

CITY OF SAN DIEGO NONRESIDENTIAL PARKING REGULATIONS REFORM

POSITION: The Chamber's Public Policy Committee voted to SUPPORT this item on May 11, 2021. The Transportation & Land Development Committee voted to SUPPORT this item on April 20, 2021. The Board of Directors voted to SUPPORT this item on May 27, 2021.

RATIONALE: One way to lower the cost of building in a highly regulated industry is to reduce parking costs. With the City reporting that the average parking space cost is \$25,000 (not including operations and maintenance costs), zero minimum parking requirements would allow local businesses the choice to provide parking for their customers and future projects to pencil.

STATUS: The City's Mobility Department conducted stakeholder outreach from February to April and hopes to draft regulations as part of the municipal code update to present to the full City Council sometime in July 2021. The project was presented to the Planning Commission on June 3, 2021, and the Active Transportation and Infrastructure Commission on June 16, 2021.

SUMMARY

The City of San Diego's Mobility Department is proposing to update the municipal code section related to nonresidential parking regulations to create zero minimum parking requirements for commercial, office, mixed use, light industrial, theatres, health clubs, swimming pools, hotels, and storage facilities in transit priority areas (TPAs), and zero minimum parking requirements for neighborhood-serving retail outside of TPAs.

The proposed changes are in an effort to provide local businesses a choice in how to best use space, reduce the cost of future development, reduce auto trips and traffic congestion, and to support more mobility options in areas where public transit, jobs, and services are nearby.

INDUSTRY/IES IMPACTED

This reform hopes to reduce costs and hurdles to local businesses because it would allow them to choose how much parking they believe their customers need. In addition, this reform hopes to benefit all San Diegans because more mobility options for everyone aligns with the City's climate action goals.

ADDITIONAL INFORMATION

Today, the City of San Diego requires 1.0-12.8 parking spaces per 1,000 square feet floor area for the uses mentioned above within TPAs. Outside of TPAs, the city requires 1.0-4.3 spaces per 1,000 sq. ft. FA. A SANDAG study concluded that parking requirements leads to an oversupply of parking.

At the Chamber's Transportation & Land Development Committee in March, the City reported that they do not intend to add parking maximums or penalties in the draft language.

SUPPORTERS

- Downtown San Diego Partnership
- City of San Diego's Mobility Board

OPPONENTS

- None known yet.

ARGUMENTS IN FAVOR

- The market should determine how many new spots are constructed. Particularly in Transit Priority Areas where some families may choose to

ARGUMENTS IN OPPOSITION

- Requiring fewer on-site parking stalls will increase competition for street parking.

owner fewer vehicles than typical, or even no vehicles at all.

- This reform will help reduce greenhouse gas emissions by reducing vehicle miles traveled.

MORE INFORMATION

The City's project webpage can be found at:

<https://www.sandiego.gov/staging/planning/programs/transportation/mobility/parking-reform>