

ARTICLE 2 OFF-STREET PARKING REGULATIONS

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I. PURPOSE AND DEFINITIONS

SEC. 10-2.000 PURPOSE.

These regulations are intended to achieve the following:

- a. To relieve congestion on streets by providing convenient off-street parking and loading facilities in proportion to the demand created by the use;
- b. To provide for the safe and orderly movement of traffic through proper design and location of adequate parking, loading, and maneuvering areas;
- c. To protect neighborhoods and surrounding land uses from vehicular parking, loading and traffic congestion, noise, and dust through proper aesthetic design and location of entries, parking areas, and landscaping;
- d. To promote businesses and industries by providing safe, convenient, attractive shopping and working environments;
- e. To encourage the use of alternate forms of transportation;
- f. To Implement the City's climate change, transportation, affordable housing, and economic development objectives established by the Hayward 2040 General Plan;
- g. To Provide for the safe, efficient, and equitable use of electric automobiles; and
- h. To Reduce the air pollution and greenhouse gas emissions generated by automobile use.

(Amended by Ordinance 22-11, adopted November 15, 2022; Amended by Ordinance 23-06, § 2, adopted June 20, 2023)

SEC. 10-2.100 DEFINITIONS.

Certain words and phrases are defined within these regulations. Where it appears from the context of such words, phrases, or provisions that a different meaning is intended, the definition shall be as determined by the Director of Community and Economic Development/Planning Director.

- a. "Assigned Parking." The words "Assigned Parking" shall mean parking spaces in a residential parking facility that are assigned or designated for use by a specific living unit within the building or residence.
- b. "Automatic Load Management Systems (ALMS)." The words "Automatic Load Management Systems (ALMS)" shall mean a control system designed to manage load across one or more electric vehicle supply equipment (EVSE), circuits, or panels, and share electrical capacity and/or automatically manage

¹Note(s)—Adopted April 12, 1977, Ordinance No. 77-016 C.S., Amended in its entirety by Ordinance 96-13, adopted July 16, 1996; Amended by Ord 99-14, adopted September 7, 1999; Amended by Ordinance 01-09, adopted July 24, 2001; Amended by Ordinance 04-19, adopted December 21, 2004; Amended by Ordinance 05-11, adopted October 4, 2005; Repealed and replaced by Ordinance 06-12, adopted July 11, 2006; Amended by Ordinance 11-12, adopted October 11, 2011.

power at each connection point. ALMS systems must be designed to deliver no less than 3.3 kVa (208/240 volt, 16-ampere) to each EV Capable, EV Ready or EVCS space served by the ALMS, and meet the requirements of California Electrical Code Article 625. The connected amperage to the building site for the EV charging infrastructure shall not be lower than the required connected amperage per California Green Building Standards Code, Title 24 Part 11.

- c. "Direct Current Fast Charging (DCFC)." The words "Direct Current Fast Charging (DCFC)" shall mean a parking space provided with electrical infrastructure that meets the following conditions:
 - 1) A minimum of 48 kVa (480 volt, 60-ampere) branch circuit.
 - 2) Electric vehicle supply equipment (EVSE) located within three (3) feet of the parking space providing a minimum capacity of 80-ampere.
- d. "Electric Vehicle Charging Station (EVCS)." One or more electric vehicle charging spaces served by EVSE or receptacles.
- e. "Electric Vehicle Supply Equipment (EVSE)." The words "Electric Vehicle Supply Equipment (EVSE)" shall mean the conductors, including the ungrounded, grounded, and equipment grounding conductors and the electric vehicle connectors, attachment plugs, personnel protection system, and all other fittings, devices, power outlets, or apparatus installed specifically for the purpose of transferring energy between the premises wiring and the electric vehicle.
- f. "Level 2 Electric Vehicle (EV) Charger." A 208/240-volt 30-ampere minimum electric vehicle charger connected to the premises electrical system capable of charging electric vehicles.
- g. "Level 2 EV Capable." The words "Level 2 EV Capable" shall mean a parking space provided with electrical infrastructure that meets the following requirements:
 - 1) Conduit that links a listed electrical panel with sufficient capacity to a junction box or receptacle located within three (3) feet of the parking space.
 - 2) The conduit shall be designed to provide at least 8.3 kVa (208/240 volt, 40-ampere) per parking space. Conduit shall have a minimum nominal trade size of 1 inch inside diameter and may be sized for multiple circuits as allowed by the California Electrical Code.
 - 3) The electrical panel shall reserve a space for a 208/240 volt, 40-ampere overcurrent protective device space(s) for EV charging, labeled in the panel directory as "EV CAPABLE."
 - 4) Electrical load calculations shall demonstrate that the electrical panel service capacity and electrical system, including any on-site distribution transformer(s), have sufficient capacity to simultaneously charge all EVs at all required EV spaces at a minimum of 208/240 volt, 40 amperes.
 - 5) The parking space shall contain signage indicating the space is EV Capable in accordance with Caltrans Traffic Operations Policy Directive 13-01 (Zero Emission Vehicle Signs and Pavement Markings) or its successor(s).
- h. "Level 2 Electric Vehicle (EV) Charging Receptacle." The words "Level 2 Electric Vehicle (EV) Charging Receptacle" shall mean a 208/240-volt 40-ampere minimum branch circuit and a receptacle.
- i. "Level 2 EV Ready." The words 'Level 2 EV Ready' shall mean a parking space that is served by a complete electric circuit with the following requirements:
 - 1) A minimum of 8.3 kVa (208/240 volt, 40-ampere) branch circuit.
 - 2) A receptacle labeled "Electric Vehicle Outlet" or electric vehicle supply equipment located within three (3) feet of the parking space. If EVSE is provided the minimum capacity of the EVSE shall be 30-ampere.

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- j. "Low Power Level 2 EV Ready." The words "Low Power Level 2 EV Ready" shall mean a parking space that is served by a complete electric circuit with the following requirements:
 - 1) A minimum of 4.1 kVA (208/240 Volt, 20-ampere) branch circuit.
 - 2) A receptacle labeled "Electric Vehicle Outlet" or electric vehicle supply equipment located within three (3) feet of the parking space. If EVSE is provided the minimum capacity of the EVSE shall be 16-ampere.
 - 3) Conduit oversized to accommodate future Level 2 EV Ready (208/240 volt, 40-ampere) at each parking space.
 - k. "Unassigned or Common Use Parking." The words "Unassigned or Common Use Parking" shall mean parking spaces in a residential parking facility that are not reserved for or assigned to a specific living unit within the building or residence, including guest, staff, or other non-resident parking.
 - l. "Unbundled Parking." Vehicular parking for sale or lease to residents of a building separate from the sale or lease of living units within that residential building.

(Amended by Ordinance 22-11, adopted November 15, 2022; Amended by Ordinance 23-06, § 2, adopted June 20, 2023; Amended by Ordinance 25-01, § 2, adopted January 21, 2025; Amended by Ordinance 25-08, adopted June 24, 2025)

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 at the time of construction of any new building.
 - 1) For EV charging infrastructure requirements for existing nonresidential buildings, see Section 5.106.5.4 of the California Green Building Standards Code.
 - 2) For EV charging infrastructure requirements for existing residential buildings, see Section 4.106.4.3 of the California Green Building Standards Code.
 - 3) For additional EV infrastructure requirements for select nonresidential buildings, see Section 5.106.5.5 of the California Green Building Standards Code.
- 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 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; Amended by Ordinance 23-06, § 2, adopted June 20, 2023; Amended by Ordinance 24-01, adopted Jan. 23, 2024; Amended by Ordinance 25-01, § 2, adopted January 21, 2025; Amended by Ordinance 25-08, adopted June 24, 2025)

SEC. 10-2.201 EXISTING PARKING AREAS.

No existing use of land or structure shall be deemed a nonconforming use solely because of the lack of off-street parking or loading facilities required by this article. A change of occupancy is not a change of use unless the new occupant is considered in a different use classification, as described in Chapter 10, Article 1, the Zoning Ordinance, than the former occupant.

SEC. 10-2.202 PRIOR USE REQUIREMENTS.

