ABAG-MTC Webinar: Reconsidering Parking Development Requirements

Local Parking Policy Technical Assistance

November 9, 2021

ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

NELSON NYGAARD

Impact of Parking on Goals

VMT and Emission Reduction

- Parking increases vehicle miles traveled, resulting in more traffic, more emissions, and reduced safety

Focused Growth and Vibrant Communities

- Parking takes up space that could be used for other purposes

Affordable Housing and Transportation

- Parking increases costs and hinders equitable development and access

Regional & Local Policies and Priorities

- *VMT mitigation (SB 743, TDM Ordinances, PDAs and transit-oriented developments)*
- *GHG mitigation (Plan Bay Area 2050, Climate Action Plans)*
- *Health and safety (Vision Zero, AB 617 and air quality improvement)*
- *Mobility and activation improvements (Complete Streets, Slow Streets, multimodal and emerging mobility planning)*
- *Housing planning and development (PDA, RHNA, General Plan and Housing Element)*
- *Equity goals (affordability, transportation accessibility, Environmental Justice)*

Local Parking Policy Technical Assistance

Understand the Bay Area's Existing Parking Policies

- What policies are currently in place?
- What policies are cities most interested in updating/implementing?
- What can cities learn from each other?

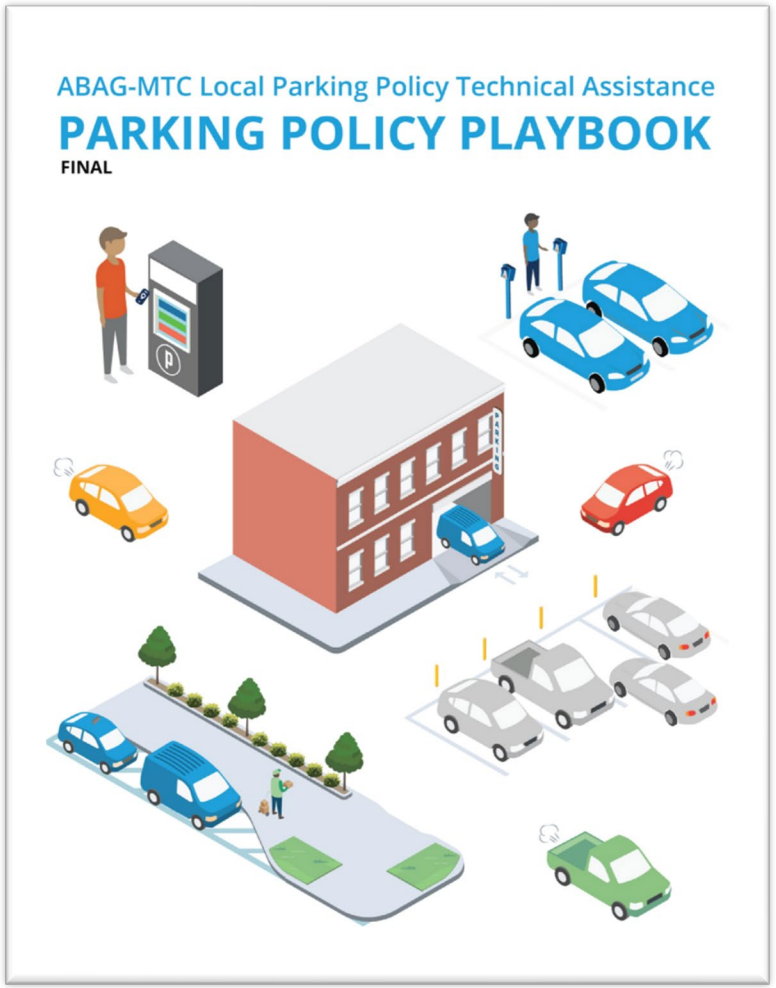
Identify Implementation Hurdles

- What challenges hinder adoption of critical reforms?

Develop Practical Implementation Guidance

- How can different parking policies support regional and local goals?
- What real-world resources are most useful to help cities adopt and implement new policies?

Parking Policy Resources



Playbook

- Reduced Parking Minimums
- Parking Maximums
- Reduced Parking for Affordable Housing
- Reduced Parking for Transit Proximity
- Shared Parking
- Unbundled Parking
- Parking In-Lieu Fees
- Priced Parking
- Demand-Responsive Pricing
- Parking Benefit Districts
- Curb Strategy
- TDM Policy for New Development

Parking Policy Resources

POLICY #1

Reduced Parking Minimums

Used For

- Reducing systematic overbuilding of parking.
- Avoiding unnecessary cost barriers to development, and the inflationary impacts of excess parking construction on housing and commercial-lease costs.
- Encouraging more sustainable growth and more walkable and multimodal urban design patterns.
- Supporting infill development, particularly in dense, urban areas with constrained space.

Policy Overview

Many cities require new developments to build a minimum number of parking spaces, regardless of whether they are needed or desired. Parking requirements tend to overstate demand, lead to an excessive supply of parking, increase development and housing costs, and contribute to sprawl. Eliminating minimum parking requirements does not mean that no new parking will be constructed, but rather developers will determine the appropriate level of supply based upon market demand.

Benefits

- Provides developers with flexibility to right-size parking supplies according to their own demand projections and other factors.
- Removes a key contributor to excess parking supplies, particularly in areas where walking and multimodal mobility are most viable as alternatives to driving.
- Facilitates change-of-use projects that might otherwise trigger increased parking requirements that can be difficult to meet.
- Facilitates infill projects.

Level of Difficulty: ●●●

Impact: ●●●

Implementation Steps

1. Articulate impacts of current parking standards. Lead process with solid data, including cost of unnecessary parking and data on how much less is provided when minimums are removed.
2. Communicate the true cost and negative outcomes of parking minimums (e.g., increased housing costs, sprawl) and identify specific opportunities that are hindered by parking requirements (e.g., a developer who wants to reuse a historic building, businesses that cannot expand).
3. Build community support by establishing partnerships and communicating shared goals with stakeholders.
4. If removal is not citywide, conduct a parking analysis to determine the geographic areas, land uses, and development scales that will not be subject to parking minimums.
5. Work through the draft policymaking and approval process in close concert with liaisons to elected officials to craft messaging to gain support when put forward for adoption.
6. Communicate the change and new policy to stakeholders clearly.

Key Features

- Universal application. Policy should be broadly implemented with exceptions where needed. Other policy features can help to reinforce effectiveness of elimination of parking minimums.
- Parking occupancy. Parking counts post-implementation can assuage community concerns of a lack of parking and on-street parking spillover.
- Track results. Documenting new development that otherwise would not have been occurred due to restrictive parking requirements helps communicate the value of further removing minimums. Developers need evidence on past successful projects with lower ratios.

Pro Tips

- Combine with parking maximums (Policy #2) where developers are likely to continue to oversupply projects.
- It is acceptable to begin with incremental changes to parking requirements – remove or reduce them in certain areas or for certain uses. For example, some cities start with eliminating requirements for affordable housing (Policy #3) or near transit-rich areas (Policy #4) before eventually moving on to citywide elimination. Eliminating minimums may be applied citywide but will provide the most significant benefits in areas that combine walkable densities and use mixes with robust multimodal networks.
- Combine with unbundling requirements (Policy #6) to further discourage parking oversupply at new developments.
- Negates the need for parking in-lieu fees (Policy #7).
- Complement with a comprehensive curbside management plan (Policy #11), including strategies for commercial, residential, and transitional streets, to address concerns about impact on nearby streets (spillover) should new development create more parking demand than it can accommodate on-site.
- Complement with TDM requirements (Policy #12) to further reduce on-site parking.
- Address the impact of previous minimums via code updates that allow off-site shared parking spaces to be used to help meet requirements.
- Work with the City Attorney's Office early on.
- If information is lacking, conduct an on- and off-street parking occupancy study to confirm the typical oversupply of parking and impacts on land use.
- As with many parking changes, a strong and dedicated champion has been behind most successful parking minimum removals.
- One recent Southern California policy leader found it helpful to complete a peer city evaluation to benchmark parking requirements against aspirational cities.
- A reduction in minimum parking requirements encourages affordable housing developments. While it is a concern that introducing a complete removal of minimum parking may undermine and weaken existing incentive levers for developers to build more affordable housing, there is no empirical evidence to support this trade-off.[1]

Parking Policy Resources

Appendix

Sample Policy Code Language

A

Sample Staff Reports & Council Resolutions

B

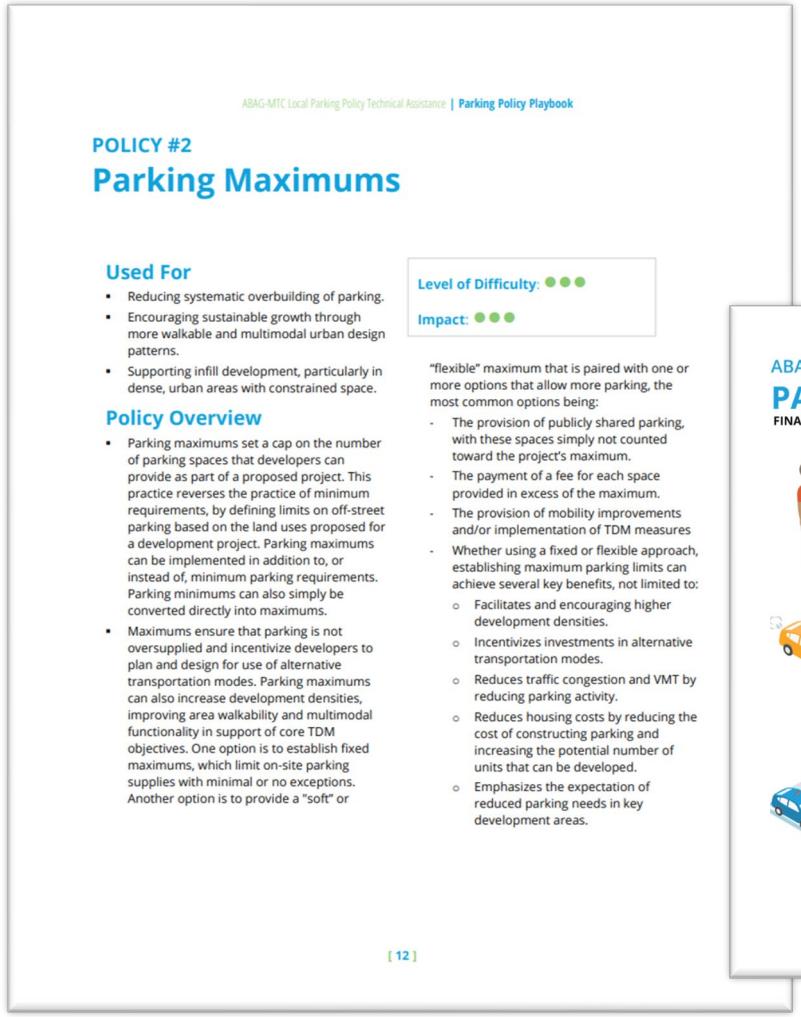
Parking Policy Cut Sheet

C

Parking Policy Database

D

Parking Policy Resources



POLICY #2

Parking Maximums

Used For

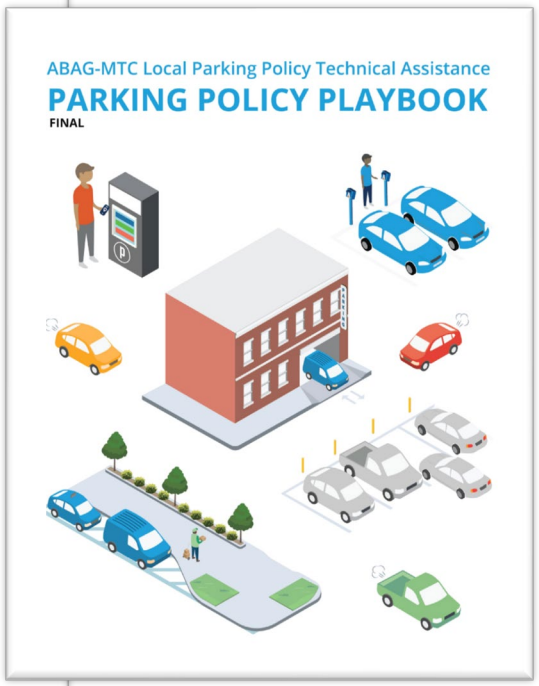
- Reducing systematic overbuilding of parking.
- Encouraging sustainable growth through more walkable and multimodal urban design patterns.
- Supporting infill development, particularly in dense, urban areas with constrained space.

