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The following memorandum comprises Task 4.2 Parking Program Case Study Analysis of the referenced parking study. This memo includes an analysis of the parking policies of eight jurisdictions with high costs of housing that have enacted reforms for their parking requirements for multi-family housing. These cities were selected for review based on our preliminary understanding of material efforts to enact reforms in this area. Parking policies from the following jurisdictions were analyzed as part of this task:

- Santa Monica, CA
- San Francisco, CA
- Berkeley, CA
- Los Angeles, CA
- San Diego, CA
- Oakland, CA
- Portland, OR
- Minneapolis, MN

SUMMARY OF CASE STUDY PARKING POLICIES

Table 1 on the following page summarizes the key elements evaluated as part of this analysis for each of the selected cities.

The following elements were analyzed in each of the selected cities:

- Whether the City eliminated or reduced parking requirements for residential development, and the polic(ies) enacted.
- Whether the City has instituted parking maximums for residential development.
- Whether the City requires that the cost of parking is sold separately from the cost to own or buy a housing unit (“unbundling”).
- Whether the City requires developers to build bicycle parking or allows for reductions in automobile parking requirements for the provision of bicycle parking spaces.
- Whether the City requires developers to build car share parking spaces or allows for reductions in automobile parking requirements for the provision of car share parking spaces.
- Whether the City has a transportation demand management (TDM) ordinance that requirements multi-family developments to provide certain TDM measures, or whether the City allows reduction in required automobile parking for the provision of TDM provisions.

Table 1: Summary of Case Study Multi-Family Parking and Transportation Policies

	Multi-Family Reduced or Eliminated Parking Minimums	Multi-Family Parking Maximums	Requires Unbundling Parking Cost from Housing Cost ¹	Bicycle Parking Required	Car Share Parking Required	TDM Required as part of Ordinance
Santa Monica	Downtown – no minimums Near transit – reduced minimums	Downtown - Yes	Certain areas of the City – Yes	Yes	No	Yes
San Francisco	No minimums	Yes	Yes	Yes	Yes	Yes
Berkeley	No minimums except for Hillside properties	Near transit - yes	Yes	Yes	Yes	Yes
Los Angeles	Downtown – no minimums (pending) Cornfield Arroyo Seco Plan – no minimums Adaptive Reuse projects – no minimums	No	Cornfield Arroyo Seco Plan - Yes	Yes	No	Pending
San Diego	Downtown or near transit – no minimums	Downtown – yes	Downtown or near transit – Yes	Yes	No	Near transit - Yes
Oakland	Downtown or certain zones – no minimums	Downtown or certain zones – yes	Yes	Yes	Downtown – Yes	No
Portland	Downtown – no minimums Near transit – reduced minimums	When 25% or more of parking is surface parking – Yes	No	Yes	No	Near transit – Yes
Minneapolis	No minimums	Yes	No	Yes	No	Yes

¹ Unbundling of parking for housing refers to charging for parking separate from the cost to rent or by the housing unit.

Source: Walker Consultants, 2021.

This analysis includes the parking policies that focus on the downtown core or central business district (CBD) of each community. Given that LA County does not have well-defined CBDs or town centers, these policies are likely not applicable to all LA County communities. However, select policies could be applied to transit oriented development (TOD) districts or other neighborhoods with high density and frequent transit service.

SANTA MONICA

POLICY(IES) ENACTED

ELIMINATION OF PARKING MINIMUMS AND INSTITUTION OF PARKING MAXIMUMS DOWNTOWN

The Santa Monica City Council unanimously approved the Downtown Community Plan (DCP) on July 25, 2017. The DCP is a roadmap guiding the evolution of Downtown Santa Monica, a 229-acre area (40 blocks) identified by the City's Land Use and Circulation Element (LUCE). The DCP is the central planning tool that guides the future of Downtown Santa Monica over a 15-year period.

Seven key elements anchor the DCP:¹

- ***Housing is strongly encouraged to accommodate residents of all incomes, family situations, and stages of life.***
- *New and enhanced public spaces will add to Downtown's attractiveness.*
- *Expanded cultural, entertainment, and artistic offerings will add to Downtown's identity as the city's cultural heart.*
- *Preservation of historic and character-defining buildings will help maintain Downtown's identity as new infill projects take shape.*
- *Downtown's economic engine will be supported to maintain services and resident's high quality of life.*
- *Improvements to the mobility network will make getting around town efficient and safe.*
- *A diverse range of new uses, activities, and preferred services will support the emerging Downtown neighborhood and promote social connectedness and community wellbeing.*

The DCP incentivizes housing production through a streamlined administrative approval process for projects that meet set size, height, and design standards. Additionally, 20-30 percent of units (depending on building height) in multi-family developments are required to be Affordable.

The DCP included an elimination of parking requirements for all new development in the DCP area and implementation of parking maximums for the DCP area. Prior to eliminating the parking requirement in the DCP, on average, one or more parking spaces was required for each dwelling unit.

Table 2, on the following page, summarizes the City's residential parking requirements after the DCP parking regulations were passed. Reduced parking requirements are allowed for those areas in the immediate vicinity of high-quality transit stations or stops and the Memorial Park Specific Plan area (these areas are designated as Parking Overlay 1). The DCP area has no parking minimums, only parking maximums.

¹ Santa Monica City Council Approves Downtown Community Plan with Ambitious Affordable Housing Incentives and Requirements. July 26, 2017. <https://www.santamonica.gov/press/2017/07/26/santa-monica-city-council-approves-downtown-community-plan-with-ambitious-affordable-housing-incentives-and-requirements>

Table 2: City of Santa Monica Off-Street Parking Requirements for Residential Uses

Housing Type	Parking Minimums (spaces/unit, unless otherwise noted)			Parking Maximums (spaces/unit, unless otherwise noted) DCP
	Citywide	Parking Overlay 1	DCP	
Multi-Unit Dwelling (including duplexes and Single-Room Occupancy Housing)				
Guest	0.2	0.1	0	0.07
Studio	1	1	0	0.5
1 bedroom ¹	1.5	1	0	0.5
2+ bedrooms ¹	2	1.5	0	1
Single Unit Dwelling	2	2	0	2
Second Dwelling Unit	1	1	0	N/A
Deed Restricted Affordable (Duplex, Multi-Unit Dwelling, and Single-Room Occupancy Housing)				
Studio	0.5	0.5	0	0.03
1 bedroom	0.75	0.5	0	0.25
2+bedrooms	1	1	0	0.25
Senior Citizen Multiple-Unit Residential				
Unit	0.5	0.5	0	0.5
Guest	0.2	0.17	0	0.17
Low and moderate income units	0.25	0.25	0	0.25
Senior Group Residential				
Unit	0.5	0.5	0	0.5
Guest	0.2	0	0	N/A
Deed restricted Affordable	0.25	0.25	0	0.25
Group Residential (per bed)	0.5	0.5	0	0.5
Congregate Housing (per bed)	0.2	0.2	0	0.2
Elderly and Long-Term Care (per bed)				
Residences	0.5	0.2	0	0.2
Visitor	0.2	0	0	N/A
Residential Facilities (per bed)				
Residential Care, General (>6 residents)	0.5	0.5	0	0.5
Visitor	0.2	0.2	0	0.2
Residential Care, Senior (>6 residents)	0.25	0.25	0	0.25
Visitor	0.2	0.2	0	0.2
Hospice (General) – >6 residents	0.25	0.2	0	0.2
Supportive Housing (per bed) – >6 residents	0.5	0.2	0	0.2
Visitor	0.2	0	0	N/A

¹ All private living spaces including but not limited to dens, studios, family rooms, studies and lofts are considered as “bedrooms” except that a maximum of one such room per unit shall not count as a bedroom if it is less than 100 square feet in area.

Note: For Residential Care (Senior) with fewer than 6 residents, Residential Care (Limited), Family Day Care, Hospice (General) with fewer than 6 residents, Hospice (Limited), Supportive Housing with fewer than 6 residents, and Transitional Housing, parking is only required for the existing residence. Source: Santa Monica Municipal Code Article 9, Division 3, Chapter 9.28, Table 9.28.060

TRANSPORTATION DEMAND MANAGEMENT (TDM)

The City of Santa Monica has a TDM ordinance in place for projects with 16 residential units or more.²

PROGRAMATIC ELEMENTS

Per the zoning ordinance, the following programmatic elements are required for residential uses as part of the TDM ordinance:

- Provide a transportation welcome package for residents.
- Implement a marketing and outreach program for the rental of units that targets: (A) employees of businesses located within a one-half mile radius of the project; (B) employees of the local hospitals; (C) employees of the Santa Monica Malibu Unified School District; (D) employees of the City's police and fire departments; (E) employees of businesses outside the one-half-mile radius but within the City of Santa Monica. In leasing units, the developer shall give priority to applicants in the foregoing categories provided that all such applicants meet generally applicable leasing qualifications and criteria imposed by the developer. It is not required that any residential units are occupied by such persons.
- Participate in a Transportation Management Organization (TMO). TMOs are City-certified organizations that provide transportation services in a particular area or Citywide. They are generally public-private partnerships, consisting primarily of area businesses with local government support. TMOs provide an institutional framework for TDM programs and services.
- Provide a monthly transportation allowance equal to at least 50 percent of the current cost of a monthly regional transit pass of the resident's choice (provision does not apply to a 100 percent Affordable project).
- Provide and maintain a pedestrian wayfinding information program to direct employees, visitors, and residents to/from the project site and nearest public transit locations, including bus stops, rail stations, and bikesharing facilities.
- Provide on-site transportation information including:
 - Current maps, routes, and schedules for public transit routes within one-half mile of the project site.
 - Transportation information including regional ridesharing agency, local transit operators, and certified TMO.
 - Ridesharing promotions material supplied by commuter-oriented organizations.
 - Bicycle route and facility information, including rental and sales locations, regional/local bicycle maps, and bicycle safety information within one-half mile of the project site.
 - A list of facilities available for carpoolers, vanpoolers, bicyclists, transit riders and pedestrians at the site.
 - Walking and biking maps for employees and visitors, including information about convenient local services and restaurants within walking distance.
 - Information to commercial tenants and employees regarding local rental housing agencies.

DESIGN ELEMENTS

Per the zoning ordinance, the following TDM-related design elements are required for residential projects:

- Provide sidewalks or other designated pathways that follow direct and safe routes from sidewalks in the public right-of-way to pedestrian entrances.

² Santa Monica Municipal Code Article 9, Division 6, Chapter 9.53

- Provide the required bicycle parking (discussed in the Bicycle Parking section).

TDM PROGRAM ADMINISTRATION

The TDM requirements are located within the Santa Monica Municipal Code (Article 9 Planning and Zoning, Division 6 Land Use and Zoning Related Provisions). There are two designated TDM staff at the City located within the Community Development Department. Developers are required to submit a Preliminary TDM Plan that meets the requirements of the TDM ordinance at the time of application for the project's planning entitlement. The Planning Director provides the developer initial comments on the preliminary Plan within 30 days. The Planning Director approves or disapproves the Preliminary TDM Plan. Developers have 30 days to revise the Plan if given a notice of disapproval. Prior to issuance of a building permit, design components of the TDM Plan must be shown on the construction drawings and be approved by the Planning Director. Prior to issuance of a Certificate of Occupancy, a Final TDM Plan is submitted and approved by the Planning Director and recorded against the property.

