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ARTICLE 30 OFF-STREET PARKING AND LOADING ^[1]

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30.1 Purpose.

The purpose of this article is to require that all uses of land in the City which normally terminate or generate vehicle trips provide on that land, or reasonably close, adequate space on which to park and load the vehicles involved, in order that the public streets may be used primarily for the movement of traffic and not the storage of vehicles.

(Ord. No. 1130-353, § 3(Exh. C), 6-27-11)

30.2 Required Number of Parking Spaces—Downtown Parking Zone.

In all zoning districts in connection with every use of property and for each building site located within the area which shall be known as the Downtown Parking Zone as established by resolution of the City Council, and which is delineated on the map entitled "Downtown Parking Zone," on file in the office of the City Clerk available for public inspection, there shall be provided off-street parking spaces for vehicles according to the following schedule:

(Wherever square feet of floor area is indicated, it shall mean gross square footage.)

A. Residential Uses.

1. Dwellings, containing two (2) bedrooms or more:
 - a. Minimum Required: one and a half (1.5) parking spaces per dwelling unit;
 - b. Maximum Allowed: three (3) parking spaces per dwelling unit.
2. Dwellings, containing one (1) bedroom:

- a. Minimum Required: one (1) parking space per dwelling unit;
 - b. Maximum Allowed: two (2) parking spaces per dwelling unit.
3. Dwellings, studio apartments:
 - a. Minimum Required: three-quarters (0.75) of a parking space per dwelling unit;
 - b. Maximum Allowed: one and a half (1.5) parking spaces per dwelling unit.
 4. The minimum requirements in subsection (A)(1) through (A)(3) above may be reduced if it can be shown to the satisfaction of the Zoning Administrator that fewer parking spaces than those required above are necessary due to the nature of the project. In considering such a reduction through the project approval process, the Zoning Administrator shall look at factors including, but not limited to, the project's design, location, affordability and unit size.
- B. Motels or Hotels.**
1. Minimum Required: One (1) parking space for each living or sleeping unit, plus additional parking spaces for other uses such as restaurants, lounges, if present, according to the requirements herein for such other uses.
 2. Maximum Allowed: One (1) parking space for each living or sleeping unit, plus additional parking spaces for other uses such as restaurants, lounges, if present, according to the requirements herein for such other uses.
 3. Shared Parking Bonus: All shared parking spaces shall count as two (2) parking spaces toward the fulfillment of the minimum requirement.
- C. Commercial Uses (all other uses permitted within the applicable zone district).**
1. Minimum Required: six (6) parking spaces per one thousand (1,000) square feet of gross floor area.
 2. Maximum Allowed: six (6) parking spaces per one thousand (1,000) square feet of gross floor area.
 3. Shared Parking Bonus: All shared parking spaces shall count as two (2) parking spaces toward the fulfillment of the minimum requirement.

(Ord. No. 1130-353, § 3(Exh. C), 6-27-11)

30.3 In-Lieu Parking Fee.

Pursuant to this section, the off-street parking requirements contained within [Article 30.2](#) may be satisfied partially or in full through the payment of an In-Lieu Parking Fee. The In-Lieu Parking Fee program shall be administered as follows:

- A. **Establishment of Amount of Fee.** The amount of the In-Lieu Parking Fee shall be set by separate resolution of the City Council. The City Council may adjust the fee at their discretion as frequently as is deemed necessary based on factors including, but not limited to, inflation, the cost of providing new parking spaces, and the market value of parking spaces.
- B. **Applicable Geographic Area.** Properties eligible to apply to participate in the In-Lieu Parking Fee program shall be those parcels located within the Downtown Parking Zone.
- C. **Determination of Eligibility.** The Zoning Administrator may allow a payment into the In-Lieu Parking Fund as an alternative to providing all or a portion of the required parking spaces on-site if it can be demonstrated to the satisfaction of the Zoning Administrator that one (1) or more of the following conditions apply:
 1. It is infeasible to provide the required parking spaces on-site due to the size, shape, or topography of the site, or other special circumstances pertaining to the property;
 2. Providing the required parking spaces on-site is detrimental to the pedestrian nature of Downtown;
 3. The uses proposed for the project do not require parking to be on the project site;

