



Parking and Transportation Demand Management (TDM) Zoning Code Amendments

City Council
July 6, 2026

BACKGROUND AND PROPOSED ZONING CODE AMENDMENTS



2021



Climate Action Plan

AD-4: Evaluate Parking Standards
AT-1: Transportation Demand Management (TDM)

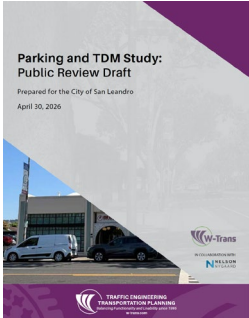


2023



Housing Element

Program 14: Remove Barriers to Housing by
Updating Development Standards & Review Processes



2025

Parking and TDM Study

Housing Element Action 14.1: Focus Groups & Public Workshop
(Summer 2025). Recommends Parking Reforms & new TDM Regs

**Z.C. Chapter 4.08
Off-Street Parking and Loading**

- Consolidates vehicle parking requirements into fewer categories and reduces parking minimums to reduce development costs and increase housing affordability.
- Related updates to parking near transit, bicycle parking, loading, unbundled parking, shared parking, paving in front yards, and lighting standards.

**Z.C. Chapter 4.10
Transportation Demand Management**

- Establishes TDM Regulations for New Developments and certain expansions, with exemptions, to encourage vehicle trip reduction with minimal costs and oversight.
- Includes Administrative TDM Program Guidelines and TDM Strategy Toolkit for implementation

Amendments align the Zoning Code with state laws and regulations and regional best practices