Developers are required to assign a Project Transportation Coordinator to manage all aspects of the TDM plan. Developers are required to submit an annual monitoring report to the Planning Director. Developers are also required to pay an annual TDM fee to pay for the cost of administration, including TDM outreach and support and City TMO implementation and activities.

UNBUNDLED PARKING

For residential developments with four or more units or in new conversions of non-residential buildings to residential use of 10 units or more, the City requires residential developments in certain areas of the City to unbundle parking, or sell/lease parking spaces separate from the purchase or lease of the residential use.³ Projects with 100 percent Affordable units are exempt from this requirement.

BICYCLE PARKING

The City has bicycle parking requirements for short-term and long-term bicycle parking, as follows:⁴

- For residential uses (excluding single unit dwellings, duplexes, and family day care),
 - Long-term bicycle parking – 1 space per bedroom (including studios)
 - Short-term bicycle parking – 10 percent of long-term bicycle parking (minimum 2 spaces per project)
- Senior housing
 - Long-term bicycle parking – 0.5 space per bedroom (minimum 2 spaces per project)
 - Short-term bicycle parking – 25 percent of long-term bicycle parking (minimum 2 spaces per project)

Substitution of non-required bicycle spaces for required parking is allowed (excluding single or two-unit dwellings) according to the following provision:

- For every 5 bicycle spaces that are provided in the footprint of a required parking space, the parking requirement is reduced by 1 space, up to a maximum of 15 percent of the required parking spaces.

³ Santa Monica Municipal Code Article 9, Division 3, Chapter 9.28

⁴ Santa Monica Municipal Code Article 9, Division 3, Chapter 9.28, Table 9.28.140

CAR SHARE PARKING

Substitution of car share parking spaces for required parking is permitted if the following conditions are met:⁵

- For every car-share parking space provided, the parking requirement is reduced by 2 spaces, up to a maximum of 25 percent of the required parking spaces (not to exceed 10 spaces).
- A copy of the car-sharing agreement between the property owner and car-sharing company must be provided to the City.

IMPETUS/GOALS FOR PARKING POLICY

Per the City of Santa Monica's press release following adoption of the DCP:⁶

Eliminating parking minimums lets the market dictate whether a builder incorporates on-site parking and at what level. Over time, this is meant to encourage shared parking and use of alternative modes of transportation rather than contributing to congestion by subsidizing parking by requiring minimum levels of additional parking construction for every new building.

Former Mayor of Santa Monica Ted Winterer wrote an opinion article for the Los Angeles Times discussing why the City eliminated parking requirements for all developments in the DCP area.⁷ He included the following key points in his article:

- **By not requiring new parking, we can lower the overall cost to build new housing, remove barriers to opening businesses, spur the creative reuse of existing buildings and encourage drivers to more efficiently use the spaces that already exist.**
- **Parking is expensive to build. A single parking spot adds 12.5 percent to the price of an apartment.**
- Santa Monica pioneered the “park once” strategy with centralized public parking structures that made it easy for people to leave their cars behind and walk to multiple activities.
- Santa Monica has a robust transportation system with the Expo Line, Big Blue Bus, and bikeshare.
- Driving less helps to reduce carbon footprint and fight climate change.
- Drivers are more open to using public transit, walking or cycling when there's less access to cheap and easy parking.
- Parking has been extensively built in Southern California.
- Downtown Santa Monica already has approximately 10,000 parking spaces, much of which is inefficiently used.

⁵ Santa Monica Municipal Code Article 9, Division 3, Chapter 9.28

⁶ Santa Monica City Council Approves Downtown Community Plan with Ambitious Affordable Housing Incentives and Requirements. July 26, 2017. <https://www.santamonica.gov/press/2017/07/26/santa-monica-city-council-approves-downtown-community-plan-with-ambitious-affordable-housing-incentives-and-requirements>

⁷ Opinion: Why Santa Monica got rid of parking minimums downtown. And why other cities should consider following suit. Ted Winterer. Los Angeles Times. September 25, 2017. <https://www.latimes.com/opinion/livable-city/la-ol-santa-monica-parking-minimum-density-transit-20170924-story.html>

David Martin, Santa Monica's Director of Planning and Community Development, was quoted for the American Planning Association article "People Over Parking" and stated:⁸

We're trying to create a new model of mobility and not emphasize the car as much as we've done in the past.

PARKING POLICY OUTCOMES

David Martin, the Planning and Community Development Department Director, prepared a report on March 22, 2019 which provided an update on the outcomes of the DCP policy. Between the adoption of the DCP (July 25, 2017) and the date of the report, the report states that five projects were proposed with no parking on site.⁹ These projects included four 100 percent Affordable housing projects, and one mixed-use housing project with 40 units (20 percent Affordable). Five Single Room Occupancy (SRO) mixed-use housing projects totaling 320 units were proposed for the DCP area and all five projects elected to build no parking on site.

The report states:

With the abolition of parking minimums, a handful of single lot projects are moving forward and providing both ground floor active commercial spaces as well as upper-level housing.

⁸ *People Over Parking*. Jeffrey Spivak. American Planning Association. October 2018.

<https://www.planning.org/planning/2018/oct/peopleoverparking/>

⁹ *Downtown Community Plan Monitoring Report*. City of Santa Monica Information Item March 22, 2019, from David Martin, Community Development Department Director. <https://www.smgov.net/departments/council/infoitems.aspx>

SAN FRANCISCO

POLICY(IES) ENACTED

ELIMINATION OF PARKING MINIMUMS CITYWIDE

On December 11, 2018 San Francisco’s Board of Supervisors voted to eliminate minimum parking requirements for all land uses citywide. Before the legislation, not all parking districts had minimum parking requirements, but those that did typically required one parking space per unit.

Prior to the elimination of minimum parking requirements, San Francisco had the following options for reducing required parking under the Planning Code:¹⁰

- Replace with Bike Parking – Any project could replace required parking for automobiles with bike parking.
- Any 100 percent Affordable housing project could waive off-street parking requirements in any zoning district except for RH1, and RH2 (single-family and two-family districts).
- The Zoning Administrator could administratively waive any off-street parking requirements for any project in a Neighborhood Commercial District.
- Any project that triggers the City’s Transportation Demand Management (TDM) Ordinance could reduce parking below required levels if, and to the extent in which such a parking reduction is used to meet their TDM requirements. These tended to be for larger projects.
- San Francisco’s local density bonus program (HOME-SF) is designed to incentivize building more affordable and family-friendly housing in neighborhood commercial and transit corridors through zoning modifications such as *waiving minimum parking requirements*. HOME-SF projects require an entitlement called “HOME-SF Project Authorization,” which requires Planning Commission approval, pursuant to the Planning Code.
- Accessory Dwelling Units (ADU) in San Francisco were not required to include off-street parking.
- In certain zoning districts, projects whose sole frontage is on a protected street (fronting the bike network, key transit routes or neighborhood commercial street) were not required to include off-street parking.

All zoning districts have a maximum parking limit. The 2018 policy did not change the parking maximums. Parking maximums range from 0.25 space per dwelling unit to 1.5 spaces per dwelling unit, depending on the zoning district.

Table 3 summarizes the residential parking requirements in the City of San Francisco after the 2018 policy was passed.

Table 3: City of San Francisco Off-Street Parking Requirements for Residential Uses

	Parking Minimums (spaces/unit) Citywide	Parking Maximums (spaces/unit) Varies based on the Zone
Dwelling Unit	0	0.25-1.5
Group Housing of any kind	0	N/A

Source: Ordinance No 311-18, Table 151.

¹⁰ Overview & FAQ Legislation to Remove Parking Minimums in San Francisco. Paul Chasan, Senior Planning/Urban Designer. https://www.spur.org/sites/default/files/2020-05/paul_chasan_overview_and_faq.pdf

TRANSPORTATION DEMAND MANAGEMENT (TDM)

The City of San Francisco has TDM requirements in place for residential land uses. Projects are assigned points based on how many parking spaces are provided. TDM measures are grouped into eight categories with a menu of options for each category. Applicants are given point values for each option that they select.¹¹

PROGRAMMATIC ELEMENTS

The following programmatic elements are included in the menu of options as part of the City's TDM program:

- Car share
 - Membership
- Family
 - On-site childcare
 - Provision of utility cart or cargo bicycles
- Information and Communications
 - Tailored transportation marketing services
- High occupancy vehicles
 - Contributions/incentives equivalent to the cost of a monthly bus pass
 - Shuttle bus service
- Parking management
 - Unbundled parking
 - Provide parking supply less than the established neighborhood parking rate

DESIGN ELEMENTS

The following design elements are included in the menu of options as part of the City's TDM program:

- Car share
 - Parking
- Family
 - Storage for car seats/strollers
- Information and communications
 - Multi-modal wayfinding signage
 - Real-time transportation information displays
- Active transportation
 - Bicycle parking
 - Bicycle repair station
 - Bicycle maintenance services
 - Bicycles for residents
 - Bike share membership
 - Streetscape improvements
- Delivery
 - Area for receipt of deliveries
- Land use

¹¹ *Transportation Demand Management Measures*. City and County of San Francisco. Adopted August 4, 2016, Version 3. Updated March 11, 2021. https://default.sfplanning.org/transportation/tdm/TDM_Measures.pdf

- On-site Affordable housing

TDM PROGRAM ADMINISTRATION

The TDM provisions are located within the City's Planning Code, Sec 169 Transportation Demand Management Program. The Planning Department administers the TDM Program. The property owner submits a TDM Plan Review Application to the Planning Department with an administrative fee, and the Planning Department reviews and approves the Plan. If the project is approved, the requirement for a TDM Plan is included as a Condition of Approval. The final TDM Plan is record to the property through a Notice of Special Restrictions as part of and prior to issuance of the building permit.

Planning Department staff conduct a site inspection to confirm that all approved physical improvement measures in the TDM plan have been implemented and/or installed, prior to the Certificate of Occupancy. Throughout the life of the property, the property owner is required to maintain a TDM coordinator who coordinates with the City on the project's compliance with the approved TDM Plan. The property owner submits annual compliance reports to the Planning Department, along with an administrative fee. City staff may access the property to conduct site visits, surveys, inspection of physical improvements, and/or other empirical data collection. City staff may request that the property owner facilitate in-person, phone, e-mail, or web-based interviews with residents, tenants, employees, and/or visitors.

UNBUNDLED PARKING

San Francisco requires off-street parking spaces for residential projects with 10 or more units to be sold or leased separately from the rental or sale of dwelling units.¹²

BICYCLE PARKING

Bicycle parking is required for residential uses. Long-term and short-term spaces need to be provided, as follows:¹³

- 1 long-term space/unit. For developments over 100 units, 100 units plus 1 space for every 4 units need to be provided
- 1 short-term space/20 units.

Developers can satisfy a portion of the required bicycle parking by paying a bicycle parking in lieu fee, which is deposited into a bicycle parking fund.

