

### **30-7 - OFF-STREET PARKING, ELECTRIC VEHICLE CHARGING STATIONS, AND TRANSPORTATION DEMAND MANAGEMENT REGULATIONS.**

#### **30-7.1 – Purpose and Intent.**

The following off-street parking, loading, and transportation demand management requirements are established in order to achieve the following public purposes:

- a. To implement City of Alameda climate change, transportation, affordable housing, economic development, and historic preservation policy objectives established by the City of Alameda General Plan, Climate Action and Resiliency Plan, and Transportation Choices Plan;
- b. To relieve automobile congestion and provide for the safe, efficient, and equitable use of the public street network by pedestrians, bicyclists, transit, emergency vehicles, and automobiles; and
- c. To reduce the air pollution, urban heat island effects, and greenhouse gas emissions generated by automobile use.

#### **30-7.2 - Applicability.**

The provisions of this section shall apply to new buildings and expansion of existing buildings requiring Design Review pursuant to AMC Section 30-36 and changes in use of existing buildings requiring Conditional Use Permits pursuant to AMC Section 30-21.3.

#### **30-7.3 - Measurement Standards and Definitions.**

For the purpose of determining accessory off-street parking and electric vehicle charging requirements, the following definitions shall govern:

- a. *Floor Area* shall mean the total area of all the floors measured from the exterior faces of the building, including hallways, interior and exterior stairways, storage rooms, etc., but excluding any basement or attic area with ceiling heights of less than seven (7') feet. Unless otherwise specified by this section, unroofed storage and/or sales areas for non-residential uses shall for the purposes of calculating parking requirements be converted to floor area at a ratio of five (5) square feet of unenclosed area to one (1) square foot of floor area. Roofed storage and/or sales areas shall be treated as buildings for the purpose of calculating floor area.
- b. *Electric Vehicle Charging Station (EVCS)* shall mean a parking space that includes installation of electric vehicle supply equipment (EVSE) with a minimum capacity of 30 amperes connected to a circuit serving a Level 2 EV Ready Space. EVCS installation may be used to satisfy a Level 2 EV Ready Space requirement. Electric vehicle supply equipment (EVSE) shall be installed in accordance with the California Electrical Code, Article 625.
- c. *Level 1 EV Ready Space* shall mean a space that is served by a complete electric circuit with a minimum of 110/120 volt, 20-ampere capacity including electrical panel capacity, overprotection device, a minimum 1" diameter raceway that may include multiple circuits as allowed by the California Electrical Code, wiring, and either a) a receptacle labelled "Electric Vehicle Outlet" with at least a ½" font adjacent to the parking space, or b) electric vehicle supply equipment (EVSE).

- d. *Level 2 EV Ready Space* shall mean a space that is served by a complete electric circuit with a minimum of 208/240 volt, 40-ampere capacity including electrical panel capacity, overprotection device, a minimum 1" diameter raceway that may include multiple circuits as allowed by the California Electrical Code, wiring, and either a) a receptacle labelled "Electric Vehicle Outlet" with at least a ½" font adjacent to the parking space, or b) electric vehicle supply equipment (EVSE) with a minimum output of 30 amperes.
- d. *EV Capable* shall mean a parking space linked to a listed electrical panel with sufficient capacity to provide at least 110/120 volts and 20 amperes to the parking space. Raceways linking the electrical panel and parking space only need to be installed in spaces that will be inaccessible in the future, either trenched underground or where penetrations to walls, floors, or other partitions would otherwise be required for future installation of branch circuits. Raceways must be at least 1" in diameter and may be sized for multiple circuits as allowed by the California Electrical Code. The panel circuit directory shall identify the overcurrent protective device space(s) reserved for EV charging as "EV CAPABLE." Construction documents shall indicate future completion of raceway from the panel to the parking space, via the installed inaccessible raceways. The parking space shall contain signage with at least a ½" font adjacent to the parking space indicating the space is designated as EV Capable for future connection of infrastructure at the designed voltage and amperage levels.

