

30-7 - OFF-STREET PARKING AND LOADING SPACE REGULATIONS.

30-7.1 - Intent.

The following off-street parking and loading requirements are established in order to achieve, among others, the following purposes:

- a. To relieve congestion on streets, and to provide more fully for the flow of traffic, including improving maneuvering of transit and emergency vehicles or street maintenance equipment;
- b. To protect neighborhoods from parking and vehicular traffic congestion generated by the adjacent nonresidential districts;
- c. To promote the general welfare and convenience and prosperity of residential, commercial and manufacturing developments which depend upon the availability of off-street parking facilities.
- d. To support and promote the economic viability and rehabilitation of Alameda's historic, pedestrian-oriented commercial districts; and
- e. To ensure consistency between the City of Alameda's parking policies and regulations; pedestrian, bicycle, and transit policies; historic preservation policies; and environmental and greenhouse gas reduction policies.

(Ord. No. 535 N.S. § 11-14C2; Ord. No. 1277 N.S.; Ord. No. 2375 N.S.; Ord. 2920 N.S. § 15)

(Ord. No. 3030 N.S., § 2, 4-19-2011)

30-7.2 - Accessory Parking Spaces Required.

Accessory off-street parking spaces (including access driveways) shall be provided in accordance with the schedule in subsection 30-7.6 and in conformance with other provisions of this article as a condition precedent to the occupancy of:

- a. New buildings;
- b. New dwelling units;
- c. Any expansion of existing nonresidential buildings, which in any ten-year period would either (i) be more than twenty-five percent (25%) of the existing gross floor area, (ii) require five (5) or more additional parking spaces as determined by the provisions of subsections 30-7.5, 30-7.6, or (iii) remove any existing on-site parking spaces required by this article.
- d. Any change in use requiring a conditional use permit. When making a finding for the approval of a use permit for a use in an existing building, the Planning Board may require that additional newly created parking be provided on- or off-site or that measures be imposed to reduce parking demand in accordance with subsection 30-7.13. Any additional parking proposed in the public right-of-way shall be subject to the review of the Public Works Director.
- e. When changes of use or building expansions require additional parking, the total amount of parking required for the site shall be reduced by the amount of parking required by subsections 30-7.5 and 30-7.6, but legally not previously provided, for the prior use.
- f. *Dwelling Unit Additions.* Notwithstanding the requirements of subsection 30-20.4(a), when a dwelling unit is enlarged on a property that is not in compliance with the minimum required parking, an additional parking space shall be added for each seven hundred fifty (750) square feet of added floor area until compliance is achieved. This requirement shall not apply to single-family dwellings unless the single-family dwelling is enlarged to contain 3,000 square feet of floor

area or greater. An existing driveway may be considered as up to three (3) parking spaces in tandem serving a single dwelling unit or a primary dwelling and an accessory dwelling unit if the proposed space(s) conform to the requirements of subsections 30-7.8, and 30-7.9. Conformance with subsection 30-7.10.a is not required.

(Ord. No. 535 N.S. § 11-14C2; Ord. No. 1277 N.S.; Ord. No. 2375 N.S.; Ord. 2920 N.S. § 15)

(Ord. No. 3030 N.S. § 2, 4-19-2011; Ord. No. 3168 N.S., § 5, 11-15-2016; Ord. No. 3184 N.S., § 10, 7-5-2017)

30-7.3 - Continuation of Off-Street Parking Spaces.

All off-street parking spaces and associated improvements required by this section shall continue unobstructed in operation, in good condition, for functioning vehicles and shall not be reduced below the required size or number, as long as the main use remains, unless an equivalent number of spaces and landscaping is provided for the use in another location which complies with all of the requirements of this article, or except as provided by subsection 30-7.13.

(Ord. No. 535 N.S. § 11-1463; Ord. No. 1277 N.S.; Ord. No. 2375 N.S.)

30-7.4 - Increasing Nonconforming Off-Street Parking.