No required parking spaces in existence prior to the date of this article, or established pursuant to the provisions of this article or subsequent amendments thereto, shall be eliminated unless an equivalent number of alternate spaces are provided in conformance with the requirements of this article.

SEC. 10-2.203 FRACTIONAL SPACES.

Any required fractional parking space shall be considered a required whole space.

SEC. 10-2.204 MIXED USES.

The total requirement for off-street parking spaces shall be the sum of the requirements of the various uses on the site except as provided in Section 10-2.401, Shared Parking, and Section 10-2.402, Off-site Parking.

SEC. 10-2.205 ADMINISTRATION.

Except where indicated otherwise, the Director of Community and Economic Development/Planning Director shall administer and interpret these regulations. Prior to authorization for occupancy of any structure, including authorization for gas and/or electric meter service, City officials shall ensure that the use, arrangement, construction, and improvements are in accordance with plans approved through the verification of zoning compliance procedure.

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
DETACHED RESIDENTIAL:	
Up to 3,000 gross square feet	2.0 covered within an enclosed garage per dwelling unit
Greater than 3,000 gross square feet	3.0 covered within an enclosed garage 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 within an enclosed garage plus 2.0 uncovered per dwelling unit. Driveway parking spaces can satisfy the uncovered parking requirement.
If a dwelling with a single car garage was built prior to March 24, 1959.	1.0 covered <u>within an enclosed garage</u> per dwelling unit
DUPLEXES, TRIPLEXES, MULTI-UNIT RESIDENTIAL (4+ UNITS):*	
Studio	1.0 covered and 0.50 uncovered per dwelling unit
One-bedroom	1.0 covered and 0.70 uncovered per dwelling unit
Two or more bedrooms	1.0 covered and 1.10 uncovered per dwelling unit
LIVE/WORK	See Section 10-2.204
SENIOR (62+) RENTAL HOUSING ³	0.5 covered per dwelling unit
HOUSING FOR INDIVIDUALS WITH DISABILITIES ³	0.3 covered per dwelling unit
MOBILE HOMES	2.0 per mobile home space, plus 1.0 guest parking space per three mobile home spaces within a mobile home park
CARETAKER QUARTER	1.0 per caretaker quarter unit
SINGLE ROOM OCCUPANCY (SRO)	1.0 per sleeping unit
1. Group Homes, Supportive Housing and Transitional Housing shall provide the required ratio of parking spaces for a detached residence, duplex, triplex or multi-unit residential (4+ units), whichever is most consistent with the building form. 2. Ten percent of 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. 3. If any of the residential dwelling units are for designed and occupied by this population, this parking regulations shall apply.	

(Amended by Ordinance 17-16, adopted Nov. 7, 2017; Amended by Ordinance 24-01, adopted Jan. 23, 2024; Amended by Ordinance 25-02, § 1(Exh. B), adopted January 21, 2025)

SEC. 10-2.320 LODGING, REST HOMES AND HOSPITAL USES.

The number of off-street parking spaces required for boarding, hotels, convalescent homes, and hospital uses shall be:

USES	PARKING SPACES REQUIRED
DORMITORY MEDIUM and LARGE GROUP HOMES	1.2 for each occupant based on capacity as designed. For convalescent facilities, 1.0 for each 3.0 beds.
HOTELS and MOTELS	1.0 for each room, plus 1.0 for each two employees on the largest shift, plus 15% additional truck/trailer combination parking spaces, if located in an Industrial zoned area
CONVALESCENT FACILITY	1.0 for each 3.0 beds
HOSPITALS	1.0 for each hospital bed
EMERGENCY SHELTER, LOW BARRIER NAVIGATION CENTER	1.0 for each three employees on site during the shift that has maximum staffing, plus 1.0 space for each facility vehicle

(Amended by Ordinance 25-02, § 1(Exh. B), adopted January 21, 2025)

SEC. 10-2.321 PLACES OF LODGING, REST HOMES AND HOSPITAL USES ADDITIONAL PARKING.

Additional parking spaces for those areas used for offices, laboratories, pharmacies, cafeterias, restaurants, or other uses shall be required pursuant to Section 10-2.204, Mixed Uses. The amount of additional parking spaces required shall per the appropriate 'use' table.

SEC. 10-2.330 PLACES OF PUBLIC ASSEMBLY USES.

The minimum number of off-street parking spaces required for places of public assembly uses shall be:

USES	PARKING SPACES REQUIRED
PLACES OF PUBLIC ASSEMBLY, having fixed seating, including: Auditoriums Recreation facilities (Race tracks, Sports arenas, Stadiums, etc.) Theaters	1.0 for each 4.0 seats or 1.0 for each 50 square feet of gross floor area used for public assembly, whichever is greater
PLACES OF PUBLIC ASSEMBLY, having no fixed seating, including: Associations Business, trade, and professional societies Card rooms Clubs Community centers Convention or meeting halls Cultural facilities (excluding religious facilities)	1.0 for each 5.0 seats plus 1.0 for each 12 00 gross square feet of non-seating area

Recreational facilities (excluding golf courses, skating rinks, and commercial swimming pools) Lodges Union Halls	
ATHLETIC clubs, gymnasiums, health clubs <u>HEALTH CLUBS/FITNESS STUDIOS</u>	1.0 per 200 square feet of gross floor area
BOWLING alleys	4.0 for each lane
BILLIARD halls	2.0 for each table
CHURCHES <u>RELIGIOUS FACILITIES</u> , mortuaries <u>MORTUARIES</u> and funeral homes <u>FUNERAL HOMES</u>	For area used for the main assembly: 1.0 for each five seats (22 inches of bench is equivalent to one seat or 1.0 for each 100 square feet of gross floor area, whichever is greater)
GOLF courses, driving range	5.0 per hole plus 1.0 per range tee
LIBRARIES, museums, art galleries	1.0 per 300 square feet of gross floor area
<u>SCHOOLS</u> <u>EDUCATIONAL FACILITIES:</u>	
Colleges, not including dormitories, stadiums, and gymnasiums	1.0 for each two full-time equivalent students enrolled
High schools, not including stadiums and gymnasiums	1.0 for each four daytime students
Intermediate and elementary schools	1.2 for each classroom
Business, trade and other schools	1.0 for each four students
Nursery schools and day care facilities	1.0 for each four students, plus a drop off area
SKATING rinks	1.0 for each 200 gross square feet of skating area
SWIMMING pools, commercial	1.0 for each 200 gross square feet of water surface and dressing room area
TENNIS courts/racquet, commercial	3.0 per court

SEC. 10-2.331 PLACES OF PUBLIC ASSEMBLY USES ADDITIONAL PARKING.

Additional parking spaces in places of public assembly for those areas used for offices, restaurants, taverns, or other uses shall be required pursuant to Section 10-2.204, Mixed Uses. ~~Additional parking spaces for bowling alleys, golf courses, swimming pools, tennis courts, gymnasiums, or similar uses shall be required for fixed spectator seating per 'Places of Public Assembly having fixed seating.' The amount of additional parking spaces required shall per the appropriate 'use' table.~~

SEC. 10-2.340 OFFICE, RETAIL, AND SERVICE USES.

