WEBVTT

7
00:01:12.970 --> 00:01:20.940
Jonathon Kass: Good afternoon, everyone. Thank you for joining us for this Forum co-presented by streets for all. And i'm gonna

8
00:01:21.020 --> 00:01:31.530
Jonathon Kass: do something unusual and jump straight to our first speaker and then come back and and introduce the topic a little bit more, as well as our other fine panelists.

9
00:01:31.710 --> 00:01:37.020
Jonathon Kass: We we are grateful to be joined by Assembly Member Laura Friedman.

10
00:01:38.060 --> 00:01:42.700
Jonathon Kass: and she has a vote any second on

11
00:01:42.870 --> 00:01:48.010
Jonathon Kass: the subject of this Forum, actually, so she's gonna have to run. So we're gonna let her

12
00:01:48.310 --> 00:01:51.710
Jonathon Kass: go immediately. Let me just introduce her.

13
00:01:51.740 --> 00:02:01.780
Assemblymember Laura Friedman: Well, actually, i'm so sorry. We just got a call from the Housing Committee, and they want me to go there this very moment to do the bill that I was here to talk to all of you about.

14
00:02:01.860 --> 00:02:14.000
Assemblymember Laura Friedman: and I apologize. I really really wanted to spend time with for to talk about the importance of doing, parking, reform about the nexus between housing, environmental policy, equity.

15
00:02:15.390 --> 00:02:32.590
Assemblymember Laura Friedman: mobility, land use and parking, and how it all comes down to parking, and about how excited I am to be doing a bill about allowing developers to do shared

parking to meet any parking requirements that they might have in their community. But if I don't walk across the street and get over there there won't be a bill.

16
00:02:32.590 --> 00:02:36.070
Assemblymember Laura Friedman: So I apologize. You can blame Buffy Wix for this

17
00:02:36.080 --> 00:02:53.350
Assemblymember Laura Friedman: now. I'm just kidding, but I do have to go, so I I again. I apologize, and I but I think that you are probably just as capable as me, and I know you have Donald Trump here. You're just as capable as me of talking about this, but I will say that I want to. Thanks for, and streets for all, for all of the work you do in this space.

18
00:02:53.350 --> 00:03:10.000
Assemblymember Laura Friedman: and for helping me with this policy, year after year, and for also doing the groundwork in our communities to show people why they shouldn't be so scared of parking, reform, and about end of housing, and that instead they should be fighting for more housing.

19
00:03:10.180 --> 00:03:25.380
Assemblymember Laura Friedman: more mass transit for more walkability and bike ability in their communities, and why? That is climate, policy, and equity policy as well. And with that I'm going to have to go. But again, I am very, very sorry, and and have a wonderful rest of your day. Everyone.

20
00:03:25.810 --> 00:03:28.210
Jonathon Kass: Thank you so much. Go get that Bill passed.

21
00:03:30.180 --> 00:03:31.830
Jonathon Kass: I'm all right.

22
00:03:32.180 --> 00:03:39.510
Jonathon Kass: Well, we'll return to the regularly scheduled program. Then thank you. Everybody for joining us.

23
00:03:39.690 --> 00:03:54.260
Jonathon Kass: I'm. Jonathan Cass for his transportation policy manager. Many of you here today are spur members. So thank you for your support. If you're not a member, I encourage you to join to support spurs, ongoing work.

24
00:03:54.280 --> 00:03:57.720
Jonathon Kass: using education, policy, analysis, and advocacy

25
00:03:57.880 --> 00:04:03.810
Jonathon Kass: to make our cities and our region more prosperous, sustainable, and equitable places to live.

26
00:04:03.990 --> 00:04:05.670
Jonathon Kass: Your financial support

27
00:04:05.960 --> 00:04:16.070
Jonathon Kass: tables us to continue our work, including the hosting of programs like today's and you can find more information about membership online@spur.org Slash Join

28
00:04:16.610 --> 00:04:26.000
Jonathon Kass: a very quick advertisement. Our next digital discourse scheduled for tomorrow at 1230 pm Transits Changing business model

29
00:04:26.120 --> 00:04:29.340
Jonathon Kass: A look at recent short range transit plans.

