

Article 4. Parking and Loading

9-4.401 Purpose.

The purposes of the off-street parking and loading regulations are to:

- (a) Ensure that adequate, but not excessive, off-street parking and loading facilities are provided for new uses and major alterations to existing uses;
- (b) Avoid the negative impacts associated with spillover parking into adjacent neighborhoods, and minimize the negative environmental and urban design impacts that can result from parking lots, driveways, and drive aisles within parking lots;
- (c) Address the circulation and access needs of bicyclists and pedestrians by requiring bicycle parking facilities and promoting parking lot designs that offer safe and attractive pedestrian routes;
- (d) Establish standards and regulations for safe and well-designed parking, loading, and vehicle circulation areas that minimize conflicts between pedestrian and vehicles within parking lots and, where appropriate, create buffers from surrounding land uses;
- (e) Offer flexible means of minimizing the amount of land area devoted to parking of automobiles by allowing reductions in the number of parking spaces in transit-served locations, for shared parking facilities, and for other situations expected to have lower vehicle parking demand; and
- (f) Reduce urban stormwater runoff and heat island effect.

(Sec. 2 (Exh. A) (part), Ord. 13-001, eff. Mar. 7, 2013; Sec. 3 (Exh. A) (part), Ord. 20-005, eff. May 21, 2020)

9-4.402 Applicability.

- (a) New Development. Unless otherwise specified, the parking and loading provisions of this article apply to all new buildings and to all new conditionally permitted uses in existing buildings.
- (b) Enlargements and Expansions. Unless otherwise specified, the parking and loading provisions of this article apply whenever an existing building or use is enlarged or expanded to include additional dwelling units, floor area, seating capacity, employees or other units of measurement used for establishing off-street parking and loading provisions for that use. Additional off-street parking and loading spaces are intended only to serve the enlarged or expanded area.
- (c) Damage or Destruction. When a use that has been involuntarily damaged or destroyed is reestablished, off-street parking and loading facilities may also be reestablished or continued in operation in an amount equal to the number maintained at the time of such damage or destruction. It is not necessary, however, to restore or maintain parking or loading facilities in excess of those allowed by this article. Also see the nonconforming use regulations at Article 10 of Chapter 5 of this title.
- (d) Principal and Accessory Uses. The parking and loading provisions of this article apply only to principal uses and not to accessory uses.
- (e) Exceptions.
 - (1) Neighborhood Retail Overlay Zone. Pursuant to Section [9-3.404\(a\)\(4\)](#), in the NR Neighborhood Retail overlay zone local-serving uses having a gross floor area of five thousand (5,000) square feet or less are exempt from the off-street parking and loading provisions of this article.

(2) Transit Hub Overlay Zone. Pursuant to Section [9-3.406\(a\)\(1\)](#), in the TH Transit Hub overlay zone maximum parking allowances shall be reduced to fifty percent (50%) of the allowances set forth in this article.

(3) Alternative Parking Plans. If an alternative parking plan is approved pursuant to Section [9-4.407](#), the off-street parking shall be subject to the provisions of said plan.

(Sec. 2 (Exh. A) (part), Ord. 13-001, eff. Mar. 7, 2013; Sec. 3 (Exh. A) (part), Ord. 20-005, eff. May 21, 2020)

9-4.403 General Regulations and Standards.

(a) Reduction in Off-Street Parking and Loading Spaces.

(1) Parking.

a. Off-street parking spaces established as of the effective date of this article may be reduced in number or eliminated entirely. If such spaces are required as a condition of approval of a planning permit, they may be reduced in number or eliminated entirely upon the granting of a minor conditional use permit.

b. Surplus off-street parking spaces may be rented out to nonoccupants of the property with the provision that such spaces must be vacated on thirty (30) days' notice if they become needed by occupants of the property.

(2) Loading. Off-street loading spaces established as of the effective date of the ordinance codified in this article shall not be reduced in number during the life of such building or land use below that which would be required for a new building or use of a similar type under the requirements of this article. All such off-street loading spaces shall remain permanently available and accessible for the loading of vehicles by occupants of the property, as intended by the requirements of this article.

(b) Separate Parking and Loading Spaces. No area may be utilized and counted both as a parking space and a required loading space. However, maneuvering aisles and driveways may serve both parking spaces and loading spaces if they meet the requirements specified in this article for both parking and loading facilities.

(c) Accessible Parking. Parking spaces accessible to persons with disabilities shall be provided as required by the building regulations in Title [8](#) as follows:

(1) New Construction with an Estimated Parking Demand of Twenty-Six (26) Spaces or More.

a. Parking Equal to or Less Than the Estimate Demand. If the actual number of parking spaces provided is equal to or less than the estimated parking demand as calculated in accordance with Section [9-4.404](#), with reductions for the TH Transit Hub overlay zone as specified in Section [9-3.406\(a\)\(1\)](#), if applicable, the number of accessible spaces to be provided shall be based on the estimated parking demand regardless of the total number of spaces actually provided. This provision applies even if no other spaces are provided, other than accessible spaces.

b. Parking Greater Than the Estimated Demand. If the actual number of parking spaces provided is greater than the estimated parking demand as calculated in accordance with Section [9-4.404](#), with reductions for the TH Transit Hub overlay zone as specified in Section [9-3.406\(a\)\(1\)](#), if applicable, the number of accessible spaces to be provided shall be based on the total number of spaces actually provided.

(2) All Other Uses, Including Additions and Alterations to Existing Construction. The number of accessible spaces to be provided shall be based on the total number of parking spaces actually provided. If no parking is provided, then no accessible parking is required. Existing accessible parking shall not be reduced.

(d) **Nonconforming Parking Facilities.** Existing buildings whose off-street loading facilities do not conform to the requirements of this article may be enlarged or expanded; provided, that additional loading facilities shall be added so that the enlarged or expanded portion of the building conforms to the requirements of this article, subject to the applicable provisions for nonconforming uses and structures in Article 10 of Chapter 5 of this title. Existing buildings whose off-street parking facilities do not conform to the design standards of this article may be enlarged or expanded; provided, that if the parking is to be reconfigured, the parking facilities shall be redesigned to conform to the design standards of this article unless the Director determines that this is physically infeasible. In redesigning existing parking facilities to conform to the design standards of this article, the number of parking spaces may be reduced, or the parking may be eliminated entirely.

(e) **Unbundled Parking.** The following rules shall apply to the sale or rental of parking spaces in new multi-unit residential uses of ten (10) units or more:

- (1) All off-street parking spaces shall be leased or sold separately from the rental or purchase fees for dwelling units for the life of the dwelling units, such that potential renters or buyers have the option of renting or buying a residential unit at a price lower than would be the case if there were a single price for both the residential unit and the parking space(s).
- (2) In cases where there are fewer parking spaces than dwelling units, the parking spaces shall be offered first to the potential buyers or renters of three (3) bedroom or more units, second to potential buyers or renters of two (2) bedroom units, and then to potential buyers and renters of other units.
- (3) Potential buyers and renters of affordable units shall have an equal opportunity to buy or rent a parking space on the same terms and conditions as offered to potential buyers and renters of market-rate units, at a price proportional to the sale or rental price of their units as compared to comparable market-rate units. This stipulation shall be included in any agreement recorded between the City and developer pertaining to the affordable housing units pursuant to Article 4 of Chapter 5 of this title.
- (4) Parking spaces shall be offered only to residents of the dwelling units served by the off-street parking, except that any surplus spaces may be rented out to nonresidents with the provision that such spaces must be vacated on thirty (30) days' notice if they become needed by residents. Visitor spaces shall not be rented out.

The Director may grant an exception from the requirements of this subsection for affordable units which include financing for affordable housing that requires that costs for parking and housing be bundled together.

(f) **Surface Parking Lots.** Surface parking lots shall be subject to the following restrictions and standards. The area of a surface parking lot shall include all features within the lot's outer edges, including all parking spaces, maneuvering aisles, access driveways, and perimeter and interior landscaping, walkways, and other features.

