



THE CITY OF SAN DIEGO  
**REPORT TO THE CITY COUNCIL**

DATE ISSUED: July 20, 2007 REPORT NO. 07-132

ATTENTION: Land Use and Housing Council Committee and Planning Commission  
Joint meeting  
Agenda of Aug. 1, 2007

SUBJECT: Parking Workshop

SUMMARY:

THIS IS AN INFORMATION ITEM ONLY. NO ACTION IS REQUIRED ON THE PART OF THE COMMITTEE, THE PLANNING COMMISSION, OR COUNCIL.

BACKGROUND

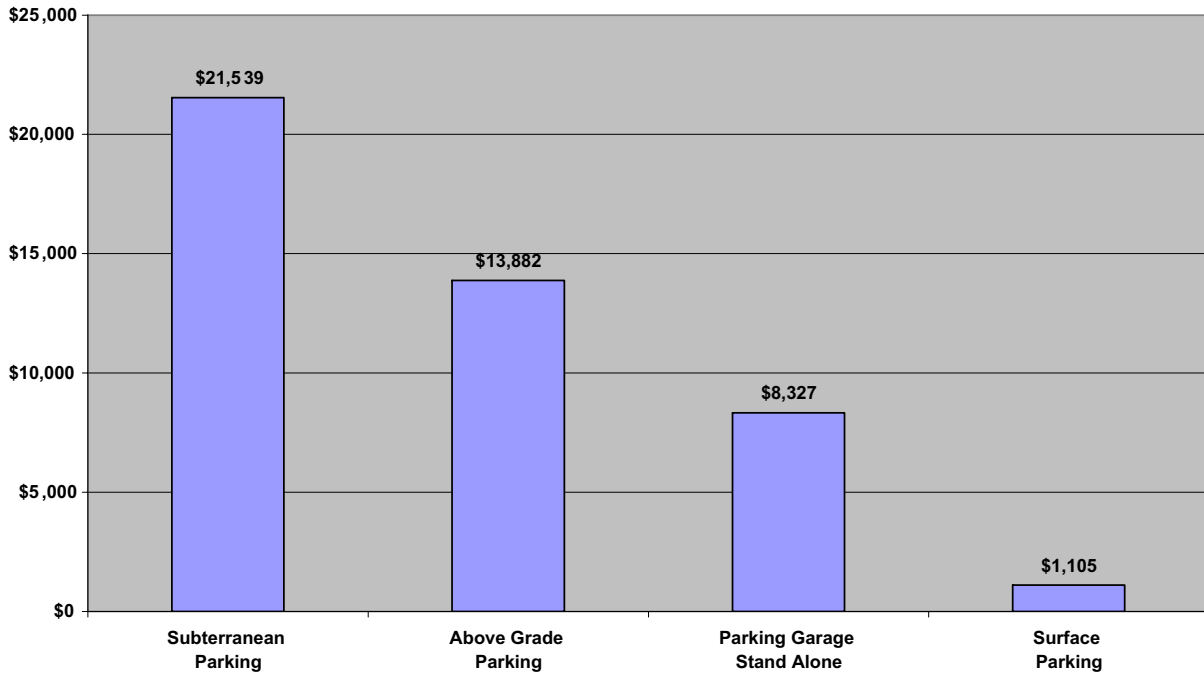
The management and regulation of parking has received a lot of attention in recent years with the public's growing awareness of the social and environmental costs to provide land for one's vehicle at home, work, and the places in between. While there are many parking issues to address, city planning commissioners and council members have focused on how parking strategies and policies affect housing costs and how excessive parking requirements have environmental impacts.

*High parking requirements directly affect housing affordability*

The cost of providing parking spaces depends on the location and type of parking facility. In 2002, Wilbur Smith Associates completed a parking study in Old Town and La Jolla. In Old Town, for 5-level parking facilities with 2.5 and 3 levels below grade, the identified costs per space were approximately \$25,000 and \$31,000, respectively. In La Jolla, for 5-level parking facilities with 2 levels below grade, the costs per space were between \$50,000 and \$120,000, depending on site location.

