

Aquatic Center Parking Plan

City Council June 2, 2026



Approach to Transportation and Parking

- Design project specifically around the Park's **central location and connectivity**
- Provide sufficient parking balancing **community service demand, operational needs** and **spillover parking** in adjacent neighborhoods
- **Prioritize discouraging driving** and reduce vehicle miles traveled
- Include transportation demand management (TDM) programs and amenities to **encourage alternate modes of travel**
- **Monitor travel and operational patterns** after facility opening
- **Identify additional flexible parking and TDM strategies** that can be implemented over time, as needed

Parking Background

- **Summary:** Peak Demand estimated to exceed on- site supply. Parking plan reflects practical access needs and maintains flexibility.
 - Peak demand exceeds both 50 and 67 onsite spaces during:
 - Weekday afternoons/Weekends/Summer weekdays
 - Special events and swim meets
 - ARPD engaged Dixon Resources Unlimited, to analyze parking demand, develop strategies for a reduced parking lot, paid parking feasibility, and off-site opportunities

Peak Demand	Aquatic Center Demand
Non-Summer Weekday (2:30-3:30p)	83 cars
Weekend (11am) or Summer Weekday (1pm)	90 cars
Special Events or Swim Meets	75 cars

Parking Strategies - 50 Space Lot

50 parking spaces – includes 7 EV spaces

- (1-B): Establish designated City employee parking at the COA Science Annex to preserve on-site parking for users of the Center
- (1-C): Implement transportation demand management strategies such as carpool incentives, transit subsidies, and bike programs to reduce parking demand.
- (1-D): Pursue agreements with nearby property owners to provide overflow and event parking on their properties.
- (1-E): Implement parking time limits (90 minutes to 2 hours) to promote turnover and availability aligned with program durations. The majority of programming offered at the center will not exceed 2 hours.

Parking Strategies -50 Space Lot cont.

50 parking spaces – includes 7 EV spaces

- (3-A): Promote walking, biking, and transit through incentives and outreach to reduce reliance on on-site parking. ARPD will offer a discount of 5% to users who present either a bus pass or indicate they traveled to the Center by methods other than by automobile.
- (3-B): Allow flexible use of the parking lot during off-peak periods for community-serving activities such as events or park access.

Shared Parking - Overview



Transportation Strategies to Encourage Alternative Modes

- **Summary:** TDM program provides a framework to allow adjustments over time based on actual usage and operational outcomes
- **Current TDM program includes:**
 - Providing bike/public transit discounts – 5%
 - Planning bike events to encourage mode shift
 - Proactively highlighting active and transit options on program material
 - Monitoring parking usage and modes of travel
 - Implementing bicycle and pedestrian improvements
 - Offering drop off for carpools/rideshares
- **Potential Future TDM program ideas:**
 - Shared parking arrangements
 - Implementing paid parking
 - Exploring neighborhood parking management programs

Staff Recommendation

- Approve the Aquatic Center Parking Plan
 - 50 parking spaces – includes 7 EV spaces
 - 126 shared parking spaces in Marina Village with College of Alameda
 - 10 unrestricted off-site spaces (College of Alameda)
 - 25-35 unrestricted off-site (Marina Village Office park)
 - TDM programs

Thank You!