Level of Difficulty: ●●●

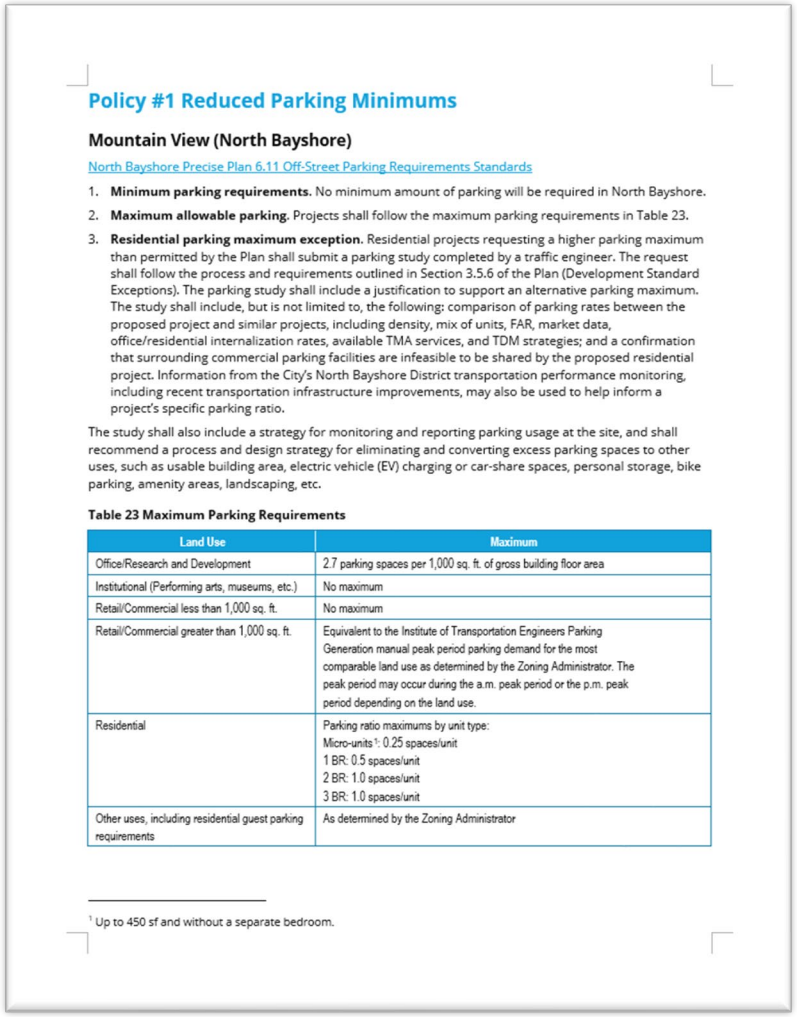
Impact: ●●●

Policy Overview

- Parking maximums set a cap on the number of parking spaces that developers can provide as part of a proposed project. This practice reverses the practice of minimum requirements, by defining limits on off-street parking based on the land uses proposed for a development project. Parking maximums can be implemented in addition to, or instead of, minimum parking requirements. Parking minimums can also simply be converted directly into maximums.
- Maximums ensure that parking is not oversupplied and incentivize developers to plan and design for use of alternative transportation modes. Parking maximums can also increase development densities, improving area walkability and multimodal functionality in support of core TDM objectives. One option is to establish fixed maximums, which limit on-site parking supplies with minimal or no exceptions. Another option is to provide a "soft" or "flexible" maximum that is paired with one or more options that allow more parking, the most common options being:
  - The provision of publicly shared parking, with these spaces simply not counted toward the project's maximum.
  - The payment of a fee for each space provided in excess of the maximum.
  - The provision of mobility improvements and/or implementation of TDM measures
  - Whether using a fixed or flexible approach, establishing maximum parking limits can achieve several key benefits, not limited to:
    - Facilitates and encouraging higher development densities.
    - Incentivizes investments in alternative transportation modes.
    - Reduces traffic congestion and VMT by reducing parking activity.
    - Reduces housing costs by reducing the cost of constructing parking and increasing the potential number of units that can be developed.
    - Emphasizes the expectation of reduced parking needs in key development areas.



[Playbook]



Policy #1 Reduced Parking Minimums

Mountain View (North Bayshore)

North Bayshore Precise Plan 6.11 Off-Street Parking Requirements Standards

1. **Minimum parking requirements.** No minimum amount of parking will be required in North Bayshore.
2. **Maximum allowable parking.** Projects shall follow the maximum parking requirements in Table 23.
3. **Residential parking maximum exception.** Residential projects requesting a higher parking maximum than permitted by the Plan shall submit a parking study completed by a traffic engineer. The request shall follow the process and requirements outlined in Section 3.5.6 of the Plan (Development Standard Exceptions). The parking study shall include a justification to support an alternative parking maximum. The study shall include, but is not limited to, the following: comparison of parking rates between the proposed project and similar projects, including density, mix of units, FAR, market data, office/residential internalization rates, available TMA services, and TDM strategies; and a confirmation that surrounding commercial parking facilities are infeasible to be shared by the proposed residential project. Information from the City's North Bayshore District transportation performance monitoring, including recent transportation infrastructure improvements, may also be used to help inform a project's specific parking ratio.

The study shall also include a strategy for monitoring and reporting parking usage at the site, and shall recommend a process and design strategy for eliminating and converting excess parking spaces to other uses, such as usable building area, electric vehicle (EV) charging or car-share spaces, personal storage, bike parking, amenity areas, landscaping, etc.

Table 23 Maximum Parking Requirements

Land Use	Maximum
Office/Research and Development	2.7 parking spaces per 1,000 sq. ft. of gross building floor area
Institutional (Performing arts, museums, etc.)	No maximum
Retail/Commercial less than 1,000 sq. ft.	No maximum
Retail/Commercial greater than 1,000 sq. ft.	Equivalent to the Institute of Transportation Engineers Parking Generation manual peak period parking demand for the most comparable land use as determined by the Zoning Administrator. The peak period may occur during the a.m. peak period or the p.m. peak period depending on the land use.
Residential	Parking ratio maximums by unit type: Micro-units[1]: 0.25 spaces/unit 1 BR: 0.5 spaces/unit 2 BR: 1.0 spaces/unit 3 BR: 1.0 spaces/unit
Other uses, including residential guest parking requirements	As determined by the Zoning Administrator

[1] Up to 450 sf and without a separate bedroom.

[Appendix A: Sample Code Language]

Parking Policy Resources

Appendix B: Sample Staff Reports & Council Resolutions (Berkeley)

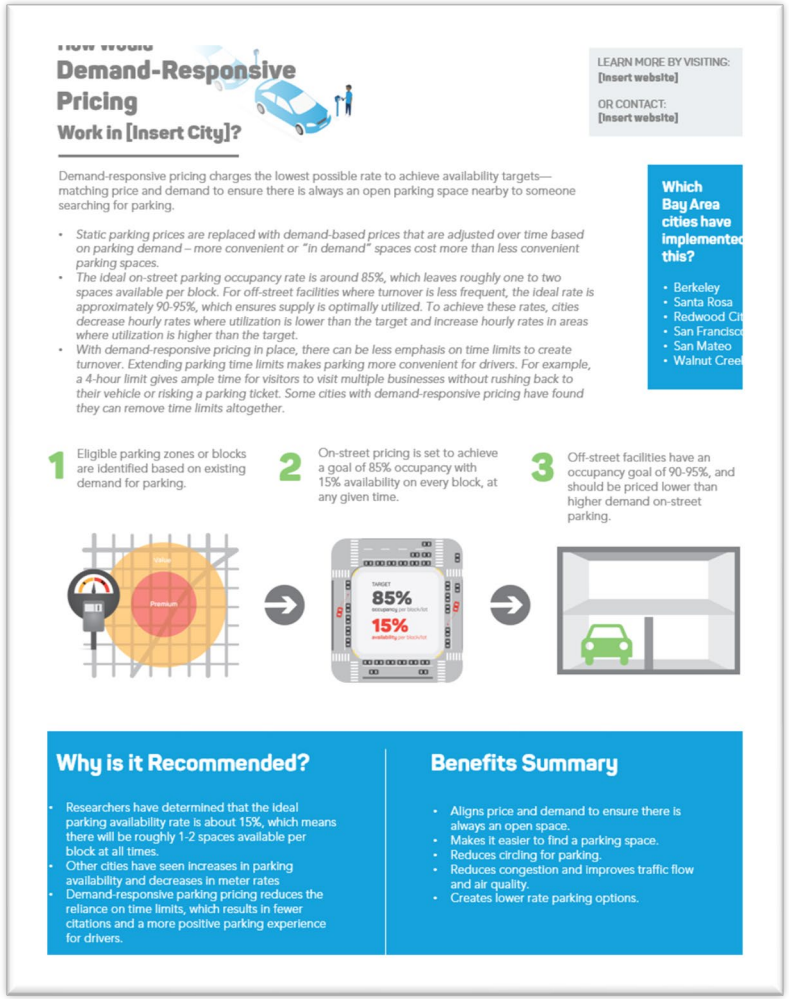
An example staff report to the City of Berkeley City Council for ordinance amendments to parking requirements.

Appendix B: Sample Staff Reports & Council Resolutions (Santa Rosa Resolution)

An example of a City of Santa Rosa council resolution authorizing parking user fees.

Appendix B: Sample Staff Reports & Council Resolutions (Santa Rosa Staff Report)

An example staff report to the City of Santa Rosa City Council for parking rate changes and parking ordinance amendment.



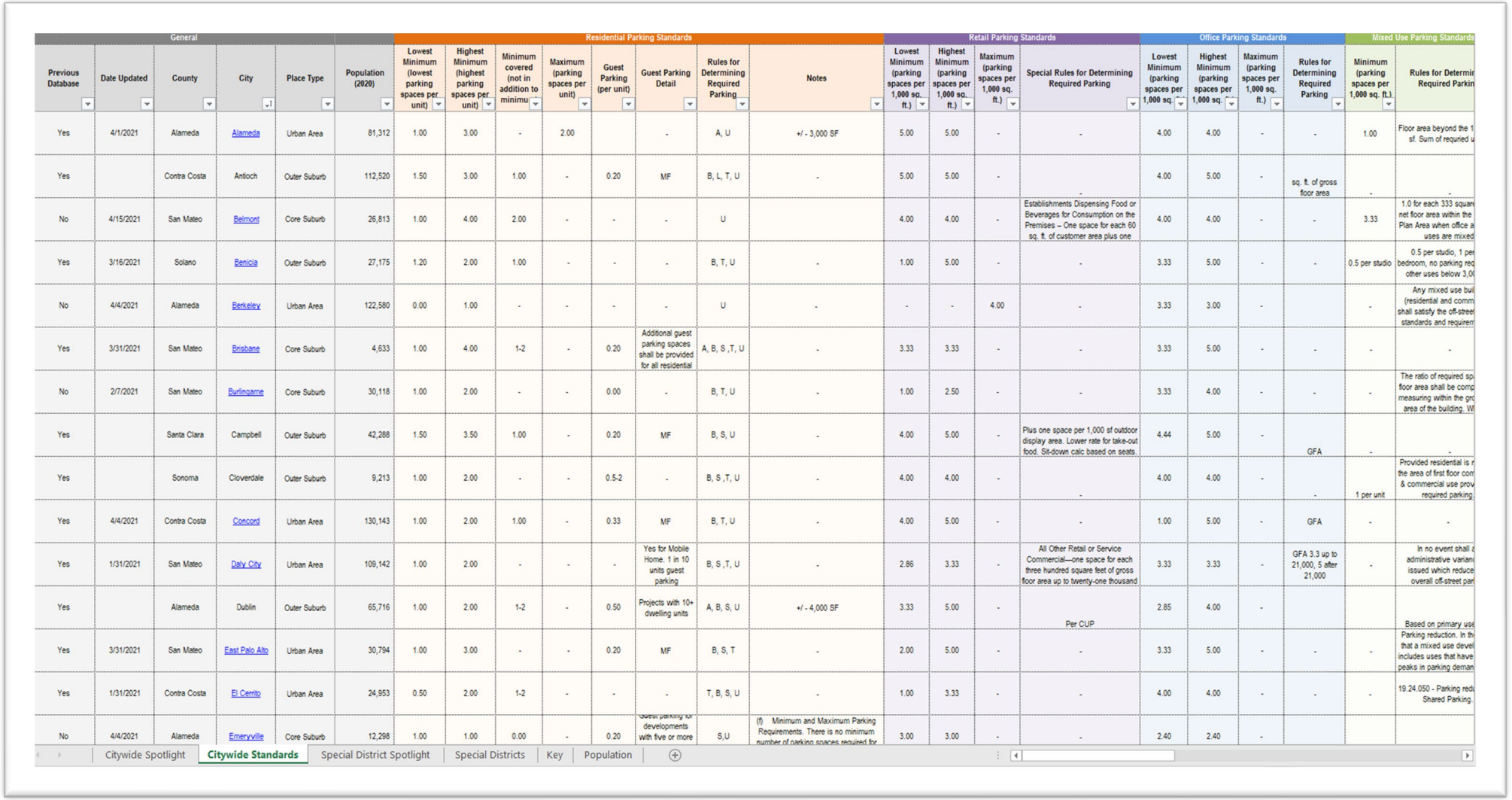
[Appendix B: Berkeley Staff Report]