CAR SHARE PARKING

If parking is provided, car share spaces are required when a project has at least 50 units. The following car share parking spaces are required:¹⁴

- 50-200 residential units – 1 space
- 201+ residential units – 2 spaces, plus 1 space for every 200 dwelling units over 200

¹² *Downtown Boise Parking Strategic Plan*. City of Boise, prepared by Kimley Horn. <http://www.ccdco Boise.com/wp-content/uploads/2016/02/Document-D3-City-Carshare-Best-Practices.pdf>

¹³ *San Francisco Planning Code. Article 1.5. Section 155.2. Table 155.2*

¹⁴ *San Francisco Planning Code. Article 1.5. Section 166.*

Car share spaces must be made available, at no cost, to a certified car share organization for purposes of providing car share services for its car share service subscribers.

IMPETUS/GOALS FOR PARKING POLICY

Per the adopted ordinance that eliminated parking minimums citywide:¹⁵

In the 1950s, the Planning Code established minimum parking requirements for new buildings. Beginning in 1973, the City reduced or streamlined minimum parking requirements in various San Francisco zoning districts as a strategy to reduce traffic congestion, encourage the use of sustainable transportation modes (walking, cycling, and transit), and reduce housing and building costs. The recently-enacted Accessory Dwelling Unit, Transportation Demand Management, and HOME-SF ordinances all permit exceptions from minimum parking requirements. Eliminating parking requirements in all zoning districts City-wide furthers these goals as well as the policies and objectives of the General Plan's Transportation Element.

San Francisco Planning Department staff cited the following benefits of removing parking minimums:¹⁶

- **Reduced cost of constructing housing.**
 - **Underground parking space in San Francisco - \$38,000/space**
 - **Above ground parking space in San Francisco - \$29,000/space**
 - **Anecdotal conversations by Planning staff with local developers indicate these numbers are grossly underestimated. Staff believes the actual cost of building off-street parking in San Francisco to be \$70,000-\$80,000 / space.**
- **Increased Housing Production – Not building parking frees up space for more productive land uses like housing. On small or irregularly shaped sites, sponsors may not be able to fit their required parking spaces. This limits the overall unit count they can legally build, constraining the overall density of the building.**
- **Reduced Reliance on Cars and Better Support for Neighborhood Retail – People who don't have access to parking spaces are more likely to use transit and more likely to shop locally.**
- **Increased Safety for People Walking and Biking – Less parking means fewer cars crossing the sidewalk.**
- **Support Neighborhood Diversity – Diverse housing stock supports diverse family sizes and lifestyles. While many people will still use their cars, other San Francisco residents don't own or need a car.**
- **Better Architecture – Mandatory off-street parking results in bulky buildings, because parking garages require a lot of space. Parking driveways result in inactive building facades.**
- **Improved process for Small Property and Business Owners – The primary beneficiaries of this legislation will likely be small property owners/homeowners and small business owners. While the Planning Code had numerous options for project sponsors to reduce off-street parking, doing so requires a level of technical expertise that disproportionately benefits larger projects where developers can afford to hire consultants to help them navigate our complex process.**

¹⁵ File 181028. Committee/Board of Supervisors. Agenda Packet Contents List. Land Use and Transportation Committee. November 26, 2018. <https://sfgov.legistar.com/View.ashx?M=F&ID=6825621&GUID=F6C1EAE0-223D-41E8-9D54-E902C6447502>

¹⁶ Overview & FAQ Legislation to Remove Parking Minimums in San Francisco. Paul Chasan, Senior Planning/Urban Designer. https://www.spur.org/sites/default/files/2020-05/paul_chasan_overview_and_faq.pdf

PARKING POLICY OUTCOMES

A graduate student at San Jose State University conducted a study in 2016 on the impacts of San Francisco's parking reforms on housing affordability.¹⁷ This study was conducted prior to the elimination of all parking requirements in the City in 2018. However, at the time of the study, certain districts within the City had already eliminated parking requirements.

The study compares the Market and Octavia Plan Area, which has no parking minimums to the Van Ness Special Use District, which had a parking requirement of 1 space per dwelling unit. Using City and County of San Francisco databases and documents, the study collected data on all real-estate developments in these two areas with at least 10 housing units and which were approved by the San Francisco Planning Commission between April 8, 2008 and November 18, 2014. Statistical tests compared these two areas based on four outcome variables:

- Parking supply – On average, developments with no minimum requirement had 0.36 spaces per unit and those with a minimum requirement had 0.90 spaces per unit. The study estimates that had the City maintained parking minimums throughout the study area, developers would have produced an additional 1,577 parking spaces occupying 473,230 square feet.
- Housing density – On average, developments with no minimum requirement had 263 units per acre and with a minimum requirement had 162 units per acre. The study estimated that a typical 0.4-acre lot with a minimum parking requirement, on average, had about 39 fewer dwelling units than a similar parcel with no requirement. The study estimates that absent reforms, 1,031 fewer dwelling units would have been approved, a 27 percent reduction.
- Affordable housing – On average, developments with no minimum requirements included 23 percent affordable units and with a minimum requirement included 6 percent Affordable units. The study estimates that had the City maintained parking minimums throughout the study area, there may have been only 221 Affordable units approved instead of 834, a 73 percent reduction.
- Estimated construction costs based on building permits – On average, units in developments with no minimum requirements cost \$230,208 to build and with a minimum requirement cost \$330,666 to build. The study estimates that based on the amount an owner would need to charge to provide a typical return on investment, residents of the Market and Octavia neighborhood might have paid an extra \$850 per month in housing expenses on average.

A 2010 Value Pricing Pilot project in San Francisco looked at unbundling parking in residential buildings combined with the policy of including car share parking spaces on-site.¹⁸ The analysis found that these combined policies significantly reduced household vehicle ownership rates; apartments with the presence of carsharing and unbundled parking had an average vehicle ownership rate of 0.76 vehicles/unit compared to apartments without carsharing and unbundled parking that had an average vehicle ownership rate of 1.04 vehicles/unit. 22 percent of the residents surveyed responded that the presence of car sharing impacted their residential location choice.

¹⁷ *Parking Reform & Housing Affordability Lessons from San Francisco*. Bill Chapin. San Jose State University. December 2016.

¹⁸ MTC's VPP Parking Project. Parking Requirements & Unbundling. https://parkingpolicy.com/reduced-requirements/#_ftnref2

BERKELEY

POLICY(IES) ENACTED

ELIMINATION OF RESIDENTIAL PARKING MINIMUMS AND INSTITUTION OF PARKING MAXIMUMS NEAR TRANSIT

On January 26, 2021 the Berkeley City Council passed an ordinance that eliminated parking requirements for residential properties citywide, with a few exceptions on hillside properties. Before implementation of the policy, developers were previously required to build one parking space per unit in most zoning districts. The City also implemented parking maximums in transit-rich areas. Off-street residential parking cannot be offered at a rate of more than 0.5 space per unit for projects located within 0.25 miles of a high-quality transit corridor. Table 4 summarizes the residential requirements in Berkeley after the 2021 parking policy was passed.

Table 4: City of Berkeley Off-Street Parking Requirements for Residential Uses

Housing Type	Parking Minimums	Parking Maximums ¹
	Citywide (except if project is Located on a Roadway less than 26' in width in the Hillside Overlay)	Projects with 2+ dwelling units located within 0.25 miles of a major transit stop or along a transit corridor with service at 15-minute headways during morning and afternoon peak periods
Dwellings (including Group Living)	0	0.5 spaces/unit
Dormitories, Fraternity and Sorority Houses, Rooming and Boarding Houses and Senior Congregate Housing	0	+
Rental of Rooms	0	+
Community Care Facilities	1 space/2 non-resident employees	+
Nursing Homes	1 space/3 employees ²	+
Live/Work Units	1 space/first 1,000 SF work area plus 1 additional space/750 SF work area ³	+
Single Room Occupancy Residential Hotels	0 ⁴	+

¹ Parking maximums do not apply to residential projects, including the residential portion of mixed-use projects, with the majority of the units subject to recorded affordability restrictions, projects located on a roadway with less than 26' in the Hillside Overlay, and projects located in the Environmental Safety-Residential District.

² No requirement for nursing homes in City's downtown district.

³ Requirement applies if non-resident workers and/or clients are permitted in any work area.

⁴ Applies only to City's downtown district.

+This information could not be confirmed based on an online review of the Berkeley Municipal Code.

Source: Berkeley Municipal Code. Title 23. Subtitle 23D. Chapter 23D.36

TRANSPORTATION DEMAND MANAGEMENT (TDM)

In conjunction with the parking reforms, the City implemented a TDM ordinance. The TDM regulations apply to properties with 10 or more dwelling units. The TDM regulations include the following provisions.¹⁹

¹⁹ Ordinance No. 7,751-N.S. https://www.cityofberkeley.info/Clerk/City_Council/2021/02_Feb/Documents/2021-02-09_Item_04_Ordinance_7751.aspx

PROGRAMMATIC ELEMENTS

Per the zoning ordinance, the following programmatic elements are required for residential uses as :

- Lease or sell parking spaces separate from the rental or purchase of dwelling units, such that the resident can rent/buy a unit at a price lower than would be the case if there was a single price for both the dwelling unit and the parking space.
- Offer at least one of the following public transit benefits, at no cost to the resident, for a period of ten years after the issuance of a Certificate of Occupancy. For projects that include 99 dwelling units or fewer, the project shall provide one public transit benefit per bedroom, up to a maximum of two benefits per dwelling unit. For projects of 100 dwelling units or more, the project shall provide one public transit benefit for every bedroom in each dwelling unit. A notice describing these transportation benefits shall be posted in a location or locations visible to residents.
 - A monthly pass for unlimited local bus transit service; or
 - A functionally equivalent public transit benefit in an amount at least equal to the price of a non-discounted unlimited monthly local bus pass. Any benefit proposed as a functionally equivalent transportation benefit shall be approved by the Zoning Officer in consultation with the Transportation Division Manager; and

DESIGN ELEMENTS

Per the zoning ordinance, the following design elements are required for residential uses:

- Provide publicly-available, real-time transportation information in a common area, such as a lobby or elevator bay, on televisions, computer monitors or other displays readily visible to residents and/or visitors. Provided information shall include, but is not limited to, transit arrivals and departures for nearby transit routes.

TDM PROGRAM ADMINISTRATION

The TDM requirements are located in Berkeley's Municipal Code, Title 23 Zoning, Division 3 Citywide Provisions. The Planning Department staff conduct a site inspection to confirm the physical requirements of the TDM ordinance, prior to the Certificate of Occupancy. The property owner is required to submit compliance reports to Planning Department staff. Property owners are required to pay administrative fees.

UNBUNDLED PARKING

As stated in the TDM section (above), all parking spaces for residents must be leased or sold separately from the rental or purchase of dwelling units, such that the resident can rent/buy a unit at a price lower than would be the case if there was a single price for both the dwelling unit and the parking space.