- (1) **Large Parking Lots.** New or expanded surface parking lots of more than two (2) acres are prohibited. Such parking facilities shall be provided within buildings or parking structures, or shall be otherwise covered by a structure that serves a nonparking function such as solar panels, recreational facilities, roof deck, or green roof.
- (2) **Medium Parking Lots.** New or expanded surface parking lots of greater than one-half (1/2) acre but not more than two (2) acres may be allowed with a conditional use permit. To grant such a conditional use permit, the following findings must be made in addition to the findings required by Article 5 of Chapter 7 of this title:
 - a. That the applicant has convincingly demonstrated that it is infeasible to provide the parking within a building or parking structure, or to otherwise cover it.

- b. That the applicant has convincingly demonstrated that every reasonable effort has been made to minimize the size of the parking lot.
- c. That the parking spaces comply with the requirements of this article including the design standards of Section [9-4.406](#).
- d. That the applicable provisions of the Emeryville Design Guidelines, including but not limited to those pertaining to parking and access, have been met.

(3) **Small Parking Lots.** New or expanded surface parking lots of no more than one-half (1/2) acre are permitted subject to the requirements of this article including the design standards of Section [9-4.406](#).

(4) **Pedestrian Circulation.** Parking lots containing fifty (50) or more spaces shall have walkways separated from motor vehicle maneuvering aisles and driveways connecting the principal building or buildings served by the lot to the farthest point of the lot from the main pedestrian entrance of such building or buildings.

- a. **Materials and Width.** Walkways shall provide at least four feet (4') of unobstructed width and be hard surfaced.
- b. **Identification.** Pedestrian walkways shall be clearly differentiated from driveways, parking aisles, and parking and loading spaces through the use of elevation changes, different paving material, or similar method.
- c. **Separation.** Where a pedestrian walkway is parallel and adjacent to an auto travel lane, it must be raised and separated from the auto travel lane by a raised curb at least six inches (6") high, bollards, or other physical barrier.

(Sec. 2 (Exh. A) (part), Ord. 13-001, eff. Mar. 7, 2013; Sec. 3 (Exh. A) (part), Ord. 20-005, eff. May 21, 2020)

9-4.404 Calculation of Estimated Parking Demand.

The maximum number of parking spaces allowed shall be based on the estimated parking demand by use type as listed in Table 9-4.404. The following rules apply when calculating the estimated parking demand:

- (a) **Multiple Uses.** When two (2) or more principal uses are located on the same lot, the estimated parking demand shall be the sum of the estimated demand of the various individual uses computed separately, in accordance with this section, unless shared parking is approved pursuant to Section [9-4.405](#).
- (b) **Area-Based Estimates.** All area-based estimated parking demands shall be computed on the basis of gross square footage, as defined in Chapter 8, which does not include parking or loading areas.
- (c) **Exclusion of First One Thousand Five Hundred (1,500) Square Feet.** For all nonresidential uses with area-based estimated parking demands, the first one thousand five hundred (1,500) square feet shall be subtracted from the gross square footage of the use when calculating the estimated parking demand. When there are multiple principal uses on the same lot with separate estimated parking demands, pursuant to subsection (a) of this section, the first one thousand five hundred (1,500) square feet shall be subtracted from each such use. Any use that occupies one thousand five hundred (1,500) square feet or less is not required to provide off-street parking.
- (d) **Motorcycle Parking.** When calculating the estimated parking demand, every four (4) motorcycle parking spaces shall be counted as one (1) automobile parking space, not to exceed five percent (5%) of the total number of automobile parking spaces. Motorcycle parking spaces shall be no less than four feet (4') wide by eight feet (8') long with an aisle width of no less than ten feet (10') and shall be clearly marked.
- (e) **If Estimated Parking Demand Is "To Be Determined."**

- (1) If Table 9-4.404 indicates that the estimated parking demand is to be determined ("TBD"), the estimated parking demand shall be determined based on the characteristics of the specific use in question and other similar uses. Where no Planning Commission or City Council approval is required, the Director shall determine the estimated parking demand; the Director's determination may be appealed to the Planning Commission in accordance with the appeal procedures in Article 14 of Chapter 7. Where Planning Commission or City Council approval is required, the Commission or Council, as the case may be, shall determine the estimated parking demand based on a recommendation from the Director.
- (2) If the Director has classified a use not listed pursuant to Section [9-2.102\(d\)](#), the estimated parking demand may be determined pursuant to subsection (e)(1) of this section.
- (f) **Minimum and Maximum Parking Requirements.** There is no minimum number of parking spaces required for any use, except for accessible parking pursuant to Section [9-4.403\(c\)](#). The maximum number of parking spaces allowed shall be ten percent (10%) more than the estimated parking demand as indicated in Table 9-4.404.
- (g) **Parking Spaces Below the Estimated Demand.** Projects that require discretionary planning permits and that provide fewer off-street parking spaces than the estimated parking demand, as calculated in accordance with this section, may be conditional, as appropriate, to require that adequate measures be put in place to reduce parking demand such as promoting use of public transit, bicycling and walking, and allowing modified working hours and telecommuting.
- (h) **Parking Spaces Above the Maximum.** Parking spaces more than the maximum allowed by subsection (f) of this section may be provided upon the granting of a conditional use permit. To grant such a conditional use permit, the following findings must be made in addition to the findings required by Article 5 of Chapter 7:
- (1) That the applicant has convincingly demonstrated that the additional parking is required to meet the anticipated parking demand of the proposed uses.
 - (2) That the provision of the additional parking will not result in an overdependence on automobiles and will not adversely affect transit, bicycle, or pedestrian access to the site or other adjacent uses.

Table 9-4.404: Estimated Parking Demand

Use Type	Number of Spaces	Per
Residential Use Types		
Single Unit	1	dwelling unit
Two (2) Unit and Multi-Unit		
All except senior ² and low-income housing ³		
Resident parking	1	dwelling unit
Guest parking for developments with five or more dwelling units	0.2	dwelling unit
Senior ² and low-income housing ³		
Resident parking	0.5	dwelling unit
Guest parking for developments with five or more dwelling units	0.2	dwelling unit

Use Type	Number of Spaces	Per
Domestic Violence Shelter	0.25	bed
Group Residential		
<i>Small</i>	none	
<i>Large</i>	0.25	bed
Mobile Home Park	1	mobile home
Residential Care Facility		
<i>Limited</i>	none	
<i>General</i>	0.25	bed
Supportive Housing	0.25	bed
Transitional Housing	0.25	bed
Commercial and Institutional Use Types		
Adult Oriented Businesses		
<i>Retail</i>	3	1,000 gross square feet
<i>Performance</i>	5	1,000 gross square feet
Animal Care and Sales		
<i>Grooming</i>	TBD ¹	
<i>Kennel/Animal Care</i>	TBD ¹	
<i>Pet Stores</i>	3	1,000 gross square feet
<i>Veterinary Services</i>	3	1,000 gross square feet
Arts and Entertainment		
<i>Gallery</i>	1	1,000 gross square feet
<i>Indoor and Outdoor Entertainment</i>		
With fixed seats	0.2	seat ⁴
Without fixed seats	10	1,000 gross square feet of indoor assembly area
Banks and Financial Institutions	3	1,000 gross square feet
Business Services	3	1,000 gross square feet
Colleges and Trade Schools	0.5	maximum school population on site at any one time, including students, teachers, and staff
Community Assembly		
<i>Small</i>	none	
<i>Large</i>		

