

AGENDA
CITY OF ANTIOCH PLANNING COMMISSION
ANTIOCH COUNCIL CHAMBERS
THIRD & "H" STREETS

WEDNESDAY, SEPTEMBER 4, 2013

6:30 P.M.

NO PUBLIC HEARINGS WILL BEGIN AFTER 10:00 P.M.
UNLESS THERE IS A VOTE OF THE PLANNING COMMISSION
TO HEAR THE MATTER

APPEAL

All items that can be appealed under 9-5.2509 of the Antioch Municipal Code must be appealed within five (5) working days of the date of the decision. The final appeal date of decisions made at this meeting is 5:00 p.m. on **THURSDAY, SEPTEMBER 12, 2013**.

If you wish to speak, either during "public comments" or during an agenda item, fill out a Speaker Request Form and place in the Speaker Card Tray. This will enable us to call upon you to speak. Each speaker is limited to not more than 3 minutes. During public hearings, each side is entitled to one "main presenter" who may have not more than 10 minutes. These time limits may be modified depending on the number of speakers, number of items on the agenda or circumstances. No one may speak more than once on an agenda item or during "public comments". Groups who are here regarding an item may identify themselves by raising their hands at the appropriate time to show support for one of their speakers.

ROLL CALL

6:30 P.M.

Commissioners	Sanderson, Chair
	Hinojosa, Vice-Chair
	Motts
	Baatrup
	Miller
	Azevedo
	Westerman

PLEDGE OF ALLEGIANCE

PUBLIC COMMENTS

CONSENT CALENDAR

All matters listed under Consent Calendar are considered routine and are recommended for approval by the staff. There will be one motion approving the items listed. There will be no

separate discussion of these items unless members of the Commission, staff or the public request specific items to be removed from the Consent Calendar for separate action.

1. **APPROVAL OF MINUTES:** None

* * * END OF CONSENT CALENDAR * * *

NEW ITEM

2. **Housing Element Implementation** – Provide direction on a set of draft amendments to the City Zoning Ordinance (Antioch Municipal Code Title 9, Chapter 5), including development standards for multi-family residential development and provisions for discretionary parking reductions, in order to implement policies of the adopted 2007 – 2014 Housing Element.

STAFF REPORT

ORAL COMMUNICATIONS

WRITTEN COMMUNICATIONS

COMMITTEE REPORTS

ADJOURNMENT

Notice of Availability of Reports

This agenda is a summary of the actions proposed to be taken by the Planning Commission. For almost every agenda item, materials have been prepared by the City staff for the Planning Commission’s consideration. These materials include staff reports which explain in detail the item before the Commission and the reason for the recommendation. The materials may also include resolutions or ordinances which are proposed to be adopted. Other materials, such as maps and diagrams, may also be included. All of these materials are available at the Community Development Department located on the 2nd floor of City Hall, 3rd and H Streets, Antioch, California, 94509, between the hours of 8:00 a.m. and 11:30 a.m. or by appointment only between 1:00 p.m. and 5:00 p.m. Monday through Thursday for inspection and copying (for a fee). Copies are also made available at the Antioch Public Library for inspection. Questions on these materials may be directed to the staff member who prepared them, or to the Community Development Department, who will refer you to the appropriate person.

**STAFF REPORT TO THE PLANNING COMMISSION
FOR CONSIDERATION AT THE MEETING OF SEPTEMBER 4, 2013**

Prepared by: Vivian Kahn, FAICP, Dyett & Bhatia
Reviewed by: Tina Wehrmeister, Community Development Director
Date: August 15, 2013
Subject: **Proposed Zoning and General Plan amendments for 2007 – 2014 Housing Element Implementation Program**

RECOMMENDATION

It is recommended that the Planning Commission receive public comment and provide direction to City staff and the Consultant on a set of draft amendments to the City Zoning Ordinance (Antioch Municipal Code Title 9, Chapter 5), including development standards for multi-family residential development and provisions for discretionary parking reductions, in order to implement policies of the 2007 – 2014 Housing Element.

BACKGROUND

The City of Antioch has adopted a Housing Element for the 2007 – 2014 planning period as part of its General Plan. The Housing Element establishes a comprehensive program for implementing Antioch’s housing policies and bringing the City into full compliance with State law. The actions that the Housing Element proposes to undertake to implement its policies include a variety of amendments to the Zoning Ordinance (Antioch Municipal Code Title 9, Chapter 5).

The City hired Dyett & Bhatia (the Consultant) to translate the proposals in the Housing Element program into specific regulations and procedures. The focus of the Consultant’s work is to create a user-friendly, legally adequate, and effective set of provisions that will accommodate the units needed to meet the City’s regional housing needs allocation in a manner that will emphasize building placement, the framing of public space, and promoting a pedestrian-oriented environment.

The Consultant conducted stakeholder interviews and a background analysis—which included reviewing documents such as the 2007 – 2014 Housing Element, the current Zoning Ordinance, and the Citywide Design Guidelines—in order to develop a set of recommendations and alternatives for the City to consider. The *Issues and Options Paper* (March 2012) presented findings and recommendations regarding zoning amendments to address the following issues:

- Adequate housing sites
- Development standards
- Residential parking requirements
- Development bonuses and incentives for affordable housing
- Emergency, transitional, and supportive housing
- Zoning for employee and farm worker housing

The Consultant presented options for how to implement the policies of the Housing Element through the Zoning Ordinance for each of these issues. The Planning Commission considered the various options and made recommendations to the City Council, which confirmed all of the Commission's recommendations at a meeting in April, 2012. The recommendations of the Planning Commission and City Council provided direction for the Consultant's development of the necessary code amendments.

The Consultant has broken down the zoning amendments that are needed into three sets of amendments for the City to consider in turn: districting amendments; development standards and parking reductions; and regulations related to affordable housing and protected uses.

The first set of amendments, presented to the Commission in August 2012, included new zoning districts where higher-density residential development would be allowed in order to achieve the City's portion of the regional housing needs allocation and implement the Housing Element. The new R-25 District would allow multi-family residential development by right, subject to design review, at a minimum density of 20 units and a maximum density of 25 units per acre. The new R-35 District would require a use permit or planned development approval for multi-family residential, and allow densities from 30 to 35 units per acre. These two new districts would be accompanied by an amendment to the 2003 General Plan to increase the maximum targeted density for the High Density Residential land use designation up to 35 units per acre. Finally, this first set of amendments included the creation of an overlay district to provide adequate sites for emergency shelters.

This current report addresses the second set of amendments recommended to implement the Housing Element: multi-family development standards and provisions for parking reductions.

The purpose of the multi-family development standards is to enhance the new higher-density residential districts, as well as existing multi-family residential districts, through the application of regulations intended to promote more attractive multi-family residential design. The revised multi-family residential development standards are intended to allow for a wide variety of multi-family residential development types, create walkable streets, and minimize impacts to existing neighborhoods. They are written to achieve these objectives by emphasizing building placement and orientation, improving the relationship of buildings to the public realm (streets and public space), and ensuring appropriate transitions from higher density development to adjacent lower-scale

development. In so doing, the new requirements will enhance existing neighborhoods and create new walkable areas.

Development standards in the existing code are limited to a few basic dimensional standards such as height, setbacks, and minimum lot area and width, all displayed in a single table in Article 6. The revised standards address shortcomings in the current code that the Consultant team identified in the Issues and Options Paper, which the Commission and the Council received in 2012, including:

- Lack of a coherent vision for urban form in areas outside of Rivertown;
- Conflict between mandatory design guidelines and development standards;
- Lack of requirements for usable open space for multifamily housing;
- Need for landscaping standards; and
- Inflexible development standards that discourage infill development, create a repetitive and regimented appearance, and do not promote pedestrian-oriented design.

The revised standards, which would establish specific requirements to address these issues, have been crafted to provide a broader spectrum of requirements that incorporate the design direction established by the 2009 *Citywide Design Guidelines*. They also modify some current standards that are an obstacle to development on infill sites and in other areas where the City wants to encourage development. Other standards are based on exemplary multifamily buildings located on sites comparable to those in Antioch recently designated for higher density multi-family residential.

The new development standards are intended to ensure high-quality development, particularly when projects are approved through a ministerial process (e.g., zoning approval by right with design review) rather than a discretionary review process such as a conditional use permit or planned development approval.

The second major topic addressed in this report and the accompanying text amendments is a set of procedures and findings to allow discretionary reductions to a project's normally required number of parking spaces.

The Housing Element identified the City's current parking requirements as an indirect constraint on housing development because they reduce the amount of lot area available for residential dwellings. The Element proposes a review of existing parking requirements to ensure that they are not a constraint to residential development and, particularly, to the construction of new housing affordable to lower and moderate-income households.

The Issues and Options Report reviewed the provisions for reduced parking under the State density bonus law (Section 65915). The report also included a table that compared Antioch's parking requirements for all types of residential development with the requirements of the cities of Pittsburg, Concord, Walnut Creek, and Brentwood. Based on this review, the Planning Commission concluded that Antioch's parking

requirements compare favorably with those in peer communities. One key issue that the survey highlighted was that except for senior housing and affordable housing eligible for reduced parking requirements under the State density bonus law, the current ordinance requires approval of a Planned Development or a variance to modify parking requirements. After reviewing the *Issues and Options Report*, the Commission decided that it was not necessary to revise the existing parking standards. Instead, it directed that the Zoning Ordinance allow modification of parking requirements through a discretionary review process. The City Council discussed and agreed with this approach in April 2012.

Consistent with the direction provided by the Commission and Council, this paper does not propose any changes to the City's existing parking ratios. Instead, the report recommends expanding the current authority of the Community Development Director and/or Planning Commission to modify the requirements applicable to specific projects through discretionary review and when supported by findings based on specific information in the record.

The following discussion provides additional explanation regarding the proposed amendments and how they will serve to implement Housing Element policies.

Attached to this staff report is a report that provides additional detail, including the text of the proposed zoning amendments (Appendix A).

DISCUSSION

1. Development Standards for Multi-Family Housing

The new multi-family residential development standards include the following components:

- Reduced Street-Facing Setbacks. Minimum front and street side setbacks are proposed to be reduced in order to facilitate higher density residential development and promote desirable urban form and pedestrian-oriented design. Currently, for all types of development, the code requires front setbacks of 30 feet on arterial streets, 25 feet on collector streets, and 20 feet on local streets. Such large front setbacks are not conducive to the higher-density residential development that is targeted in the new zoning districts, nor to pedestrian orientation or efficient site utilization. The draft text amendments would reduce required street-facing setbacks for multi-family development to 15 feet on arterial streets, 15 feet on collector streets, and 10 feet on local streets. Advantages of reducing the dimensions of minimum required front setbacks for multi-family development include:
 - Allowing buildings closer to the street in order to create architectural interest and well-defined streetscapes;
 - Contributing to pedestrian orientation and minimizing the visual impact of parking by making space for parking to be located to the rear of buildings; and
 - Facilitating the development of on-site usable open space to the side and rear of buildings, where it is more protected from streets and can provide a buffer from adjacent residential development.

Rear yards would remain 10 feet, as currently required. However, minimum rear yard setbacks would be increased to 20 feet for multiple-family dwellings that directly abut lots that are zoned for or developed with single-family residential dwellings.