When the number of existing off-street parking spaces is less than that required by subsection 30-7.6, new spaces may be added even if the sum of existing parking plus proposed parking is less than that required by subsection 30-7.6, provided the new parking meets all other requirements of the Municipal Code.

(Ord. No. 535 N.S. § 11-14C3; Ord. No. 1277 N.S.; Ord. No. 2375 N.S.)

30-7.5 - Measurement Standards.

For the purpose of determining accessory off-street parking requirements, definitions and standards shall be as follows:

- a. *Floor Area.* 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. *Fractional Measurements.* When units or measurements determining the number of required off-street parking and off-street loading spaces result in a requirement of a fractional space, any fraction up to and including one-half ($\frac{1}{2}$) shall be disregarded, and fractions over one-half ($\frac{1}{2}$) shall require one off-street parking or loading space.

(Ord. No. 535 N.S. § 11-14C4; Ord. No. 1277 N.S.; Ord. No. 2375 N.S.)

(Ord. No. 3168 N.S., § 5, 11-15-2016)

30-7.6 - Schedule of Required Minimum and Maximum Off-Street Parking Space.

Use	Measurement	Min.	Max.
Residential			
Dwelling units 3,000 sq. ft. or less in size	Per unit	2	-
Dwelling units more than 3,000 sq. ft. in size	Per unit	3	-
Accessory dwelling units	See Section 30-5.18		
Junior accessory dwelling units	Per unit	-	-
Dwelling units located above ground-floor commercial or retail uses within the Community Commercial district	Per unit	1	2
Senior housing (The Planning Board may approve a lower number of spaces if a lower parking demand can be demonstrated for the proposal.)	Per unit	$\frac{3}{4}$	-
Shared living/bed and breakfast	Per room	1	-
	For Resident Family	1	-
Hotel/Motel	Per room	1 $\frac{1}{4}$	-
	For Resident managers	1	-
Hotel/Motel within Community Commercial district	Per room	1	1 $\frac{1}{4}$
	For Resident managers	1	-
Residential care facility of more than six persons	Per three beds	1	-
	For Resident managers	1	-

Institutions and Places of Assembly			
Libraries, museums, art galleries	Per 1,000 sq. ft.	2	-
Churches, theaters, auditoriums, lodge halls and mortuaries:	Per 1,000 sq. ft.	20	-
Assembly areas			
Administrative Office areas	Per 1,000 sq. ft.	2.5	-
Bowling alley	Per lane	1.5	-
Night clubs, dance halls	Per 1,000 sq. ft.	10	-
Public buildings, municipal and educational:	Per 1,000 sq. ft.	3.3	-
All areas			
Visitor parking	As determined by the Planning Director		
Child care facilities	Per 1,000 sq. ft.	1.7	-
Family day care with State license	Same as dwelling unit		
Skating rinks and swimming pools	Per 1,000 sq. ft. of skating/water area	20	-
Commercial Uses			
Marinas:	Per boat berth	0.5	-
	Per live-aboard berth	1.0	-
General retail, banks, minor repair services			
Ground floor	Per 1,000 sq. ft.	5	-
Upper floor space including mezzanines			
	Per 1,000 sq. ft.	2.5	-
General retail, banks, minor repair services within the Community Commercial District	Per 1,000 sq. ft.	2.9	5
	Per 1,000 sq. ft.	2.5	5

