What Counts in Persuading Parking Reform

Rail~Volution 2019
Vancouver, BC

Moderator: Ezra Pincus-Roth, AICP
Nelson\Nygaard (Los Angeles, CA)
Managing parking
Changing hearts and minds to build better neighborhoods

Rail~Volution 2019

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Tell better stories
We cannot solve a parking problem by building more parking

ECON 101: Supply & Demand

Without pricing, congestion is the equilibrium point

As you increase parking supply and roadway capacity, it will eventually fill up. Congestion is the constant and we cannot solve it by increasing supply.

Content inspired by Jeffrey Tumlin, Nelson\Nygaard
Average Hours Parked

Analysis of cars parked in Chinatown between the hours of 10:00 AM and 4:00 PM on a weekday.

Type of parking
- Red: Metered
- Green: Free
- Purple: Loading
- Pink: Standing
- Yellow: Illegal parking
- Orange: CCBA
Pricing & equity are top priority
Equity

• When the cost of driving and parking is baked into everything, the poorest people end up subsidizing the wealthiest.

• Our poorest citizens often bear the brunt of externalities of driving, with high asthma rates and highways through their communities.

• We should consider equity impacts of every policy enacted, closely analyzing fines/fees/fares.
Don’t chase shiny objects.
Parking requirements in action.

Parking requirements removed.

2013 vs. 2019
ON TO 2050
Goal – local data for TOD appropriate parking ratios

72 hours continuous data collection at each of 16 privately owned sites

All sites within walking distance of DART LRT Stations
Parking Observations at 16 DART Station TODs
(Data online: www.nctcog.org/TOD)

Office MXU

2 Office

3 Residential MXU

4

5

6

7

8

9

10

11

12

13

14

15

16

Supplied

Required

Peak Use
13 of 16 sites never peaked above 80% utilization

Collectively, 4,506 empty spaces at peak across 16 sites
Affordability Impacts

- Majority of transit users under $50k HH income (2014 survey)
- 2 affordable housing TODs (peak parking use: 50% and 40%)
Data for Decision Makers

Cities, developers, lenders: all lack parking data

10 sites provided 10 - 69% more spaces than required by code
Expanding the conversation...
CITY OF SAN DIEGO HOUSING SD:
DATA-INFORMED PARKING REGULATORY REFORM

Rail~Volution 2019
Alyssa Muto
Key Processes

- Benchmarking – Peer City Evaluation
- Lead with Data – Follow with Policy
- Essential Partnerships – Matching goals with Stakeholders
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
New Parking Regulations seek to...

- Increase Housing Affordability for Multifamily
- Implement City Climate Action Plan
- Streamline and accelerate housing production
- Reduce Auto Trips and Traffic Congestion for all of San Diego Residents

City of Sacramento say adjusting the parking requirements was the most significant change to accelerate infill development in City

Minneapolis attributes decrease in rent to reduction in parking requirements for multifamily residential developments

Vehicle Ownership Rates of Peer Cities

<table>
<thead>
<tr>
<th>Metric</th>
<th>San Diego</th>
<th>Seattle</th>
<th>Portland</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicles Per Household</td>
<td>1.77</td>
<td>1.37</td>
<td>1.48</td>
</tr>
<tr>
<td>Percent of Households w/o a vehicle</td>
<td>6.3%</td>
<td>17.1%</td>
<td>13.7%</td>
</tr>
</tbody>
</table>

Source: American Community Survey (ACS) Census Bureau
Parking Demand Propensity Model

**Statistically Significant Variables**
- Percentage of Households that are Families (%FH)
- Jobs within Mile (JM)
- Jobs Reachable within 30 Minute Transit Trip (JTT)
- Median Household Income (MHI)
Parking Demand Testing

Parking occupancy collected at 41 Multifamily Sample Sites within TPAs
- Selected based on model
- 6 sites in Downtown SD
- 35 sites outside of Downtown
- Weekday and weekend between 10PM and 7AM

CONCLUSION: Testing indicated ratios could be significantly lowered to allow for a market demand approach to parking and a support for maximums in Downtown
Adopted Recommendations - Citywide

Zero Parking Minimums within TPAs (outside of Downtown)

Inclusion of Transportation Amenities

Where Parking is Provided, Unbundled Parking is Required

Affordable Housing Regulations (within TPAs)

Zero minimum parking

Inclusion of Transportation amenities

Unbundled are not required
Adopted Recommendations – Within Downtown
Zero Parking Minimums for Multifamily Development

Maximum Parking Ratio of 1 Parking Spot per Unit

Where Exceed Maximum, Development Shall Meet all of the Following:

- Project must meet 80% of the base maximum FAR (before bonuses)
- All spaces above the maximum must be built underground
- 20 Percent of all parking spots provided must include EV charging conduit
- Minimum of 4 points of Transportation Amenities

Where Parking is Provided, Unbundled Parking is Required
Transportation Amenities

• Features to incentivize transit, bicycling and walking
• Provided by a development
  • Improve quality of life for residents
  • Provide amenities for the community
  • Reduce vehicular trips and GHG emission
Transportation Amenity Score Calculator

<table>
<thead>
<tr>
<th>Inputs</th>
<th>Scores</th>
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</thead>
<tbody>
<tr>
<td>APN #</td>
<td>4512140700</td>
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<tr>
<td>Total Number of Units:</td>
<td>80</td>
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<tr>
<td>Total Number of Bedrooms:</td>
<td>170</td>
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<tr>
<td>Average Number of Bedrooms:</td>
<td>2.15</td>
</tr>
<tr>
<td>Jobs Within a Mile (Walking):</td>
<td>7,334</td>
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<tr>
<td>Enviro Score:</td>
<td>15.49</td>
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<tr>
<td>Jobs within a 30 Minute Transit Ride:</td>
<td>26,194</td>
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</table>

