2.6. PARKING REGULATIONS

This section contains development standards and design guidelines regulating the creation of new parking facilities. Regulations for the provision of an adequate, but not excessive amount of new parking are included, as are substantial regulations for the form and location of new facilities. Parking facilities tend to detrimentally distort the form of buildings and public spaces, and many of the regulations in this section have been created to ensure that the urban character of Downtown Redwood City isn’t plagued by these problems as new parking areas are created.

As Downtown continues to develop, these regulations will ensure that parking is convenient and accessible, accommodates all needs, and does not harm Downtown’s pedestrian-oriented character.

MAP LEGEND

- Parking Zone 1
- Parking Zone 2
- Special Parking Requirement (See Chart)
- Historic Resources
### PARKING REGULATIONS CHART

**Parking Zone (Sec. 2.6.1)**

<table>
<thead>
<tr>
<th>Parking Provision (Sec. 2.6.2)</th>
<th>Typical</th>
<th>Along</th>
<th>Typical</th>
<th>Along</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential - Studio Apartments</td>
<td>0.75 / 1.5 per DU</td>
<td>0.75 / 1.5 per DU</td>
<td>0.75 / 1.5 per DU</td>
<td>0.75 / 1.5 per DU</td>
</tr>
<tr>
<td>Residential - 1 Bedroom</td>
<td>1 / 2 per DU</td>
<td>1 / 2 per DU</td>
<td>1 / 2 per DU</td>
<td>1 / 2 per DU</td>
</tr>
<tr>
<td>Residential - 2 or More Bedrooms</td>
<td>1.5 / 3 per DU</td>
<td>1.5 / 3 per DU</td>
<td>1.5 / 3 per DU</td>
<td>1.5 / 3 per DU</td>
</tr>
<tr>
<td>Lodging - Shared Parking</td>
<td>0.5 / 1 * per LU</td>
<td>0.5 / 1 * per LU</td>
<td>0.5 / 1 * per LU</td>
<td>0.5 / 1 * per LU</td>
</tr>
<tr>
<td>Lodging - Private Parking</td>
<td>1 / 1 * per LU</td>
<td>1 / 1 * per LU</td>
<td>1 / 1 * per LU</td>
<td>1 / 1 * per LU</td>
</tr>
<tr>
<td>All Other Use Groups - Shared Parking</td>
<td>3 / 6 per 1,000sf</td>
<td>3 / 6 per 1,000sf</td>
<td>3 / 6 per 1,000sf</td>
<td>3 / 6 per 1,000sf</td>
</tr>
<tr>
<td>All Other Use Groups - Private Parking</td>
<td>6 / 6 per 1,000sf</td>
<td>6 / 6 per 1,000sf</td>
<td>6 / 6 per 1,000sf</td>
<td>6 / 6 per 1,000sf</td>
</tr>
</tbody>
</table>

**Permitted Parking Types (Sec. 2.6.4)**

| Exposed Surface Parking | --- | --- | Discretionary | --- |
| Wrapped Surface Parking | --- | --- | Permitted | Permitted |
| Exposed Parking Structure | Discretionary | --- | Discretionary | --- |
| Wrapped Base Parking Structure | Permitted | --- | Permitted | --- |
| Wrapped Parking Structure | Permitted | Permitted | Permitted | Permitted |
| Partially Submerged Parking Podium | Permitted | --- | Permitted | Permitted |
| Underground Parking Structure | Permitted | Permitted | Permitted | Permitted |

**Chart Legend:**
- **Permitted**: These elements are allowed, by right, as indicated.
- **Discretionary**: These elements may or may not be permitted, subject to conditions, as indicated.
- **Special Parking Requirements Location (see Parking Regulations Map)**
- **SAF**: Square Feet
- **LU**: Living unit or sleeping unit
- **DU**: Dwelling unit

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For reference, **Shared Parking** is defined as follows in Article 2.92.4 of the Redwood City Zoning Ordinance:

Parking in a private facility which may be used by the general public free of penalty during at least one (1) of the following times:
- Monday through Friday, 8:00 a.m. to 5:00 p.m.; or
- Monday through Friday, 5:00 p.m. to 10:00 p.m. and all day on Saturdays, Sundays, and Holidays.