4. Encouraging users of the project site to walk from off-site parking to the project site would be beneficial to the Downtown; or
 5. The existing and planned parking supply in the vicinity of the project site is adequate.
- D. Payment of Fee.** In the event that the Zoning Administrator approves an In-Lieu Parking Fee request, such payment shall be made to the City in one (1) lump sum prior to the issuance of a building permit or if a building permit is not required, within forty-five (45) days of request by City for payment. The In-Lieu Parking Fee shall be a one (1) time only, non-refundable payment and shall be considered full satisfaction of the off-street parking requirement for the number of parking spaces for which the fee was paid. All required parking spaces which are satisfied by payment of the in-lieu fee shall count as two (2) spaces toward the fulfillment of the minimum requirement.
- E. Effect of Payment.** In-Lieu Parking Fees shall be used exclusively to make available additional parking spaces for public use within the Downtown Parking Zone and does not guarantee the construction of spaces in any particular area of the Downtown Parking Zone or within any particular period of time. If allowed, In-Lieu Parking fees are solely an alternative means of satisfying the applicant's obligation to provide off-street parking as required by this Article and payment of the In-Lieu Fee does not carry any other guarantees, rights, or privileges to the applicant. The location, type, and configuration of parking spaces funded by In-Lieu Parking Fees are at the City's sole discretion.

(Ord. No. 1130-353, § 3(Exh. C), 6-27-11)

30.4 Required Number of Parking Spaces—Mixed-Use Zoning Districts.

- A. Applicability.** The required number of parking spaces set forth in [Section 30.5](#) (Required Number of Parking Spaces—Outside of the Downtown Parking Zone and Mixed-Use Zoning Districts) shall apply to all development within mixed-use districts outside of the Downtown Parking Zone unless otherwise contradicted by this [Section 30.4](#) (Required Number of Parking Spaces—Mixed-Use Zoning Districts). Whenever the requirements, standards, regulations, or other provisions of this section conflict with the requirements, standards, regulations or other provisions set forth in [Section 30.5](#), the requirements, standards, regulations, or other provisions in this Subsection, [30.4](#) shall govern.
- B. Residential Parking Spaces Required.** For any multiple dwelling development located in a mixed-use district, the required number of parking spaces is as follows:
1. **Unit size.** Two (2) spaces per unit for two-bedroom or larger units, one and one-half (1.5) spaces per unit for studio or one (1) bedroom units, plus one (1) space for every four (4) units for guest or visitor parking.
 2. **Guest/Visitor Spaces Reduced.** The responsible review authority may reduce or eliminate the required number of guest or visitor spaces for a multiple dwelling development if one (1) of the following conditions applies:
 - a. Adequate street parking is available, and/or
 - b. Only one (1) parking space is reserved per unit for residents, and/or
 - c. The site is in close proximity to retail shopping facilities and services.
- C. Live/Work Parking Spaces Required.** For any development located in a Mixed-Use district, parking spaces for live/work units shall be required as follows:
1. **Resident Parking.** One (1) space per live/work unit.
 2. **Client Parking.** One (1) space per one thousand (1,000) square feet of nonresidential floor area.
- D. Designated Parking for Low-Emitting and Carpool Vehicles.** Designated parking shall be provided for any combination of low-emitting, fuel-efficient, electric and carpool/vanpool vehicles, as indicated in the table below. The following characters shall be painted on the parking surface, or

equivalent signage shall be provided at each such space: CLEAN AIR VEHICLE. If pavement painting is provided, it shall be visible when a vehicle is parked in the space.

Total Number of Parking Spaces	Number of Required Clean Air Vehicle Spaces, Nonresidential Uses	Number of Required Clean Air Vehicle Spaces, Multifamily Uses
0–9	0	0
10–25	1	0
26–50	3	0
51–75	6	0
76–100	8	0
101–150	11	11
151–200	16	16
200 and over	At least 8 percent of total	At least 8 percent of total

(Ord. No. 1130-353, § 3(Exh. C), 6-27-11; Ord. No. 1130-359, § 8(Exh. G), 4-8-13)

30.5 Required Number of Parking Spaces—Outside of the Downtown Parking Zone and Mixed-Use Zoning Districts.

In all districts in connection with every use of property and for each building site outside of the Downtown Parking Zone and Mixed-Use Zoning Districts, there shall be provided off-street parking spaces for vehicles according to the following schedule:

(Wherever square feet of floor area is indicated, it shall mean gross square footage.)

