

CHAPTER 10, ARTICLE 2 OFF-STREET PARKING REGULATIONS

*II. GENERAL PROVISIONS***SEC. 10-2.200 APPLICATION.**

This article shall not apply to existing uses established prior to its adoption except as hereinafter modified. Off-street parking and loading spaces shall be provided subject to the provisions of this chapter:

- a. The Off-Street Electric Vehicle Charging requirements in this Article shall apply:
 - 1) At the time of construction of any new building; or
 - 2) At the time when new parking spaces are added due to a change of use or addition to an existing building. (The calculation of EV charging infrastructure required shall be based only on the number of parking spaces added.)
- b. At the time of construction of any new building.
- c. At the time an existing building is altered or enlarged, except in the Central Parking District. The number of parking spaces or loading berths required for a major alteration or enlargement of an existing structure shall be in addition to the number of spaces or berths existing prior to the alteration or enlargement. The required number of parking spaces for that portion of the building existing prior to the alteration or enlargement shall not be increased as a result of the alteration or enlargement. For purposes of these requirements, 'major alteration or enlargement' shall mean an alteration or enlargement that would increase the number of parking spaces or loading berths required by at least 25 percent or by at least 10 parking spaces, whichever is greater.
- d. At the time a new use is established in an existing building, where a major change of use or expansion in the existing use is involved for any lot, structure, or building, except in the Central Parking District, additional parking shall be provided for the new use based on the difference between the parking requirements for the new use as set forth in this article and the parking requirements for the prior use. For purposes of these requirements, 'major change of use' shall mean a change of use that would increase the number of parking spaces or loading berths required by at least 25 percent or by at least 10 parking spaces, whichever is greater.
- e. At the time that cumulative additions to a ~~single-family or multi-family dwelling~~ residential building increase the original building floor area by more than 50 percent per unit or increase the number of sleeping rooms.

NOTE: Excess parking spaces existing at the time a building is increased in area or a new use is established may be credited toward meeting the required parking.

(Amended by Ordinance 22-11 , adopted November 15, 2022)

*III. REQUIRED RATIO OF PARKING SPACES***SEC. 10-2.300 REQUIRED RATIO OF PARKING SPACES.**

Uses not specifically listed in this article shall provide the minimum off-street parking required of the use most similar in nature, as determined by the Director of Community and Economic Development/ Planning Director. Additional parking spaces may be required for developments requiring conditional use permits, parcel

map or tract map approvals, or other conditionally approved projects at the discretion of the Director of Community and Economic Development/Planning Director.

SEC. 10-2.310 RESIDENTIAL USES.

The number of off-street parking spaces required for residential shall be:

USES	PARKING SPACES REQUIRED
SINGLE FAMILY DWELLINGS <u>DETACHED RESIDENTIAL:</u>	2.0 covered per dwelling unit
If a lot abuts a public or private street that has no parking lane on either side of the street or is posted for no parking on both sides of the street.	2.0 covered per dwelling unit plus 2.0 open-uncovered per dwelling unit. <u>Driveway parking spaces can satisfy the uncovered parking requirement, which shall not block access to the covered parking</u>
If a dwelling with a single car garage was built prior to March 24, 1959	1.0 covered per dwelling unit
DUPLEXES, TRIPLEXES, MULTIPLE FAMILY UNIT DWELLING(S) <u>RESIDENTIAL (4+ UNITS):*</u>	
Studio	1.0 covered and 0.50 open-uncovered per dwelling unit
One-bedroom	1.0 covered and 0.70 open-uncovered per dwelling unit
Two or more bedrooms	1.0 covered and 1.10 open-uncovered per dwelling unit
* Ten percent of the multiple family parking spaces required shall clearly be marked for visitor's parking, at least 70 percent of which shall accommodate standard size vehicles. Where less than 10 parking spaces are required, a minimum of one standard parking space shall clearly be marked for visitor's parking.	* Included in the rental cost, a minimum of one covered parking space shall be assigned to each studio and one bedroom unit, and a minimum of one covered and one uncovered parking space shall be assigned to each two or more bedroom or more units. Assigned unused spaces may not be rented to any other party. Any uncovered space may be covered instead.
<u>Senior (62+) rental housing</u>	<u>0.5 covered spaces per unit</u>
<u>Special needs housing as defined in California Health and Safety Code Section 51312</u>	<u>0.3 covered spaces per unit</u>
MOBILE HOMES	2.0 per mobile home space, plus 1.0 guest parking space per three mobile home spaces within a mobile home park
<u>ACCESSORY DWELLING UNIT(S)</u>	<u>See Section 10-1.2740 for parking criteria and standards.</u>

(Amended by Ordinance 17-16 , adopted Nov. 7, 2017)

IV. EXCLUSIONS, REDUCTIONS, EXCEPTIONS AND APPEALS

SEC. 10-2.402 RESIDENTIAL CREDIT FOR TRANSPORTATION SYSTEMS MANAGEMENT PROGRAM.

