

**CITY OF ALBANY
PLANNING AND ZONING AGENDA
STAFF REPORT**

Agenda date: 2/14/12
Prepared by: ALH

ITEM: 6b

SUBJECT: Parking Discussion- This is a summary review of the January 24, 2012 joint effort by the Commission, the Traffic & Safety Committee and Sustainability Committee to review existing parking policies.

SITE: City-wide

STAFF RECOMMENDATION

Staff recommends that the Planning and Zoning Commission receive the report for the Parking Discussion, and do the following:

- Review the summary to insure that all policy discussions from January 24, 2012 are accurately captured
- Discuss the Commissioner completed survey regarding parking policies and provide any feedback to staff

PREVIOUS REVIEW

The Planning & Zoning Commission, Traffic & Safety Commission, and Sustainability Committee initiated a discussion about existing parking policies at a special hearing on January 24, 2012. This discussion was intended to discuss the effectiveness of existing policy and consider policy amendments which would support the City's Climate Action Plan and reduce greenhouse gas emissions.

ANALYSIS

A variety of parking related policies were discussed this meeting and included:

- Residential Permit Parking
- Sliding scale of permit costs
 - Ex. \$50 for the first car, \$100 for the second car, etc.
- Employee Permit Parking around the City's commercial districts
- No Parking Meters are being contemplated
- Change parking ratios within the Zoning Code for dwelling units, specifically for senior housing

- Amend the Secondary Dwelling Unit Ordinance to have parking provisions consistent with State Government Code Section 65852.2 (5) (e) and also consider changes to the development standards
- Consider a repeal of the provisions within Measure D requiring two parking spaces per dwelling unit., to be placed on the ballot as early as November 2012

NEXT STEPS

The Planning & Zoning Commission, Traffic & Safety Commission, and Sustainability Committee agreed on the following next steps

- Include Measure D questions on the upcoming phone survey to be conducted City-wide
- Contact the Police Chief to better understand parking meter/permit parking resources and enforcement
- Review CEQA requirements for modifying Measure D
- What do the citizens of Albany want? Engage this aspect of discussion through the General Plan update process.
- Review permit parking policies in Oakland, Berkeley, El Cerrito and/or local cities similar in size to Albany
- Review the Berkeley Paid Parking Survey
- Ensure the public that parking meters are not being proposed as part of this reform
- Review the recent City of Alameda Parking Revisions
- Make a recommendation on a Measure D modification going on the ballot November 2012

As part of this review, all members of the discussion were asked to complete a parking survey assessing policy preferences. (See Attachment 1) Additionally, meeting minutes from the April 28, 2011 Traffic & Safety Commission meeting with a summary of parking policy presentations from the City of El Cerrito and the City of Berkeley are also included (See Attachment 2). The minutes are a good resource to better understand existing policies in neighboring communities.

FUTURE DISCUSSIONS

A future meeting date involving the Planning & Zoning Commission, Traffic & Safety Commission and Sustainability Committee will be scheduled.

Attachments

1. Parking Survey completed by Planning & Zoning Commissioners
2. Excerpt from April 28, 2011 Traffic & Safety Commission meeting minutes

ATTACHMENT 1
Planning & Zoning Commissioner Parking Policy Survey

Paid Parking in Commercial Districts

- Should parking meters be installed on both Solano and San Pablo Avenues?
 - Moss- No
 - Panian
 - Arkin-No
 - Maass- Yes
 - Eisenmann- Yes, only if cost effective
- Should parking enforcement hours be expanded to include evenings and Sundays?
 - Moss- No
 - Panian
 - Arkin- Yes
 - Maass- No, not initially
 - Eisenmann- No
- Should paid parking be implemented along side streets in areas directly in front of commercial uses?
 - Moss- No
 - Panian
 - Arkin- No
 - Maass- Yes if the section of the street lies in the commercial zoning.
 - Eisenmann- Yes, where there is commercial frontage. A street not off of San Pablo or Solano requires a separate evaluation.
- Should parking meters have variable rates, so that high use areas cost more per hour?
 - Moss- No
 - Panian
 - Arkin- N/A
 - Maass- No
 - Eisenmann- No
- Should parking meters have a time limit or allow unlimited time?
 - Moss- Limited time
 - Panian
 - Arkin- N/A
 - Maass- Uncertain
 - Eisenmann- Limited time
- Should funding go back to paid parking area only, or to general fund?
 - Moss- No
 - Panian
 - Arkin-N/A
 - Maass- If the system operates in the black, money should go to the parking area. Our commercial areas are in need of more people traffic.
 - Eisenmann- General Fund
- Should the process to allow for an adjustment for shared off-street parking be revised?
 - Moss- No
 - Panian

