

# Article 1 – Enactment and Applicability

July 2024

## Title 18 – Zoning Code

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that the TDM strategies proposed provide an offsetting benefit to the parking spaces lost.

2. In addition, the applicant is required to implement at least three transportation demand management (TDM) measures from the possibilities below:
  - a. Implement a carpool/vanpool or car-share program, e.g., carpool ride-matching for employees, assistance with vanpool formation, provision of vanpool or car-share vehicles, etc., and assign carpool, vanpool and car-share parking at the most desirable on-site locations at the ratio set forth in the development permit or development exception considering type of use; or
  - b. Develop a transit use incentive program for employees and tenants, such as on-site distribution of passes or subsidized transit passes for local transit system (participation in the regionwide Clipper Card or VTA EcoPass system will satisfy this requirement); or
  - c. Provide preferential parking with charging station for electric or alternatively fueled vehicles; or
  - d. Provide a guaranteed ride home program; or
  - e. Implement telecommuting and flexible work schedules; or
  - f. Implement parking cash-out program for employees (non-driving employees receive transportation allowance equivalent to the value of subsidized parking); or
  - g. Implement public information elements such as designation of an on-site TDM manager and education of employees regarding alternative transportation options; or
  - h. Make available transportation during the day for emergency use by employees who commute on alternate transportation (this service may be provided by access to company vehicles for private errands during the workday and/or combined with contractual or pre-paid use of taxicabs, shuttles, or other privately provided transportation); or
  - i. Provide shuttle access to Caltrain stations; or
  - j. Provide or contract for on-site or nearby child-care services; or
  - k. Incorporate on-site support services (food service, ATM, drycleaner, gymnasium, etc., where permitted in zoning districts); or
  - l. Provide on-site showers and lockers; or
  - m. Provide a bicycle-share program or free use of bicycles on-site that is available to all tenants of the site; or
  - n. Unbundled parking.

### 18.38.050 – Bicycle Parking Requirements

- A. **Purpose.** This Section establishes standards for bicycle parking, including Class I and Class II parking types. The purpose of the standards is to provide for adequate bicycle parking, creating a bicycle-friendly and multi-modal transportation network.
- B. **Applicability.** The regulations contained in this Section shall apply to the construction, change, or expansion of a use or structure of more than 10 percent and shall require that adequate bicycle parking areas are permanently provided and maintained for the benefit of residents, employees, customers, and visitors, within or outside of a structure.