[Appendix B: Santa Rosa Resolution]

[Appendix B: Santa Rosa Staff Report]

[Appendix C: Fact Sheet Template]

Parking Policy Resources



General						Residential Parking Standards								Retail Parking Standards				Office Parking Standards				Mixed Use Parking Standards	
Previous Database	Date Updated	County	City	Place Type	Population (2020)	Lowest Minimum (lowest parking spaces per unit)	Highest Minimum (highest parking spaces per unit)	Minimum covered (not in addition to minimu	Maximum (parking spaces per unit)	Guest Parking (per unit)	Guest Parking Detail	Rules for Determining Required Parking	Notes	Lowest Minimum (parking spaces per 1,000 sq. ft.)	Highest Minimum (parking spaces per 1,000 sq. ft.)	Maximum (parking spaces per 1,000 sq. ft.)	Special Rules for Determining Required Parking	Lowest Minimum (parking spaces per 1,000 sq.	Highest Minimum (parking spaces per 1,000 sq.	Maximum (parking spaces per 1,000 sq. ft.)	Rules for Determining Required Parking	Minimum (parking spaces per 1,000 sq. ft.)	Rules for Determi Required Parkin
Yes	4/1/2021	Alameda	Alameda	Urban Area	81,312	1.00	3.00	-	2.00		-	A, U	+/- 3,000 SF	5.00	5.00	-	-	4.00	4.00	-	-	1.00	Floor area beyond the 1 sf. Sum of required u
Yes		Contra Costa	Antioch	Outer Suburb	112,520	1.50	3.00	1.00	-	0.20	MF	B, L, T, U	-	5.00	5.00	-	-	4.00	5.00	-	sq. ft. of gross floor area	-	-
No	4/15/2021	San Mateo	Belmont	Core Suburb	26,813	1.00	4.00	2.00	-	-	-	U		4.00	4.00	-	Establishments Dispensing Food or Beverages for Consumption on the Premises – One space for each 60 sq. ft. of customer area plus one	4.00	4.00	-	-	3.33	1.0 for each 333 squar net floor area within the Plan Area when office a uses are mixed
Yes	3/16/2021	Solano	Benicia	Outer Suburb	27,175	1.20	2.00	1.00	-	-	-	B, T, U	-	1.00	5.00	-	-	3.33	5.00	-	-	0.5 per studio	0.5 per studio, 1 per bedroom, no parking req other uses below 3,0
No	4/4/2021	Alameda	Berkeley	Urban Area	122,580	0.00	1.00	-	-	-	-	U	-	-	-	4.00	-	3.33	3.00	-		-	Any mixed use buil (residential and comm shall satisfy the off-street standards and requirem
Yes	3/31/2021	San Mateo	Brisbane	Core Suburb	4,633	1.00	4.00	1-2	-	0.20	Additional guest parking spaces shall be provided for all residential	A, B, S ,T, U	-	3.33	3.33	-	-	3.33	5.00	-	-	-	-
No	2/7/2021	San Mateo	Burlingame	Core Suburb	30,118	1.00	2.00	-	-	0.00	-	B, T, U	-	1.00	2.50	-	-	3.33	4.00	-	-	-	The ratio of required sp floor area shall be comp measuring within the gro area of the building. W
Yes		Santa Clara	Campbell	Outer Suburb	42,288	1.50	3.50	1.00	-	0.20	MF	B, S, U	-	4.00	5.00	-	Plus one space per 1,000 sf outdoor display area. Lower rate for take-out food. Sit-down calc based on seats.	4.44	5.00	-	GFA	-	-
Yes		Sonoma	Cloverdale	Outer Suburb	9,213	1.00	2.00	-	-	0.5-2	-	B, S ,T, U	-	4.00	4.00	-	-	4.00	4.00	-	-	1 per unit	Provided residential is r the area of first floor com & commercial use prov required parking.
Yes	4/4/2021	Contra Costa	Concord	Urban Area	130,143	1.00	2.00	1.00	-	0.33	MF	B, T, U	-	4.00	5.00	-	-	1.00	5.00	-	GFA	-	-
Yes	1/31/2021	San Mateo	Daly City	Urban Area	109,142	1.00	2.00	-	-	-	Yes for Mobile Home. 1 in 10 units guest parking	B, S ,T, U	-	2.86	3.33	-	All Other Retail or Service Commercial—one space for each three hundred square feet of gross floor area up to twenty-one thousand	3.33	3.33	-	GFA 3.3 up to 21,000, 5 after 21,000	-	In no event shall a administrative varian issued which reduce overall off-street par
Yes		Alameda	Dublin	Outer Suburb	65,716	1.00	2.00	1-2	-	0.50	Projects with 10+ dwelling units	A, B, S, U	+/- 4,000 SF	3.33	5.00	-	Per CUP	2.85	4.00	-			Based on primary use
Yes	3/31/2021	San Mateo	East Palo Alto	Urban Area	30,794	1.00	3.00	-	-	0.20	MF	B, S, T	-	2.00	5.00	-	-	3.33	5.00	-	-	-	Parking reduction. In th that a mixed use devel includes uses that have peaks in parking deman
Yes	1/31/2021	Contra Costa	El Cerrito	Urban Area	24,953	0.50	2.00	1-2	-	-	-	T, B, S, U	-	1.00	3.33	-	-	4.00	4.00	-	-	-	19.24.050 - Parking redu Shared Parking.
No	4/4/2021	Alameda	Emeryville	Core Suburb	12,298	1.00	1.00	0.00	-	0.20	Guest parking for developments with five or more	S,U	(f) Minimum and Maximum Parking Requirements. There is no minimum number of parking spaces required for	3.00	3.00	-	-	2.40	2.40	-			

Citywide Spotlight | Citywide Standards | Special District Spotlight | Special Districts | Key | Population

Appendix D:
Parking Policy Database

Today's Speakers

Anthony Johnson
Senior City Planner
City of St. Paul

Greg Sandlund
Planning Director
City of Sacramento

Justin Horner
Associate Planner
City of Berkeley

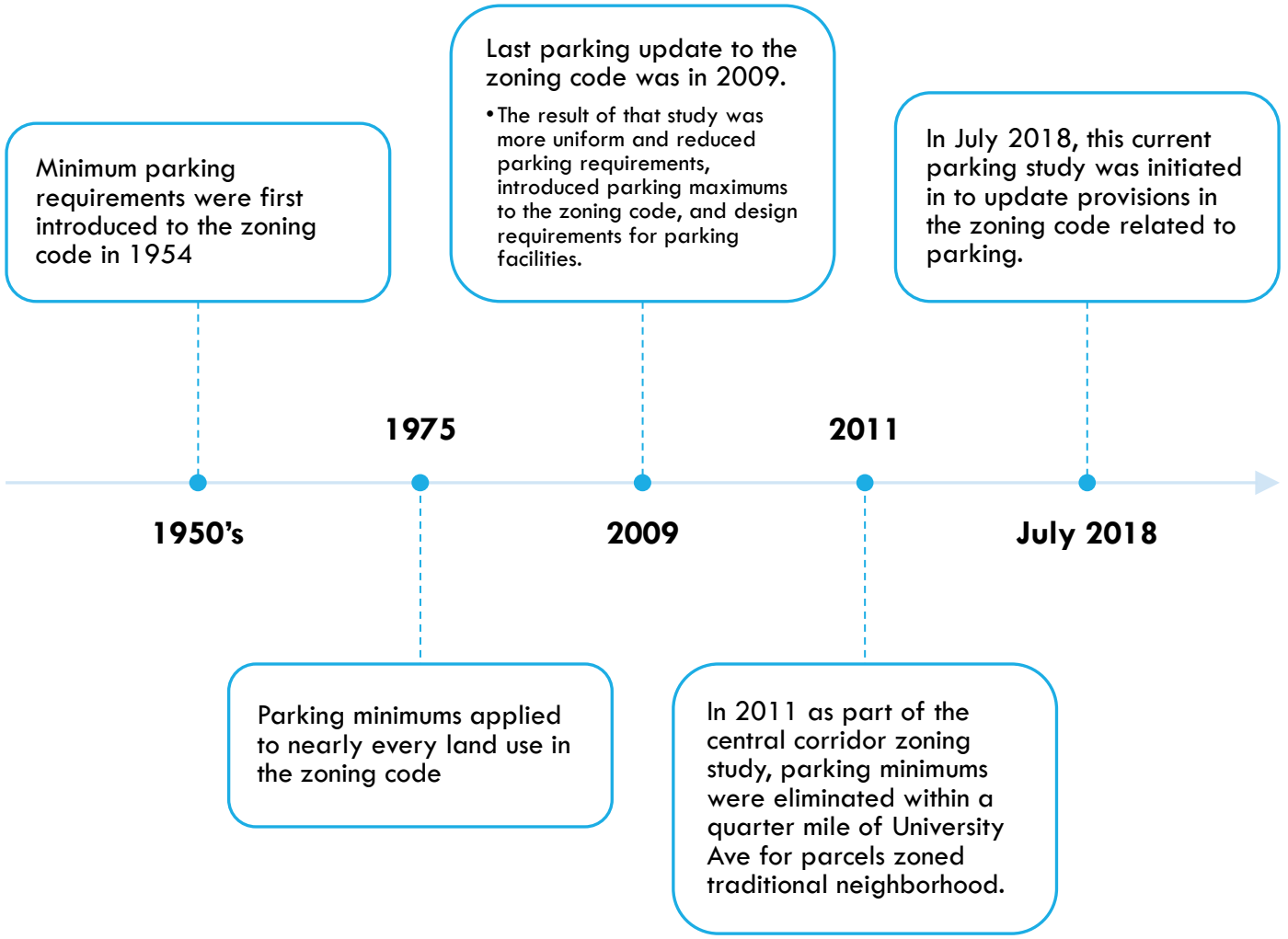
James Choe
Climate Program Manager
Metropolitan Transportation Commission (MTC)

Lauren Mattern
Principal
Nelson\Nygaard

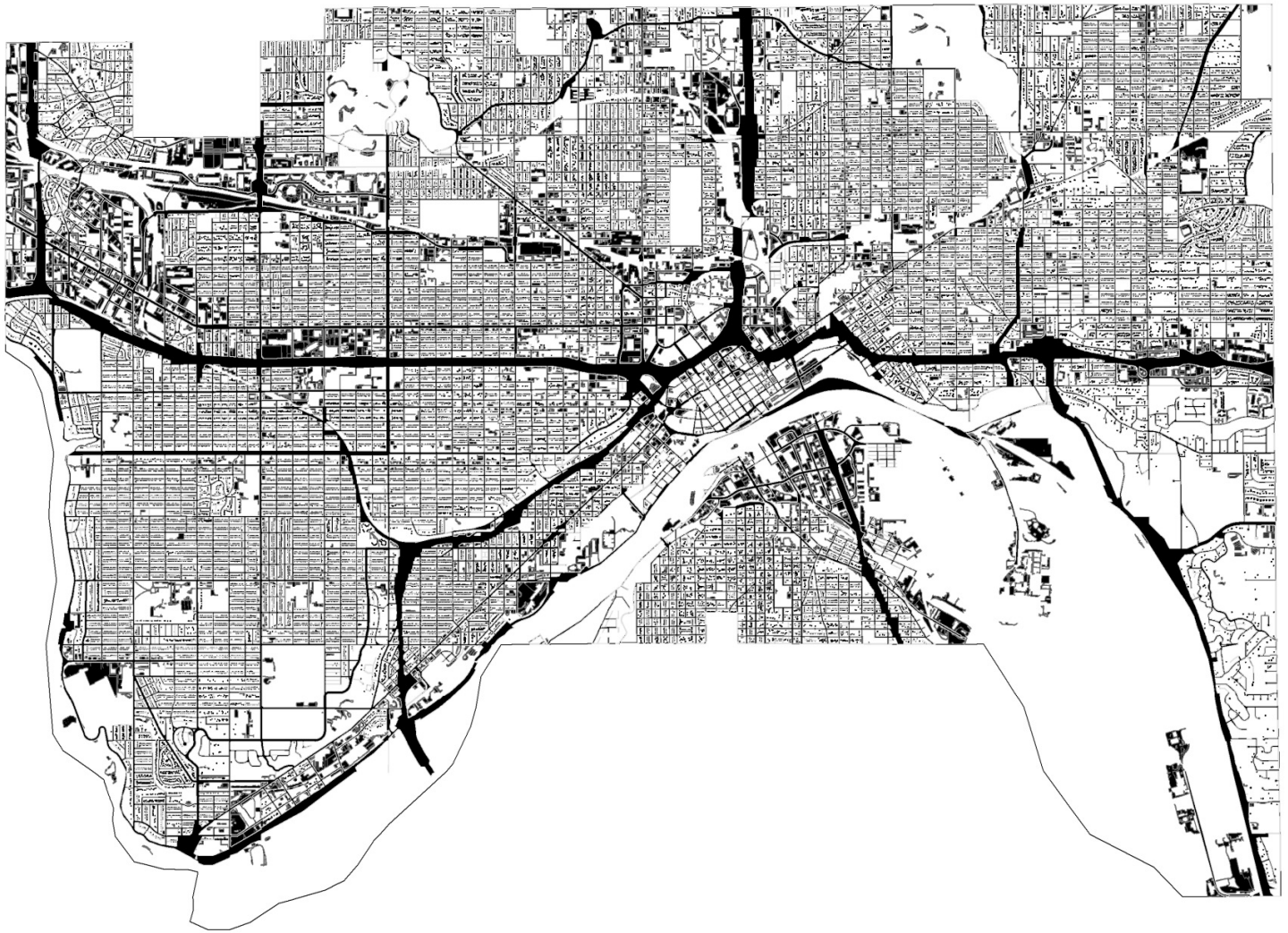
ELIMINATING MINIMUM PARKING REQUIREMENTS IN SAINT PAUL

Tony Johnson
Senior Planner
City of Saint Paul

BACKGROUND


Minimum parking requirements were first introduced to the zoning code in 1954
1950's
Parking minimums applied to nearly every land use in the zoning code
1975
Last parking update to the zoning code was in 2009.
• The result of that study was more uniform and reduced parking requirements, introduced parking maximums to the zoning code, and design requirements for parking facilities.
2009
In 2011 as part of the central corridor zoning study, parking minimums were eliminated within a quarter mile of University Ave for parcels zoned traditional neighborhood.
2011
In July 2018, this current parking study was initiated in to update provisions in the zoning code related to parking.
July 2018

