



# A BRAVE NEW (PARKING) WORLD

Brian Canepa, W-Trans

# INTRODUCTION

- A bit about me
  - W-Trans Parking & TDM Lead
  - Parking policy focus
  - TDM certified planner
- W-Trans
  - Transportation engineering, planning, design
  - Public and private clients
  - Large and small cities
- Notable project - Sacramento (2013 & 2023)

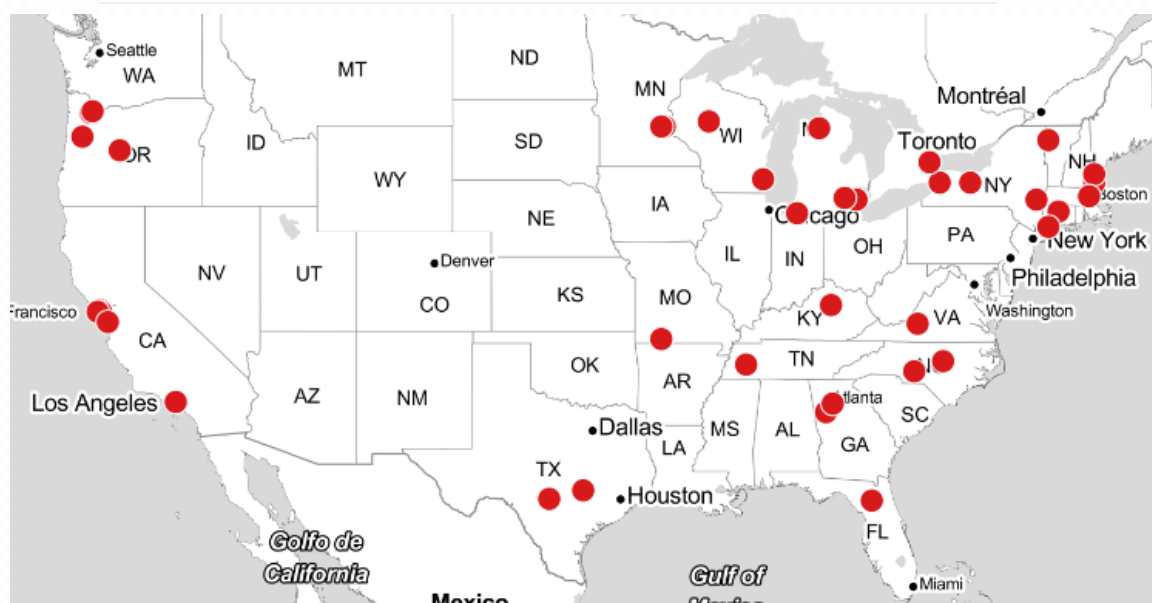


# CONTEXT

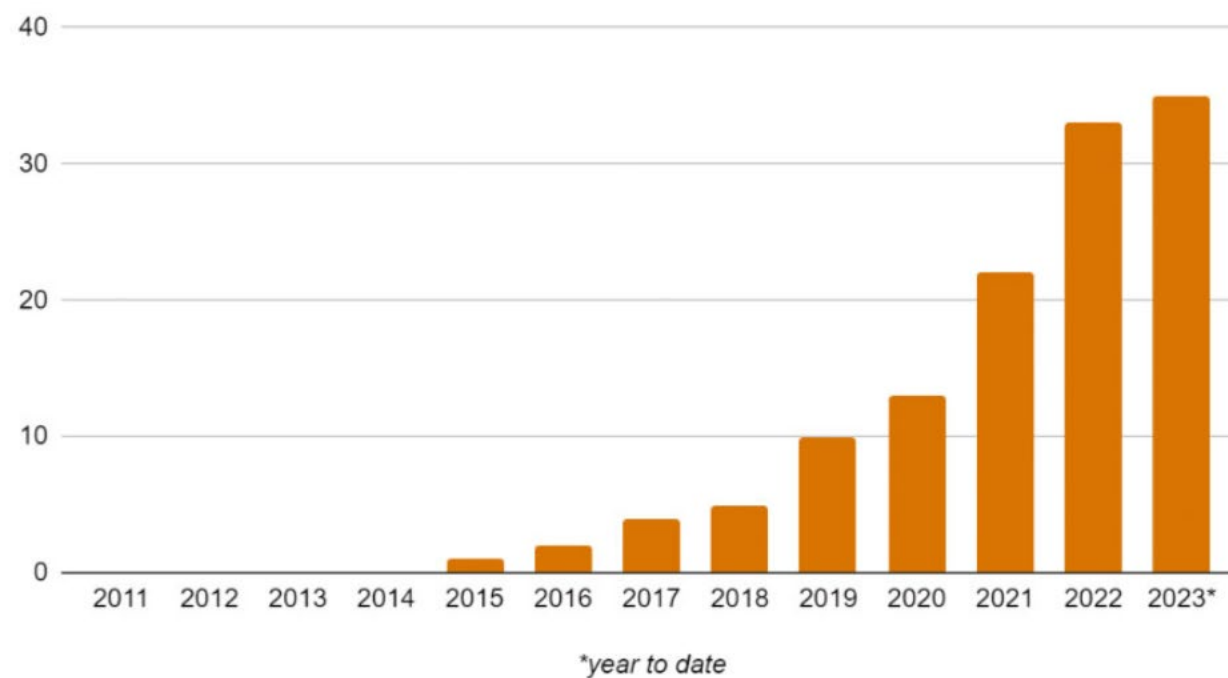
**The New York Times**

## *Awash in Asphalt, Cities Rethink Their Parking Needs*

Local leaders across the nation are overhauling parking requirements for developers, scaling back the minimum number of spots for shopping centers and apartment complexes.

