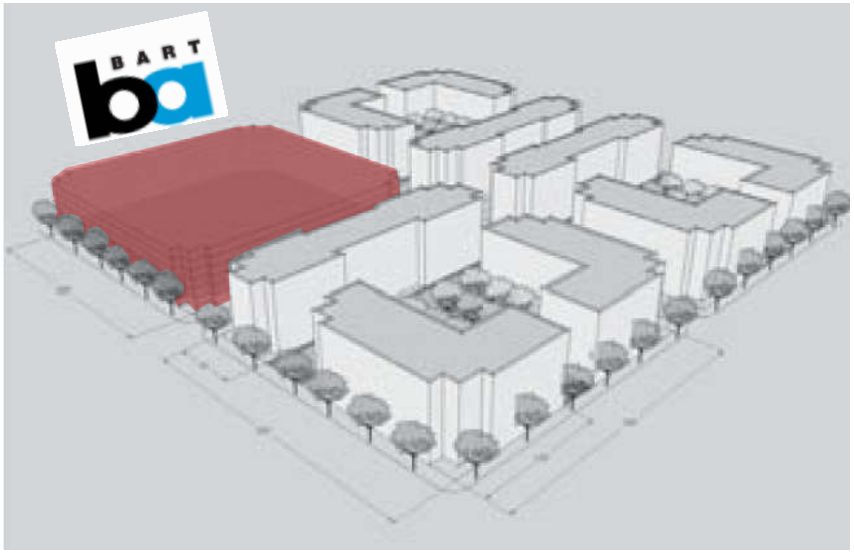
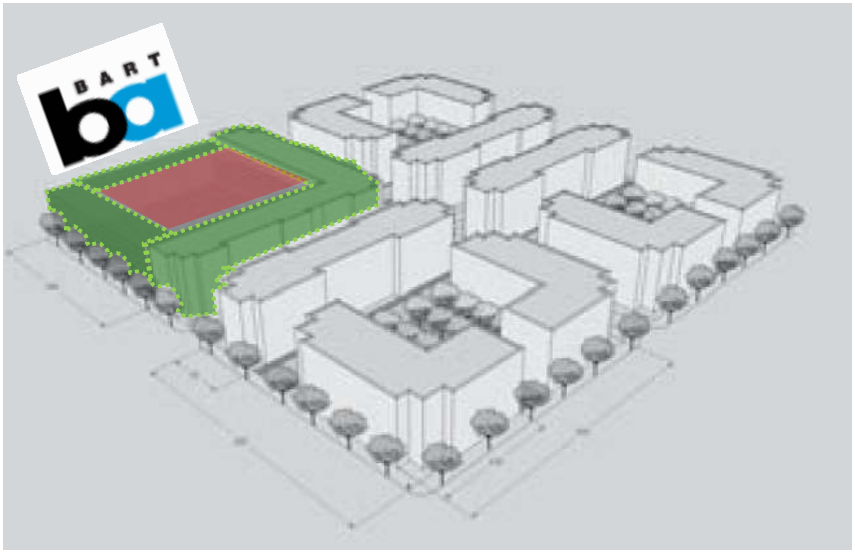
2.2 Parking Spaces per Unit