BICYCLE PARKING

For residential projects (5+ units), the City has bicycle parking requirements for short-term and long-term bicycle parking, as follows:²⁰

- Dwelling units
 - At least 1 long-term parking space per 3 bedrooms
 - At least 2 short-term parking spaces, or 1 space per 40 bedrooms, whichever is greater

²⁰ Ordinance No. 7,751-N.S. https://www.cityofberkeley.info/Clerk/City_Council/2021/02_Feb/Documents/2021-02-09_Item_04_Ordinance_7751.aspx

- Group living, rooming houses, boarding houses
 - At least 2 long-term spaces, or 1 space per 2.5 bedrooms, whichever is greater
 - At least 2 short-term parking spaces, or 1 space per 20 bedrooms, whichever is greater

CAR SHARE PARKING

For residential projects that provide 10 or more vehicle parking spaces, car share spaces must be provided as specified below:²¹

- 11-30 parking spaces provided – 1 car share space
- 30-60 parking spaces provided – 2 car share spaces
- 61+ parking spaces provided – 3 car share spaces, plus 1 space for every additional 60 spaces

The required car share spaces must be offered to a car sharing service at no cost.

IMPETUS/GOALS FOR PARKING POLICY

In a presentation to City Council, city staff cited the following issues with current minimum parking requirements:²²

- **Increase housing costs**
- **Reduce opportunities for more housing**
- Produce too many parking spaces
- Conflict with the City of Berkeley climate and public safety goals

Prior to implementation of the parking policy, the City conducted a residential parking utilization study. The study found that 45 percent of off-street parking spaces were utilized and 61 percent of on-street parking spaces were utilized. The study included a review of car registration data which showed that 0.5 cars were registered for each unit. This data demonstrates the City's residential parking supply has capacity.

Per the City's ordinance, the purpose of instituting off-street parking maximums is to be consistent with:²³

- **Housing Element goals for developing housing at all affordability levels by limiting the amount of on-site vehicle parking allowed.**
- City Transportation Element goals of reducing vehicle trips, encouraging public transit use, and promoting bicycle and pedestrian safety.
- City Climate Action Plan goals of reducing private vehicle travel and promoting mode shift to more sustainable transportation options.

²¹ Ordinance No. 7,751-N.S. https://www.cityofberkeley.info/Clerk/City_Council/2021/02_Feb/Documents/2021-02-09_Item_04_Ordinance_7751.aspx

²² Parking Reform. Presentation January 26, 2021 City Council meeting. <https://www.berkeleyside.org/wp-content/uploads/2021/01/Item-1-Pres-Planning.pdf>

²³ Ordinance No. 7,751-N.S. https://www.cityofberkeley.info/Clerk/City_Council/2021/02_Feb/Documents/2021-02-09_Item_04_Ordinance_7751.aspx

PARKING POLICY OUTCOMES

Given that the policy was implemented less than a year ago (in 2021), Walker did not find any research or data showing the outcomes of the parking policy implementation.

LOS ANGELES

POLICY(IES) ENACTED

ELIMINATION OR REDUCTION OF PARKING MINIMUMS

The City of Los Angeles has enacted several parking reform policies, including:

- The Adaptive Reuse Ordinance in 1999
- Cornfield Arroyo Seco Plan
- DTLA 2020 Plan

ADAPTIVE REUSE ORDINANCE

In 1999, Los Angeles passed its Adaptive Reuse Ordinance (ARO) which enabled the conversion of older, economic distressed, or historically significant buildings located in the Greater Downtown Los Angeles Area to apartments, live/work units or visitor-serving facilities.²⁴ An adaptive reuse project is defined as any change of use to dwelling units, guest rooms, or joint living and work quarters in all or any portion of any eligible building. The ordinance provides incentives for adaptive reuse projects, allowing for increased density and a streamlined development review process.

The ordinance also eliminated parking requirements for adaptive reuse projects that preserve these buildings. The required number of parking spaces, with the passage of the ordinance, must be the same as the number of spaces that existed on June 3, 1999.

CORNFIELD ARROYO SECO PLAN

In 2013, the City adopted the Cornfield Arroyo Seco Plan (CASP) that rezoned largely industrial properties adjacent to the Los Angeles River, and in proximity to three Metro transit stations. The CASP encompasses an area of 660 acres (1 square mile). A key feature of the CASP is its value capture incentive zoning system, which grants housing developers additional floor area rights in exchange for setting aside Affordable units for low-income households.

The CASP eliminated parking requirements for all land uses in the CASP area. Projects that elect to provide parking must provide:²⁵

- Vehicle charging stations – minimum of 1 percent of vehicle parking spaces.
- Designated stalls for scooters, mopeds, and motorcycles at a ratio of one space/25 units and/or 25,000 square feet.
- Clear directional signage indicating the location of vehicle charging stations, shared vehicle parking spaces, and scooter, moped, and motorcycle stalls shall be provided at all parking area entrances.
- Parking unbundled from the cost of rent or housing ownership.
 - Restricted Affordable units are exempt from this regulation.
- Applicants are encouraged to provide one shared vehicle parking space/25 units and/or 25,000 square feet.

²⁴ *Adaptive Reuse Ordinance*. Effective December 20, 2001. <https://www.ladbs.org/docs/default-source/publications/ordinances/adaptive-reuse-ordinance---l-a-downtown-incentive-areas.pdf?sfvrsn=7>

²⁵ *Cornfield Arroyo Seco Specific Plan*. Los Angeles Department of City Planning. <https://planning.lacity.org/odocument/9d013e0f-452b-4857-86d5-fcd357b27a4d>

DTLA 2040 PLAN

The purpose of the DTLA 2040 Plan is to create and implement a vision for the future of Downtown Los Angeles. The Plan strives to support and sustain the ongoing revitalization of Downtown Los Angeles while accommodating projected future growth. The Plan includes policies, plans, and implementation programs that frame the City's long-term priorities. The Plan will be the first in the City to apply new zoning tools developed as part of the comprehensive update to the City's zoning code.

The DTLA 2040 Plan would eliminate parking requirements for all land uses in Downtown Los Angeles. On September 23, 2021 the City Planning Commission recommended approval of the Downtown Community Plan and new Zoning Code. Final documents need to be produced by City Planning and ultimately approved by the City Council.

SUMMARY OF PARKING REQUIREMENTS

Table 5, on the following page, summarizes the residential parking requirements in Los Angeles.

Table 5: City of Los Angeles Off-Street Parking Requirements for Residential Uses

Number of Habitable Rooms	Parking Minimums (spaces per unit, unless otherwise noted)			
	Citywide ¹	Central City Parking District (Downtown Los Angeles)	Cornfield Arroyo Seco Plan	Downtown Community Plan Area - pending (would replace the Central City Parking District requirements)
Single-family Dwelling	2	N/A	N/A	N/A
Apartments and Duplexes				
<3 habitable rooms (such as a typical studio)	1	1	0	0
3 habitable rooms (such as a typical 1 bedroom unit)	1.5	1	0	0
>3 habitable rooms (such as a typical 2 bedroom unit)	2	1 ²	0	0
Affordable Housing				
Within 1,500 feet of a mass transit station or major bus route (regardless of habitable rooms)	1	+	0	0
1-2 habitable rooms	1	+	0	0
3+ habitable rooms	1.5	+	0	0
Restricted to senior citizens and/or disabled individuals	0.5	+	0	0
Single-Room Occupancy Hotels	0.25	+	0	0
Senior Independent Housing³	1	+	0	0
Assisted Living Care Housing	1 ⁴	+	N/A	0
Skilled Nursing (per guest bed)	0.2	+	N/A	0
Alzheimer's/Dementia Care Housing (per guest bed)	0.2	+	N/A	0
Boarding House or Dormitory				
First 30 guestrooms	1	N/A	0	0
Next 30 guestrooms	0.5	N/A	0	0
Remaining guestrooms	0.33	N/A	0	0
First 20 guestrooms	N/A	0.5	0	0
21-40 guestrooms	N/A	0.25	0	0
41+ guestrooms	N/A	0.17	0	0

¹ Certain Overlay Districts have different parking requirements than the citywide requirement.

² When more than six dwelling units have more than 3 habitable rooms per unit, the parking for these units shall be at 1.25 spaces per unit.

³ For housing developments occupied by disabled persons, the required parking may be reduced by up to 50 percent.

⁴ Or 1 parking space for each guest room.

+This information could not be confirmed based on an online review of the Los Angeles Municipal Code.

Source: Los Angeles Municipal Code. Section 12.21.

TRANSPORTATION DEMAND MANAGEMENT (TDM) - CITYWIDE

The City's current TDM ordinance only applies to non-residential developments of more than 25,000 square feet. The City is drafting an updated ordinance that would apply to residential developments with 16 or more units.²⁶ In the draft ordinance, all projects subject to the TDM Program must complete a TDM Plan and receive approval from LADOT prior to receiving entitlements or building permits. The property owner must provide LADOT with annual compliance documentation.

UNBUNDLED PARKING - CITYWIDE

Unbundled parking is not required for residential properties citywide. As discussed in the Cornfield Arroyo Seco Plan section (above), projects that provide parking in the CASP plan area must unbundle parking charges from the cost of housing rent or ownership.

BICYCLE PARKING - CITYWIDE

Required parking may be replaced by bicycle parking at the following percentages:²⁷

- No more than 10 percent of the required parking spaces can be replaced with bicycle parking spaces.
- For residential projects within 1,500 feet of a major transit stop can replace up to 15 percent of the required parking spaces.
- If a residential building includes at least the minimum number of restricted Affordable units to receive a density bonus, 30 percent of the required parking can be replaced.

Required bicycle parking spaces are summarized below:

- 1-25 units – 1 short-term space per 10 units, 1 long-term space per unit
- 26-100 units – 1 short-term space per 15 units, 1 long-term space per 1.5 units
- 101-200 units – 1 short-term space per 20 units, 1 long-term space per 2 units
- 201+ units – 1 short-term space per 40 units, 1 long-term space per 4 units

CAR SHARE PARKING - CITYWIDE

Car share parking is not required for residential properties citywide. In the CASP area, applicants are encouraged to provide one shared vehicle parking space/25 units and/or 25,000 square feet.

IMPETUS/GOALS FOR PARKING POLICY

ADAPTIVE REUSE ORDINANCE

The purpose for the adaptive reuse ordinance is as follows (per the adopted ordinance):²⁸

²⁶ *Fact Sheet: Transportation Demand Management (TDM) Program Update*. LADOT/Los Angeles City Planning. https://planning.lacity.org/odocument/d7e3780b-3155-44a4-98cf-0fd673a6612b/TDM-FactSheet_English.pdf

²⁷ *Supplemental Plan Check Correction Sheet for Bicycle Parking Ordinance*. City of Los Angeles Department of Building and Safety. https://www.ladbs.org/docs/default-source/forms/plan-check-2017/supplemental-correction-sheet-for-bicycle-parking-ordinance-pc-str-corr1st111-2014.pdf?sfvrsn=9ffbeb53_23

²⁸ *Adaptive Reuse Ordinance*. Subdivision 26 of Subsection A of Section 12.22 of the Los Angeles Municipal Code. Effective 12/20/01.

