

Transit Priority Area (TPA) Multifamily Parking Update

San Diego is...

- ▶ **Innovation Economy**
- ▶ **Reducing GHG Emissions**
- ▶ **Housing Solutions**
- ▶ **Increasing Mobility Options**
- ▶ **Flexibility for Parking**

Project Goals and Recommendations

Goals:

- Increase Housing Affordability
- Implement Climate Action Plan and City of Villages Strategy
- Reduce Auto Trips and Traffic Congestion

Recommendations:

- Market-Based Parking within TPAs
- Unbundle Cost of Parking from Cost of Housing
- Implement Transportation Amenities

Did You Know...

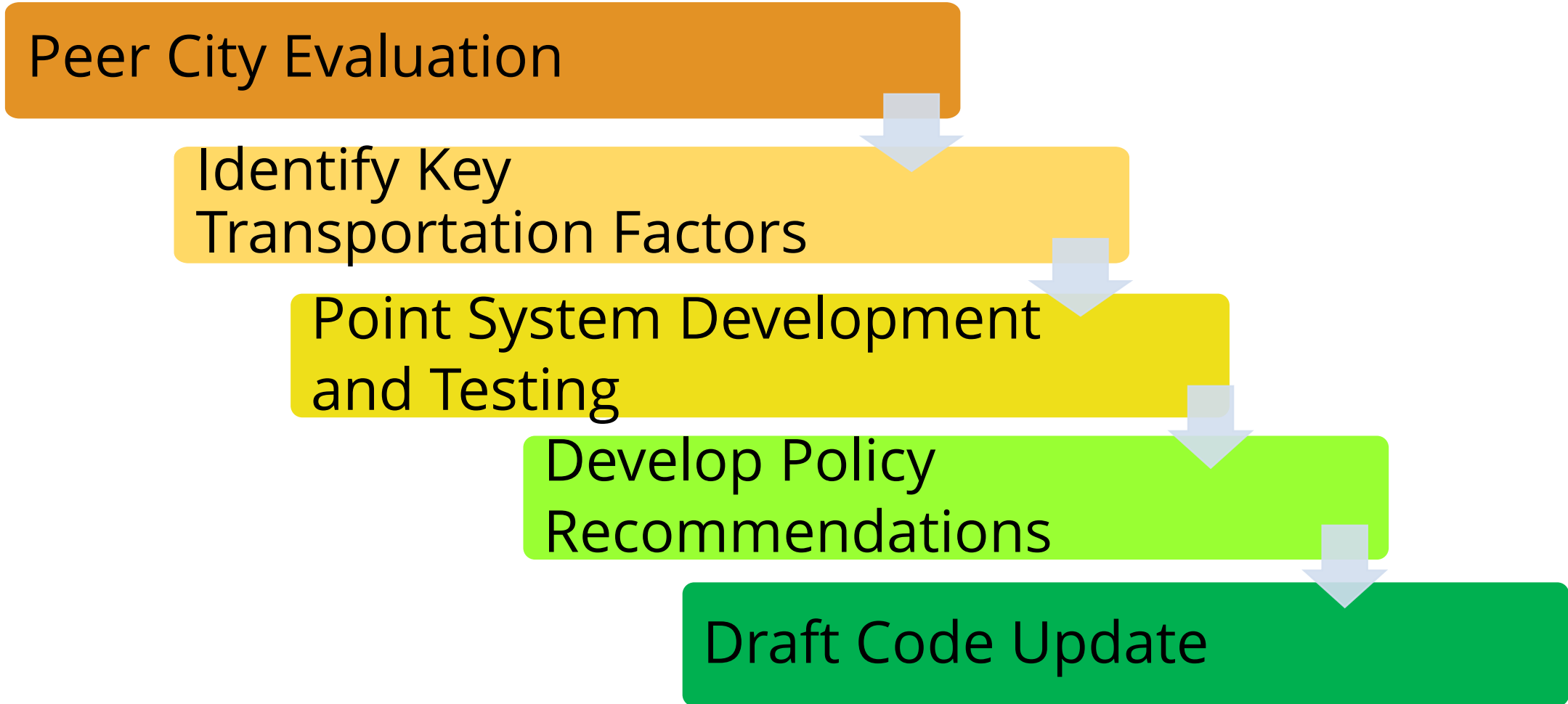
Parking is not Free

- One parking spot can cost between \$35,000, and upward of \$90,000 for an underground space
- McKinsey & Company 2016 *Tool Kit to Close California's Housing Gap* highlights the effectiveness of Regulatory Reform on Housing Affordability