The minimum number of off-street parking spaces required for office, retail, and service uses shall be:

USES	PARKING SPACES REQUIRED
AUTOMOBILE washing operation <u>CAR WASHs:</u>	
Conveyor type	Five times the length of the washing operation in queuing space plus

	2.0 parking spaces for drying and cleaning purposes per washing area or stall In all cases a minimum of 200 feet of queuing space and 5 parking spaces for drying and cleaning shall be provided
Non-conveyor type or self-service	3.0 queuing spaces per washing area in front of washing area or stall plus 2.0 parking spaces for drying and cleaning purposes per washing area
BARBER shops, beauty salons, nail care, massage parlors, tanning salons <u>PERSONAL SERVICES</u>	2.0 for each chair or 1.0 for each 100 square feet of gross floor area, whichever is greater
GAS <u>AUTOMOBILE service stations</u> <u>SERVICE STATION</u>	1.0 for each employee on the largest shift plus 2.0 for each hoist, rack, or area primarily designed for the servicing or minor repair of one motor vehicle, excluding fuel pump service areas plus 1.0 for air/water dispenser In all cases, a minimum of three off-street parking spaces must be provided.
GAS service stations <u>AUTOMOBILE SERVICE STATION</u> with mini-markets	1.0 for each employee on the largest shift plus 2.0 for each hoist, rack, or area primarily designed for the servicing or minor repair of one motor vehicle, excluding fuel pump service areas plus 1.0 for air/water dispenser plus 1.0 for each 400 square feet of gross floor area. In all cases, a minimum of five off-street parking spaces must be provided.
LAUNDRY, self-service or dry-cleaning, self-service	1.0 for each two washing/ dry cleaning machines plus 1.0 for each dry-cleaning machine
OFFICES, general, including banks and similar financial institutions, and professional offices except medical or dental offices	1.0 per 250 square feet of gross floor area
OFFICES, medical and dental offices, clinics and laboratories, including Cannabis Testing Laboratories	1.0 for each 200 square feet of gross floor area
RESTAURANTS/BREWERIES/WINERIES/DISTILLERIES/BARS, taverns, bars, night clubs, lunch counters, soda fountains, diners, and other eating or drinking establishments (floor area includes outdoor seating area)	1.0 per three seats of seating area, including outdoor seating plus 1.0 per 200 square feet of gross floor area for other areas. In the Industrial area, if lot abuts a street that has no parking lane on either side of the street or is posted for no truck parking on both sides of the street, additional on-site truck parking may be required.

<p>RETAIL establishments characterized by hand-carried merchandise in which a customer makes quick purchases or rentals in small quantities, including:</p> <ul style="list-style-type: none"> Cleaners without a cleaning plant Convenience stores Commercial Cannabis Retail Dispensaries Delicatessen Doughnut shops Ice cream shops Laundry without a cleaning plant Off-sale liquor establishments Take-out restaurants Video stores 	<p>1.0 per 175 square feet of gross floor area where the total gross floor area of the development, whether an individual establishment or a shopping center, is 10,000 square feet or less</p> <p>or</p> <p>1.0 per 215 square feet of gross floor area where the total gross floor area of the development, whether an individual establishment or a shopping center, is over 10,000 square feet</p>
<p>RETAIL establishments characterized by hand-carried merchandise, including:</p> <ul style="list-style-type: none"> Apparel shops <u>Convenience stores</u> Department stores Food markets <u>Off-sale liquor establishments</u> Pharmacies <u>Photography shop</u> Sporting goods <u>Take out restaurants/cafes (deli, ice cream shop, etc.)</u> <u>Variety stores</u> 	<p>1.0 per 200 square feet of gross floor area where the total gross floor area of the development, whether an individual establishment or a shopping center, is 10,000 square feet or less</p> <p>or</p> <p>1.0 per 225 square feet of gross floor area where the total gross floor area of the development, whether an individual establishment or a shopping center, is over 10,000 square feet, but less than 40,000 square feet</p> <p>or</p> <p>1.0 per 250 square feet of gross floor area where the total gross floor area of the development, whether an individual establishment or a shopping center, is over 40,000 square feet.</p>
<p>RETAIL establishments and service and/or repair establishments generally characterized by large or heavy merchandise and including:</p> <ul style="list-style-type: none"> Appliances Building materials Building trade uses, such as heating, plumbing, roofing, sheet metal working, woodworking Business machines Furniture Hardware Household equipment Nursery products Printing Upholstering Vehicles equipment Vehicle sales and rental, including motorcycles, jet skis, recreational vehicles, trailers, etc. 	<p>1.0 for each 250 square feet of gross floor area used for offices, sales and display</p> <p>plus</p> <p>1.0 for each 600 square feet of gross floor area used for repair or services</p> <p>plus</p> <p>1.0 for each 1,000 square feet of gross floor area used for indoor storage</p> <p>plus</p> <p>1.0 for each 2,000 square feet of gross area used for outdoor sales, sales display or storage.</p>
<p>VEHICLE repair and service <u>AUTOMOBILE REPAIR</u></p>	<p>1.0 for each 500 square feet of gross floor area</p>

(Amended by Ordinance 17-15, adopted Nov. 28, 2017)

SEC. 10-2.341 UNKNOWN OFFICE, RETAIL AND SERVICE USES.

When the type of occupancy or use is unknown or uncertain for a commercially zoned site, the minimum off-street parking required is 1.0 space for each 200 square feet of gross floor area.

SEC. 10-2.350 WHOLESALE, MANUFACTURING, STORAGE, TRANSPORTATION, AND SIMILAR USES.

The minimum requirements for wholesale, manufacturing, storage, transportation, and similar uses are:

USES	PARKING SPACES REQUIRED
All wholesale WHOLESALE , manufacturing MANUFACTURING , storage STORAGE , transportation TRANSPORTATION , and similar uses except as specifically identified below.	1.0 for each 500 square feet of gross floor area, or If the building or structure has leasable bays of 2,500 square feet or greater, the minimum off-street parking required is 1.0 space for each 1,000 square feet of gross floor area, or If a building or structure has leasable bays of 10,000 square feet or greater, the minimum off-street parking required is 1.0 space for each 1,500 square feet of gross floor area, or If a building or structure has leasable bays of 20,000 square feet or greater, the minimum off-street parking required is 1.0 space for each 2,000 square feet of gross floor area.
DATA CENTERS DATA CENTERS	<u>1.0 for each 5,500 square feet of gross floor area</u>
Mini-storage facilities MINI-STORAGE FACILITIES	2.0 covered near the residential unit and 5.0 uncovered near the office
Salvage SALVAGE , wrecking WRECKING and dump yards DUMP YARDS	5.0 spaces, plus 1.0 for each 20,000 square feet of outdoor areas under use, plus 1.0 space of adequate size for all rolling stock stationed on the premises.
Passenger terminal facilities and stations PASSENGER TERMINAL FACILITIES and STATIONS for airports, BART rail transit, railroads, or bus lines	1.0 for each 500 square feet of gross floor area, plus additional spaces for commuter traffic as determined by the City Engineer.
Research and development RESEARCH AND DEVELOPMENT facilities	1.0 for each 500 square feet of gross floor area
T-hangars T-HANGARS	1.0 for each based aircraft
Tie-downs TIE-DOWNS (open)	1.0 for each 3 based aircraft

(Amended by Ordinance 17-15, adopted Nov. 28, 2017; amended by Ordinance 19-10, adopted June 4, 2019)

SEC. 10-2.351 WHOLESALE, MANUFACTURING AND STORAGE USES ADDITIONAL PARKING.

Note(s)—(Repealed by Ordinance 19-10, adopted June 4, 2019)

SEC. 10-2.360 GOVERNMENTAL OR OTHER PUBLIC USES.

All governmental or other public uses shall provide the minimum off-street parking requirements of the use most similar in nature, as determined by the Director of Community and Economic Development/Planning Director.

IV. EXCLUSIONS, REDUCTIONS, EXCEPTIONS, AND APPEALS

SEC. 10-2.400 PARKING SPACE WIDTH REDUCTIONS.

Parking space widths for standard cars may be reduced by 6 inches at the discretion of the Director of Community and Economic Development/Planning Director, if it can be demonstrated that the proposed spaces are for the use of employees only and that adequate standard width spaces are available for the use of non-employees near the buildings.

SEC. 10-2.401 SHARED PARKING.

An administrative use permit may be issued for shared parking serving more than one use subject to the following specific findings and conditions of approval:

- a. Up to 25 percent of parking facilities required for night-time or Sunday uses may be supplied by the off-street parking facilities provided by day-time and/or week-day use facilities.
- b. The following uses are considered as day-time and/or week-day uses: banks, business offices, medical offices, personal service shops, household equipment or furniture shops, clothing or service shops, manufacturing or wholesale buildings, and other similar primarily day-time and/or uses as determined by the Director of Community and Economic Development/Planning Director.
- c. The following uses are considered as night-time and/or Sunday uses: auditoriums incidental to a public or private school, churches, bars, bowling alleys, nightclubs, theaters, and other similar primarily night-time and/or Sunday uses as determined by the Director of Community and Economic Development/Planning Director.