The purpose of this Subdivision is to revitalize the Greater Downtown Los Angeles Area and implement the General Plan by facilitating the conversion of older, economically distressed, or historically significant buildings to apartments, live/work units or visitor-serving facilities. This will help to reduce vacant space as well as preserve Downtown's architectural and cultural past and encourage the development of a live/work and residential community Downtown, thus creating a more balanced ratio between housing and jobs in the region's primary employment center. This revitalization will also facilitate the development of a "24-hour city" and encourage mixed commercial and residential uses in order to improve air quality and reduce vehicle trips and vehicle miles traveled by locating residents, jobs, hotels and transit services near each other.

CORNFIELD ARROYO SECO PLAN

The purpose of the CASP Parking and Access guidelines, as defined in the Plan, are as follows:²⁹

1. *Manage and control the parking supply and demand.*
2. *Avoid an oversupply of parking.*
3. *Increase pedestrian, bicycle, and transit use, and reduce vehicular trips to, through, and within the area.*
4. *Minimize the area's parking footprint and preserve land for other productive uses.*
5. *Reduce the cost of parking typically associated with new construction.*
6. *Provide vehicular access from side streets or alleyways to minimize driveways along active streets and to maintain building continuity and avoid vehicle and pedestrian conflicts.*
7. *Create active ground floors around the base of parking structures that are adjacent to Active Streets.*
8. *Screen parking to provide a safe, aesthetically pleasing and secure environment for pedestrians.*
9. *Provide adequate signage to public parking structures to aid visitors in finding them upon arrival and getting oriented to their surroundings.*
10. *Encourage the use of alternate modes of transportation by reducing the availability of off-street parking.*
11. *Limit the number and width of curb cuts and vehicular entries to promote street wall continuity and reduce conflicts with pedestrians.*
12. *Encourage the provision of shared parking agreements and/or public parking facilities.*

DTLA 2040

The Department of City Planning Recommendation Report provides the following rationale for eliminating parking minimums in Downtown Los Angeles:³⁰

Downtown is a transit-rich environment that offers many mobility options to workers, residents, and visitors. The Proposed Plan aims to prioritize infrastructure for pedestrians, bicyclists and other active transportation modes to reduce dependency on private vehicles, which are the largest contributor to greenhouse gas emissions in the state. The Proposed Project is tailored to encourage developments that contribute to active streets, include pedestrian access on large sites and provide public open spaces.

²⁹ Cornfield Arroyo Seco Specific Plan. Los Angeles Department of City Planning.
<https://planning.lacity.org/odocument/9d013e0f-452b-4857-86d5-fcd357b27a4d>

³⁰ Recommendation Report. Department of City Planning. June 17, 2021. https://planning.lacity.org/odocument/04ca2a68-c5fd-4a26-90c2-8128910239f7/DRAFT_DTLA_CPC_Staff_Recommendation_Report.pdf

Eliminating parking minimums allows flexibility for projects to either eliminate parking altogether or provide parking as needed, offering a tool for offsetting overall development costs as well as reducing the footprint of parking within the overall built environment.

POLICY OUTCOMES

ADAPTIVE REUSE ORDINANCE

The adaptive reuse ordinance has been partially credited with the revitalization of Downtown Los Angeles. During the 20-year period following the ordinance adoption, over 12,000 new housing units, more than 30 percent of the total 37,000 units added in Downtown Los Angeles over that time, were created through adaptive reuse.³¹

CORNFIELD ARROYO SECO PLAN

Los Angeles City Planning is launching a new effort to evaluate and amend the Cornfield Arroyo Seco Specific Plan. Specifically, City Planning is looking to update the CASP's incentive zoning regulations so that they can better advance opportunities for affordable and mixed-income housing. In a fact sheet released by Los Angeles City Planning in fall 2020, staff suggests that both affordable and mixed-income housing production has been limited within the specific plan area.³² Since the CASP was adopted in 2013, a total of 360 units have been proposed. Of these 360 units, six units would be reserved as Affordable units with Extremely Low Income households pursuant to the CASP's Affordable housing incentives.

The staff report cites the following reasons for why housing development has been limited in the CASP:

Aside from encouraging affordable housing, a primary goal of the CASP is to protect existing industrial areas from residential encroachment, while also finding areas where residential, commercial, and light industrial uses can co-locate. Accordingly, the majority of land in the CASP has been zoned to not allow predominantly residential development. A limited number of parcels, comprising 25 percent of land in the CASP, is zoned Urban Village which allows for residential projects. The CASP's limitations on residential development, and emphasis on job-producing uses, help to explain the limited housing production seen in the CASP.

DTLA 2040

The DTLA 2040 plan and policies are not yet adopted; therefore, there are no outcomes to report.

³¹ *Adaptive Reuse – Reimagining Our City's Buildings to Address Our Housing, Economic, and Climate Crises*. Central City Association of Los Angeles. April 2021.

http://www.ccala.org/clientuploads/directory/whitepapers/CCA_Adaptive_Reuse_White_Paper_FINAL_.pdf

³² *Fact Sheet: Cornfield Arroyo Seco Specific Plan (CASP) Update*. Los Angeles City Planning.

https://planning.lacity.org/odocument/f8d506f2-0a53-4929-8186-48715be0580f/CASP-FactSheet_English.pdf

SAN DIEGO**POLIC(IES) ENACTED*****ELIMINATION OF PARKING MINIMUMS FOR MULTI-FAMILY LAND USES NEAR TRANSIT AND INSTITUTION OF PARKING MAXIMUMS FOR MULTI-FAMILY LAND USES DOWNTOWN***

On March 25, 2019 San Diego approved the elimination of parking requirements for residential dwelling units in areas close to public transit.³³ These areas are designed as Transit Priority Area (TPA), defined as areas within ½ mile of an existing or planned major transit stop, if the planning major transit stop is scheduled to be completed within the planning horizon in the San Diego Association of Governments.

Minimum parking requirements were also removed for dwelling units in Downtown San Diego. In addition to the zero minimum parking space requirement, a maximum parking ratio of one space per unit was adopted for multi-family residential development in Downtown San Diego. A development can exceed the required ratio of one space per unit if:

- The development floor area ratio (FAR) is not less than 80 percent of the maximum FAR.
- At least 20 percent of all parking spaces provided include electric vehicle supply equipment for the ready installation of charging stations.
- Transportation amenities are provided.
- All off-street parking spaces that exceed the one space per unit requirement must be in an underground parking garage.

Table 6, on the following page, summarizes the residential parking minimums and maximums in San Diego.

³³ *Parking Standards in Transit Priority Areas Fact Sheet*. The City of San Diego Planning Department.
https://www.sandiego.gov/sites/default/files/tpa_fact_sheet_updated_04.24.19_final_onwebpage.pdf

Table 6: City of San Diego Off-Street Parking Requirements for Residential Uses

Housing Type	Parking Minimums (spaces/unit, unless otherwise noted)					Parking Maximums (spaces/unit, unless otherwise noted) Downtown San Diego
	Basic	Transit Overlay	Transit Priority Area ¹	Parking Impact ²	Downtown San Diego	
Dwelling Units						
Studio up to 400SF	1.25	1	0	1.5	0	1
1 bedroom or studio over 400 SF	1.5	1.25	0	1.75	0	1
2 bedrooms	2	1.75	0	2.25	0	1
3-4 bedrooms	2.25	2	0	2.5	0	1
5+ bedrooms	2.25	2	0	Beach:2.5 Campus:1	0	1
Affordable Housing dwelling units	N/A ³	N/A ³	0	N/A ³	0	1
Single Family Dwelling	2	2	2	2	N/A	N/A
Condominium Conversion						
Studio (over 400SF)/1 bedroom	1	0.75	0	1.25	+	+
2 bedrooms	1.25	1	0	1.5	+	+
3+ bedrooms	1.5	1.25	0	1.75	+	+
Rooming House (per tenant)	1	0.75	0.75	1	+	+
Residential Care Facility (per bed or permit)	0.33	0.25	0.25	0.33	0	0.1
Transitional Housing (per on-site employee)						
6 or fewer persons	1	0	0	0	0	1 ⁴
7+ persons	1	0	0	0	0	1 ⁴
Permanent Supportive Housing (per on-site employee)	1	0	0	0	0	1
Continuing Care Retirement Communities						
Dwelling Units	1	0.75	0.75	1.25	+	+
Convalescent and memory care rooms (per bed)	0.33	0.33	0.33	0.33	+	+
Employees (per peak shift)	1	0.75	0.75	1.25	+	+
Live/Work Units	+	+	+	+	0	1
Single Room Occupancy Hotels (per room)	1	0.5	0.5	0.5	0.5 ⁵	+
Living Units	+	+	+	+	0	0.5 ⁶
Group Living (per room)	+	+	+	+	0	0.1

¹ Transit Priority Areas defined as areas within ½ mile of an existing or planned major transit stop. The regulations for TPAs supersede any overlay zones such as the Transit Overlay Zone or the Beach or Campus Overlay zone that lie within a TPA.

² Includes the Beach Impact Area and Campus Impact Area.

³ Based on parking demand from Walkability/Transit Index in City Code Section 142.0527. In Parking Impact area, the requirement is an additional 0.25 space.

⁴ Plus 1 space for every 6 beds.

⁵ For Affordable SROs, the following ratios apply: 50% Area Median Income (AMI) - 0.1 spaces/unit, 40% AMI or below - 0 spaces/unit.

⁶ For Affordable living units, the following ratios apply: 50% AMI – 0.2 spaces/unit, 40% AMI or below – 0 spaces/unit.

+This information could not be located based on an online review of the San Diego Municipal Code.

Source: San Diego Municipal Code. Chapter 14. Table 142-05C. Chapter 15. Table 156-0313-A.

TRANSPORTATION DEMAND MANAGEMENT

Based on a project's ranking for vehicle trip reduction, transportation amenities are required for projects within TPA's. The transportation amenities are features provided by a development that reduces vehicle trips and inform, educate, and incentivize transit use, biking, walking, and ridesharing.³⁴

A Transportation Amenity Score is assigned to each project based on factors related to bedroom ratio, jobs-housing score, environmental priority index score, and transit commute score. Depending on the Score, a certain number of transportation amenities must be provided.

The transportation amenities requirement does not apply to residential developments in Downtown San Diego or residential developments with at least 20 percent Affordable units.

PROGRAMMATIC ELEMENTS

The following programmatic elements are included in the menu of options:

- Provide transit pass subsidies for residents within the development
- Provide an on-site bicycle fleet
- Provide an on-site fleet of micro mobility vehicles

DESIGN ELEMENTS

The following design elements are included in the menu of options:

- Pedestrian scale lighting
- Sidewalk widening to 6 feet along property frontage and sidewalk widening to 10 feet near corners of intersection to allow for ADA required widths
- Installation of transit shelters and/or benches
- On-site bicycle repair station
- Child transportation storage for items such as car seats and strollers
- Provide a secure area for receipt of deliveries
- Construct and maintain a commercial space that is reserved for a healthy food facility within a development
- Provide dedicated micro mobility spaces (including charging infrastructure) at a rate of 10 percent of the total number of dwelling units (minimum of two spaces)
- Construct and maintain an outdoor fitness circuit
- Construct and maintain a commercial space that is reserved for a child care center
- Provide co-working space
- Provide storage for accessibility/mobility devices for people with disabilities
- Install and maintain an on-site kiosk or information center with transit and rideshare information
- Provide a bicycle fleet storage area

³⁴ Land Development Manual Appendix Q. City of San Diego. March 25, 2019.
https://www.sandiego.gov/sites/default/files/ldm_appendix_q_0.pdf

TDM PROGRAM ADMINISTRATION

The Transportation Amenities requirements are within the San Diego Municipal Code Chapter 14: General Regulations, Article 2 General Development Regulations, Division 5 Parking Regulations. The Planning Department developed the Planning Department's Transportation Amenity Score Calculator as a tool to calculate the Transportation Amenity Score by inputting a project's Assessor Parcel Number, total number of dwelling units, and total number of bedrooms. The Developer Services Department is responsible for reviewing the transportation amenities plan proposed by applicants.

