

Measure D Working Group Goals

Potential Goals for Amending Measure D Requirements

- a. Update policy to be in line with other Bay Area communities (we're out of sync)
- b. Change parking requirements to be adopted by Council rather than voter initiative (we are one of the only communities that regulates parking through a voter initiative)
- c. Reduce VMT
 - i. Enhance neighborhood vitality by creating a safe environment for pedestrians and bicyclists.
 - ii. Increase mobility choices for all income levels.
 - iii. Improve transit services.
 - iv. Encourage alternative modes of transportation through better infrastructure, bike parking, and TDM measures.
- d. Enable housing development and density
 - i. Reduce housing construction cost.
 - ii. Maximize return on housing investment.
 - iii. Incentivize the construction of more affordable housing options.
 - iv. Encourage the development of a diverse, varied housing stock (developers currently have a disincentive to build small units)
 - v. Incentivize senior housing
- e. Incentivize redevelopment
 - i. Foster economic activity, especially on San Pablo and Solano Avenues.
 - ii. Redevelop underutilized land, for example on Adams and Kains street.

Options

1. Keep Measure D

Pros:

- Serves site specific needs.
- Convenience for vehicles use.
- Reduced conflict points with traffic way.
- Avoid traffic congestion and spillover from on-street parking.
- Off-street parking provides shelter in bad weather.

Cons:

- Parking spaces and access takes a large portion of the development land.
- Increases housing cost.
- Used for specific business that might be unoccupied otherwise.
(Ex: Mechanics bank parking lot used for community parking.)
- Auto-oriented policy that eliminates the possibility of using other modes of transportation, which is not consistent with the goals of Smart Growth or Climate Action Plan.
- Decreases the financial feasibility of transit-oriented development.
- An expensive underutilized space used as a storage area in many cases.

Variations to be discussed:

The working group is recommending variations for amending Measure D to let the City Council adjust, and the voters approve new parking standards to be provided on a gross floor area basis for residential areas. Given the city's proximity to transit e.g. units close to San Pablo Ave., demographics of prospective users, implementation of Transportation Demand Management programs, and current number of owners paying fees in lieu of minimum parking requirement, variations will be best executed if parking requirement is consistent with residential unit's square footage.

There are three main categories with size parameters for each category.

- New construction
 - Very Small- less than 240 sq. ft.
 - Small- less than 700 sq. ft. (one bedroom)
 - Medium-more than 700 sq. ft.
 - Large –four bedrooms
- Additions and/or retrofits
 - 700 sq. ft. or greater
- Second units
 - Max. 650 sq. ft.

Recommended minimum and maximum parking requirements are detailed in the matrix below:

	Minimum Parking Requirement Parking space/unit	Maximum Parking Requirement Parking space/unit	Pros	Cons
Additions/Multi-Family				
Very small units (less than 240 sq. ft.)	0	0	<ul style="list-style-type: none"> • Provide diverse housing for all income levels. • Encourage other modes of transportation. 	Difficulty in finding parking alternatives.
Small units (less than 700 sq. ft. (one bedroom))	One	No more than one	<ul style="list-style-type: none"> • Reduce car ownership and VMT • Housing affordability. 	Difficulty in finding parking alternatives.
Medium units (more than 700 sq. ft. to XXXX sq. ft.)	One	No more than two	Accommodate owners' choice of paying for an extra parking space.	Increase construction cost for the second parking space
Large units (four bedrooms)	Two	No more than two	Prevent congestion in front of large units.	Increase construction cost for the second parking space
New Construction				
New Single Family Residential Construction only	Two	No more than two	Cost effective for land utilization to contain new needs.	Difficulty in finding parking alternatives.
Secondary Units				
Based on 650 sq. ft. units	0	0	<ul style="list-style-type: none"> • Secondary units are more affordable with higher housing density. • Pedestrian friendly with anticipated increased ridership. 	Difficulty in finding parking alternatives.

Unbundled Parking	<ul style="list-style-type: none"> • More efficient and fair policy; owners will not be forced to pay for parking that they don't need • Owners have the choice to adjust for their parking supply as their needs change. 	Proximity to transit or an alternate mobility is an important factor that might not exist in all zones.	Can be applied in some parts of R---	Yes No
Example	A homeowner going through the Design Review process who is unable to provide the second off-street parking space pays an in-lieu fee, regardless of household behaviors.			
Parking permits with Group Transit Passes	<ul style="list-style-type: none"> • Cheaper than constructing new off-street parking. • AC Transit passes provides a more affordable regional reach to San Francisco, Richmond and San Mateo. • Reduces VMT. • An incentive for renters and buyers. • Appealing to a "transit-oriented lifestyle" 	<ul style="list-style-type: none"> • Extra cost and undesired taxes for residents to park. • Inconvenience for visitors and service vehicles. • Requires extra work for enforcement. • Takes time for residents to familiarize that might result in citations and dissatisfaction. • AC Transit is sometimes slow and unreliable. 	Best applied for residential units on San Pablo avenue	Yes No
Example	AC Transit has agreements with UC Berkeley, City of Berkeley and Ironhorse apartments in Oakland of \$77 annual fees for transit passes.			
Car-Sharing	<ul style="list-style-type: none"> • Provide a source of parking revenue through renting land. • Creates solutions for owners who have problems meeting parking demands and/or requirements. • Enables alternative mobility solutions, which is consistent with the Climate Action Plan and Smart Growth. 	<ul style="list-style-type: none"> • Require multiple locations across the city to provide coverage to their users. 		Yes No
Example	The City could create an arrangement with City Car Share and designate parking spaces for car share vehicles on Solano Ave.			