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Prepared August 22, 2013 (for September 11, 2013 hearing)

To: Coastal Commissioners and Interested Persons

From: Madeline Cavalieri, District Manager
Stephanie Rexing, Coastal Planner

**Subject: De Minimis Amendment Determination for City of Half Moon Bay LCP
Amendment Number LCP-2-HMB-13-0207-2 (Parking Standards)**

City of Half Moon Bay's Proposed Amendment

The City of Half Moon Bay proposes to amend LCP Implementation Plan (IP) Chapter 18.36 relating to parking standards. The proposed revisions include changes to the current parking standards in all zoning districts in order to: 1) modify or remove parking standards for off-street vehicle parking that are outdated or ineffective; 2) simplify the application of those regulations in the downtown area and in larger parking facilities; 3) clarify the procedure and guidelines for obtaining an exception to the parking standards; 4) add standards to address compact parking and parking space size standards; and 5) modify bicycle parking and storm water requirements. See Exhibit A for a location map for Half Moon Bay, see Exhibit B for the LCP's existing parking standards, and see Exhibit C for the now proposed parking standards.

De Minimis LCP Amendment Determination

Pursuant to Coastal Act Section 30514(d), the Executive Director may determine that a proposed LCP amendment is "de minimis". In order to qualify as a de minimis amendment, the amendment must meet the following three criteria:

1. The Executive Director determines that the proposed amendment would have no impact, either individually or cumulatively, on coastal resources, and that it is consistent with the policies of Chapter 3;
2. The local government provides public notice of the proposed amendment at least 21 days prior to submitting the amendment to the Commission, by one of the following methods: posting on-site and off-site in the affected area, newspaper publication, or direct mailing to owners and occupants of contiguous property; and
3. The amendment does not propose any change in use of land or water or allowable use of property.

If the Executive Director determines that an amendment is de minimis, that determination must be reported to the Commission. If three or more commissioners object to the de minimis LCP amendment determination, then the amendment shall be set for a future public hearing; if three or more commissioners do not object to the de minimis determination, then the amendment is deemed approved, and it becomes a certified part of the LCP 10 days after the date of the Commission meeting (in this case, on September 21, 2013).

The purpose of this notice is to advise interested parties of the Executive Director's determination that the proposed LCP amendment is de minimis. Each of the de minimis criteria is discussed briefly below:

- 1. No impact to coastal resources and consistency with Chapter 3 of the Coastal Act:** The changes proposed in this amendment are intended to modify off-street vehicle parking standards that are outdated or ineffective, to clarify parking space size and compact car space provisions, to modify bicycle parking provisions, to clarify parking exemption procedures in the commercial downtown area, and to make a series of refinements associated with parking more generally, including in terms of storm water management. Overall, the changes proposed refine parking standards, and do not raise coastal resource protection concerns. With respect to the exemption portion of the amendment, changes such as this can sometimes lead to problems where inadequate parking is provided, potentially adversely affecting the general public's ability to find parking for public recreational access and visitor-serving pursuits. Such is not the case here.

The Half Moon Bay downtown area is located inland of Highway 1 and away from the shoreline, and thus any parking issues here are related to the visitor's ability to find parking to experience and enjoy the downtown area as opposed to finding parking for beach or related shoreline activities. Currently, businesses in the downtown area that are proposing a change in intensity of use (for example, a change from a retail establishment to a restaurant) must provide additional off-street parking to account for the increased intensity, whether or not they are proposing an increase in square footage. The strict application of such requirements can lead to a loss of space available for potential visitor-serving uses in the downtown area, including as available space is allotted to parking. The proposed parking exemption would allow businesses in the Commercial-Downtown zoning district a process to qualify to avoid having to create or supply additional parking spaces, thus protecting downtown areas from being converted to parking. In terms of increased parking demand due to such exemptions, the exemption would apply in a very limited set of circumstances where an already-existing business is proposing to modify the type of existing commercial use but without an increase in square footage, and thus is not expected to lead to significant additional parking demand overall. Further, the City has demonstrated that there is an ample supply of parking in the downtown area that is typically underutilized (see Exhibit D), and thus increased demand in that respect can be satisfied by existing stock. Finally, the exemption will allow the commercial downtown core of Half Moon Bay to remain a vibrant, historical commercial area that is pedestrian-oriented rather than car-oriented, consistent with LCP objectives for this area.

Thus, the proposed amendment will not adversely affect coastal resources, and it is consistent with the policies of Chapter 3 of the Coastal Act.

- 2. Provision of public notice:** The City provided public notice in advance of each Planning Commission hearing (held on March 26, 2013 and April 23, 2013) and each City Council hearing (held on May 21, 2013 and June 4, 2013) where the proposed LCP amendment was considered. For the Planning Commission hearings, newspaper advertisement notices were printed on March 13, 2013 and April 10, 2013. For the City Council hearing, a newspaper advertisement notice was printed on May 11, 2013. In addition, the proposed text was made available at City Hall and Half Moon Bay Library for public inspection, all in advance of the City's hearings. The amendment submittal was subsequently received by the Commission on June 12, 2013, thus satisfying the 21-day requirement.
- 3. No change in use of land or allowable use of property:** The amendment does not propose a change in the use of land or allowable use of the property.

California Environmental Quality Act (CEQA)

The Coastal Commission's review and development process for LCPs and LCP amendments has been certified by the Secretary of Resources as being the functional equivalent of the environmental review required by CEQA. The City [xxxcertified an EIR/adopted a negative declaration/exempted the proposed amendment from environmental review] under CEQA. This report has discussed the relevant coastal resource issues with the proposal, and has concluded that the proposed LCP amendment is not expected to result in any significant adverse impact on the environment. Thus, it is unnecessary for the Commission to suggest modifications to the proposed amendment to address adverse environmental impacts because the proposed amendment, as submitted, will not result in any significant environmental effects for which feasible mitigation measures would be required.

Coastal Commission Concurrence

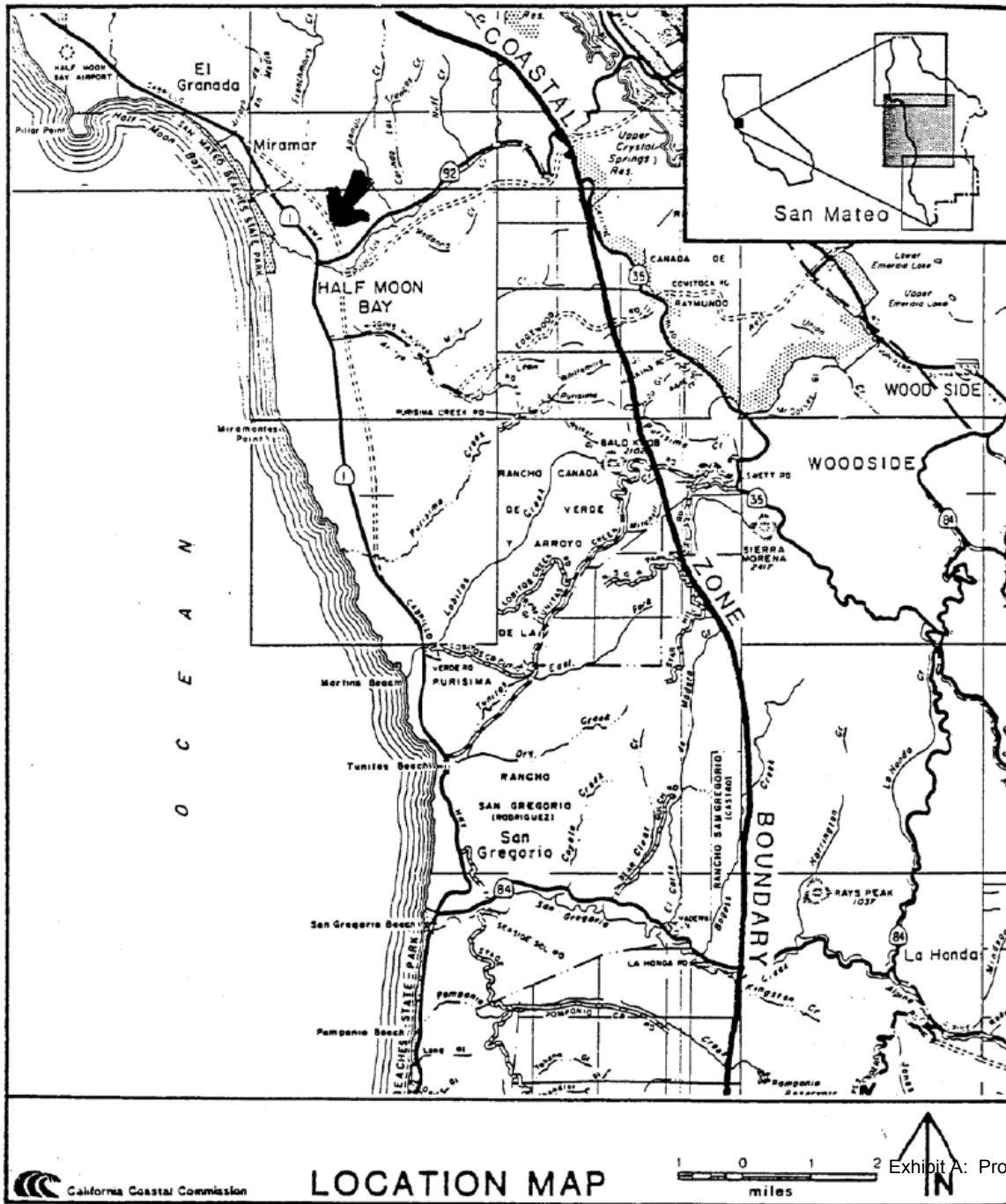
The Executive Director will report this de minimis LCP amendment determination, and any comments received on it, to the Coastal Commission at its September 11, 2013 meeting at the Eureka Public Marina Wharfinger Building, #1 Marina Way in Eureka. If you have any questions or need additional information regarding the proposed amendment or the method under which it is being processed, please contact Stephanie Rexing at the North Central Coast District Office in San Francisco. If you wish to comment on and/or object to the proposed de minimis LCP amendment determination, please do so by September 6, 2013.

Procedural Note - LCP Amendment Action Deadline

This proposed LCP amendment was filed as complete on August 7, 2013. It amends the IP only and the 60-day action deadline is October 6, 2013. Thus, unless the Commission extends the action deadline (it may be extended by up to one year), the Commission has until October 6, 2013 to take a final action on this LCP amendment.