Ground floor Upper floor space including mezzanines			
Professional office, doctor and dentist offices (including hospital outpatient services)	Per 1,000 sq. ft.	4	-
Professional office, doctor and dentist offices (including hospital outpatient services) within the Community Commercial District	Per 1,000 sq. ft.	2.5	4
Restaurants less than 4,000 sq. ft. or less in size	Per 1,000 sq. ft.	10	-
Restaurants more than 4,000 sq. ft. in size Seating area > 4,000 sq. ft. General seating	Per 1,000 sq. ft.	20	-
	Per restaurant	40	-
Restaurants within the C-C Community Commercial District	Per 1,000 sq. ft.	6.25	10
Work/live studios Floor area beyond the 1st 1,000 sq. ft. (Parking requirement may be waived or modified subject to the requirements of Section 30-15.4(d).)	Per Studio	1.5	-
	Per 1,000 sq. ft.	1	-
Manufacturing and Industrial Uses			
Warehouse, storage	Per 1,000 sq. ft.	0.67	-
Manufacturing, major	Per 1,000 sq. ft.	1.25	-
Similar Uses			
Uses not specified above shall utilize the same rates as the most similar uses specified above. Uses not specified above and distinctly different from the above uses shall utilize a determined by the Planning Director based on demonstrated demand for comparable facilities			
Mixed Uses			

Where distinctly different uses are combined in a single project, the parking requirement 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

All square footage measurements in the table are for gross floor area unless otherwise specified.

(Ord. No. 535 N.S. § 11-14C5; Ord. No. 1277 N.S.; Ord. No. 2375 N.S.; Ord. No. 2784 N.S. § 5; Ord. 2920 N.S. § 16)

(Ord. No. 3030 N.S., § 3, 4-19-2011; Ord. No. 3168 N.S., § 5, 11-15-2016; Ord. No. 3183 N.S., § 8, 7-5-2017; Ord. No. 3184 N.S., § 11, 7-5-2017)

30-7.7 - Separate or Combined Use of Facilities.

Required parking may be shared between two (2) or more uses on the same or separate parcels subject to the following standard conditions:

- a. The shared parking facilities shall have sufficient spaces to meet the accumulated peak demand, as determined by the Planning and Building Director.
- b. The shared parking facilities shall include signs informing users that the facilities are available to all affected uses.
- c. The shared parking facilities shall be within one thousand feet (1,000'), by the shortest walking route, of the parcels with uses which generate the parking demand.
- d. A joint access and parking agreement with a term of at least seven (7) years between the affected parties, including the City of Alameda, in a form approved by the City Attorney, shall be entered into and recorded to constitute a covenant running with all affected parcels of land, specifying the terms of use of the shared parking facilities.

(Ord. No. 535 N.S. § 11-14C6; Ord. No. 1277 N.S.; Ord. No. 2375 N.S.)

(Ord. No. 3030 N.S., § 3, 4-19-2011)

30-7.8 - Location of Parking Spaces and Prohibited Parking Areas.

All parking spaces required by this section shall be provided on the same parcel as the use which is generating the parking demand. Parking spaces provided in compliance with this section are subject to the following additional requirements:

- a. Residential Zones, and Residential Uses in Nonresidential Zones:
 1. No required parking space may be located in any minimum required front yard, or in any minimum required side yard on the street side of any corner lot. Parking spaces may be located within minimum required side and rear yards, subject to the requirements of subsection 30-7.10.a., Perimeter Landscaping Required.
 2. See subsection 30-5.7.f. for additional provisions related to the location of garages.

- b. **Nonresidential Zones.** Parking spaces 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.
- c. **Nonresidential Parking in Residential Zones.** Parking for uses not allowed in a residential zone shall not be located in that residential zone.

(Ord. 2920 N.S. § 18; Ord. No. 2943 N.S. § 14)

(Ord. No. 3030 N.S., § 3, 4-19-2011)

30-7.9 - Parking Dimensions and Access.

- a. **Regular Space.** At least fifty (50%) percent of the required parking space 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.
- b. **Compact Spaces.** A maximum of fifty (50%) percent of the required parking spaces may be compact car spaces, at least seven and one-half (7½') feet wide by fifteen (15') feet long. 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.
- c. **Vertical Clearance.** All required 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.
- d. **Tandem Parking.** Tandem parking is only permitted to satisfy parking requirements for residential uses in which the tandem spaces serve the same unit, except as allowed for accessory dwelling units as provided in Section 30-5.18.
- e. **Adjustments to Parking Space Dimensions.** The parking space lengths specified in paragraphs a. and b. above 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. The landscaping of the "overhang" area shall be in addition to, and not considered a part of, any minimum landscaping requirements of this Code. When paved as part of an adjacent walkway, the "overhang" area shall not be included in the required width for walkways or handicapped access.
- f. **Driveways.**
 - 1. **Minimum and Maximum Driveway Widths.**
 - (a) In residential zones and for residential uses in non-residential zones 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.