30
00:04:29.510 --> 00:04:42.010
Jonathon Kass: Federal transit administration requires transit agencies receiving Federal funds to develop a plan for transit services and operations. This most recent cycle of reports, reflects transit's, changing business model

31
00:04:42.250 --> 00:04:51.790
Jonathon Kass: for aligning business, financial resources with customer needs and public priorities. Panelists will highlight their challenges in adapting to a post covid

32
00:04:53.530 --> 00:05:00.420
Jonathon Kass: And now for today's digital discourse. instead of paving Paradise. can we share it?

33
00:05:01.220 --> 00:05:05.410

Jonathon Kass: The bay area has vast amounts of parking enough.

34
00:05:05.640 --> 00:05:07.630
Jonathon Kass: according to the recent

35
00:05:07.700 --> 00:05:18.470
Jonathon Kass: bay area. Our consensus to wrap around the earth 2.3 times a full. 20% of incorporated land in the region is devoted to driving and storing cars.

36
00:05:18.920 --> 00:05:25.400
Jonathon Kass: and when it comes to over building, parking, the rest of California is about as bad as the bay area, and sometimes worse.

37
00:05:26.160 --> 00:05:33.130
Jonathon Kass: A lot of parking in private lots and garages are empty at predictable times of the day or week.

38
00:05:33.590 --> 00:05:38.330
Jonathon Kass: and even so new developments continue to include abundant parking.

39
00:05:38.620 --> 00:05:54.660
Jonathon Kass: which increases housing and other building costs, downgrades, the pedestrian environment and spurs, driving and congestion. So today's conversation is about how to make parking spaces shareable for different users. So we don't have to dedicate so much land

40
00:05:54.810 --> 00:05:57.150
Jonathon Kass: and so many resources to park in

41
00:05:58.660 --> 00:06:05.900
Jonathon Kass: spur, help to organize the bay area parking census that documented the sorts of parking access that I just described.

42
00:06:06.020 --> 00:06:14.760
Jonathon Kass: and the findings from that research led us to ask what is needed to better. So better manage substantial existing parking supplies.

43

00:06:15.010 --> 00:06:25.510
Jonathon Kass: and we were very grateful to Assembly Member Friedman's strong interest in this issue in particular her willingness to offer Assembly Bill 894,

44
00:06:25.730 --> 00:06:30.810
Jonathon Kass: the one that she just departed us to go Vote on in the Housing Committee.

45
00:06:31.130 --> 00:06:34.660
Jonathon Kass: the Housing policy, Housing and Community Development Policy Committee.

46
00:06:34.720 --> 00:06:40.300
Jonathon Kass: and that bill is designed to reduce government barriers to shared parking.

47
00:06:41.370 --> 00:06:52.020
Jonathon Kass: So more effective ways to share. Parking is particularly timely given. The dramatic changes in office occupancy and shifts and travel patterns that are resulting in

48
00:06:52.190 --> 00:06:55.260
Jonathon Kass: available parking in new places.

49
00:06:55.930 --> 00:07:02.150
Jonathon Kass: and those are empty spaces that we can surely put to better use. So we'll hear

50
00:07:02.270 --> 00:07:07.810
Jonathon Kass: many more reasons why this is such a timely topic from our panelists, who

51
00:07:08.040 --> 00:07:10.230
Jonathon Kass: I can now introduce.

52
00:07:13.550 --> 00:07:26.360
Jonathon Kass: Chris, You and CD. Nichols is the national director of curb management and mobility at Walker Consultants, where she regularly works with cities and developers to right size and share parking.

53
00:07:27.110 --> 00:07:35.070

Jonathon Kass: Christie previously was the transportation policy director at the Metropolitan Planning Council, an organization in Chicago that is similar to Spur

54
00:07:36.960 --> 00:07:46.210
Jonathon Kass: Stewart Cohen, of sc strategies, was the founder and longtime executive director of transform a leading transportation nonprofit here in California.

