

§ 20.28

OFF-STREET PARKING AND LOADING REGULATIONS**§ 20.28.010. Purpose. [Ord. No. 04-09; Ord. No. 2017-06 § 2]**

These regulations are intended to:

- A. Ensure that off-street parking facilities for vehicles and bicycles are provided for new land uses and for alterations and enlargements of existing land uses and structures in proportion to the need for such facilities created by each use.
- B. Ensure that the existing inventory of parking spaces serving commercial districts is not diminished by new uses and construction.
- C. Acknowledge the constraints posed by the existing state of development and the lack of available land area that characterize the City, and provide for equitable application of the parking space requirements.
- D. Ensure that off-street parking facilities are designed in a manner that will ensure efficiency, protect the public safety and minimize adverse impacts upon surrounding land uses.

§ 20.28.020. General Regulations. [Ord. No. 04-09; Ord. No. 2017-06 § 2; Ord. No. 2019-01 § 4]**A. Residential Uses.**

- 1. Expansion of Dwelling Unit. When an existing dwelling unit is expanded without creating an additional dwelling unit, the requirement of subsection 20.28.030.A shall be met unless it is waived or reduced pursuant to subsection 20.28.040.A.1 or 2.
- 2. Addition of Dwelling Unit. When any dwelling unit is added to a residential site, the new dwelling unit shall meet the requirement of subsection 20.28.030.A. The number of existing off-street parking spaces which serve to meet the requirements for existing dwelling units on a site shall not be reduced when any new dwelling unit is added to the site, except as provided in subsections 20.28.040.A.3 and 4.

B. Nonresidential Uses. When any structure is constructed, enlarged, or increased in capacity, or when a change in use occurs, the requirements of this subsection shall be satisfied, except as specifically provided in subsection 20.28.040.B. For purposes of this subsection a change of use shall mean replacement of one activity with another activity that the City determines to be in a different category of parking space requirements, (e.g., a change in requirement from one (1) space per three hundred (300) square feet to one (1) space per two hundred (200) square feet.)**C. Unlisted Uses.** Requirements for types of buildings or uses not specifically listed herein shall be determined by the Community Development Director based upon the requirements for comparable uses listed and on the particular characteristics of

the building or use.

- D. **Multiple Use.** When two (2) or more nonresidential uses are located in the same building and/or in common developments other than shopping centers, or when parking facilities for different buildings or uses are provided collectively, the parking requirements shall be the sum of the separate requirements for each use, except as provided in subsection 20.28.040.B.4 below. Special provisions for mixed residential and nonresidential facilities are stated in subsection 20.28.040.C below.
- E. **Access During Business Hours.** Required parking spaces that serve commercial uses and are intended for use by business clientele shall remain open and accessible during business hours.
- F. **Shopping Centers.** Where shared parking facilities are provided for two (2) or more commercial uses in a shopping center, the minimum requirement may be reduced to seventy-five (75%) percent of the sum of the requirements for the various uses computed separately, when the combined requirements total twenty (20) or more spaces. Refer to subsection 20.08.020 for the definition of shopping center.
- G. **Dedication to Parking.** All off-street parking spaces, carports, parking lots, parking garages and access drives required by this chapter shall be dedicated to the parking of motor vehicles and kept available for parking for the duration of the use requiring the parking. In the event that a change of use or other change of circumstances causes the existing parking spaces on a nonresidential site to be in excess of the minimum requirement for the use of the site, the Community Development Director may consider approval of an arrangement by which the excess spaces may meet requirements for other uses, through a minor use permit process.
- H. **Use of Required Yards.** No portion of any required front yard shall be used to meet off-street parking requirements, except as provided below in subsection 20.28.040.A.8.
- I. **Limitation on Paved Area of Front Yards.** Any paved area between the front property line and the front of a building shall be limited to a walkway for entry access, and a driveway not to exceed sixteen (16) feet in width, that forms a direct route from the street to a garage or other parking space deemed acceptable by the Community Development Director. The Planning and Zoning Commission may grant an exception to this limitation, based on unusual conditions of the site, such as topography, size, location or visibility. No parking of vehicles shall occur in any unpaved portion of a front yard.
- J. **Limitation on Repairs.** No repair work or servicing of vehicles shall be conducted in a required off-street parking space, except such minor work performed by the resident as is common to residential use.
- K. **Bicycles.** Sufficient bicycle storage space including outdoor bicycle racks and indoor storage where feasible, as determined by the Planning and Zoning Commission, shall be provided by new business establishments, new multi-family developments, residential mixed-use developments, and commercial mixed-use

developments in the City of Albany.

