

### CITY OF SAN DIEGO TRANSIT PRIORITY AREAS PARKING REGULATION REFORM

**POSITION:** The Chamber's Public Policy Committee voted on November 13, 2018 to SUPPORT this proposal.

**RATIONALE:** We need to lower the cost of building housing, to increase supply at a faster rate by allowing more projects to "pencil."

**STATUS:** The proposal was released on November 9, 2018, and will be heard by the City's Technical Advisory Committee on November 14, 2018.

#### INDUSTRIES IMPACTED

Housing developers would be offered alternatives to building new parking spots, potentially reducing the cost of building residential units. Indirectly, additional supply puts downward pressure on housing prices which will benefit businesses from many industries struggling with talent attraction and retention due to housing options and affordability.

#### SUMMARY

The proposed changes to the City of San Diego's parking regulations aim to put downward pressure on the cost of housing by increasing supply as well as reducing auto trips and traffic congestion. The proposal envisions having these impacts by enabling market-based parking strategies within areas already designated by the city to be Transit Priority Areas. These market-based strategies include requiring parking to be "unbundled" from the housing unit, and allowing developers to provide demand management strategies (that are proven to decrease demand for parking) as an alternative to providing a new parking spot. In Downtown, current parking minimums are proposed to change to maximums.

#### SUPPORTERS

None known yet.

#### OPPONENTS

None known yet.

#### ARGUMENTS IN FAVOR

- Providing parking stalls in new housing developments can cost between \$35,000 and \$90,000 per stall for underground spots. While that may be worth paying for some residents, it isn't valued that high for others.
- The market should determine how many new spots are constructed. Particularly in Transit Priority Areas where some families may choose to own fewer vehicles than typical, or even no vehicles at all.
- To reduce greenhouse gas emissions by reducing vehicle miles traveled, we must unbundle the cost of parking and the cost of living to remove this implicit car ownership incentive.

#### ARGUMENTS IN OPPOSITION

- Requiring fewer on-site parking stalls will increase competition for street parking.
- Cities that have already experimented with similar solutions, continue to experience unaffordable housing and traffic problems.
- Although the future of driving is autonomous, electric, and on-demand cars, they will still need to park. These technologies will only make us more dependent on the car and increase the need for parking.

#### MORE INFORMATION

The press release on the topic from Mayor Faulconer's office can be found [here](#).