A. Residential Uses.

1. Dwellings, single-family containing four (4) bedrooms or less: two (2) covered spaces; not located within any required front or side yard.
2. Dwellings, single-family, containing more than four (4) bedrooms: two (2) covered spaces, plus five-tenths (0.5) covered space for every bedroom beyond (fractional spaces shall be rounded up to a full space).
3. Accessory units: one (1) uncovered space; not located within any required front or side yard.
4. Dwellings, duplex: two (2) spaces per unit not located within any required front or side yard.
5. Dwellings, multiple family: includes townhouses, condominiums, and rental apartments: two (2) spaces per unit, one (1) covered for each unit, plus one (1) space for every four (4) units for guest or visitor parking; not located within any required front or side yard. For all multiple dwelling developments containing four (4) or more dwelling units on a single site, all required off-street guest or visitor parking spaces shall be clearly marked as "reserved for guests" or "reserved for visitor" parking, or similarly so marked, designated, and maintained at all times.

The following exceptions to the requirements may be allowed:

1. For any multiple dwelling development, any portion of which is located within five hundred (500) feet of the right-of-way of El Camino Real or Woodside Road (between Alameda de las Pulgas and Highway 101): two (2) spaces per unit for two (2) bedroom or larger units; and one and one-half (1.5) spaces per unit for studio or one (1) bedroom units; including one (1) covered space for each unit; plus one (1) space for every four (4) units for guest or visitor parking.

2. The Zoning Administrator may reduce or eliminate the required number of guest or visitor spaces (a) if adequate street parking is available, and/or (b) if only one (1) parking space is reserved per unit for residents, and/or (c) if the site is in close proximity to retail shopping facilities.
6. Rooming or boarding houses: one (1) covered space for each bedroom, but not less than three (3) spaces; not located within any required front or side yard.
A minimum of two-thirds (2/3) of the total number of parking spaces required by [Section 30.5\(A\)](#) above, with the exception of [Section 30.5\(A\)\(3\)](#) accessory units, for a single building site shall be covered and located within a garage or carport. One-third (1/3) or less of the total number of required parking spaces may be uncovered.

B. Commercial Uses.

1. Automobile service stations, auto repair, or machinery sales and services garages: One (1) space for each five hundred (500) square feet of floor area, or three (3) spaces per bay, whichever is greater.
2. Financial services, professional, business or administrative offices located in a circle with a radius of one thousand five hundred (1,500) feet, the center of which is at the northerly most corner of the Sequoia Station building adjacent to the Caltrain station building, or any financial services, professional, business or administrative offices generating one hundred (100) or more PM peak period trips regardless of location, shall require one (1) parking space for each three hundred (300) square feet of gross floor area. Financial services, professional, business or administrative offices generating fewer than one hundred (100) PM peak period trips and located on parcels entirely outside of this circle shall provide one (1) space for each two hundred fifty (250) square feet of gross floor area. If any part of a parcel is within the aforementioned circle it shall be deemed entirely within the circle. If any of these office uses occupy a total of thirty thousand (30,000) square feet or more of gross floor area on a parcel in one (1) ownership, at least ten (10) percent of the required parking spaces shall be designated and marked for carpool and/or vanpool parking.
3. Bowling alleys: Five (5) spaces for each bowling lane plus additional spaces for other uses such as restaurants, pool or billiard parlors, if present, according to the requirements herein for such other uses.
4. Dance, assembly, or exhibition halls without fixed seating: One (1) space for each fifty (50) square feet of floor area used for dancing assembly, or exhibition space.
5. Funeral homes and mortuaries: One (1) space for each five (5) seats in the chapel, plus one (1) space for each parlor room, plus one (1) space for each employee.
6. Furniture or appliance stores, including repairs: One (1) space for each five hundred (500) square feet of floor area.
7. Hotels and motels: One (1) space for each living or sleeping unit, plus additional spaces for other uses such as restaurants, lounges, if present, according to the requirements herein for such other uses.
8. Medical or dental offices and clinics: One (1) space for each two hundred (200) square feet of floor area.
9. Personal services, such as beauty shops and barber shops: One (1) space for each two hundred (200) square feet of floor area.
10. Pool or billiard parlors: Two (2) spaces for each table.
11. Restaurants, but not including fast food restaurants, lounges, and night clubs: One (1) space for each three (3) seats.
12. Restaurants, fast food: One (1) space for each three (3) seats, or one (1) space for each fifty (50) square feet of floor area, whichever is greater.
13. Retail stores and shops: One (1) space for each two hundred (200) square feet of floor

area.

14. Theaters, auditoriums, and assembly halls with fixed seating: One (1) space for each three and five-tenths (3.5) seats.
15. Health/fitness facilities - small (two thousand (2,000) square feet or less): one (1) space for each two hundred fifty (250) square feet of floor area; Health/fitness facilities - large (over two thousand (2,000) square feet): one (1) space for each two hundred (200) square feet of floor area;
16. Live/work unit: two spaces per unit.