55
00:07:46.520 --> 00:08:00.330
Jonathon Kass: He now provides strategic consulting to wind transportation and housing policies that create both equity and climate benefits, and Stewart has been a senior adviser to spur on parking, and a number of other transportation topics.

56
00:08:00.890 --> 00:08:04.090
Jonathon Kass: and George Wigston, of our K.

57
00:08:04.730 --> 00:08:22.430
Jonathon Kass: George, grew up on the east coast, but has lived in San Francisco for the past 7 years, which has fueled his passion for improving parking. He, he just. He joined parcade, which is an app based parking management system last year to help expand their partnerships across office and residential buildings.

58
00:08:22.460 --> 00:08:27.530
Jonathon Kass: and has loved seeing the immediate impacts these tools can have on communities across the world.

59
00:08:28.930 --> 00:08:35.890
Jonathon Kass: I I want to think our co-presenter streets for all, particularly for helping us spread the word to the Southern California audience.

60
00:08:36.309 --> 00:08:45.120
Jonathon Kass: and I should note that streets for all is sponsoring a complementary parking Bill a. B, 1,370, which requires

61
00:08:45.440 --> 00:08:53.430
Jonathon Kass: parking for rental units to be unbundled from park to be unbundled from the apartment rentals in certain circumstances.

62

00:08:54.390 --> 00:09:06.340
Jonathon Kass: So finally. we want this to be an interactive conversation and plan on spending as much time as possible, engaging with you all. So I encourage you to use the chat box to share your thoughts with each other and the speakers.

63
00:09:06.500 --> 00:09:15.260
Jonathon Kass: and to submit any questions you have, using the Q. A. Panel which should appear as a button on the bottom of your screen, or at the top of your screen on the mobile app.

64
00:09:16.260 --> 00:09:25.360
Jonathon Kass: Within the next few days we'll be sharing a copy of the recording and transcript and chat with everyone who registered. So you can check out the event website for that.

65
00:09:27.000 --> 00:09:29.050
Jonathon Kass: I am going to

66
00:09:29.300 --> 00:09:42.330
Jonathon Kass: let me just say we'll we'll. We'll here for a few minutes from each of our panelists, and then we'll. We'll have, maybe, a couple of general questions, and then turn quickly to questions you all have for us.

67
00:09:42.520 --> 00:09:46.510
Jonathon Kass: So with that i'm gonna and and sorry. Let me say one more thing. We were

68
00:09:46.760 --> 00:09:58.320
Jonathon Kass: going to have Assembly Member Friedman talk a little bit about the the bill before she had to go vote on it. But I think we'll return to describing the the bill to

69
00:09:58.410 --> 00:10:00.390
Jonathon Kass: advance shared parking

70
00:10:00.660 --> 00:10:08.060
Jonathon Kass: after we, after we talk with, hear from me to the panelists. So with that i'll turn it over to Chris.

71
00:10:17.100 --> 00:10:36.810

Chrissy Mancini Nichols: Okay, thank you, Jonathan. And Hello, everyone. So, starting off, we want to talk about just shared parking in general and our shared parking model. And, you know, beginning with over many years of working with cities to modernize parking code requirements, working with developers on their parking and transportation needs.

72
00:10:36.810 --> 00:11:03.260
Chrissy Mancini Nichols: I found in many cases today's codes, you know. They're not based on a database approach, and they don't take into account that development projects are very complex and unique. They have different parking needs, and there's a lot of just existing parking, sitting empty that we've already talked about. So that's why we model parking needs through a database shared parking model. So we don't oversupply parking. So I want to walk through some high level overview of shared parking models.

73
00:11:03.260 --> 00:11:07.440
Chrissy Mancini Nichols: and then dig into specific examples that during Q. A.