#### **30-7.4 - Off-Street Vehicle Parking Regulations.**

Off-street vehicle parking shall be provided consistent with the following requirements:

- a. The maximum number of off-street parking spaces allowed shall be limited to the ratios for the specific use as shown in Table A. The parking ratios presented in Table A determine the maximum number of off-street parking spaces that may be provided on the subject site.
- b. When units or measurements determining the number of permitted off-street parking and off-street loading spaces result in allowance for a fraction of a space, any fraction shall allow one off-street parking or loading space.
- c. Where distinctly different uses are combined in a single building or site, the parking maximum for each use shall be calculated separately, then combined for a total parking requirement for the project. Uses ancillary to a primary use shall utilize the same rate as the primary use.
- d. Tandem parking shall count towards the maximum allowable parking.
- e. Uses not specified in Table A shall utilize the same rates as the most similar uses specified in Table A as determined by the Planning Director or Planning Board based on demonstrated parking need for comparable facilities.
- f. The maximum off-street parking allowed may be exceeded only upon issuance of a use permit from the Planning Board or Zoning Administrator, if the Board or Zoning Administrator is able to make, all of the following determinations:
  - i. Reasonable parking and transportation demand management measures are being implemented to reduce the need for the additional off street parking;

- ii. The additional parking demand cannot reasonably be accommodated through contract or other arrangement such as shared parking or reciprocal parking agreements making use of other available off-site parking;
- iii. The additional spaces reflect parking demand that exceeds that which is permitted for this use as categorized in Table A, owing to unique characteristics of the users or the activity that result in a high level of automobile parking demand; and
- iv. The additional parking will enable or facilitate positive environmental or other benefits which outweigh adverse effects, such as additional traffic and congestion, danger to public safety or deterioration of travel conditions for pedestrians, cyclists or users of public transit.
- v. In its decision the Planning Board or Zoning Administrator shall cite evidence supporting its determinations, and may impose such conditions as are necessary to minimize transportation impacts from the increased amount of parking.

g. *Table A: Allowable Maximum Off-Street Parking Requirements.*

Land Use	Maximum Number of Spaces	Per
Accessory Dwelling Unit	1	unit
Dwelling Unit	1.5	unit
Dwelling unit in the C-C, Community Commercial and NP-G, North Park Street Gateway Zoning Districts	1	unit
Shared Living Facilities and similar uses	0.5	unit or room
Hotel	0.75	room
Retail and Commercial Recreation	3	1,000 square feet of Floor Area (sf)
Office, Research and Development, Life Science, and other similar employment uses	2.5	1,000 sf
Restaurants, Bars, Cafes and similar food and beverage establishments	7	1,000 sf
Banks, Financial Services, and Institutional Uses	2.5	1,000 sf
Hospitals, Clinics, Personal Services, and Health Services	2.5	1,000 sf
Manufacturing, Industrial, Distribution and similar uses	0.5	1,000 sf.
Public Parks and Outdoor Recreational Uses	To be determined within the context of the conditional use permit process for the proposed use.	

### 30-7.5 – Off-Street Parking for Persons with Disabilities.

Any new or redesigned parking lot or garage shall provide the minimum number of spaces required to serve persons with disabilities in accordance with the requirements of the California Exhibit 1

Building Code. For the purposes of this Section, the minimum number of spaces required by the California Building Code shall be based upon the maximum number of spaces permitted by Section 30-7.4 and not by the total number of spaces proposed for the new or redesigned parking lot or garage.

### **30-7.6 – Off-Street Electric Vehicle (EV) Charging Requirements.**

Electric Vehicle Charging facilities shall be provided whenever new off-street parking is provided. The number and type of charging facilities provided shall be consistent with the following requirements:

- a. *Parking Provided for Any Use – One or Two Spaces.* One parking space provided shall be a Level 2 EV Ready Space.
- b. *Parking Provided for Residential Use.* Twenty-five (25%) percent of parking spaces provided shall be equipped with an installed Electric Vehicle Charging Station. Twenty-five (25%) percent of spaces provided shall be at least a Level 1 EV Ready.
- c. *Parking Provided for Office, Hotel, or Similar Use.* Ten (10%) percent of parking spaces provided shall be equipped with an installed Electric Vehicle Charging Station. Thirty (30%) percent of parking spaces provided shall be EV Capable with conduit able to serve Level 2 EV circuits with panel capacity for 2kW per EV Capable space.
- d. *Parking Provided for Retail, entertainment, restaurant or similar uses.* Ten (10%) percent of parking spaces provided shall be equipped with an installed Electric Vehicle Charging Station. One 80kW DC fast charger may be substituted for Electric Vehicle Charging Stations.

