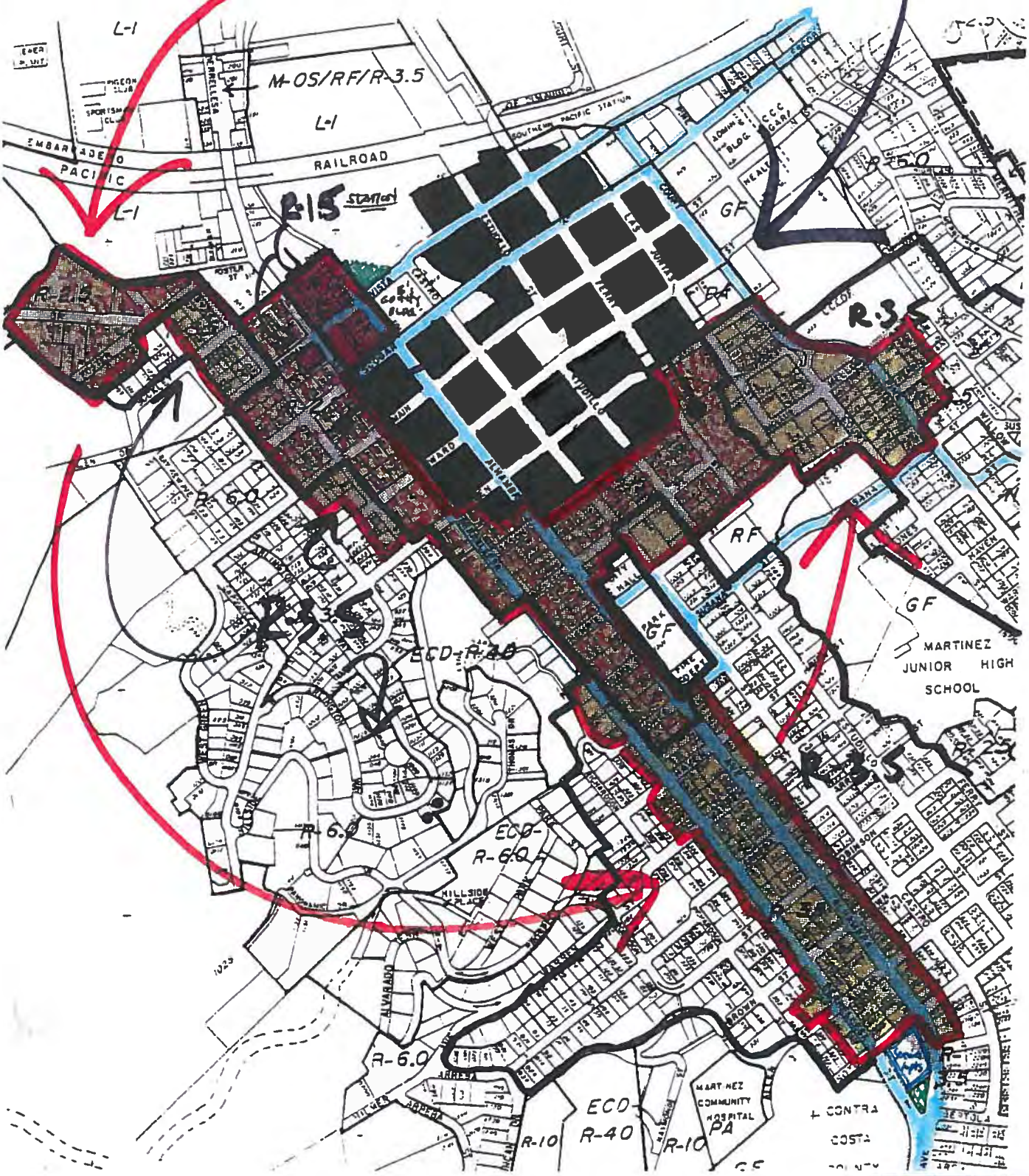
1. Table comparing parking standards of neighboring jurisdictions to Martinez'

ATTACHMENT A

Illustration of Downtown Overlay District (1996) and DSP core area (2006)

DOWNTOWN SPECIFIC PLAN - CORE AREA
(CENTRAL COMMERICAL AND OFFICE ZONING DISTRICTS)
ALLOWING ALL RESIDENTIAL AND MIXED USE DEVELOPMENT
[currently requiring 2.25 spaces per unit]

DOWNTOWN OVERLAY DISTRICT (D)
[currently requiring 1-2 spaces per unit]



RESOLUTION NO. PC #15-04 [*DRAFT*]