- Transition Requirements. Transition requirements for multiple-family dwellings that are adjacent to single-family residential zones or lots developed with existing single-family dwellings. Such transition requirements include additional setbacks from property lines adjacent to single-family. For example, instead of the normally required 10-foot rear setback, a 20-foot rear setback would be required for multi-family development that abuts single-family zones or development. Landscape buffers would be included within such setbacks. The standards also require upper stories of multi-family dwellings to be stepped back in height from property lines abutting single-family residential districts.
- Architectural Articulation. Standards aimed at creating architectural interest in buildings and avoiding blank walls and bulky, “box-like” structures. These include requirements for prominent entry features, variations in roof slope and wall plane, and for window trim or recess. The draft standards include a building articulation requirement: all street-facing building facades must include at least one change in plane (projection or recess) at least four feet in depth, or two

changes in plane at least two feet in depth, for every 25 linear feet of wall. This articulation standard would help to achieve substantial articulation while still allowing flexibility of design. It ties the required façade articulation to width of building wall rather than unit.

- Front Entryways and Connections. Standards aimed at creating greater pedestrian orientation, including a requirement that a principal entry for each residential building face a public street and be connected to the public sidewalk via a pedestrian walkway that provides a direct route.
- Parking Location and Frontage. Standards that minimize the visual prominence of automobile parking and garages by establishing a menu of options for parking location, a limitation on the width of garages, and a limitation on the proportion of site frontage occupied by driveways and parking. Parking location options would include detached garages located to the rear of residential dwellings, garages that are integrated with the residential building but accessed from the side or rear, and integrated garages that face the street but are limited in width and recessed behind the remainder of the respective façade. Allowance is also made for uncovered parking located to the side or rear of dwellings, as long as it is set back at least 40 feet from any adjacent street, and landscaped buffers and screening are provided where such parking is adjacent to other lots.
- Driveways. A limitation on the number of driveways depending on length of site frontage. This would promote pedestrian orientation and limit vehicular-pedestrian conflict points.
- Usable Open Space. Requirements for the provision of usable open space in conjunction with new multi-family dwellings. A minimum area of on-site open space would be required per dwelling unit. In the R-10 District, a minimum of 250 square feet of usable open space would be required per unit, while in the R-20, R-25, and R-35 districts, 200 square feet would be required per unit. The total area of open space required for each unit would include a minimum area devoted to private open space; the remainder could be met through either private or common open space. The open space standards also address the dimensions, location, and other features of required open space in order to ensure that it is usable and appealing for residents of the dwelling units. Children's play areas would be required in developments of 15 units or more.
- Reduced Lot Size for Townhome Development. The proposed revisions would allow townhome-style development in the new R-25 District. Previously, the minimum lot size for the new R-25 District was proposed to be 20,000 square feet. To accommodate fee-simple townhome development, in which each unit is located on its own lot, and achieve the densities of 20 to 25 units per acre envisioned for the R-25 District, the zoning code would accommodate a reduced lot size applicable to this development type.
- Storage Space. A requirement for the provision of at least 250 square feet storage space per dwelling unit.

- Landscaping Standards. Landscaping standards that supplement the regulations of Article 10, Landscaping and Irrigation, and the Water-Efficient Landscape Ordinance. The standards would require that at least 25 percent of the area of any multiple-family dwelling site be landscaped and that required front setbacks be landscaped. They would also require that groundcover materials consist of live plant material.

Many of the proposed new multi-family residential development standards provide some flexibility for different design solutions in the form of a) a menu of options, or b) an exception for constrained lots.

2. Provisions for Parking Modifications

Consistent with direction from the Planning Commission and Council to allow modification of parking requirements through a discretionary review process, the Consultant has drafted a code amendment that would broaden the authority of the Zoning Administrator and Planning Commission to modify parking requirements when warranted based on specific circumstances. The types of projects for which parking reductions may be sought include:

- Senior housing (The code already provides a reduced parking ratio of 0.75 spaces per unit. However, additional reductions could be allowed through a discretionary process based on the characteristics of a development and anticipated automobile use of its residents.);
- Transit-supportive development located within one-half mile of a major transit stop;
- Projects incorporating transportation demand management measures, such as rideshare programs, shuttle services, bicycle trip-end facilities, staggered work shifts and telecommuting programs;
- Shared parking arrangements in which a parking facility serves multiple uses with different peak demand periods; and
- Uses located near public parking facilities.

The draft text includes criteria for approval of parking reductions. In order to approve a parking reduction, the review authority (Zoning Administrator or Planning Commission) would need to find that the use(s) would be adequately served by the proposed parking and that parking demand generated by the project would not exceed the capacity of or have a detrimental impact on the supply of on-street parking in the surrounding area. For shared parking facilities, the review authority would need to find that the peak hours of use would not overlap to the degree that the demand will exceed the total supply of spaces.

The draft amendments also include a new section with standards and procedures for off-site parking facilities, such as public parking garages. Standards include a requirement that such garages be within 400 feet of the uses served and connected to such uses via a public walkway.

Finally, the regulations include provisions to allow tandem parking in certain circumstances. Tandem parking would only be allowed to serve a single dwelling unit or serve as employee parking for a non-residential establishment, could be no more than two vehicles deep, and could not exceed 50 percent of a project's required parking spaces.

Key Policy Questions:

The following questions are for Planning Commission consideration:

Multi-Family Residential Development Standards:

- *Should flexibility be allowed for the additional required rear setback (20 feet) for multi-family development adjacent to single-family residential zones or development? One way to do this would be to allow for Staff-level approval of a waiver from the 20-foot requirement when the facing wall of the multi-family development does not include patios, balconies, or a use such as a pool or activity center that might generate noise. Would such a provision provide adequate protection as well as sufficient flexibility?*
- *The proposed regulations include a daylight plane that requires the upper floors of multi-family dwellings to be stepped back adjacent to any single-family residential zone or use? Is this an appropriate approach?*
- *Is the proposed menu of parking locations appropriate to limit the visual impact of parking areas, garages, and driveways while allowing sufficient flexibility to allow a range of designs on varied sites?*

Parking Reductions:

- *Which, if any, parking reductions could be approved by the Zoning Administrator and which would require Planning Commission-level review?*
- *Are the proposed standards for off-site parking facilities (e.g., public parking garages) appropriate? Should off-site parking be allowed for residential as well as non-residential uses as long as parking is on an adjacent parcel or within a short distance?*
- *Should the City only allow tandem parking for residential uses? Are the proposed standards for tandem parking appropriate?*

Summary and Recommendations

It is recommended that the Planning Commission consider the proposed zoning amendments and provide direction to staff and the Consultant, who will incorporate the Commission's feedback into a formal rezoning proposal that will be reviewed as required by the California Environmental Quality Act and noticed for public hearing.

ATTACHMENTS

A. *Antioch Housing Element Implementation Program: Multi-Family Development Standards and Parking Reduction Provisions, August, 2013 (Appendix A: Draft Text Amendments)*

B. Adopted 2007-2014 Housing Element available on-line at:

<http://www.ci.antioch.ca.us/CityGov/CommDev/PlanningDivision/Housing-Element-docs.htm>

ATTACHMENT "A"

Antioch Housing Element Implementation Program

**Multi-Family Development Standards and
Parking Reduction Provisions**

Public Review Draft

Prepared for

The City of Antioch

By

DYETT & BHATIA

Urban and Regional Planners

With

Van Meter Williams Pollack

August 2013

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Introduction

The City of Antioch adopted the 2007 – 2014 Housing Element in June 2010, setting forth a comprehensive program for implementing the policies in the Element and bringing the City into full compliance with State law. Implementing the Housing Element requires amendments to the Zoning Code (Antioch Municipal Code Title 9, Chapter 5), including new and modified development standards for higher density multi-family housing intended to improve the quality of new development, especially on sites where the City proposes to accommodate affordable housing. The revised development standards address shortcomings in the current code that the Consultant team identified in the *Issues and Options* paper reviewed by the Planning Commission and City Council in March 2012, including the following:

- Lack of coherent vision for urban form in areas outside of Rivertown;
- Conflict between mandatory design guidelines and development standards;
- Lack of requirements for usable open space for multifamily housing;
- Need for landscaping standards; and
- Inflexible development standards that discourage infill development, create a repetitive and regimented appearance, and do not promote pedestrian-oriented design.

As recommended by the Commission and Council, the revised standards have been crafted to provide a wider spectrum of requirements that incorporate the design direction established by the 2009 *Citywide Design Guidelines* and also modify current standards that are an obstacle to development on infill sites and in other areas where the City wants to encourage development. Other standards are based on exemplary multifamily buildings on comparable sites and are intended to ensure high-quality development when projects are approved through a ministerial process (e.g., zoning approval by right with design review) rather than a discretionary review process that requires a conditional use permit or planned development approval.

In response to the direction provided by the Commission and Council, this paper does not propose any changes to the City's existing parking ratios, which compare favorably to those adopted by other Contra Costa jurisdictions. Instead, the report recommends expanding the current authority of the Community Development Director and/or Planning Commission to modify the requirements applicable to specific projects through discretionary review and when supported by findings based on specific information in the record. To achieve these objectives, in addition to providing standards for multifamily structures, the revised standards emphasize building placement and orientation, their relationship to public realm (streets and public space), and transitions to adjacent development of lower scale—requirements that will enhance existing neighborhoods and create new walkable areas.

Multi-Family Residential Development Standards

A set of draft code amendments presented to the Commission and Council in August 2012 included new zoning districts where higher-density residential development could be allowed by right, subject to design review, in order to achieve the City's portion of the regional housing needs allocation and implement policies of the Housing Element. The purpose of the multi-family development standards presented in this report is to enhance these new higher-density districts, as well as existing multi-family districts, through the application of regulations intended to promote more attractive multi-family residential design. The goal of the revised multi-family residential development standards is to allow for a wide variety of multi-family residential development types, create walkable streets, and minimize impacts to existing neighborhoods.

New standards for multi-family residential development would supplement the basic development standards—such as height, setbacks, minimum lot area and width—currently included in Article 6. The standards would apply to multiple-unit dwellings wherever they are located. A few quantitative standards such as minimum open space vary by zone. The standards that this report describes will apply to residential development in areas of the city not covered by the Hillcrest Specific Plan, which has its own set of design requirements.

Appendix A presents specific amendments to the Antioch Zoning Code that would implement the standards. The proposed text amendments, included as Appendix A, would involve revisions to three articles of the existing code: Article 2, Definitions; Article 6, Height and Area Regulations and Table; and Article 7 (currently reserved).

ARTICLE 2, DEFINITIONS

Revisions to the definitions in Section 9-5.203 of the existing code would clarify the various housing types referred to in the code and complement the proposed multi-family standards. For example, the definition of “multiple-family dwelling” is revised to reflect that such development may consist of three or more dwelling units within a single building or within multiple buildings located on the same lot. A definition of attached single-family dwelling is added because this type of development may occur within the density ranges targeted for the new R-25 Zone and in order to distinguish this development style from detached single-family dwellings. Finally, definitions of “dwelling,” “dwelling unit,” and “kitchen” are added to supplement the other dwelling-related definitions.

ARTICLE 6, HEIGHT AND AREA REGULATIONS AND TABLE

Article 6 consists of a development standards table that provides basic regulations such as minimum lot area and width, maximum building height, maximum lot coverage, and minimum setbacks.

Minimum front and street side setbacks are proposed to be revised in order to facilitate higher density residential development and promote desirable urban form and pedestrian-oriented design. For all types of development, the code currently calls for front setbacks of 30 feet on arterial streets, 25 feet on collector streets, and 20 feet on local streets. Such large front setbacks are not conducive to the higher-density residential development that is targeted in the new zones, nor to pedestrian orientation or efficient site utilization. The draft text amendments would reduce required street-facing setbacks for multi-family development to 15 feet on arterial streets, 15 feet on collector streets, and 10 feet on local streets. The

advantages of reducing the dimensions of minimum required front setbacks for multi-family development include:

- Allowing buildings closer to the street in order to create architectural interest and well-defined streetscapes;
- Contributing to pedestrian orientation and minimizing the visual impact of parking by making space for parking to be located to the rear of buildings; and
- Facilitating the development of on-site usable open space to the side and rear of buildings, where it is more protected from streets and can provide a buffer from adjacent residential development.