ABOUT 35.6% OF SAINT PAUL'S LAND AREA IS DEDICATED PRIMARILY TO THE PURPOSE OF MOVING AND STORING AUTOMOBILES



Surface parking lots take up a lot of space today, thanks in part to parking minimums

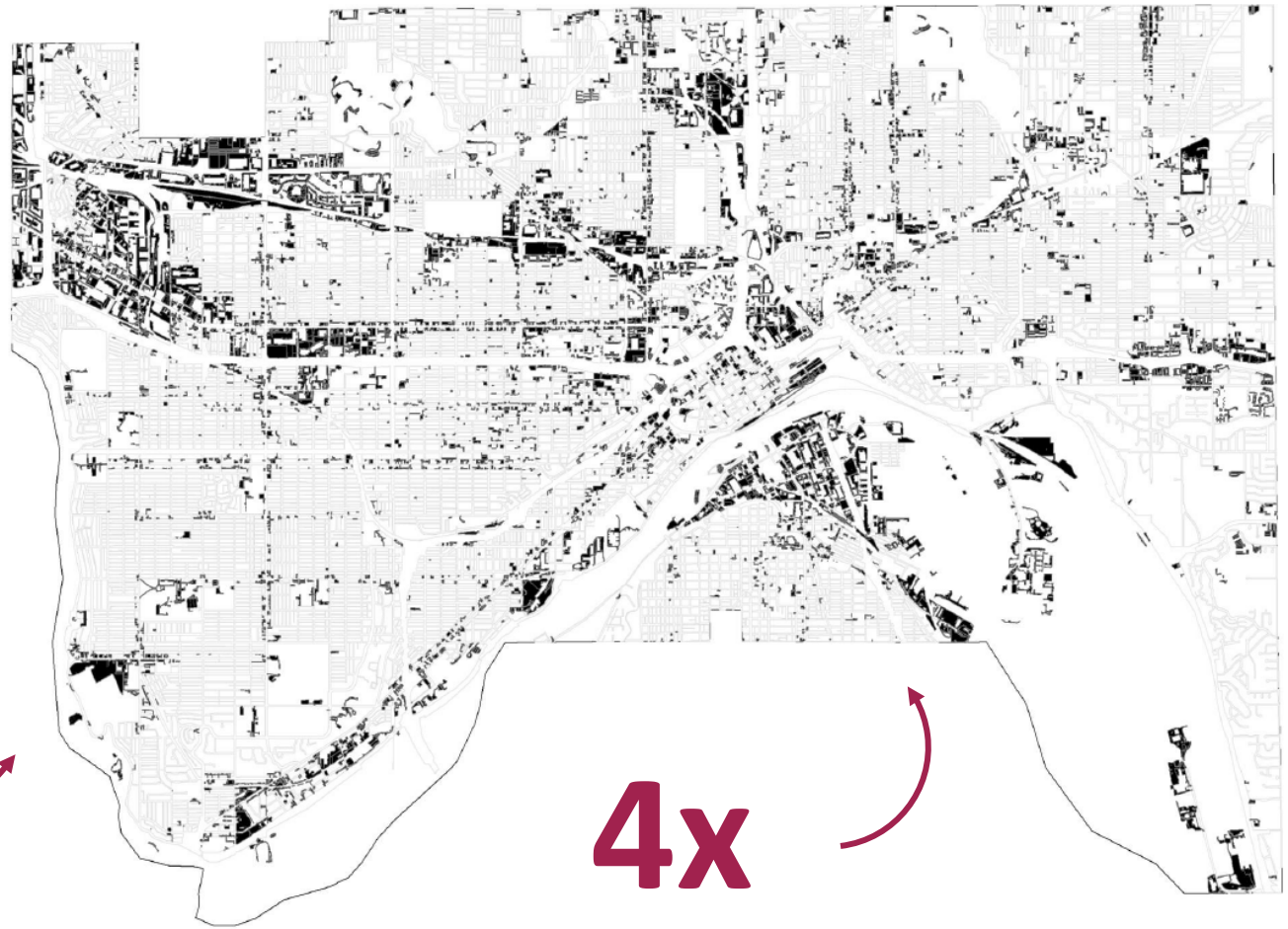
2,600

Acres of off-street surface parking in Saint Paul

Surface parking lots take up a lot of space today, thanks in part to parking minimums

2,600

Acres of off-street parking in Saint Paul



4x

That’s four times bigger than the entire area of Downtown Saint Paul

POLICY BASIS

- The Climate Action and Resiliency Plan
- The 2040 Comprehensive Plan

GOALS OF THE STUDY

To help implement the climate action plan. Climate action plan calls for carbon neutrality by 2050.

- In Saint Paul, single-occupant trips are the most prevalent mode of transportation and, according to the Climate Action & Resilience Plan, **31% of Saint Paul's emissions can be attributed to vehicle travel.**

GOALS OF THE STUDY

To Implement comprehensive plan policies

- **Policy LU-13.** Support strategies, as context and technology allow, to improve off-street parking efficiency, such as shared parking agreements, district ramps, car sharing, electric vehicle charging and **reduced parking overall.**
- **Policy LU-14. Reduce the amount of land devoted to off-street parking** in order to use land more efficiently, accommodate increases in density on valuable urban land, and promote the use of transit and other non-car mobility modes.
- **Policy LU-15.** Ensure that stand-alone parking uses are limited, and that structured parking is mixed-use and/or convertible to other uses.
- **Policy LU-31.** Invest in Neighborhood Nodes to achieve development that enables people to meet their daily needs within walking distance and improves equitable access to amenities, retail and services.
- **Policy T-17. Use pricing to manage parking demand** and improve parking efficiency in areas with high demand and short supply.
- **Policy T-21. Reduce vehicle miles traveled (VMT) by 40% by 2040** by improving transportation options beyond single-occupant vehicles.
- **Policy T-22.** Shift mode share towards walking, biking, public transit, carpooling, ridesharing and carsharing in order to reduce the need for car ownership.

GOALS OF THE STUDY

- Policy H-8. **Encourage creativity in building design and site layout.**
- Policy H-18. **Foster the preservation and production of deeply affordable rental housing** (housing affordable to those at 30% or less of the Area Median Income or AMI), supportive housing and housing for people experiencing homelessness.
- Policy H-31. Support the development of **new affordable housing units** throughout the city.
- Policy H-46. Support the development of new housing, particularly in areas identified as Mixed Use, Urban Neighborhoods, and/or in areas with the highest existing or planned transit service, to meet market demand for **living in walkable, transit-accessible, urban neighborhoods.**

Saint Paul had two options on the table

REDUCE
parking minimums

ELIMINATE parking
minimums

OTHER AMENDMENTS WITH THE STUDY

- **Both options decouple bike parking requirements from vehicular parking requirements, and created bike parking requirements that are specific to land uses**
- **Both options require parking to be unbundled**
- **Both options proposed to streamline processes and standards for parking**
- **Both options proposed amendments the travel demand manage (TDM) ordinance and introduce a new supplemental TDM program guide**

TDMP AMENDMENTS AND SUPPLEMENTAL GUIDE

- TDMP program and guide was modeled after San Francisco's program.
- Creates a standardized approach to TDMP's
  - The travel demand management program standards guide assigns a point value to travel demand management strategies
  - Developments will be assigned a point target which is determined by the developments parking ratio and its geographic location.
  - In consultation with Move MN, a developer will select enough TDMP measures from the guide to meet their point target.
  - A developer or the property manager will assign TDMP coordinator who will work with Move Minnesota to implement the TDMP

Land Uses and Physical Amenities								
Physical-1	Streetscape Improvements That Improve Walking Conditions: Site Access	X	X	X		1	•	4%
Physical-2	Streetscape Improvements That Improve Walking Conditions: Traffic Calming	X	X	X		1	•	4%
Physical-3	New, City-Approved Bicycle Path	X	X	X		1	•	4%
Physical-6	Bicycle Repair Station	X	X	X		1	•	4%
Physical-8	Showers, Changing Facilities, and Lockers		X		X	1	•	4%
Physical-7	Active Transportation Focused Wayfinding Signage	X	X	X	X	1	•	4%
Physical-8	Car-Share Parking	X	X	X	X	14	•••••	16%
Physical-9	Real-Time Transit/Transportation-Service Tracking Display	X	X	X	X	1	•	4%
Physical-10	Provide Bike Fleet, Bike Share	X	X	X		1	•	4%
Physical-11	Delivery-Supportive Amenities	X	X	X		1	•	4%
Physical-13	On-Site Daycare	X	X	X		2	••	8%
Physical-14	Transit Improvements	X	X	X		1	•	4%
Programs								
Programs-1	Education, Marketing, and Outreach	X	X			14	•••••	16%
Programs-2	Free or Subsidized Transit Passes		X	X		14	•••••	16%
Programs-3	Ride-Matching Service Provision, Assess		X	X		1	•	4%
Programs-4	Vanpool Program		X	X		2	••	8%
Programs-5	Carpool Incentives		X	X		2	••	8%
Programs-7	Flexible Work Schedules		X	X		1-5	•••••	20%
Active Mode Services								
Active-1	Bike Valet			X		1	•	4%
Active-2	Bicycle Maintenance Services	X	X	X		1	•	4%
Transit								
Transit-1	Shuttle/Connector Bus Service		X	X		1-6	••••• •	24%
Mobility Services								
MaaS-1	Car-Share Membership	X	X	X		1	•	4%
MaaS-2	Subscription (Access to Other) Service	X	X	X		1-2	••	8%
MaaS-3	Delivery Services			X		1	•	4%
Parking Cost								
Parking-1	Unbundled Parking	X	X	X		24	•••••	16%
Parking-2	Parking Cash Out		X	X		2	••	8%
Parking-3	Price Parking	X	X	X		2	••	8%

How does the REDUCE option work?