C. Industrial Uses.

1. Industrial or manufacturing plants: One (1) space for every two (2) employees on the maximum working shift, but in no case less than one (1) space for each six hundred (600) square feet of floor area.
2. Warehouses: One (1) space for each two (2) employees on the maximum work shift, plus one (1) space for each one thousand (1,000) square feet of floor area.
3. Financial services, professional, business or administrative offices located in a circle with a radius of one thousand five hundred (1,500) feet, the center of which is at the northerly most corner of the Sequoia Station building adjacent to the Caltrain station building, or any financial services, professional, business or administrative offices generating one hundred (100) or more PM peak period trips regardless of location, shall require one (1) parking space for each three hundred (300) square feet of gross floor area. Financial services, professional, business or administrative offices generating fewer than one hundred (100) PM peak period trips and located on parcels entirely outside of this circle shall provide one (1) space for each two hundred fifty (250) square feet of gross floor area. If any part of a parcel is within the aforementioned circle it shall be deemed entirely within the circle. If any of these office uses occupy a total of thirty thousand (30,000) square feet or more of gross floor area on a parcel in one (1) ownership, at least ten (10) percent of the required parking spaces shall be designated and marked for carpool and/or vanpool parking.
4. Research and development: One (1) space for every two hundred fifty (250) square feet of gross floor area devoted to office and administrative use; plus one (1) space for every two (2) employees on the maximum work shift (but in no case less than one (1) space for each six hundred (600) square feet of gross floor area) for areas devoted to laboratory, manufacturing or assembly use; plus one (1) space for every one thousand (1,000) square feet of gross floor area devoted to warehouse use.

D. Miscellaneous Uses.

1. Churches, synagogues, houses of worship, with fixed seating: One (1) space for each three and five-tenths (3.5) seats in the main meeting room; or if no fixed seats, one (1) space for every fifty (50) square feet; plus if classrooms are present, one (1) space for every fifteen (15) classroom seats.
2. Hospitals, but not including out-patient clinics: One (1) space for each patient bed, plus one (1) space per employee on the largest shift. Hospitals which have more than ten (10) employees on the largest shift shall have ten (10) percent of required parking designated for carpool and/or vanpool parking.
3. Sanitariums, convalescent homes, nursing homes, and rest homes: One (1) space for each six (6) patient beds, plus one (1) space for each staff or visiting doctor, plus one (1) space for each employee.
4. Schools: Schools enrolling students in the tenth (10th) grade or below shall provide one (1) space for each classroom and administrative office, plus one (1) space for every one hundred (100) square feet in the auditorium. Schools enrolling adults and students in the eleventh (11th) grade and above shall provide one (1) space for each

- student over sixteen (16) years in age.
5. Emergency Shelters: One (1) space for each five (5) beds and two (2) additional spaces.
 6. Mixed-Use, combining residential with commercial uses: One (1) space for each residential unit for studio or one (1) bedroom units, one and one-half (1½) spaces for two (2) bedroom or larger units; plus a minimum of seventy-five (75) percent of the normally required commercial parking as otherwise required in this article, if residential spaces are made available to the commercial tenants and customers, and subject to the approval of the Zoning Administrator upon application submitted in the manner provided by this Section.

E. Uses Not Specifically Mentioned.

1. In the event off-street parking space requirements have not been established by this article for any proposed use of any structure of land, the owner of the property shall apply to the Zoning Administrator for a determination of the required number of spaces prior to the commencement of the use or the obtaining of a building permit in connection therewith.
2. Applications shall be filed and acted upon in the same manner as provided for in the case of Use Permits. In the event the proposed use requires the obtaining of a Use Permit, the Zoning Administrator shall determine the required number of spaces in connection with the action on the Use Permit and no separate application shall be required. If the Zoning Administrator determines that the proposed use is similar to a use for which parking requirements are established by this article, such requirements shall be applicable; otherwise, the Zoning Administrator shall establish the parking requirements.