Rear yards would remain 10 feet, as currently required. However, minimum rear yard setbacks would be increased to 20 feet for multiple-family dwellings that directly abut lots that are zoned for or developed with single-family residential dwellings.

ARTICLE 7, DEVELOPMENT STANDARDS FOR MULTI-FAMILY DWELLINGS

New development standards for multi-family dwellings would supplement the basic dimensional standards in the existing code. As drafted, the new standards would constitute a new Article 7, an article of the code that is currently reserved and directly follows Article 6, which lays out the basic development standards.

Highlights of the new multi-family residential development standards include:

- Transition requirements for multiple-family dwellings that are adjacent to single-family residential zones or lots developed with existing single-family dwellings. Such transition requirements include additional setbacks from property lines adjacent to single-family. For example, instead of the normally required 10-foot rear setback, a 20-foot rear setback would be required for multi-family development that abuts single-family zones or development. The standards also specify landscape buffers as part of such setbacks. The standards also include a maximum daylight plane that effectively requires the height of multi-family dwellings to be stepped back at upper stories where such multi-family dwellings are close to property lines.
- Standards aimed at creating architectural interest in buildings and avoiding blank walls and bulky, “box-like” structures. These include requirements for prominent entry features, variations in roof slope and wall plane, and for window trim or recess. The draft standards include a building articulation requirement: all street-facing building facades must include at least one change in plane (projection or recess) at least four feet in depth, or two changes in plane at least two feet in depth, for every 25 linear feet of wall. This articulation standard is somewhat stricter than the guidelines but would help to achieve substantial articulation while still allowing flexibility of design. It ties the required façade articulation to width of building wall rather than unit.
- Standards aimed at creating greater pedestrian orientation, including a requirement that a principal entry for each residential building face a public street and be connected to the public sidewalk via a pedestrian walkway that provides a direct route.
- Minimizing the visual prominence of automobile parking and garages by establishing a menu of options for parking location, a limitation on the width of garages, and a limitation on the proportion of site frontage occupied by driveways and parking. Parking location options would

include detached garages located to the rear of residential dwellings, garages that are integrated with the residential building but accessed from the side or rear, and integrated garages that face the street but are limited in width and recessed behind the remainder of the respective façade. Allowance is also made for uncovered parking located to the side or rear of dwellings, with a 40-foot minimum setback for such open parking from any adjacent street, landscaped buffers and screening adjacent to other lots.

- A limitation on the number of driveways that is related to length of site frontage. This is would promote pedestrian orientation and limit vehicular-pedestrian conflict points.
- Requirements for the provision of usable open space. A minimum required area of on-site open space would be required per dwelling unit. In the R-10 Zone, a minimum of 250 square feet of usable open space would be required per unit, while in the R-20, R-25, and R-35 zones, 200 square feet would be required per unit. Included within the total area of open space required per unit is an additional standard to ensure a minimum area is devoted to private open space for each unit. Once the requirement for private open space is met, the remainder of the open space requirement could be met through either private or common open space. The open space standards also address the dimensions, location, and other features of open space in order to ensure that such open space is usable and appealing for residents of the dwelling units. Children's play areas would be required in developments of 15 units or more, which include larger units likely to attract families with children.
- The proposed revisions would allow townhome-style development in the new R-25 Zone. Previously, the minimum lot size for the new R-25 Zone was proposed to be 20,000 square feet. To accommodate fee-simple townhome development, in which each unit is located on its own lot and achieve the densities of 20 to 25 units per acre envisioned for the R-25 Zone, the zoning code would accommodate a reduced lot size applicable to this development type.
- Requirement for the provision of at least 250 square feet storage space per dwelling unit.
- Landscaping standards that supplement the regulations of Article 10, Landscaping and Irrigation, and the Water-Efficient Landscape Ordinance. The standards would require that at least 25 percent of the area of any multiple-family dwelling site be landscaped and that required front setbacks be landscaped. They would also require that groundcover materials consist of live plant material.

Many of these standards provide some flexibility for different design solutions in the form of a) a menu of options, or b) an exception for constrained lots.

KEY POLICY QUESTIONS

Staff requests guidance from the Planning Commission regarding the following issues:

- *Should flexibility be allowed for the additional required rear setback (20 feet) for multi-family development adjacent to single-family residential zones or development? One way to do this would be to allow for Staff-level approval of a waiver from the 20-foot requirement when the facing wall of the multi-family development does not include patios, balconies, or a use such as a pool or activity center that might generate noise. Would such a provision provide adequate protection as well as sufficient flexibility?*

- *The proposed regulations include a daylight plane that requires the upper floors of multi-family dwellings to be stepped back adjacent to any single-family residential zone or use? Is this an appropriate approach?*
- *Is the proposed menu of parking locations appropriate to limit the visual impact of parking areas, garages, and driveways while allowing sufficient flexibility to allow a range of designs on varied sites?*

Parking Standards

The *Housing Element* identified the City's current parking requirements as an indirect constraint on housing development because they reduce the amount of lot area available for residential dwellings. The Element does not include any specific information about how Antioch's standards compare with other jurisdictions but proposes a review of existing parking requirements to ensure that they are not a constraint to residential development and, particularly, to the construction of new housing affordable to lower and moderate-income households.

The State Government Code allows or requires modification to parking requirements within infill opportunity zones (Section 65088.4), pursuant to trip reduction plans (Section 65089.1), for accessory or second dwelling units (Sections 65852.150 and 65852.2), and under transit village plans (Section 65460 et seq.). State law also specifically allows local agencies to grant a variance from parking requirements to provide an incentive to nonresidential development or make it easier for transit users to access nonresidential development.

The *Issues and Options Report* (March 2012) reviewed the provisions for reduced parking under the State density bonus law (Section 65915). As the report noted, because lower-income and renter households, especially those in multi-unit developments, have fewer vehicles per household than higher income families, the City's parking requirements are probably higher than necessary for multi-unit affordable housing development. This was borne out by the results of a survey of some typical affordable housing projects in Contra Costa County. In most cases, affordable housing developers use the reduced parking ratios provided by the State density bonus law as a defined benefit. For most typical tax credit projects, which require that 30 percent of the units have three bedrooms and generally have 40 to 50 percent two-bedroom units with the rest at one bedroom, the parking ratio is approximately at 1.8 spaces per unit with no guest parking.

The report also included a table that compared Antioch's parking requirements for all types of residential development with the requirements of the cities of Pittsburg, Concord, Walnut Creek, and Brentwood. Based on this review, the Planning Commission concluded that Antioch's requirements compare favorably with the parking standards in other communities. One key issue that the survey highlighted was that except for senior housing and affordable housing eligible for reduced parking requirements under the State density bonus law, the current ordinance requires approval of a Planned Development or a variance to modify parking requirements. After reviewing the *Issues and Options Report*, the Commission decided that it was not necessary to revise the existing parking standards. Instead, the Ordinance should allow modification of parking requirements through a discretionary review process if the Planning Director and/or Planning Commission determine that a reduction is warranted based on specific findings supported by information in the record. The City Council agreed with this recommendation.

The Consultant has drafted a code amendment that would broaden the authority of the Zoning Administrator and Planning Commission to modify parking requirements when warranted based on specific circumstances (See Appendix A.) It would expand the existing section of the code dedicated to shared parking arrangements, and establish additional conditions under which parking reductions may be sought. Examples of such conditions include:

- Senior housing (The code already provides a reduced parking ratio of 0.75 spaces per unit. However, additional reductions could be allowed on a discretionary basis based on the characteristics of a development and anticipated automobile use of its residents.);
- Transit-supportive development located within one-half mile of a major transit stop;
- Projects incorporating transportation demand management measures, such as rideshare programs, shuttle services, bicycle trip-end facilities, staggered work shifts and telecommuting programs;
- Shared parking arrangements in which a parking facility serves multiple uses with different peak demand periods; and
- Uses located near public parking facilities.

The draft text includes a set of criteria for approval of parking reductions. In order to approve a parking reduction, the review authority (Zoning Administrator or Planning Commission) would need to find that the use(s) would be adequately served by the proposed parking and that parking demand generated by the project would not exceed the capacity of or have a detrimental impact on the supply of on-street parking in the surrounding area. For shared parking facilities, the authority would need to find that the peak hours of use would not overlap to the degree that the demand will exceed the total supply of spaces. The proposed regulations would allow approval of shared parking for residential uses but off-site parking could only be considered for non-residential uses.

The draft amendments also include a new section with standards and procedures for off-site parking facilities, such as public parking garages. Standards include a requirement that such garages be within 400 feet of the uses served and connected to such uses via a public walkway.

Finally, the regulations include provisions to allow tandem parking in certain circumstances. Tandem parking would only be allowed to serve a single dwelling unit or serve as employee parking for a non-residential establishment, could be no more than two vehicles deep, and could not exceed 50 percent of a project's required parking spaces.

KEY POLICY QUESTIONS:

The following questions are for Planning Commission consideration:

- *Which, if any, parking reductions could be approved by the Zoning Administrator and which would require Planning Commission-level review?*
- *Are the proposed standards for off-site parking facilities (e.g., public parking garages) appropriate? Should off-site parking be allowed for residential as well as non-residential uses as long as parking is on an adjacent parcel or within a short distance?*
- *Should the City only allow tandem parking for residential uses? Are the proposed standards for tandem parking appropriate?*

Appendix A: Draft Text Amendments

Article 2 **Definitions**

The following text includes proposed additions to Article 2, Definitions. It doesn't show all existing definitions, just those that are new or proposed to be revised.

9-5.203 DEFINITIONS.

For the purpose of this chapter, the following definitions shall apply unless the context clearly indicates or requires a different meaning. *The revised definitions further describe the housing types to which the proposed amendments refer and are intended to complement the proposed multi-family standards.*

...

BUILDING SITE. A lot or parcel of land in single or joint ownership and occupied, or to be occupied, by a main building and accessory buildings or by a dwelling group and its accessory buildings, together with such open spaces as are required by the provisions of this chapter and having its principal frontage along a street, road, or highway.

BUILDING SITE, INFILL. Any building site of five acres or less that was previously developed for a residential, commercial, retail, institutional or other urban use or is immediately adjacent to parcels that are developed with any previous urban uses.

...

DWELLING. A building or portion thereof designed and used exclusively for residential occupancy, with exception of permitted home occupations, including one-family, two-family, and multiple dwellings, but not including hotels, boarding or lodging houses.

DWELLING, MULTIPLE-FAMILY. ~~A building used and designed as a residence for three or more households living independently of each other with an individual kitchen provided for each household.~~
Multiple-Unit Dwelling. Three or more dwelling units contained within a single building or within two or more buildings on a site or lot. Types of multiple-unit dwellings include garden apartments, senior housing developments, multi-story apartment buildings, and condominiums. (They may include side-by-side units that are configured as a townhome-style development in which multiple units are located on the same lot rather than each occupying an individual lot as in single-family detached.)

DWELLING, SINGLE-FAMILY ATTACHED. A dwelling unit that is designed for occupancy by one household located on a separate lot from any other unit (except a second dwelling unit, where permitted), and attached through common vertical walls to one or more dwellings on abutting lots. An attached single-unit dwelling is sometimes called a "townhouse" or "row house."