Use Type	Number of Spaces	Per
With fixed seats	0.2	seat ⁴
Without fixed seats	10	1,000 gross square feet of indoor assembly area
Day Care Centers	3	1,000 gross square feet
Eating and Drinking Establishments		
<i>Bars/Nightclubs/Lounges</i>	8	1,000 gross square feet
<i>Restaurants</i>	8	1,000 gross square feet
<i>Mobile Food Vendors</i>	TBD ¹	
Emergency Shelters	TBD ¹	
Funeral Homes, Mortuaries and Mausoleums		
With fixed seats	0.2	seat ⁴
Without fixed seats	10	1,000 gross square feet of indoor assembly area
Health Care		
<i>Clinics and Medical Offices</i>	3	1,000 gross square feet
<i>Hospitals</i>	3	1,000 gross square feet
<i>Medical Laboratories (nonresearch)</i>	4	1,000 gross square feet
Instructional Services		
<i>Individual/Small Group Instruction</i>	none	
<i>Group Instruction</i>	0.2	student
Libraries and Museums		
Libraries	2.3	1,000 gross square feet
Museums	1	1,000 gross square feet
Live/Work Unit – All		
The greater of	1.5	live/work unit
or	1.5	1,000 gross square feet
Lodging		
<i>Hotels and Motels</i>	0.5	room
<i>Bed and Breakfast</i>	TBD ¹	
Major Public Services	TBD ¹	
Marina	TBD ¹	
Motor Vehicle Sales and Services		

Use Type	Number of Spaces	Per
<i>Cleaning</i>	0.5	maximum number of employees on site at any one time
<i>Rentals</i>	1	maximum number of rental vehicles on site at any one time
plus	0.5	maximum number of employees on site at any one time
<i>Sales and Leasing</i>	1	1,000 gross square feet
<i>Repair and Service</i>	1	service bay ⁵
<i>Service Station</i>	1.2	fueling station ⁶
<i>Towing and Impounding</i>	TBD ¹	
Offices – <i>All</i>	2.4	1,000 gross square feet
Parking	none	
Personal Services		
<i>Small</i>	none	
<i>Large</i>	2.4	1,000 gross square feet
Public Safety Facilities	TBD ¹	
Recreation		
<i>Gaming</i>	5	1,000 gross square feet
<i>Indoor</i>	TBD ¹	
<i>Outdoor</i>	TBD ¹	
Repair Services	3	1,000 gross square feet
Retail		
<i>Firearms and Ammunition</i>	3	1,000 gross square feet
<i>Liquor Sales</i>	3	1,000 gross square feet
<i>Tobacco Shops</i>	3	1,000 gross square feet
<i>Small Stores</i>	3	1,000 gross square feet
<i>Medium Stores</i>	3	1,000 gross square feet
<i>Large Stores</i>	4	1,000 gross square feet
<i>Outdoor Sales</i>	TBD ¹	
<i>Food and Beverage Sales</i>	3	1,000 gross square feet
<i>Cannabis Sales</i>	3	1,000 gross square feet
Schools	0.08	student
Social Service Facilities	3	1,000 gross square feet

Use Type	Number of Spaces	Per
Industrial Use Types		
Arts-Industrial – <i>All</i>	1	1,000 gross square feet
Commercial Kitchens	1	1,000 gross square feet
Construction and Maintenance	1	1,000 gross square feet
Crematories	1	1,000 gross square feet
Food Production and Assembly – <i>All</i>	1	1,000 gross square feet
Hazardous Waste Facilities – <i>All</i>	TBD ¹	
Laundry and Dry Cleaning Services	1	1,000 gross square feet
Manufacturing		
<i>Pharmaceutical</i>	1	1,000 gross square feet
<i>Custom</i>	0.75	1,000 gross square feet
<i>Light</i>	0.75	1,000 gross square feet
<i>General</i>	1	1,000 gross square feet
<i>Heavy</i>	1	1,000 gross square feet
<i>Cannabis Manufacturing</i>	1	1,000 gross square feet
Recycling Facilities – <i>All</i>	TBD ¹	
Research and Development	1.5	1,000 gross square feet
Salvage and Wrecking	TBD ¹	
Storage and Distribution		
<i>Indoor</i>	0.5	1,000 gross square feet
<i>Outdoor</i>	TBD ¹	
<i>Personal</i>	0.15	1,000 gross square feet
Agricultural Use Types		
Community Gardens	TBD ¹	
Indoor Agriculture	TBD ¹	
Outdoor Agriculture	TBD ¹	
Animal Husbandry	TBD ¹	
Communication, Transportation, and Utilities Use Types		
Communications Facilities		
<i>Transmission Towers</i>	none	

Use Type	Number of Spaces	Per
<i>Equipment within Buildings</i>	0.5	maximum number of employees on site at any one time
Transportation and Delivery Services		
<i>Bus/Rail Passenger Stations</i>	60	1,000 daily boardings
<i>Truck/Rail Freight Terminals</i>	0.5	maximum number of employees on site at any one time
<i>Human-Powered</i>	none	
<i>Light Fleet</i>	1	maximum number of fleet vehicles on site at any one time
plus	0.5	maximum number of employees on site at any one time
Utility Services	TBD ¹	

Notes:

1. TBD = To be determined. See Section [9-4.404\(e\)](#).
2. Senior housing means housing that is restricted to older adults, in which at least one (1) resident of each unit must be a "senior citizen" as defined in California Civil Code Section [51.3](#).
3. Low-income housing means housing that is restricted to low, very low, or extremely low income households, as defined for Alameda County by the California Department of Housing and Community Development.
4. Each thirty inches (30") of a fixed bench or pew shall be considered one (1) seat.
5. Service bays may not be counted towards this requirement.
6. Fueling stations may be counted towards this requirement.

(Sec. 2 (Exh. A) (part), Ord. 13-001, eff. Mar. 7, 2013; Sec. 5, Ord. 15-009, eff. Dec. 3, 2015; Sec. 5, Ord. 15-011, eff. Jan. 14, 2016; Sec. 5, Ord. 17-002, eff. May 4, 2017; Sec. 3 (Exh. A) (part), Ord. 20-005, eff. May 21, 2020)

9-4.405 Shared Parking.

(a) Description. Shared parking represents an arrangement in which two (2) or more uses on the same lot with different peak parking demand periods use the same off-street parking spaces.

(b) Calculation of Parking Demand for Shared Parking. The estimated parking demand for each use shall be calculated for each hour of a twenty-four (24) hour period, based on the percent of peak demand for each hour. The hourly demand for all uses shall be totaled for each hour, and the greatest resulting hourly demand shall be the necessary number of parking spaces. This required number may be modified pursuant to Sections [9-4.404](#), Calculation of Estimated Parking Demand, and 9-3.406, TH Transit Hub Overlay Zone. The hourly demand for each use shall be based on the most recent edition of Parking Generation published by the Institute of Transportation Engineers or other equivalent information. See Table 9-4.405 for an example.

Table 9-4.405: Example of Shared Parking Calculation

Use	Office		Retail		Hotel		TOTAL without shared parking
Size	100,000 gross square feet		20,000 gross square feet		150 rooms		
Estimated Parking Demand	240 spaces		60 spaces		75 spaces		375
Hour Beginning	Percent of Peak Period	Parking Demand	Percent of Peak Period	Parking Demand	Percent of Peak Period	Parking Demand	TOTAL with shared parking
12:00 – 4:00 a.m.	--	--	--	--	--	--	--
5:00 a.m.	--	--	--	--	--	--	--
6:00 a.m.	--	--	--	--	100%	75	75
7:00 a.m.	19%	46	5%	3	96%	72	121
8:00 a.m.	64%	154	18%	11	90%	68	233
9:00 a.m.	91%	218	38%	23	87%	65	306
10:00 a.m.	99%	238	68%	41	82%	62	341
11:00 a.m.	99%	238	91%	55	77%	58	351
12:00 p.m.	98%	235	100%	60	77%	58	353
1:00 p.m.	96%	230	97%	58	75%	56	344
2:00 p.m.	100%	240	95%	57	73%	55	352
3:00 p.m.	96%	230	88%	53	70%	53	336
4:00 p.m.	90%	216	78%	47	71%	53	316
5:00 p.m.	58%	139	62%	37	70%	53	229
6:00 p.m.	--	--	64%	38	74%	56	94
7:00 p.m.	--	--	77%	46	75%	56	102
8:00 p.m.	--	--	70%	42	79%	59	101
9:00 p.m.	--	--	42%	25	85%	64	89
10:00 p.m.	--	--	--	--	87%	65	65
11:00 p.m.	--	--	--	--	97%	73	73

(Sec. 2 (Exh. A) (part), Ord. 13-001, eff. Mar. 7, 2013; Sec. 3 (Exh. A) (part), Ord. 20-005, eff. May 21, 2020)

9-4.406 Design Standards for Parking Lots and Structures.