(Ord. No. 1130-353, § 3(Exh. C), 4-8-13; Ord. No. 1130-359, § 8(Exh. G), 4-8-13)

30.6 Size and Spaces.

- A. **Standard spaces:** A standard parking space shall have a minimum width of not less than eight and one-half (8½) feet and minimum length of not less than eighteen (18) feet.
- B. **Garage and carport sizes:**
 1. A standard enclosed two (2) car garage shall be a minimum of nineteen (19) feet wide by twenty and one-half (20½) feet deep in the clear interior dimension. A standard enclosed one (1) car garage shall be a minimum of ten (10) feet wide by twenty and one-half (20½) feet deep in the clear interior dimension;
 2. A carport shall provide for the required parking space(s) clear of any obstructions, subject to the additional spacing requirements outlined in subsection (B)(3) of this section;
 3. No required off-street parking space shall be situated within one (1) foot of any wall or vertical obstruction above curb height. Structural columns between adjacent parking spaces are excluded from this requirement when such columns are located at least three (3) feet, but not more than five (5) feet, from either or both ends of the respective parking spaces.
- C. **Handicapped spaces:** Parking spaces specifically reserved for vehicles licensed by the state of California for use by the handicapped shall be provided in each parking facility as required by State Law.
- D. All designated carpool and vanpool spaces shall be clearly marked with signs and pavement markings indicating that they are for employee carpools and vanpools only.
- E. With the exception of requirements for the location of handicapped parking spaces, all designated carpool and vanpool parking spaces shall be located as close as possible to the main entrance(s) of the building served by the required parking area.
- F. 1. In all "C" Districts, "I" Districts, "PO" Districts, and "PF" Districts, there shall be no less than one

(1) bicycle parking space per five thousand (5,000) square feet of floor area. For those uses which require carpool parking, two (2) carpool spaces may be eliminated for every off-street bicycle parking area that allows for the storage of five (5) bicycles. However, no more than twenty (20) percent of designated carpool parking spaces shall be eliminated and substituted for bicycle parking.

2. In "CN" zones, two (2) off-street parking spaces may be eliminated for every off-street parking area that allows for the storage of at least five (5) bicycles. However, no more than ten (10) percent of the required parking shall be eliminated and substituted for bicycle parking.

3. All designated bicycle parking areas shall be clearly marked and equipped with facilities necessary for protecting and securing bicycles.

G. Every parking area with parking for one hundred (100) cars or more shall have five (5) percent of its required parking spaces designated for motorcycle parking.

(Ord. No. 1130-353, § 3(Exh. C), 6-27-11)

30.7 Parking Area Standards, Spaces and Aisles.

A. All parking areas with spaces for three (3) or more vehicles, which spaces are intended to fulfill the off-street parking requirements prescribed in this article, shall conform to the following standards:

1. Parking spaces, and circulation aisles necessary for the movement and turning within a parking area and for maneuvering into and out of parking spaces, shall have the minimum dimension as shown on the following table:

Minimum Parking Dimensions in Feet

	Stall Width Parallel to Aisle	Stall Depth to Wall	Aisle Width
45 degree			
7.5 stall	10.6	17.0	11.0
8.5 stall	12.0	19.5	13.0
9.0 stall	12.7	19.5	12.0
9.5 stall	13.4	19.5	11.0
60 degree			
7.5 stall	8.7	17.7	14.0
8.5 stall	9.8	20.5	18.0
9.0 stall	10.4	20.5	16.0
9.5 stall	11.0	20.5	15.0
75 degree			
7.5 stall	7.8	17.3	17.4
8.5 stall	8.3	20.0	24.0
9.0 stall	9.3	20.0	23.0
9.5 stall	9.8	20.0	22.0
90 degree			
7.5 stall	7.5	16.0	20.0
8.5 stall	8.5	18.0	24.0
9.0 stall	9.0	18.0	24.0
9.5 stall	9.5	18.0	24.0

2. For intermediate-angle parking, the aisle width shall be determined by straight-line interpolation between specified standards.

3. Parking lots shall be so designed that vehicles can maneuver with ordinary turning movements and avoid the necessity of backing out into a public street.

B. No garage or carport space shall have its entrance located within twenty (20) feet of any street right-of way line.

(Ord. No. 1130-353, § 3(Exh. C), 6-27-11)

30.8 Required Loading Facilities.

In any district in connection with every building or part thereof having a gross floor area over four thousand (4,000) square feet, which building is to be occupied for manufacturing, display, storage, or warehousing of goods, retail sales, a hotel, a hospital, a mortuary, a laundry, a dry cleaning establishment, or other similar use requiring the receipt or distribution by vehicles of material or merchandise, there shall be provided and maintained, on the same lot with such building, at least the minimum number of loading berths and areas according to the following schedule:

Gross Floor Area	Number of Areas and/or Berths
0–3,999 sq. ft.	-0-
4,000–9,999 sq. ft.	1 loading area, as determined by the Zoning Administrator.
10,000–69,999 sq. ft.	1 loading berth, plus 1 loading area, as determined by the Zoning Administrator.
70,000+ sq. ft.	2 loading berths, plus 1 loading area, as determined by the Zoning Administrator.