- L. Calculation of Requirements. Fractional space requirements shall be rounded to the nearest whole number (one-half (1/2) shall be rounded up).
- M. Signage. Signs related to off-street parking shall be pursuant to Section 20.32.
- N. Alternative Methods of Meeting Parking Requirements for Nonresidential Uses. Required off-street parking spaces normally will be provided on the site of the use being served, through the approval process required for such use. Alternatively, the off-street parking requirements as specified by this section for nonresidential uses may be fulfilled by the following means:
 - 1. Off-Site: Required off-street parking spaces may be provided in a different location from the location of the use being served, provided that parking for customers and visitors is located within seven hundred (700) feet and parking for employees is within one thousand (1,000) feet, with distances measured from the near corner of the parking facility to the main public entrance of the use served via the shortest pedestrian route. Such arrangements may be approved through an administrative zoning permit process, unless a use permit is required for the basic use, in which case consideration of off-site parking shall be made part of the use permit consideration.
 - 2. In-Lieu Fee: The City Council may establish by ordinance a method by which payment of a fee may be accepted by the City in fulfillment of the requirement for one (1) or more parking spaces. Fees thus collected would be used by the City to increase the supply of parking available to support activities in the SC and SPC zoning districts and to enhance parking facilities.
 - 3. Assessment District: The City Council may initiate, pursuant to appropriate State statutes, the formation of one (1) or more special districts for the purpose of providing public off-street parking. Participation in such a district by property or business owners could provide a means of fulfilling all or part of the parking requirements for a particular site. Fees paid in lieu of providing parking spaces could be used by the City in conjunction with an assessment district.
- O. Car-Share Service. Where feasible, car share service may be established for public use. A car-share service is a mobility enhancement service that provides an integrated citywide network of neighborhood-based motor vehicles available only to members by reservation on an hourly basis, or in smaller intervals, and at variable rates. Car-share vehicles must be located at unstaffed, self-service locations (other than any incidental garage valet service), and generally be available for pickup by members twenty-four (24) hours per day. A car-share service shall assume responsibility for maintaining car-share vehicles.
- P. Unbundled Parking. Unbundled parking may be incorporated as part of a multi-family or residential mixed-use development. Unbundled parking is a parking strategy in which parking spaces are rented or sold separately, rather than

automatically included with the rent or purchase price of a residential or commercial unit. Tenant or owners may purchase only as much parking as they need and are given the opportunity to save cost and space by utilizing fewer parking stalls.

- Q. Electric Vehicles. The City of Albany encourages electric vehicle use and the establishment of convenient and cost-effective electric vehicle infrastructure where appropriate. Electric vehicle infrastructure shall not conflict with or create hazardous situations in the public right-of-way.
 - 1. Electric Vehicle (EV) is any motor vehicle registered to operate on California public roadways and operates, either partially or exclusively, on electrical energy from the grid or an off-board source that is stored on-board for motive purpose. "Electric vehicle" includes but is not limited to: a battery electric vehicle, a plug-in hybrid electric vehicle, a neighborhood electric vehicle, and an electric motorcycle.
 - 2. Electric Vehicle Charging Station (EVCS) means a public or private parking space that is served by battery charging station equipment that has as its primary purpose the transfer of electric energy (by conductive or inductive means) to a battery or other energy storage device in an electric vehicle. An electric vehicle charging station equipped with Level 1 or Level 2 charging equipment is permitted outright as an accessory use to any principal use.
- R. Transportation Demand Management Plan. The City of Albany encourages Transportation Demand Management Plans as part of existing and new multi-family residential development, residential mixed-use development, affordable dwellings and new commercial and commercial mixed-use developments. Transportation Demand Management (TDM) is an important strategy to increase access to alternative transportation systems, improve mobility, and minimize negative impacts associated with vehicular travel. A TDM plan describes policies, programs, or resources that support and incentivize sustainable travel choices such as walking, biking, taking transit, or carpooling.

§ 20.28.030. Parking Space Requirements. [Ord. No. 04-09; Ord. No. 2014-02 § 5; Ord. No. 2017-06 § 2; Ord. No. 2019-01 § 4]

Off-street parking spaces shall be provided according to the following schedule, unless reductions or exceptions are made according to Subsection 20.28.040 below.

A. Residential Uses. **[Amended 6-1-2020 by Ord. No. 2020-04]**

Table 4. Residential Parking Requirements (20.28.030)	
Land Use	Parking Requirement
Single-family dwelling ¹	2 spaces per dwelling unit
Two-family dwelling ²	1.5 spaces per dwelling unit
Multifamily dwelling ³	1 space per unit

Table 4. Residential Parking Requirements (20.28.030)	
Land Use	Parking Requirement
Live/work space	1 space per unit
Senior citizen housing development	0.5 space per unit
Residential mixed-use development ⁴	1 space per unit
Affordable dwelling unit ⁵	0.5 space per unit
Shared housing	0.5 space per bedroom
Bed-and-breakfast	See Subsection 20.20.010.C.
Large family day-care home	See Subsection 20.20.020.B.2.c.
Residential care home (more than 6 residents)	See 20.20.020.C.2.c.
Accessory dwelling unit	No off-street parking required
Transitional housing	1 space per 2 employees
Supportive housing	1 space per 2 employees

Notes, Table 4

1. Requirements may be modified or reduced through Planning and Zoning Commission review subject to Subsection 20.28.0040.A.2, Additions Where No New Dwelling Units are Created, or Subsection 20.28.040.A.8, Parking in Required Yards.
2. Requirement may be reduced through conditional use permit review pursuant to Subsection 20.28.040.A.3, Two-Family Dwellings.
3. Requirement may be reduced through conditional use permit review pursuant to Subsection 20.28.040.A.4, Multi-Family Dwelling.
4. Requirement may be reduced through conditional use permit review pursuant to Subsection 20.28.040.A.5, Residential Mixed-Use Development.
5. Requirement may be reduced through conditional use permit review pursuant to Subsection 20.28.040.A.6, Affordable Dwelling Unit.