### **30-7.8 – Off-Street Bicycle Parking Requirements.**

Secure long- and short-term bicycle parking spaces shall be provided consistent with the following requirements.

- a. *Number of Spaces Required.* The number of bicycle parking spaces provided shall be consistent with the minimum standards provided in Table B.
- b. Uses not specified in Table B shall utilize the same rates as the most similar uses specified in Table B as determined by the Planning Director or Planning Board based on demonstrated bicycle parking need for comparable facilities.

*Table B: Minimum Number of Bicycle Parking Spaces*

Land Use	Long Term	Short Term
Multi-unit with private, exclusive garage (i.e.- townhome)	None	2 per 10 units or portion thereof
Multi-unit with shared or no garage	1 per unit	2 per 10 units or portion thereof

Hotel	1 per 25 rooms (2 minimum)	2 per 25 rooms or portion thereof
Shared Living Facilities and similar uses	0.5 per unit or room	2 per 25 rooms or portion thereof
Multi-unit Senior Housing with shared or no garage	1 per 10 units (2 minimum)	2 per 20 units or portion thereof
Residential care facility	1 per 20 employees or 70,000 square feet (sf) floor area, whichever is greater (2 minimum)	1 per 25 rooms (2 minimum)
Retail and Commercial Recreation Uses	1 per 10,000 sf (2 minimum)	1 per 2,000 sf floor area (2 minimum)
Office, Research and Development, Life Science, and other similar employment uses	1 per 5,000 sf floor area (2 minimum)	1 per 5,000 sf floor area (2 minimum)
Restaurants, Bars, Cafes, Entertainment	1 per 5,000 sf floor area (2 minimum)	1 per 1,500 sf floor area (2 minimum)
Banks, Financial Services, and Institutional	1 per 10,000 sf floor area (2 minimum)	1 per 2,000 sf floor area (2 minimum)
Hospitals, Clinics, and Health Services	1 per 10,000 sf floor area (2 minimum)	1 per 2,000 sf floor area (2 minimum)
Manufacturing, Industrial, Distribution and similar uses	1 per 10,000 sf floor area (2 minimum)	1 per 10,000 sf floor area (2 minimum)
Public Parks and Outdoor Recreational Uses	To be determined within the context of the conditional use permit process for the proposed use.	

- c. *Manual Lifting.* For projects requiring at least ten (10) long-term bicycle parking spaces, spaces that require the user to manually lift the bicycle vertically two (2') feet or more off the ground shall not make up more than thirty percent (30%) of the total spaces. All other spaces shall not require lifting the bicycle or be equipped with mechanical or other built-in assistance to secure the bicycle.
- d. *Other Bicycle Types.* For projects requiring at least ten (10) long-term bicycle parking spaces, and a minimum of ten (10%) percent of spaces shall accommodate bicycles that may not fit in traditional racks such as cargo bikes, adult tricycles and electric bicycles with wider tires.
- e. *Use of Public Right-of-Way.* Short-term bicycle parking may be located in the public right-of-way, subject to Encroachment Permit or other Public Works Director approval.

- f. *Exceptions.* The Planning Board may authorize exceptions to the requirements of the schedule, location, or the design standards, if such exception is required to address unique site constraints, any unique or special characteristics of the use, or is appropriate to provide improved access to bicycle parking facilities.

### **30-7.9 - Transportation Demand Management Requirements.**

To relieve automobile congestion and provide for the safe, efficient, and equitable use of the public street network by pedestrians, bicyclists, transit, emergency vehicles, and automobiles; and to reduce the air pollution, urban heat island effects, and greenhouse gas emissions generated by automobile use, Transportation Demand Management programs shall be implemented consistent with the following requirements:

