

## Summary of Proposed Amendments to Chapter 4.08. Off-Street Parking and Loading Regulations

This document summarizes the substantive amendments proposed to Chapter 4.08. Off-Street Parking and Loading Regulations.

### **Amendment 1. Specific Purposes Section Amended.**

Section 4.08.100. Specific Purposes amended to reframe parking requirements as demand-calibrated rather than supply-mandated, expand the purposes to address bicycle parking, land use efficiency, and the City's climate and housing goals, and to more directly reflect the intent of the updated chapter. The existing two purposes are replaced with six, as follows:

- A. ~~Ensure that off-street parking and loading facilities are provided for new land uses and for major alterations and enlargements of existing uses (except single-family and two-family uses) in proportion to the need for such facilities created by each use.~~ Ensure that off-street parking and loading facilities are appropriately sized to serve the reasonably anticipated demand of new land uses and major alterations to existing uses, without requiring parking in excess of what is needed;
- B. ~~Ensure that off-street parking and loading facilities are designed in a manner that will ensure efficiency, protect the public safety, and, where appropriate, insulate surrounding land uses from adverse impacts.~~ Minimize the negative environmental and design impacts that can result from parking and loading areas, including impacts associated with excessive parking supply;
- C. Ensure that adequate bicycle parking facilities are provided;
- D. Establish standards and regulations for safe and well-designed parking, unloading, and vehicle circulation areas that minimize conflicts between pedestrians and vehicles within parking lots and, where appropriate, create buffers from surrounding land uses;
- E. Offer flexible means of minimizing the amount of area devoted to parking by allowing reductions in the number of required spaces in situations expected to have lower vehicle parking demand; and
- F. Avoid the inefficient use of land for parking that could otherwise support active uses, housing, or public space, and discourage parking supply that induces vehicle trips or conflicts with the City's climate, housing, and active transportation goals.

## Amendment 2. Parking Ratios Amended.

Parking minimums adjusted downward and consolidated into fewer use categories, calibrated to peak demand, as follows:

### Table in Section 4.08.108.D deleted:

<b>TABLE 4.08.108.D: REQUIRED NUMBER OF PARKING SPACES</b>	
<b>Land Use Classification</b>	<b>Required Parking Spaces</b>
<b>Residential Uses</b>	
Single-Family Dwelling	2 covered per unit. Dwellings >4 bedrooms or >4,000 sf require one additional space.
Two-Family Dwelling	2 per unit incl. 1 covered (SA); 1.5 incl. 1 covered, tandem allowed (DA).
Multi-Family Studio/1BR (Market Rate)	1.0 covered + 0.5 uncovered/unit + 0.25 guest (SA); 1.0 covered + 0.5 guest (DA); 0 min within 0.5mi BART (B-TOD Sub Area 1)
Multi-Family 2BR (Market Rate)	2.0 covered + 0.25 uncovered/unit + 0.25 guest (SA); 1.0 covered + 0.75 guest (DA); 1.5/unit >0.25mi BART (B-TOD)
Multi-Family 3+BR (Market Rate)	2.0 covered + 0.5 uncovered/unit + 0.25 guest (SA); 1.0 covered + 1.0 guest (DA)
Multi-Family—Deed Restricted Affordable Senior Citizen Housing	No distinction—same ratios as market rate applied citywide
Senior Citizen Housing	1.2/unit incl. 1 covered + 1/employee (SA); 0.6/unit + 1/employee, all covered (DA ≤0.5mi BART)
Group/Supportive/Transitional Housing; Residential Congregate Care	Subject to standards for applicable residential type.
<b>Commercial Uses</b>	
Offices, Business & Professional	1/300 sf (SA); 1/333 sf ground floor, 1/500 sf upper (DA); 1/500 sf general (B-TOD); Sub Area 1 max 1/400 sf
Offices, Medical & Dental	1/200 sf (SA); 1/333 sf (DA); 1/500 sf (B-TOD)
Research & Development Services	1/400 sf; B-TOD Sub Areas 2-3: min 1/1,000 sf, max 1/400 sf
Retail Sales, General	1/200 sf first 5k sf, 1/250 sf over (SA); 1/333 sf first 5k, 1/250 sf over (DA); exempt <5k sf (B-TOD)
Bars, Cafés, Restaurants (<4,000 sf)	1/100 sf gross floor area (SA); 1/200 sf gross floor area (DA); exempt <5k sf (B-TOD)
Bars, Cafés, Restaurants (≥4,000 sf)	40 spaces + 1/50 sf seating area over 4,000 sf (SA); 1/100 sf gross floor area (DA)
Fast Food Establishments	1/100 sf (DA); exempt <5k sf (B-TOD); ≥5k sf: 1/500 sf (B-TOD)
Hotels, Motels, Time Share	1.1 spaces per guest room + 1/50 sf banquet seating area + parking for other uses per schedule
Financial Institutions	1/300 sf + 1/200 sf lobby/waiting + 3 spaces per walk-up/ATM (SA); similar formula (DA); exempt <5k sf (B-TOD)
Health & Fitness Centers	1/200 sf (SA); 1/333 sf (DA)
Animal Hospitals, Boarding, Grooming; Cannabis Dispensary; Convenience Stores; Mortuaries; and numerous other commercial uses	Individual ratios ranging from 1/200 sf to 1/1,000 sf depending on use
Service Stations	1/2,500 sf lot area + 1/500 sf service bay and storage area
Vehicle/Equipment Repair, Rentals, Dealers; Vehicle and Boat Storage	1/400 sf (repair/rentals); 1/1,000 sf lot area (dealers new & used); 3 spaces or 1/500 sf building + 2 outside secure area (storage)