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MARTINEZ, RECOMMENDING THE CITY COUNCIL ADOPT AN ORDINANCE AMENDING THE ZONING ORDINANCE, TITLE 22, CHAPTER 36 ("OFF-STREET PARKING") OF THE MARTINEZ MUNICIPAL CODE RELATING TO MINIMUM REQUIRED PARKING FOR MULTI-FAMILY RESIDENTIAL DEVELOPMENT; REQUIREMENT FOR GUEST PARKING IN MULTI-FAMILY RESIDENTIAL DEVELOPMENT; AND DESIGN STANDARDS AND USE RESTRICTIONS OF DRIVEWAYS AND GARAGES

WHEREAS, Section 22.36.010 of the Martinez Municipal Code states that the major purpose of establishing off-street parking requirements is to alleviate or to prevent traffic congestion and shortages of on-street parking; and

WHEREAS, off-street parking spaces are to be provided, as prescribed by Chapter 36, incidental to the development of new land uses and the enlargement of existing land uses; and

WHEREAS, the purpose statement of Chapter 36 states the number of spaces to be prescribed by the Chapter is to be in proportion to the need for such facilities as created by the particular type of land use; and

WHEREAS, the current parking space requirement for multi-family development, other than for development within the Downtown Overlay District, is for 2¼ spaces per multi-family unit, regardless of unit size; and

WHEREAS, the current parking requirement for single family homes is for 2 spaces per unit; and

WHEREAS the current requirement for 2¼ spaces per multi-family unit was established in 1996 when the anticipated type of multi-family development was envisioned to be larger units with multiple bedrooms, rather than for smaller one-bedroom units; and

WHEREAS, the requirement for 2¼ spaces per unit is proportional to the demand for parking of larger multi-family units with multiple bedrooms, which is similar to the demand for parking of single-family homes; and

WHEREAS, in 1996, a relaxed off-street parking standard was adopted for multi-family development in the Downtown Overlay District, requiring 1 space per studio unit and 1½ spaces for one-bedroom units; and

WHEREAS; the application of less stringent parking requirements within the Downtown Overlay District was both a reflection of the anticipated demand for studio and one-bedroom units within the Downtown Overlay area, and was intended to serve as an incentive for such residential development to occur within the Downtown Overlay District; and;

WHEREAS, since 1996, several multi-family projects with one-bedroom units have been built within the Downtown Overlay District, and

WHEREAS, prior to 2010, no multi-family project with units of less than two-bedroom size have been built outside of the Downtown Overlay District; and

WHEREAS, since changes in the housing market- resulting from the economic downturn from the late 2000's - has increased and developer interest in constructing multi-family projects outside the Downtown Overlay District with one-bedroom units; and

WHEREAS, an application to allow the construction of a multi-family development with a majority of one-bedroom units was made in March 2009 (Cascara Canyon apartments) which included a request for an exception to the requirement for 2¼ parking spaces per unit; and;

WHEREAS, an Initial Study and Draft Mitigated Negative Declaration was prepared for the Cascara Canyon project, which included an analysis of estimated parking demand for the proposed multi-family units. The City's consultant traffic engineer measured actual parking demand for similar multi-family developments in the neighboring City of Concord, and found demand ranging from 1.17 to 1.64 spaces per unit; and

WHEREAS, a review of neighboring public agencies' multi-family parking requirements shows requirements for one-bedroom units are typically 1½ spaces per unit, with guest parking requirements ranging from ¼ to ½ space per unit; and

WHEREAS, the City's current requirement for 2¼ spaces for all multi-family units thus appears inconsistent with the intent of Chapter 36, regarding parking requirements being in proportion to the need for such facilities as created by the particular type of land use; and

WHEREAS, the subject apartment complex was completed and fully leased by mid 2015; and

WHEREAS, staff anticipates that given the declining economic climate for larger units and ownership housing, an increase in applications for more multi-family development with smaller units can be anticipated; and

WHEREAS, should those applications be made, it would not be reasonable for every applicant to request an exception to parking standards that appear to be disproportional to actual demand; and

WHEREAS, the proposed revisions to multi-family parking requirements would make such regulations more proportional to the actual demands for resident and guest parking both inside and outside of the Downtown Overlay District; and

WHEREAS, staff has proposed an update of driveway and garage use restriction to likewise be consistent with actual usage, and the restrictions currently required by similar agencies; and

WHEREAS, the adoption of the proposed text amendments is categorically exempt from the requirements of CEQA, under Section 15305 (Minor Alterations in Land Use Limitations) of the CEQA Guidelines; and

WHEREAS, the Planning Commission held a public hearing on October 27, 2015, and listened to testimony from the public.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission hereby recommends that the City Council adopt an ordinance amending Title 22, Zoning Ordinance of the Martinez Municipal Code to incorporate said revisions as set forth in Exhibit A, attached hereto and incorporated herein by this reference.