The parking area design standards of this section apply to all off-street parking areas. All parking spaces and associated maneuvering aisles, driveways, and other related features shall be designed and arranged so as to provide motor vehicles with adequate ingress to and egress from all parking spaces, and to provide pedestrians with adequate access to parked vehicles. All parking areas shall be subject to the applicable provisions of the Emeryville Design Guidelines, including but not limited to those pertaining to parking and access.

(a) **Parking Layout and Dimensions.** The layout and dimensions of off-street parking facilities shall be as set forth in Figure 9-4.406 and Table 9-4.406, as further provided below.

(1) **Regulatory and Calculated Dimensions.** Stall width, stall length, and aisle width, as shown in Table 9-4.606, are regulatory. Other dimensions shown in Table 9-4.606 are calculated from these required dimensions, and are provided for convenience.

(2) **Stall Width and Length.** As indicated in Table 9-4.606, the required minimum stall width and length for various parking angles are as set forth below. Compact spaces or other size spaces with less width or length are not permitted.

a. **Width.** For parking angles of more than thirty (30) degrees the required minimum stall width is eight feet six inches (8'-6"). For parking angles of thirty (30) degrees or less, the required minimum stall width is eight feet (8').

b. **Length.** For all parking angles other than parallel parking, the required minimum stall length is eighteen feet (18'). For parallel parking, the required minimum stall length is twenty-two feet (22').

(3) **Aisle Width for Parking Angles Not Shown.** For parking angles not shown in Table 9-4.406, the required aisle width shall be interpolated from the values in the table. For example, for a parking angle of seventy (70) degrees, which is two-thirds (2/3) of the increment between sixty (60) degrees and seventy-five (75) degrees, the required one (1) way aisle width is eighteen feet eight inches (18'-8"), which is two-thirds (2/3) of the increment between the required aisle widths for sixty (60) degree parking and seventy-five (75) degree parking, sixteen feet (16') and twenty feet (20'), respectively.

(4) **Alternate Maneuvering Aisle and Parking Space Widths.** For parking angles equal to or greater than forty-five (45) degrees and less than ninety (90) degrees, one (1) way aisle width may be decreased by three inches (3") for each one-inch (1") increase in stall width, up to a maximum stall width of nine feet two inches (9'-2"). For ninety (90) degree parking, one (1) way and two (2) way aisle width may be decreased by three inches (3") for each one-inch (1") increase in stall width, up to a maximum stall width of nine feet two inches (9'-2") and a minimum aisle width of twenty-two feet (22').

(5) **Two (2) Way Modules.** Table 9-4.606 provides the dimensions for parking modules with one (1) way traffic. For parking modules with two (2) way traffic, add the difference in width between a two (2) way aisle and a one (1) way aisle. For example, for a two (2) way module with a parking angle of forty-five (45) degrees, add eight feet (8'), which is the difference between a two (2) way aisle (twenty feet (20')) and a one (1) way aisle (twelve feet (12')).

(6) **Overhang.** Parking stall lengths, except for parallel spaces, may be reduced by two feet (2') where the parking stall is designed to abut a landscaped area a minimum of five feet (5') wide, such that the front of the vehicle can overhang the landscaped area.

(7) **Spaces Abutting Walls or Posts.** For each side of a parking space abutting a wall or post, an additional foot of width shall be required.

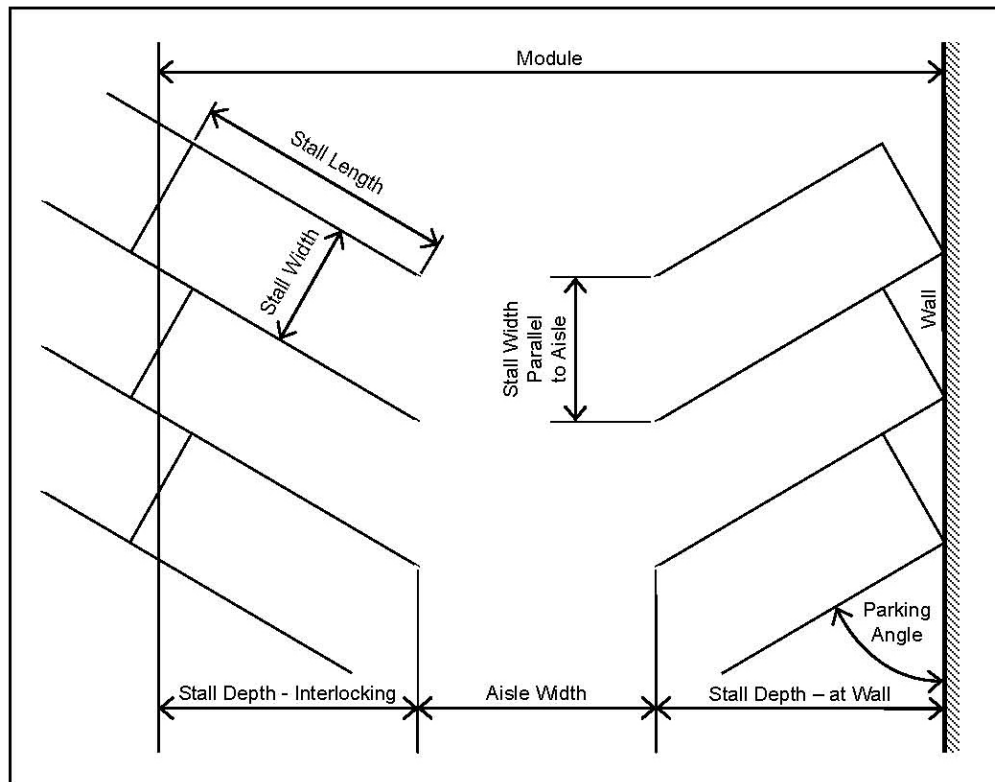


Figure 9-4.406: Parking Layout.

Table 9-4.406: Parking Dimensions

Parking Angle	Regulatory				Calculated for Reference					
	Stall Width	Stall Length	Aisle Width		Stall Width Parallel to Aisle	Stall Depth		Module (one-way)		
			One-Way	Two-Way		Interlocking	At Wall	Non-Interlocking	Interlocking	Half Interlocking ¹
Parallel	8'-0"	22'-0"	12'-0"	20'-0"	--	--	--	28'-0"	--	--
30°	8'-0"	18'-0"	12'-0"	20'-0"	16'-0"	12'-6"	15'-11"	43'-10"	36'-11"	40'-5"
45°	8'-6"	18'-0"	12'-0"	20'-0"	12'-0"	15'-9"	18'-9"	49'-6"	43'-6"	46'-6"
60°	8'-6"	18'-0"	16'-0"	20'-0"	9'-10"	17'-9"	19'-10"	55'-8"	51'-5"	53'-7"
75°	8'-6"	18'-0"	20'-0"	20'-0"	8'-10"	18'-6"	19'-7"	59'-2"	57'-0"	58'-1"
90°	8'-6"	18'-0"	24'-0"	24'-0"	8'-6"	18'-0"	18'-0"	60'-0"	--	--

Notes:

1. One (1) side is interlocking and the other side is noninterlocking, similar to the parking layout illustrated in Figure 9-4.406.

