

## Comments Agenda No. 9-CF 15-1002-Reduced Parking Requirements

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Please table this action unless data is supplied that substantiates the action.

Reductions of parking should be related to real use of transit corridors and not assumed use in an urban area.

Comprehensive Homeless Strategy, under Land Use (CF 15-1138-S1) states:

*The City should also investigate how well its various zoning density programs are doing to encourage or mandate additional residential development. Further study into reducing or removing parking minimums for affordable and homeless housing profiles, where residents own cars at much lower rates than market-rate housing, could lower the cost of affordable and homeless housing development and ensure efficient use of space for areas where more residential density is needed. Additional density can be thoughtfully pursued, even in coastal areas under the oversight of the State of California.*

And

*Despite significant opportunities, the City offers limited reductions of parking minimums for affordable or homeless housing or for projects near transit. The Department of City Planning (DCP) should prepare a report on the impacts of lowering parking requirements for certain projects. The study should include an investigation into reducing parking requirements for projects that include affordable or homeless housing and projects along commercial and transit corridors.*

And

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*City Planning recently received a grant from the Strategic Growth Council to study vehicle trips created by different types of housing development*

You do not have the studies to reinforce this action. Time is a consideration in travel, and transit is not efficient in longer distances. In fact, cross town transit travel takes approximately 2 hours in the City, so a vehicle might be a necessity.

There should be a Congestion Management study also.

There is no Fiscal Impact Statements from either the Chief Legislative Analyst or the Chief Administrative Officer.

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