Table continued on next page.

**TABLE 4.08.108.D: REQUIRED NUMBER OF PARKING SPACES (CONTINUED)**

<b>Land Use Classification</b>	<b>Required Parking Spaces</b>
<b>Industrial Uses</b>	
Industry, Custom and General	1 space per 1,000 sf
Industry, Limited	1 space per 750 sf
Industry, Research & Development	1 space per 400 sf
Warehousing, Distribution & Storage Facilities; Parcel Processing & Shipping Centers	1/1,500 sf; Parcel Processing: 1/1,500 sf or as required by admin approval
Vehicle and Boat Storage	3 spaces or 1/500 sf building, whichever greater, + 2 outside perimeter
Trucking Terminals	As specified by use permit
<b>Public and Semipublic Uses</b>	
Cultural Institution	1 space per 300 sf
Hospitals	1 space per 1.5 licensed beds
Assembly Uses	1 space per 50 sf used for assembly purposes
Government Offices	1/300 sf (SA); 1/333 sf ground floor, 1/500 sf upper (DA); min 1/1,000 sf max 1/400 sf (B-TOD)
Schools, Public or Private	As specified by use permit
Convalescent Facilities; Emergency Health Care; Detention Facilities; Park & Recreation; Public Safety; Utilities, Major; Marinas	As specified by use permit or other specific standards

Table above is abbreviated for presentation purposes.

***Table 4.08.108.C., Required Number of Parking Spaces added:***

<b>TABLE 4.08.108.C: REQUIRED NUMBER OF PARKING SPACES</b>	
<b><i>Land Use Classification</i></b>	<b><i>Required Parking Spaces</i></b>
<b>Residential Uses</b>	
Single-family Dwelling	2 covered spaces, per unit. New single-family dwellings or additions with more than 4 bedrooms or over 4,000 square feet of livable area shall require one additional space which may be uncovered and in tandem if it is located a minimum of 30 feet back from the front property line
Two-family Dwelling	DA Districts: 1.5 spaces, including 1 covered, per unit Other Districts: 2 spaces, including 1 covered, per unit
<b>Mixed-Use and Multi-family (3 or more units)</b>	
<i>Market Rate</i>	Studio or 1-bedroom unit: 1 space per unit 2-bedroom unit: 1.5 spaces per unit 3-bedroom unit or larger: 2 spaces per unit
<i>Deed Restricted Affordable Housing</i>	Studio or 1-bedroom unit: 0.5 space per unit 2-bedroom unit: 1 space per unit 3-bedroom unit or larger: 1.5 spaces per unit
<b>Nonresidential Uses</b>	
Commercial, Services	1 space per 500 sq ft
Hotels, Motels and Time Share Facilities	0.5 spaces per guest room
Commercial, Offices	B-TOD: <ul style="list-style-type: none"> <li>• Sub-Area 1: <i>maximum</i> 1 space per 400 sq ft</li> <li>• Sub-Areas 2 and 3: <i>minimum</i> 1 space per 1,000 sq ft; <i>maximum</i> 1 space per 400 sq ft</li> </ul> Other Districts: 1 space per 500 sq ft
Industrial	1 space per 2,000 sq ft
Institutional Uses	1.5 spaces per 1,000 sq ft
Other	Determined by the Zoning Enforcement Official based on a parking study