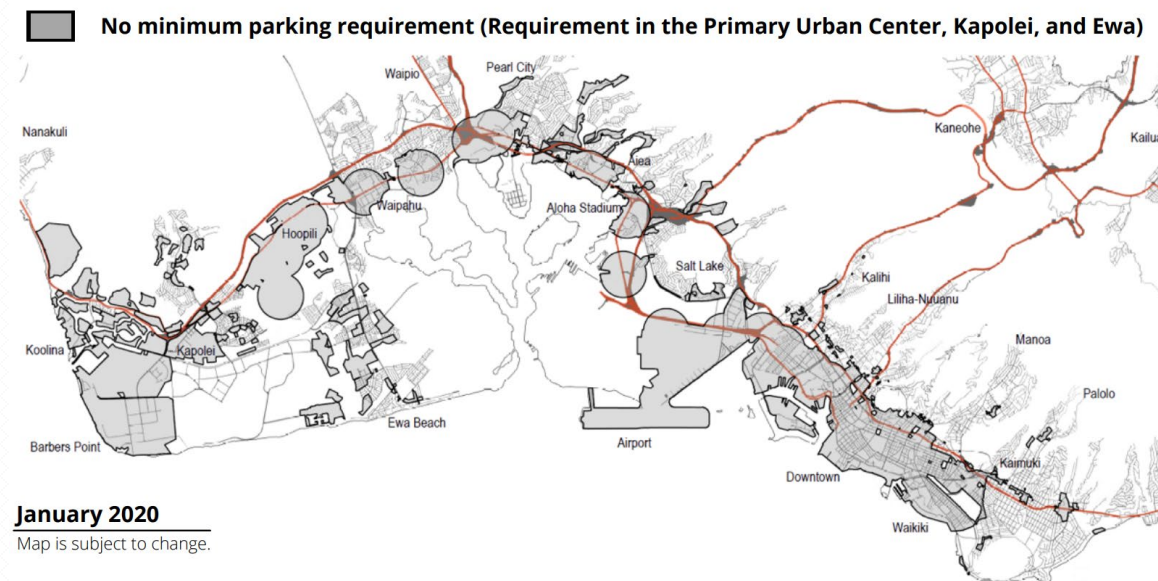


U.S. & Canadian cities that repealed parking mandates



# BILL 2

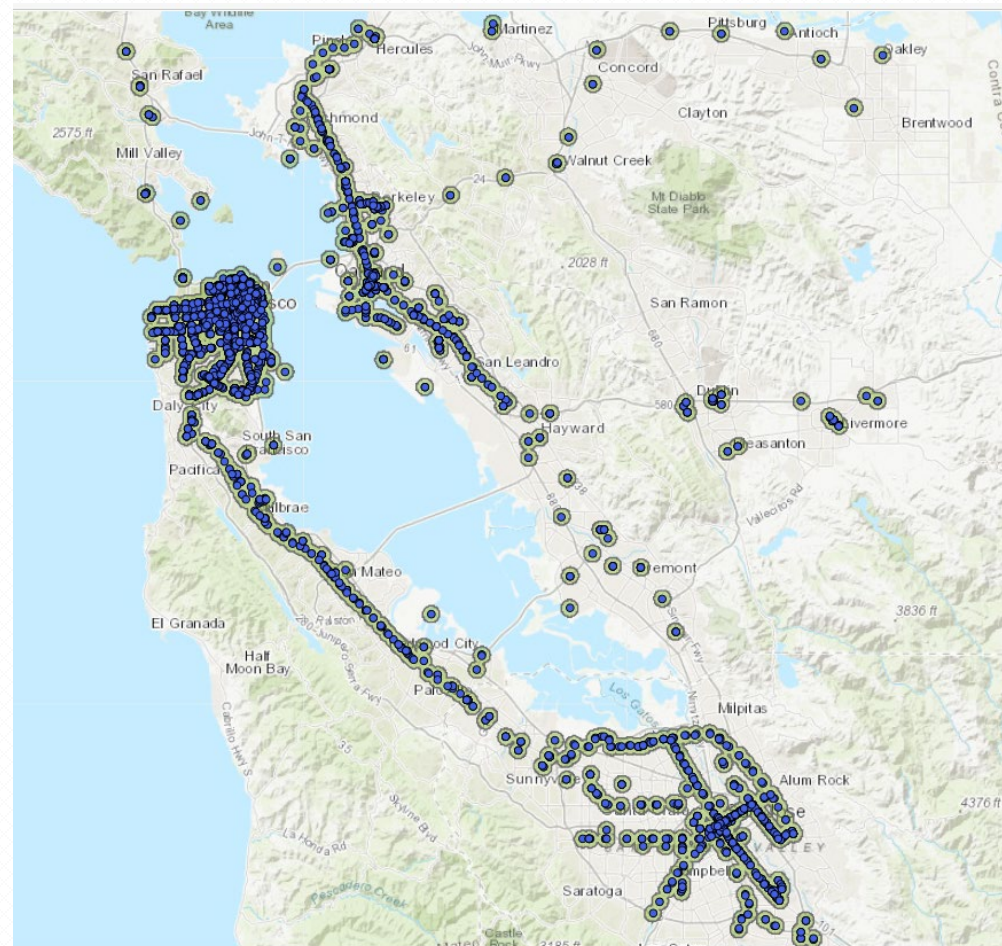
- No minimum vehicle parking requirements in Primary Urban Center Development/Ewa Development Plan areas & ½ mile from existing/future rail stations
- All other areas – reduced minimums
  - Incentives for sustainable transportation