In consideration of the financial commitment involved in providing a Transportation Systems Management Program and the fact that the use of alternative commute modes serves to reduce parking demand, a residential development that is required to provide greater than 50 off-street parking spaces may be allowed to reduce the parking requirements of this article between 10 and 20 percent by implementing the items specified below.

- a. For a 10 percent reduction, all the following measures shall be included in the project.
 - i. On-site transit route maps and schedules posted within a publicly visible and accessible area near the primary building entrance. The route maps and schedules shall include all transit routes within a ¼ mile radius and be updated annually.
 - ii. A minimum of one car-share parking space and an annual membership to the car-sharing program available all residents in perpetuity.
- b. For a 15 percent reduction, one of the following measures shall be included in the project.
 - i. A publicly accessible Class 1 or Class 4 bicycle facility through the development connecting to an existing or planned bike route identified in the City's Bike and Pedestrian Master Plan. Along the facility, there shall be at least one bike repair station with an air pump and tools.
 - ii. A bus shelter for any bus route within a ¼ mile radius. The bus shelter design shall be approved by City of Hayward and AC Transit.
- c. For a 20 percent reduction, one of the following measures shall be included.
 - i. A one-time financial contribution set by the Public Works Director for bike, pedestrian or transit related capital improvements projects identified in the Capital Improvement Program
 - ii. Monthly bus passes shall be made available to residents at no cost in perpetuity. A minimum of 1 bus pass per bedroom shall be made available.
- d. The reductions above may not be combined for a single project.
- e. The property owner(s) must enter a written, recorded agreement with the City setting forth the substance of the Transportation Systems Management program and including a guarantee that there will be no substantial alteration in the Transportation Systems Management program that will create a greater demand for parking without the City's knowledge and approval.

SEC. 10-2.403 NON-RESIDENTIAL CREDIT FOR TRANSPORTATION SYSTEMS MANAGEMENT PROGRAM.

In consideration of the financial commitment involved in providing a Transportation Systems Management Program and the fact that the use of alternative commute modes serves to reduce parking demand, a non-residential development that is required to provide greater than 50 off-street parking spaces may be allowed to reduce the employee parking requirements of this article up to 6 percent by providing an Employee Transportation Coordinator and up to another 14 percent by implementing the first 13 items below for a total of up to 20 percent.

- a. All developments may submit a plan for a Transportation Systems Management Program. The program may include, but is not limited to the following factors:
 - (1) Carpool/vanpool matching

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- (2) Preferential parking for carpools and vanpools
 - (3) Financial subsidies and rewards to walkers/carpool/vanpool/bus/BART passengers and drivers
 - (4) Employer provided vehicles for carpools and/or vanpools
 - (5) Carpool/vanpool operating subsidies, e.g. insurance, fuel, maintenance
 - (6) Provision of subscription bus services
 - (7) Sale of bus/BART passes/ticket books at the work site
 - (8) On-site [transit](#) route maps and schedules
 - (9) Shuttle service to bus/BART
 - (10) Bus shelter provision and maintenance
 - (11) Alternative work hours
 - (12) Capital improvements for transit services
 - (13) Bicycle linkages to established bicycle routes
- b. As a guideline, the position of an Employee Transportation Coordinator should involve at a minimum the following:
- (1) The Employee Transportation Coordinator should have completed a Bay Area Air Quality Management District certified training curriculum, or as approved by the City Engineer;
 - (2) The Employee Transportation Coordinator should be equipped with sufficient office space, marketing materials, clerical assistance, and telephone service to implement a complete transportation center;
 - (3) The Employee Transportation Coordinator should disseminate promotional materials and information to building occupants to encourage ride sharing and alternate work hours;
 - (4) The Employee Transportation Coordinator should conduct a minimum of 2 information days annually;
 - (5) The Employee Transportation Coordinator should devote a minimum 1 hour per week for every 50 employees to encourage alternative commute modes;
 - (6) The Employee Transportation Coordinator shall prepare an annual report evaluating the extent and results of the Transportation Systems Management program, including measures undertaken by the employer, average number of employees using various modes of transportation, total number of employees participating in alternative work hours, and any employer subsidies.
- c. In addition to the 6 percent reduction obtainable for providing an Employee Transportation Coordinator, a 14 percent reduction may be obtained if the Transportation Management Systems program shows how alternative modes will be implemented, the permanency of such modes, the extent of the program, the number of trips reduced, and the number of parking spaces eliminated by the alternative modes. The potential for maintaining the program will be considered in determining the reduction in required parking.
- d. In addition, the property owner(s) must enter into a written, recorded agreement with the City, in a form satisfactory to the City Attorney, setting forth the substance of the Transportation Systems Management program and including a guarantee that there will be no substantial alteration in the Transportation Systems Management program that will create a greater demand for parking without the City's knowledge and approval, and a provision stating that the City may, upon a finding by the