(b) Location of Parking Areas. Except as otherwise allowed by Section 9-4.407, parking spaces must be located on the same lot as the use to be served by the parking. Additionally, parking areas shall be located in accordance with the following standards:

- (1) No vehicle shall be required to cross a loading space or another parking space in order to gain access to a required parking space, except that tandem parking may be permitted pursuant to subsection (h) of this section.
 - (2) Except as provided in subsections (b)(3) and (4) of this section and in Section [9-5.1407\(a\)](#), off-street parking shall not be located in required front yards or in required street side yards.
 - (3) Zoning District Other Than RM Zone. No off-street parking spaces shall be located between the front lot line and the front wall of a building or its projection across the lot, except upon the granting of a conditional use permit. To grant such a conditional use permit, the following findings must be made in addition to the findings required by Article 5 of Chapter 7:
 - a. That the proposed number of parking spaces does not exceed the maximum number allowed pursuant to Section [9-4.404\(f\)](#) unless a conditional use permit to exceed the maximum is granted pursuant to Section [9-4.404\(h\)](#).
 - b. That the proposed parking spaces would result in an effective design solution improving livability, operational efficiency, or appearance.
 - c. That all applicable provisions of the design standards in this section have been met.
 - d. That the applicable landscaping and screening requirements of Article 5 of this chapter have been met.
 - e. That the applicable provisions of the Emeryville Design Guidelines, including but not limited to those pertaining to parking and access, have been met.
 - (4) RM Zone. One (1) off-street parking space is permitted between the front lot line and the front wall of a building or its projection across the lot.
- (c) Driveways and Access.
- (1) Driveway Width.
 - a. Parking facilities containing fewer than fifteen (15) parking spaces shall have only a single driveway of no less than nine feet (9') and no more than ten feet (10') in width.
 - b. Parking facilities containing fifteen (15) or more parking spaces may have one (1) lane driveways of no less than nine feet (9') and no more than ten feet (10') in width, and two (2) lane driveways of no less than eighteen (18) feet and no more than twenty (20) feet in width.
 - (2) Vehicle Flow.
 - a. Except for those serving four (4) or fewer residential units, all parking areas shall be designed so that a motor vehicle leaving the parking area will enter the public right-of-way traveling in a forward direction. Dead-end maneuvering aisles shall be designed with sufficient room at the end for a motor vehicle to turn around.
 - b. Parking areas shall be designed so that a vehicle will not have to enter a public right-of-way to move from one (1) location to another within the parking area.
 - (3) No Curb Cuts on San Pablo Avenue, Shellmound Street and 40th Street.
 - a. To facilitate dedicated transit lanes and loading, new curb cuts are not permitted on San Pablo Avenue, Shellmound Street, and 40th Street. Existing curb cuts may be relocated. Properties with public frontage only available on San Pablo Avenue, Shellmound Street or 40th Street are exempt from this requirement.

- (d) **Surface.** All outdoor parking spaces, driveways, and maneuvering areas shall be designed, built and permanently maintained to avoid dust, mud and standing water and to maximize permeability. These surfaces may include pervious pavements, sand-set pavers, supported turf systems and vegetation. A combination of surfaces may be used; for example, two (2) track driveways of concrete strips with pervious areas between the strips and on the edges.
- (e) **Striping and Marking.** In all parking facilities containing four (4) or more spaces, each parking space shall be clearly striped with paint or other similar distinguishable material, except that the Director may approve suitable alternate means of marking the spaces.
- (f) **Vertical Clearance.** All covered parking shall have a minimum vertical clearance of seven feet six inches (7'-6"), except for spaces in parking lifts, and except that the minimum vertical clearance for disabled parking shall be as required by the building regulations in Title [8](#).
- (g) **Slope.** The maximum slope of parking facilities shall be as set forth below unless the Director approves a greater slope based upon the advice of a civil engineer or other qualified professional.
- (1) **Parking Spaces.** All parking spaces and abutting access aisles shall have a maximum slope of five percent (5%) measured in any direction.
- (2) **Driveways and Ramps.** The maximum slope of any driveway or ramp shall be twenty percent (20%). If the slope of such driveway or ramp exceeds ten percent (10%), transitions shall be provided at each end not less than eight feet (8') in length and having a slope equal to one-half (1/2) the driveway or ramp slope.
- (h) **Tandem Parking.** Parking may be arranged as tandem spaces; provided, that pairs of spaces in tandem are assigned to the same residential unit or to employees of the same nonresidential establishment, or that a full-time parking attendant supervises the parking arrangements at all times when the uses served are in active operation. The provisions of Figure 9-4.406 and Table 9-4.406 pertaining to required stall width, stall length, and aisle width shall apply to tandem spaces, except that the stall length shall be doubled for each pair of tandem spaces.
- (i) **Parking Lifts.** Parking may be provided in parking lifts; provided, that if it is necessary to remove one (1) vehicle from the lift to access another vehicle, the parking shall be subject to the provisions of subsection (h) of this section applicable to tandem parking. Parking lifts allowing each vehicle to be independently accessed have no such restrictions. The provisions of Figure 9-4.406 and Table 9-4.406 applicable to ninety (90) degree parking shall apply to parking lifts, including the requirement for an aisle of twenty-four feet (24'). Exterior parking lifts shall be adequately screened from public view as required by Section [9-4.503\(g\)](#).
- (j) **Landscaping and Screening.**
- (1) **Surface Parking.** All open parking areas shall be landscaped and/or screened as required by Section [9-4.503\(g\)](#).
- (2) **Structured Parking.** Above-grade structured parking shall comply with the following:
- a. Above-grade parking shall include space for ground-level uses with active street frontages where such uses are feasible. Where active ground-level uses are not feasible, as determined by the Director, the ground level of structured parking shall be designed with architecturally attractive frontages. Such frontages may include unique designs or materials, such as glass, articulated masonry, art displays, murals, or landscaped setbacks.
- b. Automobiles and direct light from interior fixtures shall not be visible from any public right-of-way.

(k) Lighting. Except for those serving four (4) or fewer residential units, all open parking areas shall be provided with exterior lighting meeting the following minimums:

- (1) The lighting system shall provide not less than one (1.0) footcandle and not more than five (5.0) footcandles overall average illumination with a minimum of one-fourth (0.25) footcandles on the parking surface.
- (2) All lighting shall be on a time clock or photo-sensor system so as to be turned off during daylight hours and during any hours when the parking area is not in use. This requirement does not apply to any lighting that is required for security.
- (3) All parking area lighting shall meet any applicable energy efficiency requirements of the building regulations in Title [8](#).
- (4) All lighting shall be designed to confine direct rays to the premises. No light fixture shall emit any direct light above a horizontal plane through the fixture. No spillover beyond the property line shall be permitted, except onto public thoroughfares; provided, however, that no such light shall cause a hazard to motorists.

(l) Electric Vehicle Charging. Electric vehicle (EV) charging stations and EV-capable parking spaces shall be provided for all new construction as required by this section. All such spaces shall be included in the calculation of parking demands pursuant to Section [9-4.404](#). If no parking is provided, other than accessible parking as required by Section [9-4.403\(c\)](#), then EV charging stations and EV-capable parking spaces are not required, except as may be required for persons with disabilities by the building regulations in Title [8](#).

- (1) EV Charging Stations. The number of EV charging stations required shall be the number of EV-capable spaces as specified in the Tier 2 Residential Voluntary Measures in Appendix A4 of the California Green Building Standards Code for new residential buildings, and in the Tier 2 Nonresidential Voluntary Measures in Appendix A5 of the California Green Building Standards Code for new nonresidential buildings. Such spaces shall actually be equipped with electric vehicle supply equipment (EVSE), which shall be Level 2 or better. All EVSE shall be installed in accordance with the requirements of the California Green Building Standards Code.
- (2) EV-Capable Parking Spaces. All other parking spaces shall be EV-capable spaces designed in accordance with the Tier 2 Residential Voluntary Measures in Appendix A4 of the California Green Building Standards Code for new residential buildings, and the Tier 2 Nonresidential Voluntary Measures in Appendix A5 of the California Green Building Standards Code for new nonresidential buildings. Raceways and service panels installed to support future EVSE shall be fifty percent (50%) larger (upsized) than those required by the current California Green Building Standards Code.
- (3) Size. The size of electric vehicle charging station parking spaces and EV-capable parking spaces shall be as specified in subsection (a) of this section. Electric vehicle supply equipment shall not reduce the size of the space.
- (4) Signage. Each electrical vehicle charging station shall be clearly marked as required by the California Green Building Standards Code.

(Sec. 2 (Exh. A) (part), Ord. 13-001, eff. Mar. 7, 2013; Sec. 3 (part), Ord. 17-012, eff. Nov. 2, 2017; Sec. 3 (Exh. A) (part), Ord. 20-005, eff. May 21, 2020; Sec. 3 (Exh. A), Ord. 23-005, eff. Jan. 18, 2024)

9-4.407 Alternative Compliance with Parking Provisions.