DWELLING, SINGLE-FAMILY, DETACHED. ~~A detached building designed for and/or occupied exclusively by one household. A dwelling unit that is designed for occupancy by one household, located on a separate lot from any other dwelling unit (except a Second Unit, where permitted), and not attached to another dwelling unit on an abutting lot. This classification includes individual manufactured housing units installed on a foundation system pursuant to Section 18551 of the California Health and Safety Code.~~

~~**DWELLING, TWO-FAMILY OR DUPLEX.** A building containing not more than two kitchens designed and/or used to house not more than two households living independently of each other. A single building on a separate lot that contains two dwelling units or two single-unit dwellings located on a single lot. This use is distinguished from a Second Unit, which is an accessory residential unit as defined by State law and this Ordinance.~~

DWELLING UNIT. A room or a suite of interconnecting rooms used for sleeping, eating, cooking, and sanitation, designed or occupied for use as a separate living quarters on a permanent basis for no more than one family. Each unit shall have no more than one kitchen.

...

INFILL SITE. See "Building Site, Infill."

...

KITCHEN. Any room or space within a building designed to be used or maintained for the cooking and/or preparation of food.

MAJOR TRANSIT STOP. Any site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or a bus route with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

OPEN SPACE. See "Usable Open Space." ~~The area of a project (exclusive of the required setback from a public street) which is to be used for leisure, recreational, and/or aesthetic purposes. **OPEN SPACE AREAS** may include those reserved for active and passive recreational uses and park facilities.~~

...

USABLE OPEN SPACE. Any space that is provided on a lot that is designed and used for active or passive recreational purposes, including but not limited to such uses as outdoor seating, outdoor dining, play lots, playgrounds, swimming pools, tennis courts, bicycle trails.

Article 6 HEIGHT AND AREA REGULATIONS AND TABLE

Article 6 currently consists of a table that provides basic development standards such as minimum lot area, minimum lot width, maximum building height, and minimum setbacks for each zoning district. The table below reflects the existing table with the addition of two proposed new districts, the R-25 and R-35, which are needed to implement the Housing Element. These new districts were presented and preliminarily endorsed by the Planning Commission in August 2012.

In these draft regulations, the proposed new standards for multi-family residential development would be located in Article 7, which is "reserved" in the current code. Alternatively, the proposed new multi-family standards could be located in a new section of Article 6 following the table. It would constitute Section 9-5.602, and could be titled "Additional Standards for Multi-Family Residential Development."

9-5.601 INTRODUCTION Height and Area Regulations.

The following chart and text are adopted as the city's basic height and area regulations. First, find the appropriate zoning district on the left-hand side of the table. Read across the chart opposite the specific zone in question and the height or area requirement for that zone, or a number letter, will appear in the appropriate column. If a number-letter appears in ~~the column~~ any cell, it refers to the, ~~the~~ requirement is listed by that number in the in the footnotes following ~~listing of footnotes~~ the table.

HEIGHT, AREA AND SETBACK REGULATIONS FOR PRIMARY STRUCTURE											
Zone	Max. Height Feet ^b	Min. Building Site Sq. Ft.	Min. Lot Width in Feet		Max. Lot Coverage ^e	Min. Density Required (Units per Gross Developable Acre)	Max. Density Allowed (Units per Gross Developable Acre ^{d)}	Front Yard Min. ^m	Min. Side Yard Required in Feet ^e		Min. Rear Yard Required in Feet
			Corner	Interior					Corner	Interior	
RE	TO BE DETERMINED BY CITY COUNCIL THROUGH PLANNED DEVELOPMENT PROCESS										
RR	TO BE DETERMINED BY CITY COUNCIL THROUGH PLANNED DEVELOPMENT PROCESS										
R-4	35	6,000	65	60	40%	NA	4 du/acre	f	f	5 ft.	20 ft.
R-6	35	6,000	65	60	40%	NA	6 du/acre	f	f	5 ft.	20 ft.
R-10	45	6,000	65	60	40%	NA	10 du/acre	f	f	5 ft.	10 ft.
R-20	45	20,000	70	70	40%	NA	20 du/acre	f	f	5 ft.	10 ft.
R-25	45	20,000 ^l	70	70	50%	20 du/acre	25 du/acre	f	f	5 ft.	10 ft. ⁿ
R-35	45	20,000	70	70	50%	30 du/acre	35 du/acre	f	f	5 ft.	10 ft. ⁿ
PBC	35	20,000	65	60	35%	NA	0	f	f	0 ft.	0 ft.
C-0	35	20,000	65	60	35%	NA	0	f	f	0 ft.	10 ft.
C-1	35	20,000	65	60	35%	NA	0	f	f	0 ft.	10 ft.

A12

HEIGHT, AREA AND SETBACK REGULATIONS FOR PRIMARY STRUCTURE											
Zone	Max. Height Feet ^b	Min. Building Site Sq. Ft.	Min. Lot Width in Feet		Max. Lot Coverage	Min. Density Required (Units per Gross Developable Acre)	Max. Density Allowed (Units per Gross Developable Acre ^d)	Front Yard Min. ^m	Min. Side Yard Required in Feet ^e		Min. Rear Yard Required in Feet
			Corner	Interior					Corner	Interior	
C-2	35	20,000	65	60	35%	NA	0	f	f	0 ft.	10 ft.
C-3	70	20,000	65	60	35%	NA	0	f	f	0 ft.	10 ft.
MCR ^j	45	6,500	65	60	50%	NA	20 du/acre	f	f	5 ft.	10 ft.
RTC ⁱ	50	2,500	25 g	25 g	100%	NA	20 h	0 ⁱ	0 ⁱ	0 ft.	0 ft.
RTR-10	45	3,500	45	45	50%	NA	12	15	10	5 ft.	15 ft.
RTR-20	45	20,000	100	100	50%	NA	20	15	10	5 ft.	10 ft.
WF	45	6,500	60	60	60%	NA	0	0	0	0 ft.	0 ft.
M-1	45	40,000	100	100	50%	NA	0	f	f	0 ft.	0 ft.
M-2	70	40,000	100	100	50%	NA	0	f	f	0 ft.	0 ft.
HPD	TO BE DETERMINED BY CITY COUNCIL THROUGH PLANNED DEVELOPMENT PROCESS										
PD	TO BE DETERMINED BY CITY COUNCIL THROUGH PLANNED DEVELOPMENT PROCESS										
RRMP	TO BE DETERMINED BY CITY COUNCIL THROUGH PLANNED DEVELOPMENT PROCESS IN A MANNER CONSISTENT WITH ARTICLE 41 OF THE MUNICIPAL CODE										
TOD	TO BE DETERMINED BY CITY COUNCIL THROUGH PLANNED DEVELOPMENT PROCESS										
H	70	SAME AS C-0 ZONE ^k									
OS	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
S	TO BE DETERMINED BY CITY COUNCIL THROUGH PLANNED DEVELOPMENT PROCESS										
SH	SAME AS UNDERLYING BASE ZONE										
T	SAME AS UNDERLYING BASE ZONE										

HEIGHT, AREA AND SETBACK REGULATIONS FOR PRIMARY STRUCTURE											
Zone	Max. Height Feet ^b	Min. Building Site Sq. Ft.	Min. Lot Width in Feet		Max. Lot Coverage	Min. Density Required (Units per Gross Developable Acre)	Max. Density Allowed (Units per Gross Developable Acre ^{d)}	Front Yard Min. ^m	Min. Side Yard Required in Feet ^e		Min. Rear Yard Required in Feet
			Corner	Interior					Corner	Interior	
Notes:											
<p>a. Where 40% or more of the frontage (excluding reversed frontage lots) in a block has been improved with buildings, the minimum required front yard for main buildings shall be the average of the improved lots if less than the front yard requirements, but not less than six feet from the property line.</p> <p>b. Height shall mean the vertical distance from the average level of the highest and lowest point of that portion of the lot covered by the structure, excluding below ground basements, to the topmost point of the roof. Exceptions to the specified height limitation shall include the spires, belfries, cupolas and domes of churches, monuments, water towers, fire and hose towers, observation towers, distribution and transmission towers, lines and poles, chimneys, smokestacks, flag poles, radio towers, equipment penthouses encompassing less than 20% of total roof area and less than eight feet in height, and parapets less than 30 inches in height, unless otherwise governed by this chapter.</p> <p>c. Minimum lot area in all zones shall not apply to the condominium parcelization of a larger project where land is being divided for individual building envelopes.</p> <p>d. Maximum density allowed is defined in the city General Plan as per the maximum developable gross acreage definition found in this chapter.</p> <p>e. For at least 25% of the lots in a given subdivision, one side yard of an interior lot shall be 10 feet in width and the other side yard can be five feet. The 10 foot side yard area shall remain as unrestricted open area. This shall also apply to all two-story single-family residential lots. On any parcel of land of an average width of less than 50 feet, which parcel was under one ownership or is shown as a lot on any subdivision map filed in the office of the County Recorder prior to April 11, 1950, when the owner thereof owns no adjoining land, the width of each side yard may be reduced to 10% of the width of such parcel, but in no case to less than three feet.</p>											

HEIGHT, AREA AND SETBACK REGULATIONS FOR PRIMARY STRUCTURE											
Zone	Max. Height Feet ^b	Min. Building Site Sq. Ft.	Min. Lot Width in Feet		Max. Lot Coverage	Min. Density Required (Units per Gross Developable Acre)	Max. Density Allowed (Units per Gross Developable Acre ^d)	Front Yard Min. ^m	Min. Side Yard Required in Feet ^e		Min. Rear Yard Required in Feet
			Corner	Interior					Corner	Interior	
<p>f. Front yard and street side setbacks shall be reserved for landscaping only, excluding access and egress driveways and shall be determined on a graduated scale based upon type of street and land use as follows:</p> <p>1. Non-residential and multi-family uses. Arterial street: minimum 30 foot setback with 30 foot landscaping on all frontages. Collector street: minimum 25 foot setback with 25 foot landscaping. Local street: minimum 20 foot setback with 20 foot landscaping.</p> <p>2. Single-family detached and two-family dwelling uses. Arterial street: minimum 30 foot setback with 30 foot landscaping on all frontages. Collector street: minimum 25 foot setback and landscaping for front yard and 10 foot street sideyard setback with landscaping. Local street: minimum 20 foot front yard setback with 20 foot of landscaping and 10 foot street sideyard with landscaping.</p> <p>3. <u>Multi-family dwelling uses.</u> <u>Arterial street: minimum 15-foot setback with 15-foot landscaping on all frontages.</u> <u>Collector street: minimum 15-foot setback with 15-foot landscaping.</u> <u>Local street: minimum 10-foot setback with 10-foot landscaping.</u></p> <p>g. New construction with frontage in excess of the minimum lot width shall reflect the pattern of building widths in façade design.</p> <p>h. Within the area bounded by the Burlington Northern Santa Fe Railroad, "I" Street, Second Street, and "E" Street, residential density may be increased to 45 dwelling units per acre provided:</p> <ol style="list-style-type: none"> The residential use is part of a mixed use development with the entire first floor devoted to commercial use; The proposed development provides public amenities as described in § 4 (relating to residential use in RTC); and The project has received use permit approval from the Planning Commission. <p>i. Buildings in the RTC district shall be placed on the property line except for:</p> <ol style="list-style-type: none"> Setbacks to accommodate outdoor dining and plazas, provided that such setbacks do not exceed a depth of one-third of the lot depth; Courtyards, promenades, and plazas located on any portion of the site; and Where a setback is necessary to maintain the uniform setback of building façades. <p>j. The first floor of a building shall extend from property line to property line except:</p> <ol style="list-style-type: none"> In setback areas for outdoor dining, plazas; and For required vehicular or pedestrian access. <p>k. Notwithstanding any other provisions of this chapter for yard requirements, in any residential district the front of any garage shall be not less than 20 feet from the exterior property line on which such garage faces.</p> <p><u>l. For projects that consist of attached single-family dwellings (townhomes), in which each dwelling occupies its own lot, the minimum lot area is 1,800 square feet and the minimum required interior side setback is zero.</u></p> <p><u>m. Where a multi-family dwelling abuts a lot that is zoned RR, RE, R4, or R6, a minimum rear yard of 20 feet shall be provided.</u></p>											

Article 7 **MULTI-FAMILY RESIDENTIAL
DEVELOPMENT STANDARDS [Reserved]**

9-5.701 Purpose.