Exhibits

- Exhibit A: Location Map
- Exhibit B: Current LCP Parking Standards
- Exhibit C: Proposed LCP Parking Standards
- Exhibit D: Parking Analysis



CHAPTER 18.36

PARKING STANDARDS

Sections:

18.36.010	Use and Maintenance of Property
18.36.020	Required Spaces for Automobiles
18.36.030	Size and Access
18.36.040	Type and Location
18.36.050	Location In C and M Districts
18.36.060	Units of Measurement
18.36.070	Change In Use--Increase In Number Of Spaces
18.36.080	Mixed Occupancies and Uses Not Specified
18.36.090	Joint Use of Facilities
18.36.100	Nonconforming Parking
18.36.110	Mobile Home Parks
18.36.120	Required Spaces Designated
18.36.130	Exceptions
18.36.140	Development and Maintenance of Area
18.36.150	Screening--When Bond Required
18.36.160	Surfacing and Grading
18.36.170	Drainage
18.36.180	Curbing and Setback
18.36.190	Lighting
18.36.200	Access Aisles
18.36.210	Interference
18.36.220	Service Drives--Specifications
18.36.230	Service Drives--Vision Clearance
18.36.240	Off-Street Loading Requirements
18.36.250	Loading Berths--Number Required
18.36.260	Loading Berths--Space Required
18.36.270	Loading Berths--Access
18.36.280	General Provisions For Off-Street Parking And Loading
18.36.290	Spaces--For Certain Automobiles Only
18.36.300	Spaces--Prohibited In Front Yard
18.36.310	Plan To Accompany Building Permit Application
18.36.320	Completion Time--Extension--Forfeiture of Bond

18.36.010 Use and maintenance of property. The provision and maintenance of off-street parking and loading space is a continuing obligation of the property owner. No building or other permit shall be issued until plans are presented that show property that is and will remain available for exclusive use of off-street parking and loading space. The subsequent use of property for which the building permit is issued shall be conditional upon the unqualified continuance and availability of the amount of parking and loading space required by this title. Any use of the property in violation hereof shall be a violation of this title. (Ord. 8-63 Exhibit A s.18(part), 1963).

18.36.020 Required spaces for automobiles. In all districts there shall be provided at the time of the erection of any main building or structure, or at the time any main building or structure is enlarged or increased in capacity, off-street parking spaces for automobiles in accordance with the schedule set forth in Section 18.34.120. (Ord. 8-63 Exhibit A s.18.1, 1963).

18.36.030 Size and access. Each off-street parking space shall have an area of not less than one hundred eighty square feet exclusive of access drives or aisles, and shall be of usable shape, location and condition. There shall be adequate provision for ingress and egress to all parking spaces. (Ord. 14-70 s.1(a), 1970: Ord. 8-63 Exhibit A s.18.2(a), 1963).

18.36.040 Type and location. Parking spaces required in connection with uses permitted in all GB and P-U districts shall be provided in private garages, carports, storage garages or spaces located on the same building site as the main building. Parking in all R districts shall be provided in private garages, carports, or storage garages; provided, that said parking shall be located on the same lot or building site as the buildings they are required to serve. (Ord. 14-70 s.1(b), 1970: (Ord. 8-63 Exhibit A s.18.2(b), 1963).

18.36.060 Units of measurement.

A. For the purpose of this chapter, "floor area" in the case of offices, merchandising or service types of uses means the gross floor area used, or intended to be used, for service to the public as customers, patrons, clients or patients, or as tenants, including areas occupied by fixtures and equipment used for display or sale of merchandise. It shall not include areas used principally for nonpublic purposes such as storage, incidental repair, processing or packaging of merchandise, for show windows, for offices incidental to the management or maintenance of stores or buildings, for toilet rooms or rest rooms, for utilities, or for dressing rooms, fitting or alteration rooms.

B. In hospitals, bassinets shall not be counted as beds.

C. In stadia, sports arenas, churches and other places of assembly in which patrons or spectators occupy benches, pews or other similar seating facilities, each twenty inches of such seating facilities shall be counted as one seat for the purposes of determining requirements for off-street parking facilities under this title.

D. When units of measurements determining number of required parking spaces result in requirement of a fractional space, any fraction up to and including one-half shall be disregarded and fractions over one-half shall require one parking space. (Ord. 8-63 Exhibit A s.18.2(d), 1963).

18.36.070 Change in use--Increase in number of spaces. Whenever in any building there is a change in use, or increase in floor area, or in the number of employees, or other unit of measurement specified hereinafter to indicate the number of required off-street parking spaces, and such change or increase creates a need for an increase of more than ten percent in the number of off-street parking spaces as determined by the tables in this chapter, additional off-street parking spaces shall be provided on the basis of the increased requirements of the new use, or on the basis of the total increase in floor area or in number of employees, or in other unit of measurement; provided, however, that in case a change in use creates a need for an increase of less than five off-street parking spaces, no additional parking facilities shall be required. (Ord. 8-63 Exhibit A s.18.2(e), 1963).

18.36.080 Mixed occupancies and uses not specified. In the case of a use not specifically mentioned in Section 18.36.120, the requirements for off-street parking facilities for a use which is so mentioned, and to which said use is similar, shall apply. In the case of mixed uses, the total requirements for off-street parking facilities shall be the sum of the requirements for the various uses computed separately. Off-street parking facilities for one use shall not be considered as providing required parking facilities for any other use except as hereinafter specified for joint use. (Ord. 8-63 Exhibit A s.18.2(f), 1963).

18.36.090 Joint use of facilities. Nothing in this chapter shall be construed to prevent collective provisions of off-street parking facilities for two or more buildings or uses; provided, that the total of such off-street parking spaces supplied collectively is not less than the sum of the requirements for the various uses computed separately. (Ord. 8-63 Exhibit A s.18.2(g), 1963).

18.36.100 Nonconforming parking. Where automobile parking space is provided and maintained in connection with a main building or use at the time the ordinance codified herein became effective, and is insufficient to meet the requirements for the use with which it is associated, or where no such parking has been provided, then said building or structure may be extended only if automobile parking spaces are provided for said enlargement, extension or addition, to the standards set forth in this chapter. No existing parking may be counted as meeting this requirement unless it exceeds the requirements for the original building and then only that excess portion may be counted. (Ord. 14-70 s.1(h), 1970; (Ord. 8-63 Exhibit A s.18.2(h), 1963).

18.36.110 Mobile home parks. For mobile home parks, parking spaces shall be located for convenient access to trailer spaces. Two parking spaces shall be located on each trailer space, and an additional off-street parking space for each ten trailer spaces may be located in adjacent parking bays or along access roads where sufficient paved roadway width is provided. (Ord. 14-70 2.1(i), 1970; Ord. 8-63 Exhibit A s.18.2(i), 1963).

City of Half Moon Bay

18.36.120 Required spaces designated. The number of off-street parking spaces required shall be set forth in Table A: Required Off-Street Parking.

18.36.130 Exceptions. In cases of practical difficulties and unusual hardship, the Planning Commission may, after proper hearings, recommend exceptions to the foregoing requirements. Application for an exception shall be made and an exception may be issued under the same procedure as that specified in Chapter 18.44 of this title for the granting of a variance, except that no public hearing need be held thereon and the findings of the Planning Commission need include only that the establishment, maintenance and/or conducting of the off-street parking facilities as proposed are as nearly in compliance with the requirements set forth in Section 18.36.120 as are reasonably possible. (Ord. 8-63 Exhibit A s.18.4, 1963).

18.36.140 Development and maintenance of area. Every parcel of land hereafter used as a public or private parking area shall be developed and maintained as specified in Sections 18.36.150 through 18.36.230. (Ord. 8-63 Exhibit A s.18.5(a) (1), 1963).

18.36.150 Screening--When bond required. Automobile parking facilities for more than ten vehicles shall be effectively screened on each side which adjoins or faces premises situated in any R district by a solid fence or wall with a uniformly treated surface. Such fence or wall shall not be less than six feet in height and shall be maintained in good condition. Screen planting of plant material and design approved by the Planning Commission may be substituted for a solid fence or wall, provided that a bond to guarantee the installation and maintenance of said screen planting is posted with the Planning Commission. The amount of said bond shall be set by the City Engineer. (Ord. 8-63 Exhibit A s.18.5,(a) (1), 1963).

18.36.160 Surfacing and Grading. All parking area shall be surfaced with an asphaltic or cement binder pavement so as to provide a durable and dust free surface and shall be so graded and drained as to dispose satisfactorily of all surface water accumulation within the area. (Ord. 14-70 s.3, 1970: (Ord. 8-63 Exhibit A s.18.5(a)(2), 1963).

18.36.170 Drainage. All areas used for standing and maneuvering of vehicles shall be so drained as to avoid flow of water across sidewalks. (Ord. 8-63 Exhibit A s.8.5(a)(3), 1963).

18.36.180 Curbing and Setback. Parking spaces along the outer boundaries of a parking lot shall be contained by a curb at least four inches high or by a bumper rail, and set back a minimum of four and one-half feet from the property line. (Ord. 8-63 Exhibit A s.18.5(a)(4), 1963).

TABLE A: REQUIRED OFF-STREET PARKING

Use	Parking Spaces
Dwelling (single-family).	Two (2) spaces per dwelling unit.
Apartment, condominium.	Two (2) spaces per dwelling unit.
Rooming house, lodging house, club room, fraternity house.	One (1) space for each sleeping room.
Hotel, motel or motor lodge.	One (1) space for each guest bedroom, plus one space per employee.
Sanitarium, convalescent home, home for aged, asylum, hospital, children's home.	Three (3) spaces for each two (2) beds or one (1) space for each one thousand (1,000) sq. ft. of gross floor area, whichever provides the greater number of parking spaces.
Theater.	One (1) space for each four (4) seats.
Stadia, sports arena, auditorium.	One (1) space for each four (4) seats.
Church.	One (1) space for each four (4) seats in the main worship unit.
Day nursery school.	One (1) space for each employee plus one (1) space for each five (5) children in attendance.
Elementary or intermediate school.	One (1) space for each employee plus one (1) space for each five (5) seats or for each forty (40) sq. ft. of floor area in the place of public assembly.
High school.	One (1) space for each eight (8) enrolled students, plus one (1) space per employee.
College.	One (1) space for each three (3) enrolled daytime students, plus one (1) space for each employee.
Dance hall, assembly hall without fixed seats, exhibition hall.	One (1) space for each one hundred (100) sq.ft. of floor area used for dancing or assembly.
Bowling alley	Five (5) spaces for each alley, plus two (2) for each billiard table, plus one (1) for each four (4) seats in any gallery.

TABLE A: REQUIRED OFF-STREET PARKING (cont.)

Use	Parking Spaces
Medical or dental clinic, bank, business or professional office.	One (1) space for each two hundred (200) sq. ft. of floor area.
Cabaret, cocktail lounge, restaurant or cafe.	One (1) space for each forty-five (45) sq. ft. of floor area where the public is served, plus one (1) space per employee.
Mortuary or funeral home.	Ten (10) spaces for each room used as a chapel room, or slumber room, or parlor, or one (1) space for each twenty (20) sq. ft. of assembly room used for services, whichever amount is greater, plus one (1) space per employee, plus one (1) space for each car operated by the establishment.
Auto sales.	One space for every five hundred sq. ft. of gross floor area.
Boatel (boat motel).	One (1) space for each living unit.
Marina.	One (1) space for each two (2) boat moorings.
Public utility substation or facility	One (1) space per employee, plus one (1) space per vehicle (including wheeled equipment) permanently assigned to the facility.
Park or recreation use.	One (1) space for each eight thousand (8,000) sq. ft. of active recreation area within a park or playground, plus one (1) space per acre of passive recreation area within a park or playground.
Use not listed above, that is OK in a C District:	
<ul style="list-style-type: none"> • Five thousand sq. ft. of gross floor area or less. 	One (1) space for each two-hundred-sixty-five (265) sq. ft. of gross area in excess of five thousand (5,000) sq. ft. exclusive of floor area used for air-conditioning/utility equipment.
<ul style="list-style-type: none"> • Five thousand sq. ft. of gross floor area or more. 	Nineteen (19) spaces, plus one (1) space for each two hundred (200) sq. ft. of gross floor area in excess of five thousand (5,000) sq. ft., exclusive of floor area used for air conditioning/utility equipment.
Use not listed above, that is OK in an M-1 district:	
<ul style="list-style-type: none"> • From one to twenty (20) employees. 	One (1) space per employee.