B. Nonresidential Uses.

Key to schedule:

1/100 means one parking space per 100 square feet of gross floor area, except where specification is made for outdoor area.

1/200 means one parking space per 200 square feet, etc.

UP means parking requirement for a particular use will be determined through a use permit procedure.

Table 5. Nonresidential Parking Requirements (20.28.030)	
Land Use	Parking Requirement See 20.28.040.B and C for exceptions.
Public and Quasi-Public	
Community Assembly	1/100
Clubs and Lodges	1/100
Cultural Activities/Institutions	1/400
Day Care Center (Non-Family)	1 space per 6 individuals under care
Emergency Shelter	See Section 20.40.070B.4.
Hospitals and Clinics	Hospital: UP Clinic: 1/300
Park and Recreation Facilities	UP
Public Administration Offices/Facilities	1/400
Public Maintenance Facilities	1/1,000, including building and open use areas
Religious Institutions	1/100
Schools, public or private	Elementary/Middle: 1 space per employee High: same plus 1 space per 10 students
Social Service Facilities	1/300
U.S. Post Office	1/300
Buildings or yards supporting utilities: Major, Minor, Underground.	UP
Commercial¹	
Adult entertainment establishments	1/400
Animal Sales and Services:	
a) Animal Boarding	1/500
b) Animal Grooming	1/400
c) Animal Hospitals	1/300
d) Animal Sales	1/400
Automobile/Vehicle Sales and Services:	
a) Automobile/vehicle/ equipment sales and/or rental (excluding inventory)	Sales: 1/1,000 including building and open use areas Rental: 1/400 (in building)

Table 5. Nonresidential Parking Requirements (20.28.030)	
Land Use	Parking Requirement See 20.28.040.B and C for exceptions.
b) Automobile service stations (includes fueling stations)	UP
Commercial:	
c) Automobile/vehicle/ equipment repair	1/300
d) Automobile washing	UP
Bars	1/200, or if live entertainment, 1/100
Building materials sales and service:	
a) Within an enclosed building plus	1/400
b) Open storage area	1/800
Commercial recreation/entertainment	Theatre: 1 space per 4 seats Other: UP
Commercial recreation/entertainment in the Waterfront District	Theatre: 1 space per 4 seats Other: UP
Communication facilities	1/500
Construction services (contractors)	1/1,000, including building and open use areas
Dry cleaner (retail)	1/400
Financial institutions	1/300
Funeral and internment services	1/100
Gyms and health clubs	1/300
Hotels and motels	1 space per bedroom; other uses by UP
Laboratory, limited	1/500
Laundry, large scale	1/800
Laundry, self-service	1/400
Offices, professional and other	1/200 medical; 1/400 all other
Marinas and boat launching ramps	UP
Parking lots, commercial	-
Pawn shops	1/400
Printing (retail)	1/400
Printing (industrial)	1/800

Table 5. Nonresidential Parking Requirements (20.28.030)	
Land Use	Parking Requirement See 20.28.040.B and C for exceptions.
Repair Services (non-auto)	1/400
Research and Development (commercial)	1/400
Research and Development (educational)	1/400
Restaurant	1/200, General
a) With live entertainment	1/100
b.1) With take-out (walk-up)	1/100
b.2) With take-out (drive through)	1/100
Retail, food and beverage sales	1/400
Retail, nurseries and garden supplies:	1/400
Within an enclosed bldg: Plus	1/800
Open sales or growing area:	
Retail sales:	
a) Neighborhood retail	1/400
b) Community retail	1/400
c) Regional retail	1/400
Services, ambulance	1/500
Services, business	1/800
Services, catering	1/500
Services, instructional	1/300, general 1/200, business school
Services, massage	1/400
Services, personal	1/400
Telecommunication facilities	1/1,000
Waterfront and waterfront sports- related commercial sales and service	1/400
Industrial	
Industry, limited	1/800
Industry, general	1/1,000
Truck terminal	UP

Table 5. Nonresidential Parking Requirements (20.28.030)	
Land Use	Parking Requirement See 20.28.040.B and C for exceptions.
Warehousing and storage:	
a) Within an enclosed building Plus	1/1,000
b) Outdoor use area	1/1,000
Wholesaling and distribution	1/1,000

Notes:

¹See Section 20.28.040.B.7 for parking requirements in the SC District.