Director of Community and Economic Development/Planning Director that there has been a change in the plan, modify, amend, or unilaterally terminate the agreement.

SEC. 10-2.404 CREDIT FOR PROXIMITY TO PUBLIC TRANSPORTATION FACILITIES.

- a. Except for uses established in the Central Parking District, parking space requirements for public or private institutional or government uses, e.g., hospitals, office buildings, may be reduced by the Director of Community and Economic Development/Planning Director up to 15 percent, provided public transportation is available within 500 feet of the site or if public rail transportation is available within 1000 feet of the site.
- b. Except for uses established in the Central Parking District, parking space requirements for retail establishments may be reduced by the Director of Community and Economic Development/Planning Director up to 15 percent, provided a public bus stop and shelter are immediately adjacent to the site and maintained by the retail establishment.
- c. ~~Except for uses established in the Central Parking District, parking space requirements for multi-family residential may be reduced by the Director of Community and Economic Development/Planning Director up to 15 percent provided public rail transportation is available within 1,000 feet of the site.~~

~~**SEC. 10-2.405 CREDIT FOR SENIOR CITIZEN/HANDICAPPED HOUSING.**~~

~~Parking space requirements for residential developments deed restricted to be exclusively for individuals 62 years of age and older and/or for persons with disabilities may be reduced by the Director of Community and Economic Development/Planning Director up to by 25 percent when:~~

- ~~a. The facility is conveniently located with respect to shopping, services, and public transportation;~~
 - ~~b. Units are permanently made available to low income persons;~~
 - ~~c. Tenant vehicles are limited to the number of parking spaces provided exclusive of guest parking spaces;~~
- ~~and~~
- ~~d. The Director of Community and Economic Development/Planning Director finds that these conditions substantially reduce the need for on-site parking. The percent reduction obtained cannot be in addition to any other reductions.~~

SEC. 10-2.406 CREDIT FOR TWO-WHEEL VEHICLE PARKING SPACE(S).

In addition to the off-street parking requirements heretofore enumerated, additional parking spaces or facilities for bicycles, motorcycles, and similar two-wheel vehicles shall be provided when more than 50 parking spaces are required. Location, area, design, and improvement of such space or facilities shall be as approved by the Director of Community and Economic Development/Planning Director.

- a. Credit for one parking space shall be given for each 4 bicycle spaces provided, whether the spaces are required or not. Bicycle spaces shall measure at least 2- feet by 7-feet and shall be located in groups of 4 and be equipped with locking devices for each bicycle.
- b. Credit for one parking space shall be given for each 2 motorcycle spaces provided, whether the spaces are required or not. Motorcycle spaces shall measure 4-feet wide by 8-feet long and shall provide an adequate maneuvering area to permit easy access to the space.
- c. Credits for bicycle and motorcycle parking, or a combination thereof, shall not exceed 5 percent of the total required parking spaces.

SEC. 10-2.407 TANDEM PARKING STANDARDS.

- a. Tandem parking is permitted for ~~single-family detached residential~~ and mobilehomes.
- b. Tandem parking ~~may be~~ permitted ~~by the Director of Community and Economic Development/Planning Director~~ for ~~duplexes, triplexes, and multi-family residences-residential (4+ units) in the Central Parking District~~ when spaces are assigned to the same dwelling unit ~~and are enclosed within a garage.~~
- c. ~~Tandem parking may be permitted by the Planning Commission for multi-family residences outside the Central Parking district when spaces are assigned to the same dwelling unit and are enclosed within a garage and when 1) the development contains at least 20 units and is located within 1,000 feet of a bus route with 7 day service or a rail station; 2) no more than 35 percent of the residences are provided tandem spaces; 3) the tandem garages are spaced or grouped such that vehicular movement conflicts are minimized; and 4) the tandem garages are located such that vehicles back out into an alley or courtyard that provides access to parking facilities only. Based on a recommendation by the Planning Commission, the percentage of units with tandem garages may be increased by the City Council where such increase serves to meet the goals of an officially adopted Design plan, including, but not limited to, density and architectural design.~~
- d. Tandem Parking may be permitted by the Director of Community and Economic Development/Planning Director for commercial parking facilities when a valet/attendant is on duty during the hours when the facility is being used.