During the hours of general public use, operators of shared parking facilities may charge an hourly fee, however such fee shall not exceed 125% of the hourly rate of the Jefferson Avenue Garage, nor be less than the hourly rate charged at the Jefferson Avenue Garage.
2.6.1. PARKING ZONES

The following Parking Zones are established to govern permitted Parking Types as indicated in the Parking Regulations Map and Chart. In addition to parking types, parking standards regulate parking access, parking lots, and parking structures.

A) Parking Zone 1
- Includes parcels and portions of parcels as designated on the Parking Zones Map.

B) Parking Zone 2
- Includes parcels and portions of parcels as designated on the Parking Zones Map.

2.6.2. PARKING PROVISION

Every project should provide for new parking to accommodate its generation of new parking demand based on the following regulations.

A) Number of Required Parking Spaces

1. Standards
   a. All new development projects and those proposing substantial modification to existing buildings shall provide parking as stated in Article 30.2 of the Redwood City Zoning Ordinance.
   b. New on-street parking spaces provided along Required New Streets (see New Streets: Provision in Section 2.3.1.) may be counted toward the minimum parking requirement for that property.
   c. Historic resources, as designated on the Parking Regulations Map, shall be granted the following minimum parking requirement reductions, unless they are demolished or modified in a way inconsistent with the regulations set forth in Section 2.1.3:
      - The existing on-site parking supply shall be considered full satisfaction of the minimum parking requirement for the existing building floor area.
      - For any expansion or addition which preserves historic elements and ensures compatibility as required in Section 2.1.3 to the satisfaction of the Planning Manager/Designee and HRAC, net new floor area shall be permitted to provide parking at 50% of the minimum parking requirements shown.

2. Guidelines
   a. In multifamily residential buildings or complexes in which there are fewer parking spaces than dwelling units, parking spaces should be leased or sold separately from the rental or purchase fees for dwelling units for the life of the dwelling units. This will be known as “unbundled parking.” Unbundled parking should be administered in such a manner that potential renters or buyers have the option of renting or buying a residential unit without a parking space at a price which is substantially lower than the price for the same residential unit with a parking space.

B) Parking in-Lieu Fee

1. Standards
   a. All new development projects may apply to satisfy the required number of spaces with the payment of a fee as stated in Article 30.3 of the Redwood City Zoning Ordinance. In-lieu stalls shall be counted as shared spaces toward the satisfaction of minimum parking requirements as shown on Parking Regulations Chart.

2. Guidelines
   There are no Parking In-Lieu Fee guidelines.

C) Low Parking Demand Residential Parking Reduction

1. Standards
   a. All new development projects may apply to reduce the required number of spaces for residential uses that can be shown to have lower parking demand as stated in Article 30.2(A)(4) of the Redwood City Zoning Ordinance. The minimum requirements may be reduced if it can be shown to the satisfaction of the Zoning Administrator that fewer parking spaces than those normally required 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, "unbundled parking" pricing (as described in Section 2.6.2(A)(2)(a), and dwelling unit size.

2. Guidelines
   There are no Low Parking Demand Residential Parking Reduction guidelines.

D) Bicycle Parking

1. Standards
   a. One (1) bicycle parking space shall be provided for each 5 automobile parking spaces provided.
   b. With the exception of Office, General Residential, and Specialized Residential use groups, existing permanent public bike parking located within 100' of the project site may be counted toward the fulfillment of the bicycle parking requirement, subject to the approval of the Planning Manager/Designee.

2. Guidelines
   a. For Office, General Residential, and Specialized Residential use group, the following guidelines will apply:
      - Bicycle parking should be provided in sheltered, secured facilities located on the project site and not on the public right-of-way.
   b. For all other use groups, the following guidelines will apply:
      - Bicycle parking may be provided in sheltered, secured facilities located on the project site, or in bike racks on the public sidewalk.
      - Bike racks on the public sidewalk should be an inverted “U” type, powder-coated black, and should be located within 100 feet of the project site in the public sidewalk furniture zone. Exact locations and designs shall be subject to the approval of the Planning Manager/Designee.
2.6.3. General Parking Form Regulations

A) Access

1. Standards
   a. Access to parking facilities is prohibited along Broadway between El Camino Real and Main Street.
   b. Access to parking facilities shall be provided from alleyways wherever possible. Along all streets, the maximum number of curb cuts associated with a single building must be 1 two-lane curb cut or 2 one-lane curb cuts.
   c. The maximum width of driveways/curb cuts is 12 feet for a one-lane and 24 feet for a two-lane driveway.
   d. The total width of parking access openings on the ground level of structured parking may not exceed 30 feet.
   e. Driveways shall be setback a minimum of 5 feet from adjoining properties, and a minimum of 3 feet from adjacent buildings.