TABLE A: REQUIRED OFF-STREET PARKING (cont.)

Use	Parking Spaces
From twenty-one (21) to one hundred (100) employees.	One (1) space per one-and-three-tenths (1.3) employees
One hundred (100) or more employees.	One (1) space per one-and-one-half (1.5) employees.
<ul style="list-style-type: none"> Where number of employees cannot be established. 	One (1) space for every three hundred (300) sq. ft. of gross floor area.
<ul style="list-style-type: none"> Basic parking requirement. 	In no case shall there be less than one (1) space for each one thousand (1,000) sq. ft. of gross floor area.

(Ord. 14-70 s.2, 1970: Ord. 8-63 Exhibit A s.18.3, 1963).

18.36.190 Lighting. Artificial lighting which may be provided shall be so deflected as to not shine or create glare in any residential district or any adjacent dwelling. (Ord. 8-63 Exhibit A s.18.5(a) (5), 1963).

18.36.200 Access Aisles. Access aisles shall be of sufficient width for all vehicle turning and maneuvering. (Ord. 8-63 Exhibit A s.18.5(a)(5), 1963).

18.36.210 Interference with Street Right-of-Way. All groups of more than two parking spaces shall be so located and served by a driveway that their use will require no backing or other maneuvering within a street right-of-way other than an alley. (Ord. 8-63 Exhibit A s.18.5(a) (7), 1963).

18.36.220 Service drives--Specifications. Service drives to off-street parking areas shall be designed and constructed to facilitate the flow of traffic, provide maximum safety of traffic access and egress and maximum safety of pedestrian and vehicle traffic on the site. The number of service drives shall be limited to the minimum that will allow the property to accommodate and service the traffic to be anticipated. Service drives shall not be more than thirty feet in width and shall be clearly and permanently marked and defined through use of rails, fences, walls or other barriers or markers on frontage not occupied by service drives. Service drives on the same lot frontage shall be separated by a minimum length of curb of thirty feet; provided, that for every foot by which the lot frontage exceeds one hundred feet, the minimum required length of curb shall be increased by one foot, up to a maximum requirement of two hundred feet. In the case of a corner lot, service drives shall be located not closer than thirty feet to the intersecting street line. Service drives shall be located not closer than ten feet to a side lot line, except that a common service drive to

two adjacent properties with width not exceeding thirty feet may be provided at the common lot line. (Ord. 8-63 Exhibit A s.18.5(a) (8), 1963).

18.36.230 Service drives--Vision clearance. All service drives shall have a minimum vision clearance area formed by the intersection of the driveway centerline, the street right-of-way and a straight line joining the said lines through points thirty feet away from their intersection (Ord. 8-63 Exhibit A s.18.5(a) (9), 1963).

18.36.240 Off-street loading requirements. Buildings or structures to be built or substantially altered which receive and distribute material and merchandise by trucks shall provide and maintain off-street loading berths in sufficient numbers and size to adequately handle the needs of the particular use. (Ord. 8-63 Exhibit A s.18.6(part), 1963).

18.36.250 Loading berths--Number required. The following standards in Table B: Required Loading Berths, shall be used in establishing the minimum number of berths required:

TABLE B: REQUIRED LOADING BERTHS

Gross Floor Area of Building in Sq. Ft.	Number of Berths
Up to 20,000	1
20,000 to 50,000	2

For each additional fifty thousand square feet of gross floor area, one additional berth shall be provided. For stores up to five thousand square feet, regular off-street parking areas may be used to meet the off-street loading requirements. (Ord. 8-63 Exhibit A s.18.6(a), 1963).

18.36.260 Loading berths--Space required. A loading berth shall contain a minimum space of ten feet wide and sixty feet long and have an overhead clearance of fourteen feet. Where the vehicles generally used for loading and unloading exceed these dimensions, the required length of these berths shall be increased. (Ord. 14-70 s.4, 1970: (Ord. 8-63 Exhibit A s.18.6(b), 1963).

18.36.270 Loading berths--Access. Access to loading berths shall be from alleys where they exist, but in no event shall a loading berth abut on any existing street, road or highway. (Ord. 8-63 Exhibit A s.18.6(c), 1963).

18.36.280 General provisions for off-street parking and loading. The following general provisions, as specified in Section 18.36.290 through 18.36.320, shall apply to off-street parking and loading facilities. (Ord. 8-63 Exhibit A s.18.7(part), 1963).

18.36.290 Spaces--To be for certain automobiles only. Required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use. (Ord. 8-63 Exhibit A s.18.7(a), 1963).

18.36.300 Spaces--In front yard prohibited. Unless otherwise provided, required parking and loading spaces shall not be located in a required front yard but may be located within a required side or rear yard. (Ord. 8-63 Exhibit A s.18.7(b), 1963).

18.36.310 Plan to accompany building permit application. A plan, drawn to scale, indicating how the off-street parking and loading requirements are to be fulfilled, shall accompany an application for a building permit. The plan shall show all elements necessary to indicate that the requirement is being fulfilled, including the information specified in Table C: Parking And Loading Plan.

TABLE C: PARKING AND LOADING PLAN

Off-Street Parking And Loading Plan Requirements	
1.	Delineation of individual parking and loading spaces
2.	Circulation area necessary to serve spaces
3.	Access to streets and property to be served
4.	Curb cuts
5.	Dimensions, continuity and substance of screening
6.	Grading, drainage, surfacing and sub-grading details
7.	Drawing of parking and circulation obstacles in finished parking area
8.	Specifications as to signs and bumper guards
9.	All other pertinent details

(Ord. 8-63 Exhibit A s.18.7(c), 1963).

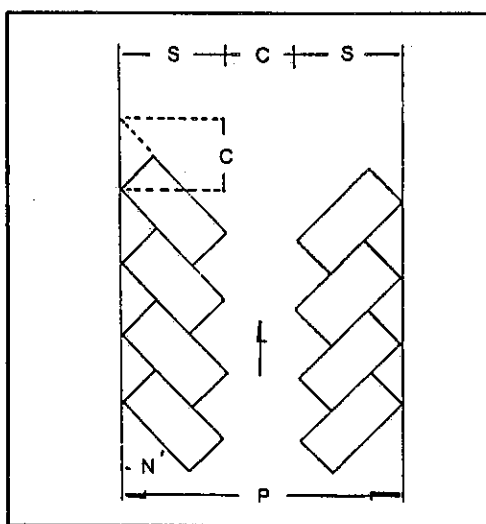
18.36.320 Completion time--Extension--Forfeiture of bond. Required parking spaces shall be improved as required and made available for use before the final inspection is completed by the Zoning Administrator. An extension of time may be granted by the Zoning Administrator, provided a performance bond or its equivalent is posted, equaling the cost to complete the improvements as estimated by the Zoning Administrator, provided the parking space is not required for immediate use. In the event the improvements are not completed within one year's time, the bond or its equivalent shall be forfeited and the improvements thenceforth constructed under the direction of the city. (Ord. 8-63 Exhibit A s.18.7(d), 1963).

TABLE D: PARKING STANDARDS CHART

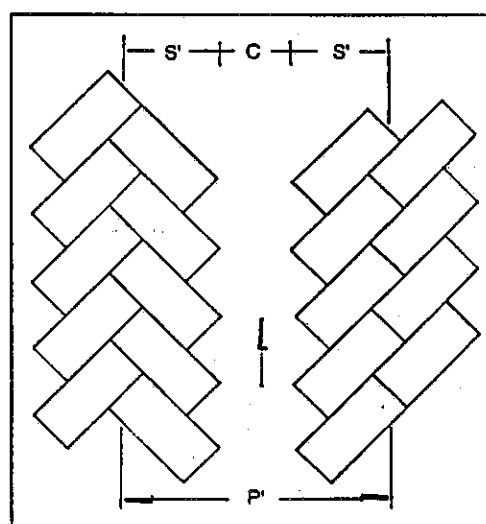
N	P	S	a	C	Area	P'	S'
Parking Angle	Parking Section Width	Stall Depth	Aisle Width	Curb Length Per Car	Area Per Car (1)	Parking Section Width	Stall Depth
degrees	lin. ft.	lin. ft.	lin. ft.	lin. ft.	sq. ft.	lin. ft.	lin. ft.
0	32'0"	10'0"	12'	22'0"	220	32'0"	10'0"
30	48'8"	17'4"	14'	18'2"	315	43'2"	14'7"
35	50'8"	18'4"	14'	15'8"	288	45'2"	15'7"
40	52'4"	19'2"	14'	14'1"	267	46'8"	16'4"
45	53'8"	19'10"	14'	12'9"	252	47'4"	16'8"
50	55'8"	20'4"	15'	11'8"	239	50'0"	17'6"
55	57'6"	20'9"	16'	10'11"	228	52'4"	18'2"
60	60'0"	21'0"	18'	10'5"	218	55'6"	18'9"
65	62'6"	21'3"	20' (2)	9'11"	209	58'6"	19'3"
70	62'10"	20'11"	21' (2)	9'7"	202	59'8"	19'4"
75	63'4"	20'8"	22' (2)	9'4"	193	61'0"	19'6"
80	63'8"	20'4"	23' (2)	9'1"	186	62'0"	19'6"
85	64'6"	19'9"	25' (3)	9'0"	180	63'6"	19'3"
90	63'0"	19'0"	25' (3)	9'0"	171	63'0"	19'0"

- (1) Includes waste areas at both ends of 9' x 19' parking space. Aisle space not included.
- (2) Aisle width sufficient for two-way circulation only when a turn around is provided.
- (3) Aisle width sufficient for two-way circulation.

TABLE E: PARKING DIAGRAM



Parallel, angle, and right angle parking.



Overlapped and herringbone parking.

RESOLUTION NO. P-03-13

**CITY-INITIATED ZONING CODE TEXT AMENDMENTS TO TITLE 18 “ZONING” of
the Half Moon Bay Municipal Code, Chapter 18.36 “PARKING STANDARDS”**

WHEREAS, the City of Half Moon Bay is committed to maximum public participation and involvement in matters pertaining to the General Plan and its Elements, the Local Coastal Program, and the Zoning Code; and

WHEREAS, the City of Half Moon Bay Planning Commission, as the Advisory Body to the City Council, conducted a duly noticed hearing on April 23, 2013 at which time all those in attendance desiring to be heard were given an opportunity to speak; and

WHEREAS, the Planning Commission at its public hearing considered City-initiated text amendments to Chapter 18.36 of the Zoning Code; and

WHEREAS, the amendment to Title 18 of the Municipal Code, “ZONING” involves changes to the text of various sections of the Zoning Code for the purpose of improving the processes and procedures of the City of Half Moon Bay; and

WHEREAS, the Planning Commission considered all written and oral testimony presented in its consideration of the amendments; and

WHEREAS, the procedures for processing the application have been followed as required by law; and

WHEREAS, the Zoning Code is part of the Implementation Plan of the City of Half Moon Bay’s certified Local Coastal Program/Land Use Plan, which is intended to be carried out in a manner fully in conformity with the California Coastal Act.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Half Moon Bay does hereby recommend that the City Council consider and approve the proposed text amendments to Chapter 18.36 as contained in the attached Exhibit A, and directs staff to file a Notice of Exemption regarding the aforementioned text amendments as adequate environmental documentation for the project.