The purpose of this article is to promote high-quality design and provide a pleasant residential environment within the context of higher-density development; ensure the provision of amenities for residents of multi-family developments; foster pedestrian access; and create visually attractive street frontages that offer architectural and landscape interest.

9-5.702 Applicability.

The standards of this article apply to multi-family dwellings in any district in which they are permitted or conditionally permitted.

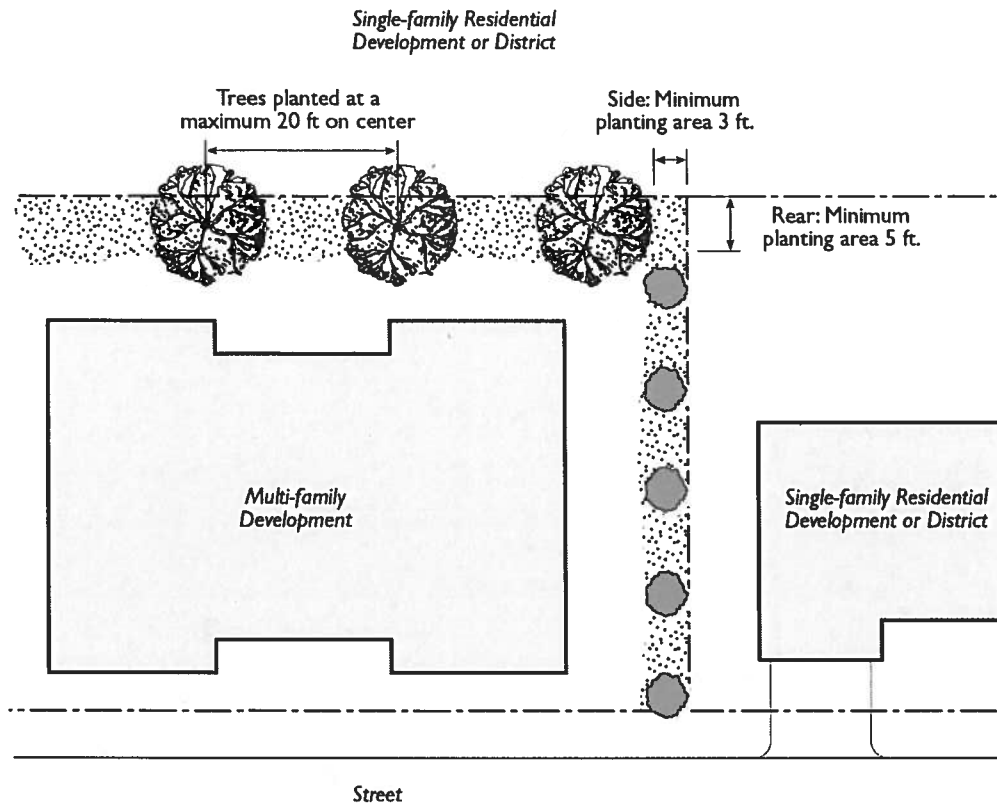
9-5.703 Transition Requirements Adjacent to Single-Family Residential.

Wherever a multi-family residential dwelling is located on a lot that directly abuts any lot developed with an existing single-family detached dwelling that is a conforming use or any lot that is zoned RR, RE, R-4, or R-6, the following standards shall apply to the multi-family development.

- A. **Rear Setbacks.** Notwithstanding the requirements of the Height, Area, and Setbacks Table of Section 9-5.601, a minimum rear setback of 20 feet is required. For existing substandard lots, a modification to or waiver of the minimum 20-foot setback requirement may be requested, subject to design review.

- B. **Landscape Buffers.** Interior side and rear setbacks that abut single-family residential development or a single-family district shall include the following landscaped areas. These landscaped areas shall be measured from the property line and are included within, and are not additional to, the minimum setbacks required by Table TBD.
 - 1. A landscaped area at least three feet in depth shall be provided along any interior side property line.
 - 2. At least 50 percent of the rear setback shall be a landscaped area at least five feet in depth. Within this landscaped area, trees shall be planted at a maximum distance of 20 feet on center (measured parallel to the rear lot line).

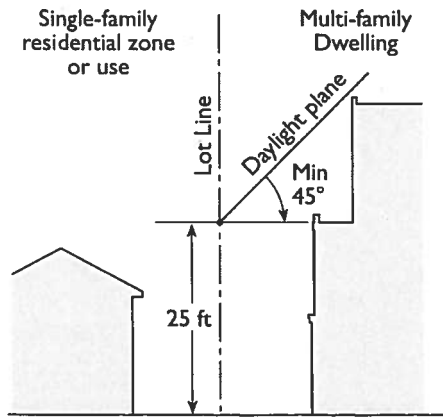
Figure 9-5.703(B): Landscape Buffers



- C. **Required Daylight Plane.** No portion of the building volume shall encroach into a daylight plane starting at a point that is 25 feet above the property line abutting any adjacent lot with a single-family residential use or zone and sloping upward at a 45-degree angle toward the interior of the lot.

Figure 9-5.703(C): Required Daylight Plane

INSERT FIGURE 9-5.703(C), REQUIRED DAYLIGHT PLANE



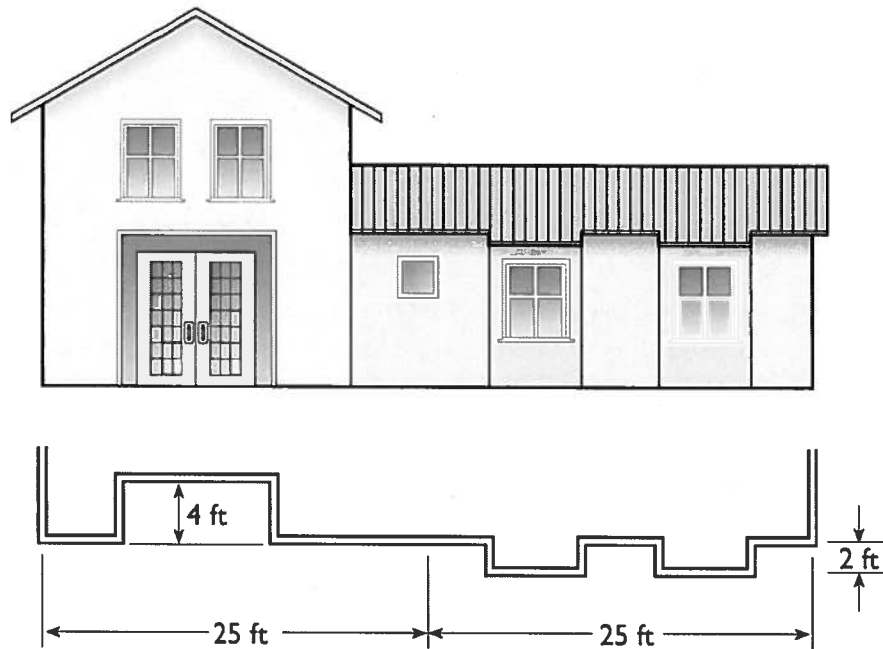
9-5.704 Building Form.

A. Building Entries.

1. **Orientation.** All units located along public rights-of-way must have a principal entrance that fronts on and is oriented to face the right-of-way. Such entrance shall be clearly visible from the street and shall be connected via pedestrian walkways to the public sidewalk. Exceptions to this requirement may be approved for projects located on arterial streets that carry high traffic volumes and/or streets that do not allow on-street parking. In such cases, a project may be oriented around courtyards with principal entrances facing the courtyards.
2. **Entry Features.** Building entrances must have a roofed projection (e.g., porch) or recess. Such entry features shall have a minimum depth of five feet, measured perpendicular to the façade on which they are located. Entries that serve a single unit shall have a minimum area of 40 square feet while those that serve two or more units shall have a minimum area of 100 square feet.

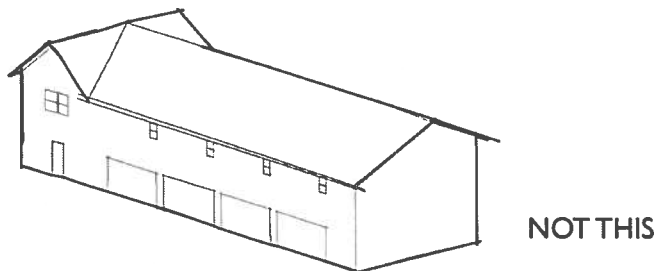
- B. Façade Articulation.** All street-facing façades must include at least one change in plane (projection or recess) at least four feet in depth, or two changes in plane at least two feet in depth, for every 25 linear feet of wall. Such features shall extend the full height of the respective façade of single-story buildings, at least half of the height of two-story buildings, and at least two-thirds of the height of buildings that are three or more stories in height.

Figure 9-5.704(B): Façade Articulation



- C. **Roof Forms.** Variable roof forms shall be incorporated into the building design, and no more than two side-by-side units may be covered by one unarticulated roof. Variation may be accomplished by changing the roof height, offsets, and direction of slope, and by including elements such as dormers.

Figure 9-5.704(D): Roof Forms



D. **Window Design.**

1. **Relief.** All windows shall either be recessed or surrounded by trim at least four inches in width and two inches in depth.
2. **Shade Features.** At least 20 percent of all windows on each building shall have exterior sun shades, such as roof overhangs (eaves), awnings, or louvered sunshades.