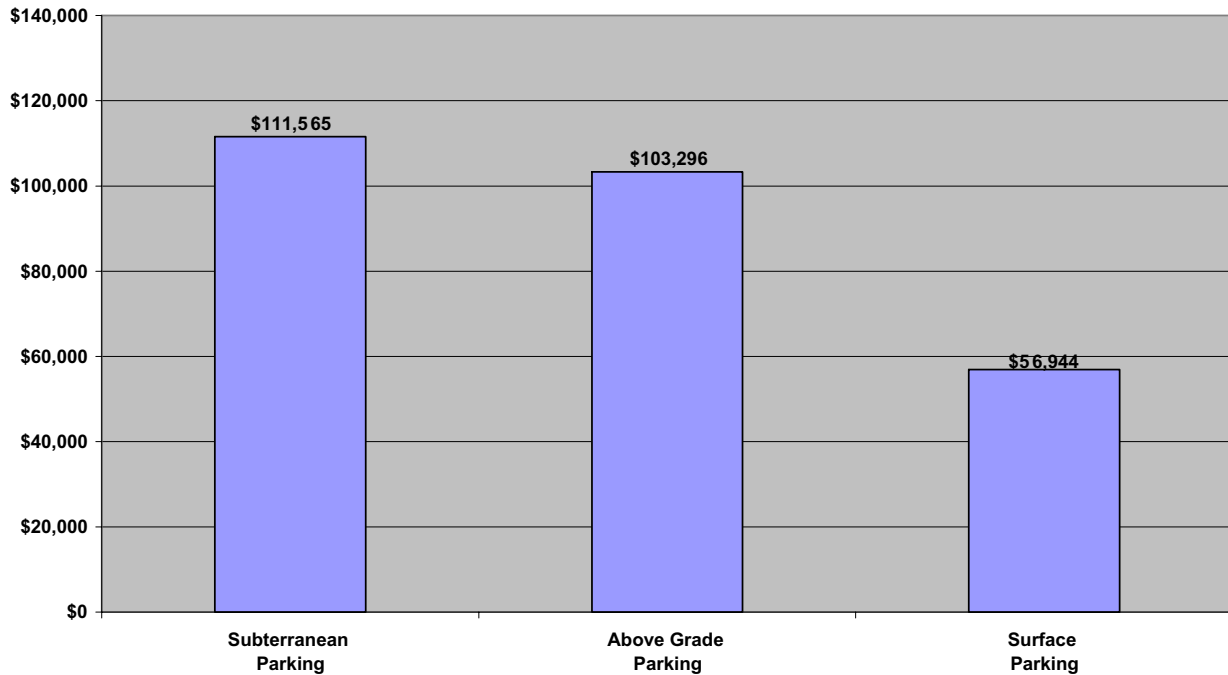
In 2006 the San Diego Redevelopment Agency compiled parking costs and their associated impacts on the amount of subsidy for various housing projects completed between 2003 and 2006. Attachment 1 to this report is a tabular summary of parking costs for each of these projects. The chart below depicts parking costs per space by parking type. As shown, the highest parking costs are associated with subterranean parking at \$21,539 per space and the lowest costs are those for surface parking at \$1,105 per space.

**City of San Diego  
Redevelopment Agency Residential Projects  
Parking Costs Per Space**



Parking costs also affect the subsidy amount for affordable housing. The chart below depicts the subsidy amount per unit by parking type. As shown the highest subsidy amount is associated with subterranean parking at \$111,565 per unit.

**City of San Diego  
Redevelopment Agency Residential Projects  
Agency Subsidy Per Unit by Parking Type**



### *Poor use of valuable land*

Other “costs” associated with parking include the opportunity costs of land, which is increasingly valuable as San Diego grows, which involves the trade-off for using land for parking instead of a use with higher value – such as more housing, ground-floor retail, or other community-valued facilities. This cost varies considerably depending on the development context. In infill locations, the opportunity cost can be quite high. To offset such costs, developers prefer to build where land costs are less, typically in greenfield sites without alternative transportation options, or where rents and home prices are high to cover the cost of structured or underground parking. It becomes difficult to provide affordable middle to low income housing and workforce housing in urban land markets where parking requirements are stringent.

