

Transit Priority Area (TPA) Multifamily Parking Update

Project Goals and Recommendations

Goals:

- Increase Housing Affordability
- Implement Climate Action Plan and City of Villages Strategy
- Reduce Auto Trips and Traffic Congestion

Recommendations:

- Market-Based Parking within TPAs
- Unbundle Cost of Parking from Cost of Housing
- Implement Transportation Amenities

Did You Know...

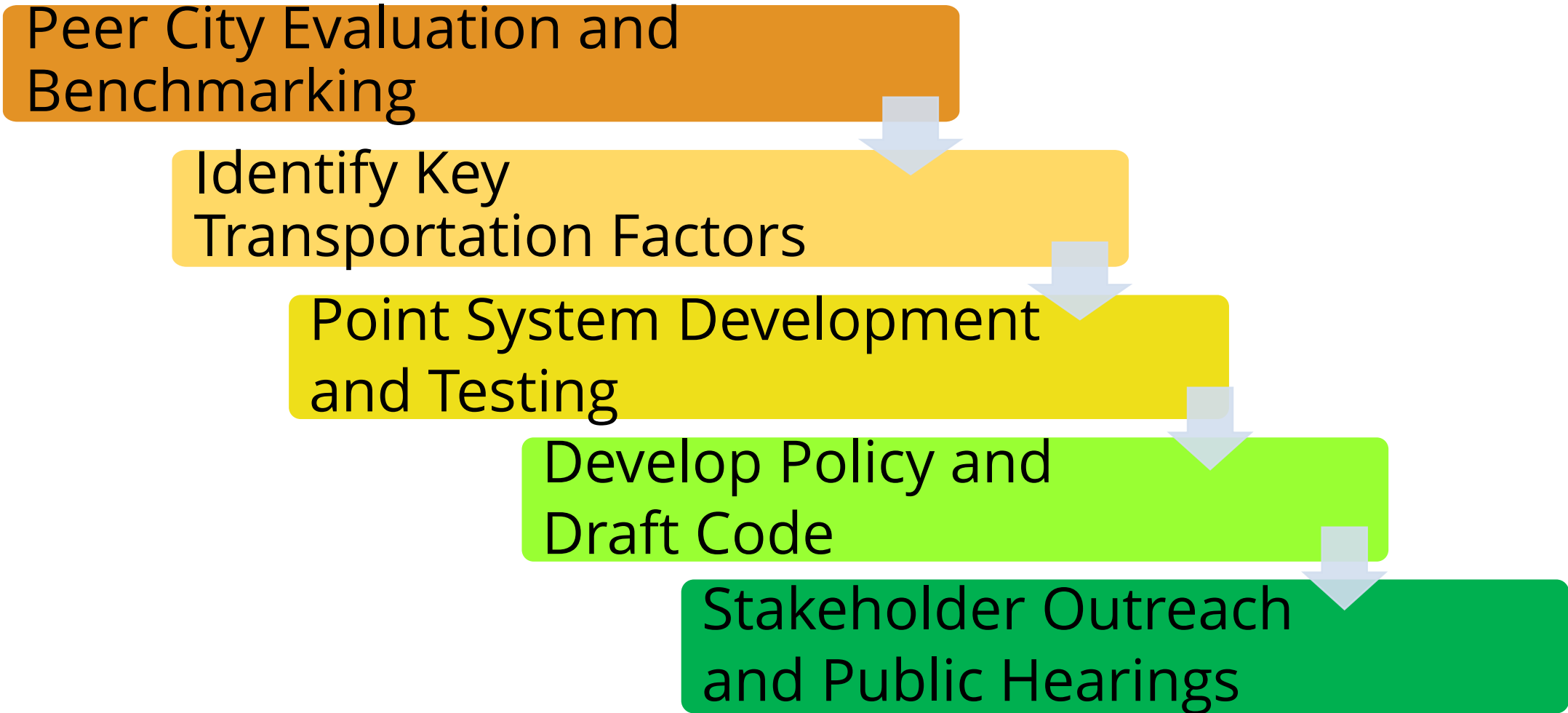
Parking is not Free

- One parking spot can cost between \$35,000, and upward of \$90,000 for an underground space
- McKinsey & Company 2016 *Tool Kit to Close California's Housing Gap* highlights the effectiveness of Regulatory Reform on Housing Affordability

