

Parking Reform-Amendments to Chapter 8, Articles 2 & 6 of the Municipal code, and Council Policies 100-18,200-4, and 200-15, and a fee update Resolution





Comprehensive Parking Reform

Background:

- In June 2024, the Sustainability and Mobility Department commissioned a Comprehensive Parking Study to evaluate Parking Demand Management practices in the City.
- Focus areas of the study were the Community Parking Districts (CPDs), as well as regional parks (Mission Bay, and Balboa Park were selected for the analysis).
- Study was finalized in January 2025.
- Findings of the study were presented at ATI in January 2025.
- The parking reform package was presented and adopted at City Council June 2025

Objectives:

- Addressing competing curb and parking needs with better curbside management
- Sustainable approaches to gathering data that can be used to drive curb space policies and management decisions.
- Develop standards to appropriately price parking and achieving our curb space objectives
- Create an integrated parking system that is adaptable to the City's ongoing needs.

On-Street Parking- Recommendations

- Establish a framework for adjusting paid parking rates and utilizing dynamic rate structures
- Expand paid parking on Sundays to manage high demand
- Implement new parking meters and/or adjust rates on blocks with consistently high parking occupancy .
- Address gaps in paid parking network
- Implement special event pricing 
- Prioritize effective enforcement, encourage compliance

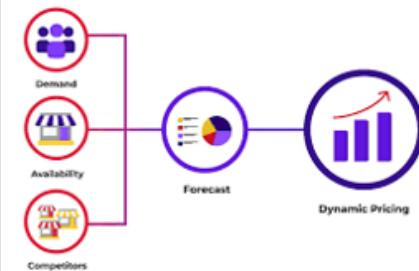
Hourly Rate Structure



Location-Based Rate Structure



Demand-Based Rate Structure





Implementing the On-Street Parking Recommendations

This package of amendments and policy changes is focused on managing curb space and on-street parking. Additional work is in progress to implement recommendations for management of City parking lots and facilities, such as Balboa Park.

Proposed Amendments

- Municipal Code Amendments
- Council Policies Amendments
- City Fee update

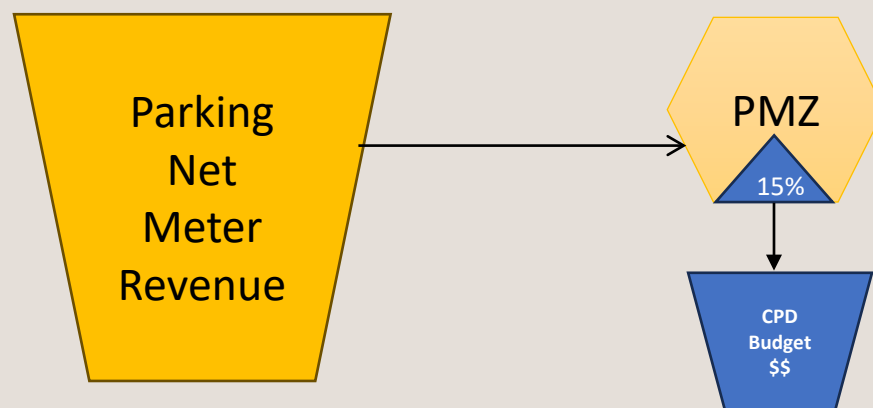


Municipal Code Amendments

- Amend language related to maximum rate, days of enforcement, and utilization targets to enable implementation of parking management strategies to utilize demand-based rate structures based on occupancy, duration, market rates, and location to enable consistent utilization and turnover of on-street parking. (SDMC 86.01).
- Update parking meter use of funds sections to include activities benefiting the management of parking utilization and availability, traffic control, parking alternatives, parking enforcement, and parking meter administration for all vehicle types. (SDMC 82.08, 82.09(b))
- Update and/or remove outdated code language regarding legacy programs, new parking design standards, etc. (SDMC 86.01,86.20).
- Amend residential parking permit programs to allow for more streamlined permit-area establishment and flexible program design to respond to the changing residential building landscape as a result of infill, density, and mixed-use development priorities of the City.
(SDMC 86.20)

Council Policy 100-18 (COMMUNITY PARKING DISTRICTS) Revisions

- Adjust revenue share (15%) to reflect increases to the hourly meter rates while holding CPD budgets the same.
- Adjust admin allowance to be based on budget for projects/activities directly implemented by the CPDs.
- Streamline the budgeting process to allow for earlier fund availability to CPDs and better alignment with the City's budgeting process.
- Allows for fund rollover within the operating agreement 3 year term.





Council Policy 100-18 (COMMUNITY PARKING DISTRICTS) Revisions

- Better define role regarding City decisions on curb space usage, parking management, etc.
- Improve management of CPD expenditures to provide greater clarity to CPDs for budget and workplan development
- Refine and specify authorized use of funds to align with Municipal Code and CA Vehicle Code.

Council Policy 200-04 and 200-15 Revisions

Council Policy 200-04 (**MANAGEMENT OF TIME LIMIT PARKING AND PARKING METER ZONES**) is revised to :

- 1) Simplify how parking meter zones are studied and established.
- 2) Provide explicit direction that a Community Parking District is not a requirement for new or expanded parking meter zones.
- 3) Establishment of process and requirements for implementation of Special Event pricing, Dynamic pricing, and extending enforcement hours.

Council Policy 200-15 (**VALET PARKING AND PASSENGER LOADING ZONE POLICY**) is revised to:

- 1) Remove outdated language regarding valet parking.
- 2) Clarify the size of the valet zones.

- Conduct Parking Study
- ↓
- Noticing
- ↓
- City Council Approval
- ↓
- Parking Meter Zone Established
- ↓
- Parking Meter Installation





Update to City Fees

- Update the cost of all valet parking permit applications to accurately reflect the cost of site assessment and field work required to install a valet area along the curb space.
- Add an annual "Loss of Revenue" fee for lost revenue in valet locations that utilize a space that would otherwise be paid parking spaces.
- Update to the Parking Meter Blockage Fee in traffic control permits managed by the Development Services Department (DSD) for construction within or impacting the public right-of-way where metered spaces have been established as enumerated in DSD Information Bulletin 117.
- Changes to the parking blockage fee require permit holders to coordinate with the City Treasurer Parking Management Office to remove/reinstall single-space or multi-space meters as applicable, and pay a daily fee for each paid parking space unavailable for public use during construction based on lost revenue from those spaces.

Thank You