### **Amendment 3. Off-Site Parking Requirement Amended.**

Off-site parking requirements amended to provide a single uniform standard of 2,000 feet along a pedestrian route, consistent with AB 894 (Gov. Code § 65863.1, effective January 2024), as follows:

#### **Section 4.08.104.F deleted:**

~~F. — Parking required to serve a residential use shall be on the same site as the use served, except that subject to approval of the Zoning Enforcement Official, parking for Group Residential and Residential Care may be located on a different site under the same or different ownership within 150 feet of the use served, measured from the parking facility to the public entrance of the use served via the shortest pedestrian route. Parking required to serve a nonresidential use may be on the same or a different site under the same or different ownership as the use served, provided that parking shall be within the following distances of the use served, measured from the near corner of the parking facility to the public entrance of the use served via the shortest pedestrian route: Customer/Visitor Spaces = 200 feet; Employee Spaces = 400 feet.~~

#### **Section 4.08.122 added:**

##### **4.08.122 Location of Required Parking**

- A. **On-Site Parking Required.** Required parking shall be located on the same lot as the use it serves except as allowed below.
1. **Allowance for Off-Site Parking.** Parking required to serve a multi-unit residential use or nonresidential use may be located off-site provided the off-site parking facility is located within 2,000 feet, along a pedestrian route, of the dwelling or use served in accordance with California Government Code § 65863.1 (AB 894 (2023)).
    - a. **Life of Facility.** Facilities for off-site parking shall be restricted to that use by a recorded deed, easement, lease, or agreement acceptable to the City Attorney and for a period of time consistent with the use permit requiring the parking, provided that the Zoning Enforcement Official may lift the restriction upon finding that substitute parking facilities meeting the requirements of this Code are provided. No use shall be continued if the required parking is removed unless substitute-parking facilities are provided to the satisfaction of the Zoning Enforcement Official.

## **Amendment 4. Parking Requirements for Properties near Major Transit Stops Added.**

Existing State law prohibiting minimum parking requirements for development within one-half (1/2) mile of a Major Transit Stop (AB 2097 (2022)) codified as follows:

### **Section 4.08.108.B added:**

- B. Parking Requirements for Properties Near Major Transit Stops.** Minimum parking requirements shall not be imposed for any development project located within one-half (1/2) mile of public transit (a major transit stop as defined in Section 21155 of the Public Resources Code).
1. This Section shall not reduce, eliminate, or preclude the enforcement of any requirement imposed on new multifamily residential or nonresidential development to provide electric vehicle supply equipment installed parking spaces or parking spaces that are accessible to persons with disabilities that would have otherwise applied to the development if this Section did not apply.
  2. When a project provides parking voluntarily, the Zoning Enforcement Official may impose requirements on that voluntary parking to require spaces for car share vehicles, require spaces to be shared with the public, or require parking owners to charge for parking. The City shall not require that voluntarily provided parking be made available to residents at no charge.

## **Amendment 5. Shared Parking Requirements Amended.**

Shared parking requirements refined, as follows:

### **Section 4.08.112 deleted:**

#### **~~4.08.112. Collective Provision of Parking:~~**

~~Notwithstanding the provisions of Subsection E, Joint Use, of Section 4.08.104 Basic Requirements for Off-Street Parking and Loading, a use permit may be approved for collective provision of parking on a site that serves more than one use or site and is located in a district in which parking for the uses served is a permitted or conditional use. A use permit for collective off-street parking may reduce the total number of spaces required by this chapter if the following findings are made:~~

- ~~A. — The spaces to be provided will be available as long as the uses requiring the spaces are in operation; and~~
- ~~B. — The adequacy of the quantity and efficiency of parking provided will equal or exceed the level that can be expected if collective parking is not provided.~~

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

### **Section 4.08.114.A added:**

#### **4.08.114 Parking Reductions**

The number of parking spaces required by Section 4.08.108, Required Parking Spaces, may be reduced as follows.