- Arkin- Yes
- Maass- No, not initially
- Eisenmann- Uncertain
- Should specific locations be reserved for low emission vehicles or city car share members?
 - Moss- No
 - Panian
 - Arkin- Yes
 - Maass- Yes and include handicap parking
 - Eisenmann-Yes

Comments/ Recommendations

- Review the effect parking meters will have on neighborhood cross streets. If the effect is negative, would implementing a permit parking zone be mitigation?
 - Moss- Yes, at no cost to the neighbors
 - Panian
 - Arkin-Yes
 - Maass- Paid Parking on Solano and/or San Pablo would definitely have an adverse effect on street parking on neighborhood cross streets. The mitigation would be a permit parking system.
 - Eisenmann- Yes
- Obtain revenue figures from the City of Berkeley regarding paid-parking on Solano Ave
 - Moss- Good idea
 - Panian
 - Arkin- Info from a smaller City would be more helpful to Albany
 - Maass- Yes and sharing Berkeley's parking contractors might be one way to make this cost efficient.
 - Eisenmann- Yes

Residential Permit Parking Zones

- In commercial areas, should residential permit parking zones have a mixture of residential and paid parking?
 - Moss- No
 - Panian
 - Arkin-No
 - Maass- Yes
 - Eisenmann- Yes, but the residential permit holder should be limited to the same amount of time as the paid parking.
- Is the requirement that the occupancy rate be at least 75% during the peak parking period adequate or too high?
 - Moss- Adequate
 - Panian
 - Arkin- Should not need any particular occupancy rate; should be able to implement residential permit parking throughout the City. Potential for

residents of mixed-use projects on commercial streets parking with permits on residential streets is worthy of further discussion.

- Maass- Too high
- Eisenmann- It's too high if the record is 58%.
- To ensure that there is adequate street parking in residential zones, should the city contemplate code enforcement of existing private parking (e.g. illegally converted garages)?
 - Moss- Yes
 - Panian
 - Arkin- No
 - Maass- No
 - Eisenmann- No

Comments/Recommendations

- If a permit parking zone includes a school, how would parking be impacted, as many of the schools do not have adequate student or employee parking?
 - Moss-Encourage carpooling
 - Panian
 - Arkin- There should be an employee permit option so that teachers would be able to get one, or bicycle or ride transit. Students would likely have access to an Albany residential parking pass, but they should be walking or biking as well.
 - Maass- School and Business employees, visitors, contractors, auto repair shops and others would be impacted by permit parking zones. I think this could be mitigated with additional kinds of parking permits, available at City Hall or perhaps dispensed from the "print-out" machines in our commercial zones.
 - Eisenmann- Staff should have the ability to secure parking permits.
- Automobile repair uses often use residential streets to park cars. What impacts would a Residential Parking Permit have on these uses?
 - Moss- Cars would be parked a reduced amount of time
 - Panian
 - Arkin- They too could buy employee permits and use them on their service cars, or rent space at vacant lots (as many do already).
 - Maass- See above answer.
 - Eisenmann- Specific businesses could make the case for temporary permits
- If only one permit parking zone is allowed to be created per year, determine a prioritization system.
 - Moss- This should not be created.
 - Panian
 - Arkin- Change this rule, or make the whole city one zone all at once
 - Maass- If this were to be pursued, the entire City should be considered a zone due to its small size.
 - Eisenmann-Limiting and inflexible, though if it were to be pursued choose the zone with the highest occupancy rate

Residential Parking Space Requirement (Measure D)

- Would an adjustment to the requirements of Measure D be beneficial (e.g. alter parking requirements so that studio- and 1-bedroom units are only required to provide 1 off-street parking space and 2+ bedroom units are required to provide 2 off-street parking spaces)?

