



American Planning Association  
**California Chapter  
Northern**

*Making Great Communities Happen*



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

**Smart Parking for Smart Growth:  
Reforming Parking Policies for TOD**

November 9, 2012

2:00 pm - 4:30 pm

MetroCenter Auditorium, 101 Eighth Street, Oakland

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| <b>I. Registration/Check-In/Light Refreshments</b>   | 2:00 pm - 2:15 pm |
| <b>II. Welcome</b><br>Hanson Hom, AICP, APA Northern Section, Director   | 2:15 pm - 2:20 pm |
| <b>III. Presentations and Discussion</b><br><i>Moderator:</i><br>Professor Elizabeth Deakin, UC Berkeley, City & Regional Planning<br><i>Panelists:</i><br>David Snow, AICP, APA California Vice-President of Policy & Legislation<br>Eric Figueroa, League of California Cities, Public Affairs Manager<br>Valerie Knepper, MTC, Transportation Planner<br>Mott Smith, Civic Enterprise Associates LLC, Principal and California Infill Builders Federation, Founding Board Member<br>Justin Meek, AICP, Adjunct Faculty, San José State University, Urban and Regional Planning<br>Tom Pace, City of Sacramento, Principal Planner | 2:20 pm - 3:30 pm |
| <b>IV. Q &amp; A</b>   | 3:30 pm – 3:40 pm |
| <b>V. Small Group Discussion</b>   | 3:40 pm – 4:10 pm |
| <b>VI. Reporting Out</b>   | 4:10 pm – 4:25 pm |
| <b>VII. Closing Comments</b><br>Professor Elizabeth Deakin   | 4:25 pm – 4:30 pm |



## **Summary of ASSEMBLY BILL No. 904 (Skinner)**

### **Sustainable Minimum Parking Requirements Act of 2012**

#### **Draft Legislative Findings**

- (1) Land use policies that reduce the cost and complexity of transit-oriented development help ensure a return on that investment.
- (2) Consistent with SB 375 and AB 32, it is state policy to promote transit-oriented infill development.
- (3) Existing minimum off-street parking requirements throughout the state are based on low-density and segregated single land uses.
- (4) Parking is costly to build and maintain and can substantially increase the cost of constructing and operating infill projects.
- (5) The high cost of the land and improvements required to provide parking significantly increases the cost of transit-oriented development, making lower cost and affordable housing development financially infeasible and hindering economic development strategies.
- (6) Increasing public transportation options and developing more walkable and bikeable neighborhoods reduce the demand for parking.
- (7) Excessive governmental parking requirements for infill and transit-oriented development reduce the viability of transit development by limiting the number of households and workers near transit, increasing walking distances, and degrading the pedestrian environment.
- (8) Reducing excessive minimum parking requirements and allowing builders and the market to decide the amount of parking may do the following:
  - a. Ensure sufficient but not excessive amounts of parking.
  - b. Reduce the cost of development and increase the number of transit-accessible and affordable housing units.
  - c. Increase density in appropriate areas, and improve viability of alternate modes of transportation (e.g. public transit, ridesharing, biking, and walking.)
  - d. Reduce green house gas emissions and vehicle miles traveled by removing an incentive to drive.

#### **Key Provisions**

In transit-intensive areas\*, a city and/or county, including a charter city, shall not require projects to provide a minimum number of off-street parking spaces greater than the following:

- Two parking spaces per thousand square feet of nonresidential projects of 20,000 square feet or less on a single property.
- One parking space per unit for non-income-restricted residential projects.
- Three-quarters parking space per unit for projects that include both income-restricted and non-income-restricted units.
- One-half parking space per unit for units that are restricted for minimum 55 years to rents or prices affordable to households making less than 60 percent of the area median income.

Does not set a maximum number of spaces a project may provide.

Does not limit any local authority to regulate parking impacts from development through exactions, fees, conditions of approval, or other valid exercise of its police power beyond the above limitations.

*\*Transit-intensive area* - an area within one-half mile of a major transit stop or within one-quarter mile of the center line of a high-quality transit corridor. A high-quality transit corridor means a corridor with a fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

### **Exemption Provision**

A city or county can opt out if it adopts a resolution that makes at least one of the following findings, specific to that transit-intensive area, based upon objective criteria and evidence in the record that:

- The transit-intensive area does not currently have or cannot reasonably expect to have sufficient walkability to justify reduced off-street parking requirements.
- The transit-intensive area does not currently have or cannot reasonably expect to have a sufficient level of transit service or bike access to provide for viable alternatives to the car for a significant proportion of the trips generated by new development.
- The minimum parking requirements set forth in this act would reduce the number of low-income housing units produced in that transit-intensive area through density bonus programs.
- The transit-intensive area in question will be adversely affected by a reduction in minimum off-street parking requirements.