- A. Shared Parking. Where a shared parking facility serving more than one use will be provided, the total number of required parking spaces may be reduced with approval of an Administrative Use Permit, if the review authority finds that:
  - 1. The peak hours of use will not overlap or coincide to the degree that peak demand for parking spaces from all uses will be greater than the total supply of spaces;
  - 2. The proposed number of parking spaces to be provided will be adequate to serve each use; and
  - 3. In the case of a shared parking facility that serves more than one property, a parking agreement has been prepared consistent with the provisions of Section 4.08.122.B.1, Allowance for Off-Site Parking.

## **Amendment 6. Unbundled Parking Requirements Added.**

New requirements for unbundled parking, consistent with State law and the Metropolitan Transportation Commission's Transit Oriented Communities (TOC) Policy, added as follows:  
Section

### **4.08.109 Unbundling Parking Pricing**

- A. Unbundled Parking Required. All parking for residential projects of five units or more shall be leased or sold separately from the rental or purchase fees for dwelling units for the life of the dwelling units, such that potential renters or buyers have the option of renting or buying a residential unit at a price lower than would be the case if there were a single price for both the residential unit and the parking space.
- B. Pricing. Parking prices must be set at applicable market rates.
- C. Exceptions. This Section does not apply to any of the following:
  - 1. A residential property or unit with an individual garage that is functionally a part of the property or unit, including, but not limited to, single-family dwellings, townhouses and row houses.
  - 2. Residential units, exclusive of any manager's unit or units, that are restricted by deed, regulatory restriction contained in an agreement with a governmental agency, or other recorded document as affordable housing.
  - 3. A housing development that receives low-income housing tax credits pursuant to Section 42 of the Internal Revenue Code (26 U.S.C. Sec. 42).
  - 4. A housing development that is financed with tax-exempt bonds pursuant to a program administered by the California Housing Finance Agency.
  - 5. A residential unit that is leased to a tenant who receives a federal housing assistance voucher issued under Section 8 of the United States Housing Act of 1937 (42 U.S.C. Sec. 1437f), including a federal Department of Housing and Urban Development Veterans Affairs Supportive Housing voucher.

## **Amendment 7. Bicycle Parking Requirements Amended.**

Bicycle parking requirements amended for consistency with the Metropolitan Transportation Commission's Transit-Oriented Communities (TOC) Policy and updated with use-specific ratios independent of vehicle parking, new standards for cargo and adaptive bicycles, e-bike charging outlets, and shower and locker requirements for employment-generating uses, as follows:

### **Section 4.08.128 deleted:**

#### **~~4.08.128 — Bicycle Parking:~~**

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

~~1. Short-Term Bicycle Parking Spaces Required:~~

~~a. B-TOD District:~~

~~i. Residential Use Classifications. A minimum of one-half space per bedroom.~~

~~ii. Offices, Business and Professional and Offices, Medical and Dental. A minimum of one space per 20,000 square feet.~~

~~iii. Non-Residential Uses Other than Office. A minimum of one space per 2,500 square feet.~~

~~b. Other Districts:~~

~~i. Public and Semipublic Use Classifications. As specified by use permit.~~

~~ii. Other Uses. For the following uses, the number of short-term secure bicycle parking spaces shall be at least five percent of the requirement for automobile parking spaces, with a minimum of one secure bicycle parking spaces provided per establishment.~~

~~(A) Multi-Family Residential:~~

~~(B) All Commercial Use Classifications, except for the following classifications, which are exempt:~~

~~(1) Ambulance Services;~~

~~(2) Animal Boarding;~~

~~(3) Animal Grooming;~~

~~(4) Catering Services;~~

~~(5) Commercial Filming;~~

~~(6) Horticulture, Limited;~~

~~(7) Funeral and Interment Services; or~~

~~(8) Vehicle/Equipment Sales and Services (all classifications).~~

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

~~1. Parking Spaces Required:~~

~~a. Multi-Family Residential:~~

~~i. Within B-TOD Sub-Area 1, DA-6 District, and PS District. A minimum of one long-term bicycle parking space shall be provided per bedroom.~~

~~ii. Within the SA and DA Districts (other than the DA-6 District). A minimum of one long-term bicycle parking space shall be provided per unit.~~

~~iii. Other Areas. In areas other than the B-TOD Sub-Area 1, DA Districts, SA Districts, and PS District, a minimum of one long-term bicycle parking space shall be provided for every two units.~~