The documents that constitute the record of proceedings on which the Planning Commission’s findings are based are located with the Planning Department of the City of Half Moon Bay, 501 Main Street, Half Moon Bay, CA 94109. This information is provided in compliance with Public Resources Code Section 21081.6 and Title 14 of the California Code of Regulations.

PASSED AND ADOPTED by the City of Half Moon Bay Planning Commission at a duly noticed public hearing held on 23rd day of April, 2013, by the following vote:

AYES: Conroy, Deman, Jonsson, Rosenblatt

NOES: None

ABSENT: Roman

ASTAIN:

ATTEST:



Bruce Ambo, Interim Planning Director

APPROVED:



Phil Rosenblatt, Chair

EXHIBIT A

Draft Amendments to Title 18 "ZONING" of the City of Half Moon Bay Municipal Code, Chapter 18.36 "PARKING STANDARDS"

Chapter 18.36 PARKING STANDARDS

Entire text of Chapter 18.36 deleted in its entirety.

New sections 18.36.005 through 18.36.095 inserted as follows:

18.36.005 Intent and purpose.

The intent and purpose of this chapter is to implement reasonable requirements and design standards for off-street vehicle parking in all zoning districts in the city.

18.36.010 General provisions.

Except as may otherwise be provided for in this chapter or as may be approved by the planning director, planning commission, and/or city council, the following general provisions shall guide the application of off-street parking requirements and design standards contained in this chapter:

- A. The provision and maintenance of required off-street parking and loading spaces is a continuing obligation of the property owner.*
- B. No building permit or other development permit shall be issued until plans are presented that show property that is and will remain available for exclusive use of off-street parking and loading spaces. The subsequent use of property for which the building permit is issued shall be conditional upon the unqualified continuance and availability of the amount of parking and loading space required by this title or as may otherwise be approved by the city. Any use of the property in violation hereof shall be a violation of this title.*
- C. Off-street parking spaces required in connection with all other uses except residential permitted in all zoning districts may be open or uncovered and shall be provided on the same building site as the main building, except as may be provided for in this chapter. Required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only, and shall not be used for storage of vehicles or materials or for the parking of delivery or service trucks used in conducting the business or use. Delivery or service trucks may be parked or stored in designated loading spaces.*
- D. Off-street parking for all residential uses in any zoning district shall be provided in private garages or enclosed carports. All required garages or enclosed carports shall be located on the same lot or building site as the buildings they are required to serve. All required enclosed carports for residential uses shall be kept free clear and accessible for the parking of vehicles at all times.*

E. When units of measurements determining the number of required parking spaces result in the requirement of a fractional space, any fraction up to and including one-half shall be disregarded and fractions over one-half shall require one parking space.

F. Required parking spaces shall be improved as required by this chapter and made available for use before the final inspection is completed and a certificate of occupancy is issued.

G. Parking facilities shall be provided for all new construction as required by this title, but parking for the conversion of existing buildings to a more intensive use shall be provided as near to the requirements as is practicable.

18.36.015 Definitions.

A. For the purpose of this chapter, "floor area" in the case of medical, dental or other professional offices, retail and merchandising or service uses, means the gross floor area inside the perimeter walls of a building or site to be used, or intended to be used, for service to the public as customers, patrons, clients, patients or as tenants, including areas occupied by fixtures and equipment used for display or sale of merchandise. It shall not include areas used principally for nonpublic purposes such as storage, incidental repair, processing or packaging of merchandise, show or display windows, for delineated office area incidental to the management or maintenance of retail stores or service uses, for toilet rooms or restrooms, for rooms used for utilities, or for dressing rooms, fitting or alteration rooms.

B. For the purpose of this chapter, "floor area" in the case of bars, cabarets, cafes, cocktail lounges and restaurants is defined as the gross floor area inside the perimeter building walls to be used, or intended to be used for service to patrons, and excluding nonpublic areas used for incidental office uses by the restaurant manager; restrooms; cooking, food preparation, and storage areas; hallways from the public areas to the nonpublic areas; or areas occupied by permanent fixtures used for the display or sale of food products.

C. For the purpose of this chapter, "floor area" in the case of light industrial and warehousing uses means the gross floor area inside the perimeter building walls of a building or site to be used, or intended to be used, for service to the public as customers, patrons, or as tenants, including areas occupied by fixtures and equipment used for display or sale of merchandise, and areas used principally for nonpublic purposes such as manufacturing, storage, incidental repair, processing or packaging of merchandise, and for delineated office area incidental to the management of the building or use. Mechanical or utility rooms and restrooms shall not be included in the definition of gross floor area for light industrial or manufacturing uses.

18.36.020 Change in use--Increase in number of parking spaces.

A. Except as may be approved through a parking exception or by the planning commission and/or city council in conjunction with a discretionary permit, whenever in any building or on any site there is a change in use or increase in floor area, or an increase in the number of employees or other unit of measurement specified in this chapter to indicate the number of required off-street parking spaces,

additional off-street parking spaces shall be provided on the basis of the increased requirements of the new use, or on the basis of the total increase in floor area or in number of employees, or in other unit of measurement related to such use.

B. This section shall not apply to changes in use, increases in floor area, or increases in the number of employees for retail and visitor-serving commercial uses in the Commercial-Downtown zoning district, provided that such change in use, increase in floor area, or increase in the number of employees would not be materially detrimental to the public welfare or injurious to property or improvements in the neighborhood and provided further that the establishment, maintenance and/or conducting of the off-street parking facilities as proposed, are as nearly in conformance with the requirements of the Half Moon Bay zoning code as are reasonably possible.

18.36.025 Mixed use occupancies; uses not specified.

A. In the case of mixed uses, the total requirements for off-street parking facilities shall be the sum of the requirements for the various uses computed separately. Off-street parking facilities for one use shall not be considered as providing required parking facilities for any other use except as specified for joint use in this chapter.

B. In the case of a use not specified in this chapter, the requirements for off-street parking facilities for a similar use which is so specified in this chapter shall apply.

18.36.030 Joint use of facilities.

A. Nothing in this chapter shall be construed to prevent collective provisions of off-street parking facilities for two or more buildings or uses, provided that reciprocal access, egress, and parking agreements are reviewed by the planning director and city attorney and recorded against all affected properties. The total of such off-street parking spaces supplied collectively shall not be not less than the sum of the requirements for the various uses computed separately.

B. Where a joint use of parking facilities is proposed and the applicant requests relief from the parking space requirements, a use permit shall be required. For restaurants which are combined with retail uses on the same property, which have different peak operating hours, the planning commission may approve a request for parking provisions for only seventy-five percent of restaurant capacity, as long as all required retail parking spaces are provided.

18.36.035 Nonconforming parking.

Where automobile parking space is provided and maintained in connection with a main building or use upon the effective date of this chapter, and is insufficient to meet the requirements for the use with which it is associated, or where no such parking has been provided, then the building or structure may be enlarged or increased in capacity only if automobile parking spaces are provided for the enlargement or increase in capacity, to the standards set forth in this chapter.

18.36.040 Off-street parking facilities—required number of parking spaces; size and access standards; and parking for disabled individuals.

Except as may be approved by the planning commission and or city council as a part of a discretionary permit or parking exception as provided for in this chapter, the following requirements shall apply to off-street parking facilities.

A. Number of required off-street parking spaces. The number of off-street parking spaces required for all permitted uses is set forth in Table A: Number of Required Off-Street Parking Spaces.

TABLE A: NUMBER OF REQUIRED OFF-STREET PARKING SPACES

Type of Use	Number of Required Parking Spaces
<i>Dwellings (single-family)</i>	<i>Two garage spaces per dwelling unit. Tandem parking configurations spaces shall be prohibited except on substandard and severely substandard lots.</i>
<i>Apartments, condominiums</i>	<i>Two garage spaces per dwelling unit, plus one guest space for each five units, with a minimum of one guest space.</i>
<i>In-law units (second dwelling units)</i>	<i>One off-street parking space in addition to the two enclosed spaces required for the single family residence on the same site. Planning commission may waive requirement under exceptional circumstances.</i>
<i>Hotels, motels and motor lodges</i>	<i>One space for each guest bedroom, plus one space per employee.</i>
<i>Condominium hotels</i>	<i>Two parking spaces provided for each guest room plus one space per employee. The planning commission may reduce this standard to not less than 1.5 spaces per guest room if the maximum square footage of each guest room does not exceed six hundred square feet.</i>
<i>Sanitariums, convalescent homes, homes for aged, floor asylums, hospitals, children's homes</i>	<i>Three spaces for each two beds or one for each one thousand square feet of gross area, whichever provides the greater number.</i>
<i>Theaters</i>	<i>One space for each four seats.</i>
<i>Stadiums, auditoriums</i>	<i>One space for each four occupants, based upon the Uniform Building Code standards.</i>
<i>Churches</i>	<i>One space for each four occupants, based upon the Uniform Building Code standards.</i>

<i>Schools, day nurseries</i>	<i>One space for each employee plus one space for each five children in attendance.</i>
<i>Schools, elementary/intermediate</i>	<i>One space for each employee plus one space for each five seats or for each forty square feet of floor area in the place of public assembly.</i>
<i>Schools, high schools</i>	<i>One space for each eight enrolled students, plus one space per employee.</i>
<i>Schools, colleges/universities</i>	<i>One space for each three enrolled daytime students, plus one space for each employee.</i>
<i>Schools, private</i>	<i>Parking requirements to be determined by the planning commission as a part of use permit review and approval.</i>
<i>Dance halls, assembly halls without fixed seats, exhibition halls</i>	<i>One space for each one hundred square feet of floor area used for dancing or assembly.</i>
<i>Bowling alleys</i>	<i>Five spaces for each alley, plus two for each billiard table, plus one for each four seats in any gallery.</i>
<i>Retail sales</i>	<i>One space for each two hundred fifty square feet of area for the first ten thousand square feet of floor area; and one space for each three hundred square feet of floor area for buildings with floor area over ten thousand square feet.</i>
<i>Medical or dental clinics, banks</i>	<i>One space for each two hundred fifty square feet of floor business or professional offices area for the first ten thousand square feet of floor area; and one space for each three hundred square feet for all area over ten thousand square feet.</i>
<i>Cabarets, cocktail lounges, restaurants and cafes</i>	<i>One space for each forty-five square feet of floor area where the public is served, plus one space per employee.</i>
<i>Mortuaries or funeral homes</i>	<i>Ten spaces for each room used as a chapel room, or slumber room, or parlor, or one space for each twenty square feet of assembly room used for services, whichever amount is greater plus one space per employee, plus one space for each car operated by the establishment.</i>
<i>Auto sales</i>	<i>One space for every five hundred square feet of gross floor area.</i>
<i>Marina</i>	<i>One space for each two boat moorings.</i>
<i>Public utility, substations, and related facilities</i>	<i>One space per employee, plus one space per vehicle (including wheeled equipment) permanently assigned to the facility.</i>
<i>Park and recreation uses</i>	<i>One space for each eight thousand square feet of active</i>

