Strategies for Meeting Parking Demands for Affordable Housing Developments

Strategy	City	Details
Reduced Parking Minimum for Affordable Housing Units	Los Angeles, CA	Up to 50% reduction in parking for affordable housing units
	San Leandro, CA	25% parking reduction for affordable housing units
	Santa Barbara, CA	1 space per dwelling unit for affordable housing parking maximum
	Pasadena, CA	25% parking reduction for affordable housing units
	Boulder, CO	Reduction in parking minimum for affordable housing based on site
	Denver, CO	25% parking reduction for affordable housing units
	Eugene, OR	0.67 spaces per affordable housing habitable room or 3 spaces total for dwelling unit, whichever is greater based on total available units
Reduced Parking Minimum for Senior Housing	Berkeley, CA	75% parking reduction for senior or disabled living facility
	San Leandro, CA	50% parking reduction for senior or disabled living facility
Reduced Parking Minimum for Affordable Housing in Proximity to Transit	Los Angeles, CA	Reduced parking minimum to 1 parking space per unit, for a project located within 1,500 ft of transit and having less than 3 habitable rooms per unit
	Portland, OR	No parking minimums for sites within 500 ft of transit service that has less than 20-minute headways
	San Leandro, CA	Additional parking reductions for affordable housing and/or senior/disable living dwelling units near transit
	Santa Clara, CA	25% parking reduction for affordable housing units for developments near transit stations, containing mixed uses, or participating in a TDM plan
	Seattle, WA	20% reduction in parking minimums if development is located within 80 ft of a transit station
Reduced Parking Minimum for Affordable Housing by Specific Location	Seattle, WA	Parking requirement reduced in urban areas
	Pasadena, CA	Alternative-parking requirement for all developments that contain affordable housing units located in Parking Benefit Districts
Parking Maximum for Affordable Housing	Seattle, WA	Parking maximum of 1 parking space per 2 affordable single-family dwelling units

Minimum Required Parking Spaces per Unit for Multi-Family Developments

City	Studio	AH Studio	1 BR	AH 1BR	2 BR	AH 2BR	3 BR	AH 3BR
Boulder, CO	1.0/DU	1.0/DU	1.0/DU	1.0/DU	1.0/DU	1.0/DU	1.5/DU	1.0/DU
Eugene, OR	1.0/DU	0.67 per AH habitable room	1.0/DU	0.67 per AH habitable room	1.5/DU	0.67 per AH habitable room or 3 spaces total for dwelling unit	1.5/DU	3 spaces total for dwelling unit
Denver, CO	1.0/DU	0.8/DU	1.0/DU	0.8/DU	1.25/DU	1.0/DU	1.5/DU	1.0/DU
Long Beach, CA	1.0/DU	Based on District	1.5/DU	Based on District	2.0/DU	Based on District	2.0/DU	Based on District
Los Angeles, CA	1.0/DU	1.0/DU*	1.0/DU	1.0/DU*	1.5/DU	1.0/DU*	2.0/DU	1.5/DU*
Pasadena, CA	1.0/DU	1.0/DU	2.0/DU	1.0/DU	2.0/DU	2.0/DU	2.0/DU	2.0/DU
San Leandro, CA	1.25/DU	1.0/DU	1.25/DU	1.0/DU	1.25/DU	1.0/DU	1.5/DU	1.0/DU
Santa Barbara, CA	1.25/DU	1.0/DU	1.5/DU	1.0/DU	2.0/DU	1.0/DU	2.0/DU	1.0/DU
Santa Clara, CA	1.0/DU	0.75/DU*^	1.0/DU	1.0/DU*^	2.0/DU	1.5/DU*^	2.0/DU	1.5/DU*^
Seattle, WA	1.0/DU	Based off District	1.0/DU	Based off District	1.0/DU	Based off District	1.0/DU	Based off District

AH = Affordable Housing / * = if near transit station / ^ = with TDM plan

City of San Diego

Affordable Housing Parking Study

Fact Sheet #2: Understanding Parking Demands for Affordable Housing

Introduction

To understand parking conditions at existing affordable housing developments, the City of San Diego surveyed residents of existing affordable housing developments about the number of vehicles available to each household, vehicle use, travel patterns, number of persons per household, and the demographic characteristics of the residents of each household. In addition, a profile of each housing complex was developed based upon neighborhood characteristics (land use and transit) and characteristics of each housing complex. The on-site and off-site parking conditions were also identified and analyzed. About 2,750 surveys were distributed to 34 affordable housing developments, with a 37% return rate. Of those returned, 875 surveys from 21 sites were analyzed. The results of the analysis provide a foundation for evaluating potential modifications to parking requirements for future affordable housing developments.