SEC. 10-2.402 OFF-SITE PARKING.

An administrative use permit may be issued for off-site parking subject to the following specific findings and conditions of approval:

- a. The building or use for which application is being made shall have the main entrance located within 500 feet along a traversable pedestrian route from the farthest proposed parking space;
- b. There is a useable pedestrian route along public streets or permanently established easements between the parking and the uses or structures served;
- c. The adjacent or nearby properties will not be adversely affected relative to parking;
- d. The proposed traffic circulation will not be detrimental to the health, safety, and welfare of residents residing or working in or adjacent to the parking; and
- e. The property owner(s) must enter into a written, recorded agreement with the City, in a form satisfactory to the City Attorney, describing the off-site parking plan and including a guarantee that there will be no substantial alteration in the uses that will create a greater demand for parking, a recording of a covenant among the properties for access to and use of the off-site parking facilities, 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 use, modify, amend, or unilaterally terminate the agreement.

SEC. 10-2.403 RESIDENTIAL CREDIT FOR TRANSPORTATION DEMAND MANAGEMENT PROGRAM.

In consideration of the financial commitment involved in providing a Transportation Demand Management Program and the fact that the use of alternative commute modes serves to reduce parking demand, a residential development, excluding detached residential developments, that is required to provide at least 20 off-street parking spaces may be allowed to reduce the parking requirements of this article by 5 percent if the development achieves a total of 15 points, as specified in the table below. Mitigation measures or infrastructure improvements, required by the California Environmental Quality Act (CEQA) or by the City, are not eligible for reductions offered within this section.

Transportation Demand Management Measure	Point Value
A publicly accessible 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. A Class 1 bicycle facility could qualify if it is not part of the public right-of-way or private street.	10
A bus shelter for any bus route within a ¼ mile radius. The bus shelter must include seating for at least three people, lighting, a roof, and a map and schedule of the bus route. The bus shelter design and future maintenance shall be approved by the City of Hayward and AC Transit.	10
A loading zone marked for ride-share vehicles that has capacity for at least two vehicles to stop.	5
A 50 percent increase in the long-term bicycle storage above the current Cal Green requirements.	5
On-site transit route maps, schedules and dynamic real time arrivals posted within a publicly visible and accessible area near the primary building entrance. The route maps, schedules and real time arrival information shall include all transit routes within ¼ mile radius.	5

(Amended by Ordinance 24-01, adopted Jan. 23, 2024)

SEC. 10-2.404 NON-RESIDENTIAL CREDIT FOR TRANSPORTATION DEMAND MANAGEMENT PROGRAM.

In consideration of the financial commitment involved in providing a Transportation Demand 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 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.

(Amended by Ordinance 24-01, adopted Jan. 23, 2024)

SEC. 10-2.405 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 1,000 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.

(Amended by Ordinance 24-01, adopted Jan. 23, 2024)

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 detached residential and mobile homes.
- b. Tandem parking is permitted for duplexes, triplexes, and multi-family residential (4+ units) when spaces are assigned to the same dwelling unit.
- c. 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.

(Amended by Ordinance 24-01, adopted Jan. 23, 2024)

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.

(Amended by Ordinance 24-01, adopted Jan. 23, 2024)

SEC. 10-2.411 CENTRAL PARKING DISTRICT NON-RESIDENTIAL PARKING REQUIREMENTS.

1.0 space for each 315 square feet of gross floor area except for theaters; 1.0 space for each 4.0 seats.

An increase in the number of dwelling units within an existing building or the conversion of a non-residential use to residential within the Central Parking District shall not require providing parking spaces. If more than two floors are converted to residential use, the developer must meet the residential parking requirements for units on the additional floors. The developer shall demonstrate how the parking requirements for dwelling units on the additional floors will be fulfilled.

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. Parking shall be provided at the following rates:

1.0 covered and 0.50 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.)

(Amended by Ordinance 24-01, adopted Jan. 23, 2024)

SEC. 10-2.413 CENTRAL PARKING DISTRICT PARKING SPACE IN-LIEU PAYMENTS.

The Central Parking District requirements may be satisfied by providing payments in lieu of providing all or part of the required non-residential parking. Such payments shall be accepted on behalf of the City only when adequate municipal parking is available or will be provided within a reasonable walking distance of the proposed development, as determined by the Director of Community and Economic Development/Planning Director. Such payments shall be placed in a fund to be used for the provision of municipal parking facilities serving the Central Parking District. The amount of such payments shall be determined by the Director of Public Works and be computed on the basis of the estimated cost of providing an equivalent number of spaces at the time the

development is approved. The estimate shall include land costs computed at the fair market value for the land as established by the County Assessor. Construction costs shall be computed on the basis of construction of surface parking to City standards.

SEC. 10-2.414 UNBUNDLED PARKING.

Qualifying residential properties, as specified in California Civil Code Section 1947.1, shall unbundle the cost of parking from the cost of rent in accordance with California Civil Code Section 1947.1, as amended from time to time.

(Amended by Ordinance 24-01, adopted Jan. 23, 2024)

Editor's note(s)—Ordinance 24-01, adopted January 23, 2024, repealed the former § 10-2.414, and enacted a new § 10-2.414 as set out herein. The former § 10-2.414 pertained to Downtown Core Area Specific Plan Reduction.

SECS. 10-2.415, 10-2.416 RESERVED.

Editor's note(s)—Ordinance 24-01, adopted January 23, 2024, repealed §§ 10-2.415, 10-2.416, which pertained to Central City—Plaza District Exceptions; Cottage District—Exceptions.

SEC. 10-2.417 SOUTH HAYWARD BART/MISSION BOULEVARD PARKING STANDARDS.

Note(s)—Repealed by Ordinance 11-12, adopted October 11, 2011.

SEC. 10-2.418 SOUTH HAYWARD BART/MISSION BOULEVARD PARKING AREA NON-RESIDENTIAL PARKING REQUIREMENTS.

Note(s)—Repealed by Ordinance 11-12, adopted October 11, 2011.

SEC. 10-2.419 SOUTH HAYWARD BART/MISSION BOULEVARD PARKING AREA RESIDENTIAL PARKING REQUIREMENTS.

Note(s)—Repealed by Ordinance 11-12, adopted October 11, 2011.

SEC. 10-2.420 EXCEPTIONS.

- a. Central City—Plaza District Exceptions. Additional off-street parking spaces shall not be required for construction of new buildings for commercial uses located on the ground floor in the Central City-Plaza District. Off-street parking spaces shall not be required for construction of new buildings of similar area which replace demolished or damaged buildings within 6 months that were located all or partially in the Central City-Plaza District.
- b. Near Transit—Exceptions. 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.
- c. Other Exceptions.
 - (1) An exception may be granted from the provisions hereof where unnecessary or unusual hardship is shown and where such exception will not defeat the purposes of this article or the Zoning Ordinance.

Possible reasons for issuing an exception include an unusually low number of employees for a given wholesale or manufacturing use; unusually small size of units; unusual topography, size, or shape of a parcel or existing structures; compatibility with the surrounding development; or other unusual conditions.

- (2) Applications for exceptions shall be processed in accordance with Sections 10-1.2815 through 10-1.2825 and Sections 10-1.3305 through 10-1.3365 of the Zoning Ordinance. Notice of a decision by the Director of Community & Economic Development/ Planning Director on a parking exception which exceeds 25 percent of the parking requirements shall be given within 5 business days of the decision.
- (3) The Director of Community and Economic Development/Planning Director, or the Planning Commission upon referral by the Director of Community and Economic Development/Planning Director, may grant an exception when it can be determined that:
 - i. There are special conditions or circumstances peculiar to the property involved that do not apply generally to property in the same district;
 - ii. Literal interpretation of this article would cause a hardship or deprive the applicant of rights enjoyed by others in the same district, who have applied for parking since adoption of this ordinance;
 - iii. The granting of the exception does not grant a special privilege inconsistent with the limitations on other properties in the same district;
 - iv. The granting of an exception will not result in the parking or loading of vehicles on public streets in such a manner as to interfere with the requirements set forth in this article as nearly as is reasonably possible; and
 - v. The granting of an exception will not create a safety hazard or any other condition inconsistent with the purposes of this article.
- (4) For purposes of this section, the fact that the proposed parking and circulation requirements on sites with existing buildings is in compliance with the requirements set forth in this article as nearly as is reasonably possible, may constitute a special circumstance warranting an exception under this section.

