City of Villages – Parking Strategies

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City of Villages Strategy

- A hierarchy of walkable, mixed use districts connected by transit
- Provide public spaces and facilities
- Provide a diversity of housing
- Preserve open space
Parking, Walkability, and Density

Parking challenges:
- A large consumer of land
- Influences mode of travel
- Affects design
- Can distort project economics and residual land value
Mobility Strategies: Walkability

- General Plan addresses:
  - Safety and accessibility
  - Street Connectivity
  - Overall walkability
  - Mixed use

- People will park once, and walk further, in a walkable environment

- Less need to drive with local destinations
Mobility Strategies: Transit

- Increase transit ridership and mode share
- Improve transit service accessibility, frequency, connectivity, and service
- Transit-land use coordination and transit-oriented development
- Transit priority treatments and right-of-way
To achieve villages that are:

- Mixed-use
- Walkable
- Transit-friendly
- Affordable
- Approved
Parking needs to be:

- Supplied
  - Part of the neighborhood infrastructure
  - Regulated by innovative codes
- Managed
  - Supply and demand solutions
  - Tailored approach by location
- Designed
  - Use land efficiently
  - Reduce impacts to streetscape
Parking Supply

- Parking as part of the community infrastructure
  - Master plans to inventory supply and needs
  - Shared and public parking structures
- Innovative regulations
  - Adjustments for transit, affordable housing, mixed use
  - Shared use provisions
  - Bicycle parking
Reduce parking requirements.

“Cities exist not for the passage of cars, but for the care and culture of human beings.”

- Lewis Mumford

Triple-stack car-lift at the Berkeleyan, Berkeley, CA

Electric car & City Care Share’s Honda Civic at the Gaia Building in Berkeley, CA
Parking Management

- Manage spaces in the public right-of-way
  - Parking management districts
  - On-street parking turnover
- Reduce demand
  - Improve transit services
  - Improve walking and bicycling infrastructure
  - Car sharing
  - TDM strategies
Pedestrian-Oriented Design

- Street facing entrances
- Rear, side, or structured parking
- Ground floor activity
- Crime prevention measures
- Public art
Community Parking Districts

- Community-specific parking studies
- Parking location maps
- Signage and wayfinding
- Funds mobility projects in district
- Funds community parking facilities
Community Parking Districts

- Allows communities to implement parking management solutions for specific needs.
- CPDs with parking meters receive about 45 percent of the meter revenue generated within their district.
- CPDs can capture a portion of other new parking revenues based on Council approval.
- City has CPDs in: Centre City, Uptown, Mid-City, La Jolla, Pacific Beach, and Old Town.
Discretionary Project Review

- Multi-modal LOS standards and impact thresholds
- Traffic impact study guidelines and parking needs -- consideration of alternative modes
Land Development Code

- Commercial and residential zones
  - Affordable housing reductions
  - Transit area reductions
  - Mixed use reductions
  - Bicycle parking

- Citywide parking regulations
  - Shared parking
  - TDM reductions
  - Tandem parking
Parking – How much is enough?

- **Residential and job sites**
  - Depends on commuting patterns and mode options
    - Needs relatively regular

- **Commercial retail and attractions**
  - Depends on peak-hour “Design day” demand –
    - Varies by type

- **Mixed-use**
  - Shared parking opportunities
Parking – How much is enough?

- For public –
  - Maximum to mitigate impacts

- For developer/investors
  - Minimum to satisfy demand and regulations

- For lenders
  - Maximum to reduce market risk
City of San Diego’s Multifamily Residential Parking Requirements

- 1.5 spaces for 1 bedroom units
- 2.0 spaces for 2 bedroom units
- 2.25 spaces for 3+ bedrooms
- .25 space reduction for Transit Area Overlay Zone (TAOZ)
City of San Diego’s Commercial Parking Requirements

- 2.5 spaces per 1,000 square feet of gross floor area except in CN-3 and CV-3 zones
- 2.1 spaces per 1,000 square feet in the TAOZ
- 1.25 spaces per 1,000 square feet in CN-3 and CV-3
Transit-Area Overlay Zone (TAOZ)

- **What is it?**
  - Reduces parking rates in well-served transit areas
  - Linked to transit service map
  - Local and national studies have confirmed that fewer spaces are needed in high transit and pedestrian areas

- **Key benefits:**
  - Helps fulfill transportation, land use, and environmental goals
  - Results in improved, more pedestrian-friendly design
  - Reduces construction costs

- **Will be reviewed after Mobility Element is adopted**
Residential Tandem Parking Overlay Zone (RTPOZ)

What is it?

- Park one car behind another
- 8’ x 35’ space unless obstructed on the side

Key benefits:

- Helps implement transit, land use, housing, and environmental goals.
- Provides required parking using less space.
- Allows a more pedestrian-friendly design, at a lower cost.
Townhouses with Tandem Parking
What Isn’t Tandem Parking?

- Cars parked in a driveway behind another car, close to or blocking the sidewalk.
- These are not valid spaces.
- Wide curb cuts shown are no longer allowed.
Impact on Monthly Mortgage

- Surface
- Tuck-under
- Above Grade Structure
- Underground
Parking costs per sq. ft. by type – when density makes economic sense

Source: Marshall & Swift
Residual value vs. market value
MEASURING SUCCESS

R-B CORRIDOR 1970

22,000 jobs
5.5 million sf office
7,000 housing units

R-B CORRIDOR TODAY

94,000 jobs
23.5 million sf office
24,500 housing units
Arlington’s capacity incentive

- Site Plan allows higher capacity & height than does zoning
  - By-right = 1.5 and 45 ft
  - Site plan = 3.8 – 10 FAR and 100 - 300 ft
  - Parking – 2/1,000 s.f. vs 4/1,000 s.f.

- Value created 3 ways
  - 1.5 FAR vs 3.8 to 10 FAR creates economic value
  - Reduced parking saves $27,000 A SPACE
  - Increased height creates premium view space
Arlington County – capacity as an incentive

- Used incentive zoning extensively to create TOD
- Land use plan for metro corridors
  - Indicates willingness to rezone for higher density
  - But land remains zoned for fairly low density
- County rezones for higher density use as shown on land use plan in response to development proposal
- Special exception
  - Site plan used to approve development
Arlington modes to work

- 39% who live in corridor take transit to work
- 10% walk to work
- Those who live in corridor own 1.13 vehicles/household versus 1.53 in rest of county