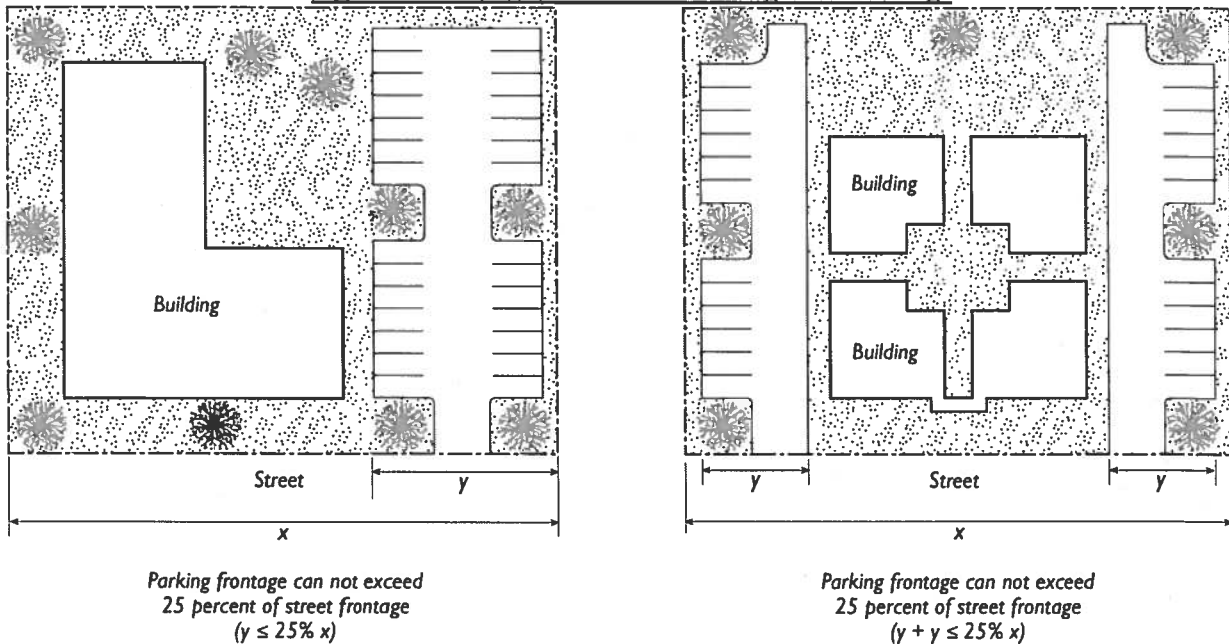
9-5.705 **Site Design for Parking, Circulation, and Access.**

Multi-family dwelling projects shall comply with the regulations of Article 17, Required Parking, as well as the standards of this Section.

A. **Parking Location and Frontage.**

1. **Maximum Frontage.** The total linear frontage of parking areas visible from the street, including driveways, open parking, carports, and garages, but excluding underground parking and parking located behind buildings, may not exceed 25 percent of the linear street frontage.

Figure 9-5.705(A)(1): Maximum Parking Area Frontage

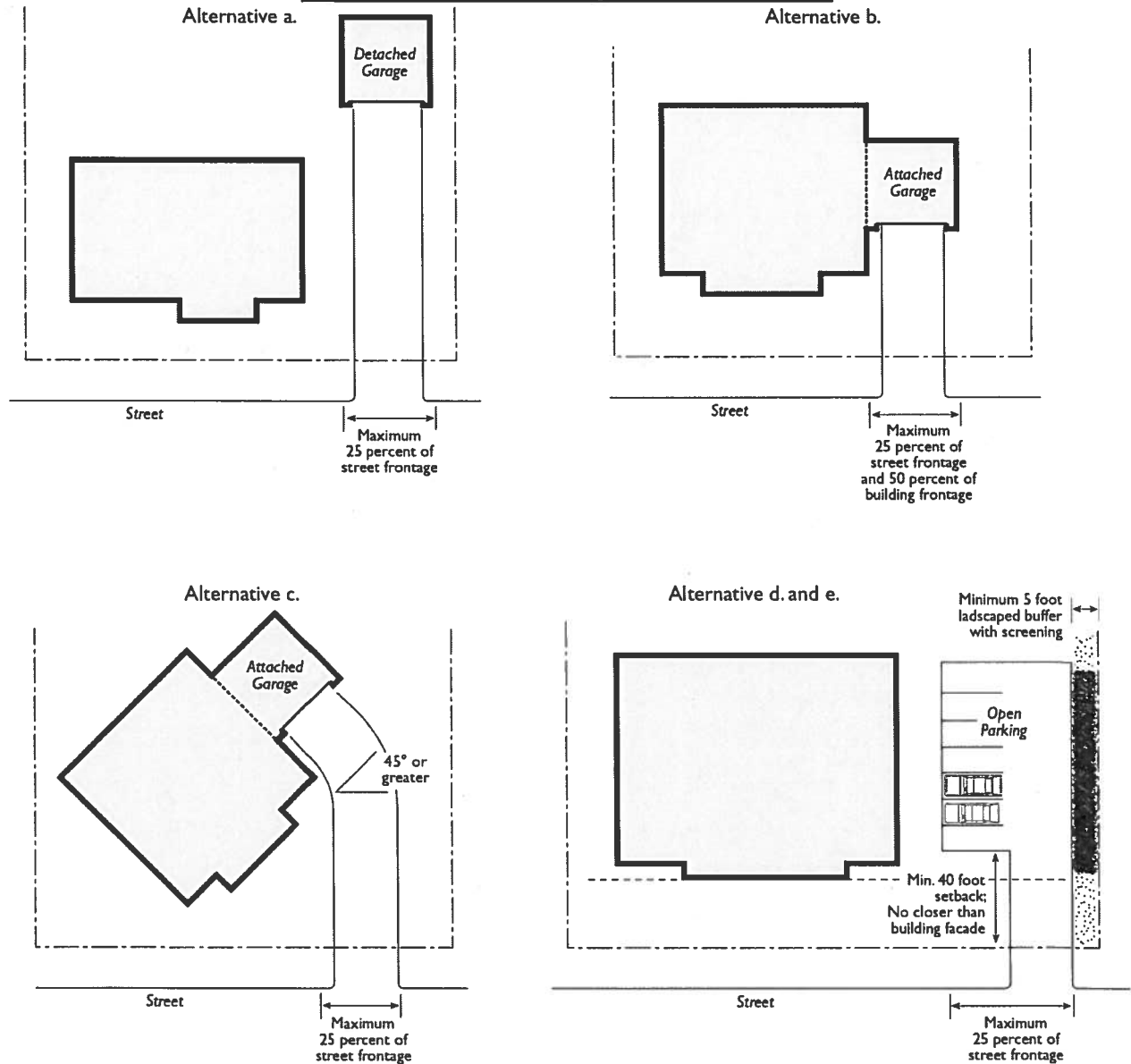


2. **Parking Location.** Parking facilities shall be located according to one or more of the alternatives listed below. This locational requirement applies to parking for both residents and guests, as well as any parking that exceeds the required minimum. In all cases, the requirements of Section 9-5.1703.1, Off-Street Parking Requirements by Use, which establishes the number of required parking spaces and number of covered spaces per unit, must be met. Parking shall be provided in one of the following locations or in a combination of the following locations:

- a. Covered and enclosed parking within a detached garage located to the rear of the residential building in relation to the public street. Such garage may front an alley that is internal to the project. Any garage door visible to any street shall be recessed at least six inches from the surrounding building wall and shall be surrounded by trim of at least two inches in depth.
- b. Covered and enclosed parking integrated into the residential building, in which garage doors are located on the side or rear of the building and not facing a street. For the purposes of this regulation, doors shall be considered not to face a public street if they are oriented 45 degrees or more from parallel with the street.
- c. Covered and enclosed parking integrated into the residential building with garage doors facing or within 45 degrees of parallel with the street. Such garages shall comply with the following standards:
 - i. Maximum Width. Garages shall not exceed 50 percent of the overall width of the building façade of which they are a part. For the purposes of this requirement, garage width is considered the internal width of that portion of a building facade that is backed by a garage space. This dimension is measured from midpoint to midpoint of any enclosing walls that are perpendicular to the garage door or entry.
 - ii. Setback/Recess. Garages shall conform to one of the following setback standards:
 - (1) Garages shall be located at least five feet behind the primary wall of the dwelling. For the purposes of this regulation, “primary wall” shall consist of any wall at least 10 feet in width and one story in height. Garage doors shall be recessed at least six inches from the surrounding wall.
 - (2) Garage space located below living space may be set back the same distance as the remainder of the building façade. Garage doors shall be recessed at least six inches from the surrounding wall.
 - (3) Detailing. Trim of at least two-inch depth shall be provided surrounding garage doors.
- d. Open parking or carports located to the rear of buildings in relation to the street. Such parking facilities must be set back at least 40 feet from any adjacent street, and landscaped according to the standards of Section 9-5.1716, Parking Lot Landscaping; Design Standards. The setback area shall include a landscaped buffer at least five feet in depth (measured perpendicular to the interior lot line) adjacent to any other lot. Parking areas shall be screened from adjacent lots with a solid fence, wall, or dense hedge at least five feet in height.
- e. Open parking located to the side of buildings. Such parking need not be to the rear of all residential units, but it shall not be located closer to the street than the front façade of the residential building. Further, it must be set back at least 40 feet from any adjacent street, and landscaped according to the standards of Section 9-5.1716, Parking Lot Landscaping; Design Standards. The setback area shall include a landscaped buffer at least five feet in depth (measured

perpendicular to the interior lot line) adjacent to any other lot. Parking areas shall be screened from adjacent lots with a solid fence, wall, or dense hedge at least five feet in height.

Figure 9-5.705(A)(2): Parking Location Alternatives



- B. **Driveways—Number and Width.** For lots 75 feet wide or less, a maximum of one driveway per lot is permitted. For lots greater than 75 feet in width, additional driveways are permitted but shall be spaced at least 75 feet apart. No driveway shall exceed 20 feet in width at any property line abutting a street or one-half of the width of the street frontage of the lot, whichever is less.

C. **Pedestrian Access.**

1. **Connection to Public Sidewalks.** Every multiple-family dwelling shall have a walkway connecting the main building entry to the public sidewalk in the right-of-way on each street frontage. The walkway shall be unobstructed and physically separated from any driveway or off-street parking space by a landscaped buffer with a minimum width of two feet. The walkway shall have an unobstructed width of at least four feet, and shall be of concrete, decorative pavers, or other durable, all-weather surface.
2. **Connection to Parking Areas.** Every multiple-family dwelling shall have a walkway between a building entry and the parking area for the units served by it. The walkway shall be physically separated from any driveway or off-street parking space by a landscaped buffer with a minimum width of two feet. The walkway shall be at least four feet wide, and shall be of a durable, all-weather surface.
3. **Connection to Open Space, Recreation Facilities, and Public Parks.** Walkways shall be provided that connect building entries for the units served to any common usable open space or recreational facilities on site or to any public park facilities located on an adjacent lot.

9-5.706 **Usable Open Space.**

Usable open space to serve multi-family residential dwelling units shall be provided and maintained in compliance with the following table and the requirements of this section.

TABLE 9-5.706: MINIMUM REQUIRED USABLE OPEN SPACE		
	<i>R-10 Zone</i>	<i>R-20, R-25, and R-35 Zones</i>
Total Usable Open Space per Unit (sq ft)	250	200
Minimum Private Open Space per Unit (sq ft)	70	60

- A. **Required Area and Type of Open Space—Multi-Family Dwellings.** All multi-family residential developments shall be provided the minimum private open space area and minimum total open space area stated in Table 9-5.706, according to the number of units in the development. Once the minimum private open space requirement has been met, the remainder of the required total open space for the development may be provided as either private or common open space. Every development that includes five or more residential units shall provide at least one common open space area that meets the standards of Subsection (D) of this Section below.
- B. **Usability.** A surface shall be provided that allows convenient use for residents' outdoor living and/or recreation activities. Such surface shall be any practicable combination of lawn, garden, flagstone, wood planking, concrete, or other serviceable, dust-free surfacing. The slope shall not exceed 10 percent. Off-street parking and loading areas, driveways, and service areas shall not be counted as usable open space. Open space on a roof or deck shall include safety railings or other protective devices that meet but do not exceed the minimum height required by the Antioch Building Code.