SAN LEANDRO PARKING RECOMMENDATIONS

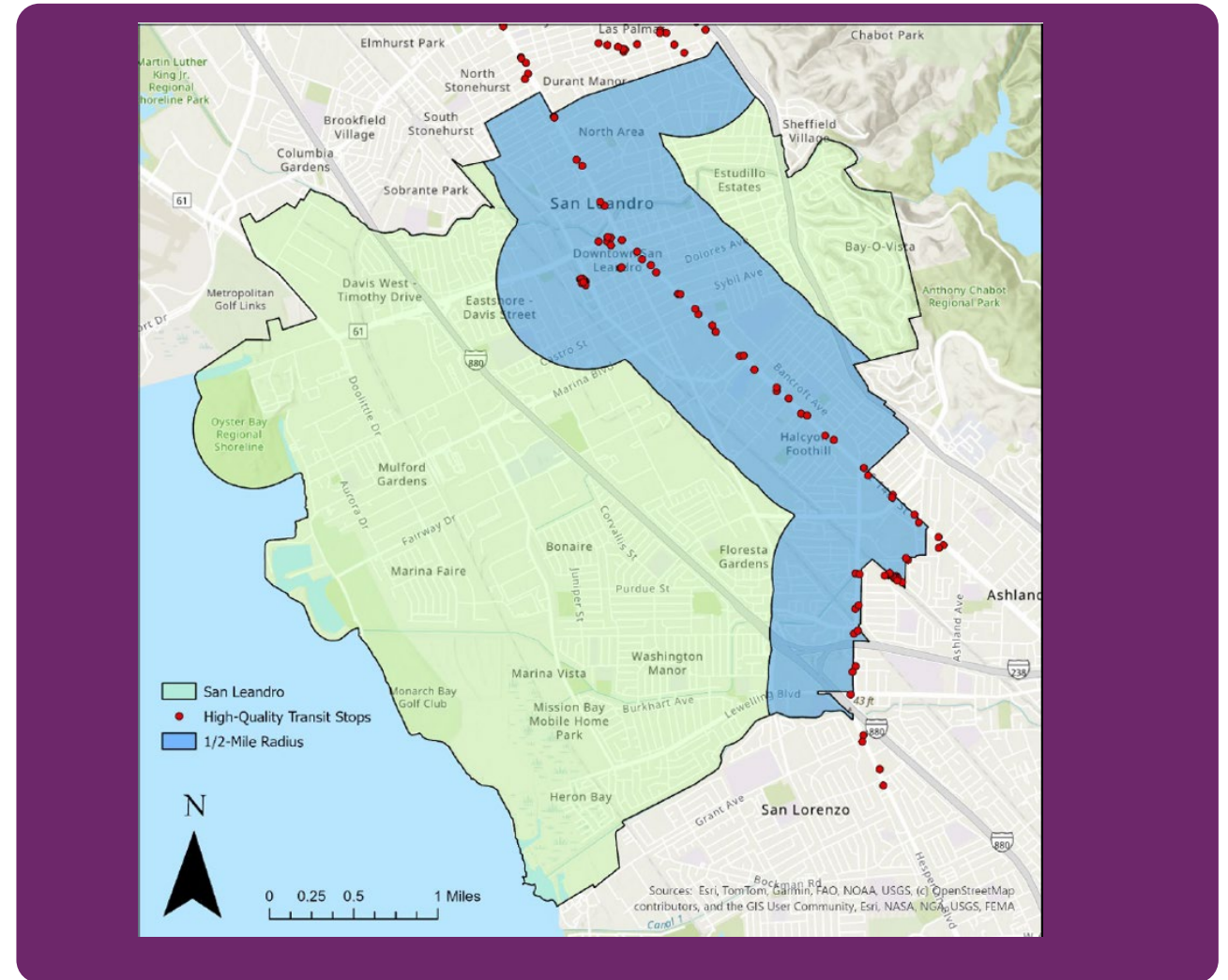
PARKING — KEY FINDINGS

- San Leandro is largely still auto-oriented
 - Limited transit access and incomplete bicycle facilities
- Parking minimums exceed market demand
- Requirements can negatively affect the viability and affordability of development
- Shared parking opportunities exist, but little incentives to use them



VEHICLE PARKING REQUIREMENT UPDATES

- **Within ½ mile of major transit stops**
 - Eliminate remaining minimum requirements from AB 2097
- **Outside ½ mile of major transit stops**
 - Reduce minimum requirements to better align with market demand



PROPOSED VEHICLE PARKING MINIMUMS

| Proposed Vehicle Minimums | | |
|--|---|--|
| Land Use | Existing Requirements | Proposed Requirements |
| Multi-Unit Residential (Market-Rate) | Studio/1-bedroom: 1.5/unit; 2-bedroom: 2.25/unit; 3+bedroom: 2.5/unit | Studio/1-bedroom: 1/unit; 2-bedroom: 1.5/unit; 3+bedroom: 2/unit |
| Multi-Unit Residential (Below Market-Rate) | Studio/1-bedroom: 1.5/unit; 2-bedroom: 2.25/unit; 3+bedroom: 2.5/unit | Studio/1-bedroom: 0.5/unit; 2-bedroom: 1/unit; 3+bedroom: 1.5/unit |
| Commercial, Office | Office: 3.3/ksf | 2/ksf |
| Commercial, Services | Retail: 5/ksf for first 5 ksf; 4/ksf over 5 ksf Restaurant: 10/ksf for first 40 ksf; 20/ksf of seating area over 40 ksf | 2/ksf |
| Hotel | 1.1/room | 0.5/room |
| Industrial | General: 1/ksf Warehouse: 0.67/ksf | 0.5/ksf |
| Institutional | Cultural Institution: 3.3/ksf Hospitals: .67/ licensed bed | 1.5/ksf |
| Other | Schools: As specified by use permit | Determined by parking study |

PROPOSED BICYCLE PARKING REQUIREMENTS

- Short-term and long-term bicycle parking for residential, office, hotel, industrial, and retail/dining uses
- Cargo and adaptive bike parking for all uses
- E-bike charging infrastructure for all uses
- Showers for office and industrial uses
- Lockers for office, hotel, and industrial uses