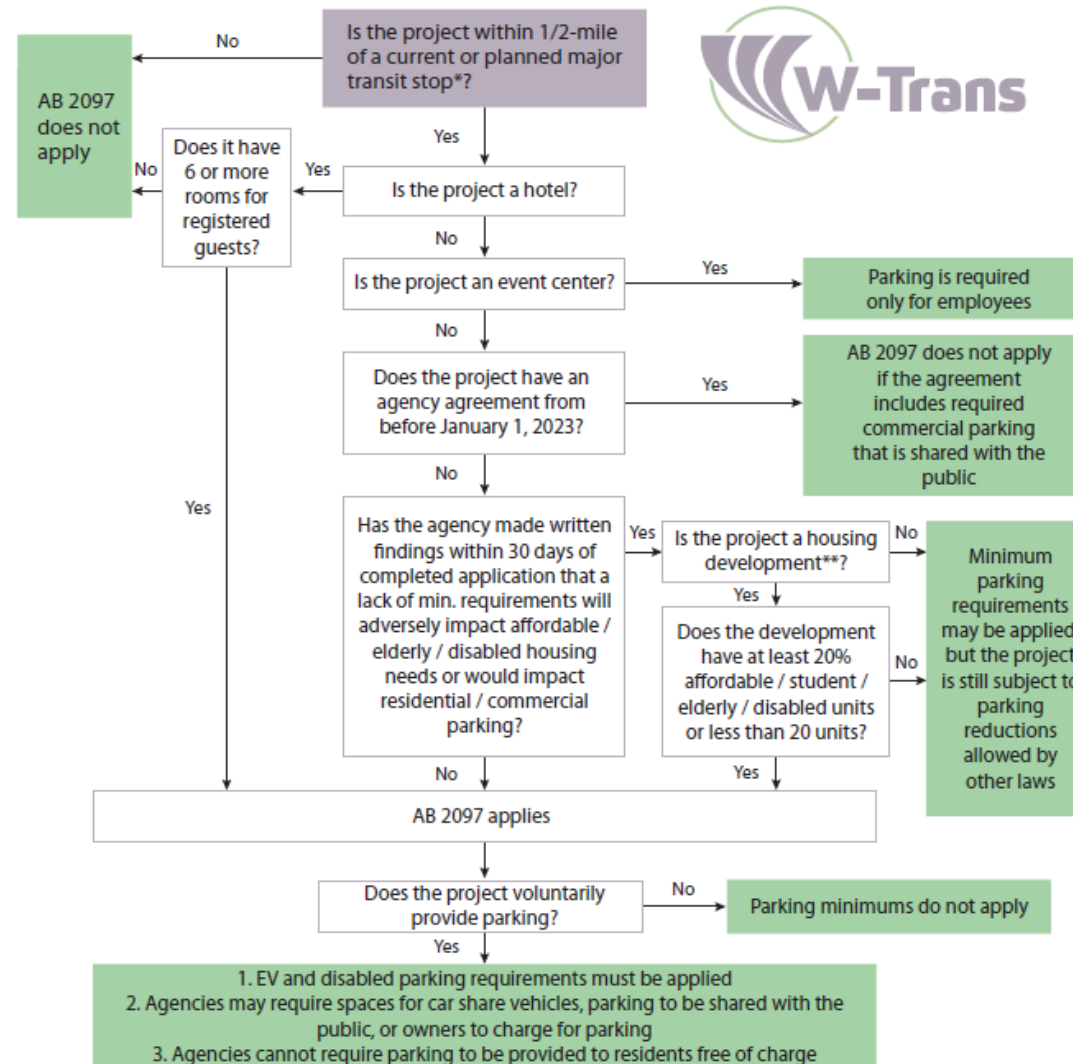




# CALIFORNIA - AB2097

- Prohibits imposing minimum vehicle parking requirements on most development projects located within a half-mile radius of a *major transit stop*.
- Allows cities to mandate shared/priced parking, if provided