(Amended by Ordinance 24-01, adopted Jan. 23, 2024)

SEC. 10-2.430 APPEALS.

Any person aggrieved by the action of the Director of Community and Economic Development/Planning Director may appeal such action to the Planning Commission by filing a written appeal with the Development Review Services Division within 10 days from the date of such action. Upon completion of its consideration, the Planning Commission may sustain, or modify, or reverse the preceding decision.

Any member of the City Council may request review of an application on which the Director of Community and Economic Development/Planning Director or the Planning Commission has made a final decision. The Council Member requesting review shall file a written request for review with the City Clerk before the 10th day following the day the decision is rendered. The matter shall be scheduled for review and approval by the City Council. The City Council may approve, conditionally approve, or disapprove the applications based upon the relevant findings. In the event significant new evidence, which may include change in the proposal, is presented at the time of hearing, the Council may return the matter to the approving authority for further consideration and a decision. If the application has previously been subject to notice under Section 10-1.2820, it shall be scheduled for a hearing by the City Council and noticed in accord with Section 10-1.2820. No fees by the applicant shall be required when a member of the City Council requests review of an applicant.

V. LOCATION OF PARKING AND LOADING SPACES

SEC. 10-2.500 PARKING SPACE LOCATIONS.

- a. Except for non-residential uses in the Central Parking District and 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.
- b. No required 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.

(Amended by Ordinance 24-01, adopted Jan. 23, 2024)

SEC. 10-2.501 TRUCK LOADING SPACE LOCATIONS.

- a. Truck loading spaces and the access and maneuvering areas serving loading spaces shall be located on the same parcel as the activity served and must be exclusive of the area used for required parking spaces and maneuvering areas. Truck loading spaces shall not interfere with on-street traffic, parking, or sidewalks. Truck turning templates should be used for design.
- b. Loading areas should not dominate the street frontage. Where loading docks or doors are located directly off abutting street(s), the following policy shall be used:
 - (1) If abutting street is a major street where the curb-to-curb width is 72 feet or more, the loading facility/dock/door, etc., shall be located so that a truck cannot use the street as a means to maneuver in a backwards motion towards the unloading point. This will require an unobstructed on-site minimum depth of 95—115 feet in front of the loading area. Driveways shall not be placed to line up with the loading docks.
 - (2) On industrial service roads (streets 40—48 feet curb-to-curb), truck maneuvering can take place within the street area. The driveway may be lined up with the loading dock. When a truck is parked at the loading point, it shall not project into the public right of way. A minimum of 65 feet shall be unobstructed and provided in front of the loading area.

(Amended by Ordinance 24-01, adopted Jan. 23, 2024)

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

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

(Amended by Ordinance 24-01, adopted Jan. 23, 2024)

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

- a. 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 2½ 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.

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

(Amended by Ordinance 24-01, adopted Jan. 23, 2024)

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

- a. 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.
- b. Multi-unit residential parking and loading spaces shall be located behind the primary structure(s) in order to enhance the streetscape. The Planning Director may grant an exception to this requirement when it is determined to be infeasible or impractical.
- c. 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.

(Amended by Ordinance 24-01, adopted Jan. 23, 2024)

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

- a. In residential zones (RL, RNP, RM, RH), parking and loading spaces shall not be located in a required side yard, except as specified in Section 10-1.2735.
- b. In 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).

(Amended by Ordinance 24-01, adopted Jan. 23, 2024)

SEC. 10-2.506 RESERVED.

Editor's note(s)—Ordinance 24-01, adopted January 23, 2024, repealed § 10-2.506, which pertained to off-street parking and loading in rear yard areas.

VI. DESIGN STANDARDS FOR PARKING AND LOADING SPACES

SEC. 10-2.600 CONFORMANCE BY TWO-WHEEL VEHICLES AND RECREATIONAL VEHICLES.

All parking and loading facilities shall meet the minimum dimensions and standards set forth in this article, including the appendices. Parking facilities for bicycles, motorcycles, and similar two-wheel vehicles shall incorporate security locking devices in their design, and such parking facilities, as well as recreational vehicle parking facilities, shall conform to all other standards contained in this article.

SEC. 10-2.601 CONFORMANCE WITH HAYWARD DESIGN GUIDELINES.

Parking and loading spaces shall conform to the extent possible with the Hayward Design Guidelines, which seek to create an environment that is pleasant for human use while preserving the positive physical aspects of a site such as views, mature trees, and historic buildings, and minimizing its physical problems such as flooding or noise.

SEC. 10-2.602 PARKING SPACE DIMENSIONS.

- a. 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.
- b. Covered parking spaces shall provide a minimum unobstructed vertical clearance of 7 feet. Parking space areas shall be unobstructed by stairs, cabinets, utilities, etc.

(Amended by Ordinance 24-01, adopted Jan. 23, 2024)

SEC. 10-2.603 LOADING SPACE NUMBER AND DIMENSIONS.

The number of spaces and dimensions for loading areas shall be determined and approved by the Director of Community and Economic Development/Planning Director for new non-residential buildings as needed and physical conditions warrant.

SEC. 10-2.604 COVERED SPACE DIMENSIONS.

- a. The minimum dimensions for covered parking spaces shall be 11 feet wide by 19 feet long for one space, 20 feet wide by 19 feet deep for two side-by-side spaces, 29 feet wide by 19 feet deep for three side by side spaces, and 11 feet wide by 38 feet long for two tandem spaces. Parking space areas shall be unobstructed by stairs, utilities, posts, etc.
- b. The minimum garage door width shall be 16 feet for a two-car garage and 8 feet for a one-car garage.
- c. 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.
- d. 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.
- e. Entrances to shared parking garages shall not exceed 24 feet in width.

(Amended by Ordinance 24-01, adopted Jan. 23, 2024)

SEC. 10-2.610 COMPACT CAR PARKING SPACES.

- a. In shared residential parking facilities containing 6 or more spaces, a maximum of 30 percent of the required spaces may be compact car spaces.
- b. A maximum of 50 percent may be compact car spaces for uses located in the Industrial Districts.

a-c. A maximum of 30 percent may be compact car spaces for uses located in the Commercial Districts.

(Amended by Ordinance 24-01, adopted Jan. 23, 2024)

SEC. 10-2.620 ACCESS LOCATION.

- a. For 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.
- b. 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.

(Amended by Ordinance 24-01, adopted Jan. 23, 2024)

SEC. 10-2.621 HOURS OF AVAILABLE USE.

All parking spaces and loading spaces shall be accessible for use during all hours of operation of the uses served.

SEC. 10-2.622 JOINT ACCESS TO PARKING SPACES.

Uses on adjoining parcels, subject to approval of the Director of Community and Economic Development/Planning Director, may share joint access to required parking spaces, providing the entire access is a minimum of 12 feet wide on each parcel (24 feet total). Owners of affected properties shall grant a recorded, reciprocal, permanent, nonexclusive easement establishing the joint access.

SEC. 10-2.623 PRIVATE DRIVEWAY STANDARDS.

- a. Driveway widths in front of two-car garages shall be 20 feet. Driveway widths providing access to three-car garages shall be between 20 and 26 feet. Driveways widths of at least 16 feet constructed prior to January 23, 2024 shall be considered legal non-conforming.
- b. Driveways leading to enclosed private garages shall be at least 20 feet long.
- c. 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.
- d. 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.
- e. For detached residential units, a maximum 10-foot wide driveway may be allowed to provide access to a recreational vehicle storage area that is located outside of the required side yard. Open parking or vehicle storage areas located on lots less than 10,000 square feet in area shall not exceed 500 square feet in area or 700 square feet for lots 10,000 feet or larger, excluding driveways.
- f. For multi-unit (4+) residential buildings on properties greater than 72 feet in width, driveways shall not exceed one-third 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.
- g. 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.