74
00:11:07.790 --> 00:11:36.150
Chrissy Mancini Nichols: So there's 3 shared parking conditions at a high level. The first shared parking condition acknowledges that different land uses have different parking demands throughout the day, and we can flex those individual parking spaces to meet those different demand time. So, for example, an office is going to pee for parking during the day. A restaurant may peak at night, so it makes sense to share that same space at different times to bark, to part those uses or otherwise. You know all that parking is going to sit and deep.

75
00:11:36.880 --> 00:11:49.500
Chrissy Mancini Nichols: The second shared parking condition is the idea of the captive market, or if you've heard of Park once and walk so, for example, you may park at work and walk to lunch, or to get coffee. You don't need to drive and re-park.

76
00:11:49.500 --> 00:12:01.740
Chrissy Mancini Nichols: So we model parking demand based on destination, the number of places You can access one to park, instead of building, parking for each individual destination, which would again lead to just oversupplying parking.

77
00:12:01.740 --> 00:12:17.280
Chrissy Mancini Nichols: And then the third parking condition is to leverage parking that's already been built. So one way cities can leverage. Parking is to work with private property owners to open up underutilized parking to the public like what in Redwood City. You might have seen. You can park in private prop

78
00:12:17.310 --> 00:12:19.280
Chrissy Mancini Nichols: private parking in Redwood City.

79
00:12:19.280 --> 00:12:41.890
Chrissy Mancini Nichols: You know, that way. Cities don't have to spend scarce public resources, building, public parking, and then cities can also open up existing parking to private development agreements, so that would help satisfy new development parking requirements. So, for example, we just worked with sunny mail on a building change of use, and the change of use required more parking onsite than there was room to build.

80
00:12:41.930 --> 00:12:58.750
Chrissy Mancini Nichols: So the code required. You know all this parking. We couldn't build it other, maybe cutting the building in half. But there was a lot of empty adjacent parking. So the city permitted us to fulfill the parking requirements by accessing that adjacent parking that would have otherwise just sat empty.

81
00:12:59.670 --> 00:13:15.650
Chrissy Mancini Nichols: So those are the 3 major shared parking conditions, and I want to walk through the shared parking model. So we model parking. I walker. We have a shared parking model that's based on the Urban Land Institute and the International Council of Shopping Centers Data.

82
00:13:15.770 --> 00:13:34.840
Chrissy Mancini Nichols: And when we're starting this analysis, the base of the model is informed from parking demand data collected from thousands of unique uses. So hospitals, offices, coffee shops, you know you name it. We've collected data there, so we can then understand what is the what are the unique needs of those land uses?

83
00:13:34.910 --> 00:13:49.410
Chrissy Mancini Nichols: The model also considers the size of a property to make adjustments. So an office that 50,000 square feet. It's going to have different needs and an office space that's 500,000 square feet, you know. Those places will have different demand times and operations modes.

84
00:13:49.560 --> 00:13:55.410
Chrissy Mancini Nichols: So the base of these unique land uses and the parking demand pattern throughout the day. That's the base of our model.

85

00:13:55.690 --> 00:14:11.410
Chrissy Mancini Nichols: We then take into account local conditions like, what are the accessible walking transit biking options? You know, we're using census data. We're using cell phone data to look at vehicle ownership and travel behavior to account for those local conditions, and

86
00:14:11.410 --> 00:14:26.120
Chrissy Mancini Nichols: to use this drive ratio, as we call it, to form the model. And then we did look at that captive market. So how many places can you access without generating demand for additional parking? Because those markets generate demand? But just, you know, not parking demand.

87
00:14:26.410 --> 00:14:34.900
Chrissy Mancini Nichols: So with all of that we do, you know, then, develop a recommendation, and I just took a random example of some recent projects.