C. Bicycle Parking.

1. Applicability. New commercial construction, mixed-use construction, multi-family properties, commercial properties where there is a change of use, and remodeled commercial or mixed-use building shall provide bicycle parking facilities.
2. General Requirements.
 - a. Bicycle parking facilities shall be provided in a convenient and well-lit area. Unprotected bicycle parking should be located in an area of high pedestrian foot traffic so as to discourage theft.
 - b. Bicycle racks in the Solano Commercial (SC) and San Pablo Commercial (SPC) Zoning Districts may be located within the public right-of-way subject to selection of rack design, review of location, and approval of an encroachment permit. Safe and convenient means of ingress and egress for vehicles shall be provided and an unobstructed sidewalk clearance of four (4) feet is maintained for pedestrians at all times.
 - c. Bicycle parking facilities shall be located on or within a concrete or similar surface and designed to support bicycles in a stable position without damage to wheels, frames, or other components.
 - d. Bicycle racks shall be securely anchored to the surface to prevent easy removal and shall be of sufficient strength to resist vandalism and theft.
 - e. New businesses with more than fifty (50) employees shall provide end of trip facilities, including showers, lockers, and bicycle parking facilities.
3. Bicycle Parking Requirements by Use.

Table 6. Bicycle Parking Requirements (20.28.030)	
Land Use	Parking Requirement
Residential	
Residential Mixed-Use Development ¹	1 exterior bicycle rack space per 1,500 sq. ft. of commercial floor area 1 protected bicycle space per residential unit
Multi-Family Dwelling (Apartment and condominium buildings only) ¹	1 protected bicycle space per unit
Commercial	
Services, personal	1 bicycle rack per 1,500 sq. ft. of floor area
Offices, professional and other	1 bicycle rack per 1,500 sq. ft. of floor area
Restaurant	1 bicycle rack per 1,500 sq. ft. of floor area
Retail sales	
a) Neighborhood retail	1 bicycle rack per 1,500 sq. ft. of floor area
b) Community retail	1 bicycle rack per 1,500 sq. ft. of floor area
c) Regional retail	1 bicycle rack per 1,500 sq. ft. of floor area

Notes:

¹For every ten (10) bicycle spaces provided on site, the Planning and Zoning Commission may waive one (1) required off-street parking space.

4. Bicycle Parking Definitions.
 - a. Bicycle Parking Facility A space exclusively for the storage of bicycles. This includes bicycle racks and bicycle storage.
 - b. Bicycle Rack A stationary fixture with a base that anchors for surface mounting and must be able to accommodate at least two (2) bicycles upright by rack frame. This includes exterior bicycle parking.
 - c. Bicycle Parking Facility Location Physical space that may be located on public right or private property that is used for the placement and installation of a bicycle parking facility.
 - d. Bicycle Storage (Protected) Individually enclosed and secure space for a

bicycle. This includes bicycle lockers, electronic lockers, and interior bicycle parking.

- e. Public Bicycle Share Program A program which offers bicycles available for public use to individuals on a short-term basis. Bicycles and related kiosks are located in public areas and available to any member of the public.
- f. Private Bicycle Share Program A program which offers bicycles available for private use as part of a business, residential mixed-use development, commercial mixed-use development, or multiple family dwelling to individuals on a short-term basis. Bicycles and related storage are located in private areas and available to individuals who are part of the business or reside on site.
- g. Long-Term Bicycle Parking. Long-term bicycle parking shall consist of a locker, electronic locker, or interior bicycle parking facility in a secured area with controlled access where parking may exceed two (2) hours.
- h. Short-Term Bicycle Parking. Short-term bicycle parking shall consist of a bicycle rack or racks in an easily accessible location that is intended to accommodate visitors, customers, messengers, and others expected to park not more than two (2) hours.

§ 20.28.040. Exceptions to Parking Space Requirements. [Ord. No. 04-09; Ord. No. 2014-05 § 8; Ord. No. 2016-01; Ord. No. 2017-06 § 2; Ord. No. 2019-01 § 4]

It is the City's intent that all off-street parking requirements be observed to the maximum extent feasible. The City recognizes that special circumstances may exist which warrant evaluation for special consideration and possible exceptions to the strict application of the requirements. The Planning and Zoning Commission in considering a request for any exception to the parking requirements will weigh the special circumstances against the potential impacts of the exception on the health, safety and welfare of the public.

A. Exceptions for Residential Uses.

1. Minor Additions Where No New Dwelling Units Are Created. No additional parking spaces will be required for the addition of floor space which does not exceed a cumulative increase of twenty- five (25%) percent of the original floor space within all structures on the lot, provided that in no case shall more than two hundred forty (240) square feet be so exempted.
2. Additions Where No New Dwelling Units Are Created. Where a proposed addition to a dwelling unit increases the original floor space within all structures on a lot, as defined above in Paragraph A.1, by more than two hundred forty (240) square feet and does not create additional dwelling units, the Planning and Zoning Commission may reduce the parking requirements contained in subsection 20.28.030.A upon consideration of the existence of such circumstances as listed in Paragraphs a through e below. In granting any

such reduction, the Planning and Zoning Commission shall make specific findings consistent with its consideration of these and other circumstances relating to the application.