- h. In ~~non-residential districts~~Industrial 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; Amended by Ordinance 24-01, adopted Jan. 23, 2024)

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

- a. 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.
- b. 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.
- c. 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.

d. All non-residential property shall provide a sufficient paved driveway turnaround to allow vehicles to exit property in a forward direction.

(Amended by Ordinance 24-01, adopted Jan. 23, 2024)

SEC. 10-2.625 VEHICLE OVERHANG.

Where a parking lot is designed so that cars may overhang low landscaping, the stall depth for a standard-sized car may be reduced by 2½ feet. The stall depth for a compact space may be reduced by 2 feet. The area overhung shall not be included in required landscape setback. In areas where vehicles overhang a sidewalk or walkway, the width of the sidewalk or walkway shall be increased by the overhang width to provide a minimum unobstructed width of the sidewalk or walkway of 4 feet. Parking stalls adjacent to walls shall be increased in width from the standard by at least one foot to accommodate door swing.

SEC. 10-2.626 RESERVED.

Editor's note(s)—Ordinance 24-01, adopted January 23, 2024, repealed § 10-2.626, which pertained to controlled access.

SEC. 10-2.630 DRAINAGE, SURFACING AND MAINTENANCE.

- a. 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.
- b. 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.

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- c. Driveways for 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 Fire Department, driveways exceeding 40 feet in length may be paved with asphaltic concrete or a comparable all-weather and dustless material.
 - d. 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.
 - e. 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.

(Amended by Ordinance 24-01, adopted Jan. 23, 2024)

SEC. 10-2.640 LIGHTING AND MARKING.

- a. Parking facilities shall be adequately lighted for safety and security as determined by the City Engineer. The minimum requirement is 0.5 foot candle of light, or as determined by the Public Works Director 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.
- b. 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.
- c. This section shall not apply to detached residential units.

(Amended by Ordinance 24-01, adopted Jan. 23, 2024)

SEC. 10-2.641 RESERVED.

Editor's note(s)—Ordinance 24-01, adopted January 23, 2024, repealed § 10-2.641, which pertained to space identification.

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 detached residential units, shall be clearly marked with a 'STOP' sign.

(Amended by Ordinance 24-01, adopted Jan. 23, 2024)

SEC. 10-2.650 LANDSCAPING.

Landscaped areas required in this section shall be composed of trees, shrubs, 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.

(Amended by Ordinance 24-01, adopted Jan. 23, 2024)

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 immediately 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.

- 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.

(Amended by Ordinance 24-01, adopted Jan. 23, 2024)

SEC. 10-2.670 CURBING/BARRIERS.

Except for 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 they determine necessary for proper traffic circulation or safety reasons.

(Amended by Ordinance 24-01, adopted Jan. 23, 2024)

VII. PARKING FOR PERSONS WITH PHYSICAL DISABILITIES

SEC. 10-2.700 PARKING FOR PERSONS WITH PHYSICAL DISABILITIES.

Each lot or parking structure where parking is provided for public as clients, guests, or employees, shall provide accessible parking as required by this section. In addition to the following requirements, the parking space(s) for persons with physical disabilities shall be designed and provided pursuant to state and federal requirements. Parking spaces for persons with physical disabilities required by this section shall count toward fulfilling off-street parking space requirements.

SEC. 10-2.710 REQUIRED PARKING SPACES FOR PERSONS WITH PHYSICAL DISABILITIES.

The minimum number of persons with physical disabilities' accessible parking spaces shall be:

Total Number of Parking Spaces Required	Accessible Parking Spaces Required
1—25	1
26—50	2
51—75	3
76—100	4
101—150	5
151—200	6
201—300	7
301—400	8
401—500	9
501—1,000	2 percent of total number
1,001 & over	20 plus 1 for each 100, or fraction thereof, over 1,001

Parking for persons with physical disabilities in residential uses shall be provided at the minimum rate 1 space per dwelling unit that is designed for occupancy for persons with physical disabilities.

SEC. 10-2.720 REQUIRED PARKING SPACE SIZE FOR PERSONS WITH PHYSICAL DISABILITIES.

- a. Where single spaces are provided, they shall be 14 feet wide and outlined to provide a 9-foot parking area and a 5-foot loading and unloading access aisle on the passenger side of the vehicle. When more than one space is provided in lieu of providing a 14-foot wide space for each parking space, two spaces can be provided within a 23-foot wide area lined to provide a 9-foot parking area on each side of a 5-foot loading and unloading access aisle in the center. The minimum length of each parking space shall be 18 feet.
- b. One in every eight accessible spaces, but not less than one, shall be served by an access aisle 96 inches wide minimum on the passenger side and shall be designated van accessible. All such spaces may be grouped on one level of a parking structure.

SEC. 10-2.730 LOCATION OF PARKING SPACES FOR PERSONS WITH PHYSICAL DISABILITIES.

Accessible parking spaces serving a particular building shall be located on the shortest accessible route of travel from adjacent parking to an accessible entrance. In parking facilities that do not serve a particular building, accessible parking shall be located on the shortest accessible route of travel to an accessible pedestrian entrance of the parking facility. In buildings with multiple accessible entrances with adjacent parking, accessible parking spaces shall be dispersed and located closest to the accessible entrances.

SEC. 10-2.740 ARRANGEMENT OF PARKING SPACES FOR PERSONS WITH PHYSICAL DISABILITIES.

- a. In each parking area, a bumper or curb shall be provided and located to prevent encroachment of cars over the required width of walkways. Also, the space shall be so located that persons with physical disabilities are not compelled to wheel or walk behind parked cars other than their own. Pedestrian ways which are accessible to people with physical disabilities shall be provided from each such parking space to related facilities, including curbs or ramps as needed. Ramps shall not encroach into any parking space.
- b. Surface slopes of parking spaces for persons with physically disabilities shall be the minimum possible and shall not exceed $\frac{1}{4}$ inch per foot (2.083 percent gradient) in any direction.

SEC. 10-2.750 IDENTIFICATION OF PARKING SPACES FOR PERSONS WITH PHYSICAL DISABILITIES.

- a. Each parking space reserved for persons with physical disabilities shall be identified by a reflectorized sign permanently posted immediately adjacent to and visible from each stall or space, consisting of a profile view of a wheelchair with occupant in white on dark blue background. The sign shall not be smaller than 70 square inches in area and, when in path of travel, shall be posted at a minimum height of 80 inches from the bottom of the sign to the parking space finished grade. Signs may also be centered on the wall at the interior end of the parking space at a minimum height of 36 inches from the parking space finished grade, ground or sidewalk. Van accessible spaces shall have an additional sign stating 'Van-Accessible' mounted below the symbol of accessibility.
- b. An additional sign shall also be posted in a conspicuous place at each entrance to off-street parking facilities, or immediately adjacent to and visible from each stall or space. The sign shall not be less than 17 inches by

22 inches in size with lettering not less than 1 inch in height, which clearly and conspicuously states the following:

- (1) 'Unauthorized vehicles parked in designated accessible spaces not displaying distinguishing placards or license plates issued for persons with disabilities may be towed away at owner's expense. Towed vehicles may be reclaimed at _____ or by telephoning _____.'
 - (2) [Blank spaces are to be filled in with appropriate information as a permanent part of the sign.]
- c. In addition to the above requirements, the surface of each accessible parking space or stall shall have a surface identification duplicating either of the following schemes:
- (1) By outlining or painting the stall or space in blue and outlining on the ground in the stall or space in white or suitable contrasting color a profile view depicting a wheelchair with occupant, or
 - (2) By outlining a profile view of a wheelchair with occupant in white on blue background. The profile view shall be located so that it is visible to a traffic enforcement officer when a vehicle is properly parked in the space and shall be 36 inches high by 36 inches wide.

SEC. 10-2.760 DROP-OFF AND LOADING ZONES FOR PERSONS WITH PHYSICAL DISABILITIES.