88
00:14:34.940 --> 00:14:47.040
Chrissy Mancini Nichols: There's no primary reason to why I selected these projects. You know people just sent them in. My colleague sent them in. But out of these 19 projects, if we would have used the co requirement

89
00:14:47.300 --> 00:14:52.320
Chrissy Mancini Nichols: compared to what we recommended through the shared parking model. That's a difference of

90
00:14:52.340 --> 00:15:07.930
Chrissy Mancini Nichols: 14,000 spaces. So you know that's a lot of asphalt that would have been built that would have likely sat empty for these projects, you know. So we really do want to take that database approach, but also recognize that

91
00:15:07.990 --> 00:15:25.540
Chrissy Mancini Nichols: you know parking will still be built where it makes sense. You know developers want to make their products and their their projects financially feasible. So you know this Isn't saying that no parking will ever be built. It will just be based on science, and you can see here the percent percent reduction

92
00:15:25.540 --> 00:15:36.150
Chrissy Mancini Nichols: is, you know, anywhere between, you know, 30 to even 90. So, having these streamline codes where you can, a developer can access. You know

93
00:15:36.180 --> 00:15:45.850
Chrissy Mancini Nichols: the code is the code, and you know doesn't have to look between different city codes. That's very helpful for for building projects. So with that i'll turn it back to Jonathan.

94
00:15:49.600 --> 00:15:53.070
Jonathon Kass: Great. Thank you. Thank you so much, Chris. I think

95
00:15:53.520 --> 00:16:05.270
Jonathon Kass: I i'm sure that there there are some questions about about how this works in more detail, but we'll go ahead and continue to move through all the panelists, and and then have a discussion afterwards.

96
00:16:05.360 --> 00:16:12.980
Jonathon Kass: So with that we'll move on to George. We extend to tell us a little bit about

97
00:16:13.100 --> 00:16:17.440
Jonathon Kass: about technology and how it can help facilitate shared

98
00:16:21.000 --> 00:16:23.590
George Wigsten: would help if I needed. Thank you, Jonathan. Fantastic.

99
00:16:25.340 --> 00:16:31.430
George Wigsten: Yeah, it's great to see everyone. as you mentioned during the instruction. I'm with company called Parcade.

100
00:16:31.470 --> 00:16:35.990
George Wigsten: and want to take a few minutes here just to talk about the role that technology can play

101
00:16:36.210 --> 00:16:39.420
George Wigsten: this kind of broader movement. And I think

102
00:16:39.630 --> 00:16:45.050
George Wigsten: the one thing I would mention here is that the idea of a time, technology and all things, but especially here, is to

103
00:16:45.180 --> 00:16:56.860
George Wigsten: kind of further ideas that are already in place and make them more feasible and more convenient. I think that's really important to kind of the everyday adoption that we'd like to see here, because the first thing I highlight is.

104
00:16:57.280 --> 00:17:10.839
George Wigsten: we see this occurring already on both the macro kind of what we're talking about, but even more micro examples. So the first slide I have here kind of alludes this: where Even within individual communities we see the idea of shared parking being implemented or attempted to.

105
00:17:10.890 --> 00:17:29.770
George Wigsten: but often unsuccessfully. It's not uncommon to walk around an apartment building or a condo building, and see signs up, or requests in some forum asking people if they'd be willing to share a parking spot, or if they're not using one. And these methods, you know, though promising to kind of show what's needed, required, and indicate why we're all pushing for this

106
00:17:29.770 --> 00:17:39.980
George Wigsten: often lead to a large amount of inefficiency and needs being unmet. And that's where something like parcade. We're often able to come in and deliver a technology answer

107
00:17:40.010 --> 00:17:42.130
George Wigsten: that makes this

108
00:17:42.630 --> 00:17:45.780
George Wigsten: one, for the existing process is much more simpler.

109
00:17:46.020 --> 00:18:12.920
George Wigsten: and 2 often uncovers a large amount of unmet demand. I've spoken to properties before. Where there are. you know they'll talk about how yeah, this occurs. There's parking there's shared parking occurring, you know, for a few spots, whatever might be, and then we'll go in and roll out and find that the actual demands that we see 2 weeks later are 50 or 100 X. That and this really kind of illustrates what's possible When we use technology to address these issues, we can really kind of

110
00:18:12.920 --> 00:18:17.390

George Wigsten: scale up programs that can be really effective, because the idea is to take.