- (b) Exceptions to exceed the ten (10') feet limitation for driveways in residential zones and for residential uses in non-residential zones 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 Planning and Building and Public Works Directors.
- (c) On non-residential uses in non-residential zones on commercially and industrially zoned lots, and to serve commercial and industrial 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.

2. Curb Cuts.

- (a) No more than one (1) curb cut per lot shall be allowed, except for service stations where access shall be limited to a maximum of two (2) curb cuts, unless otherwise approved by the Planning and Building and Public Works Directors. These service station access points may be directionalized (e.g. one way, no left turn etc.) at the discretion of the Public Works Director. Existing service stations shall be brought into compliance whenever modifications requiring a permit are approved.
 - (b) 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 or reduction in parking requirements in accordance with subsection 30-7.7 or 30-7.13 as approved by the Planning and Building and Public Works Directors.
 - (c) Whenever possible, applicants should consider combining driveways with existing adjacent developments or locate the driveway to allow for future joint access and parking agreements with redevelopment of adjacent properties.
- 3. 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 Planning and Building and Public Works Directors.
 - 4. Residential developments shall have only one (1) driveway per parcel per frontage, unless otherwise permitted by the Planning and Building and Public Works Directors.
- g. *Handicapped Parking.* Handicapped parking spaces shall be provided, in quantity and dimensions necessary for conformance with the A.B.C.
 - h. *Ingress and Egress.* 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, except that the Engineering Department may waive this requirement based on street traffic volumes.
 - i. *Backup Area.* Minimum backup areas for required 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.

Angle of Backup Area Depth

Parking Standard Compact Residential

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'

(Ord. No. 535 N.S. § 11-14C8; Ord. No. 1277 N.S.; Ord. No. 2375 N.S.; Ord. 2920 N.S. § 19)

(Ord. No. 3030 N.S., § 4, 4-19-2011; Ord. No. 3168, § 2, 11-1-2016; Ord. No. 3184 N.S., § 12, 7-5-2017)

30-7.10 - Landscaping.

a. *Perimeter Landscaping Required:*

1. Any unenclosed parking space or backup area which is adjacent to a public street, (where permitted by Subsection 30-7.8b), shall be separated from the public street or sidewalk by a minimum of five (5') feet of landscaped area.
 2. Unenclosed parking spaces next to either: walls of adjacent buildings, fences, buildings or property lines shall be separated from such structures or property lines by a minimum three (3') feet of landscaped area, except for areas needed for automobile and pedestrian access.
 3. Backup areas and driveways shall have a minimum of one (1') foot of landscaped separation from walls, fences, buildings or property lines.
- b. There shall be a minimum average of one (1) tree for every four (4) parking spaces, except in parking structures, with the exact locations and extent to which trees are clustered determined through Design Review. The intent is to create a tree canopy throughout the parking lot, not just at the periphery.

- c. All landscape plans shall conform to the landscape and irrigation requirements in Article IV of this chapter.

(Ord. No. 535 N.S. § 11-14C8(d); Ord. No. 2574 N.S. § 1; Ord. 2920 N.S. § 20)

30-7.11 - Design Review.

All parking lot improvements, including parking lot fencing and landscaping, shall require Design Review under Section 30-37 et seq.

(Ord. No. 535 N.S. § 11-14C8(i))

(Ord. No. 3030 N.S., § 5, 4-19-2011)

30-7.12 - Reduction in Parking Requirements for Existing Facilities.