- a. *TDM Program.* Any development or project that will result in a net increase of 110 vehicle trips per day onto the public street network as determined by the Institute of Transportation Engineers (ITE) Trip Generation Manual shall implement a Transportation Demand Management (TDM) Program designed to reduce the number of vehicle trips generated by the project. The TDM program shall implement measures and/or improvements designed to change individual travel behavior to encourage greater use of alternative modes of transportation to reduce single-occupancy vehicle trips, reduce vehicle miles traveled and reduce parking demand.
- b. *Unbundled Parking.* The cost of private residential parking in a shared common parking facility shall be unbundled from the cost of the housing unit such that potential renters or buyers shall have the option of renting or purchasing a dwelling unit at a price lower than would be the case if there were a single price for both the dwelling unit and the parking space. The following rules shall apply to the sale or rental of parking spaces in new multi-unit residential buildings of ten (10) units or more:
  - i. All off-street parking spaces shall be leased or sold separately from the rental or purchase fees for the individual units for the life of the units, such that potential renters or buyers have the option of renting or buying a unit at a price lower than would be the case if there were a single price for both the unit and the parking space(s).
  - ii. Potential buyers and renters of affordable residential units have an equal opportunity to buy or rent a parking spaces on the same terms and conditions as offered to the potential buyers and renters of market rate units, at a price proportional to the sale or rental price of their units as compared to comparable market rate units. This stipulation shall be included in any agreement recorded between the City and the developer pertaining to the affordable housing units.
  - iii. Affordable units which include financing requirements that conflict with these provisions may be granted an exception from these provisions by the Planning Director or Planning Board.

### **30-7.10– Off-Street Parking Improvement, Location, and Dimensional Requirements and Standards.**

Off-street parking spaces provided in compliance with this section are subject to the following requirements and standards:

- a. *Improved Surface.* All parking areas and access driveways shall have a smoothly graded, stabilized, all weather and dustless surface with adequate drainage so that injury will not be caused to adjacent properties, nor will such water drain across a public walk. Appropriate

bumper guards or curbs shall be provided, where needed, in order to define parking spaces or limits of paved areas.

- b. *Landscaping.* For unenclosed parking lots, a minimum of one (1) tree for every four (4) parking spaces shall be provided to reduce heat island effect and create a tree canopy throughout the parking lot. Unenclosed parking spaces next to the walls of adjacent buildings or property lines shall be separated from such by a minimum three (3') feet of landscaped area. Backup areas and driveways shall have a minimum of one (1') foot of landscaped separation from property lines
- c. *Location on Site.* No parking space for a residential building may be located in any minimum required front yard, or in any minimum required side yard on the street side of any corner lot. No parking spaces for a non-residential building shall not be located between the main building(s) and the street frontage(s). The Planning Board may upon request approve parking located between the main building(s) and the street frontage(s) through Design Review approval if it can be demonstrated that (i) to locate the parking in conformance with subsection 30-7.8.b. would not constitute a change in the existing conditions on the site, or (ii) the nature of the proposed use or the configuration of the property requires that some or all of the parking be located in front of the building, and (iii) the design of the parking area and driveways will not adversely impact pedestrian, bicycle, vehicular, or transit visibility, as defined by subsection 30-5.14(b)10. or access in the vicinity of the site as determined by the Public Works Director. Any unenclosed parking space or backup area which is adjacent to a public street, shall be separated from the public street or sidewalk by a minimum of five (5') feet of landscaped area.
- d. *Wheel Stops.* Where parking is provided perpendicular to a public or private sidewalk or other pedestrian or bicycle pathway, wheel stops or other appropriate measures shall be utilized to prevent encroachment by parked vehicles. The required parking space lengths may, for nonparallel spaces, be reduced by up to one and one-half (1½') feet, with the curb to serve as a tire stop. The one and one-half (1½') feet wide area that would otherwise be paved as part of the parking space (i.e. the "overhang" area), shall either be landscaped (with lawn or ground covers not exceeding six (6") inches in height), or if abutting a walkway, shall be paved with material similar to that of the walkway.
- e. *Lighting.* Parking areas shall be adequately illuminated to ensure public safety. Lighting shall be so designed and located to shield light from adjoining properties and shall not cause a glare hazardous to pedestrians or auto drivers. The maximum height of a parking lot light standard shall be twenty-five (25') feet. All light fixtures in residential zones, or on parcels adjacent to any residential use, shall be limited to "full cut-off" type illumination. Ground level illumination shall not exceed a minimum standard of two (2) foot candles, with a ratio no greater than fifteen to one (15 to 1) between the highest and lowest areas of illumination. In a residential zone, or on a parcel adjacent to any residential use, the permitted minimum standard is reduced to one-half (½) foot candles. Any proposal for parking lot lighting that would vary from the above standards is subject to approval by the Planning Board.
- f. *Vertical Clearance.* All parking backup and driveway access areas shall have a minimum vertical clearance of seven (7') feet, except handicapped parking and access areas which shall have eight (8') feet vertical clearance.
- g. *Access Design.* Parking areas with five (5) or fewer spaces may be designed for vehicles to back out onto the street. All other parking areas shall be designed for vehicles to enter and exit in a forward direction, unless otherwise permitted by the Public Works Director.