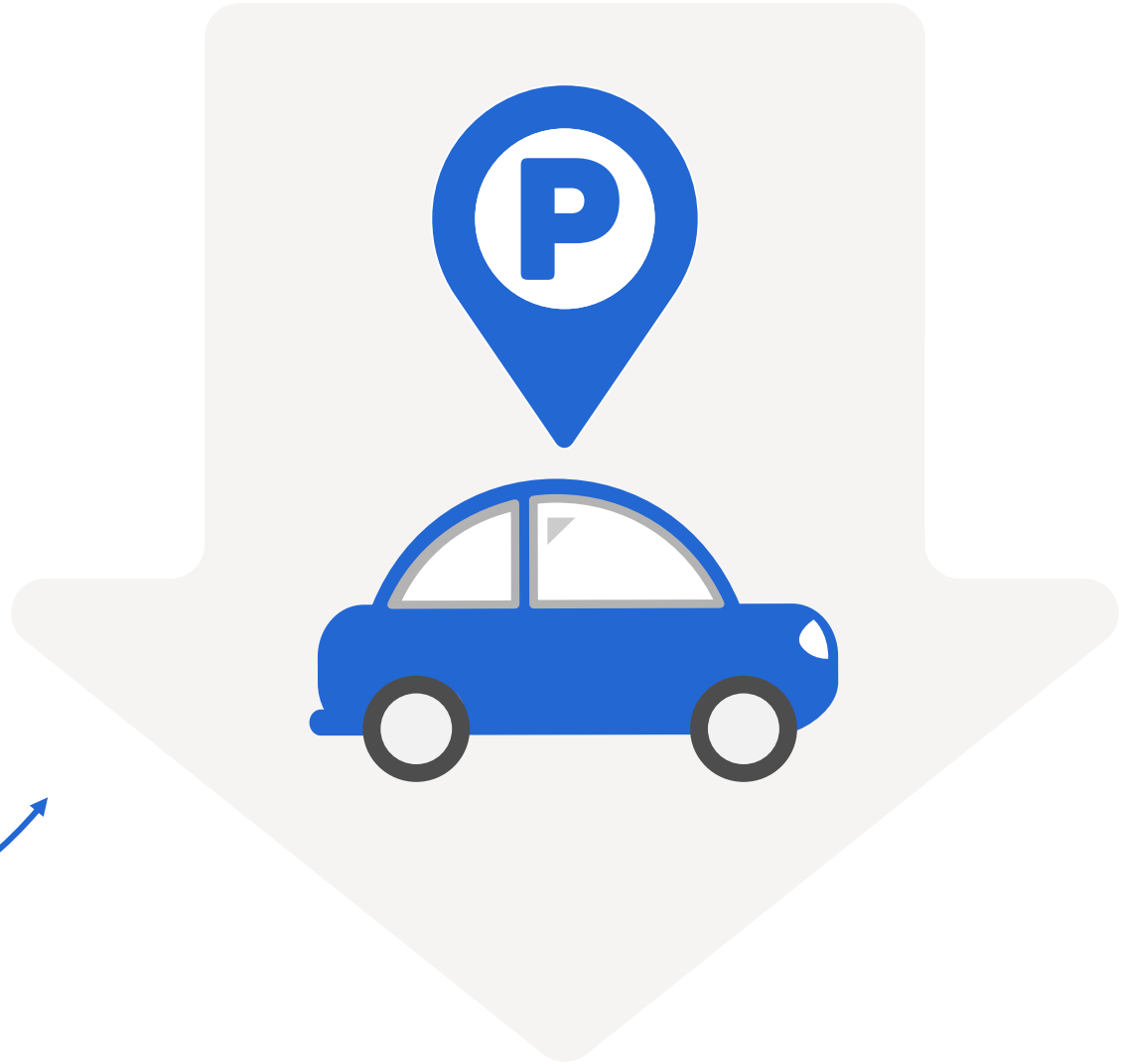
REDUCE
parking minimums

ELIMINATE parking minimums

R REDUCE

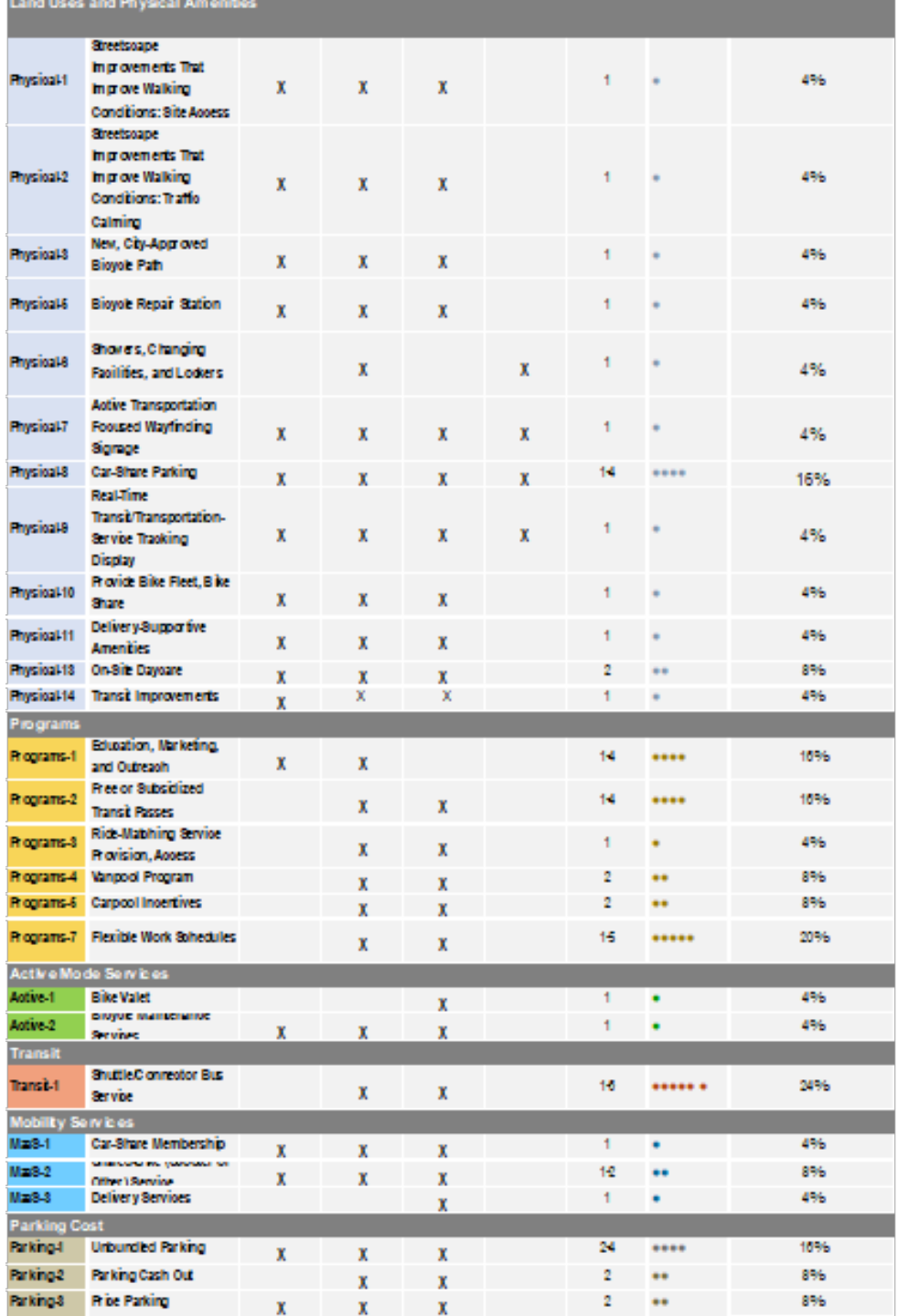
E ELIMINATE

The REDUCE option reduces parking minimums overall by introducing more **administrative reductions** and **targeted exemptions** to the zoning code



ADMINISTRATIVE REDUCTIONS

- Increased the number of administrative reductions in minimum parking requirements from 3 to 28 by applying a 4% parking reduction in minimum parking requirements per a TDMP point.
- Uses the parking requirement, specifically the cost associated with that parking requirement, to create an incentive to invest in more TDMP measures.

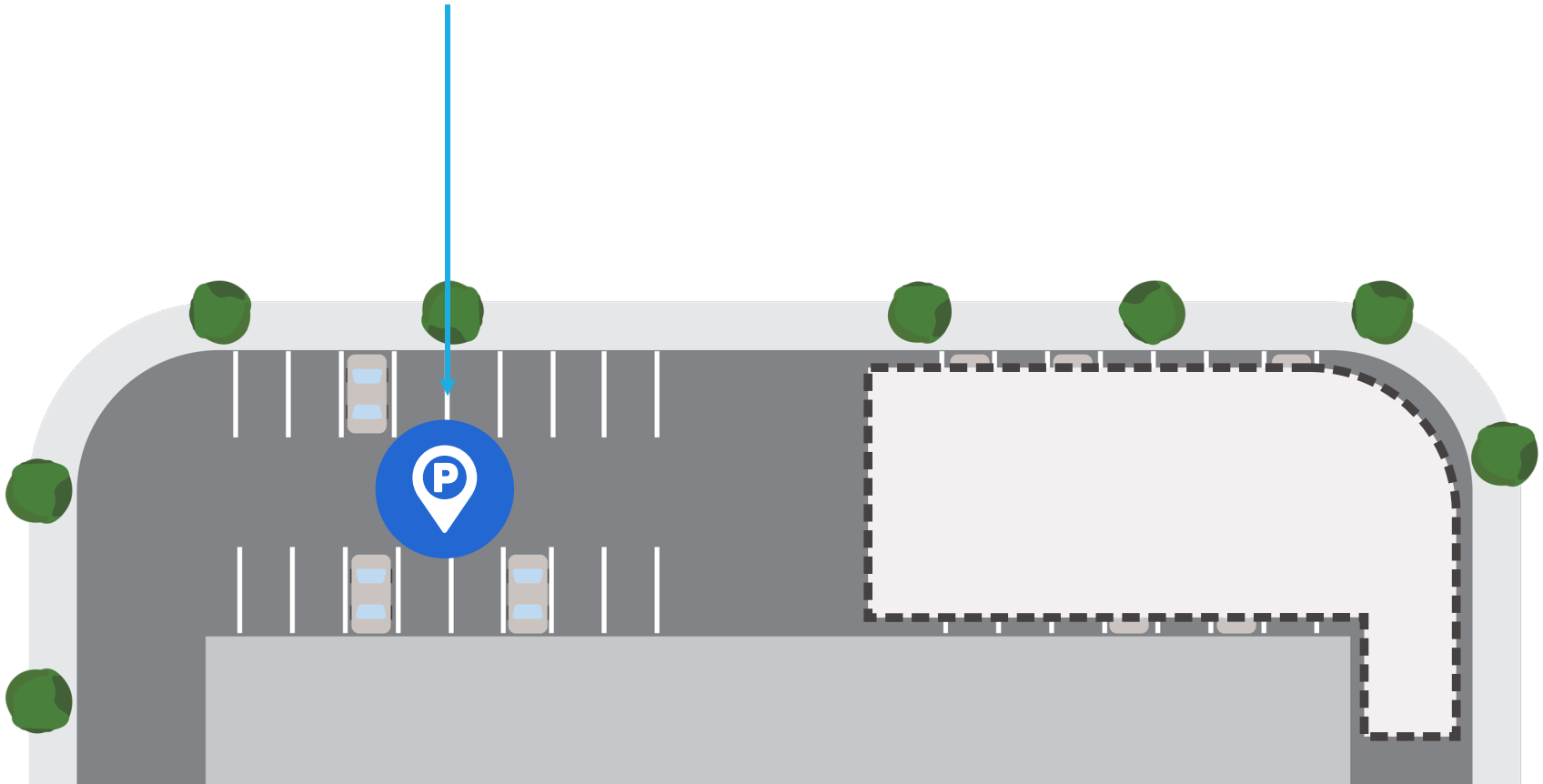


Land Uses and Physical Amenities								
Physical-1	Streetscape Improvements That Improve Walking Conditions: Site Access	X	X	X		1	•	4%
Physical-2	Streetscape Improvements That Improve Walking Conditions: Traffic Calming	X	X	X		1	•	4%
Physical-3	New, City-Approved Bicycle Path	X	X	X		1	•	4%
Physical-6	Bicycle Repair Station	X	X	X		1	•	4%
Physical-8	Showers, Changing Facilities, and Lockers		X		X	1	•	4%
Physical-7	Active Transportation Focused Wayfinding Signage	X	X	X	X	1	•	4%
Physical-8	Car-Share Parking	X	X	X	X	14	••••	16%
Physical-9	Real-Time Transit/Transportation-Service Tracking Display	X	X	X	X	1	•	4%
Physical-10	Provide Bike Fleet, Bike Share	X	X	X		1	•	4%
Physical-11	Delivery-Supportive Amenities	X	X	X		1	•	4%
Physical-13	On-Site Daycare	X	X	X		2	••	8%
Physical-14	Transit Improvements	X	X	X		1	•	4%
Programs								
Programs-1	Education, Marketing, and Outreach	X	X			14	••••	16%
Programs-2	Free or Subsidized Transit Passes		X	X		14	••••	16%
Programs-3	Ride-Matching Service Provision, Access		X	X		1	•	4%
Programs-4	Vanpool Program		X	X		2	••	8%
Programs-5	Carpool Incentives		X	X		2	••	8%
Programs-7	Flexible Work Schedules		X	X		15	•••••	20%
Active Mode Services								
Active-1	Bike Valet			X		1	•	4%
Active-2	Bicycle Maintenance Services	X	X	X		1	•	4%
Transit								
Transit-1	Shuttle/Connector Bus Service		X	X		16	••••• •	24%
Mobility Services								
MaaS-1	Car-Share Membership	X	X	X		1	•	4%
MaaS-2	Guaranteed Ride Home or Other Service	X	X	X		12	••	8%
MaaS-3	Delivery Services			X		1	•	4%
Parking Cost								
Parking-1	Unbundled Parking	X	X	X		24	••••	16%
Parking-2	Parking Cash Out		X	X		2	••	8%
Parking-3	Price Parking	X	X	X		2	••	8%