SEC. 10-2.408 CARSHARING PROGRAMS.

In the Industrial Districts, required parking spaces may be substituted with designated carshare vehicle parking spaces, pursuant to the following:

- a. Carshare vehicles shall be maintained for active use by a carshare service and not for other purposes.
- b. Carshare vehicles shall be made available to members of the carsharing service through an unattended, self-service operation 24 hours a day, seven days a week.

(Added by Ordinance 19-10 , adopted June 4, 2019)

SEC. 10-2.410 CENTRAL PARKING DISTRICT STANDARDS.

All requirements of this article shall apply to development located within the Central Parking District, as defined by Section 10-2.100, except as hereinafter modified.

~~Parking and loading spaces in the Central Parking District shall conform to the extent possible with the Downtown Hayward Design Plan, which seeks to create a densely developed, mixed use, pedestrian oriented downtown neighborhood.~~

SEC. 10-2.412 CENTRAL PARKING DISTRICT RESIDENTIAL PARKING REQUIREMENTS.

Residential parking shall be provided on the site being developed. Use of combined facilities for residential parking requirements shall be permitted if parking facility is located on site of residential development.

1.0 covered and 0.50 ~~open-uncovered~~ spaces per dwelling unit.

0.5 space per dwelling unit for multiple-family dwellings providing housing exclusively for the elderly. (Occupancy requirements must be guaranteed, e.g., condition of government financing or grant, or other guarantee acceptable to the City.)

~~SEC. 10-2.414 DOWNTOWN CORE AREA SPECIFIC PLAN REDUCTION.~~

~~Within the area subject to the Downtown Core Area Specific Plan, the residential parking requirement may be reduced by the approving authority to a minimum of 1.0 space per dwelling unit, provided that the aggregate parking supply for all residential units at buildout, as described in the Specific Plan, excluding units exclusively for the elderly, is 1.5 spaces per dwelling. Residential parking requirements may be met in locations other than on the development sites, subject to the approval of the reviewing authority.~~

SEC. 10-2.416 COTTAGE DISTRICT—EXCEPTIONS.

In the SD-3 Cottage Special Design District, ~~1.0~~one off-street parking space per cottage is required; ~~however, a single-car garage in a raised basement or backyard or nearby leased parking may be appropriate depending on the site circumstances.~~ Driveways ~~should generally~~all be limited to a 10 foot width and ~~in no cases~~shall not exceed 30 percent of the lot width. ~~Double-Two~~car garages in the front street elevation are prohibited.

SEC 10-2.421 PARKING EXEMPTION NEAR TRANSIT

Any minimum off-street automobile parking ratios for a residential, commercial, or other development project shall not be enforced if the project is located within one-half mile of a major transit stop in accordance with California Government Code Section 65863.2, as amended from time to time.

SEC 10-2.422 UNBUNDLED PARKING

- a. All off-street parking spaces for residential development may be leased or sold separately from the rental or purchase cost 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. If there is unbundled parking on site, a notice describing the reduction in cost shall be permanently posted in common areas of the buildings such as a lobby or mailroom that is clearly visible to residents.

V. LOCATION OF PARKING AND LOADING SPACES

SEC. 10-2.500 PARKING SPACE LOCATIONS.

Except for non-residential uses in the Central Parking District ~~and residential uses in the area subject to the Downtown Core Area Specific Plan (Sec. 10-2.414)~~ and ~~exceptions as~~ noted in Section 10-2.402 (Off-site Parking), required off-street parking spaces and access to parking spaces shall be located on the same parcel as the uses served.

No ~~required multi-family~~ residential parking spaces shall be located further than 200 feet from dwelling units. Where driveways exceed 40 feet in length, garages, carports, or other parking areas shall be designed to require vehicles to exit property in a forward direction.

SEC. 10-2.502 OFF-STREET PARKING ON/IN SLOPES.

~~In residential and agricultural zoning districts, a one-story garage may be located within the front yard area, if it does not interfere with visual clearance as required by the Hayward Traffic Code and it conforms to the criteria for the location of garages on slopes as noted in the Zoning Ordinance and in the Hillside Design Guidelines.~~

Parking lots in all zones shall have a maximum of a 5 percent slope.