UNBUNDLED PARKING

The ordinance requires any parking spaces that are provided for projects within TPA's and in Downtown San Diego to be unbundled, meaning that the cost of parking must be paid separately and optional from the purchase price or rent. The unbundling requirement does not apply to developments with four or fewer units or those providing at least 20 percent Affordable units.³⁵

BICYCLE PARKING

San Diego has bicycle parking requirements for residential developments based on the number of bedrooms provided:³⁶

- Studio – 0.3 space/ unit
- 1 bedroom – 0.4 space/unit
- 2 bedrooms – 0.5 space/unit
- 3-4 bedrooms – 0.6 space/unit
- 5+ bedrooms – 1 space/unit

IMPETUS/GOALS FOR PARKING POLICY

Per the City of San Diego Planning Department staff report, the City initiated the parking amendments for properties within the TPA with the following goals in mind:³⁷

- **Increasing housing affordability and supply**
- Creating communities as places to live and work
- Reducing an individual's reliance on cars, which not only reduces the vehicle-generating greenhouse gas emissions, but also further reduces vehicular congestion on the surrounding roadway for all residents.

To inform the recommendations, the City conducted 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. The study showed an oversupply of parking within multi-family

³⁵ *Housing SF: Proposed Parking Requirement Regulatory Reform for Multifamily Residential Development in Transit Priority Areas*. City of San Diego Staff Report. January 16, 2019.

<https://onbase.sandiego.gov/OnBaseAgendaOnline/Documents/ViewDocument/Staff%20Report.docx.pdf?meetingId=1445&documentType=Agenda&itemId=33667&publishId=156182&isSection=false>

³⁶ *San Diego Municipal Code. Chapter 14. Table 142-05C*.

³⁷ *Housing SF: Proposed Parking Requirement Regulatory Reform for Multifamily Residential Development in Transit Priority Areas*. City of San Diego Staff Report. January 16, 2019.

<https://onbase.sandiego.gov/OnBaseAgendaOnline/Documents/ViewDocument/Staff%20Report.docx.pdf?meetingId=1445&documentType=Agenda&itemId=33667&publishId=156182&isSection=false>

residential developments. The study also showed the importance of removing regulatory barriers associated with parking to increase housing production and reduce housing costs.

POLICY OUTCOMES

San Diego has a density bonus program, which allows for an increase in development density in exchange for setting aside a percentage of the units as Affordable housing. In 2016 and in 2018, the City strengthened its existing density bonus program, making it more attractive to developers. According to a Streetsblog Cal article, after San Diego passed the parking reform in 2019, its density bonus program produced more housing than before the passage of the parking reform.³⁸ The program produced more market-rate housing, more Affordable housing in 100 percent Affordable buildings, and more Affordable housing in mixed-income projects.

In 2020, one year after the parking reform was implemented, there was a fivefold increase in the total number of homes permitted through San Diego's density bonus program. A record-high 3,283 homes were built using the density bonus program in 2020. The program produced over 1,500 Affordable units in 2020, six times more than 2019. Most of this growth in Affordable units occurred in 100 percent Affordable buildings: 1,323 out of the 1,564 Affordable units permitted in density bonus projects in 2020. Total housing production citywide also rose by 24 percent.

The Streetsblog article cites several factors that may have contributed to this increase in housing production including:

- Developers and regulators became more comfortable with the density bonus process.
- Rising rents and low interest rates made more projects feasible.
- Parking reform likely played a role, in particular, the reform helped to make 100 percent Affordable projects more economically viable.

³⁸ *Parking Requirements Are Not a Useful Bargaining Chip for Increasing Affordable Housing*. Streetsblog Cal. Anthony Dedousis, Mott Smith, and Michael Manville. May 19, 2021. <https://cal.streetsblog.org/2021/05/19/parking-requirements-are-not-a-useful-bargaining-chip-for-increasing-affordable-housing/>

OAKLAND**POLICY(IES) ENACTED*****ELIMINATION OR REDUCTION OF PARKING MINIMUMS AND INSTITUTION OF PARKING MAXIMUMS***

In 2016, the City of Oakland updated its parking requirements, which included the following key provisions for multi-family housing:³⁹

- Eliminated residential parking requirements in Downtown Oakland (previously, 1 space/unit was required).
- Instituted a parking maximum of 1.25 spaces per unit for residential uses in Downtown Oakland.
- Allowed for a reduction in the parking requirement for multi-family developments for ten or more units by 50 percent using the following:
 - Provision of car sharing space (onsite) – 20 percent reduction
 - Provision of car sharing spaces within 600 feet – 10 percent reduction
 - Transit allowance provided for each unit – 10 percent reduction
 - If the project is ½ mile of a Major Transit Stop – 30 percent reduction
- Affordable housing reductions
 - Required parking is 0.5 spaces per unit for Affordable housing units within ½ mile of a major transit stop, consistent with state law.
 - Required parking is 0.75 spaces per unit for all other Affordable housing.
- Instituted a maximum of 1.25 spaces per unit in Transit Oriented Development zones.
- Allowed for off-site parking for residential land uses in all commercial and high density residential zones (Allowed by right if off-site parking is within 600 feet and is located on a developed lot; otherwise only permitted upon granting of a conditional use permit).
- Reduced parking requirements in medium-density residential zones found in transit-accessible areas and near major arterials.

Table 7, on the following page, summarizes the parking requirements for residential uses in Oakland after the implementation of the parking reforms.

³⁹ *Summary of the Off-Street Parking and Loading Update*. August 26, 2016.
<http://www2.oaklandnet.com/oakca1/groups/ceda/documents/agenda/oak060448.pdf>

Table 7: City of Oakland Off-Street Parking Requirements for Residential Uses

Housing Type	Parking Minimums		Parking Maximums Downtown Oakland and Select Zones ³ (spaces/unit)
	Downtown Oakland and Select Zones ¹	Other zones (ratio ranges depending on the zone)	
Two-Family and Multi-Family Development	0	0.5-1	1.25
One-Family Dwelling	0	0.5-2	1.25
Secondary Unit	0	1-2 ²	1.25
Rooming House	0	0-0.5	0.63
Micro-Living Quarters	N/A	0	+
Mobile Home	0	1.25	+
Residential Care (per employee on-site)	0.33 ⁴	0.33 ⁴	+
Emergency Shelter	0.33 ⁴	0.33 ⁴	+

¹Select zones include Civic Center Commercial Zone and Lake Merritt Station Area District Zone.

²No parking required for secondary units entirely within an existing one-family dwelling facility or existing detached accessory structure.

³Select zones include Civic Center Commercial Zone, Lake Merritt Station Area District Zone, and Coliseum Area District Zone.

⁴Plus one space for each facility vehicle.

+This information could not be located based on an online review of the Oakland Planning Code.

Source: Oakland Planning Code. Chapter 17.116.

The required parking can be reduced with the provision of senior housing at the following rate:

- 75 percent for each dwelling unit that is regularly occupied by at least one individual who is at least 55 years or older or is physically handicapped.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

Parking requirements can be reduced by up to 50 percent if certain TDM measures are put into place.⁴⁰ Any project that is within a Transit Accessible Area receives a 30 percent reduction in the parking requirement. The reduction allowances for TDM provisions are included in the Oakland Planning Code, Chapter 17.116 Off-Street Parking and Loading Requirements.

PROGRAMMATIC ELEMENTS

The following programmatic elements allow for parking reductions, per the zoning ordinance:

- Provision of a monthly transit benefit to each dwelling unit receives a 10 percent reduction in the parking requirement.

DESIGN ELEMENTS

The following design elements allow for parking reductions, per the zoning ordinance:

- On-site provision of car share spaces receives a 20 percent reduction in the parking requirement (described in the Car Share Parking Section).

⁴⁰ Oakland Planning Code. Chapter 17.116

- Off-site provision of car share spaces receives a 10 percent reduction in the parking requirement (described in the Car Share Parking Section).

UNBUNDLED PARKING

The 2016 parking reform instituted a requirement for building owners to sell or rent parking separate from a unit for all multifamily residential developments of 10 or more units citywide.⁴¹

BICYCLE PARKING

For multi-family residential units, the following bicycle parking requirements apply:⁴²

- Multi-family dwelling
 - 1 short-term space per 20 dwelling units (minimum of 2 spaces)⁴³
 - For developments without private garage for each unit – 1 long term space for each 4 dwelling units (minimum of 2 spaces) is also required.
- Senior Housing
 - 1 short-term space per 20 dwelling units (minimum of 2 spaces)
 - 1 long-term space per 10 dwelling units (minimum of 2 spaces)
- Rooming House
 - 1 long-term space per 8 residents (minimum of 2 spaces)
- Mobile Home
 - 1 long-term space per 20 units

CAR SHARE PARKING

Provision of on-site car share parking spaces can reduce the parking requirement by 20 percent and off-site car share parking spaces can reduce the parking requirement by 10 percent at the following levels:⁴⁴

- 5-100 units – 1 car share space
- 101-300 units – 2 car share spaces
- Each additional 200 units – 1 additional car share space

Car share parking spaces are required for multi-family residential developments of 50 or more units in Downtown Oakland at the following ratios:

- 50-200 units – 1 space required
- 201-400 units – 2 spaces required
- Each additional 200 units – 1 additional space

Required car share spaces must be made available by one of two mechanisms:

⁴¹ *Summary of the Off-Street Parking and Loading Update*. August 26, 2016.

<http://www2.oaklandnet.com/oakca1/groups/ceda/documents/agenda/oak060448.pdf>

⁴² *Oakland Planning Code. Chapter 17.117*

⁴³ For Broadway Valdez District Commercial Zones – 1 short-term space per 15 dwelling units.

⁴⁴ *Oakland Planning Code. Chapter 17.116*.

1. Private car share, operated by the property owner or homeowner's association, provided with the development. Each car share space is assigned to a vehicle owned and maintained by the property owner or homeowner's association for use by residents in the development.
2. Provide, at no cost, car share space to a public car share organization for purposes of providing car share services for its car share subscribers. Car share vehicle should be accessible to both non-resident and resident subscribers.