111
00:18:17.680 --> 00:18:23.150
George Wigsten: As you know, everyone's already mentioned what is often empty parking and

112
00:18:23.940 --> 00:18:36.800
George Wigsten: use that across multiple, you know. Use cases, and then eventually obviously build. You know better, more effective, more livable cities and communities across the country. And that's something that

113
00:18:36.800 --> 00:18:47.510
George Wigsten: we, a parade are really striving for. As Jonathan mentioned, the core of what we're doing is an app based parking management. So it's making this something that's accessible to anyone and making it very

114
00:18:47.610 --> 00:19:06.370
George Wigsten: convenient for their day to day. We've seen this work in multiple examples, not only in high density cities like San Francisco, but also in you know, more suburban communities, or even areas where people would never expect. Some of our top markets are across the midwest, and cities like Dayton, Columbus, where I think

115
00:19:06.430 --> 00:19:14.970
George Wigsten: it's often easy for people to kind of overlook the challenges that those areas you know face. But what we constantly see is that parking is

116
00:19:15.400 --> 00:19:26.290
George Wigsten: going to occur in many, many areas, often unexpectedly, and that the challenge our challenges vary from place to place. So the core of what technology can bring, I think, is flexibility to parking.

117
00:19:26.300 --> 00:19:33.360
George Wigsten: It is the ability to adapt to the needs of the individual kind of community and situation in a way that meets those

118
00:19:34.100 --> 00:19:35.130
George Wigsten: best.

119

00:19:35.270 --> 00:19:41.260
George Wigsten: And so with that i'll kind of turn it back to Jonathan. But if anyone wants to learn more Zosa Parcade Com.

120
00:19:45.620 --> 00:19:52.700
Jonathon Kass: Thank you, George, and we are going to finally turn to Stewart

121
00:19:52.770 --> 00:19:58.630
Jonathon Kass: Stuart Cohen, who has been working with us quite a bit on that spur, on some shared parking

122
00:19:59.210 --> 00:20:09.080
Jonathon Kass: policy work, and I think I think, in addition to providing some additional background to the policy discussion that we are confronting. Now, Stewart will

123
00:20:09.120 --> 00:20:14.990
Jonathon Kass: will give a summary of of the Assembly Bill on shared parking

124
00:20:15.340 --> 00:20:18.730
Jonathon Kass: this year. That that Assembly Member Friedman would have given.

125
00:20:18.960 --> 00:20:23.150
Stuart Cohen: So

126
00:20:23.350 --> 00:20:35.750
Stuart Cohen: thank you. Chrissy and George and George. I just want to say I thought you'd talk a little bit more about parcade. Everybody should go to parcade after after this event, and it's it's a great app

127
00:20:35.770 --> 00:20:39.500
Stuart Cohen: that we're really trying to promote, especially in

128
00:20:39.750 --> 00:20:58.700
Stuart Cohen: in multi-family, residences, and but I wanted to talk a little bit more about the context of of this bill, and why it's so important. When we were beginning the effort looking into you know whether shared parking was something that was ripe

129
00:20:58.850 --> 00:21:06.590
Stuart Cohen: for legislation. We knew there were lots of barriers, but we thought, let's start with a review of codes around the State

130
00:21:06.770 --> 00:21:15.240
Stuart Cohen: and see what those barriers were. And so we went through them. And there are some cities just to be clear

131
00:21:15.600 --> 00:21:20.860
Stuart Cohen: that Don't allow for shared parking anywhere in their code.

132
00:21:21.060 --> 00:21:32.480
Stuart Cohen: you know. Maybe you can get a variance, but you know, as always, that becomes a risky endeavor time consuming that we found was typically small cities like Red Bluff

133
00:21:32.510 --> 00:21:43.900
Stuart Cohen: writing possibilities. You know these kind of cities that Don't have large planning staff, you know, can't really take on a lot of issues. But yeah, the default is that you can't share

134
00:21:45.300 --> 00:21:53.010
Stuart Cohen: most cities, though we found, had some restrictions like very specific restrictions. So

135
00:21:53.040 --> 00:22:09.460
Stuart Cohen: some had very kind of maximum reductions that you can have, and it was kind of all over the map right? So in Fresno you're allowed to reduce your mandated parking requirements for a new development or reuse by 50. If you can find a shared parking agreement

136
00:22:09.920 --> 00:22:25.290
Stuart Cohen: in Walnut Creek in Berlin game, it's 20%. So kind of these numbers. They've got to them somehow. But you know it might have been logical for one development, but you know that it's applied as code.

