



PARKING STANDARDS IN TRANSIT PRIORITY AREAS

To implement the City's *Housing SD Initiative* and Climate Action Plan, the Planning Department performed a study on parking requirements with the following goals in mind:

PROJECT GOALS

- Increase housing affordability and supply
- Create communities as places to live and work
- Reduce automobile trips and traffic congestion

TECHNICAL ANALYSIS AND BENCHMARKING

This City worked together with third-party transportation experts on a data-informed effort to determine how to best reform the City's parking requirements. This involved a technical peer city review, testing, policy benchmarking, review of recent legislation, and informational interviews. Through the review of cities where parking policies have been successful, Seattle and Portland were identified as model cities. Both cities eliminated parking requirements for multi-family units that resulted in decreased automobile ownership, increased transit use, and greater housing production and affordability.

REGULATIONS

Zero Minimum Parking Space Requirements

- Zero minimum parking space requirements for multi-family residential development within Transit Priority Areas (TPA) defined as areas within ½ of a mile of an existing or planned major transit stop, if the planned major transit stop is scheduled to be completed within the planning horizon in SANDAG's Regional Transportation Improvement Program (RTIP).

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; transit pass subsidies; micro mobility charging spaces; or on-site healthy food retail or day care facilities.

Unbundling Cost of Parking from Cost of Housing

- Require any parking spaces that are provided to be unbundled, meaning that the cost of parking must be paid separately and optional from the purchase price or rent of a home.

- Allows residents to choose a unit without a parking space, along with the costs of car ownership, insurance, and gas.

Affordable Housing Projects Incentivized

- Zero minimum parking space requirements for all multi-family residential development that provide a minimum of 20 percent affordable units within TPAs.
- No unbundling of parking spaces required.
- Existing regulations that permit reduced parking requirements outside of TPAs for affordable housing will still apply.

Downtown San Diego

- In addition to the zero minimum parking space requirement, a maximum parking ratio of 1.0 space per unit was adopted for multi-family residential development in Downtown.
- A development may exceed a parking ratio of 1.0 space per unit if:
 - The development floor area ratio (FAR) is no less than 80% of the maximum FAR
 - At least 20% of all parking spaces provided include electric vehicle supply equipment
 - At least four points of transportation amenities are provided
 - All off-street parking spaces that exceed the 1.0 space per unit shall be within an underground parking garage
- The Downtown Community, with its high level of jobs, housing and transit options, also has a great opportunity for increased shared parking between commercial and residential buildings.

BENEFITS

- Reduce housing costs (\$35,000 to \$90,000 per space)
- Decrease GHG emissions by shifting from cars to other modes of transportation
- Implementation of transportation amenities for community benefit
- Increase housing and mobility choices for residents