IMPETUS/GOALS FOR PARKING POLICY

The City lists the following reasons for implementation of their parking policies in a document summarizing the parking policy update:⁴⁵

- The previously prescribed minimum parking requirements represented a “one size fits all” approach when in reality parking demand varies by project. In many cases, minimum requirements result in too much parking.
- In 2011, as part of a citywide zoning update, a provision was put in place such that the amount of parking for multi-family housing developments could be reduced by up to 50 percent with a Conditional Use Permit (CUP) in Downtown Oakland and in commercial corridors. However, the requirement for a CUP discouraged the use of this provision and there wasn't guidance provided on how to determine the appropriate size for the parking reduction. Therefore, as part of the 2016 update, the City clarified how to obtain parking reductions.
- Previously, Affordable housing developments had the same parking requirements as market rate developments. However, data shows that car ownership and parking demand among Affordable housing units is lower than market rate projects. Requiring parking minimums that exceed parking demand leads to increased housing costs, occupying valuable real estate that could instead be used for additional housing units. Further State law recently changed with the passage of AB 744, which does not allow local governments to require more than one-half a space per Affordable housing unit that is within ½ mile of a Major Transit Stop.
- Bundling of parking with the cost of housing hides the cost of the parking space and makes the cost of owning a car less expensive relative to other transportation modes. Residents that do not have cars can save money by foregoing parking. Studies have shown that unbundling reduces the number of parking spaces required in a building.
- The City has a transit-first policy and has encouraged the creation of Transit Oriented Development, particularly around many of the Bay Area Rapid Transit (BART) stations within the City. However, lower minimums do not prevent developers from building excessive parking to serve BART uses. Excess parking is not consistent with developments oriented toward transit use.
- In some cases, providing required parking on the same lot as the land use creates visual or site design impacts. In these cases, it may be preferable to locate required parking on another lot.
- The RM zones are medium-density residential zones found in transit-accessible areas and near major arterials. These areas a mix of single-family homes, duplexes, and small apartment buildings. The previous requirement of 1.5 spaces/unit discouraged appropriate residential infill development.
- A 21-foot aisle width standard has determined to be adequate for residential parking, where residents are more familiar with the maneuvering dimensions of their parking lot.

⁴⁵ *Summary of the Off-Street Parking and Loading Update*. August 26, 2016.
<http://www2.oaklandnet.com/oakca1/groups/ceda/documents/agenda/oak060448.pdf>

In 2014, TransForm, an Oakland-based transportation and housing advocacy non-profit organization, released the GreenTrip parking database, which created a report showing there was a 30 percent vacancy rate in parking facilities at 80 apartment buildings across the Bay Area, representing \$198 million in built parking that was going unused.⁴⁶

POLICY OUTCOMES

In 2019, Oakland added approximately 6,800 housing units (almost 15 times the number completed in 2018 and more than three times the number of units produced between 2013 and 2018, combined). A City Journal article attributes this increase in housing to the fact in 2014/2015, the City passed a series of neighborhood plans in and around downtown that relaxed zoning and parking requirements, making housing cheaper and easier to build.⁴⁷

⁴⁶ *Oakland council approves sweeping reductions to parking for new developments.* Erin Baldassari. East Bay Times. Published September 20, 2016, updated March 6, 2017. <https://www.eastbaytimes.com/2016/09/20/oakland-council-approves-sweeping-reductions-to-parking-for-new-developments/>

⁴⁷ *If You Let Them, They Will Build.* Phillip Sprincin. City Journal. November 29, 2019. <https://www.city-journal.org/oakland-rezoning-california-housing>

PORTLAND**POLICY(IES) ENACTED*****ELIMINATION OR REDUCTION OF PARKING MINIMUMS***

The City of Portland has the following parking policies in place:

- There are no minimum parking ratios for any land uses in the Central City. The Central City has parking maximums.
- Starting in 2002/2003, development projects within 1,500 feet of a transit station or 500 feet of frequent transit service (defined as bus service every 20 minutes) were exempt from minimum parking requirements.
- As buildings began to proliferate under the 2002/2003 provision, neighborhoods throughout the City expressed concern about how the lack of off-street parking could impact surrounding single-family residential areas. In response, in 2013, the City adopted new minimum parking requirements for multi-family units near transit:
 - Developments with <30 dwelling units: no parking required
 - 31-40 units: 0.2 space/unit
 - 41-50 units: 0.25 space/unit
 - 51+ units: 0.33 space/unit
- Provisions for developments that provide Affordable housing units:
 - In 2016, the City waived minimum parking requirements for developments near transit that provide Affordable housing units.
 - In 2016, the City adopted the Inclusionary Housing Program, requiring all residential buildings proposing 20 or more new units to provide a certain percentage of Affordable units.
 - In 2019, the City waived minimum parking requirements for developments, regardless of location, that provide Affordable housing units in compliance with the City's Inclusionary Housing standards.

Table 8, on the following page, summarizes the current parking minimum and maximum requirements for multifamily development in the City of Portland.

Table 8: City of Portland Off-Street Parking Requirements for Residential Uses

Housing Type	Parking Minimums (spaces/unit, unless otherwise noted)				Parking Maximums (spaces/unit, unless otherwise noted)		
	Central City and Certain Plan Districts	Close to Transit ¹	Far from Transit ² (Certain Districts)	Comply with Inclusionary Housing Policy ³	More than 25% Surface Parking Close to Transit ⁴	More than 25% Surface Parking Far from Transit	75% or more Structured Parking
Household Living⁵							
<30	0	0	0.5	0	1.35 ⁶	1.69 ⁶	N/A
31-40	0	0.2	0.5	0	1.35	1.69	N/A
41-50	0	0.25	0.5	0	1.35	1.69	N/A
51+	0	0.33	0.5	0	1.35	1.69	N/A
Group Living (per bedroom)	0	0	0.25	+	+	+	+

¹ Defined as sites located 1,500 feet or less from a transit station or 500 feet or less from a transit station with 20-minute peak hour service.

² Defined as sites located more than 1,500 feet from a transit station, or more than 500 feet from a transit street with 20-minute peak hour service.

³ Exemption from parking minimums does not apply if the applicant pays a fee-in-lieu of complying with the requirements of the Inclusionary Housing ordinance or makes a payment into the Affordable Housing Fund in exchange for bonus density or FAR.

⁴ Site must also be in a commercial/mixed use or multi-dwelling zone.

⁵ No parking is required for household living uses in the single-dwelling zones.

⁶ Houses, attached houses and duplexes are exempt.

+ This information could not be located based on an online review of the Portland Municipal Code.

Source: Portland Zoning Code. Title 33. Chapter 33.266.

Minimum parking requirements can be reduced by up to 50 percent, using combinations of the following provisions:⁴⁸

- One space reduction for every 12-inch diameter tree that is preserved (reduction of up to 2 spaces, or 10 percent of the total required parking).
- One space reduction for every 5 non-required bicycle parking spaces (reduction of up to 25 percent of the total required parking).
- Transit-supportive plazas may replace up to 10 percent of required parking, provided that at least 20 parking spaces are required and certain design standards are met.
- One space for every 4 motorcycle spaces provided (reduction of up to 5 spaces or 5 percent of the total required parking)
- Two spaces for every car sharing (e.g., Zipcar) space provided (reduction of up to 25 percent of the total required parking).
- Three spaces for every 15-dock bike sharing station, with a further one-space reduction for each additional 4 docks (reduction of up to 25 percent of the total required parking – this provision is not currently available due to the lack of a bike sharing operator).

For Affordable housing, the minimum number of required spaces can be reduced to zero when the applicant demonstrates compliance with the City's Inclusionary Housing Standards.

⁴⁸ Portland Zoning Code. Title 33. Chapter 33.266.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

In the commercial/mixed-use and multi-dwelling zoning districts, a TDM plan is required when new development includes more than 10 dwelling units, is located in a commercial/mixed-use or multi-family dwelling unit zone, and is close to transit (500 feet from a transit station with 20-minute peak hour service, or 1,500 feet from a transit station). The TDM requirement is located in Title 33 Portland Zoning Code, 33.130.290 Parking, Loading, and Transportation Demand Management. The TDM program is administered by the Portland Bureau of Transportation. Sites located in the Central City are exempt from the TDM Plan requirement.

Applicants have two options to fulfill the TDM requirement:⁴⁹

1. Pre-approved TDM Plan – an administrative process
2. Custom TDM Plan – land use review

The components of the Pre-Approved TDM plan, include:

- Multimodal financial incentives – a one-time fee equivalent to the value of an annual transit pass for each dwelling unit. The fee is held in a City account during construction, and then used for multimodal incentives for building tenants at occupancy. The applicant works with Portland Bureau of Transportation to select the distribution plan for multimodal incentive packages to tenants for the first four years of building occupancy. Examples of multimodal incentives could include:
 - Bike share membership or ride credits
 - Transit pass
 - Streetcar pass
 - Car share incentives
 - Carpool incentives
 - Real time transportation information displays
 - Tailored transportation information and marketing services
 - Unbundled parking costs from rental costs
 - Bicycle parking – above and beyond existing code-required parking
 - Bike share station open and accessible to the public
 - Bicycle repair station and tools
 - Car share fleet and parking spaces
- Transportation options information – provided by the Portland Bureau of Transportation and distributed to tenants for the first four years of building occupancy.
- Annual transportation survey – administered by the Portland Bureau of Transportation, with property management assistance, of building tenants for the first four years of building occupancy.

If an applicant chooses to provide a Custom TDM Plan, an applicant is required to create their own TDM Plan, get it approved based on the land use approval criteria, and implement the approved TDM strategies at building occupancy.

⁴⁹ Portland Bureau of Transportation website, accessed November 29, 2021:
<https://www.portlandoregon.gov/transportation/75487>

UNBUNDLED PARKING

As discussed in the TDM section, unbundled parking is one of the strategies allowed for the City's TDM Plan requirements.

BICYCLE PARKING

Applicants can get a reduction of one required space for every 5 non-required bicycle parking spaces (reduction of up to 25 percent of the total required parking).

Applicant can also receive a three-space reduction for every 15-dock bike sharing station, with a further one-space reduction for each additional 4 docks (reduction of up to 25 percent of the total required parking – this provision is not currently available due to the lack of a bike sharing operator).

For multi-family housing units, the following bicycle parking requirements apply:⁵⁰

- Central City
 - 1.5 long-term spaces per unit
 - 2 spaces or 1 per 20 units
- Outside the Central City
 - 1.1 long-term spaces per unit
 - 2 space or 1 per 20 units

CAR SHARE PARKING

Car share parking spaces may substitute for required parking:⁵¹

- For every car-sharing parking space that is provided, the parking requirement is reduced by 2 spaces, up to a maximum of 25 percent of the required spaces.
- The car-sharing parking spaces must be shown on the building plans.
- A copy of the car-sharing agreement between the property owner and the car-sharing company must be provided to the City.

IMPETUS/GOALS FOR PARKING POLICY

Per the City's , the following policy for off-street parking is listed:⁵²

Policy 9.51 Off-street parking. Limit the development of new parking spaces to achieve land use, transportation, and environmental goals. Regulate off-street parking to achieve mode share objectives, promote compact and walkable urban form, encourage lower rates of car ownership, and promote the vitality of commercial and employment areas. Utilize transportation demand management and pricing of parking in areas with high parking demand.

⁵⁰ Portland Zoning Code. Title 33. Chapter 33.266.

⁵¹ Portland Zoning Code. Title 33. Chapter 33.266.