Looking Forward, not Backward

- Rideshare and Micromobility (scooters, bikes, NEV) has completely changed how we get around
- New mobility technologies will likely disrupt trends, and result in a decrease in car ownership

Project Process



Peer City Selection Methodology

- Identified 30 largest cities in the US based on Population
- Limit to cities west of the Mississippi River
- Lower average vehicle per household rate than San Diego
- Cities with veh/household rate consistent or trending down
- Include cities with multifamily parking reduction policies

Peer Cities vs San Diego

Metric	San Diego	Seattle	Portland	Phoenix
City Population Size	1.4 million	724,745	647,805	1.6 Million
Metro Population Size	3.25 million	3.7 million	2.4 million	4.7 million
Square Mileage	325.19	83	133.3	515.7
Median Household Income	\$68,117	\$74,458	\$58,423	\$49,328
Number of Fortune 500 Companies	2	7	2	7
Vehicle Ownership Rate (2016)	1.77	1.37	1.48	1.65
Percent of HH w/o a vehicle (2016)	6.3%	17.1%	13.7%	4.0%
Public Transit average weekday ridership (metro area)	269,400	536,700	301,000	223,900
Transit Ridership by Population (Metro)	0.08	0.15	0.13	0.05
Bus	Yes	Yes	Yes	Yes
Light Rail	Yes	Yes	Yes	Yes
Streetcar	No	Yes	Yes	No
Other Public Transit	No	Monorail, Ferry	Aerial Tram	No
Car Share	1	3	5	2
Bike Share	Yes	Yes	Yes	Yes
MFH Parking Reductions in "TPAs"	TBD	Yes	Yes	Yes
Year Implemented	TBD	2004	2002, 2013*	2003, 2015
MFH parking requirements in TPA	N/A	No requirements	No requirements until 31 units	In TOD: -25% w/in 1,325 ft; -10% outside of 1,325 ft

Seattle Multi-Family Residential Parking Policy

Expanded Reduced Parking through Policy:

1980 – Zero Parking Minimums for Non-Residential Uses in Downtown

- Maximum Limit of 1 space per 1,000 sq ft for Non-Residential

2004 – Revised Zero Parking Minimums

- Limit to Urban Centers and Light Rail Stations

2010 – Expanded Zero Parking Minimums to Urban Villages

- 50% reduction for areas outside of urban villages

2018 – Reaffirmed the Parking Minimums

- Zero Parking Minimums within Urban Villages
- Required Unbundled Parking
- 50% Reduction in Parking Minimums outside of Urban Villages in Frequent Transit Service Areas

Portland Multi-family Residential Parking Policy

Refinement as a Result of Project Implementation:

2003 – Within 500' of Frequent Transit Exempt of Parking Regulations

2012 – Projects Approved with Zero Parking

- Planning Department Tasked with Review of Parking Regulations

2012 – Planning Department Analyzed Data

- Reviewed Data for Building Permits
- Evaluated Cost of Providing Onsite Parking
- Determined the Cost Affect to the Affordability of Units.

2013 – Revised Code to Reflect Analysis and Policy Input

- No Parking Requirements for Residential Development with 30 Units or Less
- Required Parking Ratios for Residential at/above 31 Units; Lowest Ratio is .20 Parking per Unit

Statistically Significant Variables

1. Percentage of Households that are Families (%FH)
2. Jobs within Mile (JM)
3. Jobs Reachable within 30 Minute Transit Trip (JTT)
4. Median Household Income (MHI)

