

Rebuttal to Argument in Favor of Measure N1

Council members in their pro argument claim variously that Measure D makes multi-family housing “more difficult to build” or “infeasible to build.” However, in a letter to the State, City staff noted that while Measure D may prevent very high-density development in Albany, it permits moderate development allowing Albany to meet its housing needs allocation. In its resolution adopting a housing element, the Council stated, “no programs to mitigate the Measure D requirements are needed.”

The Council claims that Measure D creates “unrealistic parking requirements.” Again, they fail to mention the provision permitting 1.5 parking spaces per unit if there is sufficient on-street parking. The Council is now asking for authority to reduce the minimum parking requirements even when there is not sufficient on-street parking!

The Council claims that Measure D limits Albany's ability to provide affordable housing. However, Measure D actually creates incentives for affordable housing. Projects with affordable units can utilize reduced parking ratios provided by State law. If Measure D is repealed and Albany reduces the required parking for all new housing, it will eliminate these incentives.

The Council claims that it wants to create parking standards that “meet the needs of today's residents, not those of 1978.” Fine, propose changes to Measure D, make your case to the residents, and put it to a vote.

Measure D was born out of a mistrust of government. Unfortunately, the trust level hasn't increased much in the intervening years. Parking certainly has only gotten worse. Vote no on Measure N1; retain citizen's control of parking requirements in Albany.

Clay Larson