

Measure D Working Group - Policy Alternative Matrix
REVISED DRAFT following March 18, 2014 Meeting

Option	Description	Pros	Cons	
1. Changes without Measure D amendments (many in progress)	A. Amend 2nd Unit Standards	Allow tandem parking	Promotes affordable housing throughout the City Brings City into alignment with state law (in process)	Increased potential for 2nd units occupants to park on street
	B. Promote use of Density Bonus		Limits parking adjustments to affordable or senior housing	City's authority limited by state law
	C. Allow Unbundled Multi-Family Parking	Allow tenants to not pay for parking	Allows car owners pay for parking spaces	People that don't rent parking spaces will part on streets
	D. Define Transit Priority Areas	Located within ½ mile of a major transit stop (existing or planned for near term implementation)		Much of City more than 1/2 mile from BART
	E. Promote Bike and Transit Use	Require quality bike parking facilities and mandate provision of transit passes	Low cost and sustainable alternative to vehicle trips	Better at reducing vehicle trips rather than reducing number of vehicles
	F. Promote car sharing		Reduces number of vehicles owned	Relies on car share companies to be successful
	G. Consider update to residential permit parking	Time limit on visitor parking	Preserves street parking in residential areas for residents Allows for neighborhood specific solutions.	Reduces amount of parking for business district employees Requires permits (\$ tbd)
	H. Conduct comprehensive parking supply & demand analysis	Including density analysis and auto ownership	Use data to evaluate scarcity of parking	Time and cost of study
	I Collect fee for parking exceptions & waivers	Apply revenues to pedestrian & bike improvements. Waive for affordable housing projects.	Use data to evaluate scarcity of parking	Time and cost of study

2. Amend Residential Parking Provisions of Measure D in 2014 (No change to zoning provisions)	A. Eliminate parking requirements set by Measure D completely City-wide	Council sets standards by ordinance.	Consistent with other cities and most other zoning standards	Viable in 2014 only if exempt from CEQA Question of voter acceptance Limited time for community outreach
	B. Amend in Certain Zoning Districts and/or create overlay zones	e.g., San Pablo Commercial, Solano Commercial, and/or R-3 zoning districts	Allows City to target particular geographic areas	CEQA exemptions limited to transit priority areas Limited time for community outreach
	C. Amend for Certain Land Uses	e.g., multi-family in all zones	Allows City to target particular types of projects.	CEQA exemptions limited to transit priority areas Limited time for community outreach
	D. Amend to require 1 space minimum in multi-family housing,	Subject to parking capacity study	Allows City to target particular types of projects.	CEQA exemptions limited to transit priority areas Limited time for community outreach

3. Amend Residential Parking Provisions of Measure D in 2016 (No change to zoning provisions)	A. Eliminate completely City-wide	Council sets standards by ordinance.	Consistent with other cities and most other zoning standards	Question of voter acceptance
	B. Amend in Certain Zoning Districts and/or create overlay zones	e.g., San Pablo Commercial, Solano Commercial, and/or R-3 zoning districts	Allows City to target particular geographic areas	Greater impact on designated areas compared with remainder of City
	C. Amend for Certain Land Uses	e.g., multi-family in all zones, 2nd units, etc.	Allows City to target particular types of projects.	Greater impact on designated areas compared with remainder of City