

09-1784

MOTION

JUL 17 2009

As the nation's cycle of automobile dependency has accelerated, providing parking in urbanized areas has become a significant expense and deterrent to infill development. In many instances, efforts to accommodate parking have created a surplus that is costly for developers to provide and subsidizes personal automobile use.

With the shifting trend to urban revitalization over the past decade, the timing is now opportune for instituting changes in parking requirements and transportation behavior. An important way to reduce the demand for parking and the need to supply more spaces to meet maximum demand is to provide transportation choices.

This can be achieved by reducing parking requirements for buildings in areas with fixed transportation alternatives by providing alternatives to the current generic standards. In exchange for such an accommodation, developers should have to give something back to the City. Exactly what this should be would likely vary depending on the area.

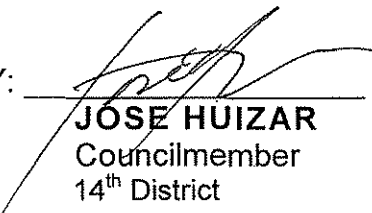
In lieu parking fees can be offered as an alternative to constructing parking on-site by paying the City a percentage of what each space would cost -- fees in the United States range from \$5,850 to \$20,180 per parking space. Such a fee could help increase revenues available for public transit and, in turn, provide public transit improvements.


Funds collected from any new in lieu fee should be placed in a special fund within the Department of Transportation and used to enhance DASH service, support the expansion of MTA Red Line buses and to support the construction of park-and-ride parking structures that can also be used by local residents to park overnight.

Demand for more parking can be further reduced by providing an option that allows for a percentage of spaces to be substituted with pedestrian and bicycle amenities that make it easier and more pleasant for people to walk or bicycle rather than drive.

These low-cost amenities can be as simple as providing bicycle racks and walkways. The bike racks would have to be located in a place where they were highly visible, separated from automobile parking and improved with locker facilities that encourage bicycling, rollerblading, and walking to work.

I THEREFORE MOVE that the Council request that the Department of Transportation, in coordination with the Department of City Planning, report back on the feasibility of offering market rate housing developers the option of paying the City an in lieu parking fee in exchange for reduced parking requirements, provided that their project is located in close proximity to a fixed transit line. Funds raised from such a fee would go toward supporting DASH and MTA Red Line bus lines, as well as Park-and-Ride facilities.

PRESENTED BY: 
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86