	<i>recreation area within a park or playground, plus one space per acre of passive recreation area within a park or playground.</i>
<i>Warehousing and storage</i>	<i>One space for each one thousand square feet of floor area for the first ten thousand square feet; plus one space for each one thousand five hundred square feet for all additional area.</i>
<i>Light industrial and manufacturing</i>	<i>One space for each five hundred square feet of floor area for the first ten thousand square feet; plus one space for each seven hundred fifty square feet for all additional area.</i>
<i>Businesses using trucks as a typical part of operations</i>	<i>One space for each truck shall be provided, in addition to the other parking requirements.</i>
<i>All uses not listed above, which are permitted in C Districts:</i>	
<i>Five thousand square feet of gross floor area or less</i>	<i>One space for each two hundred fifty square feet of gross floor area exclusive of floor area used for air-conditioning or other utility equipment.</i>
<i>Five thousand square feet of gross floor area or more</i>	<i>Nineteen spaces, plus one space for each two hundred square feet of gross floor area in excess of five thousand square feet, exclusive of floor area used for air-conditioning or other utility equipment.</i>

B. Size and access. Off-street parking facilities shall comply with the size and access standards set forth in Table B: Parking Facility Size and Access Standards. Each off-street parking space shall have an area of not less than one hundred seventy square feet exclusive of access drives or aisles, and shall be of usable shape, location and condition. There shall be adequate provision for ingress and egress to all parking spaces.

TABLE B: PARKING FACILITY SIZE AND ACCESS STANDARDS

N	P	S	a	C	Area	P'	S'
Parking Angle	Parking Section Width	Stall Depth	Aisle Width	Curb Length Per Car	Area Per Car¹	Parking Section Width	Stall Depth
Degrees	Lin. ft.	Lin. Ft.	Lin. Ft.	Lin. ft.	Sq. ft.	Lin. ft.	Lin. ft.
0	32'0"	10'0"	12'	22'0"	220	32'0"	10'0"
30	48'8"	17'4"	14'	18'2"	315	43'2"	14'7"
35	50'8"	18'4"	14'	15'8"	288	45'2"	15'7"
40	52'4"	19'2"	14'	14'1"	267	46'8"	16'4"

45	53'8"	19'10"	14'	12'9"	252	47'4"	16'8"
50	55'8"	20'4"	16'	11'8"	239	50'0"	17'6"
55	57'6"	20'9"	16'	10'11"	228	52'4"	18'2"
60	60'0"	21'0"	18'	10'5"	218	55'6"	18'9"
65	62'6"	21'3"	20 ²	9'11"	209	58'6"	19'3"
70	62'10"	20'11"	21 ²	9'7"	202	59'8"	19'4"
75	63'4"	20'8"	22 ²	9'4"	193	61'0"	19'6"
80	63'8"	20'4"	23 ²	9'1"	186	62'0"	19'6"
85	64'6"	19'9"	25 ³	9'0"	180	63'6"	19'3"
90	63'0"	19'0"	25 ³	9'0"	171	63'0"	19'0"

¹ Includes waste areas at both ends of 9' x 19' parking space. Aisle space not included.

² Aisle width sufficient for two-way circulation only when a turn-around is provided.

³ Aisle width sufficient for two-way circulation

C. Compact off-street parking facilities.

1. *When permissible. Compact off-street parking facilities may be provided to attain the required number of off-street parking spaces specified in Table A above, when one or more of the following circumstances apply:*

a. *The off-street parking facility serves a property located in the Commercial-Downtown, Commercial-Residential, Commercial-Visitor Serving, and Commercial-General zoning districts, and the number of required off-street parking spaces exceeds ten (10); or*

b. *The off-street parking facility serves a multi-family residential property located in the R-3 zoning district, and the number of required off-street parking spaces exceeds eight (8); or*

c. *A parking exception has been granted in accordance with Section 18.36.080.*

2. *Size and access. Compact off-street parking spaces shall comply with the size and access standards set forth in Table C: Compact Parking Space Size and Access Standards. Each compact off-street parking space shall have an area of not less than one hundred fifty three square feet exclusive of access drives or aisles, and shall be of usable shape, location, and condition. There shall be adequate provision for ingress and egress to all parking spaces.*

TABLE C: COMPACT PARKING FACILITY SIZE AND ACCESS STANDARDS

N	P	S	a	C	Area	P'	S'
Parking Angle	Parking Section Width	Stall Depth	Aisle Width	Curb Length Per Car	Area Per Car¹	Parking Section Width	Stall Depth
Degrees	Lin. ft.	Lin. Ft.	Lin. Ft.	Lin. ft.	Sq. ft.	Lin. ft.	Lin. ft.
90	61'0"	18'0"	24'	8'6"	153	61'0"	18'0"

3. All other requirements for off-street parking facilities apply. Notwithstanding the size and access standards set forth in Table C of this section, compact off-street parking facilities shall comply with all requirements and design standards provided for in this chapter.

D. *Parking for Disabled Individuals.* Parking spaces specifically reserved for vehicles licensed by the State of California for use by disabled individuals shall be provided and improved in each parking facility as required by state law.

18.36.045 Off-street loading requirements.

Buildings or structures to be built or substantially altered which receive and distribute material and merchandise by trucks shall provide and maintain off-street loading berths in sufficient numbers and size to adequately handle the needs of the particular use.

A. The following standards shall be used in establishing the minimum number of berths required:

Gross Floor Area of the Building in Square Feet	Number of Berths
Up to 20,000	1
20,000 to 50,000	2

For each additional fifty thousand square feet of gross floor area, one additional berth shall be provided. For offices and stores up to five thousand square feet, regular off-street parking areas may be used to meet the off-street loading requirements.

B. A loading berth shall contain a minimum space of ten feet wide and sixty feet long and have an overhead clearance of fourteen feet. Where the vehicles generally used for loading and unloading exceed these dimensions, the required length of these berths shall be increased.

C. Access to loading berths shall be from alleys where they exist, but in no event shall a loading berth abut on or directly access any existing street, road or highway.

18.36.050 Guest parking spaces in residential developments and mobile home parks.

Under the circumstances described in this chapter, parking spaces for guests shall be provided when and as follows:

A. For multifamily residential developments with ten or more units, guest parking spaces shall be provided on-site at a ratio of one space for each four units.

B. Where a residential development is approved with internal streets and drives that do not meet city standards and on-street parking is restricted, or where streets or drives are designated and posted with restricted parking such as fire lanes, guest parking spaces shall be provided outside of the street section or paved area at a ratio of one space for each four units.

C. For mobile home parks, guest parking spaces shall be located for convenient access to mobile home spaces. Guest parking spaces may be located in adjacent parking bays or along access roads where sufficient paved roadway width is provided.

18.36.055 Off-street parking facilities—required improvements

A. Screening required.

1. Automobile parking facilities for more than ten vehicles sited adjacent to a premises in a residential district shall be effectively screened by a solid fence or wall with a uniformly treated surface. Except where a lower fence or wall is required to meet vehicle sight distance requirements, such fence or wall shall not be less than six feet in height and shall be maintained in good condition. Screen planting of plant material and design approved by the planning commission may be substituted for a solid fence or wall, provided that a bond to guarantee the installation and maintenance of the screen planting is posted with the planning commission. The amount of the bond shall be set by the city engineer.

2. For a corner site, within a required setback area, screening within a sight distance area shall not exceed three feet in height and any trees within a sight distance area shall be pruned to allow at least nine feet of clearance between the natural grade and the lowest foliage. The "sight distance area" is a triangular area measured from the corner property marker or apex of the radius of the curve, to two points located fifteen feet back along the front and side property lines and completed by the diagonal connecting these two points.

B. Surfacing and grading.

Unless otherwise approved by the planning commission and or city council, all parking areas shall be surfaced so as to provide a durable, dust free, all-weather surface and graded so as to minimize surface water accumulation and runoff within the area. All areas used for the parking and maneuvering of vehicles shall be so surfaced and graded as to avoid flow of water across sidewalks. Surfacing materials are subject to approval of the City Engineer.

C. Curbing and setback.

Parking spaces along the outer boundaries of an unenclosed parking lot shall be contained by a curb at least four inches high or by a bumper rail, and set back a minimum of four and one-half feet from the property line.

D. Lighting.

Any artificial lighting installed in a parking facility shall be deflected as to not shine or create glare in any residential district or any adjacent dwelling.

E. Interference with street right-of-way.

All groups of more than two parking spaces shall be configured or be located and served by a driveway so as to prevent backing into or other maneuvering within a street right-of-way other than an alley.
F. Striping and signage.

All parking areas shall contain striping that clearly outlines all parking spaces. Aisles, approach lanes, turning areas, and driveways shall be marked with directional arrows and/or signs, where necessary to provide for safe traffic movement.

G. All improvements required herein shall be consistent with California Regional Water Quality Board and San Francisco Bay Region Municipal Regional Stormwater NPDES permit guidelines.

18.36.060 Parking spaces in residential district front yards.

In all R (residential) districts, vehicle parking may be allowed on all-weather driveways within the required front yard in front of garages. One required side yard setback area adjacent to the driveway in front of the garage may be used for the parking of a vehicle so long as the area is an all-weather surface. In no case may a vehicle be parked or stored within a required front yard area for other than short, temporary periods of time not to exceed twenty-four hours in any thirty-day period.

18.36.065 Off-street parking on a separate lot.

The planning commission and or city council shall not approve required off-street parking or loading space proposed on a separate lot from the building site or sites unless:

A. The off-site parking lot is within 300 feet walking distance or otherwise located so as to be useful in connection with the proposed use or uses on the building site or sites; and

B. Parking at the off-site location will not create undue traffic hazards in the surrounding area; and

C. The off-site parking lot and the building site or sites are in the same ownership or the owners are entitled to the immediate possession and use thereof for a term coterminous with the proposed use.

D. Upon receiving approvals from the planning commission and or city council for all required discretionary permits, the owner or owners of the properties execute a written instrument or instruments, approved as to form and content by the city attorney, providing for the maintenance of the of the required parking on the off-site parking lot for the duration of the proposed use or uses on the building site. Such instruments shall be recorded in the county recorder's office as restricted covenants against each property.

E. Should a change in use or additional uses be proposed, the off-street parking regulations in effect at the time the change of type or intensity of use shall apply.

F. As set forth in this title, off-site parking lots in residential districts to support commercial uses require the approval of a use permit in each case.

18.36.070 Bicycle parking.

A. Short-Term Bicycle Parking. Short-term bicycle parking shall be provided in order to serve shoppers, customers, messengers, guests and other visitors to a site who generally stay for a short time.