- a. One (1) parking space per parcel serving existing facilities may be eliminated under the following circumstances:
 - 1. The electrical service for the facility is converted from overhead to underground, and both the Planning and Building Director and Alameda Power and Telecom determine the best location for the required pedestal mounted transformer requires the removal of a parking space; or
 - 2. Recycling bins are proposed for existing facilities and the Planning and Building Director determines the best location requires the removal of a parking space.
- b. Additional parking spaces serving existing facilities may be eliminated from properties with non-residential uses, with the approval of the Planning and Building and Public Works Directors, as needed to conform to current A.B.C. standards, which include but are not limited to changes in the number of handicapped parking spaces that are required for specific non-residential uses.
- (c) Additional parking spaces serving existing multi-family dwellings may be eliminated from properties with five (5) or more units, with the approval of the Planning and Building Director, if needed to seismically retrofit these structures to meet health and safety requirements.

(Ord. No. 535 N.S. § 11-14C14; Ord. No. 1277 N.S.; Ord. No. 2375 N.S.; Ord. 2920 N.S. § 21)

(Ord. No. 2989 N.S. § 2)

30-7.13 - Reductions in Parking Requirements.

- (1) The schedule of required minimum off-street parking provided by subsection 30-7.6 may be reduced, upon approval of the Planning Board, if the applicant can demonstrate that parking demand will be reduced for the life of the project through one (1) or more of the following methods:
 - a. Transportation Demand Management (TDM) Program: TDM Program measures include programs, plans, and/or improvements designed to change individual travel behavior to encourage greater use of alternative modes of transportation, reduce single-occupancy vehicles, and reduce parking demand. The program shall include proposed performance targets, and justifications for single-occupancy vehicle trips and parking reductions, and shall designate a single entity, such as the property owner, business owner, or homeowners association to implement and monitor the required measures. The program shall also include a monitoring and

reporting procedure and a list of supplementary measures that will be implemented if the initial performance targets are not met, as determined by the monitoring procedures. The monitoring reports shall be required and submitted two (2) years after building occupancy and on a yearly basis thereafter for an additional five (5) years. If the monitoring reports indicate that performance measures are not met, the responsible entity must implement the supplemental measures identified in the TDM Plan. The TDM Plan and monitoring and reporting procedure shall be prepared by a licensed transportation professional and approved by the Public Works Director. Failure to submit reports or meet performance targets after implementation of supplemental measures may result in the revocation of the project's use permit or approvals.

- b. Parking Demand Study: A Parking Demand Study demonstrates that the demand for parking from the use is less than the minimum required by subsection 30-7.6. The parking demand study shall be prepared by a licensed transportation professional and approved by the Public Works Director.
 - c. Employee Parking Passes Sufficient to Meet the TDM Plan Demand Reductions Required under 30-17.13 a: Purchase of long-term parking passes for employees to park at an existing public parking lot or structure within one thousand feet (1,000') of actual walking distance of the site may be provided in lieu of off-street parking on the site. The long-term passes must be provided and maintained for as long as the business is in operation. The proposal must include an annual reporting mechanism to confirm that the employee parking passes are being purchased by the business requesting the parking reduction.
 - d. Off-Street Parking Improvements: Improvement of public parking facilities including, but not limited to, provision or acquisition of land for public parking, construction of new public parking facilities, improvements to existing off-street or providing additional on-street parking facilities may be proposed in-lieu of providing on-site parking. To approve the proposed improvements in lieu of on-site parking, the Planning Board must find that the proposed improvements will result in additional public off-street parking spaces equivalent in number to the number of spaces that will not be provided on the site. The applicant shall agree to complete the improvements prior to obtaining a permit to occupy the building, whether permanently or temporarily.
 - e. Unbundled Pricing: Separating or "unbundling" the cost of parking from the cost of the lease or the cost of a condominium unit in a multiunit residential or commercial condominium project may be proposed to reduce the off-street parking requirement.
- (2) When considering a request for a parking reduction pursuant to one or more of the methods available pursuant to (1) above, the Planning Board may condition approval of the reduction upon agreement that all or some of the existing parking shall be made available for shared use with signs indicating that the parking may be used by the public even if the user is visiting a nearby, off-site business. Applicant may charge a fee for shared visitor parking to cover its costs to maintain and operate the parking.
- (3) If the Planning Board approves a parking reduction, the number of bicycle parking required on site shall be determined by the original number of parking spaces required by this code and shall not be reduced unless specifically reduced by the Planning Board.