Looking Forward, not Backward

- Rideshare and Micromobility (scooters, bikes, NEV) has completely changed how we get around
- New mobility technologies will likely disrupt trends, and result in a decrease in car ownership

Project Process



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
- Include cities with multifamily parking reduction policies

Peer Cities vs San Diego

Metric	San Diego	Seattle	Portland	Phoenix
City Population Size	1.4 million	724,745	647,805	1.6 Million
Metro Population Size	3.25 million	3.7 million	2.4 million	4.7 million
Square Mileage	325.19	83	133.3	515.7
Median Household Income	\$68,117	\$74,458	\$58,423	\$49,328
Number of Fortune 500 Companies	2	7	2	7
Vehicle Ownership Rate (2016)	1.77	1.37	1.48	1.65
Percent of HH w/o a vehicle (2016)	6.3%	17.1%	13.7%	4.0%
Public Transit average weekday ridership (metro area)	269,400	536,700	301,000	223,900
Transit Ridership by Population (Metro)	0.08	0.15	0.13	0.05
Bus	Yes	Yes	Yes	Yes
Light Rail	Yes	Yes	Yes	Yes
Streetcar	No	Yes	Yes	No
Other Public Transit	No	Monorail, Ferry	Aerial Tram	No
Car Share	1	3	5	2
Bike Share	Yes	Yes	Yes	Yes
MFH Parking Reductions in "TPAs"	TBD	Yes	Yes	Yes
Year Implemented	TBD	2004	2002, 2013*	2003, 2015
MFH parking requirements in TPA	N/A	No requirements	No requirements until 31 units	In TOD: -25% w/in 1,325 ft; -10% outside of 1,325 ft

Seattle Multi-Family Residential Parking Policy

Expanded Reduced Parking through Policy:

1980 – Zero Parking Minimums for Non-Residential Uses in Downtown

- Maximum Limit of 1 space per 1,000 sq ft for Non-Residential

2004 – Revised Zero Parking Minimums

- Limit to Urban Centers and Light Rail Stations

2010 – Expanded Zero Parking Minimums to Urban Villages

- 50% reduction for areas outside of urban villages

2018 – Reaffirmed the Parking Minimums

- Zero Parking Minimums within Urban Villages
- Required Unbundled Parking
- 50% Reduction in Parking Minimums outside of Urban Villages in Frequent Transit Service Areas

Portland Multi-family Residential Parking Policy

Refinement as a Result of Project Implementation:

2003 – Within 500' of Frequent Transit Exempt of Parking Regulations

2012 – Projects Approved with Zero Parking

- Planning Department Tasked with Review of Parking Regulations

2012 – Planning Department Analyzed Data

- Reviewed Data for Building Permits
- Evaluated Cost of Providing Onsite Parking
- Determined the Cost Affect to the Affordability of Units.