- a. Required spaces cannot be located in front or side yard areas.
 - b. Space is not available to provide the required parking facilities without undue hardship.
 - c. Provision of required parking spaces would be disruptive to landmark trees or would severely restrict private outdoor living space on the site.
 - d. Creation of new off-street spaces would require the elimination of an equivalent or higher number of on-street parking spaces.
 - e. The proposed reduction in parking requirements is appropriate to the total size of the dwelling unit upon completion of the proposed addition.
3. Two-Family Dwellings. The Planning and Zoning Commission may by Conditional Use Permit, reduce the parking requirement for the third required off-street parking space subject to a parking survey within a three hundred (300) foot radius of the subject site.
 4. Multi-Family Dwelling. The Planning and Zoning Commission may by Conditional Use Permit, reduce the off-street parking requirements contained in subsection 20.28.030.A. In reducing on-site parking requirements, the Commission shall consider an on-site car-share service, unbundled parking, private bicycle share program, a Transportation Demand Management Plan (TDM) or a combination thereof.
 5. Residential Mixed-Use Development. The Planning and Zoning Commission may by Conditional Use Permit, reduce the on-site parking requirements contained in subsection 20.28.030.A. In reducing on-site parking requirements, the Commission shall consider an on-site car-share service, unbundled parking, a private bicycle share program, a Transportation Demand Management Plan (TDM) or a combination thereof.
 6. Affordable Dwelling Unit. The Planning and Zoning Commission may by Conditional Use Permit, reduce the on-site parking requirements contained in subsection 20.28.030.A. In reducing on-site parking requirements, the Commission shall consider an on-site car-share service, unbundled parking, a private bicycle share program, a Transportation Demand Management Plan (TDM) or a combination thereof.
 7. Existing Residential Mixed Use and Commercial Mixed-Use Developments. The Planning and Zoning Commission may, by Conditional Use Permit, reduce or waive the parking requirements contained in subsection 20.28.030.A for existing residential mixed-use developments and commercial mixed-use buildings where a residential conversion is proposed.

8. **Parking in Required Yards.** The City recognizes the existence of residential properties whose historical development did not allow for present day parking requirements. The City encourages off- street parking to be located in the rear yard or side yard. In some cases the Planning and Zoning Commission, after due consideration, may find that permitting required parking in a front yard would be more in the public interest than would a reduction in the off-street parking requirement. The Planning and Zoning Commission may approve front yard parking upon making at least the following findings as appropriate to the yard area in question:

Findings:

- a. Parking within a dwelling, a garage, carport or other structure or in the rear or side yard is not feasible or will be disruptive to landmark trees or will severely restrict private outdoor living space on the site.
 - b. The area proposed for parking in the front yard will meet the minimum standard of seven (7) feet six (6) inches in width by sixteen (16) feet in length.
 - c. The parking space is designed so that no part of any vehicle will extend beyond the property line into the public right-of-way or will come within one (1) foot of the back of the sidewalk, nor permit a parked vehicle to constitute a visual obstruction exceeding three (3) feet in height within twenty-five (25) feet of the intersection of any two (2) street lines. The Planning and Zoning Commission shall not approve a front yard parking space unless a finding is made that visual obstructions are not a significant safety hazard.
 - d. Any required off-street parking spaces which are permitted in front yard areas are designed to minimize aesthetic and noise intrusion upon any adjacent property.
9. **Existing Garages.** The Planning and Zoning Commission may find that an existing garage meets the requirements for an off-street parking space if the interior dimensions of such garage are not less than sixteen (16) feet in length, and eight (8) feet in width, for a single garage, or sixteen (16) feet in width for a double garage, and six (6) feet six (6) inches in height. The Planning and Zoning Commission may allow a local obstruction (such as a chimney, stairs or other feature) to protrude into the required parking space dimension, upon finding that such obstruction does not impede the ability to park vehicles in the garage.
 10. **Garages in Front Yards of Up-Slope Lots.** Garages which are situated within required front yard areas, and are built into a slope rising above the street at a ratio of one (1) vertical to two (2) horizontal, or greater, may be maintained or rebuilt to accommodate the same number of spaces as exist, so long as the minimum dimensions stated in subsection 20.28.050.A.1 are met. Such garages may not be converted into nonparking use, and shall not be expanded

outward or upward for the purpose of creating floor space for nonparking purposes, with the exception of access stairways connecting to the dwelling unit, which the garage serves.