<table>
<thead>
<tr>
<th>Index</th>
<th>Score</th>
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</thead>
<tbody>
<tr>
<td>Bedddrooms</td>
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<tr>
<td>Walk Priority Index</td>
<td>1</td>
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<tr>
<td>Environmental Priority Index</td>
<td>1</td>
</tr>
<tr>
<td>Transit Priority Index</td>
<td>2</td>
</tr>
<tr>
<td>Total Score</td>
<td>6</td>
</tr>
</tbody>
</table>

Transit Amenity Requirement: 4 Points

Provided by Applicant
## Transportation Amenities

<table>
<thead>
<tr>
<th>Transportation Amenity</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit Infrastructure Improvements</td>
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<tr>
<td>Transit Subsidies</td>
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<tr>
<td>Transit and Rideshare Information</td>
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<td>Bicycle Fleet</td>
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<tr>
<td>Micro Mobility Fleet</td>
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<tr>
<td>On-site Bicycle Repair Station</td>
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<td>Car Share</td>
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<tr>
<td>Guaranteed Ride Home</td>
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<td>Subsidies for Rides with Transportation Network Companies (TNC)</td>
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<td>Child Transportation Storage</td>
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<td>Delivery Support</td>
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<td>On-site Childcare</td>
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<td>Healthy Food Retail</td>
<td>5</td>
</tr>
<tr>
<td>Micro Mobility *10%</td>
<td>3</td>
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<tr>
<td>Micro Mobility *25%</td>
<td>5</td>
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<tr>
<td>Outdoor Fitness Circuit</td>
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<tr>
<td>Private Outdoor Fitness Circuit</td>
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<tr>
<td>On-site Passenger Loading Area</td>
<td>2</td>
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<tr>
<td>Co-working Space</td>
<td>2</td>
</tr>
<tr>
<td>On-Site Shuttle Service</td>
<td>2</td>
</tr>
</tbody>
</table>
FOR MORE INFORMATION: WWW.SANDIEGO.GOV/PLANNING

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MUSINGS ON THE WHOLESALE REMOVAL OF SAN FRANCISCO’S

MINIMUM PARKING REQUIREMENTS

RAIL~VOLUTION 2019

PAUL CHASAN, SENIOR URBAN DESIGNER | SF PLANNING DEPARTMENT
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NUMEROUS POLICIES SUPPORT REMOVING PARKING MINIMUMS

+ Housing Affordability
+ Vision Zero
+ Transit First
+ Better Streets
+ Placemaking and Urban Design
+ Fairness and Equity

Staff could find no land use or policy rational for keeping minimum parking requirements in any zoning district in the city.
MANY WAYS TO NOT BUILD PARKING

City slowly removed minimum parking controls over the past few decades resulting in **no minimum parking controls in most zoning districts**.

**+ Rincon Hill Plan (2005 and beyond)**
   - No parking minimums in residential districts

**+ Bike parking Ordinance (2013)**
   - **Original Intent:** Car spaces in existing buildings could be converted to bike parking to meet minimum bike parking requirements
   - **ZA Interpretation:** Applies to new construction as well

**+ Planning Code**
   - 100% affordable Housing Projects exempted
     - TDM Ordinance
     - Home SF
     - ADU Ordinance
     - ZA may exempt projects in Neighborhood Commercial Districts administratively
     - Section 161 - lots of random parking waivers
     - Section 155(r)...
EXPAND PROTECTIONS

PRE-LEGISLATION

- Pre-Legislation Zones
- Protected Street Network
  + Transit Priority
  + Bike Network
  + Neighborhood Com.
Protected Streets

Expanded Districts Where CU required

Existing Districts Where CU Required

*Includes Redevelopment Areas

EXPAND PROTECTIONS

POST-LEGISLATION

| Pre-Legislation Zones |
| Post-Legislation Zones |
| Protected Street Network |

+ Transit Priority
+ Bike Network
+ Neighborhood Com.
PROCESS OVERVIEW (LATE 2018)

10/18 Better Streets Plan Legislation heard at Planning Commission
   + Staff Recommendation: Waive Parking Minimums for impacted parcels in Neighborhood Commercial Districts whose sole frontage on protected street
   OR, waive minimum parking requirements in NC Districts altogether
   + Commission Recommendation: Waive Parking Minimums Citywide (exceeds staff’s recommendation)

10/22 Min Parking Legislation - First Hearing at Land Use Committee
   + Supervisor Kim splits the file, introduces amendments to waive min. parking reqs

11/5 Amendments to Remove Parking Minimums heard at Land Use
   + Land Use Committee requests staff conduct additional outreach
   + 3 outreach meetings at City Hall

11/26 Return to Land Use Committee (debate/vote)

12/4 Passed 1st Reading at the Board of Supervisors

11/26 Passed 2nd Reading at the Board of Supervisors

12/21 Mayor London Breed Signs Legislation
WHAT IT DOES

REMOVE FLOORS, NOT CEILINGS

+ All zoning districts have a maximum, some have a minimum
+ No changes to the maximums
+ Remove minimums where they exist
+ No changes to off-street loading requirements
+ Developers can still build up to the maximum if they choose to
GO FORTH AND REPLICATE

1. Incrementalism is actually pretty effective

2. Empower your legislators to think big and be bold...**BUT!!!** Notice the Legislation Aggressively

3. How many Planners does it take to screw in a light bulb? *(Clue: This was a team effort)*
TODAY’S PANEL

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