(a) Alternative Parking Plan. An alternative parking plan, as provided by this section, may be permitted upon the granting of a conditional use permit. To grant such a conditional use permit, the following findings must be made in addition to the findings required by Article 5 of Chapter 7:

- (1) That the applicant has convincingly demonstrated that it is physically impossible to provide the parking spaces in conformance with the design standards of Section [9-4.406](#) on the same lot as the principal use to be served by the parking.
 - (2) That a parking arrangement approved pursuant to this section will be in place at all times during operation of the principal uses to be served by the parking.
 - (3) That the proposed number of parking spaces does not exceed the maximum number allowed pursuant to Section [9-4.404\(f\)](#) unless a conditional use permit to exceed the maximum is granted pursuant to Section [9-4.404\(h\)](#).
- (b) Off-Site Parking. The alternative parking plan may allow off-street parking spaces to be located on a remote and separate lot from the lot on which the principal use is located, subject to the following standards:
- (1) Distance. Unless a shuttle service is provided, the off-site parking shall be located within a reasonable walking distance of the principal use served, with consideration given to all relevant factors including, but not limited to, the characteristics of the use served by the parking and the quality of the walk.
 - (2) Other Jurisdiction. The off-site parking may be located in Oakland or Berkeley, subject to applicable regulations of that jurisdiction.
- (c) Valet Parking. The alternative parking plan may allow valet parking as a means of satisfying all or a portion of the off-street parking proposal. Valet parking may be used to accommodate more parking spaces on the site of the principal use served by the parking than could be accommodated in conformance with the design standards of Section [9-4.406](#). It may also be used to provide off-site parking, subject to the requirements of subsections (b)(1) and (3) of this section. Any valet parking shall not cause interference with the public use of rights-of-way or imperil public safety.

(Sec. 2 (Exh. A) (part), Ord. 13-001, eff. Mar. 7, 2013; Sec. 3 (Exh. A) (part), Ord. 20-005, eff. May 21, 2020; Sec. 3 (Exh. A), Ord. 23-005, eff. Jan. 18, 2024)

9-4.408 Bicycle Parking.

- (a) Title and Purpose. This section establishes bicycle parking requirements. The purpose of these requirements is to ensure that adequate bicycle parking is provided and is conveniently located and sufficiently secure from theft and damage. These requirements are minimums only. It is the responsibility of the developer, owner, or operator of any specific use to provide adequate bicycle parking facilities.
- (b) General Requirements. Short-term publicly accessible bicycle parking for visitors, and long-term secured bicycle parking for building occupants, shall be required when:
- (1) A building is constructed;
 - (2) An existing building, including a legal nonconforming structure, is enlarged for any purpose; or
 - (3) The use of any building or portion thereof is changed to one requiring the issuance of a conditional use permit or design review and then only to that portion of the building subject to the change of use or design review.
- (c) Standards for All Bicycle Parking.
- (1) Design and Installation.
 - a. A bicycle parking space shall be in a paved, level, drained, lighted area with access to a right-of-way without the use of stairs, and shall consist of:

- i. **Horizontal Parking.** All ground- or floor-mounted parking shall provide a staple rack for bicycles to be locked to that is no less than twenty-eight (28") and no more than thirty-two inches (32") wide; no less than thirty-two inches (32") and no more than thirty-six inches (36") tall; and shall be made of steel pipe square tubing. An interior cross bar, parallel to the top bar of the staple rack, may be added to accommodate a wider variety of bicycles. All required short-term bicycle parking shall be horizontal; or
- ii. **Bicycle Lockers.** A bicycle locker constructed of theft-resistant material with a lockable door which opens to the full width and height of the locker. Bicycle lockers shall be weather-proof if exposed to the elements; or
- iii. **Vertical Parking, High-Density Racks, and Stacked Parking.** Other types of bike parking, not described in subsection (c)(1)(a)(i) or (ii) of this section may be used for long-term bicycle parking only; provided, that they are:
 - (a) Installed per instructions of the manufacturer; and
 - (b) Have aisles between the rack elements and other obstructions, bicycle parking areas or walls that are a minimum of seventy-two inches (72") wide; and
 - (c) Not used for more than fifty percent (50%) of total long-term bicycle parking spaces provided.
- b. **Standard Bicycle Parking Space Dimensions.** Standard bicycle parking spaces shall be no less than fifteen inches (15") wide, by six feet (6') deep, with an overhead clearance of no less than seven feet (7'), except parking for large bicycles shall be ten feet (10') deep. This can be satisfied by placing racks, each of which supports two (2) bicycles, thirty inches (30") apart. See Figure 9-4.408(d)(1)(b). Wedge-shaped spaces may be narrower than fifteen inches (15") at one (1) end.
- c. **Large Bicycle Parking Space Dimensions.** Large bicycle parking spaces shall be no less than thirty six inches (36") wide, by ten feet (10') deep, with an overhead clearance of no less than seven feet (7'). This can be satisfied by placing racks, each of which supports two (2) bicycles, seventy-two inches (72") apart.
- d. **Aisle Access.** Each row of bicycle parking spaces shall be served by an aisle no less than four feet (4') wide for horizontal parking spaces, and six feet (6') wide for all other types of bicycle parking. Rack elements must be placed two feet (2') from walls, fences or curbs. See Figure 9-4.408(d)(1)(c). (Note: Each rack supports two (2) bicycles, although, for clarity, only one (1) bicycle per rack is shown in this illustration.)

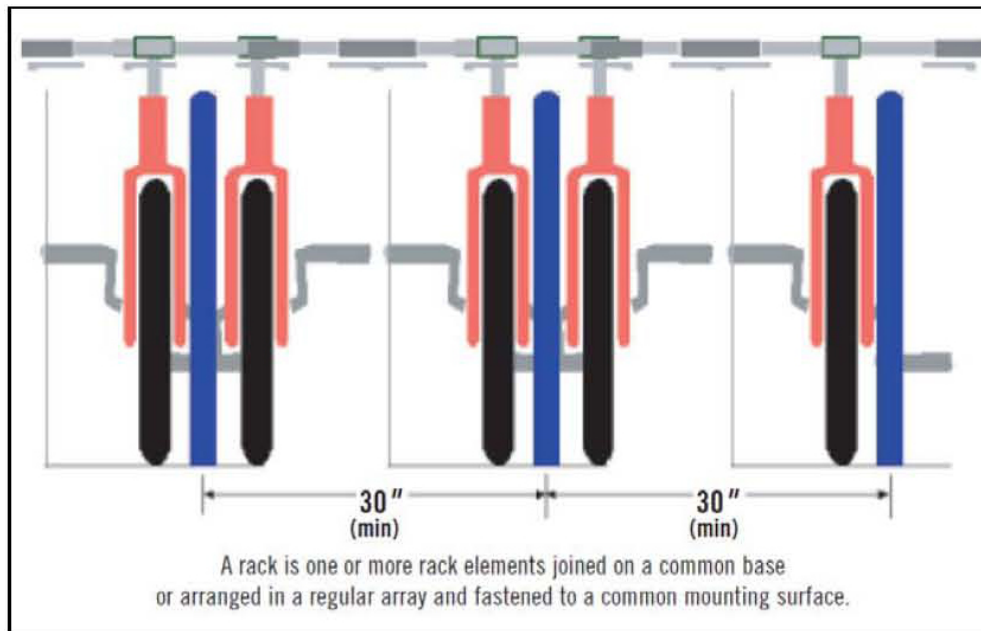


Figure 9-4.408(d)(1)(b): Bicycle Racks for Standard Bicycles.