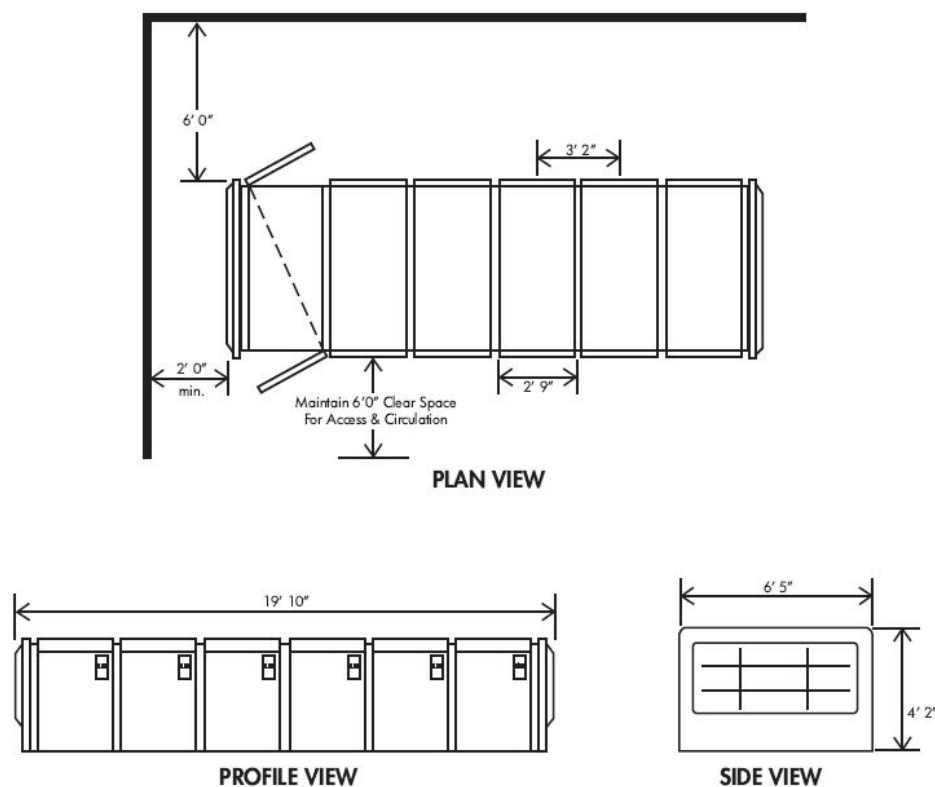
**C. Definitions.**

**Class I Bicycle Parking.** Class I bicycle parking includes bicycle lockers, rooms with key access for regular bicycle commuters, valet or check in parking, and guarded parking areas.

**Class II Bicycle Parking.** Class II bicycle parking includes bicycle racks (i.e., inverted U-rack, ribbon rack, wave rack) suitable for easy access of bicycles not within an enclosed structure, pod, or unit.

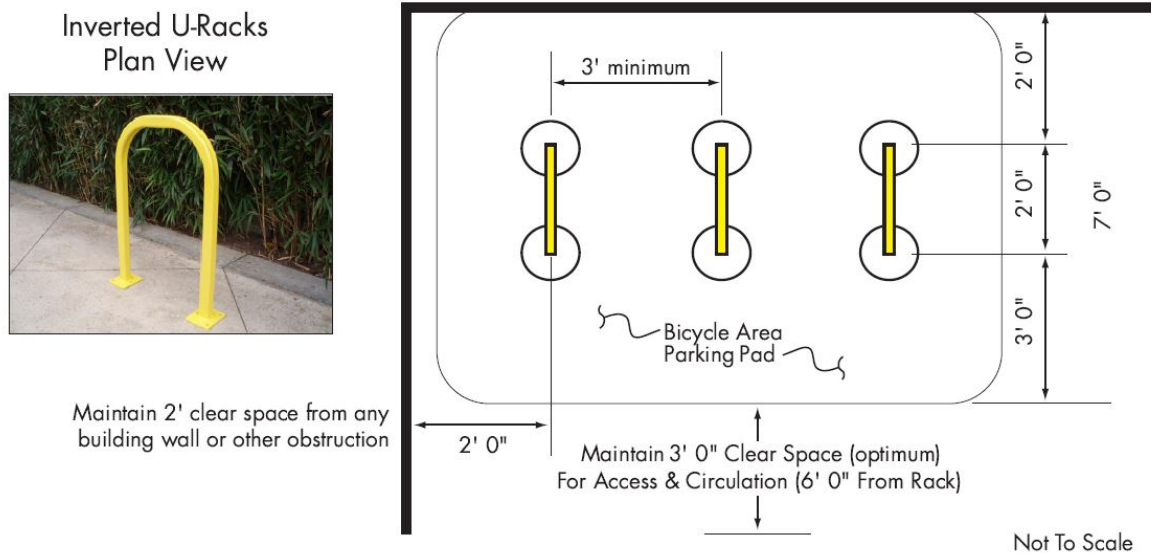
**D. Class I Bicycle Storage Locker Design and Location Requirements.** Figure 3-10 (Class I Bicycle Parking) provides standards for the design and placement of Class I bicycle storage lockers.

**Figure 3-10  
Class I Bicycle Parking**



**E. Class II Bicycle Rack Design and Location Requirements.** Figure 3-11 (Class II Bicycle Parking) provides standards for the design and placement of Class II bicycle racks.

**Figure 3-11**  
**Class II Bicycle Parking**



**Required Bicycle Parking.** Table 3-4 (Required Bicycle Parking) establishes the minimum number of bicycle parking spaces required for each land use type, regardless of the zoning in which the use is located. If the ratios set by Table 3-4 would result in one or fewer Class II bicycle spaces, the development shall provide two Class II spaces. If the ratios would result in more than one Class II bicycle space but less than four, the development shall provide four Class II spaces. For commercial and industrial uses, at least 50% of the required bicycle parking spaces must be closer than the closest non-handicapped automobile parking space.