\* Major transit stop means an existing and planned rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (as defined in Public Resources Code section 21064.3 and section 21155(b)).

\*\* "Housing development project" means a use consisting of any of the following:

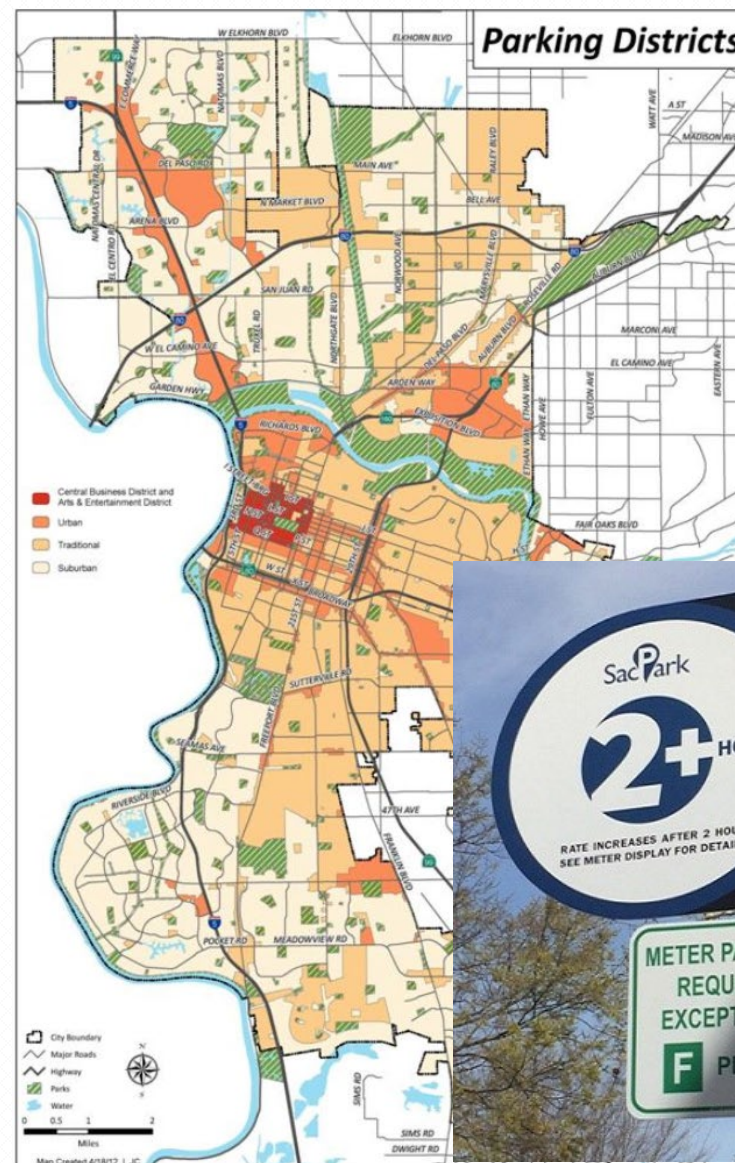
(A) Residential units only.

