



THE CITY OF SAN DIEGO

**TODD GLORIA**

MAYOR

August 26, 2022

The Honorable Laura Friedman  
Member of the State Assembly  
1021 O Street, Room 6310  
Sacramento, CA 95814

**Re: Support AB 2097 (Friedman)**

Dear Assembly Member Friedman:

On behalf of the City of San Diego, I am writing in support of your measure, AB 2097, which would prohibit local governments from imposing parking requirements for certain projects located near public transit facilities.

Over the past several years, the City of San Diego has planned for and implemented major residential parking reforms through its landmark Climate Action Plan (CAP), the City's General Plan City of Villages Strategy, the City's Complete Communities initiative and the recently completed effort to reduce parking requirements for multi-family residential developments. Both the CAP and the City of Villages Strategy share an overarching goal to expand the range of activities aimed at reducing the level of emissions released into our atmosphere, developing robust multimodal transportation networks and providing a diversity of land uses near transit. Specific reforms already implemented in San Diego include:

- **Zero Minimum Parking Space Requirements** – Zero minimum parking requirements for multi-family residential development within Transit Priority Areas (TPAs) defined as areas within a half mile of an existing or planned major transit stop approved in 2019 with similar measures approved for commercial development in Fall of 2021.
- **New Transportation Amenities** – Based on a project's ranking for vehicle trip reduction, transportation amenities would be required. Amenities could include bicycle storage or repair stations; onsite bike share; transit pass subsidies; or onsite healthy food, retail or day care facilities.
- **Unbundling Cost of Parking from Cost of Housing** – Require any parking spaces that are provided be unbundled, meaning that the cost of parking must be paid separately and optional from the purchase price or rent of a home.
- **Affordable Housing Projects Incentivized** – No unbundling is required for projects in TPAs that include at least 20 percent affordable units.

- **Parking Maximum for Downtown** – Parking may not exceed a ratio of one space per unit except under certain circumstances where development potential is maximized and higher levels of EV charging is provided.
- **Mobility Choices Fee for Above Minimum Parking** – Incentivized lower parking within Mobility Zone 2 (TPAs) and Mobility Zone 3 projects by requiring the payment of the Mobility Choices fee where projects provided more than the minimum amount of parking required.

Last year, the City Council and I embarked upon an ambitious plan to reform parking requirements within non-residential land uses where people shop, work, play, and gather. They include neighborhood shopping centers, office buildings, restaurants, and other places visited throughout daily activities. Research has shown that the availability of parking plays a key role in the type of trip that will be made. If parking is available, patrons are more likely make the trip in an automobile. Further, land uses near high frequency transit present opportunities for reducing the reliance on the automobile and taking advantage of transit that is available. The plan specifically includes:

- **All Non-Residential** – Elimination of minimum parking requirements for a majority of non-residential land uses within transit priority areas (TPAs).
- **Neighborhood Serving Land Uses** – Elimination of minimum parking requirements for neighborhood serving land uses (CN zones) citywide.
- **Required ADA Loading** – If no parking is proposed, an ADA accessible loading area or on-street parking spot with clear path of travel to an accessible entrance is required.

AB 2097 is consistent with the City of San Diego's forward-thinking local initiatives to remove parking requirements to promote more housing by addressing high housing costs, and reducing greenhouse gas emissions. Both our efforts share an overarching goal to expand the range of activities aimed at reducing the level of emissions released into our atmosphere, developing robust multimodal transportation network and providing a diversity of land uses near transit. The California Air Pollution Control Officers Association (CAPCOA) in its *Quantifying Greenhouse Gas Mitigation Measures* report, estimates that the elimination or reduction of minimum parking requirements would result in a 5-12% reduction in VMT.

Please feel free to contact Moira Topp at (916) 930-7197 if you have any questions or concerns regarding the position of the City of San Diego.

Thank you for your leadership on this issue.

Sincerely,



TODD GLORIA  
Mayor  
City of San Diego