B. Exceptions for Nonresidential Uses.

1. Existing Buildings and Land Uses. The following provisions are applicable to existing buildings and land uses only, and shall not apply where construction is proposed for vacant land or any site from which existing structures have been removed or are proposed to be removed.
 - a. Properties on which structures have been erected prior to the effective date of this subsection and which are in use on said date shall be deemed to be in compliance with the off-street parking requirements of this section for the existing use.
 - b. Properties that are not in use on the effective date of this subsection, and on which the use has not been abandoned or discontinued for a continuous period specified in subsection 20.44.040, shall be deemed to be in compliance with the off-street parking requirements of this section for the last use of the property prior to the effective date of this Section 20-28.
 - c. Any on-site parking spaces that, as of the effective date of this subsection, serve the uses referenced in Paragraphs a and b above shall be required to remain in service in order to preserve the status of compliance.
 - d. In the case of any alteration resulting in an increase of floor area, or a change of land use to a category with a greater parking space requirement, any requirement for additional parking spaces will be based solely upon the incremental change of floor area or use.
2. Ground Floor Retail Area.
 - a. In the case of any new construction, enlargement, or increase of capacity involving ground floor space for retail uses in the SC and SPC districts, the calculation of the off-street parking requirement shall include a reduction of the gross building floor area by up to two thousand (2,000) square feet of ground floor retail area.
 - b. No change of commercial use in the SC and SPC districts shall be required to meet the off-street parking requirements of this chapter unless the structure has been expanded to include new floor area. For the purposes of this subsection, increases in floor area necessitated to bring a change of use into compliance with American Disabilities Act (ADA) or Building Code-mandated improvements shall not be considered new floor area.
3. Administrative Exception. Upon the change of use of a site or existing building or structure not otherwise requiring a conditional use permit, the Planning

Director may reduce the parking requirements contained in Paragraph 2.c above upon determination that such change of use will not significantly increase the demand for employee or customer parking. In no case may such reduction result in fewer parking spaces than were required for the previous use of the subject site. Such administrative approval shall be communicated to the Planning Commission.

4. Planning and Zoning Commission Adjustment for Shared Parking. Off-street parking facilities for one (1) use shall generally not be considered as providing required off-street parking facilities for any other use. However, off-street parking facilities for one (1) nonresidential use may be considered as providing required off-street parking facilities for other nonresidential uses on the same site or an adjacent site based upon demonstration that the peak of aggregate parking demand for the combined uses is not greater than the number of off-street parking spaces that are available to serve the combined uses. The Community Development Director may require a survey to substantiate such a request. Any adjustment made by the Planning and Zoning Commission shall be limited to a reduction of a maximum of twenty-five (25%) percent of the requirement, and will be considered through a major use permit process. The recordation of a written agreement among the parties participating in the sharing arrangement shall be a condition of the use permit.
5. Planning and Zoning Commission Adjustment. The Commission may, through a major use permit process, adjust the parking requirements contained in subsection 20.28.030.B for any nonresidential use in an existing building over 2,000 square feet. In granting an adjustment the Commission shall make the following findings:
 - a. On the basis of a survey of comparable situations, parking demand for the proposed use or uses will be less than the required number of spaces.
 - b. The probable long-term occupancy of the property or structure, based on the project design, will not generate substantial additional parking demand.
 - c. Based on a current survey of parking space availability and usage within a five hundred (500) foot walking distance of the boundary of the site of the subject building, a reduction of the parking requirement will not have a substantial effect on the parking available for neighboring uses.
6. Commercial Infill Adjustment for Buildings 2,000 sq. ft. or less in area. For a commercial use with a maximum gross floor area of 2,000 square feet or less in an existing building, the Community Development Director may, through a minor use permit process, adjust the parking requirements contained in subsection 20.28.030.B or allow off-site parking.
7. Blended Commercial Parking Rates in the SC District. Notwithstanding the parking requirements contained in subsection 20.28.030.B, commercial use classifications in the SC Districts shall be subject to the following parking

standards:

- a. Restaurants: Restaurant uses shall have a minimum parking requirement of 1 space per 200 square feet of gross floor area.
 - b. General Standard: The district minimum parking requirement for all other commercial uses is 1 space per 400 square feet of gross floor area.
- C. Exceptions for Nonresidential Uses in a Residential Mixed-Use Development. Where both residential and nonresidential uses are proposed to be combined in a single development project, the Planning and Zoning Commission, through the major use permit process, may adjust the amount of off-street parking required for the nonresidential portions of the project, so long as the requirements of subsection 20.28.030.A for residential use are met. In granting any such adjustment, the Commission shall make the following findings:

Findings:

1. The aggregate amount of parking provided on site, or otherwise made available meets the anticipated demands of all users of the project, considering hours of usage and other demand factors.
 2. A minimum of one (1) parking space is available for the exclusive, full-time (twenty-four (24) hour) use of occupants of each residential unit.
 3. Except as provided in Paragraph 2 preceding, spaces are not designated for exclusive use of any residential or nonresidential owner or tenant.
 4. Sufficient legal agreements are or will be in effect to assure continuing management of parking facilities as a single entity, with assurances as to accessibility by legitimate users of the mixed-use project.
- D. City Council Authorized to Modify Measure D Parking Requirements. After following the normal procedures for amending City Zoning Ordinances, including compliance with the California Environmental Quality Act and conducting duly noticed public hearings before the Planning and Zoning Commission and City Council, the City Council may amend the residential parking requirements established by Measure D (enacted by the Albany voters on November 7, 1978). Such amendments may include, but are not limited to, modifications to the number of parking spaces required per dwelling unit for residential uses in residential districts, as well as the provisions of Measure D which allow the Planning Commission to reduce these residential parking requirements by Conditional Use Permit upon making specified findings. This provision is not intended to limit in any way the authority and discretion which the City Council currently possesses to adopt Zoning Ordinance amendments.