### *Environmental effects*

Excessive parking also affects the natural environment. For instance, the large amount of impervious surfaces required for parking lots increases storm-water runoff and water pollution, exacerbates heat island effects and causes excessive land consumption. In addition to the supply of parking, poorly managed on-street parking also affects the environment. The availability and cost of parking influence people’s travel mode choice. Where parking is free and abundant, it is more conducive for people to make the choice to drive, thereby increasing vehicle emissions of air pollutants associated with increased vehicle miles traveled.

### *Parking Standards in Other Southern California Cities*

Attachment 2 summarizes minimum parking requirements used by other Southern California cities compiled by the Southern California Association of Non-profit Housing. The Attachment also includes a comparison of average number of parking spaces per unit for a hypothetical 100 unit development comprised of 10 studios, 40 one-bedroom units, 40 two-bedroom units, and 10 three-bedroom units in the different cities. The number of parking spaces ranges between 1.25 and 3.25 spaces per unit with the City of San Diego at 1.75 parking spaces per unit.

### *On-going Efforts to Address Parking Issues*

To balance parking needs with the City’s growth strategies, there has been an on-going process to refine regulations addressing parking requirements with consideration of demographics, location proximity to transit, and development type and characteristics. Several of these parking requirements have been refined and incorporated in the Land Development Code (LDC), Chapter 14, Division 5, *Parking Regulations*. The current LDC provisions allow for adjusting parking requirements for *Very Low Income* housing, sites with available public transit, mixed use development, parking impact areas, tandem parking, or type of housing. As part of the General Plan update, the draft Mobility Element includes a parking strategies toolbox that identifies ways to increase parking availability, encourage more efficient use of parking, and reduce demand for parking. The Parking Strategies Toolbox is included as Attachment 3 to this Report.

During the General Plan update workshops as well as discussions of specific development projects brought forward at respective Council, San Diego Redevelopment Agency, and Planning Commission hearings, several issues were raised regarding the City’s current parking standards and parking management strategies. These issues cover a multitude of public and private parking resources and revolve around a common theme from development and affordable housing interests: *the City has excessive parking requirements*. However, some of the communities, particularly those with on-street parking constraints, have expressed concerns

about inadequate on-site parking requirements, because they exacerbate existing on-street parking problems.

## DISCUSSION

Providing an efficient amount of parking and properly managing both on- and off- street parking is crucial for any community. A lack of -convenient parking can be frustrating to drivers and potentially detrimental to business; however, an oversupply of parking can have equally detrimental social and environmental affects, as noted above. To tackle the specific issue of excessive parking supply as it relates to housing costs, staff has identified long- and short-term approaches. The following provides a discussion of the long- and short-term approaches and highlights other efforts currently underway related to parking regulations, on-street parking management, and parking needs in infill areas.

### ***Long-term approach: Develop Efficiency-based Parking Standards***

One approach to improving the current parking requirements is to develop efficiency-based parking standards that allow for more flexible and accurate parking requirements at a particular location given factors such as residential density, geographic location, transit accessibility, urban context and design, type of housing, land use mix, etc. Efficiency-based standards take into consideration the synergistic effects of cost effective parking management strategies, such as those described in Attachment 3 Parking Strategies Toolbox, and reflect the relative costs and benefits of different options. Such standards rely on contingency-based planning that identifies various solutions for deployment if needed in the future and require regular monitoring of parking facilities and transportation infrastructure.

Given the City's unique characteristics, efficiency-based parking standards should be formulated based on parking demand and trends observed in San Diego. This effort would entail an extensive parking data collection and analysis. Attachment 4 compiles parking standards and parking management issues that would have to be addressed as part of this effort. Considering the intertwined complexities and synergetic relationships associated with parking, embarking on such an effort would require a significant amount of resources.