Scoring System

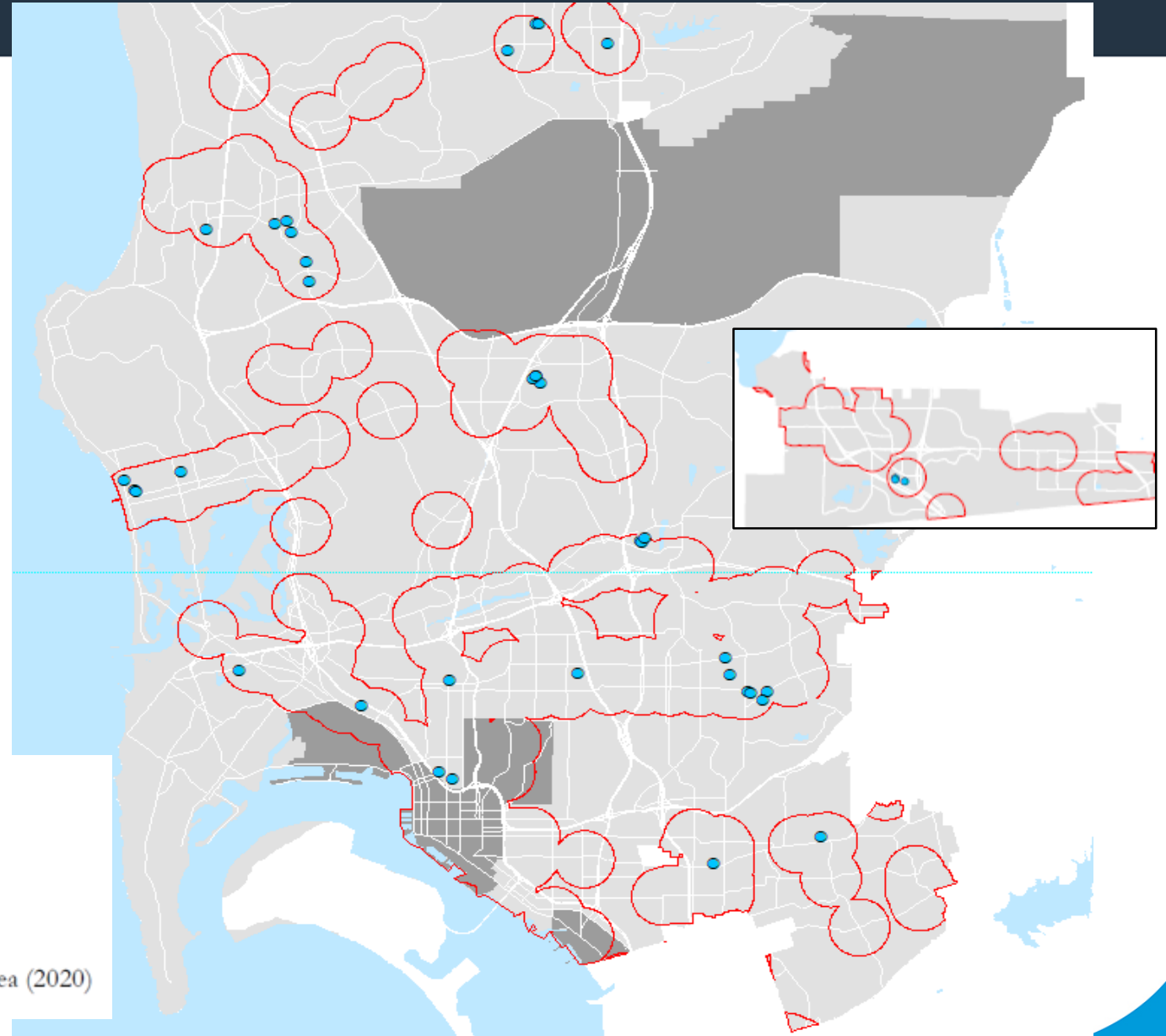
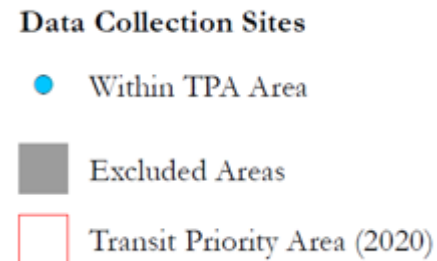
Points	Average # Bedrooms	Jobs Within a Mile	Environment Priority Index	Jobs within a 30 Minute Transit Ride
0	>3.79	≤4,500	≤10	-
1	3.14-3.79	>4,500	11-25	≤25,000
2	2.50-3.15	-	26-40	>25,000
3	1.85-2.49	-	41-55	-
4	1.2-1.84	-	>55	-
5	≤1.19	-	-	-