C. **Design Standards—Private Open Space.**

1. **Accessibility.** Private usable open space shall be accessible to only one living unit by a doorway or doorways to a habitable room or hallway of the unit.
2. **Minimum Dimensions.** Private usable open space located on the ground level (e.g., yards, decks, patios) shall have no horizontal dimension less than 10 feet. Private open space located above ground level (e.g., balconies) shall have no horizontal dimension less than six feet.
3. **Openness.** There shall be no obstructions over ground-level space except for devices to enhance the usability of the space. Above ground-level space shall have at least one exterior side open and unobstructed for at least eight feet above floor level, except for incidental railings and balustrades. No more than 50 percent of the ground-level space may be covered by a private balcony projecting from a higher floor.
4. **Enclosure.** Ground-level space shall be screened from abutting lots, streets, alleys, and paths, from abutting private ways, and from other areas on the same lot by a building wall, by dense landscaping not less than five and one-half feet high and not less than three feet wide, or by a solid or grille, lumber or masonry fence or wall not less than five and one-half feet high, subject to the standards for required landscaping and screening in Chapter TBD. Screening may be reduced to three and one-half feet in height to avoid interfering with a beneficial outward and open orientation or view if there is no building located opposite and within 50 feet of the screening.

D. **Design Standards—Common Open Space.**

1. **Accessibility.** Common usable open space shall be accessible to all the dwelling units on the lot.
2. **Rooftops.** No more than 20 percent of the total area counted as common open space may be provided on a roof.
3. **Facilities.** Common areas may consist of open landscaped areas and gardens, natural areas with trails, patios, swimming pools, picnic and barbeque areas, playgrounds, community gardens, or other such improvements as are appropriate to enhance the outdoor environment of the development. Required components are as follows:
 - a. **Seating.** Common usable open space shall include seating.
 - b. **Play Areas.** Developments that include 15 or more units of at least one bedroom or more must include children's play areas and play structures. This requirement does not apply to senior housing developments.
4. **Openness and Buildings.** There shall be no obstructions above the open space except for devices to enhance the usability of the space. Buildings and roofed structures with recreational functions (e.g., pool houses, recreation centers, gazebos) may occupy up to 20 percent of the area counted as common open space.
5. **Minimum Dimensions.** Common usable open space located on the ground level shall have no horizontal dimension less than 20 feet. If such ground-level open space is located within 10 feet of a building façade, the minimum dimension shall be no less than the height of the adjacent building. Common upper-story decks shall have no dimension less than 10 feet. Roof decks shall have no horizontal dimension less than 15 feet.

6. Visibility. At least one side of the common open space shall border residential buildings with transparent windows and/or entryways.
7. Pedestrian Pathways. Pedestrian walkways shall connect the common open space to a public right-of-way or building entrance.

9-5.707 Storage Space.

Each unit in a multi-family dwelling shall be provided with a separate, enclosed, lockable storage space reserved for the occupants of the dwelling unit. Such storage space shall be located in a garage, storage building, or enclosed individual storage space. Each storage space shall be at least 250 cubic feet in volume and shall have no interior dimension less than four feet.

9-5.708 Landscaping.

In addition to the standards of Article 10, Landscaping and Irrigation, and the Water-Efficient Landscape Ordinance, multi-family dwellings shall comply with the following standards:

- A. Minimum Landscaped Area. A minimum of 25 percent of any building site shall be landscaped.
- B. Landscaping of Front Yards. All portions of required front yards, except those areas occupied by pedestrian or vehicular access ways, shall be landscaped.
- C. Materials. Landscaping shall include plant materials of varying height and may incorporate a combination of groundcovers, shrubs, vines, trees, and garden areas. Landscaping may also include incidental features such as stepping stones, benches, fountains, sculptures, decorative stones, or other ornamental features, placed within a landscaped setting.
 1. Ground Cover Materials. Ground cover shall be of live plant material. Pervious non-plant materials such as permeable paving, gravel, colored rock, cinder, bark, and similar materials shall not cover more than 10 percent of the required landscape area. Mulch must be confined to areas underneath shrubs and trees and is not a substitute for ground cover plants.
 2. Size and Spacing. Plants shall be of the following size and spacing at the time of installation:
 - a. Ground Covers. Ground cover plants other than grasses must be at least four-inch pot size. Areas planted in ground cover plants other than grass seed or sod must be planted at a rate of at least one per 12 inches on center.
 - b. Shrubs. Shrubs shall be a minimum size of one gallon.
 - c. Trees. Trees shall be a minimum of 15 gallons in size with a one-inch diameter at breast height (dbh). Specimen trees of 36-inch or greater box size are encouraged. At least one specimen tree with a 24-inch or larger box size shall be planted in the landscaped area of the front setback. Trees (center of trees) shall be located a minimum of six feet from water meters, gas meters and sewer laterals; eight feet from any driveway, fire hydrant, fire sprinkler, or standpole connection; and 15 feet from any curb return at an intersection, utility pole, or street light.

- D. **Tree Protection.** Newly planted trees shall be supported with double stakes or guy wires. Root barriers shall be required for any tree placed within 10 feet of pavement. (See also 9-5.1210, Regulations on Tree Locations, and 9-5.1208, Definition of Restricted Trees.)

Article 17 **PARKING REQUIREMENTS**

The following text includes only the sections of Article 17, Parking Requirements, to which an amendment is proposed or that help provide context for the proposed amendments. Where sections are omitted from this draft, the omission is indicated by three dots (. . .).

9-5.1701 Purpose.

The specific purposes of the off-street parking and loading regulations are to:

- A. Ensure that off-street parking and loading facilities are provided for new land uses and for enlargements of existing uses in proportion to the need for such facilities created by each use.
- B. Establish parking standards for commercial uses consistent with need and with the feasibility of providing parking on specific commercial sites.
- C. Ensure that off-street parking and loading facilities are designed in a manner that will ensure efficiency, protect the public safety, and where appropriate, insulate surrounding land uses from adverse impacts.
- D. Contribute to a balanced transportation system with a choice of transit, bicycle, pedestrian, and private automobile modes.
- E. Encourage the use of bicycles by providing safe and convenient places to park bicycles.
- F. Facilitate the development of common parking areas that serve multiple establishments or uses.
- G. Minimize the area of land consumed by parking by allowing reductions to the number of required spaces near major transit stations, for uses with lower parking demand characteristics, and for shared parking facilities serving uses with different peak demand times.

9-5.1702 Basic Requirements.

- A. At the time of initial occupancy of a site, construction of a structure, or alteration or enlargement of a site or structure, off-street parking facilities and off-street loading facilities shall be provided in accord with the regulations prescribed in this chapter. Any building or structure moved from one lot to another shall provide parking as required for a new building.
- B. The number of additional parking spaces or loading berths required for an alteration or enlargement of an existing use or structure, or for a change of occupancy, shall be provided before the alteration, enlargement, or change of occupancy is allowed.
- C. If more than one use is located on a site other than a shopping center, the number of off-street parking spaces and loading berths to be provided shall be equal to the sum of the required spaces prescribed for each use.
- D. Off-street parking and loading facilities required by this article for any use shall not be considered as providing parking spaces or loading berths for any other use except where a shared parking arrangement applies or a joint facility exists. Such a facility shall contain not less than the total number of spaces or berths as required individually, or fewer spaces may be permitted where

adjoining uses on the same site have different hours of operation and the same parking spaces or loading berths can serve both without conflict, according to the procedures and required findings of Section 9-5.1704, Parking Reductions. A determination of the extent, if any, to which joint use will achieve the purposes of this chapter shall be made by the Zoning Administrator, who may require the submission of survey data necessary to reach a decision.

- E. Parking ratios for shopping center uses shall assume 90 percent of the available spaces are located at the front of a building. No more than 10 percent of the required parking is to be provided at the rear of a building and this parking should be designated and enforced as employee parking.
- F. If, in the application of the requirements of this chapter, a fractional number is obtained, one parking space or loading berth shall be required for a fraction of more than one-half, and no space or berth shall be required for a fraction of one-half or less.
- G. Any off-street parking specifically required for a given use shall be without charge.
- H. Off-street parking must be located on the same site as the use it serves, except where off-site parking has been approved according to the procedures and standards of Section 9-5.1705, Off-Site Parking Facilities.

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9-5.1703.1 Off-Street Parking Requirements by Use

The following table is from the existing code. A parking standard for emergency shelters will be included with proposed text amendments for special housing types that will be presented to the Planning Commission at a subsequent meeting. Some text that provides for situations in which a use is not specified in the table is proposed to be relocated here from after the table to the beginning of the table. In addition, a set of sentences is proposed to introduce and orient the reader to the table.

Off-street motor vehicle parking spaces shall be provided according to the following table. Each land use shall be provided at least the number of off-street parking spaces stated in the table.

Where a use is not specified in the table, the Zoning Administrator shall determine the probable equivalent use and the number of parking and loading spaces required. In order to make this determination, the Zoning Administrator may require the submission of survey data from the applicant or direct a study to be conducted at the applicant's expense. The use of I.T.E. studies may be incorporated into the analysis.

OFF-STREET PARKING REQUIRED	
Use Classification	Off-Street Parking Spaces
Residential	
Multi-family residential	1.5 spaces per unit up to 2 bedrooms; one space to be covered 2 spaces per unit 3 bedrooms; one space to be covered plus 1 space per 5 units for guest parking (Applies to all multi-family units)
Convalescent facilities	1 per 2 residents
Single-family residential (attached)	2 spaces per unit, one of which must be covered, plus 1 space per 5 units for guest parking
Single-family residential (detached)	2 spaces per unit in a garage, plus one guest parking space on the street within close proximity to the unit served
Elderly residential (Senior Housing Overlay) ^A	.75 covered space per unit, plus guest parking as determined during project review

Note: The entire existing table of parking ratios is not shown here because no changes are proposed to the parking ratios, just to the table endnote about the ratio for senior housing, which is simply amended to make reference to the new parking reduction section.

Notes:

^A Parking for the elderly senior housing projects may be reduced during project review to less than 0.75 space per unit based upon residents' ages and vehicle ownership patterns and must be documented by studies prepared by the project proponents, according to the procedure and findings in Section 9-5.1704, Parking Reductions.

^B For a service station combined with a food mart, one space per 250 square feet of retail sales area shall be provided (office and bathroom areas may be excluded from calculations) in addition to the required employee parking, and service bay parking, if any. In no case shall there be less than four spaces provided for a service station or six spaces provided for a service station combined with a food mart. If combined with a towing service, in addition to the above requirements, one additional space per towing vehicle shall be provided at the rear of the site.

9-5.1704 Unspecified Uses Parking Reductions.