### ***Short-term Parking Solutions: Reduce Requirements for Affordable Housing, Update TAOZ, and Expand TPOZ***

As part of the General Plan update process, several measures have been evaluated and vetted through City Council, Council Committees, Planning Commission and other public workshops. These measures include: (a) reducing current City parking requirements, (b) reducing parking requirements for *Affordable Housing*, (c) updating the Transit Area Overlay Zone (TAOZ), and (d) expanding the use of tandem parking, subject to design regulations, reflected in the Tandem Parking Overlay Zone (TPOZ).

#### (a) Reduce Current City Parking Requirements

To obtain a better perspective on parking needs as they relate to auto ownership by income levels and dwelling unit sizes, staff requested SANDAG prepare a report using available United States Census data. SANDAG prepared the report using Census 2000 Five Percent (5%) Public Use Microdata Areas (PUMAs) that most closely approximate City of San Diego boundaries. Income Levels were based on 1999 San Diego County Area Median Income (AMI) established by the California Department of Housing and Community Development (HCD). Table 1 below summarizes the results of the report

concerning available vehicles by income level and number of bedrooms and, for comparison purposes, lists current City parking ratios. Current City parking ratios are listed inclusive and exclusive of 20% common area parking requirements, since the common area parking is intended to accommodate visitor parking.

**Table 1**  
**Average Household Auto Availability by**  
**Income Level and Number of Bedrooms**

Income Level	Average Household Auto Availability <sup>1</sup>				Weighted Average
	Number of Bedrooms				
	0	1	2	3+	
Extremely Low & Very Low -less than 50% AMI	0.75	0.90	1.14	1.45	1.08
Low - 50% to 80% AMI	1.04	1.18	1.44	1.76	1.46
Moderate - 80 % to 120% AMI	1.22	1.34	1.59	1.94	1.69
Above Moderate –greater than 120% AMI	1.34	1.46	1.75	2.13	2.04
City Parking Ratios <sup>2</sup> for Very Low Income <b>Inclusive</b> of 20% Common Area Parking	1.00	1.25	1.75	2.00	-
City Parking Ratios <sup>2</sup> for Very Low Income <b>Exclusive</b> of 20% Common Area Parking	0.80	1.00	1.40	1.60	-
City <i>Basic</i> Parking Ratios <sup>2</sup> <b>Inclusive</b> of 20% Common Area Parking	1.25	1.50	2.00	2.25	-
City <i>Basic</i> Parking Ratios <sup>2</sup> <b>Exclusive</b> of 20% Common Area Parking	1.00	1.20	1.60	1.80	-

1: Source: U.S. Census Bureau, Census 2000 Public Use Microdata Sample (PUMS) 5%, compiled by SANDAG July 2007.

2: Source: City of San Diego Land Development Code, Chapter 14, Division 5, *Parking Regulations*.

It should be noted that this data is absent of any stratification by location in relation to proximity to transit. Additionally, the auto availability data for *Very Low Income* households is **not** representative of auto ownership for *Affordable Housing* projects where restrictions related to monthly rent, sale price, targeted rental or ownership households, household size, and the period during which a unit to remain affordable are recorded against the property.

As shown in Table 1, the data suggests that there is a direct correlation between auto availability and income level and size of dwelling unit (expressed in number of bedrooms). When comparing auto availability with current City parking requirements exclusive of 20% common area parking, the data suggests that for *Very Low Income* level households, current parking ratios closely mimic auto availability, except for two

bedroom dwelling units. In this case, the City's parking ratio (1.4 parking spaces per two-bedroom dwelling unit) is approximately 25% higher than auto availability (1.14 available autos). For *Low Income* level households, current parking ratios for one-and two-bedroom dwelling units are slightly higher (0.02 and 0.16, respectively) than the number of available autos for the same dwelling unit sizes. For *Moderate and above Income* level households, current parking ratios are consistently lower than the number of available autos with one exception. For *Moderate Income* Level households, current parking ratio for a two-bedroom dwelling unit is almost the same as the number of available autos.