SEC. 10-2.503 OFF-STREET PARKING NEAR WALLS AND PROPERTY LINES.

Except ~~for detached residential units, duplexes, triplexes, and all development~~ in industrial zones, parking and aisles shall be no closer than 5 feet to a building and shall be no closer than 5 feet to a property line in residential zones or where abutting residential zoning districts, 7 feet to a building or property line if a 2 foot vehicular overhang is allowed, or 7½ feet to a building or property line if a 2 ½ foot vehicular overhang is allowed. An exception may be made for lots less than 51 feet in width, in which case vehicular circulation may be located within 3 feet of a side property line.

~~For detached residential units, duplexes, and triplexes, driveways providing access to required parking shall be setback a minimum of 3 feet from a side property line and 2 feet from the primary building.~~

In all zones, parking spaces adjacent to fences or walls shall be increased in width by at least 1 foot to accommodate door swing.

SEC. 10-2.504 OFF-STREET PARKING AND LOADING IN FRONT AND STREET SIDE YARD AREAS.

Off-street parking and loading spaces or maneuvering areas for all types of vehicles—automobiles, trucks, recreational vehicles, bicycles, motorcycles, and similar two-wheel vehicles—shall not be located in any required front or street side yard, except as provided elsewhere in this article or as a part of an approved mobile home park plan.

~~Where possible, Non-single-family multi-unit residential~~ parking and loading spaces ~~in residential areas~~ should be located behind the primary structure(s) in order to enhance the streetscape.

In commercial and industrial zones, off-street parking spaces and driveway aisles shall be located no closer than 10 feet from the front and street side yard property lines, if the setbacks are less than 10 feet.

SEC. 10-2.505 OFF-STREET PARKING AND LOADING IN INTERIOR SIDE YARD AREAS.

In ~~single-family residential~~ zones (RL, RNP, RM, RH), parking and loading spaces shall not be located in a required interior-side yard, ~~except as specified in Sec.10-1.210(b), with the following exceptions: one recreational vehicle such as a boat, compact trailer, tent, or similar recreational vehicle less than 6 feet in height can be stored in a required side yard if screened from view from the street by a 6-foot high solid fence.~~

~~Covered parking located between the rear of the main building and the rear lot line may be placed 5 feet from the side and rear property lines. Driveway aisles may be located in required interior side yards in conformance with Section 10-2.503 (Off-Street Parking Near Walls and Property Lines).~~

In ~~multi-family zones, and~~ commercial and industrial zones, parking and driveway aisles may be located in required interior side yards in conformance with Section 10-2.503 (Off-Street Parking Near Walls and Property Lines).

~~SEC. 10-2.506 OFF-STREET PARKING AND LOADING IN REAR YARD AREAS.~~

~~Covered or uncovered parking and loading spaces may be located in a required rear yard as long as such parking spaces are located in accordance with requirements of the Zoning Ordinance, Sections 10-1.445 and 10-1.545, 10-1.845, and 10-1.1645, and the requirements of this article.~~

~~Open parking or vehicle storage areas located on single-family residential lots less than 10,000 square feet in area shall not exceed 500 square feet in area and shall not exceed 700 square feet for lots 10,000 feet or larger.~~

VI. DESIGN STANDARDS FOR PARKING AND LOADING SPACES

SEC. 10-2.602 PARKING SPACE DIMENSIONS.

Minimum stall, aisle, and driveway dimensions for off-street parking spaces shall be those shown in the attached appendices. Typically, minimum dimensions for non-angled compact car spaces shall be 8'-0" wide by 15'-0" long, and minimum dimensions for non-angled standard car spaces shall be 9'-0" wide by 19'-0" long.

~~Open or covered parking areas, and garages or carports exceeding 120 square feet in area shall be located no less than 5 feet from the side or rear property line and shall conform to all other requirements of the Zoning Ordinance and Building Code.~~

SEC. 10-2.604 COVERED SPACE DIMENSIONS.