(Ord. No. 535 N.S. § 11-14C12; Ord. No. 1277 N.S.; Ord. No. 2375 N.S.)

(Ord. No. 3030 N.S., § 6, 4-19-2011)

30-7.14 - Off-Street Loading Space.

Every nonresidential building hereafter erected, except off-ice buildings, shall have one (1) permanently maintained loading space of not less than ten (10') feet width, forty (40') feet length and

fourteen (14') feet vertical clearance for each such building in excess of twelve thousand five hundred (12,500) square feet, unless exempted by the Planning Director.

(Ord. No. 535 N.S. § 11-14C11; Ord. No. 1277 N.S.; Ord. No. 2375 N.S.)

30-7.15 - Bicycle, Motorcycle and Pedestrian Facilities.

- a. Secure long- and short-term bicycle parking spaces shall be provided consistent with the requirements of the Schedule for Bicycle Parking Spaces wherever automobile parking is required in accordance with subsection 30-7.2. The design of the bicycle parking spaces shall be shown on the site plan presented to the Planning Board, including existing bicycle parking on the neighboring properties, and be consistent with the standards included in the City's Bicycle Facility Design Standards. Short-term bicycle parking may be located on-site or in the public right-of-way. 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.
- b. Pedestrian walkways which cross nonresidential parking or driveway areas shall be clearly marked through the use of enhanced paving materials such as brick, baumanite, or interlocking pavers.
- c. Parking lots shall have substantially separate pedestrian and automobile circulation systems, to the maximum extent feasible, as determined through design review.

Appendix B: Standards for Bicycle Parking Spaces — Development and Redevelopment Projects

Land Use Category	Specific Use	Long Term	Short Term
Residential	Multi-unit with private garage	None	0.05 per bedroom (2 minimum)
	Multi-unit without private garage	0.5 per bedroom (1 per unit minimum)	0.05 per bedroom; 0.1 per bedroom if above 30 units (2 minimum if less than 4 units; 6 minimum if 4 or greater units)
	Hotel/motel	1 per 25 rooms (2 minimum)	2% of max. daily attendance (2 min.)
	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)
Institutions or places of assembly	Libraries, museums, art galleries	1 per 10 employees (2 minimum)	1 per 4,000 sf floor area (2 minimum)

	Churches, theaters, auditoriums, lodges and mortuaries	1 space per 40 fixed seats or 1 per 4,000 sf floor area, whichever is greater (2 min.)	1 space per 40 fixed seats or 1 per 2,000 sf floor area, whichever is greater (2 min.)
	Bowling alley	1 per 10 alleys (2 minimum)	1 per 2 alleys (2 minimum)
	Night clubs, dance halls	1 per 5,000 sf floor area (2 minimum)	1 per 5,000 sf floor area (2 minimum)
	Public buildings, municipal and education	1 per 10 employees and 1 per 5 students of planned capacity (2 minimum)	1 per 3,000 sf floor area or 1 per 20 students of planned capacity, whichever is greater (2 minimum)
	Child care facilities, including family day care	1 per 20 employees (2 minimum)	1 per 20 students of planned capacity (2 minimum)
	Skating rinks and swimming pools	1 per 5,000 sf water or skating area (2 minimum)	1 per 1,000 sf water or skating area (2 minimum)
Commercial or office uses	Marinas	1 per 5,000 sf (2 minimum)	2 spaces at each public entrance (2 min.)
	Retail, banks, minor repair services	1 per 10,000 sf floor area (2 minimum)	1 per 2,000 sf floor area (2 minimum)
	Restaurants	1 per 5,000 sf floor area (2 minimum)	1 per 1,500 sf floor area (2 minimum)
	Office	1 per 10,000 sf floor area (2 minimum)	1 per 2,500 sf floor area (2 minimum)
	Medical service	1 per 12,000 sf floor area (2 minimum)	1 per 2,500 sf floor area (2 minimum)
	Work/live studios	1 per 4 units (2 minimum)	1 per 20 units (6 minimum)
Manufacturing and industrial uses	Warehouse, storage	1 per 8,000 sf floor area (2 minimum)	2 spaces at each public entrance (2 min.)