It should be noted that the Census 2000 5% PUMS data on number of available autos per household is averaged for the entire City and does not reflect fluctuations in auto ownership from one geographic area to the other within the City. There have been reports that in some areas, such as San Ysidro, auto ownership per household exceeds the average due to economic reasons where families are doubling up in occupying dwelling units.

The Census 2000 five percent (5%) PUMAs were also used to extract the number of available autos by income level and number of bedrooms for *senior* households. SANDAG defined *senior* households as those that have at least one resident who is 65 years or older. Table 2 below summarizes the results of the report concerning available vehicles by income level and number of bedrooms for *senior* households.

**Table 2**  
**Average Senior Household Auto Availability by**  
**Income Level and Number of Bedrooms**

Income Level	Average Senior Household Auto Availability <sup>1</sup>				Weighted Average
	Number of Bedrooms				
	0	1	2	3+	
Extremely Low & Very Low -less than 50% AMI	0.47	0.53	0.93	1.16	0.89
Low - 50% to 80% AMI	0.75	1.01	1.20	1.42	1.28
Moderate - 80 % to 120% AMI	1.06	1.10	1.30	1.75	1.61
Above Moderate - greater than 120% AMI	1.12	1.30	1.52	1.92	1.92

1: Source: U.S. Census Bureau, Census 2000 Public Use Microdata Sample (PUMS) 5%,  
Compiled by SANDAG July 2007.

In reviewing the data summarized in Table 2, of particular interest is the number of available autos for *senior* households with *Extremely Low* and *Very Low Income* levels living in studio or one-bedroom dwelling units. The current Land Development Code (section 141.0310) requires a base parking requirement of 1 space per DU of housing for *senior* citizens. The parking requirement is reduced to 0.7 parking space per DU plus one parking space for each staff person for housing of *senior* citizens that maintain a common transportation service and provide daily meals in a common facility. The Code also includes additional requirements related to location of *senior* housing in terms of

geographic and topographic location, urban design and context, and access to transit. The additional requirements tend to reduce auto dependency, thereby, reducing parking demand.

Based on household auto availability data stratified by income level and size of dwelling units (expressed in number of bedrooms) compiled from Census 2000 5% PUMAs, the City could consider the following:

*Very Low Income* - Reduce the minimum parking ratio for two-bedroom dwelling units from 1.75 to 1.5 parking spaces per dwelling unit. This could be an interim step until parking requirements for *Affordable Housing* are established.

*Low Income* - No changes at this time. Auto ownership data does not support parking ratio reductions.

*Moderate Income and Above* - No changes at this time. Auto ownership data does not support parking ratio reductions.

*Senior Citizens* – Reduce current parking requirement from 1.0 to 0.7 parking space per DU (studio or one bedroom) of housing for *senior* citizens with *Extremely Low* and *Very Low Income* level. Additionally reduce current parking requirements from 0.7 to 0.5 parking space per DU plus employee parking for housing of *senior* citizens with *Extremely Low* and *Very Low Income* level that maintain a common transportation service and provide daily meals in a common facility.

*Additional Studies* - Additional studies should be conducted to determine parking needs for all income levels in areas with frequent transit service as well as adequate common area parking requirements.

(b) Reduce Parking Requirements for *Affordable Housing*

*Affordable Housing* units are those units subject to an affordability restriction recorded against the property by state or local agency. The restrictions are related to monthly rent, sale price, household size, targeted rental or ownership household, and the period during which a unit remains affordable. *Affordable Housing* regulations are contained in Municipal Code Chapter 14 Article 2 Division 13 Section 142.1301-142.1312 (Inclusionary Zoning).

The code currently allows 0.25 parking space reduction per dwelling unit (DU) for *Very Low Income* households. A multifamily residential parking study dated October 2002, prepared for the San Diego Housing Commission and the City Planning Department found that local *Affordable Housing* projects need less parking than market rate projects and that projects that are both affordable and within ¼ mile of frequent transit service need the least amount of parking. The study recommended an additional 0.25 parking space reduction per unit of *Affordable Housing* within ¼ mile of frequent transit service. However, the 2002 parking study recommended parking rate reductions based on a limited number of sample projects that were surveyed. Furthermore, the study evaluated observed parking demand without respect to the sizes of dwelling units. (Current City of San Diego's multifamily residential parking requirements depend on the number of bedrooms in the DU.)