~~Minimum covered parking dimensions for off-street covered parking spaces shall be 20'-0" wide by 19'-0" long for two cars and shall be 11'-0" wide by 19'-0" for one car.~~

~~The minimum dimensions for covered parking spaces shall be 20 feet wide by 19 feet deep for two side-by-side spaces, 11 feet wide by 19 feet long for one space, and 11 feet wide by 38 feet long for two tandem spaces. Parking space areas shall be unobstructed by stairs, utilities, posts, etc.~~

~~The minimum garage door width shall be 16 feet for a two-car garage and 8 feet for a one-car garage.~~

~~A one-car garage which is either less than 9 feet wide or 19 feet deep shall be considered nonconforming, and may be eligible to be converted to habitable living area without having to provide replacement parking.~~

~~Covered parking spaces shall provide a minimum unobstructed vertical clearance of 7 feet, with the exception of garage door openings which shall provide a minimum unobstructed vertical clearance of 6 feet 6 inches~~

~~Entrances to shared parking garages shall not exceed 24 feet in width.~~

SEC. 10-2.610 COMPACT CAR PARKING SPACES.

In ~~all non-single-family shared~~ residential parking facilities containing 6 or more spaces, a maximum of 30 percent of the required spaces may be compact car spaces. ~~in all parking facilities and a~~ maximum of 50 percent may be compact car spaces for uses located in the Industrial District.

SEC. 10-2.620 ACCESS LOCATION.

For ~~other than single-family~~ residential uses other than detached residential units, all parking and loading spaces shall be located so as not to require vehicles to back out into street right-of-way.

In order to protect traffic flow and pedestrian safety and to allow for screening of parking facilities, the number of curb cuts shall be minimized. Access ways, without parking on either side, to any parking lot shall be not less than 20 feet for two-way traffic and 12 feet for one-way traffic.

SEC. 10-2.623 PRIVATE DRIVEWAY STANDARDS.

~~Private driveway standards shall be constructed in accordance with the Standard Details of the City of Hayward Public Works Department. Driveways 40 feet or less in length shall be paved with Class B Portland Cement concrete.~~

~~On single-family residential lots, driveway width, regardless of the number of driveways, shall not exceed 20 feet in front of the garage. In addition, for access to a recreational vehicle storage area adjacent to a dwelling, a maximum 10-foot wide driveway may be located on the opposite side of the lot from the garage, and outside the required side yard.~~

~~In multi-family residential zones, no more than 1/3 of the required front yard shall be devoted to driveway. An exception may be made for lots less than 72 feet in width, in which case driveway may be a maximum of 24 feet in width.~~

Driveway widths in front of two-car garages shall be between 16 and 20 feet. Driveway widths providing access to three-car garages shall be between 20 and 26 feet.

Driveways leading to enclosed private garages shall not be at least less than 20 feet long.

Driveways providing access to required parking located in a side yard or rear yard shall be setback a minimum of 3 feet from a side property line and 2 feet from the primary building.

For detached residential units, duplexes and triplexes, the combined driveway and paving surface area shall not exceed a maximum of 50 percent of the required front yard area.

~~For detached residential units, access to a recreational vehicle storage area adjacent to a dwelling, a maximum 10-foot wide driveway may be located on the opposite side of the lot from the garage, and outside the required side yard to provide access to a recreational vehicle storage area adjacent to a dwelling. Driveway shall be constructed with concrete, "grasscrete", asphalt, or rock or concrete wheel tracks.~~

For multi-unit (4+) residential buildings on properties greater than 72 feet in width, driveways shall not exceed one-third of the of the property frontage width and/or 24 feet individually. Properties less than 72 feet in width shall have one driveway with a maximum width of 24 feet.

For non-residential development on lots 70 or more feet in width, the Director of Community and Economic Development/Planning Director may approve a greater driveway width if the Director of Community and Economic Development/Planning Director determines the design of the driveway is aesthetically pleasing and compatible with the lot terrain and adjacent development and will not create a pedestrian or vehicular hazard.

In ~~industrial districts~~District, in no case shall a driveway exceed one-third the width of the property frontage width or 35 feet, unless otherwise approved by the Planning Director.

(Amended by Ordinance 19-10 , adopted June 4, 2019)

SEC. 10-2.624 CIRCULATION TO PARKING AND LOADING SPACES.

Within a shared parking facility, circulation must be such that a car entering a parking lot need not enter the street to reach another aisle. ~~and that a car need not enter the street backwards, except for some single-family residences. Unless waived by the Director of Community and Economic Development/Planning Director, single-family residential lots that front on a major or secondary arterial and/or where driveways exceed 40 feet in length and multi-family residential properties shall provide a sufficient paved driveway turnaround to allow vehicles to exit the property in a forward direction.~~

The entrance or exit to any service bay, loading space, or parking area shall not conflict with the entrance or exit to any other service bay, loading space, or parking area.