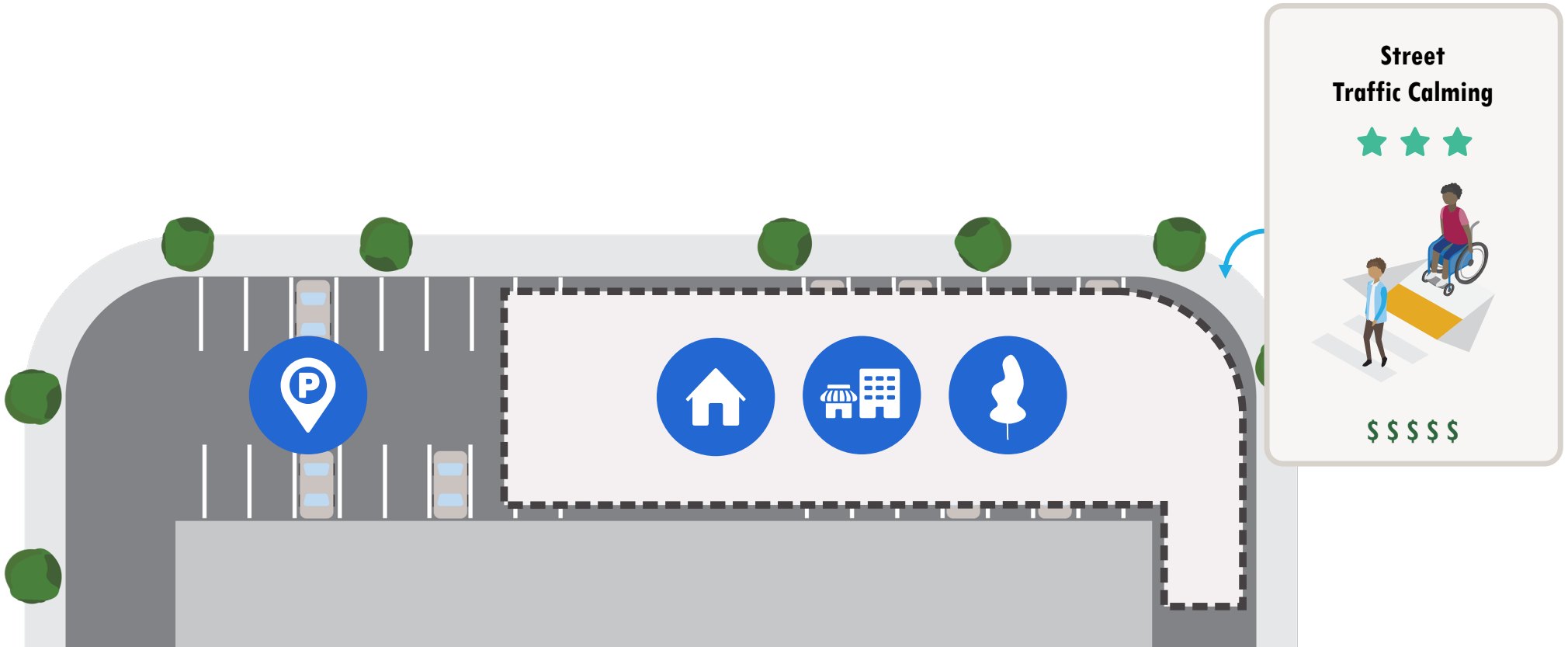
R
REDUCE

E
ELIMINATE

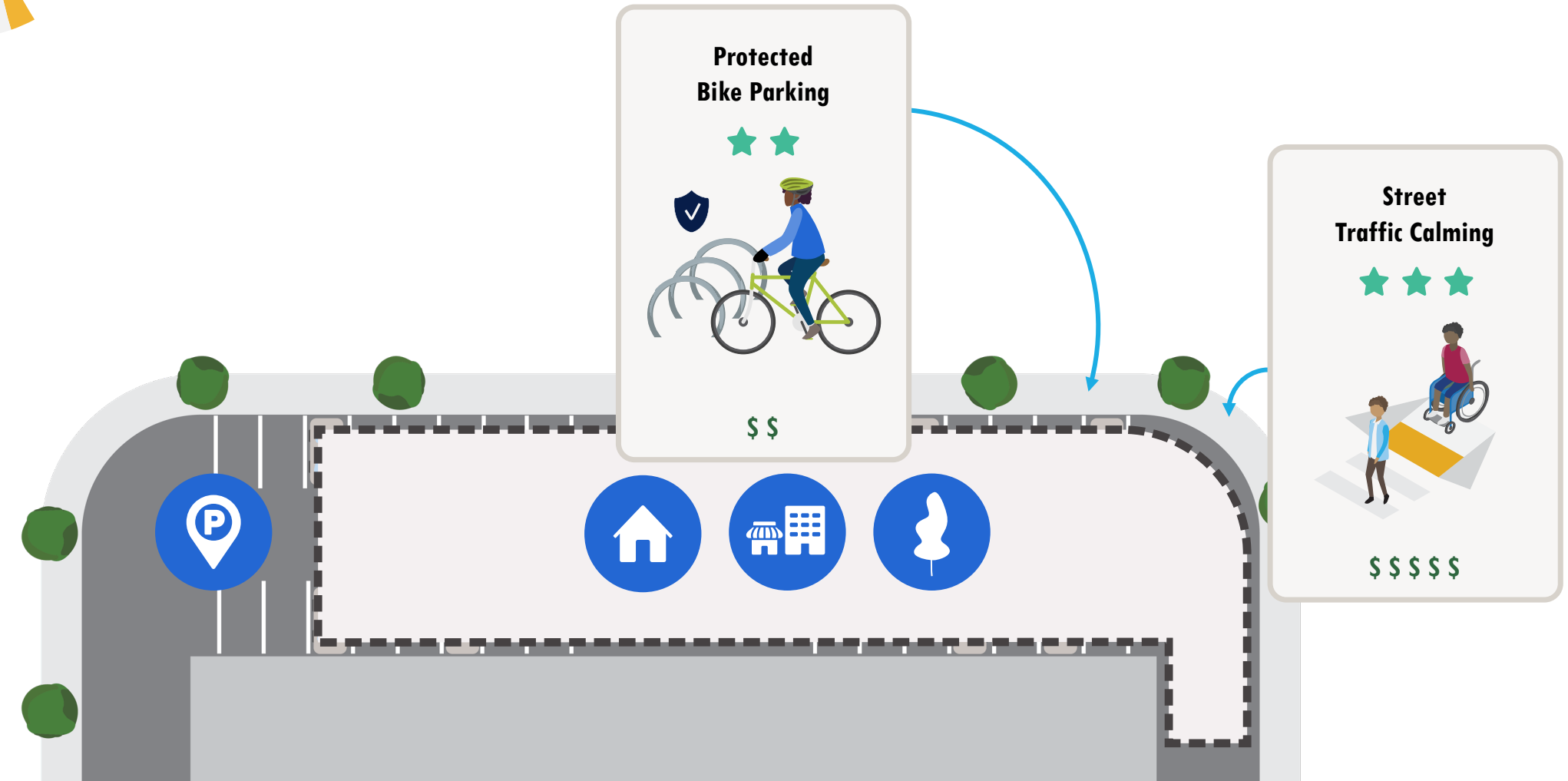
A development would still have a minimum parking requirement



But the development could reduce their minimum requirement by investing in TDM strategies



The more TDM investments, the less parking required …



R
REDUCE

E
ELIMINATE

… all the way down to zero parking at all

Protected Bike Parking

$ $

Subsidized Transit Passes

$ $ $ $

Street Traffic Calming

$ $ $ $ $

Targeted Exemptions

The first 3,000 square feet of most commercial developments

Targeted Exemptions

Targeted Exemptions

Targeted exemptions

How does the ELIMINATE option work?

R

REDUCE
parking minimums

E

ELIMINATE parking minimums

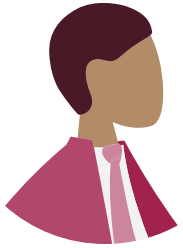
The ELIMINATE option is easier to explain:

No required parking minimums in Saint Paul, period

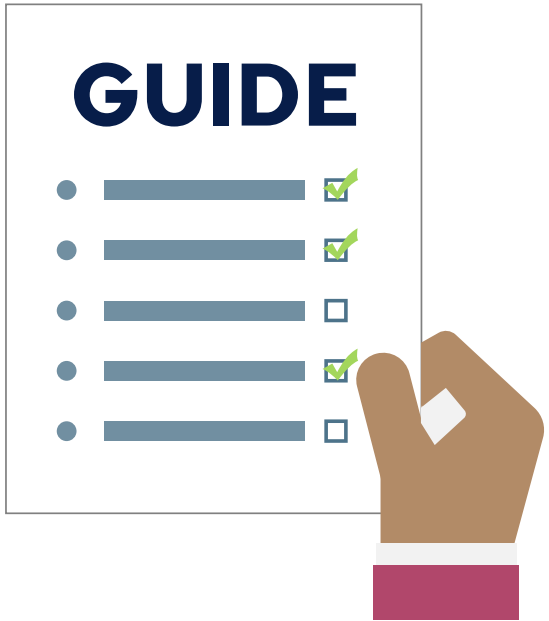
R REDUCE

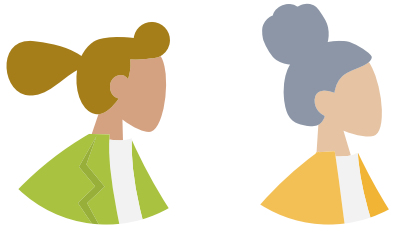
E ELIMINATE

The TDM Guide would still exist in this option



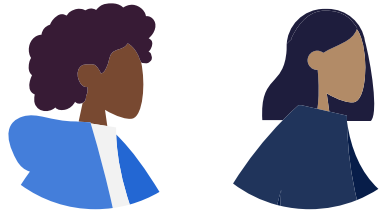
Planner Paul provides a menu of tools designed to make it easier to walk, bike, and take transit



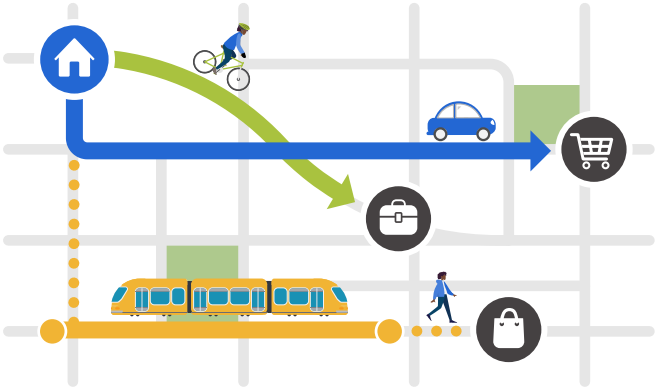


Developer Danielle chooses tools from the menu for her new development

Shopkeeper Shauna chooses tools for her new store



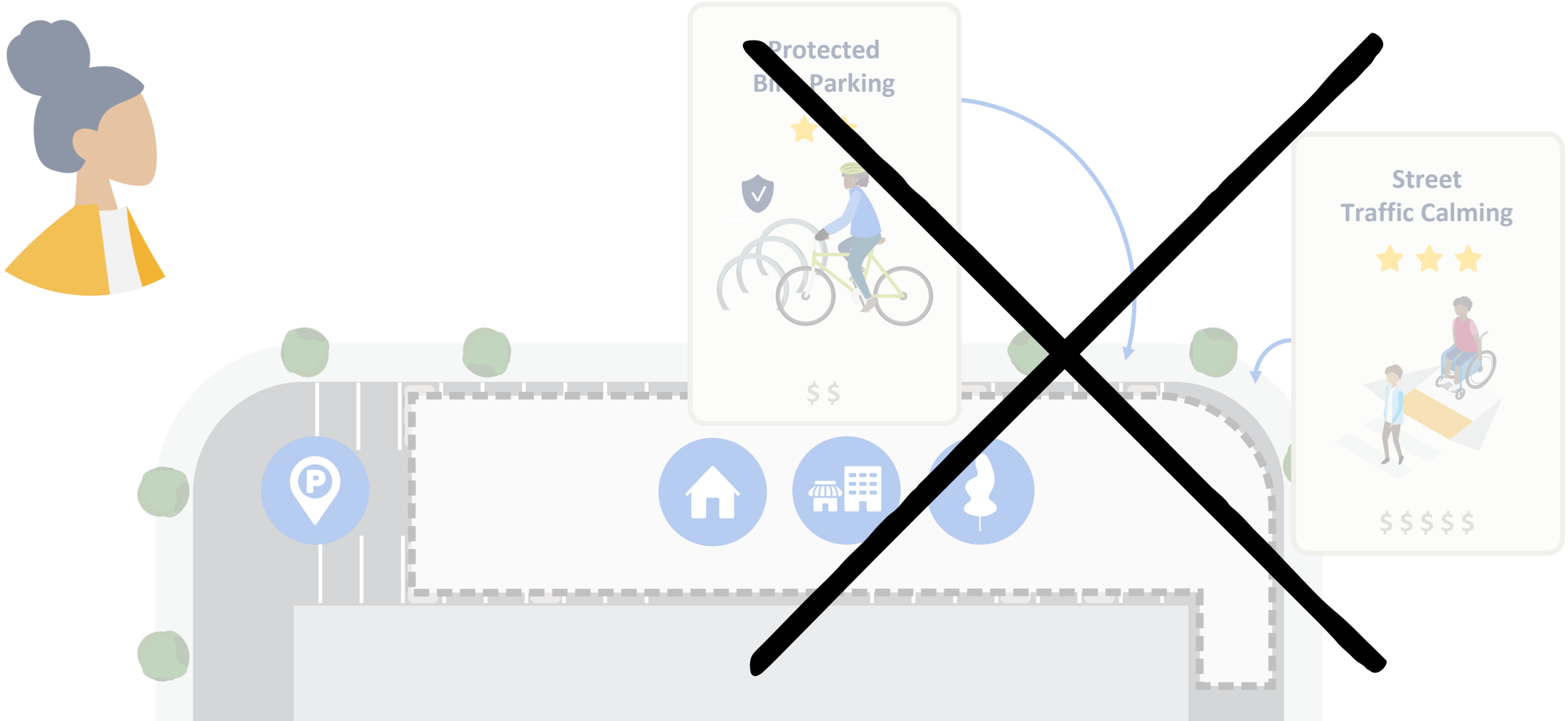
Renter Renee and Homeowner Harriet feel more empowered to walk, bike, and take transit