*Affordable Housing* advocates conducted parking demand observations for *Affordable Housing* projects that were constructed in urban areas within ¼ mile of transit inside and outside the City of San Diego. The results of their observations support the findings of the 2002 study.

In light of the above, the City in partnership with the San Diego Housing Commission should embark on an effort to revisit parking requirements for *Affordable Housing* projects in urban infill areas. The results of this effort could be used as the basis for developing parking requirements that are reflective of *Affordable Housing* parking needs.

(c) Update Transit Area Overlay Zone

Adopted in 1987 with updates in 1994 and 2001, the Transit Area Overlay Zone (TAOZ) allows an approximate 15% reduction in required parking in areas with a high level of transit service. The purpose of parking reduction is to acknowledge a lower level of parking demand and to create an incentive for development in areas with high level of transit services. From 2002 through 2004, several efforts were made by the City to update the TAOZ. However, these efforts were unsuccessful due to community concerns that further reductions in parking requirements for developments within the TAOZ would negatively affect areas with constrained on-street parking.

The current TAOZ focuses primarily on transit services without adequate emphasis on sustainable transit ridership. In order to pursue an update of the current TAOZ, a new approach should be followed. The new approach would be based on the strong relationship between transit and high density areas that is significant within the influence areas around:

- Transit lines with frequent transit services and sustainable ridership
- LRT/BRT stations

For the purposes of the TAOZ update, the high density areas are those identified on the village propensity map (Attachment 5) developed as part of the General Plan update, subject to community plan updates.

Additionally, the proposed TAOZ update could consider the following:

- MTS Comprehensive Operational Analysis that modified transit routes and their frequencies.
- Proposed Mid-Coast LRT stations; the current TAOZ reflects the old alignment.
- All existing Light Rail Transit (LRT) stations; the current TAOZ does not reflect all LRT stations
- Planned Bus Rapid Transit (BRT) Stations; the current TAOZ does not reflect all BRT stations.
- Topographical or physical constraints; the current TAOZ includes areas with topographical or physical constraints or barriers to pedestrian's access to transit, such as canyons and freeways.
- Parking management strategies to address areas with on-street parking constraints.



The TAOZ update effort will require extensive research as well as public outreach and participation. It is expected that such an effort would take roughly one to two years to complete depending on current budget and staffing levels.

(d) Expand Tandem Parking Overlay Zone

Adopted in 1994, the Tandem Parking Overlay Zone (TPOZ) indicates areas where residential tandem parking (parking one car behind another) is allowed to count as two required parking spaces. With appropriate layout, on-site parking capacity may be increased without additional land or construction costs. To be counted as required parking, the two tandem spaces must be:

- Behind the front yard setback (typically 15 feet behind the property line)
- Assigned to the same dwelling unit
- At least one of the two spaces must be enclosed (in a garage)

Due to concerns that vary from community to community, tandem parking is permitted only in TAOZ areas, and prohibited altogether in others. Community concern with tandem parking is that the two spaces will not be used, either because it is inconvenient or because one or two spaces are used for storage. Some community members are opposed to tandem parking because it allows higher densities to be more easily achieved. These concerns converge to potential impacts to on-street parking resources resulting from tandem parking.

The current TPOZ focuses primarily on on-site tandem parking provisions without adequate consideration to on-street parking conditions. To pursue an update of the current TPOZ, a new approach is proposed. The new approach would consider the synergistic effects of on-street and offstreet tandem parking and focus primarily on affordable housing projects. In light of State law limiting parking standards applied by the City for projects with density bonus, the new approach would explore adding specific categories of parking deviations that are allowed when granting density bonus. The same could be applied for *Very Low Income* housing projects. These categories would allow tandem parking or a mix of parking to count toward the minimum parking requirements in areas where tandem parking is not currently permitted.