TPA Parking Reductions Used in Testing

Score	Existing TPA parking ratio	Parking Reduction	Parking Ratio Used in Testing
1-3	1.75	N/A	1.75
4-7	1.75	15%	1.50
8-9	1.75	25%	1.25
10+	1.75	45%	0.95

Testing

- 35 Multifamily sites within TPAs
 - Selected based on model
 - Selected through out the city
- Data used to test model results



Findings from Testing

- 35 sample sites were compared to the actual parking demand observed at the site.
- 89% of the sample sites had lower demand than the tested ratio
- Sites with higher demand than tested ratios, excess demand averaged only 10%

CONCLUSION:

Testing indicated ratios could be lowered further

Parking Trends in Recent Housing Legislation

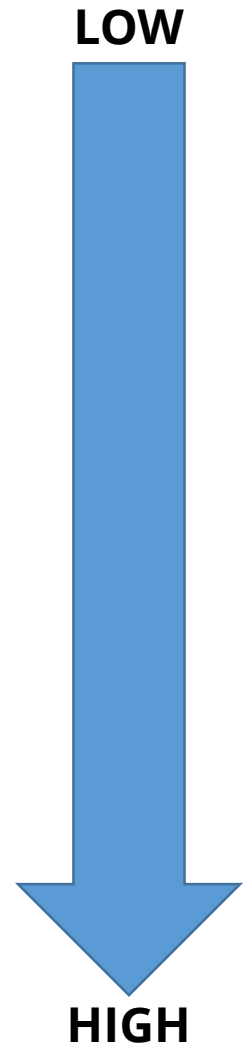
Bill Number	Brief Explanation
SB 35	<ul style="list-style-type: none"> • Waives all minimum parking requirements if criteria met such as affordable and 1/2 mile of “public transit” • For San Diego, requires 50% of units below 80% AMI
AB 2372 (CASA)	<ul style="list-style-type: none"> • Cities that opt-in cannot impose parking requirements in excess of 0.1 ratio for affordable, 0.5 ratio for market rate • Development must be within 1/2 mile of a major transit stop and include 20% affordable
AB 2162	<ul style="list-style-type: none"> • No parking minimums if development is one-half mile from a “public transit stop” • Applies to low and very low-income housing (permanent supportive)

Proposed Recommendations

- Citywide to Allow for Zero Parking Minimums within TPAs (Outside Downtown)
 - Layered Approach Using Data, Benchmarking, and Trends to Allow Zero Parking
 - Inclusion of Transportation Amenities Strategies
 - Where Parking is Provided, Unbundled Parking is Required (parking space separate from rent/price of unit)
- Affordable Housing Regulations Revised to Match Citywide Zero
 - Transportation Amenities and Unbundled are not required
 - Outside of TPAs at Current Reduced Ratio
- Downtown to Allow for Zero Parking Minimum
 - Maximum Parking Cannot Exceed Current Parking Ratios
 - Where Parking is Provided, Unbundled Parking is Required

Example Transportation Amenities

- Onsite bicycle repair station
- Dockless shared infrastructure
- Private bike share program for residents/Fleet of bicycles
- Provide on-site TDM coordinator
- Shared parking
- Car share program and Infrastructure
- Electric and Connected Vehicle Infrastructure
- Delivery supportive amenities
- Bus shelter improvements on adjoining streets
- Transit subsidies
- On-site childcare
- Healthy Food retail



TPA Parking Ordinance Proposal

Score & Category	Multi-Family in TPAs Recommended Reduction	Multi-Family in TPAs Companion Requirements	Affordable Recommended Reduction	Affordable Companion Requirements
>3	Zero Minimum Allowed	Unbundled + High TA	Zero Minimum Allowed	None
4-7	Zero Minimum Allowed	Unbundled + Medium TA	Zero Minimum Allowed	None
8-9	Zero Minimum Allowed	Unbundled + Low TA	Zero Minimum Allowed	None
10+	Zero Minimum Allowed	Unbundled	Zero Minimum Allowed	None

*Current code requires 1.75 parking spaces for 2 BR units, 2 spaces for 3+ BRs, and 1.25 spaces for 1 BR or Studio (up to 400 sq ft)

Schedule

- Present Study and Code Recommendations TAC/CMT November 2018
- Formal Recommendation from TAC/CMT December 2018
- Formal hearings of CPC, PC, SG & LU Committee & City Council Early 2019

Questions