Driving aisles shall be at least 12 feet wide for 1-way traffic flow and 20 feet wide for 2-way traffic flow. Parking lots and driving aisles parallel and adjacent to public sidewalks shall be separated by a minimum 10 foot landscape strip. One-way aisles shall alternate direction, or otherwise provide logical vehicular circulation as approved by the Director of Community and Economic Development/Planning Director, and shall not dead-end if greater than 60 feet in length. A 2-way dead-end driving aisle shall have minimum 5-foot turning back-up bay beyond the end stall.

SEC. 10-2.626 CONTROLLED ACCESS.

- a. ~~Where access to a parking, loading, and/or driving aisle is controlled by gates, there shall be sufficient width for either 2 side-by-side entry vehicles or 2 queued entry vehicles, or greater if required by the City Engineer, between the gates and the street right of way or sidewalk, whichever is closer. There also shall be sufficient paved turn-around area between the gates and the street right of way or sidewalk, whichever is closer, to allow a vehicle to turn around and exit the property in a forward direction without opening the gate.~~
- b. ~~Security gates in multi-family residential uses shall not obstruct access to visitor parking areas. Access shall be provided at all times for police, fire, city inspection, utility, and other health and safety related vehicles.~~
- c. ~~When a request is made to the City for controlled access, all property owners within the area to be gated, or their homeowner's association, shall agree in writing to the request and agree to be responsible for the ongoing maintenance of the gate equipment, fences or walls, traffic control devices, and landscaping.~~
- d. ~~The height and location of the gate shall be in conformance to Section 10-1.2725, Yard Requirements, e.g., Yard Exceptions—Fences, Hedges, Walls. The gate, control devices, and approach lanes shall be adequately lighted, striped, marked, and protected to provide for the safe and orderly movement of pedestrians and traffic.~~
- e. ~~A gate opening system to provide for emergency vehicle access shall be installed to the satisfaction of the Police Chief and Fire Marshal.~~
- f. ~~Site Plan Review is required before the construction of a gate, if the Director of Community and Economic Development/Planning Director determines that the gate materially alters the appearance and character of the property or area or may be incompatible with the above requirements, City policies, standards, and guidelines.~~

SEC. 10-2.630 DRAINAGE, SURFACING AND MAINTENANCE.

A storm drainage system shall be provided that conveys storm water runoff into facilities of the City or the Alameda County Flood Control District. All on-site storm drain inlets must be labeled 'No Dumping - Drains to Bay,' using approved methods.

All on-site storm drains must be cleaned at least once a year prior to the rainy season (October 15). Additional cleaning may be required by the City Engineer.

~~Parking surfaces and driveways for all single-family dwellings~~ detached residential units shall be paved with Class B, Portland Cement Concrete. A secondary driveway which provides access to a recreational vehicle storage area may be constructed with concrete, "grasscrete", asphalt, or rock or concreted wheel tracks. Subject to the approval of the ~~Director of Community and Economic Development/Planning Director~~ Fire Department, driveways exceeding 40 feet in length may be paved with asphaltic concrete or a comparable all-weather, and dustless material ~~(s), such as bricks or pavers.~~

All other residential and non-residential uses shall be paved with Class B, Portland Cement Concrete, or a minimum 3 inches of asphaltic concrete over a minimum of 4 inches of aggregate base or comparable all-weather, and dustless material ~~(s), such as bricks or pavers.~~

Parking lots shall be swept regularly to prevent the accumulation of litter and debris. If pressure washed, debris must be trapped and collected to prevent entry to the storm drain system. No cleaning agent may be discharged to the storm drain. If any cleaning agent or degreaser is used, washwater shall not be discharged to the storm drains; washwaters should be collected and discharged to the sanitary sewer. Discharges to the sanitary sewer are subject to the review, approval, and conditions of the wastewater treatment plant receiving the discharge.

SEC. 10-2.640 LIGHTING AND MARKING.

Parking facilities shall be adequately lighted for safety and security as determined by the City Engineer. The minimum requirement is 1 foot candle of light across the entire surface of the parking area. Exterior lighting shall be designed, erected, and maintained so that light or glare is not directly cast upon adjacent properties or public rights-of-way.

Aisles, approach lanes, and maneuvering areas shall be marked and maintained with directional arrows and striping to control traffic flow. Each parking space shall be stripped, marked, and maintained by surface markings or other effective means and shall be maintained so as to be readily visible at all times. All compact parking spaces and designated employee parking spaces per Section 2.400, Parking Space Width Reductions, shall be clearly marked as such.

This section shall not apply to detached ~~single-family dwellings~~ residential units.

SEC. 10-2.641 SPACE IDENTIFICATION.