- a. When provided, passenger drop-off and loading zones for persons with physical disabilities shall be located on accessible routes of travel. One passenger drop-off and loading zone shall provide an access aisle at least 5 feet wide and 20 feet long adjacent and parallel to the vehicle pull-up space. Such zones shall be located on a surface with a slope not exceeding 1 vertical in 50 horizontal. If there are curbs between the access aisle and the vehicle pull-up space, a curb ramp shall be provided.
- b. Valet parking facilities shall provide a passenger loading zone complying with drop-off and loading zone requirements and shall be located on an accessible route to the entrance of the facility.

SEC. 10-2.770 REQUIRED PARKING SPACES FOR PERSONS WITH PHYSICAL DISABILITIES IN MEDICAL CARE FACILITIES.

At facilities providing medical care and other services for persons with mobility impairments, the minimum required number of accessible parking spaces for persons with physical disabilities shall be:

- a. Outpatient units and facilities: 10 percent of the total number of parking spaces provided serving each such outpatient unit or facility.
- b. Units and facilities that specialize in treatment or services for persons with mobility impairments: 20 percent of the total number of parking spaces provided serving each such unit or facility.

VIII. REQUIREMENTS FOR EV CHARGING INFRASTRUCTURE

SEC. 10-2.800 ELECTRIC VEHICLE (EV) CHARGING SPACES.

- a. Electric vehicle (EV) charging infrastructure shall be provided and maintained for projects whenever off-street parking is provided. The infrastructure shall be provided in accordance with the requirements of the California Green Building Standards Code, Title 24 Part 11, and the requirements in this Section, whichever provides greater number of off-street parking spaces with access to EV charging infrastructure. All accessibility provisions shall meet California Building Code Chapters 11A and 11B and Part VII of this Article. All signage provisions shall meet Caltrans Traffic Operations Policy Directive 13-01 (Zero Emission Vehicle Signs and Pavement Markings) or its successor(s).

- b. All such spaces shall count toward the minimum required parking spaces. Where two or more primary uses occupy a single site, the EV infrastructure required for each use shall be calculated separately. Calculations for the required minimum number spaces with EV infrastructure shall be rounded up to the nearest whole number. Requirements represent the minimum charging infrastructure required, and increases in installed infrastructure, such as EV Supply Equipment and delivered power, shall be permissible.

(Amended by Ordinance 22-11, adopted November 15, 2022; Amended by Ordinance 23-06, § 2, adopted June 20, 2023; Amended by Ordinance 25-01, § 2, adopted January 21, 2025; Amended by Ordinance 25-08, adopted June 24, 2025)

SEC. 10-2.810 ELECTRIC VEHICLE CHARGING REQUIREMENTS BY USE.

Uses	EV Charging Infrastructure Required ¹
Single-Family Dwellings and Townhomes	<ul style="list-style-type: none"> Each of the first two parking spaces per dwelling unit shall be provided with a Level 2 EV Ready space.
Multiple-Family Dwellings with Assigned Parking	<ul style="list-style-type: none"> All dwelling units with parking spaces shall be provided with at least one Low Power Level 2 EV Ready space.
	<ul style="list-style-type: none"> Automatic Load Management Systems (ALMS) shall be permitted to reduce load when multiple vehicles are charging.
	<ul style="list-style-type: none"> EV charging receptacles in multifamily parking facilities at assigned parking spaces shall be provided with a dedicated branch circuit connected to the dwelling unit's electrical meter panel, unless determined as infeasible by the project builder or designer and subject to concurrence of the local enforcing agency. Unbundled parking spaces, defined as vehicular parking for sale or lease to residents of a building separate from the sale or lease of living units within that residential building, are exempt from this requirement.
Multiple-Family Dwellings with Unassigned or Common use Parking	<ul style="list-style-type: none"> Where dwelling units are provided with unassigned parking spaces equal to or greater than the number of dwelling units:
	<ul style="list-style-type: none"> At least one Level 2 Ready with a Level 2 EV Charger shall be provided at an unassigned parking space for a minimum of 25% of total dwelling units.
	<ul style="list-style-type: none"> All remaining unassigned parking spaces shall be Low Power Level 2 EV Ready.
	<ul style="list-style-type: none"> The total number of EV charging spaces shall be equal to one hundred percent (100%) of dwelling units or one hundred percent (100%) of parking spaces, whichever is less.
	<ul style="list-style-type: none"> Where the total number of dwelling units exceeds the number of unassigned parking spaces:
	<ul style="list-style-type: none"> For unassigned or common use parking, a minimum of twenty-five percent (25%) of spaces shall be equipped with Level 2 EV chargers and shall be made available for use by all residents or guests.
	<ul style="list-style-type: none"> All remaining unassigned parking spaces shall be Low Power Level 2 EV Ready.
	<ul style="list-style-type: none"> The total number of EV charging spaces shall be equal to one hundred percent (100%) of dwelling units or one hundred percent (100%) of parking spaces, whichever is less.

	<ul style="list-style-type: none"> • EV chargers shall be equipped with J1772 or J3400 connectors.
Offices and Retail	<ul style="list-style-type: none"> • A minimum of 20% of parking spaces provided shall be Level 2 EV Ready with Level 2 Chargers installed.
	<ul style="list-style-type: none"> • A minimum of 30% of parking spaces provided shall be Level 2 EV Capable.
	<ul style="list-style-type: none"> • ALMS shall be permitted to reduce load when multiple vehicles are charging.
Hotels and Motels	<ul style="list-style-type: none"> • A minimum of 25% of parking spaces provided shall be Level 2 EV Ready with Level 2 Chargers installed.
	<ul style="list-style-type: none"> • A minimum of 40% of parking spaces provided shall be Low-Power Level 2 EV Ready.
	<ul style="list-style-type: none"> • ALMS shall be permitted to reduce load when multiple vehicles are charging.
	<ul style="list-style-type: none"> • EV chargers shall be equipped with J1772 or J3400 connectors.
All Other Non-Residential Uses	<ul style="list-style-type: none"> • A minimum of 10% of parking spaces provided shall be Level 2 EV Ready with Level 2 Chargers installed.
	<ul style="list-style-type: none"> • A minimum of 10% of parking spaces provided shall be Level 2 EV Capable.
	<ul style="list-style-type: none"> • ALMS shall be permitted to reduce load when multiple vehicles are charging.

¹When Level 2 EV Chargers are installed in a number greater than the minimum percent of parking spaces required by Section 10-2.810, the number of low power Level 2 EV Ready or Level 2 EV Capable spaces required may be reduced by a number equal to the number of EV chargers installed over the percent required.

(Amended by Ordinance 22-11, adopted November 15, 2022; Amended by Ordinance 23-06, § 2, adopted June 20, 2023; Amended by Ordinance 25-01, § 2, adopted January 21, 2025; Amended by Ordinance 25-08, adopted June 24, 2025)

SEC. 10-2.820 DIRECT CURRENT FAST CHARGING STATIONS.

- a. One DCFC may be substituted for up to five (5) Level 2 EV chargers to meet the requirements of Section 10-2.810.
- b. Where ALMS serve DCFC stations, the power demand from the DCFC shall be prioritized above Level 2 spaces.

(Amended by Ordinance 22-11, adopted November 15, 2022; Amended by Ordinance 23-06, § 2, adopted June 20, 2023; Amended by Ordinance 25-01, § 2, adopted January 21, 2025; Amended by Ordinance 25-08, adopted June 24, 2025)

SEC. 10-2.830 RECEPTACLE CONFIGURATIONS.

- a. 208/240V EV charging receptacles shall comply with one of the following configurations:
 - 1) For 20-ampere receptacles, NEMA 6-20R.
 - 2) For 30-ampere receptacles, NEMA 14-30R.
 - 3) For 50-ampere receptacles, NEMA 14-50R.

(Amended by Ordinance 22-11, adopted November 15, 2022; Amended by Ordinance 23-06, § 2, adopted June 20, 2023; Amended by Ordinance 25-01, § 2, adopted January 21, 2025; Amended by Ordinance 25-08, adopted June 24, 2025)

SEC. 10-2.833 EV CHARGER CONNECTORS.

EV chargers shall be equipped with SAE J1772 with a maximum output 240 Volts AC or SAE J3400 connectors. When using level 2 SAE J3400 SAE connectors, supplied by a 480 V 3-phase service, then at least 20 percent of the EV charger connectors shall be SAE J1772 with a maximum output 240 Volts AC.