Additionally, the TPOZ update could consider the following as part of proposed projects:

- Identify adequate management and administration measures to ensure appropriate usage of tandem parking
- Implement remedial measures if tandem parking is unsuccessful.
- Evaluate on-street parking demand and supply conditions within the vicinity of a project where tandem parking is proposed
- Determine and implement appropriate parking management strategies in areas with on-street parking constraints
- Provide site designs conducive to successful tandem parking

The TPOZ update effort will require extensive research as well as public outreach and participation. It is expected that such an effort would take roughly one to two years to complete depending on current budget and staffing levels.

## **Other Parking Solutions Currently Underway: Parking Regulations, On-Street Parking Management and Smart Growth Areas**

### **(a) Parking Regulations**

The Development Services Department is currently processing the Sixth Update to the Land Development Code. Within that package of amendments are six amendments related to parking:

1. *Condo Conversions* - This amendment will more clearly define how to apply parking to condominium conversions with existing parking that exceeds parking requirement for condominium conversions.
2. *Basic Parking Requirement Clarified* - This update will more clearly define the basic parking requirement as applied to development that does not qualify for a reduced parking ratios.
3. *Mechanical Lifts* - This amendment to allow for mechanical lifts to vertically store automobiles in areas where tandem parking is currently permitted.
4. *Commercial Centers* - This last amendment establishes a threshold for parking calculations in commercial centers where more than 30% of the center is occupied by eating and drinking establishments.
5. *Consolidation of Parking Ratios* - This amendment would consolidate the numerous parking ratios into a set of consistent ratios to be applied by use in similar context. Currently, the same uses are subject to a wide range of parking ratios based on geographic area.
6. *Residential Parking Standards* - This amendment would address standardized requirements for parking stall size and provide flexibility for driveway gradients on difficult sites.

### **(b) On-Street Parking Management**

The City Planning & Community Investment Department currently administers programs that utilize the toolbox parking management strategies for on-street parking:

1. *Community Parking Districts* - City Council has approved six Community Parking Districts (CPDs) since 1997: Downtown, La Jolla, Mid-City, Old Town, Pacific Beach, and Uptown. Each CPD is entitled to 45 percent of the parking meter revenue generated within their boundaries to develop parking management strategies; however, three parking districts do not currently have on-street paid parking (La Jolla, Old Town, and Pacific Beach). The CPD program allows communities to tailor strategies and reinvest parking-related revenue directly into their neighborhoods for local improvements as opposed to it going in the citywide General Fund.
2. *Improving Parking Pricing* - Last year a pilot program was established within the Downtown CPD that allowed adjusting the hourly meter rates and time limits to better manage the on-street parking demand. This improved pricing method encourages long-term parking users to park at off-street locations, vacating on-street spaces for short-term users and increasing the parking turnover. In addition, by lowering rates in less popular areas the pilot program has boosted the use of under-utilized meters and increased parking meter revenue overall.
3. *New Technology* – Another pilot program was also implemented in the Downtown CPD to test “pay-and-display” multi-space parking meters. The pilot included the installation 50 multi-space meters that accept credit card, dollar bills, and coins. City staff has reported a 24 percent increase in parking meter revenue,

positive public acceptance, and increased compliance. The new technology also allows the flexibility of automatically applying variable pricing by parking occupancy.

4. *Implementing Parking Pricing* - Three Community Parking Districts - La Jolla, Old Town and Pacific Beach - are in the process of developing comprehensive parking management plans to tackle the parking problems faced by business owners, residents and visitors within their communities. One component of any strategy will likely consider pricing parking to affect demand, with the caveat that any parking-related revenue be reinvested within the communities to pay for shuttle services, streetscape improvements, and/or security.
5. *Residential Permit Parking Districts* - There are currently five residential permit districts in the city located in the following areas: Hillcrest; SDSU/ College; Logan Heights; Mesa College; and El Cortez/Downtown San Diego. Residential permit parking is a strategy used to increase the on-street parking available for residents within the specific area. Residential permit parking is authorized by Section 22507 of the California Vehicle Code and Sections 86.2001 through 86.2017 of the San Diego Municipal Code.