vs. 0.7



	Change
Parking Spaces	-1,086
Parking Cost	-$20.1 m
Units	+220

Traffic Reduction Strategies $6 m

1 FREE pass & 1 FREE carshare membership per unit

TRANSFORM

Green TRIP CERTIFIED

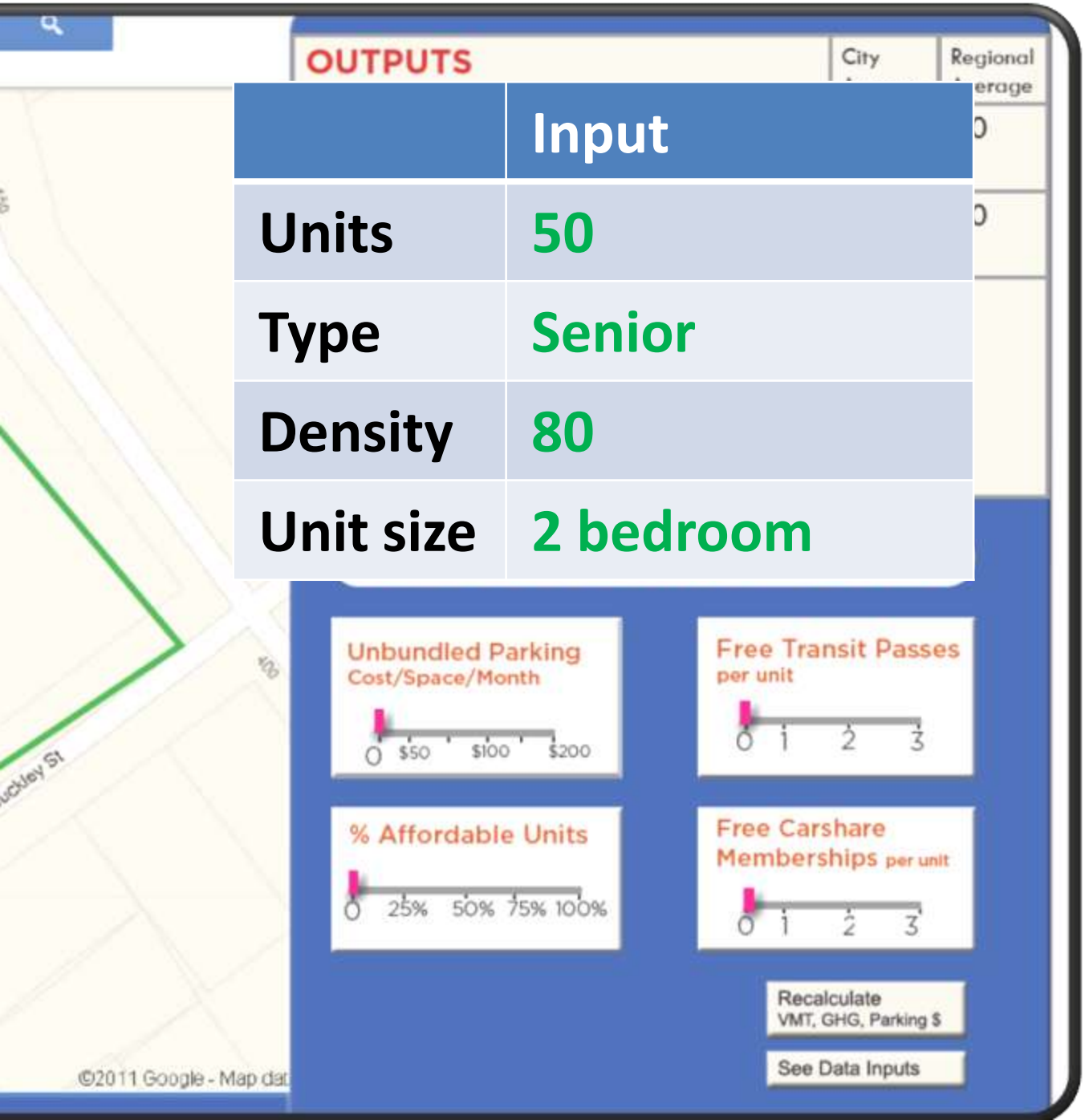
Impacts of Pilot Projects Once Built –

$7 million for transit agencies

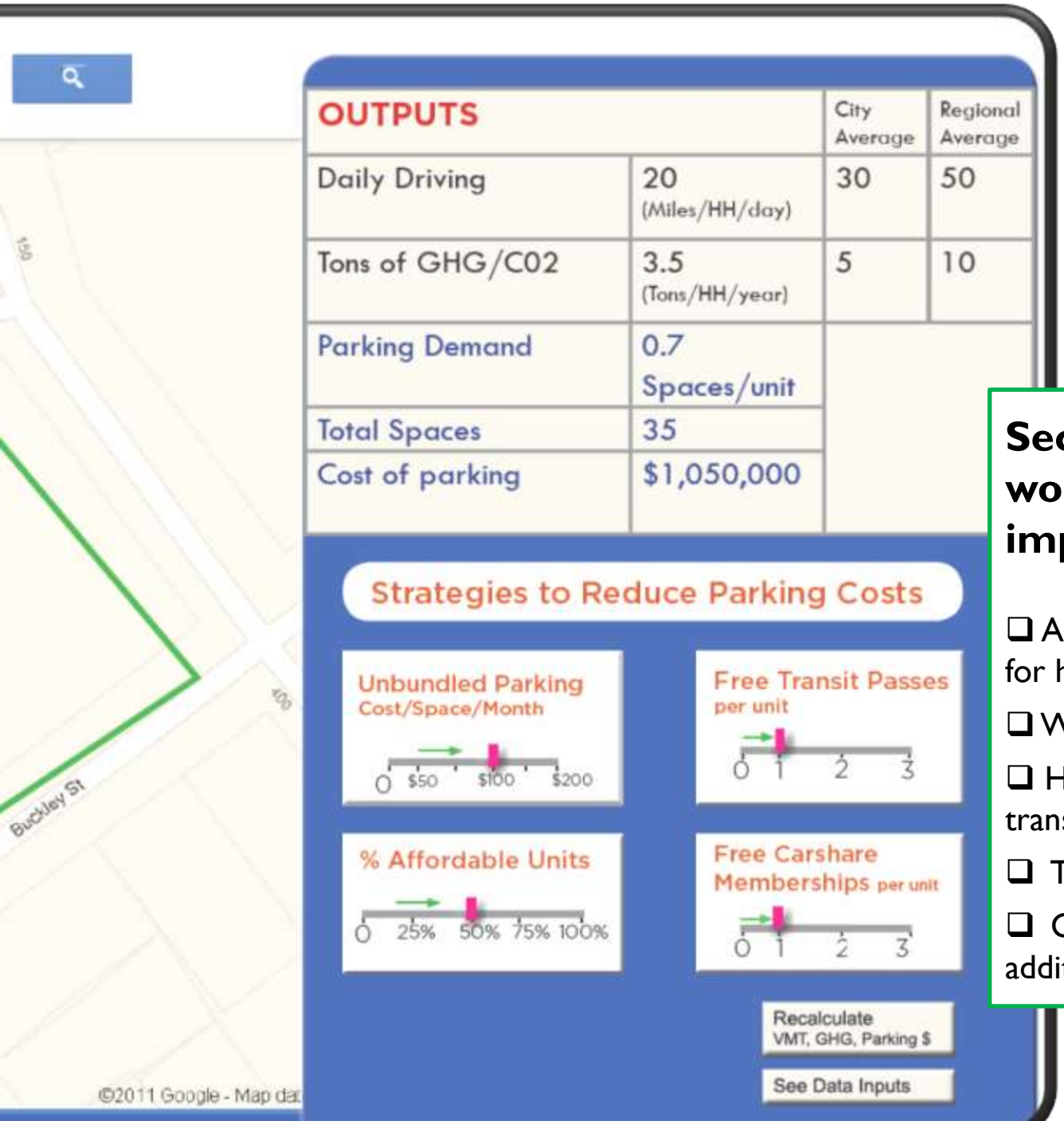
19.8 VMT/HH/day vs. 50 regional avg.