Key Concepts

To understand parking demand at affordable housing developments, the study sought to measure the number of cars, trucks, and motorcycles that are owned, leased, rented, or provided by employers for each housing unit. This measure is referred to as "household vehicle availability." The number of vehicles available to each household is important because it is roughly equal to the number of parking spaces that would be required. Additional parking needs for on-site staff and visitors were also analyzed as part of the study. Although household vehicle availability is an important measure of the needed number of parking spaces, other factors such as proximity to transit and neighborhood walkability were found to have an impact on parking demand and should be considered in making decisions about parking requirements. Environmental impacts and costs associated with providing the parking, the surrounding neighborhood, and policy goals are also important.

City of San Diego Base Parking Requirements

Type of Unit	Base Parking	Transit Area or Very Low Income	Parking Impact Zone
Single-Family Residences			
Detached single dwelling unit	2 per dwelling unit	na	na
Detached housing for senior citizens	1 per dwelling unit	na	na
Multi-Family Residences			
Studio up to 400 sf	1.25 per dwelling unit	1.0 per dwelling unit	1.5 per dwelling unit
1 bedroom / studio over 400 sf	1.5 per dwelling unit	1.25 per dwelling unit	1.75 per dwelling unit
2 bedrooms	2.0 per dwelling unit	1.75 per dwelling unit	2.25 per dwelling unit
3–4 bedrooms	2.25 per dwelling unit	2.0 per dwelling unit	2.5 per dwelling unit
5+ bedrooms	2.25 per dwelling unit	2.0 per dwelling unit	2.5 per dwelling unit
Rooming houses	1.0 per tenant	0.75 per tenant	1.0 per tenant
Boarder and lodger accommodations	1.0 per two boarders or lodgers	1.0 per two boarders or lodgers	1.0 per boarders or lodger in beach impact area
Residential care facility (6 or fewer persons)	1 per 3 beds or per permit	1 per 4 beds or per permit	1 per 3 beds or per permit
Transitional housing (6 or fewer persons)	1 per 3 beds or per permit	1 per 4 beds or per permit	1 per 3 beds or per permit
Residential accessory uses: retail sales	2.5 per 1,000 sf	2.5 per 1,000 sf	2.5 per 1,000 sf
Residential accessory uses: eating and drinking establishments	5 per 1,000 sf	5 per 1,000 sf	5 per 1,000 sf

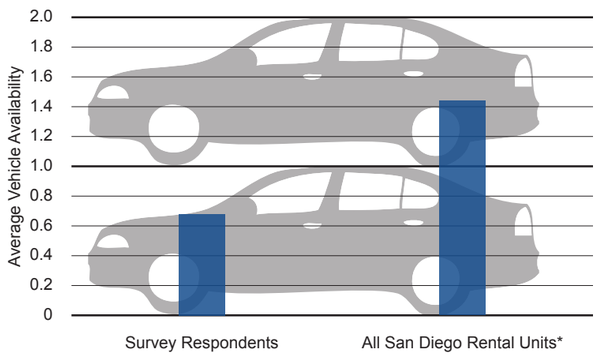
Source: San Diego Municipal Code, Chapter 14, Article 2, Division 5

Results From Affordable Housing Resident Survey

Average Household Vehicle Availability

On average, residents of affordable housing do not require as much parking as is typically required for rental housing in San Diego, which may justify the use of different parking requirements.

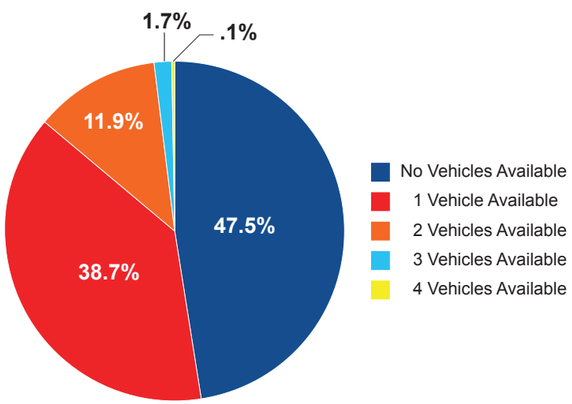
The results of the study show that the average level of household vehicle availability among survey respondents is almost half the average level for all rental housing units in San Diego.*



* Source: *2005-2009 U.S. Census American Community Survey*

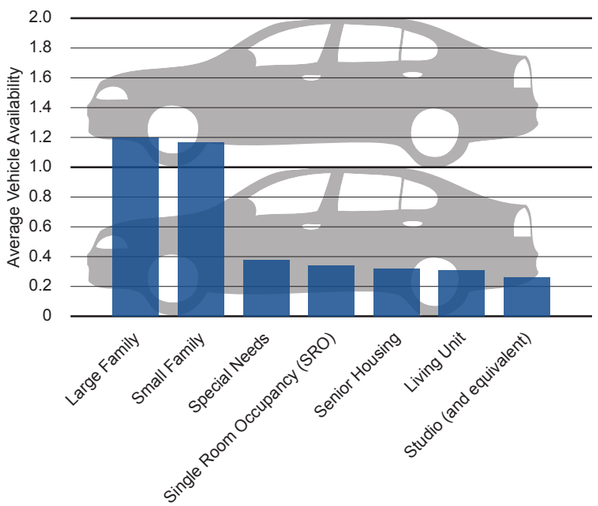
Distribution of Residents' Household Vehicle Availability

Almost half the households surveyed had no vehicle and 38.7% had only one vehicle. Only 13.7% of households had more than one vehicle.