2013 – Revised Code to Reflect Analysis and Policy Input

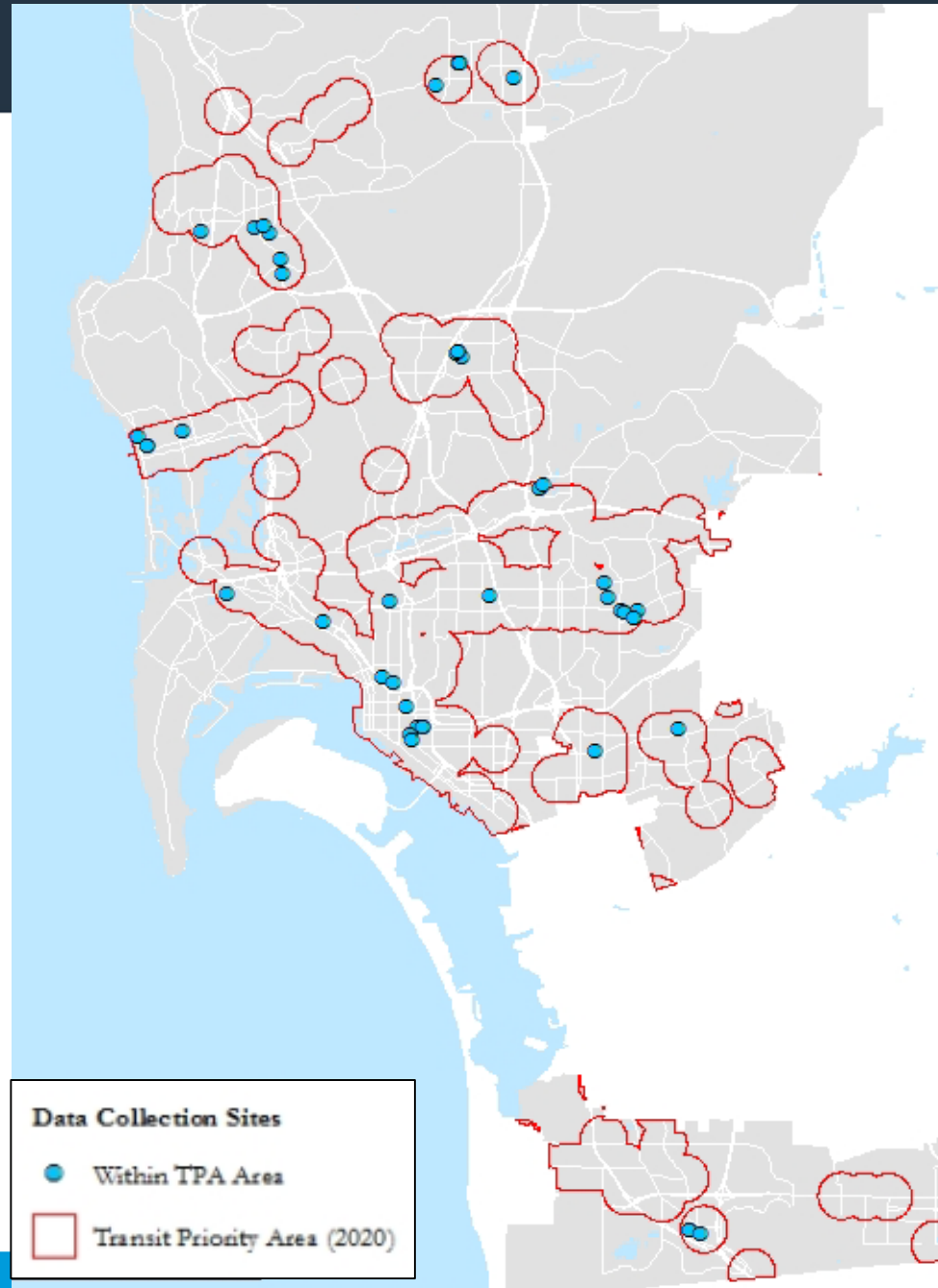
- No Parking Requirements for Residential Development with 30 Units or Less
- Required Parking Ratios for Residential at/above 31 Units; Lowest Ratio is .20 Parking per Unit

Statistically Significant Variables

1. Percentage of Households that are Families (%FH)
2. Jobs within Mile (JM)
3. Jobs Reachable within 30 Minute Transit Trip (JTT)
4. Median Household Income (MHI)

Testing

- 41 Multifamily sites within TPAs
 - 6 sites in downtown
 - Selected based on model
 - Selected through out the city



Findings from Testing (Outside of Downtown)

- 35 sample sites were compared to the actual parking demand observed at the site.
- 89% of the sample sites had lower demand than the tested ratio
- Sites with higher demand than tested ratios, excess demand averaged only 10%

CONCLUSION:

Testing indicated ratios could be lowered further

Findings from Testing (Downtown)

- 6 sample sites were compared to the actual parking demand observed at the site.
- 100% of the sample sites had lower parking demand than 1 space per unit
- Higher parking occupancy was observed off street during the weekday than weekend.