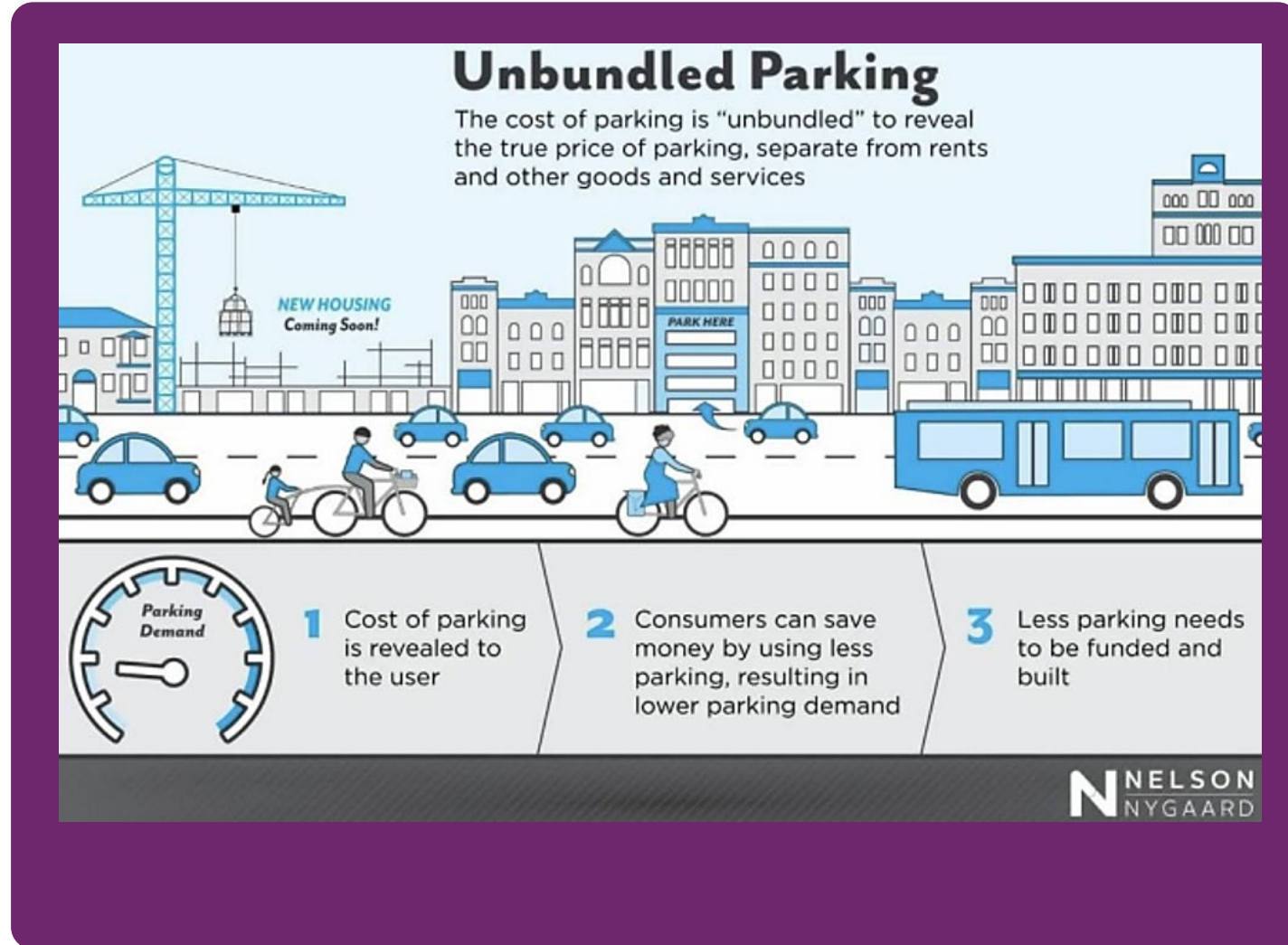


PROPOSED BICYCLE PARKING MINIMUMS

| Proposed Bicycle Minimums | | |
|--------------------------------------|---|---|
| Land Use | Existing Requirements (outside B-TOD) | Proposed Requirements |
| Multi-Unit Residential (Market-Rate) | Short-Term (ST) Spaces: 5% of vehicle requirement, min 1 Long-Term (LT) Spaces 1 per 2 units | Short-Term Spaces (ST): 1 per 4 units LT Spaces (LT) : 3 per 4 units (10% cargo/adaptive, 20% EV) |
| Commercial, Office & Institutional | ST Spaces: 5% of vehicle requirement, min 1 | ST Spaces: 1 per 6,000 sf, min 2 LT Spaces: 1 per 2,000 sf, min 1 (10% cargo/adaptive, 20% EV) Showers: 1 for first 40,000 sf + 1 per additional 20,000 sf, min of 1 Lockers: 75% of long-term bicycle parking spaces, min 2 |
| Commercial, Services | ST Spaces: 5% of vehicle requirement, min 1 | ST Spaces: 1 per 27,000 sf, min 2 LT Spaces: 1 per 8,000 sf, min 1 (5% cargo/adaptive, 20% EV) |
