



City of Emeryville

CALIFORNIA

MEMORANDUM

DATE: June 3, 2025
TO: LaTanya Bellow, City Manager
FROM: Chadrick Smalley, Community Development Director
SUBJECT: Bay Wheels Bike Share Stations Sidewalk Café Permit (SWCAFE25-001):

Resolution Of The City Council Of The City Of Emeryville Approving Sidewalk Café Permits For Three Bike Share Stations At Huchiun Park; Powell Street At Commodore Drive; And Vallejo Street At 66th Street (CEQA Status: Exempt Pursuant To State CEQA Guidelines Section 15061(b)(3))

RECOMMENDATION

Staff recommends that the City Council adopt the attached resolution approving a sidewalk café permit for three bikeshare stations at the following locations:

- South side of Huchiun Park;
- South side of Powell Street at Commodore Drive; and
- East side of Vallejo Street at 66th Street.

BACKGROUND

On March 5, 2024, the City Council adopted Resolution No. 24-23, authorizing the execution of an agreement with Lyft Bikes and Scooters LLC ("Lyft") to deploy three new bikeshare stations in the City.

Lyft is the operator for the existing Bay Wheels bikeshare program, a regional docking system servicing Emeryville, Berkeley, Oakland, San Francisco, and San Jose. The funding for these expanded facilities is provided by the Metropolitan Transportation Commission (MTC), who have also provided technical support in the site selection process.

The three proposed sites were selected based on the recommendations of the Transportation Committee and Bicycle Pedestrian Advisory Committee (BPAC), as well as field surveys conducted by Alta Planning + Design, a transportation consultant. Staff considered the physical restrictions of potential sites, including:

- Proximity to existing stations (within ¼-mile recommended)
- Feasibility for Lyft to maintain and access stations
- Road width and underground utilities (e.g., sewer grates)
- Shade/shadow impacts on station solar panels

Two of the proposed stations, located on Powell Street and Vallejo Street, require new red curbs. On May 13, 2025, the Transportation and Sustainability Committee (TSC) approved the red curb request for both sites.

DISCUSSION

Project Description

Lyft, in coordination with MTC and City staff, proposes three bikeshare stations as follows:

Location	Dimensions	# of Bicycles
South side of Huchiun Park	6'-6" wide * 36'-8" long	13
South side of Powell Street at Commodore Drive	6'-6" wide * 62'-3" long	23
East side of Vallejo Street at 66th Street	6'-6" wide * 62'-3" long	23
	Total	59

Each station is composed of individual base plates containing bicycle docks; a map panel approximately 64" tall by 40" wide; and a payment kiosk with solar panels. The stations will not conflict with any existing emergency or utilities access.

A more detailed description of each proposed station is provided below.

South Side of Huchiun Park

The Huchiun Park station would be on the south side of the park, near Sherwin Avenue. The station would curve along the existing concrete bench at the edge of the lawn (see Attachment 2).

Because the site is curved, the station is smaller and supports 13 bicycle docks. The station, including the bicycles themselves, would be fully contained within the park boundary and maintain 11'-5" of clearance in the pedestrian path.

South Side of Powell Street at Commodore Drive

The Powell Street station would be on the south side of Powell Street, to the west of the Emery-Go-Round bus stop (Stop 35, Police & Fire Station) and Commodore Drive (see Attachment 2).

Per guidance from ALTRANS, Emery-Go-Round's operator, the station would maintain a 60-foot loading curb for the bus stop (Attachment 4). The bikeshare station would support 23 bicycle docks and require a new red curb measuring 65 feet in length, resulting in the removal of two parking spaces and conversion of an existing white loading curb.

East Side of Vallejo Street at 66th Street

The Vallejo Street station would be on the east side of Vallejo Street south of the intersection of 66th Street (see Attachment 2).

The station would support 23 new bicycles and require a new red curb measuring 31 feet, resulting in the removal of two parking spaces.

Planning Regulations

Chapter 5, Article 15 of the Emeryville Planning Regulations defines “parklet” as “the temporary use of space in the roadway, adjacent to the curb and typically located in a parking space, unused bus stop, or other vehicular zone...” Parklets include bicycle corrals with bicycle racks in the roadway.

The Planning Regulations require that sidewalk cafes and parklets obtain a valid Sidewalk Café Permit. Section 9-5.1514 of the Emeryville Municipal Code (EMC) specifies that parklets shall require the approval of the City Council prior to issuance of a sidewalk café permit by the Community Development Director.

Two of the proposed bikeshare stations would be considered “parklets” because they would use roadway space on Powell Street and Vallejo Street. The third station would be located within a public park. Therefore, the bikeshare stations require City Council approval before the Planning staff can issue the sidewalk café permit.

Red Curb Approval

Per EMC Section 4-9.17(a), the Transportation Committee is authorized to designate any part of any City street or publicly controlled off-street parking facility as a no parking zone. The curbs of no parking zones are marked red.

The TSC reviewed and approved the red curb request for Powell Street and Vallejo Street at their regular meeting on May 13, 2025.

Sidewalk Café Permit Findings:

To approve this sidewalk café permit, the City Council must make all findings required by EMC Section 9-5.1508. Staff believe that these findings can be made for the following reasons:

1. The location, size, design, and operating characteristics of the proposed sidewalk café or parklet will be compatible with and will not adversely affect or be materially detrimental to neighborhood character, with consideration given to the convenience and safety of pedestrians, property owners, occupants, customers, residents, and tenants of offices, stores, shops, and dwellings in the vicinity; harmony in design with nearby uses, buildings and structures; and the capacity and physical character of surrounding streets and sidewalks.