~~b. Offices, Business and Professional; Offices, Medical and Dental:~~

~~i. Within B-TOD District. A minimum of one space per 5,000 square feet.~~

~~c. Non-Residential Use Other than Office:~~

~~i. Within B-TOD District. A minimum of one space per 10,000 square feet.~~

~~C.—Design Standards.~~

- ~~1. Short-term bicycle parking shall include racks to which the bicycle can be locked.~~
- ~~2. Long-term bicycle parking shall consist of one of the following:
  - ~~a. Covered, lockable enclosures with permanently anchored racks for bicycles;~~
  - ~~b. Lockable bicycle rooms with permanently anchored racks;~~
  - ~~c. Lockable, permanently anchored bicycle lockers;~~
  - ~~d. Private garages or other private, lockable storage space accessible from the outside; or~~
  - ~~e. Dedicated in-unit bicycle storage area.~~~~
- ~~3. Lockers and racks shall be securely anchored to the pavement or a structure.~~
- ~~4. Racks shall be designed and installed to allow two points of contact with the frame and allow the frame and one or both wheels to be secured.~~
- ~~5. Bicycle Parking Space Dimensions. All bicycle parking spaces must meet the following minimum dimensions:
  - ~~a. Each bicycle parking space must include a minimum area of 72 inches in length and 24 inches in width that is clear of obstructions. A minimum of ten percent of the bicycle parking spaces shall be a minimum of 105 inches in length;~~
  - ~~b. No part of a bicycle parking rack may be located closer than 30 inches to a wall or other obstructions;~~
  - ~~c. The front or back of a bicycle parking rack for short term bicycle parking shall be located no less than 48 inches from a sidewalk or pedestrian way; and~~
  - ~~d. A minimum of 30 inches shall be provided between adjoining bicycle parking racks.~~~~

~~D.—Location.~~

- ~~1. Bicycle parking shall be located outside of pedestrian walkways, and within 100 feet of a main entrance to the building it serves.~~
- ~~2. Bicycle parking shall be located outside of the public right-of-way except short term bicycle parking may be located within the right-of-way pursuant to an encroachment permit.~~
- ~~3. Where the secure bicycle parking area is not visible from the main entrance of the buildings, signs located at the main entrance of the building shall identify the location of bicycle parking.~~

**Section 4.08.110 added:**

**4.08.110 Bicycle Parking**

A. Parking Spaces and Facilities Required. Each land use shall provide at least the minimum number of bicycle parking spaces and related facilities listed in Table B. The minimum parking requirement for any use not listed in Table B shall be determined by the Zoning Enforcement Official based upon the requirements for the most similar comparable use, the particular characteristics of the proposed use, and any other relevant data regarding parking demand. A minimum of two (2) short-term spaces and one (1) long-term space shall be provided for each non-residential use. The Zoning Enforcement Official may grant a waiver in the minimum number of bicycle parking spaces for new uses in existing buildings that lack sufficient space.

<b>TABLE 4.08.110.A: REQUIRED BICYCLE PARKING SPACES AND FACILITIES</b>	
<i>Land Use Classification</i>	<i>Required Parking Spaces</i>
<b>Residential Uses</b>	
Multi-Unit Residential (3+ units)	Short-Term Spaces: 1 per 4 units Long-Term Spaces: 3 per 4 units
<b>Non-Residential Uses</b>	
Commercial, Office & Institutional Uses	Short-Term Spaces: 1 per 6,000 sf Long-Term Spaces: 1 per 2,000 sf Showers: 1 for first 40,000 sf plus 1 for each additional 20,000 sf, minimum of 1. Lockers: 75% of long-term bicycle parking spaces, minimum of 2
Hotels, Motels and Time Share Facilities	Short-Term Spaces: 1 per 20 rooms Long-Term Spaces: 1 per 20 rooms Lockers: 75% of long-term bicycle parking spaces, minimum of 2
Industrial	Short-Term Spaces: 1 per 40,000 sf Long-Term Spaces: 1 per 13,000 sf Showers: 1 per 100,000 sf, minimum of 1. Lockers: 75% of long-term bicycle parking spaces, minimum of 2
Commercial, Services	Short-Term Spaces: 1 per 27,000 sf Long-Term Spaces: 1 per 8,000 sf

- B. Design Standards.
1. Short-term bicycle parking shall include racks to which the bicycle can be locked.
  2. Long-term bicycle parking shall consist of one of the following:
    - a. Covered, lockable enclosures with permanently anchored racks for bicycles;
    - b. Lockable bicycle rooms with permanently anchored racks;
    - c. Lockable, permanently anchored bicycle lockers;
    - d. Private garages or other private, lockable storage space accessible from the outside; or
    - e. Dedicated in-unit bicycle storage area.
  3. Lockers and racks shall be securely anchored to the pavement or a structure.