(B) Mixed-use developments consisting of residential and nonresidential uses with at least two-thirds of the square footage designated for residential use.

(C) Transitional housing or supportive housing.

# SACRAMENTO

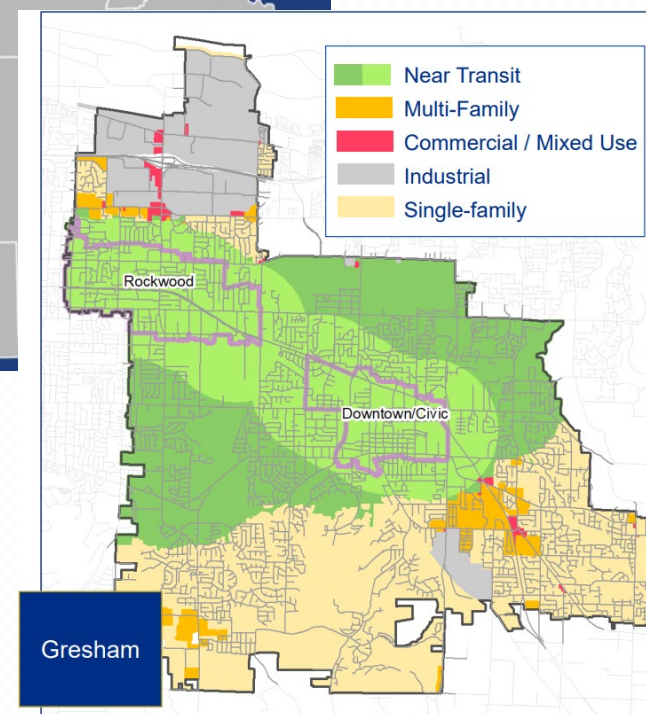
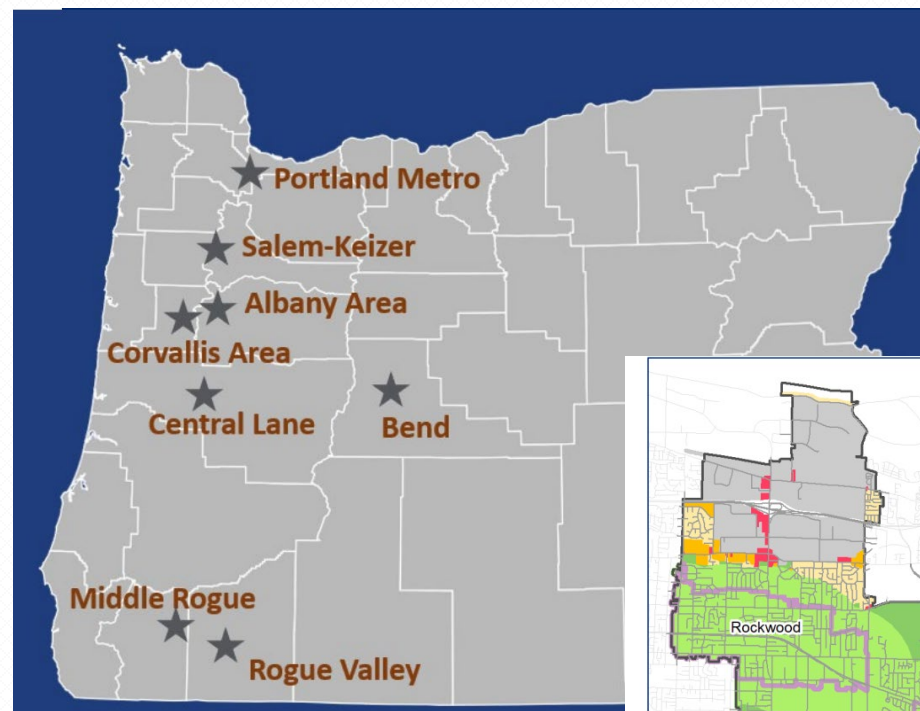
- 2013 – Eliminated Center City minimum requirements; reduced everywhere else
- 2017 – Central City maximums (2.5/ksf; 1/unit)
- 2018 – No minimum requirements within ¼ mile light rail stations (50% reduction to ½ mile)
- 2024 – Remove all minimums; expand maximums; manage on-street; TDM ordinance