| Hotel, Motels, and Time Share | ST Spaces: 5% of vehicle requirement, min 1 | ST Spaces: 1 per 20 rooms, min 2 LT Spaces: 1 per 20 rooms, min 1 (10% cargo/adaptive, 20% EV) Lockers: 75% of long-term bicycle parking spaces, min of 2 |
| Industrial | ST Spaces: 5% of vehicle requirement, min 1 | ST Spaces: 1 per 40,000 sf, min 2 LT Spaces: 1 per 13,000 sf, min 1 (5% cargo/adaptive, 20% EV) Showers: 1 per 100,000 sf, min of 1. Lockers: 75% of long-term bicycle parking spaces, min of 2 |

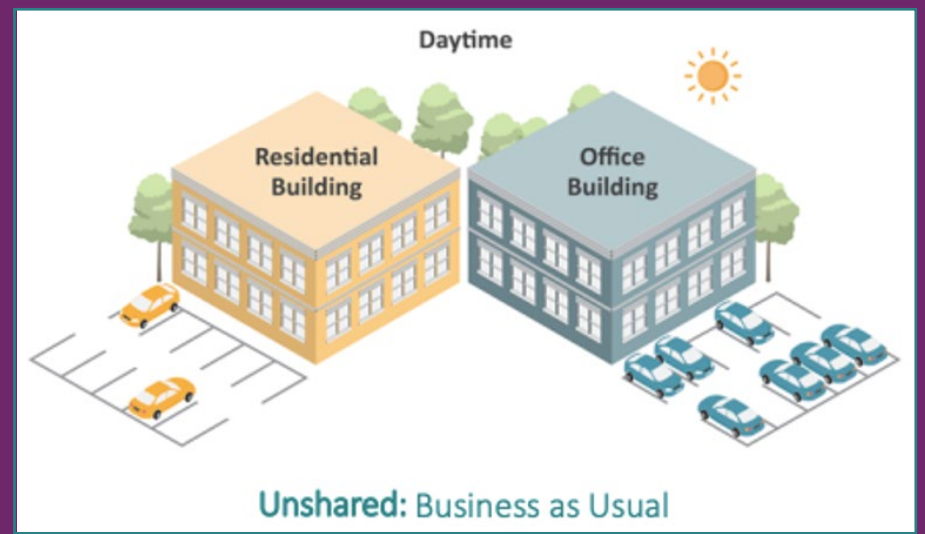
UNBUNDLED PARKING

- Require unbundled parking pricing for new developments (5+ residential units)
 - Separates the cost of parking from leasing/sale price of unit
 - Increases housing affordability



SHARED PARKING

- Adhere to shared parking State laws
 - AB894 – allow shared parking within 2,000 feet
 - AB2097 – allow City to require shared (or priced and carshare) parking within ½ mile of major transit stops



SAN LEANDRO TDM RECOMMENDATIONS

KEY FINDINGS AND DIRECTION

Today, there are challenges for TDM...