137
00:22:25.530 --> 00:22:32.920
Stuart Cohen: Another type of restriction is when sharing is only allowed for a certain type of development.

138
00:22:33.000 --> 00:22:36.320
Stuart Cohen: And just as an example in Santa Rosa.

139
00:22:36.420 --> 00:22:42.040
Stuart Cohen: which has some great staff. We can have progressive parking policy. they

140
00:22:42.280 --> 00:22:49.800
Stuart Cohen: allow sharing, but it has to have a residential component, and then it can share with other uses like office

141
00:22:49.850 --> 00:22:59.440
Stuart Cohen: or retail. and then others yet only allowed in certain geographies. So in a place like Stockton, you can do it

142
00:22:59.450 --> 00:23:05.670
Stuart Cohen: on very large 25 acre lots doing commercial or adaptive reuse downtown, and nothing in between.

143
00:23:05.870 --> 00:23:15.160
Stuart Cohen: So we really found it was all over the map. and what a B 894 can do is replace these haphazard rules

144
00:23:15.300 --> 00:23:25.980
Stuart Cohen: with a method that Chrissy described that Urban Land Institute publishes it's part of a large collaboration based on 40 years of experience on the ground data

145
00:23:26.020 --> 00:23:32.340
Stuart Cohen: and requiring, you know, surveys and kind of recent data to be inputs so

146
00:23:32.420 --> 00:23:40.130
Stuart Cohen: much better than one meeting party requirements. referring to a code that might have been, you know, past 20 years now.

147
00:23:40.430 --> 00:23:43.840
Stuart Cohen: So so what

148
00:23:43.920 --> 00:23:54.060
Stuart Cohen: the bill would do a few things First, it would allow new developments, or we just projects to meet their parking requirements

149
00:23:54.300 --> 00:23:57.620
Stuart Cohen: via sharing no percentage limits

150
00:23:57.780 --> 00:24:05.460
Stuart Cohen: at at all. They would just have to go through the process that Chrissy described.

151
00:24:06.340 --> 00:24:10.220
Stuart Cohen: There's also some cities that have

152
00:24:10.390 --> 00:24:15.510
Stuart Cohen: kind of geography when it's like you can't be 300 feet apart from more. We think that

153
00:24:15.610 --> 00:24:23.510
Stuart Cohen: you know the developers and the residents can decide how or they might want to walk, but also when it's not a residence when it's something that might be a use

154
00:24:23.850 --> 00:24:34.580
Stuart Cohen: that that people might go to all day. Let's certainly say stadiums or things like that. People are going to walk much further, and so we make that 2,000 feet.

155
00:24:34.620 --> 00:24:37.620
Stuart Cohen: And further, if you have shuttles or other plans for people.

156
00:24:38.110 --> 00:24:44.440
Stuart Cohen: The second type of use, though, is, we define for the first time in State law underutilized parking.

157
00:24:44.650 --> 00:24:47.830
Stuart Cohen: There is no definition for that now. And we basically

158

00:24:47.940 --> 00:25:00.740
Stuart Cohen: you using inspiration from Professor Shu, who is who is here with us Today we we chose 20. He's got the famous, you know, 15% availability. We went with 20%.

159
00:25:00.760 --> 00:25:07.520
Stuart Cohen: And basically if you've got that much underutilized space you're allowed to share it, and that can be

160
00:25:07.620 --> 00:25:13.950
Stuart Cohen: like if there's a bank downtown. There's one near me, and you're the cheese Board in Berkeley

161
00:25:14.030 --> 00:25:16.210
Stuart Cohen: lots of underutilized spaces

162
00:25:16.220 --> 00:25:19.670
Stuart Cohen: and very hard to get street parking.