# OREGON

- 2002 – Portland eliminates parking minimums near transit
- 2023 - 61 cities in 8 metro regions required to eliminate parking minimums near frequent transit service





# WASHINGTON

- HB1110 (Passed 04/21)
  - <½ mile of major transit: No minimums for “missing middle” housing
  - Elsewhere: Caps “missing middle” minimums at 1 or 2 spaces based on lot size (+/- 6,000 sf)
- HB1337 (Passed 04/18)
  - ADU version of HB1110
- HB1351
  - Removes minimums within ¼ mile of transit stops with service <30 minutes



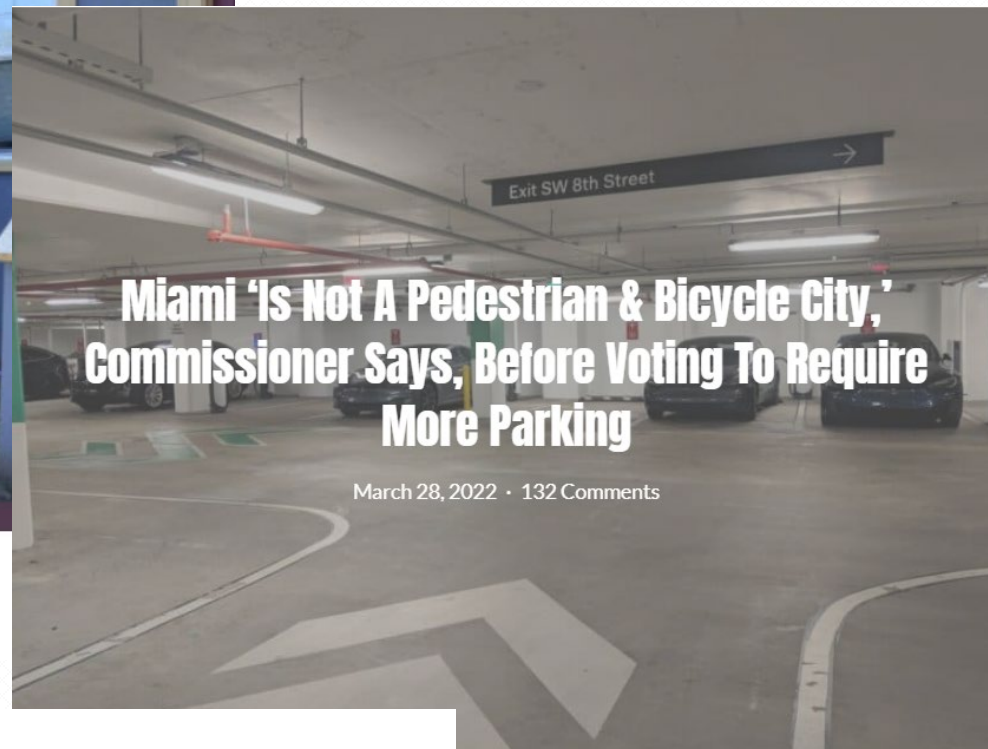
# PUSHBACK



## PARKING

**Portland mandates a parking U-turn**

**New South Boston zoning could mean more parking and slow down development**



# LESSONS LEARNED

- Developers
  - Lower construction costs
- City
  - Sustainability/Econ Dev goals
- New Residents
  - More affordable homes
- Existing Residents
  - More on-street parking demand