#### (c) Smart Growth Areas

Smart Growth areas result in more efficient transportation and land use patterns that rely on multi-modal transportation system. Supported by parking management, these land use patterns are conducive to reducing auto dependency, allowing more sharing of parking, and encouraging shifts to alternative travel modes.

SANDAG is in the process of initiating a trip generation and parking demand study for the purpose of determining observed trip generation rates (automobile, transit and non-motorized) and parking demand associated with smart growth developments. The study findings will be used to supplement the San Diego Traffic Generators Manual, develop the parking component of the Regional Urban Design Guidelines, and provide site level guidelines for local jurisdictions and developers when planning smart growth development. The study is expected to be completed not later than July 2008. City staff will closely follow the progress of this study and evaluate the study findings for application(s) in the City of San Diego.

#### CONCLUSIONS

Parking is an intrinsic element of the transportation system and requires special attention because of its potential impacts to the quality of life. Cognizant of costs associated with parking, the City has been refining its parking requirements to achieve this balance between parking and the City's overall growth strategies. From a broader policy direction, a long term approach is to evaluate developing efficiency-based parking standards that allow for more flexible and accurate parking requirements at a particular location given factors such as demographics, residential density, geographic location, income level, transit accessibility, urban context and design, type of housing, land use mix, etc. However, embarking on such an effort at this time is not feasible considering our budget and staffing limitations.

Nevertheless, there are viable short- to mid-term measures that the City could evaluate to reduce parking costs for *very low income* households and *senior* citizens as identified in this report. These measures are supported by auto availability data stratified by income level and size of

dwelling units compiled from the Census 2000 5% PUMAs. Parking requirements should be further stratified for *Affordable Housing* projects and brought forward. Additionally, there is an existing need to resolve outstanding issues pertinent to the TAOZ and TPOZ and refine these zoning tools using new approaches so that we can better meet City policy and community goals.

Staff supports current efforts to refine parking regulations and implement parking management strategies aimed at improving the efficiency and optimizing the use of on- and off-street parking resources. Furthermore, SANDAG's study of the effects of smart growth on parking needs will assist the City in establishing sound parking requirements that address parking characteristics in smart growth areas.

COMMUNITY PARTICIPATION and PUBLIC OUTREACH EFFORTS:

There have been extensive community participation and public outreach as part of the City's General Plan update process. As the City moves forward with implementing changes to parking requirements, additional input from various groups would be solicited via community planning group meetings, Community Planners Committee (CPC) meetings, TAC meeting, stakeholder meetings, Code Monitoring Team meetings, Planning Commission hearings, San Diego Housing Commission hearings, Council Committee and Council hearings.

KEY STAKEHOLDERS and PROJECTED IMPACTS:

There are many stakeholders representing a wide spectrum of concerns regarding potential revisions to regulations to address parking costs. They include, but are not limited to, the San Diego Housing Commission, Housing Federation, Chamber of Commerce, San Diego County Apartment Association, Sierra Club, Congress for the New Urbanism, California Urban Land Institute, Planning groups, affordable housing advocates, business associations, private developers, prospective home buyers, and the real estate industry. Various City services including neighborhood code enforcement, parking enforcement, attorneys, land development code, inspection, traffic engineering, and permit review would be involved as a consequence of evaluating and implementing such regulations. These existing constrained City services could be further negatively impacted depending on what option is selected.

Respectfully submitted,

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William Anderson, FAICP, Director  
City Planning & Community Investment

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James T. Waring, Deputy Chief  
Land Use and Economic Development

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Attachments:

- [1. San Diego Redevelopment Agency Residential Projects](#)
- [2. Parking Standards in other Cities](#)
- [3. Parking Strategies Toolbox](#)
- [4. Summary of Identified Parking Issues](#)
- [5. Village Propensity Map](#)