**Smart Parking for Smart Growth:  
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MODERATOR/PANELISTS**

**Elizabeth Deakin** is Professor of City and Regional Planning and Urban Design at UC Berkeley, where she also is an affiliated faculty member of the Energy and Resources Group and the Master of Urban Design group. From 1999-2009 she was Director of the UC Transportation Center, which she helped to found in 1989. In addition, from 2004-2008, she served as co-director of UC Berkeley's Global Metropolitan Studies Program. Deakin's research focuses on transportation and land use policy, the environmental impacts of transportation, and equity in transportation. She has published over 300 journal articles, book chapters, and research reports on topics ranging from environmental justice to transportation pricing to development exactions and impact fees. Her recent research projects have addressed these issues in China, the EU, and Latin America as well as in the US. Deakin has been appointed to a number of government posts including city and county commissions and state advisory boards. She has testified before Congress regarding every transportation bill since ISTEA in 1991, most recently appearing before the House Technology and Infrastructure Committee. She has taught courses at universities in Australia, Germany, Sweden, France, Mexico, Ecuador, Argentina and China, and has served as an adviser to the Organization for Economic Cooperation and Development, the European Council of Ministers of Transport, and MISTRA (the Swedish sustainable development foundation). She currently is a member of the Bureau of Transportation Statistics Advisory Board. Deakin holds degrees in political science and CEE - transportation systems analysis from MIT as well as a law degree from Boston College. In fall 2010 she was honored with an honorary PhD from the Royal Institute of Stockholm for her contributions to the fields of transportation, the environment, and the institutional factors that shape policy responses to these concerns.

**David Snow, AICP**, is a shareholder in the Public Law Department at Richards|Watson|Gershon. Dave specializes in advising public agencies on CEQA and land use matters. Dave joined RW&G in 2001 with over 10 years of local government experience including serving as the Deputy Director of Planning for the City of Rancho Palos Verdes while attending law school. Currently he serves as the City Attorney for the City of Yucaipa, Assistant City Attorney in Beverly Hills and Rancho Palos Verdes, and special counsel to many other public agencies throughout California. Dave, serves on APA California's Amicus Committee, and is currently APA California's Vice President of Policy and Legislation.

**Eric Figueroa** has served as a Public Affairs Manager for the League of California Cities since 2006. As the East Bay Division representative, Eric works with the 33 Cities in Alameda and Contra Costa Counties to expand and protect local control for cities through education and advocacy. Prior to working for the League of Cities Eric's public service experience includes four years with the City of San Leandro in the City Managers Office, three years as a Property Tax Consultant with HdL Coren & Cone, and an internship with the US Senate Budget Committee. Eric holds a Government and Economics degree from Claremont McKenna College and an MBA for the Haas School of Business at UC Berkeley.

**Valerie Knepper** has been analyzing policies for the San Francisco Bay Area's Metropolitan Transportation Commission for 25 years. She was instrumental in developing requirements for local zoning to support regional transit investments in the Bay Area. She is currently focusing on reforming parking policies to support smart growth. She has a Masters in Public Policy from U.C. Berkeley.

**Mott Smith** is co-founder of Civic Enterprise, an L.A. firm that builds innovative, socially-conscious projects in emerging neighborhoods and provides innovative parking and economic development solutions for cities and communities. He is very active in local, regional and state legislative issues. His built work has been honored by the Urban Land Institute, the L.A. Conservancy, and Architectural Record Magazine. He is a founding board member of the California Infill Builders Association, teaches in USC's Master of Real Estate Development Program and is a senior research fellow in the USC School of Planning, Policy & Development. Earlier, he was as Acting Director of Planning for the L.A. Unified School District after serving as founding Executive Director of New Schools-Better Neighborhoods. He also worked as editor/business manager of The Planning Report. Mott is past president the Westside Urban Forum. He received a Master of Real Estate Development from USC and a BA in Linguistics from UCLA.

**Justin Meek, AICP**, is a senior planner with 10 years of planning and CEQA experience for public and private sector clients. He presently works for the City of Marina and provides consulting services for the City of Pacific Grove. Previously, he managed the preparation of numerous environmental documents throughout California and authored geology and soils, recreation, visual resources, transportation and traffic, land use and planning, public services, and utilities and service systems sections for a variety of environmental documents. He also teaches at San Jose State University (SJSU) in the Urban and Regional Planning Department (URBP). Mr. Meek has a Bachelor of Science in Earth Sciences and Bachelor of Arts in Environmental Studies from the University of California at Santa Cruz and a Masters of Urban Planning from SJSU, where he was the recipient of the AICP Outstanding Graduating Student Award. He has been active in the American Planning Association since 2008, and is currently the Administrative Director for the California-Northern Section. He also serves on the SJSU URBP Alumni Committee.

**Thomas Pace** is a Principal Planner, Long Range Planning Manager for the City of Sacramento Community Development Department. He has 17 years of expertise in municipal planning, including current planning, long range planning, housing policy, and community participation. His emphasis for the past ten years has been on revitalization of blighted and underdeveloped infill neighborhoods. Having recently managed the preparation of the Sacramento 2030 General Plan ([www.sacgp.org](http://www.sacgp.org)), his current focus is on implementing planning policy through preparation of a climate action plan, incentive programs for green development, specific plans and area planning studies, zoning code updates, public facility finance planning, and extensive education and public information about the new plan and its benefits.