Each off-street loading berth shall not be less than twelve (12) feet in width and forty-five (45) feet in length, with fifteen (15) feet of vertical clearance.

(Ord. No. 1130-353, § 3(Exh. C), 6-27-11)

30.9 Access Drives.

- A. Every required parking space, garage space or carport space for more than five (5) vehicles, and every required loading space, shall have access to a dedicated public right-of-way by means of an access drive of not less than eighteen (18) feet in surface width with a minimum unobstructed width of twenty (20) feet, unless two (2) one (1)-way access drives are provided, in which case each drive shall be at least nine (9) feet in surface width with a minimum unobstructed width of ten (10) feet. Additional width may be required at the curb for safe turning movements. These standards do not apply to public or private streets, serving multiple parcels.
- B. Every required parking space, garage space or carport space serving five (5) or less vehicles, including those for single-family residences, shall have access to a dedicated public right-of-way by means of an access drive of not less than nine (9) feet in surface width, with a minimum unobstructed width of ten (10) feet. Additional width may be required at the curb for safe turning movements. Joint use of driveways and turning space shall be permitted when the rights to such use are conveyed to and recorded by the mutual owners.

(Ord. No. 1130-353, § 3(Exh. C), 6-27-11)

30.10 Access to Public Right-of-Way.

No building permit shall be issued for any main building, or for any additional dwelling units when a main building has been previously constructed, unless every garage space, carport space, or parking space required by this ordinance has direct and immediate access from the lot on which it is located, or proposed to be located, to a dedicated public right-of-way contiguous to said lot. The right-of-way which has been improved to at least minimum standard City specifications, or which will be improved pursuant to a street improvement agreement and performance bond that has been furnished to the City, shall be improved for the full width of the lot from which access is desired, and shall be so improved to an intersecting improved public right-of-way.

(Ord. No. 1130-353, § 3(Exh. C), 6-27-11)

30.11 Improvement of Rights-of-Way.

- A. Any dedicated right-of-way which has been surfaced with asphalt, concrete, or similar surfacing and improved with sidewalks, curbs, and gutters for at least half its dedicated width and any alleyway which has been similarly surfaced and improved with a gutter or drainage channel, prior to December 7, 1960, shall be deemed to be improved to minimum standard City specifications for purposes of [Section 30.10](#)
- B. Any public right-of-way which has a width of at least thirty-five (35) feet and which has been in regular and continuous use as the primary means of access for five (5) or more buildings for at least ten (10) years prior to December 7, 1960, or prior to the time the right-of-way is included within the limits of the City of Redwood City, whichever is later, shall be deemed to be improved to minimum standard City specifications for purposes of [Section 30.10](#)

(Ord. No. 1130-353, § 3(Exh. C), 6-27-11)

30.12 Joint Use of Parking Space.

Nothing in this article shall be construed to prevent the joint use of off-street parking for two (2) or more buildings or uses on the same parcel of land if the total of such spaces, when used together, is not less than the sum of the requirements for the individual uses computed separately in accordance with the requirements of this article. No part of an off-street parking area required for any building or use shall be included as a part of an off-street parking area similarly required for another building or use unless the Zoning Administrator, upon application submitted in the manner provided by [Section 30.5\(E\)](#), determines that the periods of usage of such parking will not be simultaneous with each other.

(Ord. No. 1130-353, § 3(Exh. C), 6-27-11)

30.13 Character of Obligation.

- A. Requirements for off-street parking space and off-street loading space shall be a continuing obligation of the owner of the land on which any structure is located so long as the structure is in existence and its use requiring vehicle parking or vehicle loading facilities continues.
- B. It shall be unlawful for an owner of any building in connection with which off-street parking spaces are required to discontinue or change, or to permit or cause a discontinuance of change of, the required vehicle parking or loading space without establishing alternative parking or loading space which meets the requirements of this ordinance, and it shall be unlawful for any person to use such building without acquiring such land for vehicle parking or loading space as meets the requirements of the ordinance.

(Ord. No. 1130-353, § 3(Exh. C), 6-27-11)

30.14 Approval of Parking or Loading Plans.

An applicant for a building permit shall submit and obtain approval of plans showing that the provisions of this article will be complied with.