CONCLUSION:

Testing indicated a support for maximums

Parking Trends in Recent Housing Legislation

Bill Number	Brief Explanation
SB 35	<ul style="list-style-type: none"> • Waives all minimum parking requirements if criteria met such as affordable and 1/2 mile of “public transit” • For San Diego, requires 50% of units below 80% AMI
AB 2372 (CASA)	<ul style="list-style-type: none"> • Cities that opt-in cannot impose parking requirements in excess of 0.1 ratio for affordable, 0.5 ratio for market rate • Development must be within 1/2 mile of a major transit stop and include 20% affordable
AB 2162	<ul style="list-style-type: none"> • No parking minimums if development is one-half mile from a “public transit stop” • Applies to low and very low-income housing (permanent supportive)



Example Project

Example Project



- 127 Total Units
- 278 Total Parking Spaces (Subterranean)
- Testing Survey:
 - Weekday and Weekend PM Survey
 - 172 Parking Spaces Utilized
 - **106 spaces Unutilized**



Proposed Recommendations

- Citywide to Allow for Zero Parking Minimums within TPAs (Outside Downtown)
 - Inclusion of Transportation Amenities
 - Where Parking is Provided, Unbundled Parking is Required
- Downtown to Allow for Zero Parking Minimum
 - Maximum Parking Cannot Exceed Current Parking Ratios
 - Where Parking is Provided, Unbundled Parking is Required
- Affordable Housing Regulations (within TPAs) to Match Citywide Zero
 - Transportation Amenities and Unbundled are not required

Unbundle parking:
parking space is separated
from rent/price of unit)



Transportation Amenities

Points	Bedroom Ratio	Jobs Within a Mile	Environment Priority Index	Transit Commute Score
0	3+	≤4,500	≤10	-
1	3-2.5	>4,500	10.1-25	≤25,000
2	2.49-2.0	-	25.1-40	>25,000
3	1.99-1.75	-	40.1-55	-
4	1.74-1.5	-	>55	-
5	≤1.49	-	-	-

*Not required for Affordable Housing Projects



Transportation Amenities Sample Project Score

Points	Bedroom Ratio	Jobs Within a Mile	Environment Priority Index	Transit Commute Score
0	2 Points	+ 1 Point	+ 2 Points	+ 2 Points
1				
2				
3				
4				
5				

= Score of 7




Transportation Amenities Score

Transportation Amenity Score (Section 142.0528(c)(1))	Transportation Amenity Measures Requirements
1-3	6 points
4 -7	4 points
8-9	2 points
10+	0 points



Example Transportation Amenities

Transportation Amenity	Points
Transit Infrastructure Improvements	5
Transit Subsidies	3
Transit and Rideshare Information	1
Bicycle Fleet	1
Micro Mobility Fleet	2
On-site Bicycle Repair Station	2
Car Share	3
Guaranteed Ride Home	2
Subsidies for Rides with Transportation Network Companies (TNC)	2
Child Transportation Storage	1
Delivery Support	1
On-site Childcare	5
Healthy Food Retail	5
Micro Mobility *10%	3
Micro Mobility *25%	5
Outdoor Fitness Circuit	2
Private Outdoor Fitness Circuit	1
On-site Passenger Loading Area	2
Co-working Space	2

 Community benefit



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Schedule

- | | | | |
|---------------------------------------|-------------------------|--------------|------------|
| • CMT TPA Parking Ad-hoc subcommittee | | Dec 19, 2018 | 9-11am |
| • Code Monitoring Team | | Jan 9, 2019 | 10-11:30am |
| • Technical Advisory Committee (TAC) | | Jan 9, 2019 | Noon-2pm |
| • Community Planners Committee (CPC) | | Jan 22, 2019 | 7-9pm |
| • Planning Commission | | Jan 31, 2019 | 9am |
| • Council Committee | <i>Tentative</i> | Feb 6, 2019 | TBD |
| • City Council | <i>Tentative</i> | Feb 25, 2019 | TBD |