⁵² City of Portland Off-Street Parking Management & Guiding Policies. City of Portland Bureau of Transportation.
<https://www.portlandoregon.gov/transportation/article/547704>

POLICY OUTCOMES

As a result of the 2002/2003 elimination of parking requirements for sites near transit, between 2006 and 2012, there were approximately 1,270 dwelling units built without dedicated off-street parking.⁵³

As a result of the 2013 reimposition of parking requirements (for multi-family projects with more than 30 units), a study conducted by Portlanders for Parking Reform found that the number of developments proposed with exactly 30 units increased between November 2014 and June 2016.⁵⁴ The article hypothesizes that developers were building 30-unit developments in order to avoid building the required parking.

⁵³ *City of Portland Off-Street Parking Management & Guiding Policies*. City of Portland Bureau of Transportation.
<https://www.portlandoregon.gov/transportation/article/547704>

⁵⁴ *Did Portland City Council Suppress Housing Supply in 2013?* TonyJ. PDXshoupistas. June 28, 2016.
<https://pdxshoupistas.com/did-portland-city-council-suppress-housing-supply/>

MINNEAPOLIS**POLICY(IES) ENACTED**

The City of Minneapolis has passed several parking policy reforms over the last twelve years that have impacted multi-family residential uses.⁵⁵

- In 2009, Minneapolis implemented a parking reform package that included:
 - Reduced parking requirements for commercial uses, requiring zero spaces for smaller establishments.
 - Maximum parking standards adopted citywide.
 - Minimum bicycle parking requirements established for most uses.
 - Eliminated minimum parking requirements in the downtown zoning districts.
- In 2015, Minneapolis had another parking reform package that included:
 - Elimination of parking requirements for residential buildings with 3-50 units located near high frequency transit, 50 percent reduction for larger residential buildings.
 - 10 percent reduction in parking requirements for residential buildings in proximity to standard transit service.
- In 2019, the Minneapolis 2040 plan was adopted, signaling the City's intent to eliminate parking minimums, evaluate and institute parking maximums, and revamp the travel demand management ordinance.

ELIMINATION OF PARKING REQUIREMENTS CITYWIDE AND EXPANSION OF PARKING MAXIMUMS

The City eliminated parking requirements on all new developments citywide in 2021 to align with the City's goals outlined in the Minneapolis 2040 Plan and the Transportation Action Plan. Prior to the update, the City required parking for some uses, while some areas of the City have provisions that allowed for a reduction or elimination of requirements.

Prior to the legislation, the residential parking maximum was 1.5 space per dwelling unit in Downtown Minneapolis, with no maximum elsewhere in the City. The ordinance included expansion of residential parking maximums:

- 1.5 spaces per dwelling unit in Transit and Core built form districts
- 2 spaces per dwelling unit elsewhere in the City

Table 9, on the following page, summarizes the residential parking minimums and maximums in the City of Minneapolis.

⁵⁵ *Zoning Code Text Amendment Summary*. CPED Staff Report. April 12, 2021.

<https://lims.minneapolismn.gov/Download/FileV2/23539/Off-Street-Parking-and-Travel-Demand-Management-Staff-Report.pdf>

Table 9: City of Minneapolis Off-Street Parking Requirements for Residential Uses

Housing Type	Parking Minimums Citywide	Parking Maximums (spaces per unit, unless noted otherwise)	
		Transit and Core Districts (spaces per unit)	Citywide (spaces per unit)
Multi-family residential (4+ units)	0	1.5	2
Single-, two-, or three-family dwellings	0	N/A	N/A
Congregate Living¹	0	1	1
Community Residential Facility	0	1	1
Board and Care Home/Nursing Home/Assisted Living	0	1	1
Community Correctional Facility	0	1	1
Dormitory	0	1	1
Emergency Shelter	0	1	1
Faculty House	0	1	1
Fraternity or Sorority	0	1	1
Hospitality Residence	0	1	1
Inebriate Housing	0	1	1
Intentional Community ¹	0	1.5	2
Overnight Shelter	0	*	*
Residential Hospice (per bed)	0	1	1
Single Room Occupancy Housing (per rooming unit)	0	0.5	0.5
Supportive Housing (per bed)	0	1	1

¹ Group living with 2 or more persons living together as a single household, sharing in the management of resources and household expenses.

*Approved by a CUP.

Source: Minneapolis Code of Ordinances. Title 20. Chapter 541. Article II. Table 541-1.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

Along with the elimination of parking requirements citywide in 2021, the City expanded its existing TDM program (the City calls the program Travel Demand Management).⁵⁶ Before the legislation, TDM plans were only required for projects with 100,000 square feet or more of new or additional non-residential gross floor area. With the elimination of parking requirements, the revised ordinance captures more development types and scales in the TDM process. The TDM ordinance expanded the three types of TDM standards:

- Minor – Residential projects with 50-249 units
- Major – residential projects with 250 or more units.
- Discretionary – a TDM plan can be required of any development when determined by the Planning Director that the proposal presents unique transportation challenges due to the nature or use of the location.

⁵⁶ Zoning Code Text Amendment Summary. CPED Staff Report. April 12, 2021.

<https://lims.minneapolismn.gov/Download/FileV2/23539/Off-Street-Parking-and-Travel-Demand-Management-Staff-Report.pdf>

The TDM process is geared toward shaping development that results in reduced automobile trips, increased walking, cycling, and transit trips and reduced greenhouse gas emissions. Developments triggering a required TDM process must implement strategies (provided as a menu of options) totaling a points value based on the size and use. Strategies include both programmatic and design strategies.

TDM PROGRAM ADMINISTRATION

The TDM requirements are located in Title 20 Zoning Code, Chapter 541 Off-Street Parking, Loading, and Mobility. The Planning Director, in consultation with the City Engineer, conducts the administrative review of the TDM plan. The Planning Director recommends to the Zoning Administrator any mitigating measures deemed reasonable and necessary and include such recommendations as a condition of the issuance of any building permit or zoning certificate.

PROGRAMMATIC ELEMENTS

The following programmatic elements are included in the menu of options that could be used to satisfy the TDM requirements:

- Provide unlimited-ride transit passes.
- Unbundle parking for rental or purchase of housing units.
- Provide shared vehicles for the development.
- Valet parking

DESIGN ELEMENTS

The following design elements are included in the menu of options that could be used to satisfy the TDM requirements:

- Provide pedestrian realm improvements – the development must provide a minimum of two of the following three enhancements:
 - Widened sidewalk that brings a sub-standard space into compliance with the City of Minneapolis Street Design Guide. Sidewalks must be paved with materials that meet or exceed City standards for sidewalk finishes.
 - Street trees and landscaping installed in an enhanced planting bed.
 - Street furniture appropriate for the site's context, not disrupting the pedestrian thoroughway.
- Provide zero vehicle parking or limited vehicle parking for the development.
- Real-time transit information
- Mobility hubs

UNBUNDLED PARKING

Unbundling the cost of parking from the rental or purchase prices of the housing units is one of the strategies that applicants can elect as part of their TDM plan.⁵⁷

⁵⁷ *Zoning Code Text Amendment Summary*. CPED Staff Report. April 12, 2021.

<https://lms.minneapolismn.gov/Download/FileV2/23539/Off-Street-Parking-and-Travel-Demand-Management-Staff-Report.pdf>

BICYCLE PARKING

Multi-family developments with four or more units are required to have at least one bicycle parking space per unit. 90 percent of the required bicycle parking should meet the standards for long-term bicycle parking.⁵⁸

CAR SHARE PARKING

Providing shared vehicles for the development is one of the strategies that applicants can elect as part of their TDM plan.

IMPETUS/GOALS FOR PARKING POLICY

The following rationale for the parking policy is provided in the City's staff report prepared for the City Planning Commission:⁵⁹

- *The cost of producing parking is paid for by residential owners and renters, whether they use it or not. This results in inflated housing costs, particularly for lower income households.*
- *Providing an overabundance of parking incentivizes automobile use at the expense of more efficient and environmentally friendly forms of transportation. This ultimately results in greater demands being placed on roadways and an increase in greenhouse gas emissions.*
- *Dedication of large portions of land to inactive uses such as parking reduces the efficiency with which land is used, reducing the ability of residents to satisfy their daily transportation needs within a small geographic footprint.*
- *Walkable urban design best practices are made less effective when they must accommodate parking, drive aisles, and curb cuts for automobiles.*
- *Parking reform has the added benefit of reducing the number of staff hours spent administering parking-related provisions in the zoning ordinance, with the intended trade-off of spending more time working with developers and businesses to meet the City's transportation goals.*
- *Regulatory relief for businesses is also intended with these changes. Eliminating requirements can make it easier for businesses to establish themselves in existing properties throughout Minneapolis.*
- *Elimination of minimum parking requirements removes a significant barrier to re-use of older buildings that were originally constructed with little or no off-street parking. A substantial amount of the city's historic fabric has been replaced to provide parking for both older and newer buildings or to provide public parking.*

POLICY OUTCOMES

MinnPost journalist Nick Magrino conducted an analysis of development approvals after the City's 2015 parking reform, which allowed residential projects near transit to be built with less off-street parking.⁶⁰ He analyzed the ratio of parking spaces to housing units in multi-family rental projects built between 2012 and 2017 outside of Downtown Minneapolis and the University District. He found that after the 2015 parking reform the ratio of parking spaces to number of units decreased.

⁵⁸ Minneapolis Code of Ordinances. Title 20. Chapter 541. Article II. Table 541-2.

⁵⁹ Zoning Code Text Amendment Summary. CPED Staff Report. April 12, 2021.

<https://lms.minneapolismn.gov/Download/FileV2/23539/Off-Street-Parking-and-Travel-Demand-Management-Staff-Report.pdf>

⁶⁰ What Happens When You Ease Parking Requirements for New Housing. Nick Magrino. January 30, 2018.

<https://www.nickmagrino.com/blog/2018/1/30/when-you-dont-have-to-build-so-much-parking>

He also found that prior to enacting the parking reform, the design and rent of many residential developments tended to be largely driven by parking. In areas outside of downtown, due to land costs, it made the most financial sense for developers to build underground parking structures, which necessitated building more than 100 housing units to make the projects feasible. After the parking reform, he found that a new type of housing project was being constructed: residential developments with less than 100 units and about one parking space for every two units. He concluded that these smaller developments were at least in part made possible by reduced parking requirements. Developers could build the needed parking without needing to build an expensive underground parking structure.

He further concludes that residential rents can be lowered as a result of the cost savings from building an underground parking structure. Lower rents for newly constructed multifamily units further ease the rent pressure on existing housing stock.

ADDITIONAL CITIES RESEARCHED

Walker also researched the parking policies of the following cities, which were not included in the case study analysis:

- West Hollywood – The City eliminated all parking requirements if 100 percent of the units are Affordable. Since the ordinance does not apply to developments other than those that are 100 percent Affordable, Walker excluded this City from the analysis.
- Chicago – Chicago passed its first Transit Oriented Development (TOD) ordinance in 2013 and updated the ordinance in 2015. However, the ordinance only applies to developments located in close proximity to transit and located along designated “pedestrian streets.” Chicago’s pedestrian streets are located in very dense, urban and walkable areas in Downtown. Given that the ordinance is specific to these locations, Walker excluded this City from the analysis.