(Ord. No. 1130-353, § 3(Exh. C), 6-27-11)

30.15 Fractional Measurements.

When the determination of the number of required off-street parking spaces results in a requirement for a fractional space, any fraction shall require one (1) off-street parking space.

(Ord. No. 1130-353, § 3(Exh. C), 6-27-11)

30.16 Location of Required Parking and Loading Facilities.

- A. Required off-street parking facilities shall be on the same lot or on an immediately adjacent parcel of land as the structure or use they are intended to serve. The Zoning Administrator, upon application submitted in the manner provided by [Section 30.5\(E\)](#), may permit the location of all or part of the required parking spaces on non-adjacent parcels located within four hundred (400) feet of the premises to which the parking requirement pertains, and may permit parking spaces intended for use of employees to be located on non-adjacent parcels within nine hundred (900) feet of the premises to which the parking requirement pertains, if the Zoning Administrator determines that such locations will substantially preserve the purpose of this article.
- B. Required off-street loading facilities shall be on the same lot or parcel of land as the building they are intended to serve. In no case shall the required off-street loading space be part of the area used to meet the off-street parking requirements of this ordinance.
- C. In any R District, required parking spaces for multi-family, duplex, or single-family dwellings, or for conditional uses of the property, shall not be located in a required front yard or side yard, or in the rear yard along a street property line of a corner lot.

(Ord. No. 1130-353, § 3(Exh. C), 6-27-11)

30.17 Exceptions for Parking Assessment District.

The off-street parking requirements contained herein may be reduced or eliminated by the Zoning Administrator for any building or use located in a parking assessment district established by the City Council in connection with which land has been acquired for public parking purposes, if the Zoning Administrator finds that the parking needs for the particular structure or use are substantially met by the parking spaces provided in the district.

(Ord. No. 1130-353, § 3(Exh. C), 6-27-11)

30.18 Improvements for Parking and Loading Facilities.

- A.
 1. "Off-street Parking and Loading Facilities," as used in this article, means:
 - a. All such facilities required pursuant to the provisions of this article; and
 - b. Any parcel of land used for the parking or storage of three (3) or more vehicles, or the loading of such vehicles, in any district irrespective of any other use of such parcel of any adjoining parcel, and including parking lots and garages as defined in [Article 2](#). Notwithstanding the foregoing, the provisions of this section shall not apply to parcels of land or buildings used for the repair or service of motor vehicles or the display of such vehicles for sale, rental, or lease, the use and improvement of which parcels are otherwise regulated or specified pursuant to the provisions of this ordinance, any permit issued pursuant thereto, or any other ordinance of the City.
 2. "Vehicle," as used in this article, means any self-propelled device by which any person or property may be propelled, moved, or drawn upon a street, road, or highway, excepting a device moved exclusively upon stationary rails or tracks. "Vehicle" includes, but is not limited to, automobiles, trailers, motor homes, motor coaches, boats, recreational vehicles, motorcycles, trucks, and all other similar or like vehicles.
 3. "Square feet of floor area," as referred to in this article, shall mean gross square footage.
- B. Every off-street parking and loading facility in existence upon the effective date of this article, and every off-street parking and loading facility constructed and used on and after said effective date, shall be improved, constructed, maintained, and operated in accordance with the following minimum requirements:
 1. The surface of every such parking and loading facility shall be designed and graded to provide adequate drainage, and such surface shall be constructed with a compacted base

