

City of Albany



TO: Working Group of Members of the Traffic & Safety Commission, Planning & Zoning Commission, and Sustainability Committee

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SUBJECT: Policy Alternatives for Residential Parking Requirements

DATE: January 30, 2014

SUMMARY

The working group is tasked with preparing pros and cons related to Measure D for the City Council to review and consider. As part of the City Council review, a measure amending voter approved residential parking standards may be considered for a future ballot.

ADDITIONAL INFORMATION REQUESTED FROM 12/18/13

At the December 18, 2013, the working group made requests for additional information to help in the on-going discussions. Attachments 2-5 provide additional information on:

- The feasibility of second units in the East Bay
- Parking infrastructure and the environment
- Parking impacts on housing affordability
- The effects of residential off-street parking availability on travel behavior in San Francisco

POINTS OF INTEREST FROM ARTICLES

Off-street parking and vehicle ownership: generous parking requirements increase vehicle ownership by 14%, the resulting increase in vehicle ownership encourages its usage and increase congestion and traffic.

Off-street parking and emissions: Parking physical construction requires processed materials that produce emissions; surface or structure off-street parking contributes a

significant share of life-cycle effects. For example, it produces SO₂ which can cause respiratory damage and acid deposition; SO₂ emissions from parking exceed SO₂ emissions from driving. Scarce off-street parking can contribute to lower greenhouse gas emissions.

Car sharing and vehicle ownership:

- A research study in San Francisco shows that each car share vehicle may substitute for 5-10 private vehicles.
- A motor vehicle ownership rate is directly proportional to income and household size as shown in the graph in page 4 of the Victoria Transport Policy Institute study.

Off-street parking and travel behavior:

The 2010 study in San Francisco concluded the following:

- When there is one parking space/unit, 81.5% of residents owned a car, 50% drove to work.
- In developments with less than one space/unit, 46.7% owned a car, 26.7% drove to work.
- The study also confirms that the availability of off-street parking spaces influences travel behavior to find other modes of transportation.
- Communities with more diverse transport systems tend to have lower car ownership rates and make fewer vehicle trips than in automobile-dependent areas.

Shared parking model: statistics show that 100 residents or employees can share 70-80 parking facilities since the peak demand will be different. This is considered one of the best practices for Travel Demand Management (TDM).

Off-street parking and Vehicle Miles Travelled (VMT):

Two recent studies of New York City show that relatively scarce off-street parking keeps VMT per capita lower than the national average.

PROS and CONS

The City Council has requested that advisory groups provide a pros and cons policy analysis. The following are some initial discussion points for the Working Group to consider and expand upon:

Pros of Measure D

- The City does not maintain any public surface lots or parking garages and thus City-maintained parking is not expected to increase.
- Streets that lack on-street parking have the potential to be further impacted if Measure D is amended. For example, Adams St., Kains Ave., and Ordway are

recent examples of streets that have reported being impacted by parking demands from residences and neighboring commercial districts.

Cons of Measure D:

- Measure D is inconsistent with the City Housing Element and Climate Action Plan.
- Several projects were redesigned to accommodate off-street parking which sometimes results in inferior building design.
- Restricts the creation of new multi-family housing and affordable housing as the number of units is determined by off-street parking.

ATTACHMENTS

1. Measure D
2. The Feasibility of Secondary Units in the East Bay
3. Parking Infrastructure and the Environment
4. Parking Requirement Impacts on Housing Affordability
5. The Effects of Residential Off-street Parking Availability on Travel Behavior in San Francisco