~~In multiple-family developments of 5 or more units, no less than 10 percent of the spaces shall be clearly and permanently marked for visitor parking, except in the Central Parking District where parking requirements are less than 1.0 space per dwelling unit. Where less than 10 parking spaces are required, a minimum of 1 standard parking space shall clearly be marked for visitor's parking.~~

SEC. 10-2.642 DIRECTIONAL AND REGULATORY SIGNS.

Traffic directional signs as required and approved by the Director of Public Works shall be installed at no expense to the City. Each exit from any parking area, except for ~~single-family detached~~ residential units, shall be clearly marked with a 'STOP' sign.

SEC. 10-2.650 LANDSCAPING.

Landscaped areas required in this section shall be composed of trees, shrubs, ~~turf grass~~, planted ground cover, or a combination thereof. Landscaping shall be permanently maintained, including replacement where necessary. Landscaping shall be provided as follows:

- a. Except for access driveways, a landscape planter 10 feet in width shall be provided in all required yard areas adjacent to street right-of-ways to create a separation from parking, loading, and vehicle maneuvering areas.
- b. Where no front and/or street side yards are required, a landscape strip at least 10 feet wide, unless a wider strip is otherwise required by the Zoning Ordinance, shall be installed between parking areas and all existing or future street rights-of-way.
- c. Landscape materials within 10 feet of vehicle ingress and egress points shall be maintained so as not to impair visibility or create a traffic hazard.
- d. Landscaped areas shall be irrigated by means of an automatic sprinkler system with an automatic on-off timer clock mechanism.
- e. Landscape buffers shall be provided between adjoining outdoor use spaces with walls and planting shall be provided.
- f. Parking areas shall include a minimum of one 15-gallon parking lot tree for every 6 parking stalls, except where restricted because of design constraints. Parking lot trees shall be planted in tree wells or landscape medians located within the parking area, unless an alternative location is approved by the Director of Community and Economic Development/Planning Director. Required street and buffer trees shall not qualify as parking lot trees.
- g. Where a side or rear yard is required between a parking area and residential district, a minimum of one 15-gallon buffer tree shall be planted for every 20 lineal feet of property line.
- h. The minimum dimensions of any tree well or landscape median shall be 5 feet, measured from the back of curb. The end of the parking rows shall be capped with landscape medians except where space is restricted due to existing site conditions.
- i. Parking and loading areas shall also be buffered from the street with shrubs, walls, or earth berms, as determined by the Director of Community and Economic Development/Planning Director. Where shrubs are used for buffering, the type and spacing of shrubs shall create a continuous 30-inch-high screen within 2 years.
- j. Agricultural zoning districts and parcels in a residential zoning district with three or less dwelling units shall be exempt from the landscaping requirements of this section.

SEC. 10-2.660 SCREENING.

- a. A view-obscuring screen shall be installed along rear and interior lot lines whenever parking, loading, and vehicle maneuvering areas ~~are adjacent to~~ abut residentially zoned parcels. At the discretion of the Director of Community and Economic Development/ Planning Director or the Planning Commission, a view-obscuring screen may be required abutting any nonconforming residential buildings. The view-obscuring screen shall be uniformly painted, decorative wood fence, masonry wall or its equivalent, or chain-link fence with plant materials, and shall be constructed to withstand a 15-pound-per-square-foot wind load. The view obscuring screen shall be 6 feet high except when located within required front and side street yard setbacks, in which case the screen shall not exceed 4 feet high.

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- b. Unless there already exists a building wall or a fence, wall, or similar screen located within 2 feet of either side of a common property line, a view-obscuring screen as described above shall be installed. On Commercial or Industrial zoned properties abutting a residentially zoned parcel, the view obscuring screen shall be a concrete, brick, or masonry wall, or an equivalent.
 - c. Agricultural zoning districts and parcels in a residential zoning district with 3 or less dwelling units shall be exempt from the requirements of this section.

SEC. 10-2.670 CURBING/BARRIERS.

Except for ~~single family dwellings~~detached residential units, where abutting trees and other landscaping, walls, columns, fences and pedestrian paths, each parking and loading space shall be provided with a Class B, Portland Cement Concrete bumper block or continuous concrete curb at least 6 inches in height above the finished pavement and 6 inches thick. Barriers shall be located a minimum of 24 inches from landscaped strips and 30 inches from fences, walls, etc. Additional barriers may be required by the Director of Community and Economic Development/Planning Director where ~~he/she~~they determines ~~they are~~ necessary for proper traffic circulation or safety reasons.