Editor's Note: Ordinance 2016-01 was adopted by the voters at the General Election of November 8, 2016 and became effective by adoption of a resolution of the City Council December 5, 2016.

§ 20.28.050. Parking Area Standards. [Ord. No. 04-09; Ord. No. 09-011 § 20; Ord. No. 2014-05 § 9; Ord. No. 2017-06 § 2]

A. Dimensional Standards.

1. Single-Family Residential Uses:

- a. Enclosed Parking. The minimum dimensions for an enclosed single-car garage meeting the parking requirements for a newly constructed single-family dwelling shall be eight (8) feet six (6) inches in width, nineteen (19) feet in length, and seven (7) feet in height. The minimum width dimension of a double-car enclosed parking space shall be sixteen (16) feet. All minimum width dimensions shall be increased by an additional one (1) foot of width adjacent to each wall or other fixed obstruction that abuts the long dimension of the parking space.
- b. Covered Parking. The minimum dimensions for a single-car covered parking space meeting the parking requirements for a newly-constructed single-family dwelling shall be eight (8) feet six (6) inches in width, eighteen (18) feet in length, and seven (7) feet in height. The minimum width dimension for a double-car covered parking space shall be sixteen (16) feet. All minimum width dimensions shall be increased by an additional one (1) foot of width adjacent to each wall, fence, property line or other fixed obstruction that restricts access abutting the long dimension of the parking space.
- c. Open Parking. The minimum dimensions for an open parking space meeting the parking requirements for a newly constructed single-family dwelling shall be eight (8) feet six (6) inches in width and eighteen (18) feet in length. The minimum width dimension for a double-car open parking space shall be sixteen (16) feet.
- d. Open or Covered Parking (Pre-1978). Where warranted by spatial limitations, the Planning and Zoning Commission may permit an open or covered parking space measuring no less than seven (7) feet six (6) inches wide, by sixteen (16) feet long, to meet off-street parking requirements. The Commission may permit a minimum width dimension for a double-car open or covered parking space to be fourteen (14) feet. All minimum width dimensions shall be increased by one (1) foot of width adjacent to each wall, fence, property line or other fixed obstruction that restricts access abutting the long dimension of the parking space.
- e. The minimum width of a driveway providing access to a required parking space shall be seven (7) feet.

Table 6. Residential Parking Dimensions (20.28.050)			
Type of Parking	Width	Length	Height
Enclosed Parking:			
Single space	8'6"	19'	7'
Side-by-side spaces	16'	19'	7'
Covered Parking:			
Single space	8'6"	18'	7'
Side-by-side spaces	16'	18'	7'
Open Parking:			
Single space	8'6"	18'	N/A
Side-by-side spaces	16'	18'	N/A
Driveways			
Single	7'	N/A	N/A
Double	15'	N/A	N/A

2. Multifamily and Nonresidential Uses:

- a. Standard Space Requirements. The minimum off-street parking dimensions shall be as prescribed below. The Commission may make adjustments to the standards in specific cases, after considering the circumstances of a particular parking plan, land use, or site characteristics.

Table 7. Dimensions of Standard Parking Spaces (20.28.050)				
ANGLE	STALL WIDTH	STALL LENGTH	AISLE WIDTH	
			ONE-WAY	TWO-WAY
Parallel	8'6"*	23'	12'	20'
30°	8'6"	17'6"	11'	20'
45°	8'6"	20'	13'6"	20'
60°	8'6"	22'	18'6"	20'
Perpendicular	8'6"*	20'	25'	25'

*One (1) additional foot shall be provided on each side abutting any wall, fence, property line, or other fixed obstruction that restricts vehicle access.

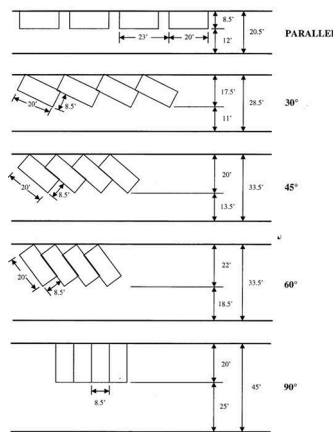
- b. Compact Space Requirements. A maximum of twenty-five (25%) percent of the required parking spaces in parking lots of five (5) or more spaces may be devoted to compact car spaces. All compact car spaces shall be

clearly marked for "compact cars." Compact spaces shall be designed according to the following schedule:

Table 8. Dimensions of Compact Parking Spaces (20.28.050)		
ANGLE	STALL WIDTH	STALL LENGTH
Parallel	7 ft. 6 in.*	20 ft.
45 Degrees	8 ft. 6 in.	16 ft.
60 Degrees	8 ft. 6 in.	17 ft.
Perpendicular	8 ft. 6 in.*	16 ft.

*One (1) additional foot shall be provided on each side abutting any wall, fence, property line, or other fixed obstruction that restricts vehicle access.

