

Measure D Working Group - Policy Alternative Matrix
DRAFT OF FINAL DRAFT following April 15, 2014 Meeting

	Option	Description	Pros	Cons
1. Changes without Measure D amendments (many in progress)	A. Amend 2nd Unit Standards to comply with Government Code Section 65852.2(e)	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 to senior housing and affordable housing projects
	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 park on streets
	D. Define Transit Priority Areas	Located within 1/4 mile of a major transit stop (existing or planned for near term implementation)	Helps facilitate exemption from CEQA and identifies areas potentially eligible for grant funding.	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 in various forms	Currently under review and discussion by Traffic and Safety Commission	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.	Raises revenues for neighborhood improvements	Additional City fees discourage development of housing
	J. Paid Public Parking	Individual or block meters in high demand areas.	Flexible pricing helps assure availability of parking. Raises funds for area improvements.	Potential opposition may taint voter acceptance to other changes.
	K. Allow parklets in commercial areas	Convert public parking spaces into outdoor seating or landscape areas.	Changes perspective of use of public right-of-way	Reduces the amount of parking available to residences and businesses.

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 rather than being locked in by ballot measure.	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
	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