- paved or surfaced with plant mix, asphalt pavement, concrete or other equivalent surfacing, approved by the City's Engineering and Construction Division. Permeable paving materials may be used subject to the determination by the Engineering and Construction Division that such materials will support anticipated vehicle weights and traffic and are constructed such that the surface will not erode or cause other maintenance problems.
2. Every such parking and loading facility not separated by a fence or similar barrier from any sidewalk, street, alley, or right-of-way which abuts thereto, shall have constructed thereon, and securely attached thereto, a barrier, not less than two (2) feet from such sidewalk, street, alley, or right-of-way, to prevent any portion of any motor vehicle parked or stored on such facility from extending into such sidewalk, street, alley, or right-of-way. The design and installation of such barrier shall be subject to the approval of the City's Engineering Division.
 3. Every off-street parking and loading facility located in any nonresidential district and adjoining any parcel of land located in any R District shall be separated from such parcel by a solid wall, view-obstructing fence, compact evergreen hedge, or similar such device, constructed or installed to the maximum height allowed for fences in such adjoining R District wherever such maximum allowable height is six (6) feet or less, or to a minimum height of six (6) feet wherever such maximum allowable height for fences exceeds six (6) feet. However, no such wall, fence, hedge, or device shall exceed the maximum allowable height for fences and walls specified in Section 31.8; provided, further, that such wall, fence, hedge, or device shall comply with the provisions of Section 29.75 of the Redwood City Code, relating to hazards or impediments to the progress or vision of persons traveling on public streets.
 4. Every off-street parking and loading facility, excluding access drives providing access to garage or carport spaces, shall conform to the requirement of, and be marked in accordance with, the provisions of [Section 30.6\(A\)](#) hereof.
 5. Every access drive to an off-street parking and loading facility shall comply with the provisions of [Section 30.8](#) hereof, [Section 30.17\(A\)](#) above, and Article II (commencing with Section 29.15) of [Chapter 29](#) of the Redwood City Code.
 6. Illumination of every off-street parking and loading facility shall be so constructed, installed, maintained, and operated so as to preclude direct illumination of any adjoining residential property, or provide glare over the public right-of-way.
 7. Parking lots shall be improved with landscaping, and permanently maintained by the property owner, in accordance with the following standards:
 - a. Landscaping shall be installed as determined by the following schedule:

Number of Parking Spaces	Minimum % Parking Lot in Landscaping
1–5	5%
6–74	10%
75+	15%

- b. Landscaped areas shall be distributed throughout the parking lot or as appropriate, based on the lot configuration, to minimize the amount of directly connected impervious areas. Concave (rather than convex) landscape forms are encouraged to receive runoff from impervious areas and to allow for infiltration and/or detention;
- c. Landscaping and shade trees shall be contained in planters and tree wells bordered by a six (6)-inch high concrete curb or equivalent approved by the City, so as to be protected from automobile overhang;
- d. Shade trees shall be required at the rate of one (1) tree per each required five (5) parking spaces. Trees shall be a minimum of fifteen (15)-gallon can size and be of a

- variety that will provide shade upon reaching maturity;
- e. Landscaped areas and planters shall be developed with a permanent irrigation system approved by the City; and shall be maintained permanently, and kept free of all weeds, debris, and litter.
8. Permeable surfaces and drainage: Parking lot design shall provide measures to enhance stormwater treatment by maximizing permeable surfaces and incorporating site design, source control and stormwater treatment measures to the extent feasible, as determined by the City's Engineering and Construction Division in accordance with the provisions of Chapter 27A, as may be amended from time to time. Criteria to be considered in the design of parking lots shall include the following:
- a. All parking in excess of the minimum parking spaces required shall be designed and constructed of permeable surfacing materials. Materials that may be considered include, but are not limited to, permeable pavements, decomposed granite, gravel, grasscrete and turfblock. Final approval of any surface is subject to the approval of the Engineering and Construction Division;
- b. Parking areas and access drives may be designed and constructed of permeable materials and permeable perimeter parking spaces are encouraged, subject to the approval of the Planning Division and Engineering and Construction Division;
- c. Where possible, drainage from parking areas and other impervious surfaces on a site shall be directed to landscape areas or other permeable surfaces for infiltration and/or detention of stormwater flows;
- d. Where possible, best management practices shall be incorporated into parking and landscape design to facilitate infiltration of stormwater prior to discharge from a site. Techniques to treat stormwater include, but are not limited to, using wheel stops rather than curbs to disperse drainage discharge, providing vegetated swales between rows of parking and/or at the perimeter of parking lots, use of permeable parking materials (hybrid parking lots) and creating parking groves within a parking lot. These and other best management practices are outlined in stormwater manuals, such as the "Start at the Source Handbook," prepared by the Bay Area Stormwater Management Agencies Association (BASMAA).
- C. No person shall park or store, or cause or permit the parking or storing of any vehicle upon any off-street parking and loading facility for the purpose of displaying such vehicle for sale, lease, or rental unless such use of such facility is otherwise permitted pursuant to the provisions of this ordinance, any permit issued pursuant thereto, or pursuant to the provisions of any other ordinance.

(Ord. No. 1130-353, § 3(Exh. C), 6-27-11)

FOOTNOTE(S):

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Editor's note— Ord. No. 1130-353, § 3(Exhibit C), adopted June 27, 2011, amended Article 30 in its entirety to read as herein set out. Former Article 30, §§ 30.1—30.17, pertained to similar subject matter. See the Ordinance List and Disposition Tables for full derivation. ([Back](#))