- Staff time and funding for TDM are limited
- Development can't absorb major new requirements or costs
- Behavior and culture change takes time



...but we need to start somewhere

- It's time to take the first step—a "starter" TDM program can grow as conditions change
- Consolidating and streamlining existing regional requirements can benefit staff, stakeholders, and developers



TDM APPROACH

- **Develop a “starter” TDM approach**
 - Simple, clear TDM ordinance
 - Administrative “guidelines” to help educate and implement
 - Combination of mandatory and optional strategies
- **Calibrate requirements to local conditions**
 - No new costs for developments
 - No new resources at City to manage/implement
 - Align mandatory and optional measures with existing regional requirements and policies
- **Plan to grow the TDM program over time**
 - Start with simple strategy, submittal, and monitoring requirements
 - Identify complimentary policies for future consideration



FIVE CORE TDM COMPONENTS



1
Mandatory TDM measures
(must do all three)



2
Optional TDM measures
(pick at least one)



3
Simple TDM "checklist"
(at submittal)



4
Mode share survey
(must conduct every 2 years)



5
Self-certification process and letter
(each year)

DETAILS: APPLICABILITY, SUBMITTAL, MONITORING

| | Non-Residential Projects (50,000+ GSF) | Residential Projects (25+ Units) |
|---|--|---|
| Minimum size threshold for applicability | Developments that are 50,000+ GSF (smaller projects = exempt) | Developments that are 25+ dwelling units (smaller projects = exempt) |
| Submittal requirements | Simple TDM checklist at time of development application | |
| Monitoring and reporting requirements | Annual self-certification | |

DETAILS: MANDATORY TDM (MUST DO ALL FOUR)

| | Non-Residential Projects (50,000+ GSF) | Residential Projects (25+ Units) |
|---|---|---|
| R.1: Commute mode survey | Conduct a survey once every 2 years | |
| R.2: Commute education and information | Provide TDM education/information, including <u>at least one of</u> : <ul style="list-style-type: none"> • Distribute informational materials • Provide travel trainings or workshops • Designate a TDM coordinator • Implement monthly promotional events • Offer carpooling information and resources (i.e. 511) | Provide TDM education/information, including <u>at least one of</u> : <ul style="list-style-type: none"> • Provide “welcome packets” for new residents • Provide travel trainings or workshops • Designate a TDM coordinator • Implement monthly promotional events |
| R.3: TDM-supportive parking management | Must do at least one of: <ul style="list-style-type: none"> • Eliminate “must take” parking requirements in leases • Designate preferential spaces for carpools and vanpools | Must unbundle parking |
| R.4: Bicycle repair station | Provide a bicycle repair station that includes tools for basic fixes and maintenance | |

DETAILS: OPTIONAL TDM (MUST DO AT LEAST ONE)

| | Non-Residential Projects (50,000+ GSF) | Residential Projects (25+ Units) |
|---|---|--|
| O.1: Flexible work arrangements | Offer flexible work arrangements (i.e. telework, flexible schedules) for employees | N/A |
| O.2: Pre-tax transportation benefits | Provide pre-tax transportation benefits for employees | N/A |
| O.3: Shuttles | Shuttle service (contribute funding or operate directly) | N/A |
| O.4: End-of-trip amenities | Provide showers, lockers, and changing rooms for people who walk, bike, and roll | N/A |
| O.5: Real-time information | Install digital real-time transit information displays | |
| O.6: Financial incentives | Provide parking cash-out option or offer subsidies for vanpool, transit, active transportation, or bike/e-bike purchase | Offer subsidies for transit, bike share and scooter share, bike/e-bike purchase, or car share membership |
| O.7 Delivery amenities | N/A | Provide on-site amenities that support delivery and package services |
| O.8: Car share service | N/A | Provide at least one on-site car share vehicle |

RECOMMENDATION

Staff recommend that City Council Adopt an Ordinance to Repeal and Replace Zoning Code Chapter 4.08 Off-Street Parking and Loading and Adopt Zoning Code Chapter 4.10 Transportation Demand Management.

QUESTIONS?