1. Parking Spaces Required. The number of short-term bicycle parking spaces shall be at ratio of one bicycle parking space per ten required off-street parking spaces, with a minimum of four bicycle parking spaces provided per establishment, for the following uses:

a. Multi-unit residential, group residential, and single room occupancy with five or more units.

b. All uses in the public and semi-public land use classification except cemeteries and community gardens.

c. All uses in the commercial land use classification, except animal care, sales, and services and artists' studios.

2. Location. Short-term bicycle parking must be located outside of the public right-of way and pedestrian walkways and within fifty feet of a main entrance to the building it serves.

a. Commercial Centers. In a commercial center, bicycle parking must be located within fifty feet of an entrance to each anchor store. Bicycle parking shall be visible from the street or from the main building entrance, or a sign must be posted at the main building entrance indicating the location of the parking.

b. Mixed-Use Districts. Bicycle parking in mixed-use districts may be located in the public right-of-way within an encroachment permit, provided an unobstructed sidewalk clearance of six feet is maintained for pedestrians at all times.

3. Anchoring and Security. For each short-term bicycle parking space required, a stationary, securely anchored rack or stand shall be provided to which a bicycle frame and one wheel can be secured with a high-security U-shaped shackle lock if both wheels are left on the bicycle. One such rack or stand may serve multiple bicycle parking spaces.

4. Size and Accessibility. Each short-term bicycle parking space shall be a minimum of two feet in width and six feet in length and shall be accessible without moving another bicycle. Two feet of clearance shall be provided between bicycle parking spaces and adjacent walls, poles,

landscaping, street furniture, drive aisles, and pedestrian ways and at least five feet from vehicle parking spaces

B. Long-Term Bicycle Parking. *Long-term bicycle parking shall be provided in order to serve employees, students, residents, commuters, and others who generally stay at a site for four hours or longer.*

1. Parking Spaces Required.

a. Residential Uses. *A minimum of one long-term bicycle parking space shall be provided for every five units for multi-unit residential and group residential projects.*

b. Other Uses. *Any building with twenty-five or more full-time equivalent employees or tenant-occupants shall provide long-term bicycle parking at a ratio of one space per twenty required off-street parking spaces, with a minimum of one bicycle parking space. Any building used for school uses shall provide long-term bicycle parking space at ratio of one space per fifteen occupants (students, teachers, and staff).*

c. Parking Lots and Structures. *Long-term bicycle parking shall be provided at a minimum ratio of one space per fifty vehicle spaces.*

2. Location. *Long-term bicycle parking must be located on the same lot as the use it serves. In parking garages, long-term bicycle parking must be located near an entrance to the facility.*

3. Covered Spaces. *At least fifty percent of required long-term bicycle parking must be covered. Covered parking can be provided inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures.*

4. Security. *Long-term bicycle parking must be in:*

a. *An enclosed bicycle locker;or*

b. *A fenced, covered, locked or guarded bicycle storage area;or*

c. *A rack or stand inside a building that is within view of an attendant or security guard or visible from employee work areas; or*

d. *Other secure area approved by the Planning Director.*

5. Size and Accessibility. *Each bicycle parking space shall be a minimum of two feet in width and six feet in length and shall be accessible without moving another bicycle. Two feet of clearance shall be provided between bicycle parking spaces and adjacent walls, poles, landscaping, street furniture, drive aisles, and pedestrian ways and at least five feet from vehicle parking spaces.*

18.36.075 Plans to accompany building permit application.

A plan, drawn to scale and fully dimensioned, indicating how the off-street parking and loading requirements are to be fulfilled, shall accompany an application for any discretionary and building permit. Prior to the issuance of a building permit the planning and building director shall determine that the plan submitted incorporates all of the requirements of this chapter and any conditions imposed by the planning commission and or city council. The plan shall show all elements necessary to indicate that the requirements are being fulfilled, including the following:

- A. Delineation of individual parking and loading spaces, including the size of stalls and access drives;*
- B. Circulation area necessary to serve parking and loading spaces;*
- C. Access to streets and property to be served;*
- D. Curb cuts and any closures of existing drives;*
- E. Dimensions, continuity and substance of screening;*
- F. Grading, drainage, surfacing and subgrading details;*
- G. Delineation of obstacles to parking and circulation in finished parking area;*
- H. Specifications as to signs and bumper guards;*
- I. Landscaping plans and details;*
- J. All other pertinent details as may be required by the planning and building director*

.18.36.080 Parking exceptions.

In cases of practical difficulties and unusual hardship, exceptions to the parking requirements or development standards set forth in this chapter may be granted. Application for a parking exception shall be made and an exception may be approved under the following procedures:

A. An application for a parking exception shall be initiated on a form provided by the planning department. An application for a parking exception shall be submitted concurrently with any other required discretionary permit. The application shall include a fee set by resolution of the city council. At the time a complete application for a parking exception is made, the planning director shall determine the applicable review procedure as provided for herein.

1. The planning director shall review an application for parking exception if no discretionary permit is being sought in addition to the parking exception. The planning director shall make written finding of facts showing whether the four requirements in subsection (B) of this section have been established with respect to the land, building or use for which the parking exception is sought, and make a determination as to the granting or denial of the application for a parking exception based upon those findings.

2. The planning commission shall review an application for parking exception if a discretionary permit(s) is being sought in addition to the parking exception, at the same public hearing held for the associated discretionary permit and in accordance with subsections (C) through (F) of this section.

B. The applicant shall submit a written explanation relating the circumstance of the particular case to the following findings of fact:

1. That there are exceptional or extraordinary circumstances or conditions applying to the land, building or use referred to in the application, which circumstances or conditions do not apply generally to the land, buildings and/or uses in the same district;

2. That the granting of the application is necessary for the preservation and enjoyment of substantial property rights of the petitioner;

3. That the granting of such application will not, under the circumstances of the particular case, materially adversely affect the health or safety of persons residing or working in the neighborhood of the property of the applicant, and will not, under the circumstances of the particular case, be materially detrimental to the public welfare or injurious to property or improvements in the neighborhood;

4. That the establishment, maintenance and/or conducting of the off-street parking facilities as proposed, are as nearly in conformance with the requirements of the Half Moon Bay zoning code as are reasonably possible.

C. Where a public hearing is required for any discretionary permit associated with the parking exception, the required public notice shall also indicate that a parking exception is also requested.

D. At any public hearing or meeting of the planning commission and/or city council, the applicant may present testimony and other evidence in support of his application, and other interested persons may be heard and/or present evidence on the matter.

E. After the conclusion of the public hearing or meeting, the planning commission and or city council shall make written finding of facts showing whether the four requirements in subsection (B) of this section have been established with respect to the land, building or use for which the parking exception is sought, and make its determination as to the granting or denial of the application for a parking exception based upon those findings.

F. In approving any parking exception under the provisions of this chapter, the planning director, planning commission, and/or city council shall impose such conditions in connection therewith as will, in its opinion, secure substantially the objectives of this title as to the public health, safety, morals, convenience and general welfare. It shall also require such evidence and guarantees as it deems necessary to obtain compliance with the conditions imposed in connection therewith.

G. A determination of the planning director or planning commission pursuant to this section may be appealed in accordance with the requirements of Chapter 1.25.

H. Unless otherwise expressly stated in the granting thereof, every parking exception approved under the provisions of this chapter shall lapse and expire and be of no force and effect whatsoever, unless the building, work of construction or other project or undertaking for which the parking exception was granted is substantially commenced within one year after its effective date and thereafter diligently prosecuted to completion. Nothing in this chapter shall prevent the planning commission and or city council from extending the time for the exercise of said rights for one additional period of six months upon receiving a written request from the applicant prior to the expiration of the six-month period.

I. An application for a parking exception that has been finally disapproved may not be resubmitted for a period of one year from final disapproval unless the application has been substantially changed.

J. Where a request for a parking exception has been submitted for a reduction in the parking stall dimensions, in no case shall the planning director or planning commission approve a parking stall with dimensions less than eight feet by sixteen feet.

Bruce Ambo

From: Jan Cooke
Sent: Tuesday, July 02, 2013 12:29 PM
To: Bruce Ambo
Subject: Parking information
Attachments: parkingSamRev-May Survey Details.xlsx; Parking Survey Details-July Count.xlsx

Hi Bruce:

In response to your request, here is the information regarding the parking occupancy survey conducted in Downtown Half Moon Bay in 2011.

- There are 478 spaces in the Downtown Core Area that was measured for occupancy. The core perimeter was defined as Main Street Bridge to Filbert; Purrissima to Johnston. Purrissima and Johnston are one block off of Main Street. Beyond the core area is primarily residential areas and less dense parking areas.
- The surveys were conducted in May and July, which are months that Half Moon Bay attracts many visitors, especially on the weekends. During this peak season, the average parking occupancy level in the Downtown is approximately 50%. During the low season from January to May, the Downtown occupancy levels may average 30%, or lower.
- The highest occupancy rate occurred between the hours of 11:00 a.m. and 1:00 p.m. The occupancy rate during this period was often 100% even on key side streets.
- The occupancy rate was consistently highest on Saturdays and Sundays between 11:00 a.m. and 7:00 p.m.
- Johnston and Purissima were much lower in occupancy than Main Street and cross streets.
- From feedback from the merchants, it was indicated that a number of employees/owners park in the Main Street spaces. These parkers could be moved to the side streets of Purissima, etc to free up the parking on Main Street.
- Parking is limited on Main Street to 2 hours, promoting turnover. Enforcement can be increased to improve compliance.

BACKGROUND DETAIL

Occupancy Surveys

Parking surveys of current parking space usage were conducted in May and July 2011 to determine which streets, hours and days of week have the highest occupancy rate. The survey consisted of counting cars in parking spaces at certain times of the day to determine how many spaces were filled (also termed occupancy rate) during those times.

- The May surveys were conducted on Thursday May 12th, Friday May 13th, and Saturday May 14th at 9:00 a.m., 11:00 a.m., 1:00 p.m., 3:00 p.m., and 5:00 p.m.
- The July surveys were conducted on Tuesday July 19th, Saturday July 23rd, and Sunday July 24th at 9:00 a.m., 11:00 a.m., 1:00p.m., 3:00 p.m., 5:00 p.m., and 7:00 p.m.
- The survey included Main Street from the Main Street Bridge to Filbert Street; Mill Street, Kelly, Miramontes, and Correas Streets between Johnston and Purissima Streets; and the Mill Street and City Hall parking lots

Jan Cooke, C.P.A.