2. Guidelines
   a. Exterior driveway surfaces should be paved with non-slip, attractive surfaces such as interlocking unit pavers or scored and colored concrete.

B) Parking Space and Access Lane Design

1. Standards
   There are no Parking Space and Access Land Design standards.

2. Guidelines
   a. Tandem parking may be used only if both tandem spaces are reserved for the exclusive use of a single residential dwelling unit. Tandem spaces may not be used for non-residential purposes or residential projects in which parking costs have been “unbundled” (e.g., separate rent is paid for the dwelling unit and the parking space, and not every unit is guaranteed a space).
   b. Garage column location should be located away from the aisle to facilitate easy ingress and egress from parking spaces, but in residential buildings columns may be located at the aisle due to the lack of “transient” parkers.
   c. Mechanical lifts which stack more than two cars or more vertically in a parking space may be used only for residential projects.
   d. Stall width and depth and aisle width should generally be in accordance with Section 30.6 of the Redwood City Zoning Ordinance. However, for structured parking, the following alternative stall width and aisle depth guidelines may be applied:
      • Off-street parking stalls should be 8.5 feet wide and 18 feet long, with the exception of accessible stalls, which shall be compliant with all applicable State and Federal regulations.
      • Each parking stall should be designated by 3-inch wide stripes painted on the parking surface.
      • Stripes shall extend from the drive aisle to not more than 24 inches from the opposite end of the stall.
      • Stripes shall be applied inside the stall, 6 inches from the edge. This will create a 18-foot wide buffer which straddles the boundary between two adjacent stalls. The stripes shall be connected to each other at the drive aisle by a 3-inch wide semicircular stripe.
      • When square or rectangular columns are employed, these columns shall be wrapped with a layer of scratch-resistant impact protection; a minimum of 40 mm thick and 18 inches high off the parking surface. Round columns shall not be required to have impact protection.
      • Garage columns shall be set back no less than 12 inches from the drive aisle. For square or rectangular columns this shall be measured from the impact protection.
      • Parking stalls shall be set back no less than 6 inches from round garage columns. Parking stalls shall be set back no less than 6 inches from impact protection on square or rectangular garage columns.
      • Standard parking stall height shall be no less than 7 feet and 2 inches from the parking surface to ceiling fixtures, pipes, or structural elements. Accessible parking stalls shall have a height of no less than 8 feet and 4 inches to ceiling fixtures, pipes, or structural elements. Heights for parking stalls within mechanical lifts shall be subject to the approval of the Planning Manager/Designee.
      • 90 degree parking stalls should have a drive aisle with a minimum width of 24 feet. 75 degree parking stalls should have a drive aisle with a minimum width of 23 feet. 60 degree parking stalls should have a drive aisle with a minimum width of 17 feet. 45 degree parking stalls should have a drive aisle with a minimum width of 12 feet.

2.6.4. Permitted Parking Types

A property’s permitted parking types are determined by Parking Zone as shown on the Parking Regulations Chart. Parking Types permitted for the alleyways and service lanes designated on the Parking Regulations Map shall be determined on a case by case basis by the Planning Manager/Designee. For all parking types, parking shall be connected with the street by a driveway as stated in the following pages.
A) Exposed Surface Parking

A surface parking area that fully or partially extends to a parcel’s street frontage(s) (including landscaped setback areas) and is not hidden behind a building(s) located along the parcel’s street frontage(s).

