

Transportation Commission

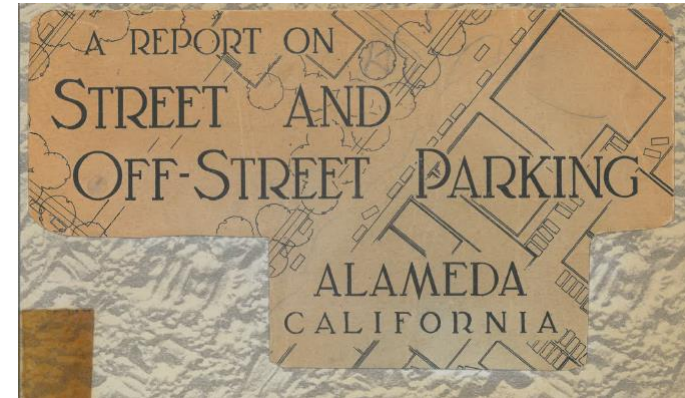
July 28, 2021

Item 6C: Recommend Approval of
Draft Amendments to AMC 30-7:
Off-Street Parking and Loading
Space Regulations (Action Item)



Off-Street Parking Requirements:

- 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



Previous City Council Actions:

- 2007: Park St. & Webster St. Zoning
- 2014: Alameda Point Zoning
- 2018: Transportation Choices Plan
- **2019: Climate Action & Resiliency Plan**



ALAMEDA

Climate Action and
Resiliency Plan (CARP)

2021 Process and Next Steps:

- June 9th: Commission on Person with Disabilities
- June 28th: Planning Board study session
- July 28th: Transportation Commission
- September: Planning Board - recommendation
- October: City Council - adoption



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 req's
- User friendly code, easy to implement



g. *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 Facilities and similar uses	0.5	unit or room
Hotel	0.75	room
Office, Research and Development, Life Science, Banks, Financial Services, Institutional Uses, Hospitals, Clinics, Personal Services, Health Services, Manufacturing, Industrial, Distribution and other similar uses	2.5	1,000 square feet of Floor Area (sf)
Retail and Commercial Recreation	3	1,000 sf
Restaurants, Bars, Cafes, Theaters and similar uses	7	1,000 sf

*Exceptions to maximums allowed with Use Permit



Recent Experience & Future Expectations:

- Recent history = lots of exceptions given
- Current minimums too high
- Avoid over-parking projects
- Still strong economic incentive to provide “just enough” parking (i.e.- Encinal Terminals, Exelixis)



Equitable Parking For People With Disabilities

- Some absolutely depend on access via auto & access to parking
- Maintain minimum standard in new lots above what CA Building Code requires
- Use max allowed (not provided) to determine # of accessible spaces



CA Building Code:

Total Number of Parking Spaces Provided in Parking Facility	Minimum Number of Required Accessible Parking Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	2% of total
1001 and over	20, plus 1 for each 100, or fraction thereof, over 1000

- “Where parking spaces are provided, accessible spaces as follows”
- ~4% up to 100, less after that



Minimum EV Charging Requirements - Residential

- One or two private spaces (i.e.- townhome) = One “Level 2 EV Ready” space required
- Multifamily residential = 25% Level 2 charger installed; 25% “Level 1 EV Ready”



Minimum EV Charging Requirements - Commercial

- Office, Hotel & similar: 10% chargers installed; 30% EV Capable (conduit + panel capacity, Level 2)
- Retail, entertainment, restaurant, etc.: 10% chargers installed; 1 DC Fast Charger = 5 regular chargers



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.-
 - AC Transit EZ passes
 - Unbundled parking
 - TMA membership



Bicycle Parking Update

- Simplification & consistency
- Limits % requiring user to lift bike off the ground
- 10% for cargo bikes, trikes, big e-bike tires, etc.



Recommendation:

Review and comment on the draft amendments and provide direction.

Recommend City Council adoption.