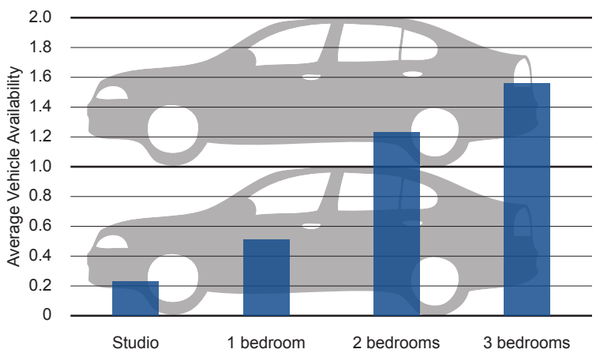
Average Vehicle Availability by Housing Type

Large family and small family affordable housing have significantly higher average vehicle availability than all other housing types.



Average Vehicle Availability by Unit Size

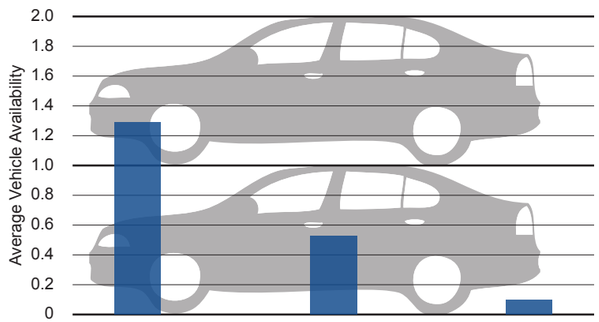
Larger housing units, measured by number of bedrooms, are likely to have more residents, more drivers, and higher average vehicle availability.



Average Vehicle Availability by Land Use and Transportation Context

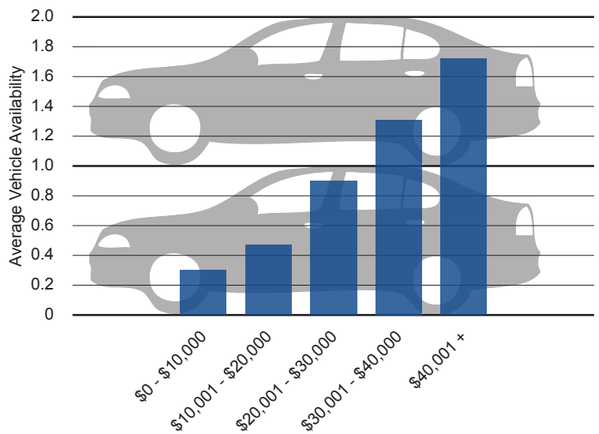
Neighborhood characteristics may influence vehicle ownership levels in affordable housing developments because people may not need cars if they can take transit or walk to destinations. The survey results showed that household vehicle availability is higher in areas that are less conducive to walking and have more limited access to transit.

As defined by a combined measure of the land use and transportation context, suburban areas have the highest mean vehicle availability and core areas have the lowest, with urban areas falling in the middle.



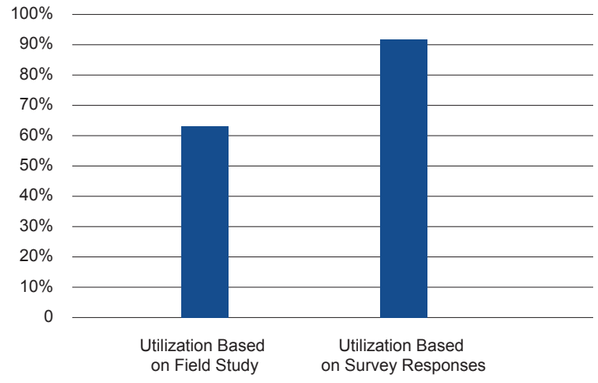
Average Vehicle Availability by Household Income Range

Vehicle availability is higher in households with greater annual income.



Parking Utilization

Overall, most of the affordable housing developments surveyed have unused parking. On-site parking utilization data indicated parking was less utilized than the household survey responses indicated. This is likely because data were collected at one point in time and the survey was based on the residents' aggregate experience. Overall, this indicates parking is oversupplied.



Other Results

- Average vehicle availability decreases in affordable housing developments with a higher percentage of residents over the age of 65. However, this is not considered individually significant because a senior housing development is likely to have a lower number of bedrooms AND more residents over 65 years of age.

Policy Considerations

- The interrelationship of factors affecting parking demand at affordable housing is important when making decisions (e.g., housing type, unit size, location, and walkability).
- Priority should be given to distinct, measurable factors that are typically evaluated in the project development review process (e.g., unit size or location).