4. Racks shall be designed and installed to allow two points of contact with the frame and allow the frame and one or both wheels to be secured.
5. A minimum of one outlet or other charging infrastructure charger shall be provided per five required long-term bicycle parking spaces.
6. Bicycle Parking Space Dimensions. All bicycle parking spaces must meet the following minimum dimensions:
  - a. Each bicycle parking space must include a minimum area of 72 inches in length and 24 inches in width that is clear of obstructions.
    - i. A minimum of ten percent of the long-term bicycle parking spaces for Multi-Unit Residential, Commercial Office, Institutional and Hotel uses shall be sized to accommodate cargo bicycles and adaptive bicycles.
    - ii. A minimum of five percent of the long-term bicycle parking spaces for Industrial and Commercial Services uses shall be sized to accommodate cargo bicycles and adaptive bicycles.
  - b. The front or back of a bicycle parking rack for short term bicycle parking shall be located no less than 48 inches from a sidewalk or pedestrian way; and
  - c. A minimum of 30 inches shall be provided between adjoining bicycle parking racks.

#### C. Location.

1. Bicycle parking shall be located outside of pedestrian walkways, and within 100 feet of a main entrance to the building it serves.
2. Bicycle parking shall be located outside of the public right-of-way except short-term bicycle parking may be located within the right-of-way pursuant to an encroachment permit.
3. Where the secure bicycle parking area is not visible from the main entrance of the buildings, signs located at the main entrance of the building shall identify the location of bicycle parking.

## **Amendment 8. Parking Area Lighting Standard Amended**

Parking area lighting requirements refined, as follows:

### **Section 4.08.156 deleted:**

#### **~~4.08.156 — Lighting:~~**

~~Outdoor lighting in a landscaped parking area shall not employ a light source higher than 12 feet. Outdoor parking area lighting shall create no cone of direct illumination greater than 60 degrees from a light source higher than six feet and shall not directly shine onto an adjacent street. Maximum illumination at ground level shall be three foot-candles and shall not exceed one-half foot-candles in an R district.~~

### **Section 4.08.112.F added:**

- F. Lighting. Outdoor lighting in a parking area shall be designed to provide adequate illumination for safety and security while minimizing glare, light trespass, and spill onto adjacent properties and public rights-of-way. Light fixtures shall not exceed 25 feet in height, except that fixtures adjacent to residential uses or districts shall not exceed 15 feet in height. All fixtures shall be full cut-off (zero uplight) type and shall be directed downward to confine illumination to the parking area. Outdoor parking area lighting shall not directly illuminate an adjacent street or shine directly onto adjacent properties. Maximum illumination at ground level shall be three foot-candles, and shall not exceed one-half foot-candle within or adjacent to an R district.

## **Amendment 9. Front Yard Paving Requirement Amended**

Restriction on maximum coverage of front yard with impervious surfaces amended for clarity, as follows:

### **Section 4.08.156 deleted:**

~~C. Allowable Paving in the Required Front Yard. Paving or impervious surfaces for walkways, parking areas and vehicular access shall not collectively occupy more than 50 percent of the required front setback area.~~

### **Section 4.08.132.B added:**

- B. Maximum Impervious Surface in Required Front Yard.
1. Maximum Coverage. Impervious surfaces of any type or purpose, including walkways, parking areas, patios and decorative surfaces, shall not collectively occupy more than 50 percent of the required front setback area.
  2. Required Landscaping. The area of the required front setback not occupied by impervious surfaces shall be maintained as landscaping consisting of living plant material, permeable organic mulch, or other permeable ground cover acceptable to the Zoning Enforcement Official.
  3. Definition of Impervious Surface. For purposes of this Section, "impervious surface" means any material that prevents or significantly impedes the infiltration of water, including concrete, asphalt, brick, stone, tile, and similar materials, regardless of whether the material is installed for functional or decorative purposes.