* * * * * * * * * *

I HEREBY CERTIFY that the foregoing is a true and correct copy of a resolution duly adopted by the Planning Commission of the City of Martinez at a regular meeting of said Commission held on the 27th day of October, 2015 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINED:

_____

Corey M. Simon
Senior Planner/Clerk Pro Tem

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DRAFT ZONING TEXT CHANGES TO MULTI-FAMILY PARKING STANDARDS (IN ~~STRIKEOUT~~/*HIGHLIGHTED* FORMAT)

AS PROPOSED TO PLANNING COMMISSION OCTOBER 27, 2015

22.36.030 Parking--Residential Uses.

A. Parking shall be provided for residential development in accordance with the following table:

RESIDENTIAL USES TABLE

Dwelling Type	~~Zoning Districts~~ *Parcel Type*	Required Parking Spaces Per Dwelling Unit** Covered	Open
~~A~~*1.a.* Single family	All ~~districts except R-1.5, R-2.5 and R-3.5~~ *except as provided in subsection b. (below)*	2	0
b. Single family	~~R-1.5, R-2.5 and R-3.5~~ *Parcels – not within a PUD - that are either: 5,000 sq. ft.; or less, in size; or 50', or less, in width; or both*	1	1
~~B~~*2.* Multiple family*	All ~~districts except sites included in the Downtown Overlay District~~	~~1~~	~~1¼~~
1 bedroom or less		*1*	~~1¼~~*½*
2 bedrooms or more		*1*	~~1¼~~ *1*
~~C. Multiple family~~*	~~Downtown Overlay District (except projects on streets where bike lanes are proposed)~~		
~~studio~~		~~1~~	
~~1 bedroom~~		~~1~~	~~½~~
~~2+ bedrooms,~~		~~1~~	~~1~~

Guest Parking ***for multiple family projects of four or more units: For projects of four or more units, an*** additional ~~required guest parking space shall be~~ ***.25 parking*** space ~~if there are over 4 units.~~***, above that which is required above, shall be provided per each unit.*** The ***total of*** required guest spaces shall be additive and rounded off to the higher number. ~~The Planning commission may approve tandem guest spaces if it can be found that residents will not be inconvenienced by this arrangement.~~

~~D~~ ***3.*** .	Lodging houses, apartment hotels, motels and private clubs providing sleeping. accommodations	All ~~districts~~	The greater of 1 ***covered or open*** space per guest room or 1 ***covered or open*** space per 2 beds.
4.	Subsidized or assisted senior citizen housing	All ~~districts~~	.35 ***covered or open*** spaces per dwelling unit.

~~Note: Additional off-street parking may be required in amounts to be determined by the Planning Commission~~

~~* Garages shall not be used for storage by any outside party nor used for habitation by any party. There shall be at all times in every garage in the City sufficient space to park at least one automobile~~

~~** Off-street, screened and fenced parking for recreational vehicles may be required in amounts to be determined by the Planning Commission for all projects in excess of 10 dwelling units.~~

~~For subsidized or assisted senior citizen housing, there shall be a minimum of .35 parking spaces per dwelling unit.~~

B. Use of driveways to meet minimum parking space requirements of this Section: Driveways ***that are either: a) within a minimum required front or street-side side yard, or b) serve more than one unit,*** shall not be counted as part of any required parking ***pursuant to this Section.***

1. Exception: a driveway leading into a required covered parking space may be counted as an open parking space serving either: a) a single family residence on a parcel 5,000 sq. ft.; or less in size; or 50', or less, in width; or both; or b) a multi-family unit, provided that:

a. the subject driveway solely serves the same individual unit as the covered parking

b. the driveway's length is not less than 18', as measured from the right-of-way to the individual unit's required covered parking space and/or garage door.

c. the use of such a driveway for a required parking space is not in conflict any entitlements for the subject development, if any, including but not limited to applicable Planned Unit Development standards.

C. Restriction on use of garages: Garages ***providing required covered parking spaces*** shall not be used for storage by any outside party nor used for habitation by any party. ~~There shall be at all times in every garage in the City sufficient space to park at least one automobile~~.

D. Use of Tandem Parking: Two-car tandem garage space may be used to meet the parking requirements of this Section, subject to the following requirements and limitations:

1. Any parking spaces within a garage, whether meeting the either the covered or open parking space requirements, shall not be less than 10 feet in width.

2. Tandem garage spaces must be assigned for the exclusive use of one unit.

22.36.080 Parking--Design Criteria.

A. Off-street parking facilities provided in compliance with this chapter shall meet the following design and dimension criteria:

1. Each parking space shall be not less than 20 feet in length and 9 feet in width exclusive of aisles and access drives, except that a ***required covered*** parking space ***per Section 22.36.030.A; Parking Residential Use*** ~~required to be~~ located in an enclosed garage shall be not less than 20 feet in length and 10 feet in width, exclusive of utility areas.