59,400 fewer miles per day

$8,588 saved from owning one less car enabled by free transit and carshare

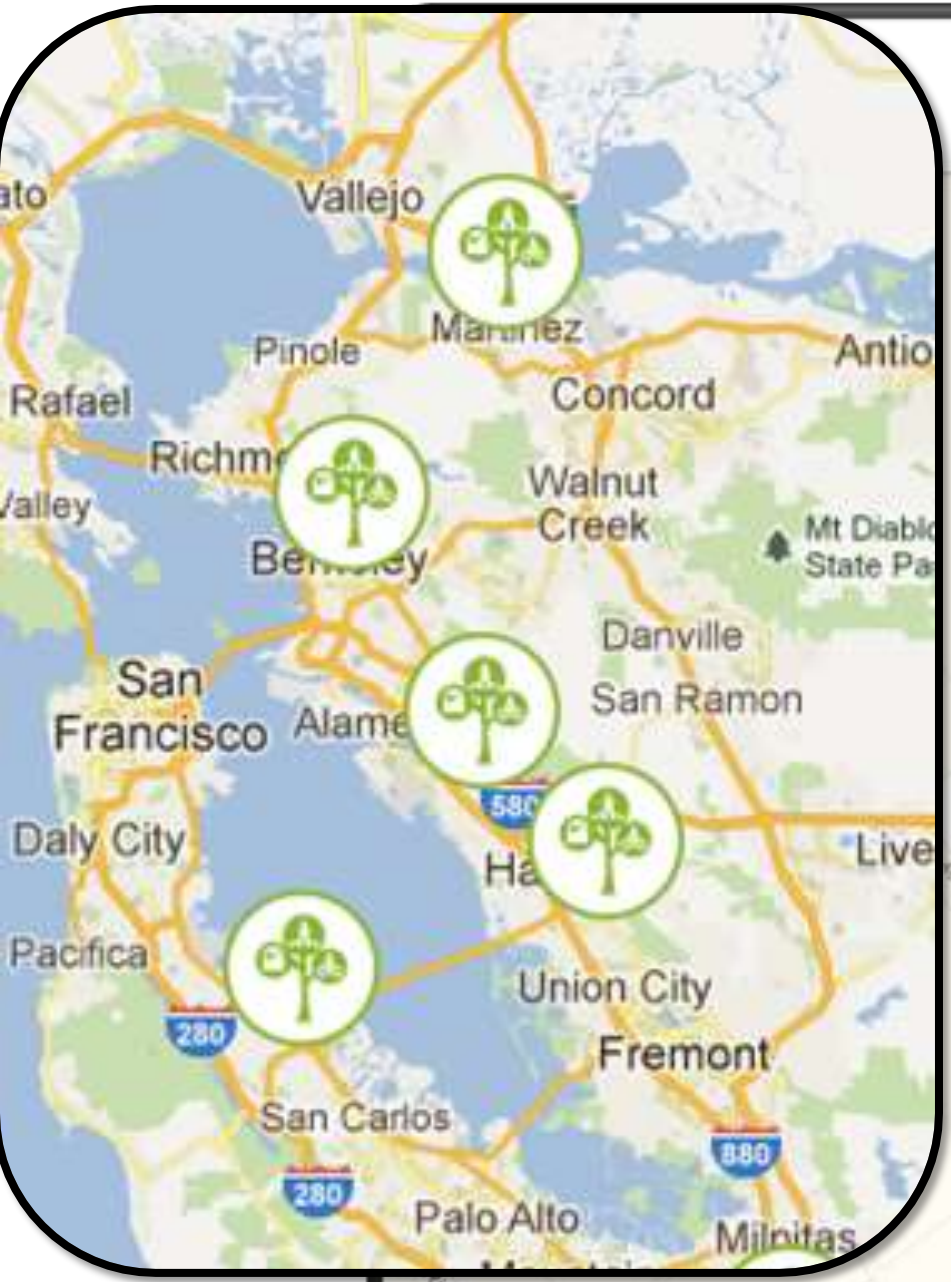


	Input
Units	50
Type	Senior
Density	80
Unit size	2 bedroom



Secondary Outputs would show improvements in:

- ❑ Additional Space Available for homes, parks etc.
- ❑ Walk/Bike Trips
- ❑ Household Savings on transportation
- ❑ Transit Revenue
- ❑ City Revenues (if additional homes provided)



OUTPUTS		City Average	Regional Average
Daily Driving	20 (Miles/HH/day)	30	50
Tons of GHG/C02	3.5 (Tons/HH/year)	5	10
Parking Demand	0.7 Spaces/unit		
Total Spaces	35		
Cost of parking	$1,050,000		

Strategies to Reduce Parking Costs

Unbundled Parking Cost/Space/Month

0 $50 $100 $200

Free Transit Passes per unit

0 1 2 3

% Affordable Units

0 25% 50% 75% 100%

Free Carshare Memberships per unit

0 1 2 3

Recalculate VMT, GHG, Parking $

See Data Inputs

21 affordable housing sites

URBEMIS: Max 4% vmt reduction credit to BMR

City of San Diego, 2010

Average Vehicle Availability by Household Income Range

Vehicle availability is higher in households with greater annual income.