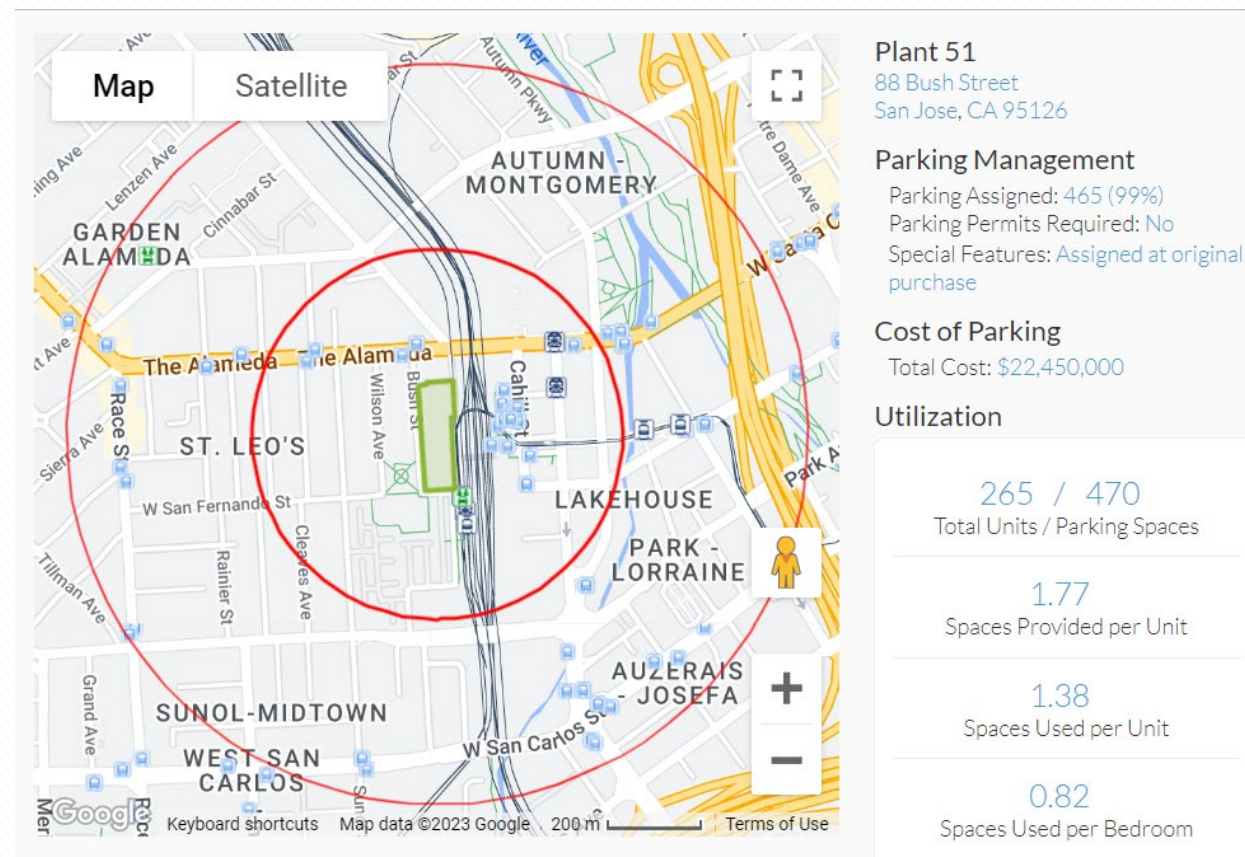
## How does it affect me?

- Lower construction costs
- More affordable homes
- Incentives to unbundle parking from the cost of housing
- Incentives to substitute vehicle parking with bike parking, bike/car share, etc.
- Rightsizes parking and loading
- Allows on-site shared parking reductions without a permit
- Accommodates electric vehicles
- Facilitates use of ride-sharing



# LESSONS LEARNED

- No minimums  $\neq$  No demand
- Off-street requirements affect on-street demand
- TDM becoming common replacement for no off-street requirements
- Maximums may be next step
- Importance of narrative







# QUESTIONS?

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