- h. *Residential Driveway Width.* For residential uses, a minimum driveway width of eight and one-half (8½') feet and a maximum of ten (10') feet may be permitted. Driveways that provide access to two (2) or more adjacent single car garages, if separated from each other by a landscaped strip not less than three (3') feet wide, are measured as individual driveways when determining compliance with this subsection.
  - i. Exceptions to exceed the ten (10') feet limitation for residential driveways may be permitted to: (i) allow a maximum width of up to sixteen (16') feet in order to provide access to a two (2) car garage located no further than fifty (50') feet from the lot's street frontage(s); or (ii) allow a "flare out" that provides adequate maneuvering area to a multi car garage located more than fifty (50') feet from the lot's street frontage(s), subject to approval by the Public Works Director.
- i. *Commercial Driveway Width.* For non-residential uses, a driveway occupying no more than forty (40%) percent or twenty (20') feet in width (whichever is less) may be permitted. For service stations a maximum driveway width of forty (40') may be permitted.
- j. *Driveway Location.* The centerline of an access driveway where it connects to a street shall be at least thirty-five (35') feet from the nearest street right-of-way line of an intersection, unless otherwise permitted by the Public Works Director.
- k. *Curb Cuts.* No more than one (1) curb cut per lot shall be allowed per parcel, or if one use is occupying multiple parcels with cross access easements, per use, except for service stations where access shall be limited to a maximum of two (2) curb cuts, unless otherwise approved by the Planning and Public Works Directors.
  - i. Notwithstanding subsection (a) above, new curb cuts for automobile access to new, expanded, or existing off-street parking lots are prohibited on Park Street and Webster Street frontage within the C-C zoning district. Existing curb cuts may be relocated, or access may be provided from a side street, provided that the property does not already include one (1) curb cut on the side street or has sufficient frontage on the side street to safely accommodate the additional curb cut, as determined by the Public Works Director. If access cannot be provided from an existing, relocated, or side street curb cut, then the project applicant may request a waiver of this requirement.
- l. *Regular Spaces.* At least fifty (50%) percent of the provided parking spaces shall be not less than eight and one-half (8½') feet wide by eighteen (18') feet long exclusive of access driveways and backup areas. The parking space length shall be increased to twenty-one (21') feet for parallel spaces. Trees, bollards, poles or other obstruction shall not encroach into these dimensions.
- m. *Compact Spaces.* A maximum of fifty (50%) percent of the provided parking spaces may be compact car spaces, at least seven and one-half (7½') feet wide by fifteen (15') feet long. When more than three (3) compact spaces are provided immediately adjacent to one another, spaces shall be not less than eight (8') feet wide. All compact spaces shall be clearly marked "COMPACT." The parking space length shall be increased to eighteen (18') feet for parallel spaces. Trees, bollards, poles, or other obstructions shall not encroach into these dimensions.
- n. *Backup Area.* Minimum backup areas for parking spaces shall be as listed below. When standard and compact spaces share the same backup area, the backup depth for standard spaces shall be utilized.



<i>Angle of</i>	<i>Backup Area Depth</i>		
<i>Parking</i>	<i>Standard</i>	<i>Compact</i>	<i>Residential</i>
90	24'	23'	21'
70	19'	18'	16'
60	18'	17'	16'
50	15'	14'	13'
45	13'	12'	11'
40	12'	11'	11'
30	12'	11'	11'
Parallel	11'	11'	11'

.