(Added by Ordinance 25-01, § 2, adopted January 21, 2025; Amended by Ordinance 25-08, adopted June 24, 2025)

SEC. 10-2.835 ELECTRIC VEHICLE CHARGING STATIONS (EVCS)—POWER ALLOCATION METHOD.

- a. The power allocation method may be used as an alternative to the requirements in Section 5.106.5.3.1, Section 5.106.5.3.2 and associated Table 5.106.5.3.1. Use Table 5.106.5.3.6 to determine the total power in kVA required based on the total number of actual parking spaces.
- b. Power allocation method shall include the following:
 - 1) Use any kVA combination of EV capable spaces, low power Level 2, Level 2 or DCFC EVSEs.
 - 2) At least one Level 2 EVSE shall be provided.

TABLE 5.106.5.3.6

FACILITY TYPE	MINIMUM TOTAL kVA @ 6.6 kVA ¹	MAXIMUM kVA ALLOWED FOR EV CAPABLE SPACES ^{1, 2}	MINIMUM kVA REQUIRED IN ANY COMBINATION OF LOW POWER LEVEL 2, LEVEL 2, OR DCFC ^{1, 3}
Office & Retail	50% of actual parking spaces x 6.6	30% of actual parking spaces x 6.6	20% of actual parking spaces x 6.6
All Other	20% of actual parking spaces x 6.6	10% of actual parking spaces x 6.6	10% of actual parking spaces x 6.6
1. Calculation for spaces shall be rounded up to the nearest whole number.			
2. If EV capable spaces are utilized, they shall meet the requirements of Section 5.106.5.3.1 EV capable spaces.			
3. Level 2 EVSE @ 6.6 kVA minimum.			

(Added by Ordinance 25-01, § 2, adopted January 21, 2025; Amended by Ordinance 25-08, adopted June 24, 2025)

SEC. 10-2.840 EXCEPTIONS.

- a. Where there is no local utility power supply, or the local utility is unable to supply adequate power.
- b. Where there is evidence suitable to the local enforcing agency substantiating that additional local utility infrastructure design requirements directly related to the implementation of Section 10-2.81081030-0.3 may increase construction cost by an average of \$4,500 per parking space. EV infrastructure shall be provided up to the level that would not exceed this cost for utility service.

- c. Spaces accessible only by automated mechanical car parking systems are excepted from providing EV charging infrastructure.
- d. Accessory Dwelling Units (ADU) and Junior Accessory Dwelling Units (JADU) without additional parking facilities and without electrical panel upgrade or new panel installation. Detached ADUs, attached ADUs, and JADUs without additional parking but with electrical panel upgrades or new panels must have reserved breakers and electrical capacity according to the requirements of Section 4.106.4.1.
- e. Decisions on the above exceptions may be appealed pursuant to Section 10-2.430.

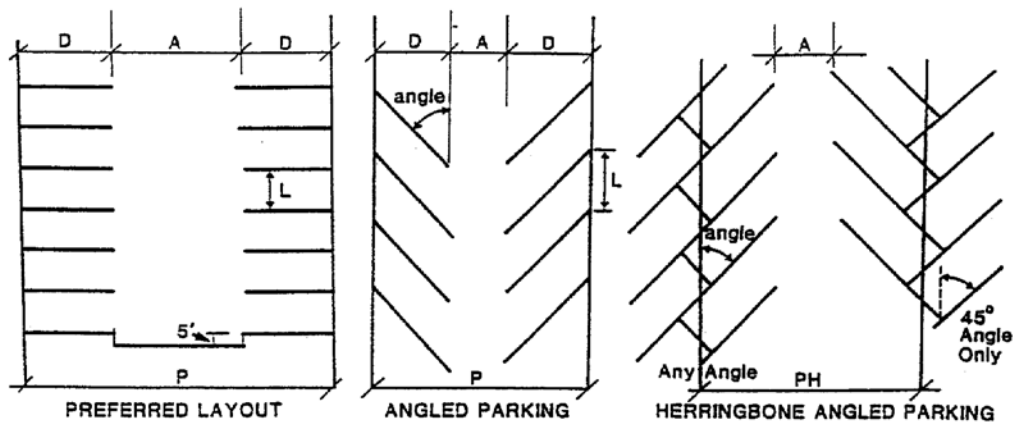
(Amended by Ordinance 22-11, adopted November 15, 2022; Amended by Ordinance 23-06, § 2, adopted June 20, 2023; Amended by Ordinance 25-01, § 2, adopted January 21, 2025; Amended by Ordinance 25-08, adopted June 24, 2025)

**APPENDIX A-1. OFF STREET PARKING REGULATIONS
MINIMUM STALL AND AISLE DIMENSIONS⁽¹⁾**

	ANGLE DEGREES	STALL WIDTH L	STALL DEPTH D	AISLE WIDTH ⁽²⁾ A	OVER ALL P	PH
STANDARD CAR	0	23.0	8.0	12.0	28	—
	30	18.0	16.0	12.0	44	37
	45	12.7	18.5	12.0	49	43
	60	10.4	20.0	17.0	57	53
	75	9.3	19.0	23.0	61	59
	90	9.0	19.0	26.0	64	—
		9.5	19.0	25.0	63	—
		10.0	19.0	24.0	62	—
10.5		19.0	22.0	60	—	
COMPACT CAR	45	11.3	15.6	12.0	43.2	40
	60	9.2	17.0	14.5	48.5	45
	75	8.3	16.86	17.5	50.6	50
	90	8.0	15.0	20.0	50.0	—

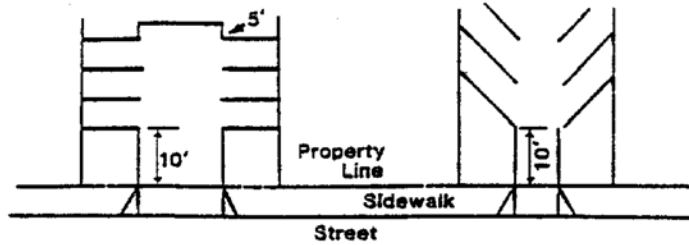
(1) Alternate designs for angled parking may be used if approved by the Planning Director.

(2) If the parking angle is less than 90°, parking aisle shall be designed for one-way circulation.



APPENDIX A-2. DRIVEWAY AND DESIGN REQUIREMENTS

1. All covered parking spaces shall have a minimum clearance (height) of 6 feet, 6 inches for residential uses and 7 feet, 0 inches for commercial and industrial uses.
2. In order to prevent backing over sidewalks, backing into streets and congestion at lot entrances, no stall may be located within 10 feet of the property line adjacent to the street.
3. In single-entrance, 90° parking lots, provisions for adequate egress from rear stalls shall be made.



4. Two-way aisles shall have a minimum width of 20 feet.
5. Driveway openings shall be aligned with parking lot aisles.
6. Parking lot designs shall be drawn to scale with dimensions and parking angle indicated.
7. For 90° parking, 2 feet of the stall depth may be used for compact vehicle overhang; 2½ feet of stall depth may be used for standard-sized vehicle overhang.
8. Off-street loading spaces or docks in industrial districts shall be located behind the public right-of-way, a distance no less than the maximum length vehicle permitted on streets and highways by the State of California.
9. Parking spaces for the handicapped shall be 17 feet wide with an 8 foot wide loading area adjacent to the passenger side of the vehicle for one space and 26 feet wide for 2 spaces sharing an 8 foot wide loading area.
10. The minimum driveway widths shown below shall apply to all access driveways irrespective of the total length of the driveway or the number of parking bays or parking areas served by the driveway.

Number of Stalls Served	One-Way Driveway	Two-Way Driveway
1 through 7	10 feet*	12 feet**
8 or more	12 feet	20 feet

*A driveway serving one single-family residence shall be a minimum of 10 feet, except where the house is located more than 150' from public right-of-way, the Fire Department may require 12' driveway width.

**Where the distance between parking bays or areas exceeds 40 feet or visibility between parking bays or areas is impaired, the driveway width shall be 20 feet. (See illustration below.)