	Manufacturing, major	1 per 8,000 sf floor area (2 minimum)	2 spaces at each public entrance (2 min.)
Off-street parking lots and garages open to general public		1 per 20 motor vehicle parking spaces (2 minimum)	Minimum 6 spaces or 1 per 20 motor vehicle parking spaces
Parks and recreation sites		To be determined on the basis of similar use for park type (2 minimum)	1 per 4,000 sf land area (2 minimum)
Park and Ride Lots		Minimum of 4 spaces or 1 space per 10 automobile spaces	Minimum of 6 spaces or 1 per 10 auto spaces

(Ord. No. 535 N.S. § 11-14C13; Ord. No. 1277 N.S.; Ord. No. 2375 N.S.)

(Ord. No. 3074 N.S., § 1, 5-21-2013)

30-7.16 - Surface Improvements of Parking Areas.

- a. All required 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.

(Ord. No. 535 N.S. § 11-14C9; Ord. No. 1277 N.S.; Ord. No. 2375 N.S.)

30-7.17 - Illumination of Parking Areas.

- a. Parking areas shall be adequately illuminated whenever necessary to protect the public safety, subject to the regulations in subsections b., c. and d. below:
- b. The illumination of parking areas shall be so designed and located that light sources are shielded from adjoining properties and shall not cause a glare hazardous to pedestrians or auto drivers. All light fixtures in residential zones, or on parcels adjacent to any residential use, shall be limited to "full cut-off" type illumination, or as approved by the Planning and Building Director.
- c. The maximum height of any parking lot light standard is twenty-five (25') feet, unless a use permit to allow a height in excess of twenty-five (25') feet is approved by the Planning Board.
- d. The ground level illumination shall not exceed a minimum standard of two (2) footcandles, 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) footcandles. Any proposal for parking lot lighting that would provide

illumination at ground level in excess of the above standards is subject to approval of a Use Permit by the Planning Board.

(Ord. No. 535 N.S. § 11-14C10; Ord. No. 1277 N.S.; Ord. No. 2375 N.S.; Ord. 2920 N.S. § 23)

30-7.18 - Use and Extension of Non-Conforming Driveways and Perimeter Landscaping.

Existing residential driveways that are non-conforming to the minimum widths prescribed by subsection 30-7.9.f.1., and/or the minimum perimeter landscaping for unenclosed parking spaces, backup areas, and driveways prescribed by subsection 30-10.a., may remain and may be extended with the existing non-conforming dimensions at such time the property is further improved with small scale development, which includes, but is not limited to additions to existing single-family uses or the construction of an additional dwelling, subject to the approval of the Community Development and Public Works Directors.

(Ord. 2920 N.S. § 24)

(Ord. No. 3168 N.S., § 5, 11-15-2016)

30-7.19. - Adjustments for Senior and Affordable Housing Developments.

Notwithstanding the minimum required parking space requirements prescribed in Section 30-7.6, developments providing housing for residents that have a lesser dependence on personal vehicles may be allowed to reduce such off-street parking requirements at the time such projects are given Design Review, Use Permit and/or Planned Development approvals. Such projects may include, but are not limited to senior housing and housing deemed affordable to those with low to moderate incomes, as defined by the applicable City and Federal HUD requirements. As part of any request to reduce off-street parking requirements, the applicant(s) of the subject housing developments shall provide parking and traffic study(s) as deemed necessary to document the reduced need for off-street parking.

(Ord. 2920 N.S. § 24)