**Table 3-4**  
**Bicycle Parking Requirements**

Use	For Residents/Employees	For Visitors/Customers
Residential (such as apartments and condominiums, with a common parking area)	<p>Minimum: 1 per unit</p> <p>In Class 1 bike rooms: 1 electrical outlet per 10 bicycle parking spaces</p> <p>All Class 1 bike rooms are also required to have a bike repair station, with a repair stand, pump, and tools for maintenance.</p>	Minimum: 1 per 20 units
<p>Schools</p> <ul style="list-style-type: none"> <li>Elementary schools</li> <li>Middle schools</li> <li>High schools</li> <li>Colleges - Student residences</li> <li>Academic buildings and other university facilities</li> </ul>	<p>Minimum: 1 per 20 employees</p> <p>Minimum: 1 per 20 employees</p> <p>Minimum: 1 per 20 employees</p> <p>Minimum: 1 per 3 beds + 1 per 20 employees</p> <p>Minimum: 1 per 10 employees + 1 per 10 student seats</p>	<p>Minimum: 1 per 10 students (in secure area)</p> <p>Minimum: 1 per 8 students (in secure area)</p> <p>Minimum: 1 per 6 students (in secure area)</p> <p>Minimum: 4 per building entrance</p> <p>Minimum: 1 per 8 student seats</p>
Parking Garages not associated with specific land use type(s)	<p>Minimum: 5% of auto parking</p> <p>Goal: Provide 25% of ground-floor auto parking space to secure bicycle parking</p>	Minimum: 5% of Auto Parking

**Table 3-4  
Bicycle Parking Requirements**

Use	Required Long- Term Spaces	Required Short- Term
Retail Sales/Shopping Center/Financial Institutions/Supermarkets	Minimum: 1 per 20 employees	Minimum: 1 per 4,000 sq. ft.
Office Buildings/Offices	Minimum: 1 per 4,000 sq. ft.	Minimum: 4 per building entrance
Hotels/Motels/Bed -&-Breakfasts	Minimum: 1 per 20 rooms + 1 per 20 employees	Minimum: 1 per 20 rooms
Hospitals	Minimum: 1 per 20 employees	Minimum: 1 per 45 beds
Restaurants	Minimum: 1 per 20 employees	Minimum: 1 per 800 sq. ft. of dining space
Industrial	Minimum: 1 per 20 employees OR per 10,000 sq. ft.	Minimum: 1 per 5,000 sq. ft.
Day Care Facilities	Minimum: 1 per 20 employees	Minimum: 1 per 40 children
Auto-Oriented Services	Minimum: 1 per 20 employees	--
Amphitheaters or Event Centers	Minimum: 1 per 20 employees	Minimum: 1 per 500 seats
Other Uses	Same as most similar use listed	Same as most similar use listed
<i>Notes.</i> <ul style="list-style-type: none"> <li>The minimum number of required long-term bicycle parking spaces is 4, except when the code would require 1 or less, in which case, 2 bicycle spaces must be provided.</li> <li>Employees = maximum number of employees on duty at any one time.</li> </ul>		

## 18.38.060 – General Parking Standards

### A. Location and Design.

- Parking within Sight Distance Triangle.** Parking is prohibited within the required sight distance triangle (Section 18.30.030).
- Pedestrian Access.** Parking spaces shall not impede direct and free access to stairways, walkways, elevators, any pedestrian accessway, or fire safety equipment. Access shall be a clear minimum width of 44 inches, no part of which shall be within a parking space.
- Multifamily Parking Proximity.** For multifamily residential, parking spaces shall be provided within 200 feet of the main entrance of the unit(s) they intend to serve.
- Unpaved Surface Parking Restriction.** All parking areas are required to be mud-free and dustless.
- Back-Out Parking.** Except for duplexes and single-family residences, all parking areas shall be designed so that vehicles are not permitted to back out of the parking area onto a public street.
- Turnaround Areas.** Parking spaces shall be provided with adequate drive aisles or turnaround areas so that all vehicles may enter a street in a forward manner.