



Parking and Transportation Demand Management (TDM) Zoning Code Amendments

City Council
July 6, 2026

BACKGROUND AND PROPOSED ZONING CODE AMENDMENTS



2021

Climate Action Plan

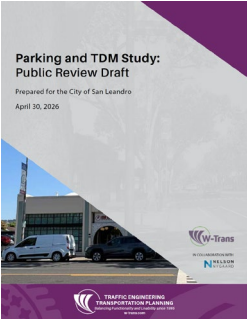
- AD-4: Evaluate Parking Standards
- AT-1: Transportation Demand Management (TDM)



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

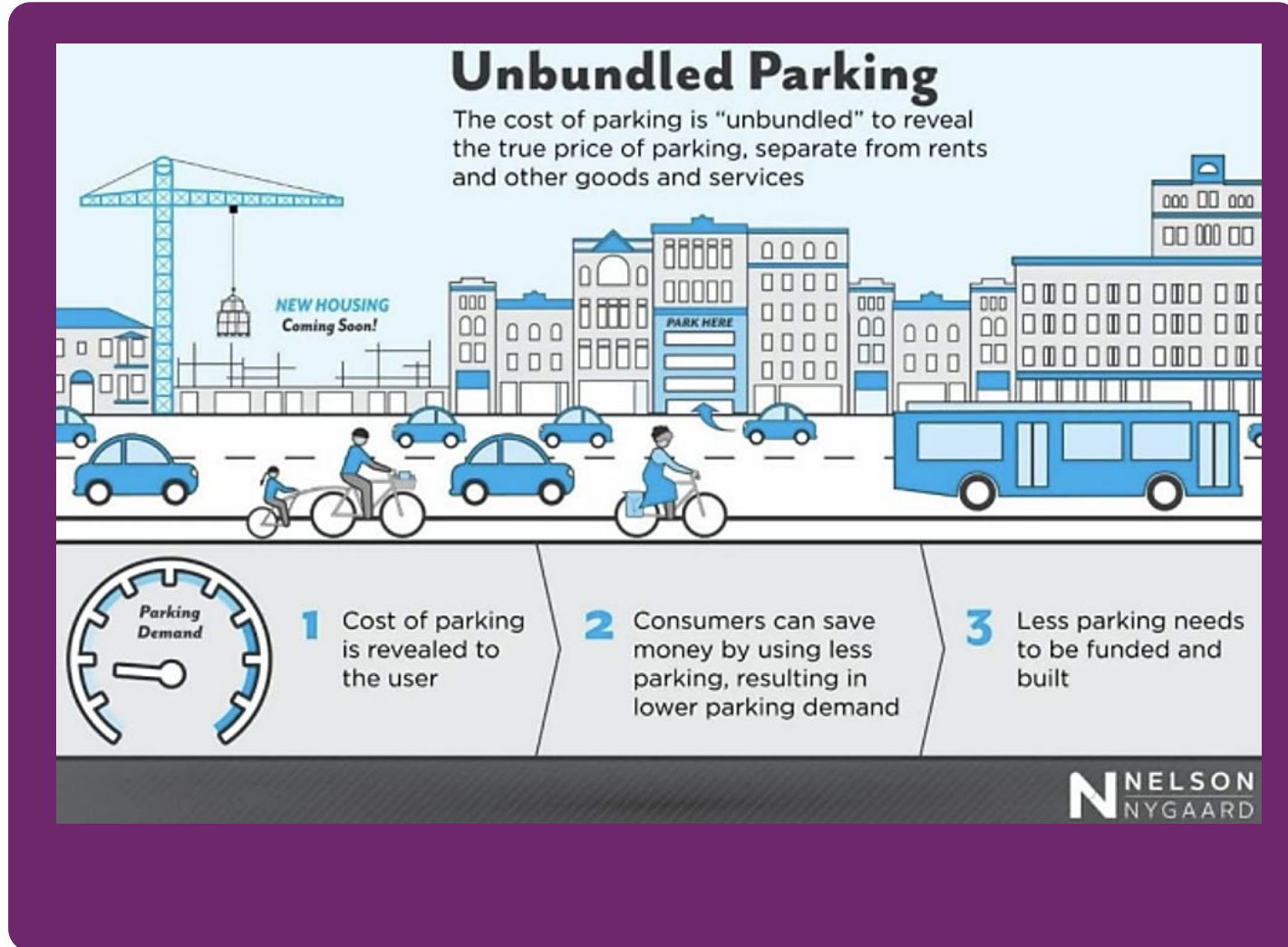


PROPOSED BICYCLE PARKING MINIMUMS

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

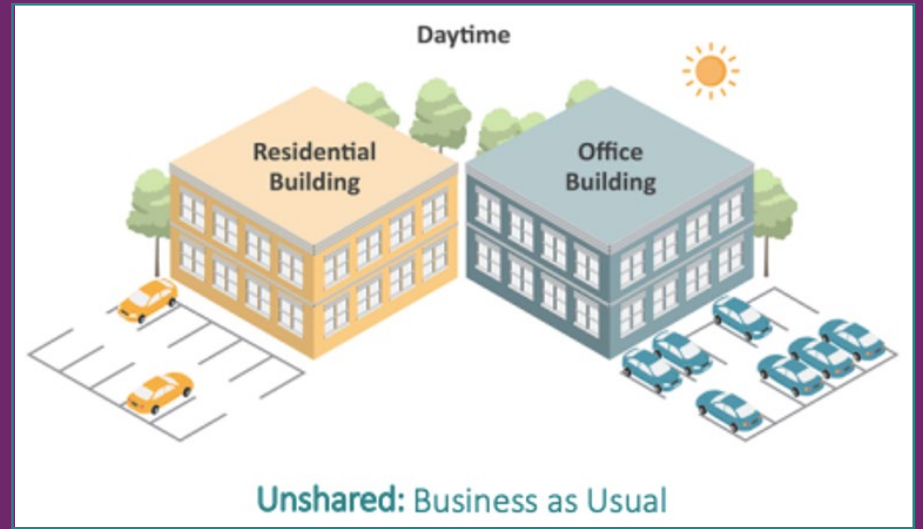
UNBUNDLED PARKING

- 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



**Mandatory TDM
measures**
(must do all three)



**Optional TDM
measures**
(pick at least one)



**Simple TDM
"checklist"**
(at submittal)



Mode share survey
(must conduct
every 2 years)



**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> : • 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> : • 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: • 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?