Source: Association of Pedestrian and Bicycle Professionals

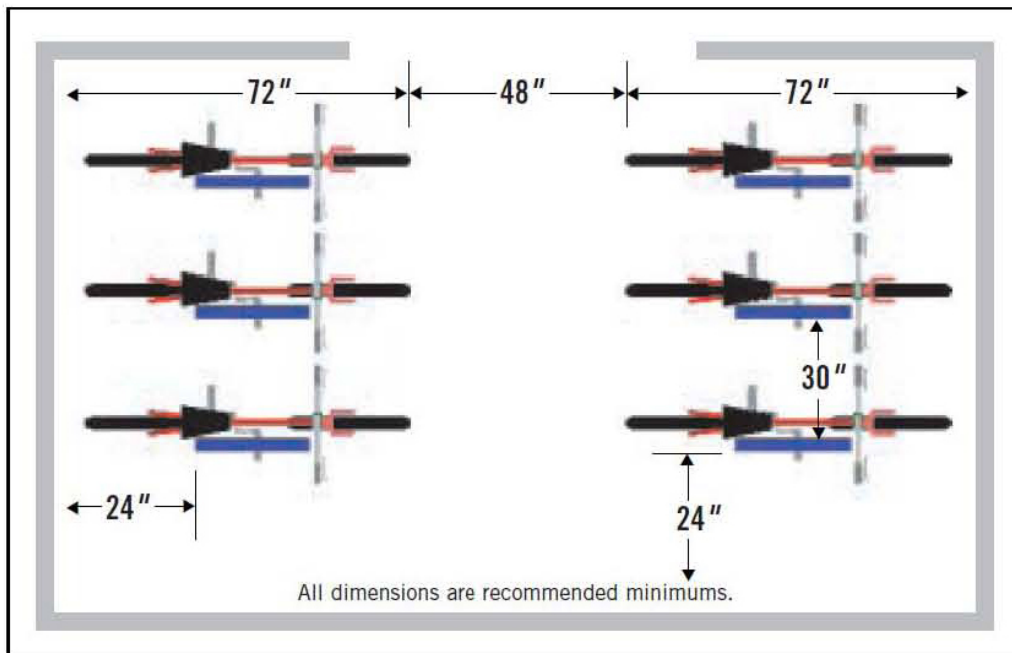


Figure 9-4.408(d)(1)(c): Standard Bicycle Parking Layout.

Source: Association of Pedestrian and Bicycle Professionals

- e. **Bicycle Access.** Required bicycle parking may not be tandem; parking or removing a bicycle shall not require moving another parked bicycle.
- f. **Rack Security.** Bicycle rack elements shall be fixed, securely anchored to the ground or to a structure by means that resist tampering or removal. Bicycle locker edges shall be secured with no exposed fittings or connectors.

g. Large Bicycle Parking Spaces. At least ten percent (10%) of required bicycle parking spaces shall accommodate large bicycles, as described in subsection (c)(1)(c) of this section, and be provided in ratio to the requirement for short- and long-term spaces. In projects that require more than four (4), but fewer than ten (10) bicycle parking spaces, a minimum of one (1) large bicycle parking space must be provided.

h. Electric Charging. At least ten percent (10%) of long-term standard spaces and fifty percent (50%) of long-term large spaces shall have access within four feet (4') of the bicycle parking space footprint to electrical sockets to facilitate charging of electric bicycles.

(2) Location.

a. Direct access from the bicycle parking to the public right-of-way shall be provided by means of access ramps, if necessary, and pedestrian access from the bicycle parking area to the building entrance shall also be provided.

b. Where bicycle parking is not directly visible and obvious from the right-of-way, signs shall be provided, except that directions to long-term bicycle parking may be posted or distributed by the building management, as appropriate.

c. Bicycle parking must be separated from automobile parking by a curb, grade-separation, or bollards to prevent damage from moving automobiles or their loading and unloading.

d. Bicycle parking shall be located on the ground floor unless a ramp that is at least six feet (6') wide is provided, or an elevator is provided that is large enough to accommodate a large bicycle. If all the required large bicycle parking spaces are provided on the ground floor, and other standard bicycle parking is provided on the upper floors, then an elevator shall be provided to accommodate standard bicycles.

e. The placement of bicycle parking, bicycle rack elements and bicycle lockers shall not interfere with pedestrian circulation.

(3) Modifications. In approving a project, the Director, Planning Commission, or City Council, as the case may be, may modify the standards for bicycle parking because of the nature of the use or the design of the project.

(d) Short-Term Bicycle Parking.

(1) Short-term bicycle parking shall be provided within fifty feet (50') of, and clearly visible from, the main entrance to the building and it shall not be farther than the closest automobile parking space, excluding disabled parking.

(2) Minimum Short-Term Bicycle Parking Requirements.

a. All uses except residential uses shall provide the greater of:

i. Two (2) short-term bicycle parking spaces; or

ii. One (1) short-term bicycle parking space for every ten (10) automobile parking spaces indicated as the estimated parking demand in Table 9-4.404.

b. Residential projects, including ADUs, of more than ten (10) units, shall provide a minimum of one (1) short-term bicycle parking space, plus at least one (1) short-term bicycle parking space for every twenty (20) dwelling units.

- (3) Property owners shall remove abandoned bicycles from short-term bicycle parking associated with their property on a monthly basis, after posting a notice of removal on such bicycles for two (2) weeks.
 - (4) No fee shall be charged for short-term residential bicycle parking.
- (e) Long-Term Bicycle Parking.
- (1) Long-term bicycle parking must be accessible only to the intended users in a dedicated room or, if in a covered parking lot, shall be in an enclosed, covered, locked area, surrounded by a fence or wall at least seven feet (7') tall, restricted to bicycle parking users, which includes fixed rack elements; or in bicycle lockers that are either weather-proof or covered.
 - (2) Minimum Long-Term Bicycle Parking Requirements.
 - a. All uses except residential uses shall provide the greater of:
 - i. Two (2) long-term bicycle parking spaces; or
 - ii. One (1) long-term bicycle parking space for every ten (10) automobile parking spaces indicated as the estimated parking demand in Table 9-4.404.
 - b. Residential uses including single-family, duplex, multi-unit and ADUs shall provide at least one (1) covered long-term bicycle parking space for every studio and one (1) bedroom unit, and at least two (2) covered long-term bicycle parking spaces for each unit with two (2) or more bedrooms.
 - c. For nonresidential uses of less than three thousand (3,000) square feet where long-term bicycle parking is not feasible due to physical limitations, short-term bicycle parking spaces may be substituted on a one (1) for one (1) basis.
 - (3) Property owners shall remove abandoned bicycles from long-term parking associated with their property on a quarterly basis after posting a notice of removal warning on such bicycles for one (1) month. This requirement shall not preclude provision of seasonal bicycle storage.
 - (4) No fee shall be charged for long-term residential bicycle parking.
- (f) Definitions. As used in this section:
- (1) "Abandoned bicycle" means a bicycle that has been parked continuously in one (1) place for at least two (2) weeks in short-term parking or at least one (1) month in long-term parking, excluding seasonal bicycle storage as agreed upon between the property owner and the bicycle owner.
 - (2) "Bicycle" means a device propelled by human power upon which a person may ride, having two (2) wheels one (1) behind the other, at least one (1) wheel being at least thirteen inches (13") in diameter.
 - (3) "Bicycle locker" means an enclosure that can be locked for the safe keeping of a bicycle, made of theft-resistant material, with a lockable door that opens the full width and height of the locker, with no exposed fittings or connectors.
 - (4) "Bicycle parking space footprint" means the footprint of the dimensions of a bicycle parking space.
 - (5) "Standard bicycle parking space" means a parking space for a standard bicycle. See dimensional requirements in subsection (c)(1)(b) of this section.

