

City Council

November 2nd, 2021

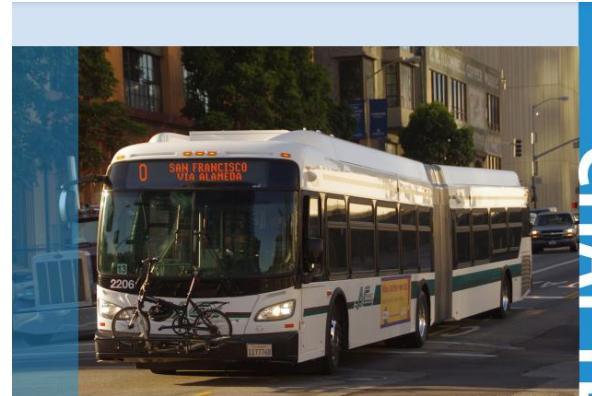
Item 7-C: Introduction of an Ordinance to Comprehensively Update Citywide Off- Street Parking Regulations



Previous City Council Actions:

- 2007: Park St. & Webster St. Zoning
- 2014: Alameda Point Zoning
- **2018: Transportation Choices Plan – Project #8.**

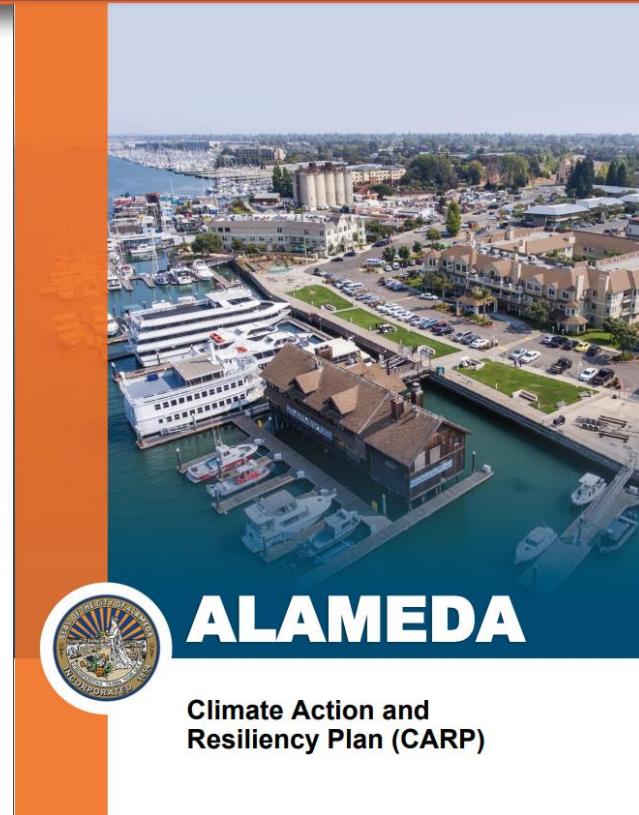
Parking Policies for New Development
(Near-Term, High Priority)



IMPLEMENTATION
OF PROJECTS
AND PROGRAMS

Previous City Council Actions:

- **2019: Climate Action & Resiliency Plan**
 - *pp. 37-38: “Eliminate minimum parking requirements and establish maximum parking requirements, similar to the standards adopted for Alameda Point in 2014.”*
 - *T8: “Increase availability of EV charging stations citywide”*



Climate Action and
Resiliency Plan (CARP)

2021 Public Process:

- June 9th: Commission on Person with Disabilities
- June 28th: Planning Board study session
- July 28th: Transportation Commission (5-0)
- September 27th: Planning Board (6-0)
- **November 2: City Council – Introduction of an Ordinance**



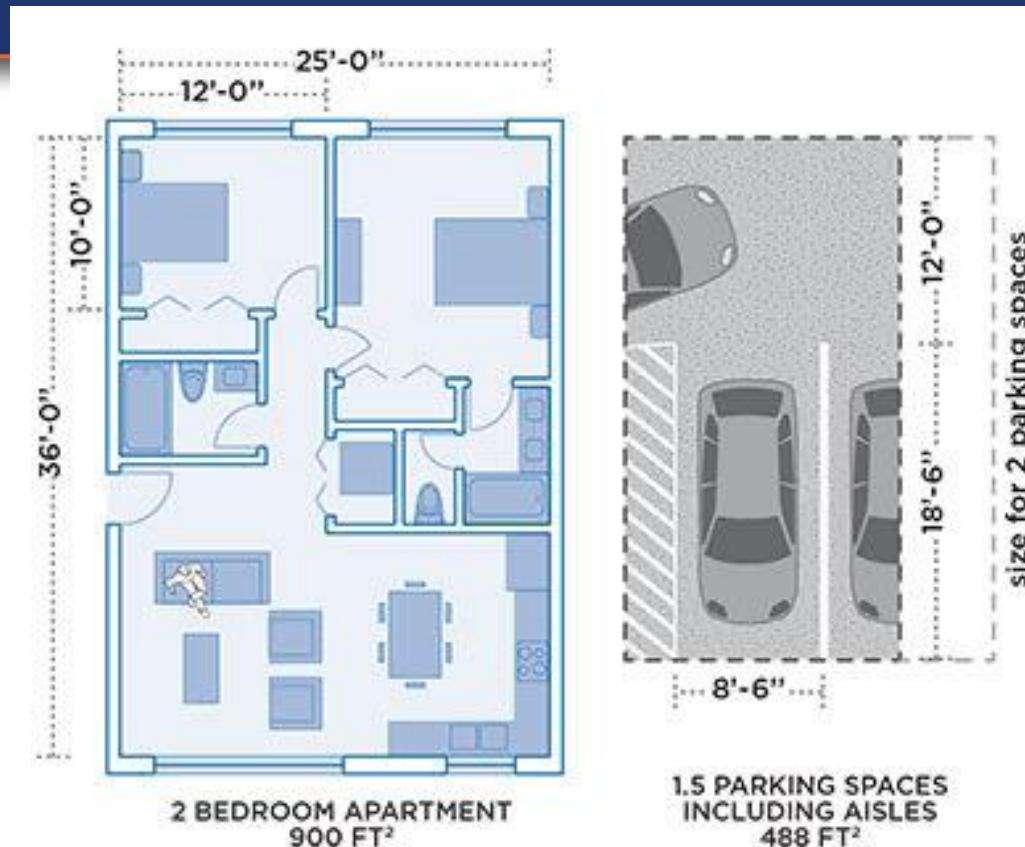
National and Regional Studies Show Eliminating Minimums:

Reduces housing costs

Helps mode shift efforts

Reduces auto trips & overall congestion

Leads to more efficient allocation of space



Goals of the Draft Amendments:

- Update code to match City Council policy & current conditions
- Establish:
 - Equitable approach for disabled parking
 - Electric Vehicle charging requirements
 - Transportation Demand Management rules
- User friendly code, easy to implement



Project	Parking Spaces Required by Existing Parking Regulations	Parking Spaces Approved
1825 Park St.	9	0 spaces
Del Monte	2 per unit	1.5 per unit
1929 Webster Street	48	0 spaces
Encinal Terminals	2 per unit	1.5 per unit; 2 per townhome
VF Outdoor	5.0 per thousand sq. ft.	3.0 per thousand sq. ft.
Exelixis	5.0 per thousand sq. ft.	3.0 per thousand sq. ft.
Home2 Suites Hotel (Harbor Bay)	1.25 per room	.83 per room
Holiday Inn Express (Park St.)	1.25 per room	.83 per room
Marriott Hotel (Harbor Bay)	1.25 per room	.83 per room plus 100 extra for ferry
1435 Webster (Taylor Lot)	2 per unit + 2.5 per thousand ground floor for 24 total.	1.5 per unit plus 3 for commercial

h. Table A: Allowable Maximum Off-Street Parking Requirements.

Land Use	Maximum Number of Spaces	Per
Accessory dwelling unit	1	unit
Dwelling unit	1.5	unit
Dwelling unit in the C-C, Community Commercial and NP-G, North Park Street Gateway Zoning Districts	1	unit
Shared living and similar uses	0.5	unit or room
Hotel, motel	1	guest room
Offices, research and development, life sciences, banks, financial services, institutional uses, community care facilities, hospitals, personal services, health clinics, industrial, distribution and other similar uses	2.5	1,000 square feet (sf) of floor area
Retail uses, grocery stores, commercial recreation	3	1,000 sf
Restaurants, bars, cafes, theaters and similar uses	7	1,000 sf

30-7.3.h.

*Exceptions to maximums allowed with Use Permit



Equitable Parking For People With Disabilities

- Some must depend on access via auto & access to parking
- Maintain minimum standard in new lots at or above CA Building Code levels

**When new parking is provided*



EV Charging Requirements

Use Category	Level 1 EV Ready	Level 2 EV Ready	EV Charging Station installed (Level 2)	Level 2 EV Capable
Residential – Private/Dedicated Garage	-	1 space per unit	-	-
Residential – Multifamily Shared Parking	25%	25%	-	-
Non-Residential – Daily Parking: Office/Hotel/Employment and similar daily parking uses	-	-	10%*	30%
Non-Residential – Hourly Parking: Retail/Entertainment/Food Establishments and similar hourly-parking uses.	-	-	10%*	-

*One 80kw DC Fast Charging Station may substitute for 5 EVCS

Transportation Demand Management

- Any discretionary project resulting in > 110 trips/day subject to TDM ordinance
- Must include TDM program similar to all major projects since 2006, e.g.-
 - EZ passes or comparable transit benefit
 - Unbundled parking
 - TMA membership



Bicycle Parking Update

- Simplification & consistency
- Increased usability – less lifting required
- Accommodate more types of bikes – cargo, wider tires, trikes, etc.



City of Alameda

Bicycle Facility Design Standards



March 2013

*Prepared by:
City of Alameda Public Works Department*
*Funded by:
Measure B Sales Tax
Transportation Development Act Article 3*

Staff Recommendation:

Introduce an Ordinance to comprehensively update citywide Off-Street Parking and Loading Space Regulations and make conforming changes to other Zoning Code sections.