Finance Director

Phone: 650-726-8283

jcooke@hmbcity.com



City of Half Moon Bay

501 Main Street

Half Moon Bay, CA 94019

www.hmbcity.com

Parking Occupancy Survey
 City of Half Moon Bay
 Thursday, 5/12/2011

Street Name	Block	Total Spaces	Street Side	Occupancy				Occupancy %					
				9:00	11:00	1:00	3:00	5:00	9:00	11:00	1:00	3:00	5:00
Purissima St.	Miramontes St.	33	E	23	27	25	25	16	70%	82%	76%	76%	48%
	to end	38	W	25	24	25	35	21	66%	63%	66%	92%	55%
Main St.	Filbert St. to	25	E	1	2	12	12	18	4%	8%	48%	48%	72%
	Correas St.	28	W	3	5	8	13	14	11%	18%	29%	46%	50%
	Correas St. to	15	E	5	7	8	5	2	33%	47%	53%	33%	13%
	Miramontes St.	12	W	4	6	4	2	5	33%	50%	33%	17%	42%
	Miramontes St. to	11	E	4	4	9	4	3	36%	36%	82%	36%	27%
	Kelly St.	14	W	5	11	12	9	11	36%	79%	86%	64%	79%
	Kelly St. to	15	E	2	12	15	9	11	13%	80%	100%	60%	73%
	Mill St.	15	W	0	6	15	9	12	0%	40%	100%	60%	80%
	Mill St. to	12	E	2	7	11	8	7	17%	58%	92%	67%	58%
	end	16	W	6	16	16	12	14	38%	100%	100%	75%	88%
Miramontes St.		73	E	15	18	20	19	12	21%	25%	27%	26%	16%
to end		25	W	15	17	16	19	11	60%	68%	64%	76%	44%
Purissima St. to		14	N	7	11	12	10	2	50%	79%	86%	71%	14%
Main St.		8	S	0	2	1	1	0	0%	25%	13%	13%	0%
Main St. to		16	N	8	7	8	8	5	50%	44%	50%	50%	31%
Johnston St.		7	S	2	2	3	5	4	29%	29%	43%	71%	57%
Purissima St. to		6	N	4	3	5	3	4	67%	50%	83%	50%	67%
Main St.		7	S	2	4	5	4	2	29%	57%	71%	57%	29%
Main St. to		6	N	4	3	4	1	1	67%	50%	67%	17%	17%
Johnston St.		7	S	1	0	3	1	1	14%	0%	43%	14%	14%
Purissima St. to		12	N	1	4	3	2	4	8%	33%	25%	17%	33%
Main St.		6	S	3	7	7	4	3	50%	117%	117%	67%	50%
Main St. to		8	N	4	5	6	5	1	50%	63%	75%	63%	13%
Johnston St.		11	S	8	7	10	9	3	73%	64%	91%	82%	27%
Purissima St. to		11	N	2	7	9	5	3	18%	64%	82%	45%	27%
Main St.		10	S	3	4	6	3	2	30%	40%	60%	30%	20%
Main St. to		6	N	0	3	5	4	5	0%	50%	83%	67%	83%
Johnston St.		11	S	2	8	6	5	10	18%	73%	55%	45%	91%
Grand Total		478		161	239	289	251	207	34%	50%	60%	53%	43%

2

Parking Occupancy Survey
 City of Half Moon Bay
 Friday, 5/13/2011

Street Name	Block	Total Spaces	Street Side	Occupancy					Occupancy %					
				9:00	11:00	1:00	3:00	5:00	9:00	11:00	1:00	3:00	5:00	
Purissima St.	Miramontes St.	33	E	30	33	30	33	19	91%	100%	91%	100%	100%	58%
	to end	38	W	23	25	34	32	15	61%	66%	89%	84%	39%	39%
Main St.	Filbert St. to	25	E	14	9	9	17	7	56%	36%	36%	68%	28%	28%
	Correas St.	28	W	5	7	8	13	11	18%	25%	29%	46%	39%	39%
	Correas St. to	15	E	0	6	11	8	2	0%	40%	73%	53%	13%	13%
	Miramontes St.	12	W	7	11	7	7	8	58%	92%	58%	58%	67%	67%
	Miramontes St. to	11	E	8	6	10	11	5	73%	55%	91%	100%	45%	45%
	Kelly St.	14	W	9	13	12	10	13	64%	93%	86%	71%	93%	93%
	Kelly St. to	15	E	9	14	14	14	13	60%	93%	93%	93%	87%	87%
	Mill St.	15	W	6	13	15	15	11	40%	87%	100%	100%	73%	73%
	Mill St. to	12	E	4	12	11	9	8	33%	100%	92%	75%	67%	67%
	end	16	W	4	16	17	15	15	25%	100%	106%	94%	94%	94%
Johnston St.	Miramontes St.	73	E	11	18	19	24	13	15%	25%	26%	33%	18%	18%
	to end	25	W	8	14	16	17	11	32%	56%	64%	68%	44%	44%
Correas St.	Purissima St. to	14	N	6	9	6	7	1	43%	64%	43%	50%	7%	7%
	Main St.	8	S	0	0	0	1	0	0%	0%	0%	13%	0%	0%
Miramontes St.	Main St. to	16	N	7	6	6	7	3	44%	38%	38%	44%	19%	19%
	Johnston St.	7	S	3	3	2	2	2	43%	43%	29%	29%	29%	29%
	Purissima St. to	6	N	2	3	5	5	0	33%	50%	83%	83%	0%	0%
	Main St.	7	S	3	4	4	3	3	43%	57%	57%	43%	43%	43%
	Main St. to	6	N	3	5	4	3	3	50%	83%	67%	50%	50%	50%
	Johnston St.	7	S	2	2	4	1	0	29%	29%	57%	14%	0%	0%
	Purissima St. to	12	N	3	6	12	5	3	25%	50%	100%	42%	25%	25%
	Main St.	6	S	6	3	6	5	4	100%	50%	100%	83%	67%	67%
	Main St. to	8	N	3	3	7	5	2	38%	38%	88%	63%	25%	25%
	Johnston St.	11	S	7	6	8	6	5	64%	55%	73%	55%	45%	45%
Mill St.	Purissima St. to	11	N	1	10	10	7	10	9%	91%	91%	64%	91%	91%
	Main St.	10	S	3	9	9	3	8	30%	90%	90%	30%	80%	80%
Johnston St.	Main St. to	6	N	2	6	5	6	4	33%	100%	83%	100%	67%	67%
	Johnston St.	11	S	1	9	10	9	9	9%	82%	91%	82%	82%	82%
Total	Total	478		190	281	311	300	208	40%	59%	65%	63%	44%	44%

3

Parking Occupancy Survey
 City of Half Moon Bay
 Saturday, 5/14/2001

Street Name	Block	Total Spaces	Street Side	Occupancy					Occupancy %				
				9:00	11:00	1:00	3:00	5:00	9:00	11:00	1:00	3:00	5:00
Purissima St.	Miramontes St.	33	E	12	15	28	19	19	36%	45%	85%	58%	58%
	to end	38	W	15	22	30	14	16	39%	58%	79%	37%	42%
Main St.	Filbert St. to	25	E	14	13	10	11	18	56%	52%	40%	44%	72%
	Correas St.	28	W	7	11	11	9	16	25%	39%	39%	32%	57%
	Correas St. to	15	E	4	10	14	10	4	27%	67%	93%	67%	27%
	Miramontes St.	12	W	8	10	7	7	5	67%	83%	58%	58%	42%
	Miramontes St. to	11	E	7	7	8	11	6	64%	64%	73%	100%	55%
	Kelly St.	14	W	10	10	12	14	9	71%	71%	86%	100%	64%
	Kelly St. to	15	E	5	13	14	15	14	33%	87%	93%	100%	93%
	Mill St.	15	W	1	13	15	13	12	7%	87%	100%	87%	80%
	Mill St. to	12	E	5	11	13	12	10	42%	92%	108%	100%	83%
	end	16	W	9	16	17	16	17	56%	100%	106%	100%	106%
Miramontes St.		73	E	3	8	14	14	12	4%	11%	19%	19%	16%
Johnston St.		25	W	8	10	7	11	8	32%	40%	28%	44%	32%
Purissima St. to		14	N	0	11	12	11	0	0%	79%	86%	79%	0%
Main St.		8	S	0	0	1	2	1	0%	0%	13%	25%	13%
Main St. to		16	N	6	3	7	7	4	38%	19%	44%	44%	25%
Johnston St.		7	S	1	1	2	3	1	14%	14%	29%	43%	14%
Purissima St. to		6	N	0	1	3	0	2	0%	17%	50%	0%	33%
Main St.		7	S	5	6	3	6	2	71%	86%	43%	86%	29%
Main St. to		6	N	2	6	4	5	1	33%	100%	67%	83%	17%
Johnston St.		7	S	2	5	3	5	1	29%	71%	43%	71%	14%
Purissima St. to		12	N	1	2	11	7	4	8%	17%	92%	58%	33%
Main St.		6	S	4	4	7	6	1	67%	67%	117%	100%	17%
Main St. to		8	N	1	3	5	4	2	13%	38%	63%	50%	25%
Johnston St.		11	S	0	5	11	9	6	0%	45%	100%	82%	55%
Purissima St. to		11	N	1	10	11	10	10	9%	91%	100%	91%	91%
Main St.		10	S	2	8	10	8	10	20%	80%	100%	80%	100%
Main St. to		6	N	2	5	6	5	4	33%	83%	100%	83%	67%
Johnston St.		11	S	5	10	11	9	11	45%	91%	100%	82%	100%
Total		478		140	249	307	273	226	29%	52%	64%	57%	47%

4

Parking Occupancy Survey
City of Half Moon Bay

Start Time	City Hall Parking Lot - 27 stalls			Hour Total	Start Time	City Hall Parking Lot - 27 stalls			
	Thursday	Friday	Saturday			Thursday	Friday	Saturday	
	5/12/2011	5/13/2011	5/14/2011			5/12/2011	5/13/2011	5/14/2011	
9:00	14	10	4	28	9:00	52%	37%	15%	35%
11:00	18	13	11	42	11:00	67%	48%	41%	52%
1:00	11	13	15	39	1:00	41%	48%	56%	48%
3:00	12	10	21	43	3:00	44%	37%	78%	53%
5:00	10	5	11	26	5:00	37%	19%	41%	32%
	65	51	62	178		48%	38%	46%	44%

Start Time	Mill St. Parking Lot - 29 stalls			Hour Total	Start Time	Mill St. Parking Lot - 29 stalls			
	Thursday	Friday	Saturday			Thursday	Friday	Saturday	
	5/12/2011	5/13/2011	5/14/2011			5/12/2011	5/13/2011	5/14/2011	
9:00	4	12	8	24	9:00	14%	41%	28%	28%
11:00	10	21	22	53	11:00	34%	72%	76%	61%
1:00	16	24	27	67	1:00	55%	83%	93%	77%
3:00	16	19	17	52	3:00	55%	66%	59%	60%
5:00	15	22	19	56	5:00	52%	76%	66%	64%
	61	98	93	252		42%	68%	64%	58%