1. Standards
   a. All Exposed Surface Parking shall be prohibited, except where indicated on the Parking Regulations Chart as “discretionary,” in which case such Exposed Surface Parking shall be permitted on a temporary basis at the discretion of the Planning Manager/Designee if the following findings can be made:
      • The Exposed Surface Parking is not in an area high visible to large volumes of auto traffic or pedestrians.
      • The Exposed Surface Parking will be in place for no longer than three years.
      • The Exposed Surface Parking is necessary to facilitate construction of a development project within the Downtown Precise Plan area.
      • The Exposed Surface Parking will not occupy more than 35% of the frontage of the affected block face.
      • The sidewalk will be buffered from the Exposed Surface Parking by a decorative wall or fence in accordance with Section 2.5.4.
   b. Parking lots built to the required building set back line must provide a decorative wall or fence along the set back line to define the edge of the parking lot (see Landscaping regulations for walls and fences in section 2.5.4).
   c. All surface parking areas shall be planted and landscaped.
   d. Parking lots shall be illuminated to increase safety and provide clear views both to and within the site. Lighting and planting plans shall be coordinated to avoid light pole and tree conflicts.
   e. Surface parking lots shall be buffered from adjacent development with landscaping, utilizing shrubs, hedges or trees.
   f. In order to provide shade and add trees to the Downtown, trees shall be planted in surface parking lots to subdivide continuous rows of parking stalls at a minimum spacing of 1 tree every 5 spaces.
   g. Wheel stops shall be used adjacent to tree wells and planter areas to protect landscaping from car overhangs.
   h. Lots shall provide clear pedestrian circulation routes to main building entrances and sidewalks. These routes shall be designed to include sidewalks and walkways with a minimum 5 foot width and be separated from vehicular areas by curbing and trees.
   i. Trees shall be planted in curbed landscape islands or in flush tree wells with tree guards per City Arborist Standards & Guidelines.
   j. Trees shall be located between the sides of angled or perpendicular parking stalls. Trees planted between two abutting head-to-head parking stalls do not satisfy the requirement.

2. Guidelines
   a. Trees in parking areas should be large and have a high-branching, broad-headed form to create maximum shade. Tree species should not be the same as adjacent street trees.
   b. Curbed planting areas should be provided at the end of each parking aisle to protect parked vehicles from turning movements of other vehicles.
   c. Landscaping in parking lot interiors and at entries should not obstruct a driver’s clear sight lines to oncoming traffic.
   d. The main pedestrian route from a parking lot to a building entrance should be easily recognizable, accessible, and demarcated by special paving or landscaping, such as a shaded promenade, trellis, or ornamental planting.
   e. Parking lots should utilize permeable paving and bio-filtration swales wherever possible.

B) Wrapped Surface Parking

A surface parking area where a “liner” building is located between the parcel’s street frontage(s) and the parking lot. Except for driveway access, the parking lot is hidden behind buildings and no portion of the parking lot is visible from the street.

1. Standards
   a. Wrapped Surface Parking areas shall be permitted as shown on the Parking Regulations Chart.
   b. Liners buildings shall conform to all applicable regulations, particularly those in Section 2.2, 2.5, 2.7, 2.8, 2.9, and 2.10.
   c. All parking areas shall be planted and landscaped. They should be designed with convenient, safe, and efficient pedestrian connections to buildings entry areas and other pedestrian routes.
   d. Parking lots shall be illuminated to increase safety and provide clear views both to and within the site. Lighting and planting plans shall be coordinated to avoid light pole and tree conflicts.
   e. Surface parking lots shall be buffered from adjacent development with landscaping, utilizing shrubs, hedges or trees.
   f. In order to provide shade and add trees to the Downtown, trees shall be planted in surface parking lots to subdivide continuous rows of parking stalls at a minimum spacing of 1 tree every 5 spaces.
g. Wheel stops shall be used adjacent to tree wells and planter areas to protect landscaping from car overhangs.

h. Lots shall provide clear pedestrian circulation routes to main building entrances and sidewalks. These routes shall be designed to include sidewalks and walkways with a minimum 5 foot width and be separated from vehicular areas by curbing and trees.

i. Trees shall be planted in curbed landscape islands or in flush tree wells with tree guards per City Arborist Standards & Guidelines.

j. Trees shall be located between the sides of angled or perpendicular parking stalls. Trees planted between two abutting head-to-head parking stalls do not satisfy the requirement.

