

EXHIBIT A
Proposed Code Amendment
Chapter 17.26 (Transit Incentive), Chapter 18.36 (RM Multi-Family Residential Districts)
and Chapter 18.88 (Off Street Parking Facilities)

TEXT AMENDMENTS

The proposed new sections of Title 17 [Planning and Related Matters] and Title 18 [Zoning] of the Pleasanton Municipal Code are detailed below. Since all of the text is new, track changes is not used.

[New chapter]

Chapter 17.26

TRANSIT INCENTIVE

Sections:

17.26.010 Purpose

17.26.020 Requirement

17.26.010 Purpose

To implement the Climate Action Plan, reduce vehicle trips, and encourage the use of mass transit, transit incentives shall be provided incidental to new multi-family uses and major alterations and enlargements of existing multi-family uses near Bay Area Rapid Transit (BART).

17.26.020 Requirement

Transit incentive. The following shall apply to new multi-family dwellings of 20 units or more, including rental apartments, condominiums and the residential portion of mixed use projects, located on sites where any portion of the site is within 1/2-mile of a BART station as measured from the center of the platform.

The property owner shall provide a transit benefit for each unit at no cost to the resident. The benefit shall be, at a minimum, one pass or tickets for local bus transit service for unlimited local travel for one person in each unit for a period of six months.

For rental apartment projects a notice describing this transit benefit shall be included in the lease or rental agreement and also shall be posted in a location or locations visible to residents. The property owner shall continue to provide this benefit for each unit for a period of 15 years each time a unit is leased or rented by new residents, starting at the date of certificate of occupancy.

For residential condominiums the project owner at the time of initial sale shall provide the transit benefit at the initial sale of each unit.

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Chapter 18.36
RM MULTI-FAMILY RESIDENTIAL DISTRICTS

[New section]

18.36.095 Transit incentive.

For new multi-family dwellings of 20 units or more that are on sites located within 1/2-mile of a BART station platform, a transit benefit shall be required as provided in Chapter 17.26.

Chapter 18.88
OFF STREET PARKING FACILITIES

[New section]

18.88.035 Requirements for alternative vehicle parking.

- A. Alternative vehicle parking requirements: carpool/vanpool, car-share, and alternative-fuel vehicles.
1. Office and industrial development. All new construction, major alteration or enlargement of office and industrial facilities meeting the building size thresholds defined by Subsection (a), below, shall designate at least 10 percent of the off-street parking spaces required by Section 18.88.030 of this chapter as stalls for carpool, vanpool, car-share, and alternative-fuel vehicles, as further specified below:
 - a. Building size thresholds. The thresholds listed below shall be used to determine if a project is subject to the provisions of this subsection. Alternative thresholds may be proposed and will be subject to approval by the community development director.
 - (1) Office. All new construction, major alteration or enlargement of office facilities resulting in 30,000 square feet or more of gross floor area at one site shall be subject to the provisions of this subsection;
 - (2) Industrial. All new construction, or major alteration or enlargement of industrial facility with 40,000 square feet of gross floor area or more at one site shall be subject to the provisions of this subsection.

The applicability of projects having a mixture of office and industrial uses shall be determined by assuming one employee for each 300 square feet of gross floor area of office use, and one employee for each 400 square feet of gross floor area of industrial use. Projects totaling 100 or more employees shall be subject to the provisions of this chapter.

- b. For each 10 spaces of alternative vehicle parking required by this subsection, a minimum of one space shall be designated as a carpool stall and a minimum of one space as a vanpool stall. A minimum of two spaces shall be provided as electric vehicle charging stations, one of which shall be an accessible van stall meeting the California Building Code requirements for accessibility. The

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remaining six spaces shall be designated for additional carpool/vanpool vehicles, car-share vehicles, additional space(s) for charging electric vehicles, or alternative-fuel vehicles (including, but not limited to ethanol, biodiesel, fuel cell (hydrogen), natural gas vehicles) but not including hybrid or bi-fuel vehicles where one of the fuels is gasoline or diesel. Each of the remaining six spaces that are not configured as electric vehicle charging stations shall also be provided with electrical conduit and service capacity so that when demand warrants, as determined by the community development director, these spaces may be used for electric vehicle charging.

- c. All of the alternative vehicle parking spaces required under this subsection shall be preferentially located as close to the employee entrance as practical without displacing accessible parking and any designated customer or client parking.
2. Multi-family dwelling projects and electric vehicles. All multi-family dwelling projects of 100 or more new dwelling units, including projects with ownership units and projects with rental units, shall provide infrastructure for charging electric vehicles, as follows:
 - a. For the first 100 new dwelling units, two off-street parking spaces shall be provided exclusively as electric vehicle charging stations for use by residents and employees, and one of those two spaces shall be marked as a van accessible stall meeting the California Building Code requirements for accessibility. One additional off-street space with electric vehicle charging shall be provided for each additional 50 new dwelling units, and at least one additional van accessible stall shall be provided for every six additional electric vehicle spaces. The spaces required in this subsection shall be located near a sales or management office, within a parking structure, at an accessible entrance, or other convenient location; and
 - b. Multi-family dwelling projects that include parking garage structures that provided interior parking spaces for multiple units, at least 10 percent of the interior parking spaces shall be provided as electrical vehicle charging stations. For the purpose of this provision covered parking and carport parking are not considered interior parking; and
 - c. For each new multi-family dwelling unit that is a townhouse-style unit which includes an attached private garage dedicated to the unit, infrastructure shall be provided for electric vehicle charging including an outlet, service capacity, and electrical conduit or permanently installed wiring. The equipment must only be accessible inside the private garage.
3. All of the alternative vehicle parking spaces required under this subsection, including electric vehicle charging stations, shall be counted toward the off-street parking required by Section 18.88.030 of this chapter and the accessible parking spaces shall be as required by the current California Building Code.

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4. All of the alternative vehicle parking spaces required under this subsection, including electric vehicle charging stations, shall be clearly marked with both signage and pavement stencils, except that in private garages as described in Subsection 2(c) above, only interior signage shall be required to indicate the availability of electric vehicle charging equipment.
5. Parking spaces required under this section shall meet the dimensional standards of Section 18.88.040 of this chapter. Electric vehicle charging equipment shall not reduce the size of the parking space.
6. Electric vehicle charging stations shall be equipped with electrical outlets, and may also be equipped with card readers, controls, connector devices and other equipment as necessary for use. Electric cords shall not cross a pathway. All such equipment shall be in compliance with the Building Regulations in Title 24, including all applicable provisions of the California Green Building Standards Code pertaining to electric vehicle charging.