Guide to Dimensional Requirements (Standard Spaced):



B. Design Standards. Standards for off-street parking facilities areas shall include:

1. **Lighting.** Lighting shall be deflected away from residential sites public and private view so as to cause no annoying glare.
2. **Bumpers.** Bumpers, posts, wheel stops or other acceptable devices shall be provided on all parking spaces located along property lines.
3. **Tandem Parking.**
 - a. Except as specified in Paragraph b and c below, each parking space shall have unobstructed access from a street or from an aisle or drive connecting with a street without requiring moving another vehicle.
 - b. Required parking spaces for any dwelling unit, including a secondary residential unit, may be arranged in tandem.
 - c. On sites containing only professional offices occupying no more than two thousand five hundred (2,500) square feet of net floor area, with no other

uses on the site, the Planning and Zoning Commission may permit tandem parking with the following findings:

Findings:

- (1) The size or configuration of the site prevents a conventional arrangement of parking spaces.
 - (2) The nature of the office use indicates a limited demand for client or visitor parking.
 - (3) Spaces without direct access to a street are reserved for persons employed on the site.
4. Entrances and Exits. Entrances from and exits to streets shall be provided at locations approved by the Director of Public Works.
 5. Parking Surface. In parking lots the parking area, aisles and access drives shall be paved so as to provide a durable, dustless surface and shall be so graded and drained as to dispose of surface water without damage to private or public properties, streets, or alleys, or drainage across sidewalks.
 6. Screening and Landscaping. See subsection 20.24.110.F for requirements for screening and landscaping of parking areas.
 7. Nonresidential Parking Facilities in Residential Districts. Where parking facilities serving nonresidential uses are allowed by use permit in residential districts, the following additional standards shall apply:
 - a. Access. The parking facility shall be accessed only by way of the contiguous commercial district only. Direct access to a street from property in the residential district shall be limited to emergency vehicles only.
 - b. Setbacks. Parking facilities, including surface paving and any structures, shall comply with required setbacks for the residential district, except that the setback from the property line contiguous to the commercial district may be waived.

§ 20.28.060. Off-Street Loading. [Ord. No. 04-09; Ord. No. 2017-06 § 2]

- A. Purpose. These regulations are intended to provide off-street loading facilities, to discourage on-street loading and to prevent traffic congestion and a shortage of curb spaces.
- B. General Provisions.
 1. When any structure is constructed, enlarged or increased in capacity, or when a change in use creates an increase in the amount of off-street loading space required, the requirements of this subsection shall be followed.

2. No portion of any required front or side yard shall be used for off-street loading purposes.
3. No area may be utilized and counted both as a required parking space and a required loading berth, except with approval of the Community Development Director based on consideration of patterns of usage for parking and loading.
4. Requirements for uses not specifically listed herein shall be based upon the requirements for comparable uses listed and upon the particular characteristics of the use as determined by the Planning and Zoning Commission.
5. No repair work or servicing of vehicles shall be conducted in the loading area.
6. Signs related to off-street loading shall be pursuant to Section 20.32.

§ 20.28.070. Loading Space Requirements. [Ord. No. 04-09; Ord. No. 2017-06 § 2]

Off-street loading facilities shall be provided as follows:

Table 9. Loading Space Requirements (20.28.070)	
USE	NUMBER OF LOADING SPACES
Multi-tenant Shopping Center	One (1) loading space for each 15,000 square feet of gross floor area.
Commercial, other	As determined by the Planning and Zoning Commission using the following criteria: type of business, frequency of deliveries, typical size of delivery vehicle, and space available.
Industrial:	
Up to 5,000 sq. ft. of gross floor area (GFA)	0 spaces
5,001 - 9,999 sq. ft. GFA	1 space
10,000 – 19,999 sq. ft. GFA	2 spaces
20,000 or more	3 spaces plus 1 additional space per 10,000 s.f. (GFA)

§ 20.28.080. Loading Area Standards. [Ord. No. 04-09; Ord. No. 2017-06 § 2]

- A. Dimensional Standards. All off-street loading facilities shall comply with the following minimum dimensions, except that these dimensions may be reduced by the Planning and Zoning Commission based on the type of vehicle to be accommodated.

Table 10. Loading Space Dimensions (20.28.080)			
USE	SPACE WIDTH	SPACE LENGTH	SPACE HEIGHT
Shopping Center and Industrial	12'	45'	14'
Commercial	12'	25'	14'

- B. Design Standards. Standards for off-street loading areas shall include:
1. Lighting. Lighting shall be deflected away from residential uses so as to cause no annoying glare.
 2. Access Drives. Entrances from and exits to streets shall be provided at locations approved by the Community Development Director.
 3. Loading Surface. Loading areas and access drives shall be paved so as to provide a durable, dustless surface and shall be so graded and drained as to dispose of surface water without damage to private or public properties or streets.
 4. Turning and Maneuvering. Sufficient room for turning and maneuvering vehicles shall be provided on the site without infringing on off-street parking spaces.
 5. Bumper Rails. These shall be provided where necessary for safety or to protect property, in accordance with standards prescribed by the Community Development Director.
 6. Screening/Landscaping. (See subsection 20.24.110.G for requirements for screening and landscaping of loading areas.)