The proposed bikeshare stations will be compatible with and will not adversely affect neighborhood character because their footprint will not adversely affect the convenience or safety of residents, tenants, or other visitors to the site.

The bikeshare stations are located on public streets and in a public park and will provide additional opportunities for safe and convenient transportation near key destinations in the City.

2. The proposed sidewalk café or parklet conforms to the standards in Section 9-5.1504.

The proposed bikeshare stations are not associated with eating or drinking establishments, and many of the standards in Section 9-5.1504 are not applicable.

3. If alcoholic beverages are to be served, the proposed sidewalk café or parklet conforms to the provisions of Section 9-5.1505.

The proposed bikeshare stations are not associated with eating or drinking establishments. Therefore, the provisions of Section 9-5.1505 do not apply.

4. The proposed sidewalk café or parklet conforms to the applicable provisions of the Emeryville design guidelines, including but not limited to the general guidelines pertaining to sidewalks and landscaping, and the area specific guidelines pertaining to the area in which the proposed sidewalk café or parklet is to be located; and to all other design guidelines applicable to the area in which the proposed sidewalk café or parklet is to be located.

The proposed bikeshare stations are consistent with the following Emeryville Design Guidelines:

A-4 Design to Support Pedestrians and Cyclists. Encourage the multi-functionality and flexibility of streets, by supporting various modes of travel and pedestrian and bicycle amenities (e.g. places to sit and bicycle parking).

The stations will provide additional opportunities for safe and convenient transportation near key destinations in the City.

H-23 Bicycle and Pedestrian Design. Appropriate crossings should be provided for bikes and pedestrians.

Two of the stations are located near controlled intersections, and the third station at Huchiun Park is separated from vehicle traffic. Each of the stations maintains existing pedestrian sidewalks and paths.

5. The proposed sidewalk cafe or parklet is consistent with the general plan.

The proposed bikeshare stations are consistent with the following General Plan goals and policies:

T-G-5 A safe, comprehensive, and integrated bicycle system - A system and support facilities throughout the city that encourage accessible bicycling for all community members.

The stations will add bikeshare stations to key destinations in the City that are currently underserved by the Bay Wheels program, or where bikeshare parking opportunities are limited. The stations will not only support Emeryville's integrated bicycle system but also connect residents and visitors to facilities and resources in nearby cities.

6. The proposed sidewalk cafe or parklet complies with all applicable standards and requirements of this title, the Emeryville Municipal Code, and local, State, and Federal regulations.

The bikeshare stations comply with all applicable standards of the sidewalk café permit, the Emeryville Municipal Code, and other local, State, and Federal regulations.

7. The proposed sidewalk cafe or parklet conforms with the requirements of all applicable City departments, including but not limited to Planning and Building, Public Works, Fire, and Police.

The bikeshare stations conform with the requirements of all applicable City departments, including but not limited to Planning and Building, Public Works, Fire, and Police. No concerns were raised by Building, Fire, Police, or Public Works staff for the proposed project.

FISCAL IMPACT

Emeryville's docked bikeshare system is owned and operated by Lyft at no cost to the city.

STAFF COMMUNICATION WITH THE PUBLIC

As specified by EMC Section 9-7.202 sidewalk café permits do not require notification. However, because the bikeshare stations are a community-serving facility, staff worked directly with the Transportation Committee and BPAC to select the sites at the following meetings:

- October 7, 2024 - Transportation Committee
- November 11, 2024 – BPAC

Staff presented an initial list of six potential sites that were identified in 2018 in coordination with BPAC, MTC, and the bikeshare operator. The Transportation Committee recommended that staff review three additional locations at Huchiun Park, Davenport Park, and Marina Park. BPAC similarly recommended that staff consider sites at Huchiun Park and along the Marina, as well as a site at 66th Street and the Emeryville Greenway.

Staff provided neighbor notifications regarding the red curb requests prior to the TSC meeting on May 13, 2025. Notifications included:

- A-frame signs at Powell Street and Vallejo Street showing the proposed red curbs and meeting information.
- Mailed notifications to residents at the Watergate Condominiums
- Mailed notifications to properties within 300 feet of the proposed Vallejo Street station

Six community members attended the May 13, 2025 TSC meeting and provided in-person public comment. Two of the comments pertained to the Vallejo Street site, two to the Powell Street site, and two regarding the proposed bikeshare stations broadly.

Additionally, staff received and read six written comments for TSC's consideration during the public comment period (see Attachment 3). Key concerns raised included removal of public parking spaces and requests for clarification on why the sites were selected.

As noted above, the TSC approved the red curb requests at the May 13, 2025 meeting.

CONCLUSION

Staff recommends that the Council adopt the attached draft resolution approving the sidewalk café permit.

PREPARED BY: Alyssa Chung, Assistant Planner

**APPROVED AND FORWARDED TO THE
CITY COUNCIL OF THE CITY OF EMERYVILLE:**



LaTanya Bellow, City Manager

ATTACHMENTS

- Attachment A – Lyft Bikeshare Plan Set, dated 5/7/25
- Attachment B – Public Comments as of 5/13/25
- Attachment C – Correspondence with ALTRANS as of 5/13/25
- Draft Resolution