R
REDUCE

E
ELIMINATE

But there would be no incentive to do additional TDMP measures beyond what's required



Each option has different benefits

Renters **Homeowners** **Shopkeeper** **Developer** **Planner Paul**

R **REDUCE** parking minimums

More affordability

More flexibility

Simpler admin

More leverage For TDMP measures

E **ELIMINATE** parking minimums

Most affordability

Most flexibility

Simplest admin

Less leverage For TDMP

Public Engagement

Study released for public comment on March 19, 2021 Staff gave two webinars open to anyone citywide, and also gave presentations at:

- Sustain Saint Paul
- The South East Community Organization
- The Saint Paul Area Chamber of Commerce
- The North End Neighborhood Organization
- The Mac-Groveland District Council
- The West 7th/Fort Road Federation
- The Highland Business Association
- The Hamline Midway Coalition
- The Highland District Council

Reducing or eliminating parking minimums would help

Renter Renee

Homeowner Harriet

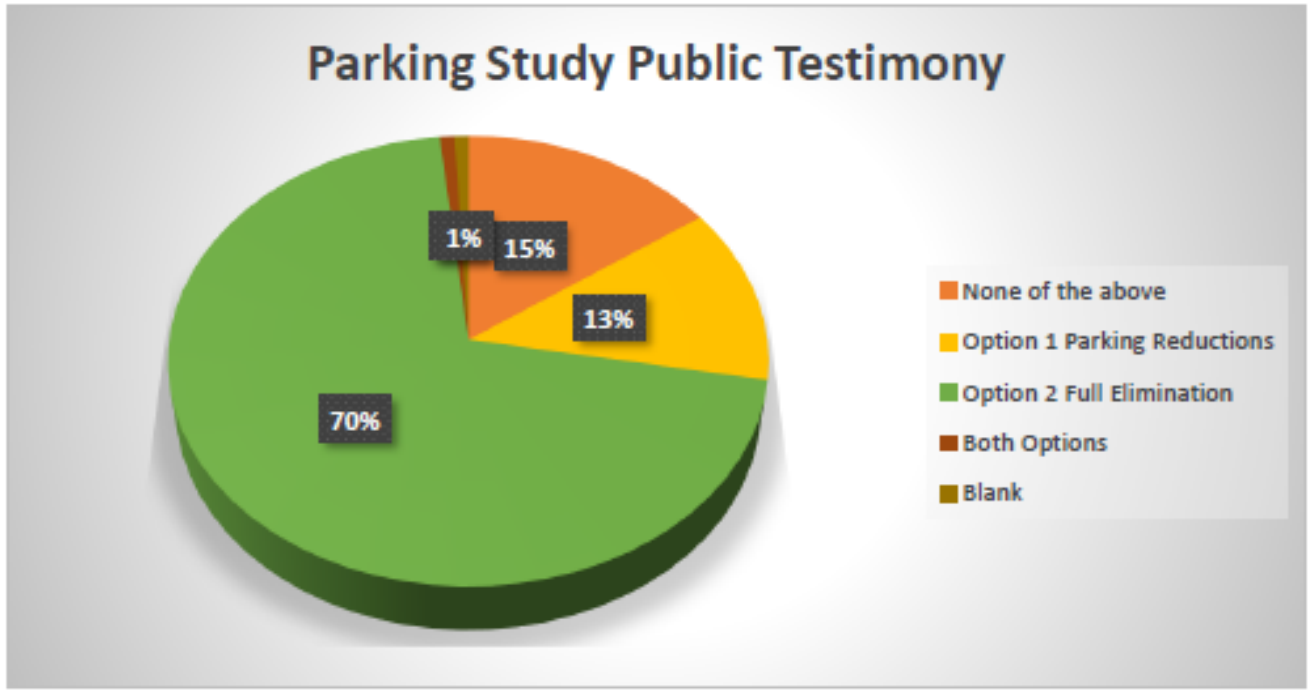
Shopkeeper Shauna

Developer Danielle

Planner Paul

1	Increase housing affordability and reduce construction costs	👍	👍	👍	👍	👍
2	Give new flexibility to small business owners who want to use their off-street parking for other uses	👍	👍	👍	👍	👍
3	Support economic growth	👍	👍	👍	👍	👍
4	Reduce our emissions and make walking, biking, and transit more appealing	👍	👍	👍	👍	👍

Public Comment Results



Options	Raw number	Percentage
None of the above	36	15%
Option 1 Parking Reductions	30	13%
Option 2 Full Elimination	167	70%
Both Options	2	1%
Blank	2	1%
Total	237	100%

- On April 30th the Planning Commission held a public hearing and the public comment period remained open until May 7th, 2021.
- In total, 237 written comments were submitted online, and 4 people spoke at the public hearing who also submitted comments.
- Roughly 70% of the public that submitted comments indicated that they preferred the option to eliminate minimum parking requirements

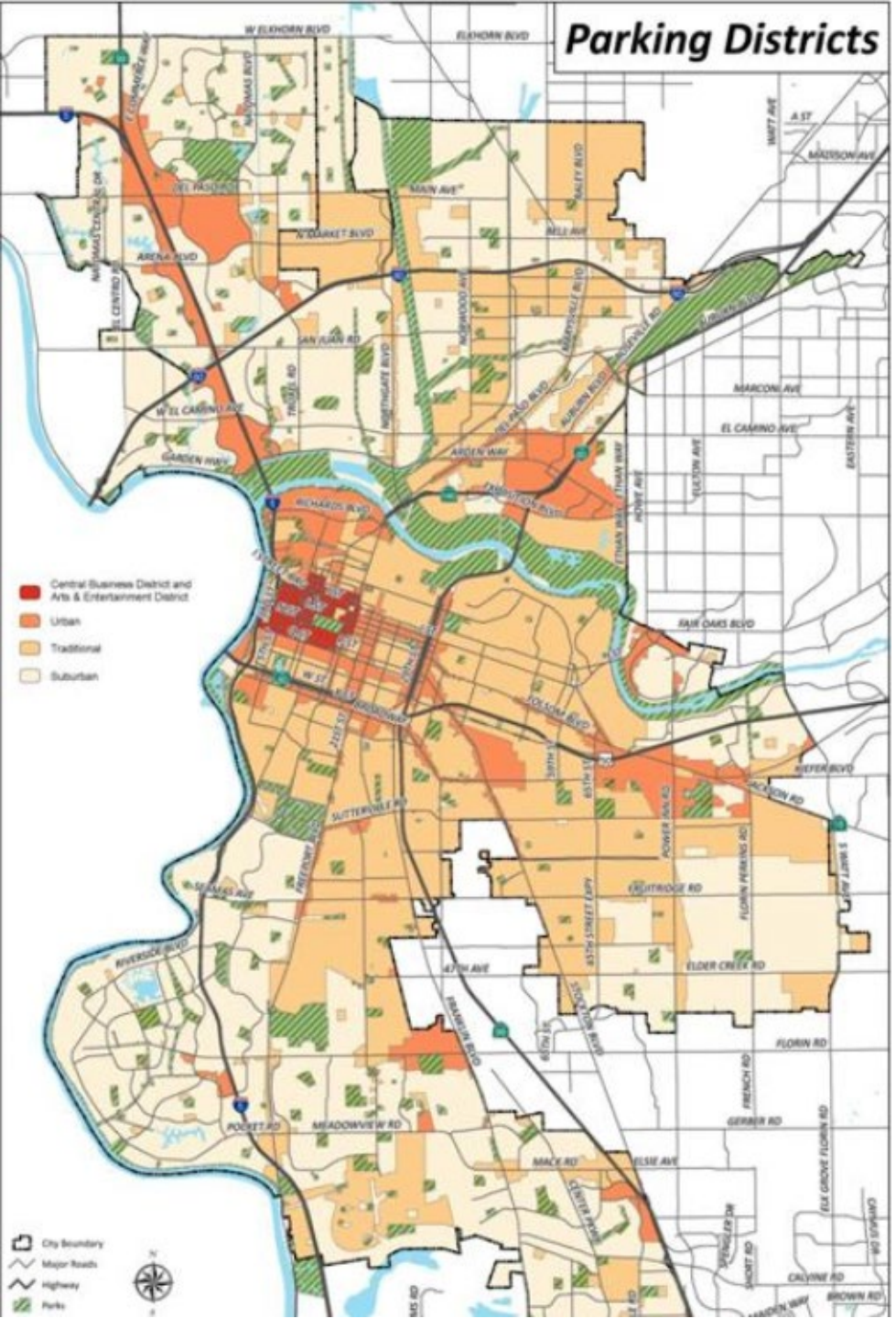
In September 2021, The City Council voted 6-1 for the option to fully eliminate minimum parking requirements!

THANK YOU!