- Moss- Less parking for less bedrooms
- Panian
- Arkin- Eliminating the ratio of 2 cars per unit as enacted by voter initiative would be beneficial, and then P&Z could set it and adjust as needed. 1 space per unit is a good start; 0 per unit was an interesting suggestion made by one of the Traffic & Safety Commissioners.
- Maass- Yes
- Eisenmann- Yes, one parking space per unit with allowable tandem parking
- Should parking requirements stay to ensure adequate off-street spaces for residents?
 - Moss- Residents uses on street parking as their parking in lieu of parking on their property
 - Panian
 - Arkin- No
 - Maass- No
 - Eisenmann- No
- If an adjustment is recommended, should it apply only to specific projects such as Senior Housing?
 - Moss- Yes
 - Panian
 - Arkin-No
 - Maass- No
 - Eisenmann- No

Comments/Recommendations

- Review program

ATTACHMENT 2

April 28, 2011 Traffic & Safety Commission Meeting Minute Excerpt

6 DISCUSSION AND POSSIBLE ACTION ON MATTERS RELATED TO THE FOLLOWING ITEMS:

6-1 Permit Parking/Meter Parking – Panel presentation by staff from Cities of El Cerrito and Berkeley.

Yvette Ortiz, Manager of Engineering with the City of El Cerrito explained the program in the City. It started in the mid 1980s due to high parking demand around El Cerrito del Norte and El Cerrito Plaza BART stations. Currently, El Cerrito has three areas for permit parking: Around the two BART stations and the area next to West Berkeley. The permit program for each area is renewed every three years, but each area expires at different times. The permit parking program is implemented on one side of the street only. The Engineering Division reviews the petitions for parking permit zones, which should obtain the support of 60% of the residents living on the block. El Cerrito is proposing a revision of the fees for the permit parking program in order to reflect the true administrative cost for the program.

Diana Cardona, Assistant Traffic Engineer for the City of Berkeley provided details about the City program. She said that in Berkeley there were 14 permit parking areas designated by alphabet letters from A through M. The areas varied in size. The City of Berkeley has a Residential Permit Parking Boundary that was established through an Environmental Report. Residents of a block that has been approved to have a parking permit program purchase an annual parking permit for \$34.50. Visitor parking permits can be purchased for \$2.25/permit. There is also a 14-day merchant permit for \$23 and a special permit for In-home care givers. Holders of a disabled placard do not have to purchase a permit. There are also restrictions as to how many parking permits community institutions, such as churches, senior facilities staff could get (only 60% of staff members could purchase parking permits). The City of Berkeley is considering a citywide program because almost everybody is impacted by the University, the commercial districts, or the industrial areas. The programs are successful because of an effective enforcement system. The Police Department enforces the parking restrictions every two hours.

The paid parking program in Berkeley consists of on-street and off-street parking. The City has three (3) garages that hold 950 spaces with hourly rates of \$1.00 and \$15-\$20 per day for parking stall. The administration of the off street program is outsourced and the gross revenue for FY 2010 was \$2.8 million. The administration and maintenance expenses for the same fiscal year were approximately \$1.5 million. The City's on-street parking consists of 3,700 spaces controlled by multi-space meters. This program generates approximately \$5.3 million in revenue and costs \$1.4 million in salaries and \$2.7 million in maintenance. The success of a paid parking program depends on setting the correct pricing. The challenges of this program are: 1) the large overhead, 2) parking spillover into residential neighborhoods, 3) maintenance of the signage (graffiti removal), 4) Work closely with parking enforcement. She said that a parking program should start with a parking study to determine proper regulations and proper pricing.