~~Where the use is not specified in the table the Zoning Administrator shall determine the probable equivalent use and the number of parking and loading spaces required. In order to make this determination, the Zoning Administrator may require the submission of survey data from the applicant or direct a study to be conducted at the applicant's expense. The use of I.T.E. studies may be incorporated into the analysis.~~

(Ord. 897 C S, passed 10-25-94)

- H. **Purpose.** The purpose of this section is to establish procedures and criteria for allowing reductions to the number of required automobile parking spaces for projects that are anticipated to generate lower-than-usual parking demand due to factors such as proximity to major transit stops and stations, the characteristics of the use, or implementation of transportation demand management measures, as well as for shared parking facilities serving uses with different peak demand times. These provisions are also intended to allow modifications to parking standards when necessary to preserve the architectural or historical character of a structure or property.
- I. **Qualifying Projects.** Reduced parking requirements may be considered for the following types of projects:
1. **Senior Housing.** The required parking for a senior housing development may be reduced below the normally required 0.75 spaces per dwelling unit for projects anticipated to generate lower parking demand due to vehicle ownership patterns of the residents and/or characteristics of the project (e.g., proximity to commercial services, proximity to public transportation systems).
 2. **Shared (Joint) Parking Facilities.** Parking facilities that are cooperatively established and operated to serve multiple uses and these uses generate parking demands primarily during hours when the remaining uses are not in operation.
 3. **Transit-Supportive Development.** Residential or mixed-use projects that contain no more than 50 dwelling units and are located within one-half mile of a major transit stop.
 4. **Infill Sites.** Residential or mixed-use projects that contain no more than 30 dwelling units and are located on infill sites.
 5. **Uses Near Public Parking Facilities.** Uses located within one-quarter mile of a publicly accessible parking facility, the use of which is not limited to a specific business or activity during the use's peak parking demand. Such parking facilities shall meet the requirements of Section 9-5.1705, Parking Location/Off-Site Parking Facilities.
 6. **Projects Incorporating TDM Measures.** Projects for which the developer proposes a set of transportation demand management (TDM) measures—such as rideshare programs, shuttle services, bicycle trip-end facilities, staggered work shifts, and telecommuting programs—projected to reduce parking demand generated by the use. Such projects shall be required to document the implementation and impacts of such programs, as described in subsection (L), Monitoring of TDM Programs, below.
 7. **Historic Structures.** Projects for which allowing a reduction in the number of required spaces (and/or modifications to dimensional requirements for parking areas) will facilitate the re-use of an existing building that is an historic resource as defined by the State Public Resources Code or is a designated historic building.
- J. **Procedure.** A request for a reduction to the number of parking spaces consistent with the requirements of this section shall be processed as a use permit, according to the procedures of Article 27. Any parking reduction that is not in accordance with this section (i.e., is not a qualifying project pursuant to subsection (B) or cannot meet the findings for approval in subsection (D)) shall require a variance.
1. **Application Materials.** In addition to other application materials required for the consideration of the use permit, the Zoning Administrator may require submission of a parking demand study prepared by an independent traffic engineering professional

approved by the City that substantiates the basis for granting a reduction in required parking spaces.

An alternative approach would be to include more detailed requirements for the parking demand study as follows:

2. **Parking Demand Study.** In order to evaluate a proposed project's compliance with the required findings for approval, the Zoning Administrator may require submittal of a parking demand study that substantiates the basis for granting a reduced number of spaces and includes any of the following information:
 - a. Total square footage of all uses within existing and proposed development and the square footage devoted to each type of use.
 - b. A survey of existing on-street and on-site parking within 350 feet of the project site.
 - c. Parking requirements for the net change in square footage and/or change in use, based on the requirements of Section 9-5.1703.1, Off-Street Parking Requirements by Use.
 - d. Estimated net change in parking demand between existing and proposed development, using any available existing parking generation studies from the Institute for Transportation Engineers (ITE) or other sources. If appropriate parking demand studies are not available, the City may require the applicant to conduct a parking demand survey of a development similar to the proposed project.
 - e. Comparison of proposed parking supply with parking requirements and net change in parking demand.
 - f. A shared parking analysis, as appropriate.
 - g. A description of proposed Transportation Demand Management measures, such as preferential carpool spaces, telecommuting or staggered work shifts, provision of transit passes or other transit incentives for residents or employees, incorporation of spaces for car share vehicles, bicycles, or other measures that will result in reduced parking demand.
 - h. Other information as required by the City.

K. **Required Findings for Approval.** In addition to the required findings for approval of any use permit in Section 9-5.2703, Required Findings, an application for a use permit for a parking reduction may only be approved if the Zoning Administrator or the Planning Commission makes all of the findings of this section that are applicable to the particular project, as stated.

1. **All Projects.** For any project for which a parking reduction is requested, the Zoning Administrator or the Planning Commission must make all of the following findings based on information in the record:
 - a. The use will adequately be served by the proposed parking;
 - b. Parking demand generated by the project will not exceed the capacity of or have a detrimental impact on the supply of on-street parking in the surrounding area; and

- c. If required, a parking demand study prepared by an independent traffic engineering professional approved by the City supports the proposed reduction.
 2. **Shared (Joint) Parking.** Where a shared parking facility serving more than one use is proposed, the Zoning Administrator or Planning Commission may only approve a parking reduction if it finds that:
 - a. The peak hours of use will not overlap or coincide to the degree that peak demand for parking spaces from all uses will be greater than the total supply of spaces;
 - b. The proposed shared parking to be provided will be adequate to serve each use;
 - c. A written agreement between landowner(s) and the City, in a form satisfactory to the City Attorney, has been submitted to and approved by the Zoning Administrator. This agreement shall be in a form capable of and subject to being recorded to constitute a covenant running with the land and shall include:
 - i. A guarantee that there will be no substantial alteration in the uses that will create a greater demand for parking;
 - ii. A guarantee among the landowner(s) for access to and use of the shared parking facilities;
 - iii. A provision that the City may require parking facilities in addition to those originally approved upon a finding that adequate parking to serve the use(s) has not been provided; and
 - iv. A provision stating that the City, acting through the Zoning Administrator, may for due cause and upon notice and hearing, unilaterally modify, amend, or terminate the agreement at any time.
 3. **Other Parking Reductions.** For applications for a parking reduction that do not involve a shared parking facility, the Zoning Administrator or Planning Commission may only approve a use permit if it finds that special conditions—including, but not limited to, the nature of the proposed operation; proximity to frequent transit service; transportation characteristics of persons residing, working, or visiting the site; or because the applicant has undertaken a transportation demand management program—will reduce parking demand at the site below the level of the normal requirement.
- L. **Monitoring of TDM Programs.** Any project that is granted a parking reduction on the basis of TDM measures that will be incorporated to reduce parking demand shall submit an Annual Status Report to the City. The report shall be in a manner prescribed by the Zoning Administrator, and shall describe the implementation and maintenance of TDM measures and the parking demand generated by the project. Annual Status Reports will be reviewed to determine if property owners have implemented and/or maintained the TDM Program. City staff may request auditable documentation to determine compliance.
 1. **Revocations.** A use permit issued to allow a parking reduction may be revoked by the Planning Commission according to the procedure in Section 9-5.2707.1, Violation, Revocation, Fine. After holding a hearing, the Planning Commission may revoke or modify the use permit for a parking reduction if any one (or more) of the following findings are made:

- a. The use permit was obtained by misrepresentation or fraud.
- b. The land use for which the permit was granted has ceased or has been suspended for six or more consecutive calendar months.
- c. The conditions of the permit have not been met, or the permit granted is being or has recently been exercised contrary to the terms of the approval or in violation of a specific statute, ordinance, law or regulation.

9-5.1705 Off-Site Parking Facilities.

Required parking spaces shall be located on the same lot as the use they serve. However, this requirement may be modified to allow a parking facility serving one or more non-residential uses located on a site other than the site of one or more such use(s) according to the requirements of this section. Such a modification shall be processed as a use permit pursuant to the procedures of Article 27, and a decision on the application shall be rendered by the Planning Commission.

A. Standards.

1. *Uses Served.* An off-site parking facility may only serve non-residential uses.
2. *Location.* Any off-site parking facility must be located within 400 feet, along a paved wheelchair-accessible walk, of the principal entrance containing the use(s) served.
3. *Parking Agreement.* A parking agreement subject to review and approval by the City Attorney shall be submitted. The parking agreement shall be in one of the two following forms:
 - a. A covenant running with the land or an easement, subject to the approval of the City Attorney, and recorded in the County Recorder's Office. The owner of record of the proposed off-site parking facility shall submit a title report for the parcel and a covenant running with the land, or an easement, that describes the parcel and obligates it for parking purposes free and clear of exceptions that would interfere with the use, describes the obligation of the party to maintain the parking facility, and describes the parking facility by a parking diagram; or
 - b. A parking lease agreement for the proposed off-site parking facility that is signed by both the permittee and property owner or agent of the property owner authorized to bind the owner, subject to the approval of the City Attorney, and recorded in the County Recorder's Office. The parking lease agreement shall run with the use and state the number of spaces subject to the lease and the days and hours of operation when the parking will be leased, term/duration of the lease, and include a description of the facility, including a parking diagram.

B. Findings for Approval. The Planning Commission may only approve a use permit to allow an off-site parking facility to meet the parking requirements for a use if it finds that all of the following are true:

1. The applicant has demonstrated that the off-site parking will be available to the use, and that no substantial conflict will exist in the principal hours or periods of peak parking demands of any uses which are proposed to share the parking.

2. Access to the site is adequate to accommodate the proposed off-site parking and any resulting excess traffic to the facility.
3. The design, location, size and operating characteristics of the proposed off-site parking facility are compatible with the existing and future land uses on-site and in the vicinity of the subject property;
4. The establishment, maintenance, or operation of the proposed parking at the location proposed will not endanger, jeopardize, or otherwise constitute a nuisance for persons residing or working in the neighborhood of the proposed parking lot or structure;
5. Any proposed valet parking use, if included, will not generate excessive traffic on surrounding public streets and will not utilize any residential street.

~~C. A use permit may be approved for shared parking serving more than one use or site and located in a district in which parking for the uses served is a permitted or conditional use. A use permit for shared off-street parking may reduce the total number of spaces required by this chapter if the following findings are made:~~

6. The shared parking spaces will be available for as long as the uses requiring the spaces are in operation;
7. The peak hours of parking demand for all of the uses sharing parking do not conflict so that peak demand is greater than the parking provided;
8. A written agreement between land-owner(s) and the City, in a form satisfactory to the City Attorney, is approved by the Zoning Administrator. This agreement shall be in the form capable of and subject to being recorded to constitute a covenant running with the land. ~~and shall include:~~
 - a. ~~A guarantee that there will be no substantial alteration in the uses that will create a greater demand for parking;~~
 - b. ~~A guarantee among the land-owner(s) for access to and use of the shared parking facilities;~~
 - c. ~~A provision that the city may require parking facilities in addition to those originally approved upon a finding by the Zoning Administrator that adequate parking to serve the use(s) has not been provided; and~~
 - d. ~~A provision stating that the City, acting through the Zoning Administrator, may for due cause and upon notice and hearing, unilaterally modify, amend, or terminate the agreement at any time.~~

C. An applicant for a use permit for shared parking may be required to submit survey data substantiating a request for reduced parking requirements. A use permit for shared parking shall describe the limits of any area subject to reduced parking requirements and the reduction applicable to each use.

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9-5.1717 Garage and Carport Design.

A. Residential Garage Design.

1. Minimum dimensions for residential enclosed garage (inside dimensions between walls):

Single-car garage	10' x 20'
Side by Side double-car garage	20' x 20'
Tandem double-car garage	10' x 40'

2. Exterior design must be architecturally compatible with the main building.
3. Any garage serving a multi-family dwelling or single-family attached dwelling that is visible from a street shall be limited in width to no more than 50 percent of the width of the façade of the residential dwelling, ~~consistent with Section TBD, Garage Frontage.~~ For the purposes of this requirement, garage width is considered the width of that portion of a building facade that is backed by a garage space. This dimension is measured from midpoint to midpoint of any enclosing walls that are perpendicular to the garage door or entry.

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9-5.1718 Tandem Parking.

- A. Tandem Parking.** Tandem parking may be permitted to satisfy the off-street parking requirement in accordance with the following requirements.

1. No more than two vehicles shall be placed one behind the other.
2. Both spaces shall be assigned to a single dwelling unit or non-residential establishment.
3. Tandem parking to meet required parking for non-residential uses may be used for employee parking; the maximum number of tandem parking spaces shall not exceed 50 percent of the total number of spaces.
4. Tandem parking to meet required parking for multi-unit development shall be located within an enclosed structure; the maximum number of tandem parking spaces shall not exceed 50 percent of the total number of spaces.
5. Tandem parking shall not be used to meet the guest parking requirement.

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