- (6) "Fixed" means mounted so the rack element cannot be stolen; anchored in the pavement or a structure with vandal-resistant fasteners such as, but not limited to, embedded mounting in poured-in-place concrete, recessed bolt heads or grouted-in anchoring.
- (7) "Large bicycles" means longer bicycles, such as cargo, adaptive, longtail, recumbent, tandem, and bicycles with trailers, commonly used to carry children or cargo. See dimensional requirements in subsection (c)(1)(c) of this section.
- (8) "Long-term bicycle parking" means bicycle parking intended for the primary use of residents, employees and others who park bicycles for a duration of four (4) hours or more.
- (9) "Publicly accessible" means in an area that is visible from a right-of-way and open to the general public.
- (10) "Rack element" means a fixed object that supports one (1) or two (2) bicycles upright by their frames in a stable position and enables the frame and at least one (1) wheel of each bicycle to be locked.
- (11) "Right-of-way" means a strip of land under the ownership or jurisdiction of the City of Emeryville and dedicated for use as a public way such as a path, street or park.
- (12) "Secured bicycle parking" means an enclosed, covered, locked area, surrounded by a seven-foot (7') tall fence or wall, restricted to bicycle parking users, which includes fixed rack elements; or covered or weather-proof bicycle lockers.
- (13) "Short-term bicycle parking" means bicycle parking intended for the primary use of customers, messengers, guests and others who park bicycles for less than four (4) hours.
- (14) "Tandem" means arranged so a bicycle must be removed to access another bicycle parking space.

(Sec. 2 (Exh. A) (part), Ord. 13-001, eff. Mar. 7, 2013; Sec. 3 (Exh. A) (part), Ord. 20-005, eff. May 21, 2020; Sec. 3 (Exh. A), Ord. 23-005, eff. Jan. 18, 2024)

9-4.409 Loading.

The requirements for off-street loading spaces for all uses shall be as specified in this section.

(a) Number of Spaces Required.

- (1) None Required. No off-street loading spaces are required for uses for which the estimated parking demand, as indicated in Table 9-4.404, is "none." In addition, no off-street loading spaces are required for the following residential use types:

Single Unit

Two (2) Unit

Mobile Home Park

- (2) Requirement "To Be Determined." The off-street loading requirement for uses for which the estimated parking demand, as indicated in Table 9-4.404, is "To be determined" ("TBD") shall be determined pursuant to Section [9-4.404\(f\)](#) in the same manner in which the estimated parking demand is determined. In addition, the off-street loading requirement shall be determined pursuant to Section [9-4.404\(f\)](#) in the same manner in which estimated parking demand is determined for the following uses:

Residential Use Types:

Domestic Violence Shelter

Group Residential

Residential Care Facility

Supportive Housing

Transitional Housing

Communication, Transportation, and Utilities Use

Types:

All

- (3) All Other Uses. The off-street loading requirement for all other uses shall be as set forth in Table 9-4.409.

Table 9-4.409: Loading Requirements

Use Type	Number of Spaces	Size
Residential Use Types		
Multi-Unit		
Less than 50 units	none	
50 to 149 units	1	small
150 to 300 units	2	small
Each additional 300 units or fraction of one-half or more thereof	1	medium
Commercial and Institutional Use Types		
Animal Care and Sales		
<i>Pet Stores</i>		
<i>Veterinary Services</i>		
Health Care		
<i>Clinics and Medical Offices</i>		
Offices – All		
Less than 25,000 gross square feet	none	
25,000 to less than 100,000 gross square feet	1	medium
100,000 to less than 200,000 gross square feet	2	medium
Each additional 100,000 gross square feet or fraction of one-half or more thereof	1	large
All Other		
Less than 10,000 gross square feet	none	
10,000 to less than 20,000 gross square feet	1	medium
20,000 to less than 40,000 gross square feet	2	medium

Use Type	Number of Spaces	Size
40,000 to less than 80,000 gross square feet	2	large
Each additional 40,000 gross square feet or fraction of one-half or more thereof	1	large
Industrial Use Types		
Research and Development		
Less than 25,000 gross square feet	none	
25,000 to less than 100,000 gross square feet	1	medium
100,000 to less than 200,000 gross square feet	2	medium
Each additional 100,000 gross square feet or fraction of one-half or more thereof	1	large
All Other		
Less than 10,000 gross square feet	none	
10,000 to less than 25,000 gross square feet	1	medium
25,000 to less than 50,000 gross square feet	1	large
50,000 to less than 100,000 gross square feet	2	large
100,000 to less than 200,000 gross square feet	3	large
Each additional 100,000 gross square feet or fraction of one-half or more thereof	1	large

(b) Size of Spaces. Size of loading spaces, as indicated in Table 9-4.409, shall be as follows:

- (1) Small. Small loading spaces shall have a width of no less than ten feet (10'), a length of no less than twenty-five feet (25') and a vertical clearance of no less than eight feet (8').
- (2) Medium. Medium loading spaces shall have a width of no less than twelve feet (12'), a length of no less than thirty-five feet (35') and a vertical clearance of no less than fourteen feet (14').
- (3) Large. Large loading spaces shall have a width of no less than twelve feet (12'), a length of no less than fifty feet (50') and a vertical clearance of no less than fourteen feet (14').

(c) Modifications. In approving a project, the Director, Planning Commission, or City Council, as the case may be, may modify the number and size of loading spaces required pursuant to subsection (a) of this section because of the nature of the use or the design of the project.

(d) Maneuvering Areas. All off-street loading spaces for uses located on transit streets and connector streets, as defined in the General Plan, shall be designed and located so that there is sufficient off-street maneuvering area to accommodate vehicles using the loading spaces. Maneuvering areas shall be designed to accommodate the largest vehicle intended to use the loading spaces and shall not be encumbered by parking stalls or physical obstructions. No vehicle shall back up or maneuver within the public right-of-way of a transit street or connector street to reach an off-street loading space.

(e) Surface and Maintenance. Loading spaces and the maneuvering areas and driveways serving them shall be paved and maintained with concrete, asphalt, or similar material of sufficient thickness and consistency to support anticipated traffic volumes and weights; properly graded for drainage; and maintained in good condition free of weeds, dust, trash, and debris.

(f) Location. Loading spaces shall be located on the same lot on which the use for which they are required is located, except that, upon the granting of a conditional use permit, loading spaces may be provided in a common loading area serving multiple adjacent uses and located on an adjacent lot within three hundred feet (300') of the lot on which the use requiring the loading spaces is located. To grant such a conditional use permit, the following findings must be made in addition to the findings required by Article 5 of Chapter 7:

(1) That the common loading area results in a more efficient design than individual loading areas serving each use separately.

(2) That the total number of loading spaces provided in the common loading area is no less than the number of loading spaces that would be required if the uses served were located in a single facility.

(3) That the common loading area will be in place at all times during operation of the principal uses to be served by the loading spaces.

(g) Access to Tenant Spaces Served by Loading Spaces. Buildings served by loading spaces shall be designed such that there is a direct interior path of travel between the loading spaces and each tenant space served by the loading spaces of sufficient width and height to accommodate all material to be loaded and unloaded.

(h) Availability and Utilization of Loading Spaces. All loading spaces provided pursuant to the requirements of this article shall be made readily available to pick-up and delivery vehicles during all hours when pick-ups and deliveries are allowed. Owners of property containing such loading spaces shall be responsible for advising drivers of pick-up and delivery vehicles of the location and hours of such loading spaces, shall require drivers to use such loading spaces, and shall not allow pick-up and delivery vehicles to be parked or loaded in the public right-of-way.

(i) Landscaping and Screening. All loading spaces and the maneuvering areas and driveways serving them shall be landscaped and/or screened as required by Section [9-4.503\(g\)](#).

(j) Lighting. All exterior loading spaces and the maneuvering areas and driveways serving them shall be provided with lighting meeting the following minimums:

(1) The lighting system shall provide not less than one (1.0) footcandle and not more than five (5.0) footcandles overall average illumination with a minimum of one-fourth (0.25) footcandles on the surface.

(2) All lighting shall be on a time clock or photo-sensor system so as to be turned off during daylight hours and during any hours when the loading area is not in use and the lighting is not required for security.

(3) All loading area lighting shall meet any applicable energy efficiency requirements of the building regulations in Title [8](#).

(4) All lighting shall be designed to confine direct rays to the premises. No light fixture shall emit any direct light above a horizontal plane through the fixture. No spillover beyond the property line shall be permitted, except onto public thoroughfares; provided, however, that no such light shall cause a hazard to motorists.

(Sec. 2 (Exh. A) (part), Ord. 13-001, eff. Mar. 7, 2013; Sec. 3 (Exh. A) (part), Ord. 20-005, eff. May 21, 2020)