City of Sacramento Parking Reform

ABAG-MTC Webinar: Reconsidering Parking Development Requirements

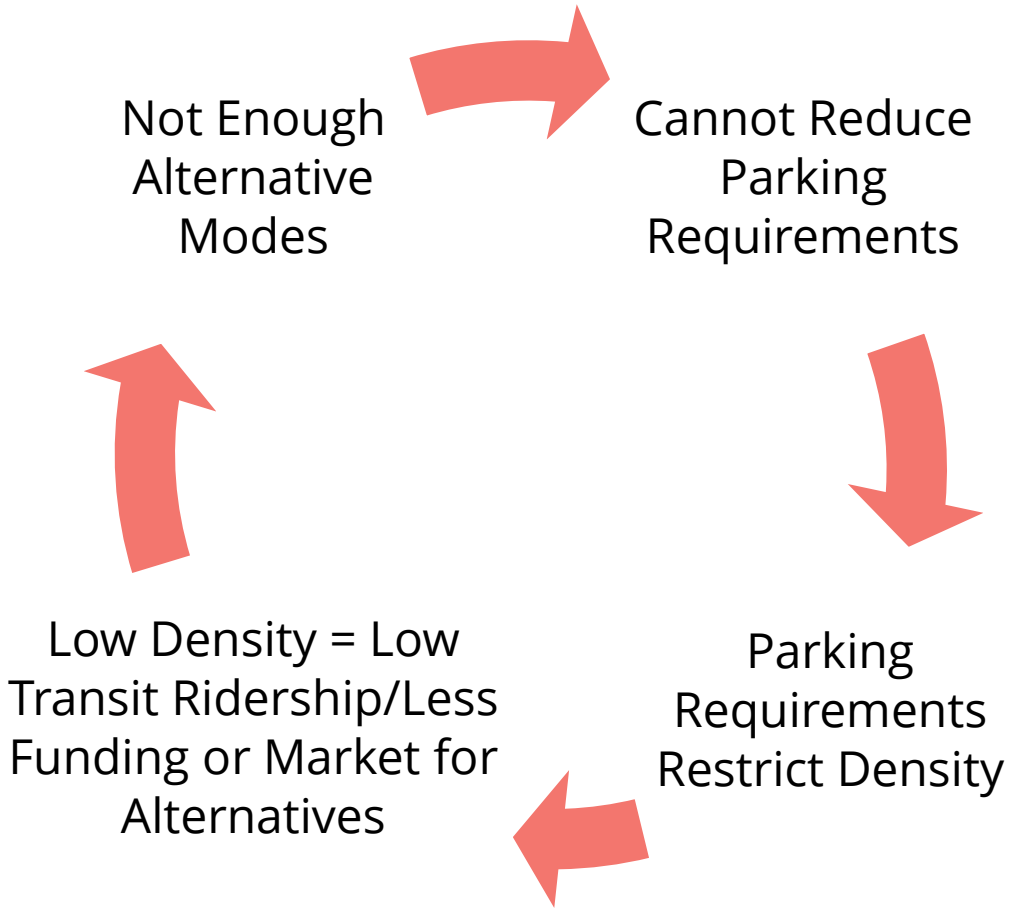
November 9, 2021



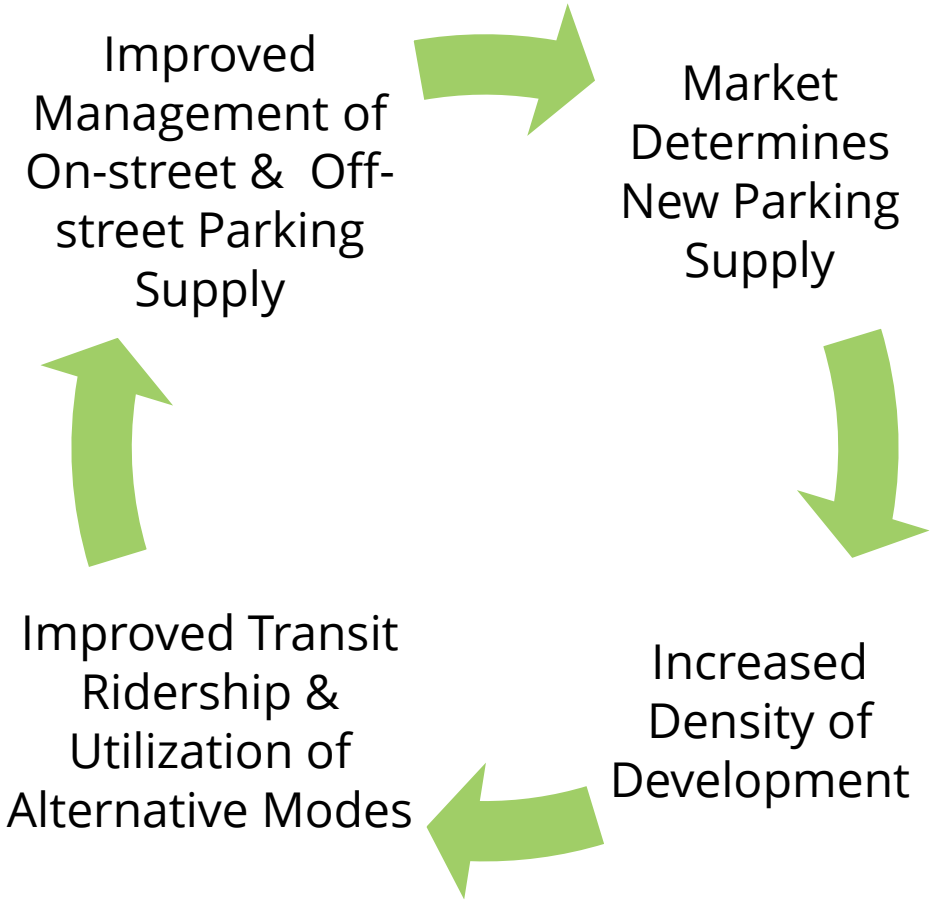
2012 Zoning Code Parking Update

- Context Sensitive Parking Minimums
- Same Minimum for Office, Retail, Restaurant
- Long-Term and Short-Term Bike Parking by Land Use
- Administrative Parking Permit

Negative Feedback Loop



Positive Feedback Loop

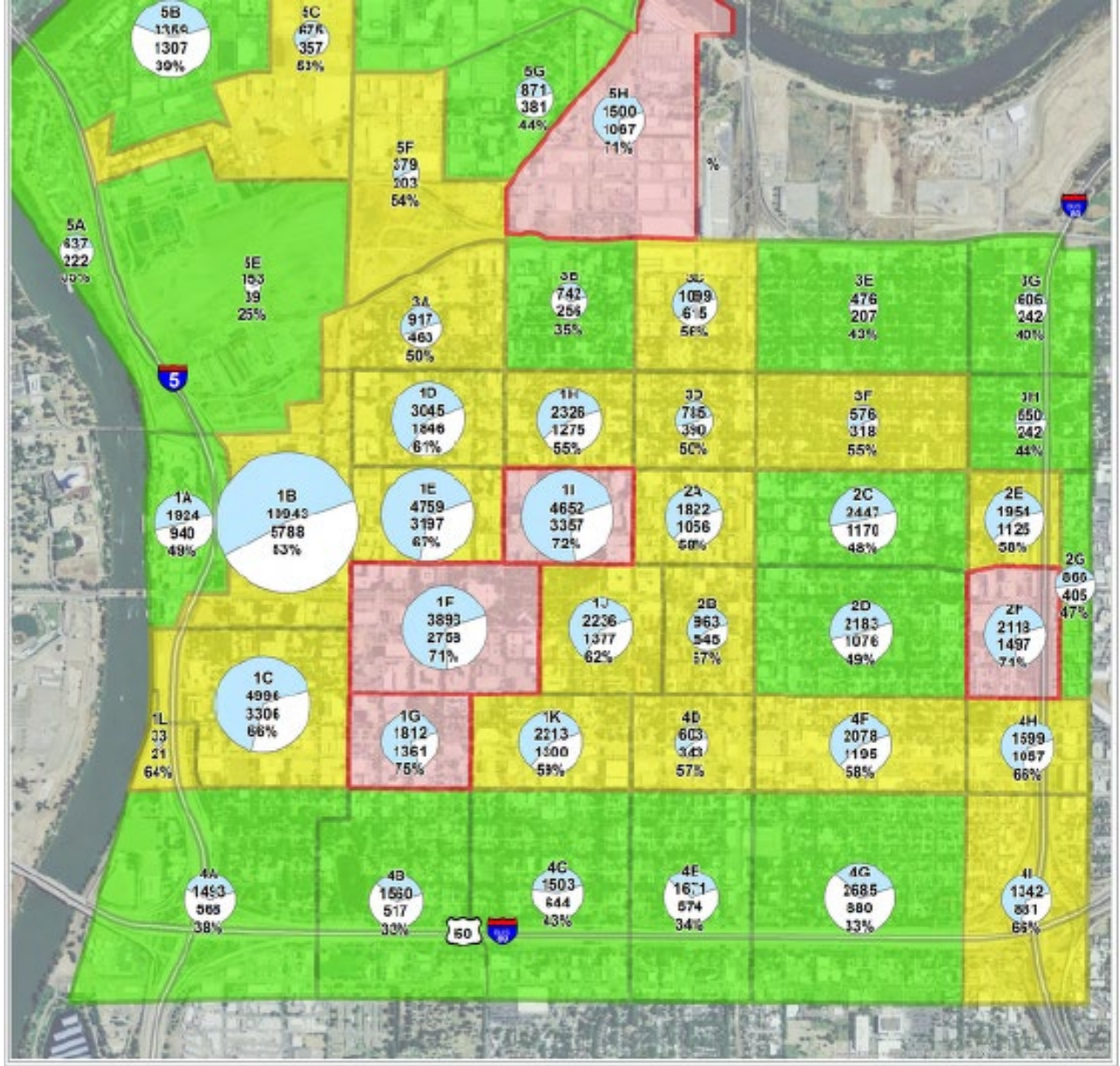


Underutilized Parking

- On-street parking was indeed congested while…

Underutilized Parking

- Off-street was largely *vacant*
- ~46,000 total spaces empty at peak hour



You Will Have Support

- Air District
- Housing Advocates
- Developers
- Transportation Advocates
- Business Districts
- Environmentalists
- Preservationists (Adaptive Reuse)
- Architects
- Local Council of Governments

CITY OF BERKELEY PARKING REFORMS

JUSTIN HORNER, ASSOCIATE PLANNER

SUMMARY AND THEMES

- **Parking Reforms**
  1. Eliminate Residential Minimum Parking Requirements
  2. Establish Residential Parking Maximums
  3. Change Residential Preferential Parking (RPP) program
  4. Establish Transportation Demand Management Program

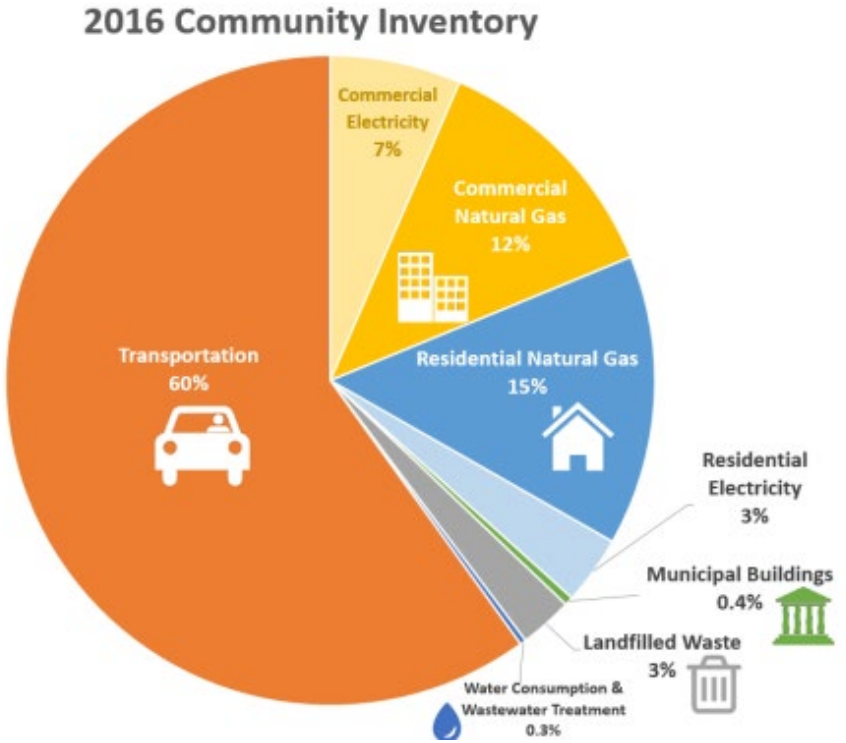
Adopted: January 26th, 2021

Effective: March 19th, 2021

- **Overall Themes**
  - Support of decisionmakers
  - Evidence and quantitative analysis
  - Parking reforms support affordability and climate protection

FOUNDATION FOR PARKING REFORM

- **Adopted Plans**
  - Climate Action Plan (2009)
  - Pedestrian Master Plan (2010)
  - Resilience Strategy (2016)
  - Berkeley Bicycle Plan (2017)
  - City of Berkeley Strategic Plan (2018)
- **Adopted Programs**
  - One-way Vehicle Share (2016)
  - Bike Share (2018)
  - Electric Mobility Roadmap (2020)



CITY COUNCIL REFERRALS REQUESTING PARKING REFORM

- **Green Affordable Housing (2015)**
  - Policy 1 – Identify and Research Barriers to Affordable Housing
  - Policy 2 – Implement Parking Reform
    - Eliminate Parking Minimums
    - Establish Parking Maximums
    - Create a Transportation Demand Management (TDM) Program

- **Citywide Green Development Standards (2016)**
  - Apply C-DMU's TDM requirements to large projects citywide

RESIDENTIAL PARKING UTILIZATION STUDY

Goals:

- Collaboration with Transportation Division
- Define Study Area and Project Type
- Observe Parking Behavior
- Research Car Registration Data

Results:

- Overall Occupancy: 55%
  - Off-street: 45% occupancy
  - On-street: 61% occupancy
- Registration: 0.5 cars per unit

SIMILAR STUDIES // SIMILAR RESULTS

King County Metro (Seattle)	62% occupancy
Washington DC	60% occupancy
Chicago, IL	65% occupancy
Berkeley	**55% occupancy**

TWO SETS OF RECOMMENDATIONS

	Staff Recommendation	City Council Adoption
Eliminate Residential Parking Minimums	For projects with 10+ units (high density residential districts and transit corridors)	For all residential, except for lots on narrow streets in the hills
Parking maximums	For projects with 10+ units within ¼ mile of transit	For projects with 2+ units within ¼ mile of transit
TDM	For projects with 10+ units: 1. bike parking 2. unbundled parking 3. transit information screens 4. transit passes	

Q&A

What questions do you have for this team as you approach your work?

Anthony Johnson
Senior City Planner
City of St. Paul

Greg Sandlund
Planning Director
City of Sacramento

Justin Horner
Associate Planner
City of Berkeley

Thank you!

Click to add text

ABAG-MTC Webinar: Reconsidering Parking Development Requirements

Local Parking Policy Technical Assistance

ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

NELSON NYGAARD