Parking Occupancy Survey
 City of Half Moon Bay
 Tuesday, 7/19/2011

Street Name	Block	Total Spaces	Street Side	Occupancy					Occupancy %						
				9:00	11:00	1:00	3:00	5:00	7:00	9:00	11:00	1:00	3:00	5:00	7:00
Purissima St.	Miramontes St.	33	E	22	28	28	28	15	19	67%	85%	85%	85%	45%	58%
	to end	38	W	27	30	35	28	19	18	71%	79%	92%	74%	50%	47%
Main St.	Fibert St. to	25	E	12	16	13	13	12	13	48%	64%	52%	52%	48%	52%
	Correas St.	28	W	6	16	13	10	14	11	21%	57%	46%	36%	50%	39%
	Correas St. to	15	E	5	6	7	2	3	0	33%	40%	47%	13%	20%	0%
	Miramontes St.	12	W	3	7	4	5	2	1	25%	58%	33%	42%	17%	8%
	Miramontes St. to	11	E	3	9	6	9	2	0	27%	82%	55%	82%	18%	0%
	Kelly St.	14	W	4	8	10	9	9	3	29%	57%	71%	64%	64%	21%
	Kelly St. to	15	E	2	7	14	5	10	9	13%	47%	93%	33%	67%	60%
	Mill St.	15	W	1	6	15	8	8	13	7%	40%	100%	53%	53%	87%
	Mill St. to	12	E	1	8	12	10	9	12	8%	67%	100%	83%	75%	100%
	end	16	W	1	8	16	14	11	11	16	6%	50%	100%	88%	69%
Miramontes St.		73	E	19	21	26	25	11	14	26%	29%	36%	34%	15%	19%
Johnston St.	to end	25	W	13	19	18	18	8	9	52%	76%	72%	72%	32%	36%
Purissima St. to		14	N	0	5	5	6	1	1	0%	36%	36%	43%	7%	7%
Main St.		8	S	0	1	1	3	3	1	0%	13%	13%	38%	38%	13%
Main St. to		16	N	5	6	6	5	7	2	31%	38%	38%	31%	44%	13%
Johnston St.		7	S	3	3	2	3	3	2	43%	43%	29%	43%	43%	29%
Purissima St. to		6	N	2	2	4	2	2	2	33%	33%	67%	33%	33%	33%
Main St.		7	S	1	5	3	4	1	1	14%	71%	43%	57%	14%	14%
Main St. to		6	N	3	0	5	1	1	1	50%	0%	83%	17%	17%	17%
Johnston St.		7	S	0	2	4	1	3	1	0%	29%	57%	14%	43%	14%
Purissima St. to		12	N	1	5	3	7	3	0	8%	42%	25%	58%	25%	0%
Main St.		6	S	2	5	2	2	2	3	33%	83%	33%	33%	33%	50%
Main St. to		8	N	2	1	2	6	3	5	25%	13%	25%	75%	38%	63%
Johnston St.		11	S	2	3	7	7	4	3	18%	27%	64%	64%	36%	27%
Purissima St. to		11	N	0	3	10	8	10	9	0%	27%	91%	73%	91%	82%
Main St.		10	S	2	2	9	3	2	8	20%	20%	90%	30%	20%	80%
Main St. to		6	N	1	2	5	3	3	4	17%	33%	83%	50%	50%	67%
Johnston St.		11	S	2	6	8	8	11	11	18%	55%	73%	73%	100%	100%
Grand Total		478		145	240	293	253	192	192	30%	50%	61%	53%	40%	40%

6

Parking Occupancy Survey
 City of Half Moon Bay
 Saturday, 7/23/2011

Street Name	Block	Total Spaces	Street Side	Occupancy					Occupancy %						
				9:00	11:00	1:00	3:00	5:00	7:00	9:00	11:00	1:00	3:00	5:00	7:00
Purissima St.	Miramontes St.	33	E	16	22	28	29	21	19	48%	67%	85%	88%	64%	58%
	to end	38	W	19	17	28	25	12	11	50%	45%	74%	66%	32%	29%
Main St.	Fibert St. to	25	E	7	9	11	5	15	25	28%	36%	44%	20%	60%	100%
	Correas St.	28	W	1	6	10	3	15	23	4%	21%	36%	11%	54%	82%
	Correas St. to	15	E	2	13	14	13	12	2	13%	87%	93%	87%	80%	13%
	Miramontes St.	12	W	5	7	9	10	5	2	42%	58%	75%	83%	42%	17%
	Miramontes St. to	11	E	6	8	11	9	10	4	55%	73%	100%	82%	91%	36%
	Kelly St.	14	W	10	14	14	13	10	12	71%	100%	100%	93%	71%	86%
Johnston St.	Kelly St. to	15	E	2	14	15	15	15	11	13%	93%	100%	100%	100%	73%
	Mill St.	15	W	2	15	15	15	14	12	13%	100%	100%	100%	93%	80%
	Mill St. to	12	E	4	12	12	12	12	12	33%	100%	100%	100%	100%	100%
	end	16	W	4	16	16	16	16	16	25%	100%	100%	100%	100%	100%
Johnston St.	Miramontes St.	73	E	11	12	34	24	16	20	15%	16%	47%	33%	22%	27%
	to end	25	W	13	12	22	18	10	15	52%	48%	88%	72%	40%	60%
Correas St.	Purissima St. to	14	N	0	0	3	2	2	0	0%	0%	21%	14%	14%	0%
	Main St.	8	S	1	1	2	1	0	0	13%	13%	25%	13%	0%	0%
Miramontes St.	Main St. to	16	N	2	2	10	7	4	4	13%	13%	63%	44%	25%	25%
	Johnston St.	7	S	1	3	7	5	3	2	14%	43%	100%	71%	43%	29%
	Purissima St. to	6	N	1	4	6	6	2	1	17%	67%	100%	100%	33%	17%
	Main St.	7	S	3	6	5	5	3	1	43%	86%	71%	71%	43%	14%
	Main St. to	6	N	3	4	6	5	2	0	50%	67%	100%	83%	33%	0%
	Johnston St.	7	S	1	3	6	6	3	0	14%	43%	86%	86%	43%	0%
Kelly St.	Purissima St. to	12	N	2	5	12	11	7	3	17%	42%	100%	92%	58%	25%
	Main St.	6	S	3	6	6	6	6	3	50%	100%	100%	100%	100%	50%
Mill St.	Main St. to	8	N	1	2	8	7	4	3	13%	25%	100%	88%	50%	38%
	Johnston St.	11	S	3	2	10	9	6	8	27%	18%	91%	82%	55%	73%
Johnston St.	Purissima St. to	11	N	6	4	11	11	11	11	55%	36%	100%	100%	100%	100%
	Main St.	10	S	1	0	10	10	7	10	10%	0%	100%	100%	70%	100%
Johnston St.	Main St. to	6	N	1	0	6	6	6	6	17%	0%	100%	100%	100%	100%
	Johnston St.	11	S	2	4	11	11	11	9	18%	36%	100%	100%	100%	82%
Total	Total	478		133	223	358	315	260	245	28%	47%	75%	66%	54%	51%

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Parking Occupancy Survey
 City of Half Moon Bay
 Sunday, 7/24/2011

Street Name	Block	Total Spaces	Street Side	Occupancy					Occupancy %						
				9:00	11:00	1:00	3:00	5:00	7:00	9:00	11:00	1:00	3:00	5:00	7:00
Purissima St.	Miramontes St.	33	E	16	18	27	25	19	17	48%	55%	82%	76%	58%	52%
	to end	38	W	9	23	20	26	12	9	24%	61%	53%	68%	32%	24%
Main St.	Filbert St. to	25	E	4	11	8	8	1	2	16%	44%	32%	32%	4%	8%
	Correas St.	28	W	3	7	6	5	7	2	11%	25%	21%	18%	25%	7%
	Correas St. to	15	E	2	8	12	14	9	1	13%	53%	80%	93%	60%	7%
	Miramontes St.	12	W	6	5	10	11	6	2	50%	42%	83%	92%	50%	17%
	Miramontes St. to	11	E	4	5	10	11	7	2	36%	45%	91%	100%	64%	18%
	Kelly St.	14	W	7	11	14	14	8	5	50%	79%	100%	100%	57%	36%
	Kelly St. to	15	E	1	11	15	15	14	13	7%	73%	100%	100%	93%	87%
	Mill St.	15	W	0	13	15	15	13	10	0%	87%	100%	100%	87%	67%
	Mill St. to	12	E	3	7	12	12	12	12	25%	58%	100%	100%	100%	100%
	end	16	W	1	16	16	16	16	16	6%	100%	100%	100%	100%	100%
Miramontes St.		73	E	13	26	23	28	18	10	18%	36%	32%	38%	25%	14%
Johnston St.	to end	25	W	12	19	14	15	15	11	48%	76%	56%	60%	60%	44%
Correas St.	Purissima St. to	14	N	0	0	0	4	0	0	0%	0%	0%	29%	0%	0%
	Main St.	8	S	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%
Correas St.	Main St. to	16	N	3	5	6	10	5	2	19%	31%	38%	63%	31%	13%
	Johnston St.	7	S	0	0	4	5	4	1	0%	0%	57%	71%	57%	14%
Miramontes St.	Purissima St. to	6	N	1	5	6	3	1	0	17%	83%	100%	50%	17%	0%
	Main St.	7	S	3	3	5	6	3	0	43%	43%	71%	86%	43%	0%
Miramontes St.	Main St. to	6	N	3	6	2	5	2	0	50%	100%	33%	83%	33%	0%
	Johnston St.	7	S	2	6	4	5	1	0	29%	86%	57%	71%	14%	0%
Kelly St.	Purissima St. to	12	N	2	5	10	12	6	4	17%	42%	83%	100%	50%	33%
	Main St.	6	S	5	6	5	6	5	6	83%	100%	83%	100%	83%	100%
Kelly St.	Main St. to	8	N	1	6	7	8	3	3	13%	75%	88%	100%	38%	38%
	Johnston St.	11	S	0	5	4	11	6	5	0%	45%	36%	100%	55%	45%
Mill St.	Purissima St. to	11	N	4	11	11	11	10	10	36%	100%	100%	100%	91%	91%
	Main St.	10	S	0	4	10	10	8	7	0%	40%	100%	100%	80%	70%
Mill St.	Main St. to	6	N	0	2	6	6	4	4	0%	33%	100%	100%	67%	67%
	Johnston St.	11	S	7	8	11	11	8	11	64%	73%	100%	100%	73%	100%
Total		478		112	252	293	328	223	165	23%	53%	61%	69%	47%	35%

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Parking Occupancy Survey
City of Half Moon Bay

Start Time	City Hall Parking Lot - 27 stalls			Hour	Start Time	City Hall Parking Lot - 27 stalls			Hour
	Tuesday 7/19/2011	Saturday 7/23/2011	Sunday 7/24/2011			Tuesday 7/19/2011	Saturday 7/23/2011	Sunday 7/24/2011	
9:00	14	2	5	21	9:00	52%	7%	19%	26%
11:00	13	10	25	48	11:00	48%	37%	93%	59%
1:00	10	16	8	34	1:00	37%	59%	30%	42%
3:00	14	12	6	32	3:00	52%	44%	22%	40%
5:00	13	13	6	32	5:00	48%	48%	22%	40%
7:00	4	3	2	9	7:00	15%	11%	7%	11%
	68	56	52	176		50%	41%	39%	43%

Start Time	Mill St. Parking Lot - 29 stalls			Hour	Start Time	Mill St. Parking Lot - 29 stalls			Hour
	Tuesday 7/19/2011	Saturday 7/23/2011	Sunday 7/24/2011			Tuesday 7/19/2011	Saturday 7/23/2011	Sunday 7/24/2011	
9:00	13	11	9	33	9:00	45%	38%	31%	38%
11:00	16	18	18	52	11:00	55%	62%	62%	60%
1:00	17	25	29	71	1:00	59%	86%	100%	82%
3:00	14	25	29	68	3:00	48%	86%	100%	78%
5:00	17	26	21	64	5:00	59%	90%	72%	74%
7:00	18	27	21	66	7:00	62%	93%	72%	76%
	95	132	127	354		66%	91%	88%	81%

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