2. Guidelines

a. Liner uses should be at least twenty (20) feet deep to ensure financial viability.

b. Trees in parking areas should be large and have a high-branching, broad-headed form to create maximum shade. Tree species should not be the same as adjacent street trees.

c. Curbed planting areas should be provided at the end of each parking aisle to protect parked vehicles from turning movements of other vehicles.

d. Landscaping in parking lot interiors and at entries should not obstruct a driver’s clear sight lines to oncoming traffic.

e. The main pedestrian route from a parking lot to a building entrance should be easily recognizable, accessible, and demarcated by special paving or landscaping, such as a shaded promenade, trellis, or ornamental planting.

f. Parking lots should utilize permeable paving and bio-filtration swales wherever possible.

C) Exposed Parking Structure

An above-ground parking structure that is fully or partially exposed to the street on all levels, including the ground level.

1. Standards

a. Exposed Parking Structure elevations shall be prohibited, except where indicated on the Parking Regulations Chart as “discretionary,” in which case they shall be permitted at the discretion of the Planning Manager/Designee. Regardless of site size, projects including Exposed Parking Structure elevations shall be considered “Large Projects” for the purpose of the project review process (see Section 2.0.3(A)(2)).

b. Exposed Parking Structure elevations shall only be considered when the following conditions are met:
   • The project site shall have frontage on two (2) or more streets.
   • The parking structure shall be exposed on no more than one (1) street. All other street frontages shall be designed to conform with permitted Parking Types as directed by the Parking Regulations Chart.

2. Guidelines

a. The Exposed Parking Structure elevations should be placed on the lowest order street frontage available, or the street on which it will have the least negative impact.

b. On the street with the Exposed Parking Structure elevation, the first twenty-five feet of frontage at corners should be designed to conform with permitted Parking Types as directed by the Parking Regulations Chart.
D) Wrapped Base Parking Structure
An above-ground parking structure where non-parking “liner” uses are integrated into the ground level of the building along the parcel’s entire street frontage(s). The parking structure may be exposed to the building’s street frontage(s) on upper levels.

1. Standards
   a. Wrapped Base Parking Structure elevations shall be permitted as shown on the Parking Regulations Chart.
   b. Liners uses shall conform to all applicable regulations, particularly those in Section 2.2, 2.8, and 2.10.
   c. Parking Structures shall be located and designed to minimize their impact on public streets and public spaces. See section 2.8.4(k) for detailed standards and guidelines regulating parking structure design.

2. Guidelines
   a. Liner uses should be at least twenty (20) feet deep to ensure financial viability.

E) Wrapped Parking Structure
An above-ground parking structure where non-parking “liner” uses are integrated into the building along the parcel’s entire street frontage(s) on all levels of the building. The parking structure is totally hidden behind the liner uses.

1. Standards
   a. Wrapped Parking Structure elevations shall be permitted as shown on the Parking Regulations Chart.
   b. Liners uses shall conform to all applicable regulations, particularly those in Section 2.2, 2.8, and 2.10.
   c. Parking Structures shall be located and designed to minimize their impact on public streets and public spaces. See section 2.8.4(k) for detailed standards and guidelines regulating parking structure design.

2. Guidelines
   a. Liner uses should be at least twenty (20) feet deep to ensure financial viability.

F) Partially Submerged Parking Podium
A parking structure built below the main building mass and partially submerged underground. The parking podium may project above the sidewalk or average finished grade by a maximum of 5 feet.

1. Standards
   a. Partially Submerged Parking Podiums shall be permitted as shown on the Parking Regulations Chart.
   b. Partially Submerged Parking Podiums shall be located and designed to minimize their impact on public streets and public spaces. See section 2.8.4(k) for detailed standards and guidelines regulating parking structure design.

2. Guidelines
   a. There are no Partially Submerged Parking Podiums guidelines.
G) Underground Parking Structure

A parking structure that is fully submerged underground and is not visible from the street.

1. Standards
   a. Underground Parking Structures shall be permitted as shown on the Parking Regulations Chart.
   b. Underground Parking Structures shall be located and designed to minimize their impact on public streets and public spaces. See section 2.8.4(k) for detailed standards and guidelines regulating parking structure design.

2. Guidelines

   There are no Underground Parking Structure guidelines.