* * *

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EXISTING AND PROPOSED MULTI-FAMILY PARKING REQUIREMENTS

Planning Commission – October 27, 2015

PUBLIC AGENCY	REQUIRED PARKING: REQUIRED PER UNIT: COVERED	REQUIRED PER UNIT: UNCOVERED	GUEST SPACES (PER UNIT)	TOTAL (PER UNIT)	EXCEPTIONS PERMITTED BY	NOTES
City of Concord (2012)						
Studio	1	0.5	0.33	**1.5-1.83**	• Use Permit[1] • Planned Development Zoning District	[1] The number of parking spaces… may be reduced by up to 25 percent; The parking demand study, as directed by the city, substantiates the need for less parking… and; Parking demand generated by the project will not exceed the capacity of or have a detrimental impact on the on-street parking in the surrounding area
1 bedroom						
2-3 bedroom (+ 0.5 spaces for 4 or more bedrooms)		1		**2-2.33**		
City of Pleasant Hill (1996)						
Studio	1	0.5	0.50	**2**	• Use Permit – survey data from applicant required. • Planned Development Zoning District	
1 bedroom						
2+ bedroom		1		**2.5**		
City of Antioch (1994)						
up to 2 bedroom	1	0.5	0.20	**1.7**	• Variance • Planned Development Zoning District	
3+ bedroom		1		**2.2**		
City of Benicia (1987)						
Studio	1	0.2[2]	(none)[2]	**1.2[2]**	• Use Permit – survey data from applicant required. • Planned Development Zoning District	[2] No more than one parking space shall be reserved for the exclusive use of an individual unit unless additional parking is provided above the amount required by BMC
1 & 2 bedroom		0.5[2]		**1.5[2]**		
3+ bedroom		1[2]		**2[2]**		
City of Walnut Creek (?)						
1. General requirements						
Studio	1	0.25		**1.25**	• Use Permit – survey data from applicant required. • Planned Development Zoning District	
1 bedroom		0.5		**1.5**		
2 bedroom		1		**2**		
3+ bedroom		1.25		**2.25**		
2. Within ½ mile of BART Station[3]						
Studio	1	(none)	(none)	**1**	• Use Permit – survey data from applicant required. • Planned Development Zoning District	[3] ½ mile distance is measured from any portion of the subject parcel to the closest point of the Walnut Creek or Pleasant Hill BART Station, "measured along street frontages using the most direct, legally permissible path."
1 bedroom		0.25		**1.25**		
2 bedroom		0.5		**1.5**		
3+ bedroom		1		**2**		
County of Contra Costa (?)						
Studio	1[4]		0.25	**1.25**	• Variance • Planned Development Zoning District	[4] There is no "per unit" requirement for covered parking, however "½ of the <total> required spaces shall be covered."
1 bedroom	1.5[4]			**1.75**		
2+ bedroom	2[4]			**2.25**		
CITY of MARTINEZ						
1. General requirements						
(ALL UNITS)	1	1.25	(none)	**2.25**	(SEE BELOW)	
2a. Within Downtown Overlay Dist. [5] (ministerially permitted)						
Studio	1	(none)	0.25[6]	**1.25**	• Variance (City wide and Downtown Overlay District) • Planned Development • Use Permit (Only within Downtown Overlay District, with standards and findings specific to Downtown Overlay)	[5] The reduced requirements for projects within the Downtown Overlay District are not to be applied to "projects on streets where bike lanes are proposed." [6] The existing and proposed requirements for .25 guest spaces per unit is only applicable to projects "over 4 units."
1 bedroom		0.5		**1.75**		
2+ bedroom		1		**2.25**		
2b. Within Downtown Overlay Dist. (WITH USE PERMIT APPROVAL)						
(ALL UNITS)	1	(none)	(none)	**1**	(SEE ABOVE)	
CITY of MARTINEZ - PROPOSED REVISIONS *to replace both "General Requirements" & "Downtown Overlay" (ministerial)*						
1 bedroom, or less	***1***	***0.5***	***0.25[6]***	***1.75***	***(EXCEPTIONS AS ALLOWED PER EXISTING CODE)***	[6] The existing and proposed requirements for .25 guest spaces per unit is only applicable to projects "over 4 units."
2 bedroom, or more		***1***		***2.25***		

NOTE: NONE OF THE ABOVE HAVE PRESCRIBED STANDARDS FOR TANDEM PARKING WITHIN ZONING CODE TANDEM PARKING HAS BEEN REVIEWED AND APPROVED AS INDIVIDUAL PLANNED DEVELOPMENTS