The discussion was open to the members of the Commission: Anderson asked if the cities had applied for grants to fund the initial capital costs. Yvette Ortiz said that the initial capital outlay was \$50,000 and the program attempted to recover this cost within 10 years through the program fees.

He asked staff from Berkeley if merchants were allowed to park in yellow zones. Staff responded that the yellow permit for vehicle with commercial plates was different from the residential permit, but the restrictions differed from area to area.

Miki asked what the cities did with the revenue from the parking program. Staff responded that the revenues were mainly used to support the programs, but there was interest in using the remaining balance in other programs as well.

Knapp asked if waiving the parking permit fees for the disabled was a policy mandated by Council action or was something mandated by ADA. He also asked if the cost of enforcing the metered parking is included in the expenses. Berkeley staff responded that ADA mandated on-street parking regulations, but the Council adopted policy for the parking garages. The cost of enforcing is included in the on street parking program. The off street parking program is outsourced and its revenues are mainly used to pay the contractor.

McCroskey asked if Berkeley had considered variable pricing. Staff said that it was forthcoming as the City is issuing a RFP to alter equipment to implement value pricing.

Discussion was open to the public. The following people spoke: **Preston Jordan, Ed Fields, Caryl O’Keffe, Harry Chomsky, Peter Moss, Ann Chaney**. The questions were the following:

- Is Berkeley’s residential parking program self sustained?
- What is the articulation between departments to develop policy?
- If there were two-hour meters on a street like San Pablo Avenue, what would be the impact on adjacent residential streets?
- Berkeley has a low parking ratio and the ultimate goal of getting people out of their cars has been accomplished
- Albany zoning code allows 2 parking spaces per unit. What is the regulation in Berkeley? Is there a requirement to use the parking spaces as oppose as to have it and not use it?
- What is the dangerous area to trade as a policy maker in order to implement a paid parking program and how is constituency built?
- Are there special provisions for car sharing parking spaces?
- Free parking impacts a number of things in any city. Because of Measure D Albany allows 2 parking spaces/dwelling unit. It is necessary to take a second look at Measure D if the Traffic and Safety Commission is considering evaluating permit parking and paid parking in Albany.
- How many staff members are used to administer the program?

- Are you tracking tires for the on-street parking? Are you also chalking? For the multi space meters, do you involve vendors for repairs? Are first level appeals handled by staff? What is the fine amount?
- How many permits per resident does Berkeley issue?

Responses: The residential permit program in Berkeley breaks even, but it is stretching thin and they need to hire more police officers for enforcement.

Adjacent to the new Trader Joe's in Berkeley, one side of the street allows parking for people with permits and the other side allows both, residential permit and 2-hour free parking.

Berkeley requires one parking space/dwelling unit.

El Cerrito is looking at the issue of parking in the on-going San Pablo Avenue Specific Plan. The City is looking at changing the requirements and using maximums rather than minimums.

Implementing a residential permit parking or paid parking program is tricky and every neighborhood is different. For instance, if a residential building does not have off-street parking, it would not be a good idea to implement paid parking across the street. In every case, make sure that if you reduce the on-street parking availability, the parking needs of nearby residents are met.

Berkeley has preferential fees for car share participants in off street facilities. The City of Berkeley turned in half of its fleet and has dedicated share vehicles for use during business hours Monday through Friday.

Berkeley uses 1.5 FTE for administration of the metered parking. The Transportation Division is comprised of five traffic engineers. About 20% of FTE is used to administer the residential parking. The Finance Department collects the fees, and the Enforcement Department has 9 FTE dedicated to enforcing the parking program.

El Cerrito uses less than 10% FTE when reviewing requests. At the beginning more staff was required to administer the program.

In Berkeley, up to 20-visitor parking permits per year can be issued to one household. There are two types of visitor parking permits: one day permits and the 14-day parking permit. El Cerrito has a visitor parking permit pass. The cost is less than \$20 per year.