163
00:25:20.550 --> 00:25:27.070
Stuart Cohen: They made it charitable, using kind of technology that George referred to, so that kind of sharing would be allowed sharing for events

164
00:25:27.140 --> 00:25:36.000
Stuart Cohen: and and other. You know, types of using that under utilized space. And the third kind of big provision of this bill

165
00:25:36.110 --> 00:25:38.990
Stuart Cohen: is that it would require

166
00:25:39.090 --> 00:25:45.870
Stuart Cohen: that any development using State funds explore, shared parking

167
00:25:45.990 --> 00:25:54.190
Stuart Cohen: if they need parking for the development before they go and start paying to build a parking lot or garage.

168

00:25:54.350 --> 00:26:04.450
Stuart Cohen: Similarly, with kind of local projects, any public agency or landowner using public funds

169
00:26:04.490 --> 00:26:20.960
Stuart Cohen: to build a garage, even if it's not day funds would need to explore the use of shared parking as a possibility instead of building additional parking. So let me just end with kind of an example I like of shared parking that I came across.

170
00:26:21.020 --> 00:26:23.690
Stuart Cohen: which involves places of worship.

171
00:26:23.700 --> 00:26:30.690
Stuart Cohen: and, as you know. many of churches and dogs, other places of worship have

172
00:26:30.710 --> 00:26:42.950
Stuart Cohen: massive parking lots that have been mandated, you know. Often one space for every 3 seats. There's kind of different roles, but they are pretty empty usually, except

173
00:26:42.960 --> 00:26:45.900
Stuart Cohen: or Saturdays or Sundays.

174
00:26:46.060 --> 00:26:57.340
Stuart Cohen: and so maybe some week nights depending on their programming. And so let me just share a screen. I love this example, from Saratoga, where there was a church

175
00:26:57.370 --> 00:27:11.000
Stuart Cohen: and a temple built a a synagogue here. This is the Ascension church and congregation, Beth, David the church was first, and when the synagogue was being built.

176
00:27:11.040 --> 00:27:13.990
Stuart Cohen: they said, how about we share this parking?

177
00:27:14.260 --> 00:27:23.320
Stuart Cohen: And then, you know, in the future, if that's not working out, and there's not enough. You can build more parking here.

178
00:27:23.450 --> 00:27:29.720
Stuart Cohen: And one of the benefits of this arrangement, too, is the church said, how about

179
00:27:29.830 --> 00:27:37.090
Stuart Cohen: on Christmas, Easter, or some of those super big holidays When folks were overflowing onto the streets we get to use your parking lot.

180
00:27:37.340 --> 00:27:51.470
Stuart Cohen: and you can use all of ours on the high holidays, you know, as you need during the Jewish high holidays, and so that got built into the arrangement which reduced spill over pressure into the residential community which surrounds this.

181
00:27:51.580 --> 00:28:00.560
Stuart Cohen: and they also get to share maintenance on the middle part of that lot. So it actually reduces their costs.

182
00:28:00.610 --> 00:28:09.540
Stuart Cohen: And you know if you go there on satellite view. Now, what you'll see is this agreement from 50 years ago it was built in the mid seventies.

183
00:28:09.790 --> 00:28:22.770
Stuart Cohen: That future parking lot. Wasn't needed because they're sharing, and there's plenty of space here, but you can also see that since it's still available Monday through Friday, they've allowed park and ride now

184
00:28:22.820 --> 00:28:41.130
Stuart Cohen: on that lot of creating yet another benefit for folks that are enabled to carpool or take show of lessons. So this basically we have found in the South Bay is pretty good on these issues, as was just described. But I think this: you had a sunny bail example.

185
00:28:41.130 --> 00:28:45.580
Stuart Cohen: but this is the kind of sharing that would be enabled everywhere

186
00:28:45.610 --> 00:28:53.620
Stuart Cohen: if we can. So let me stop there, and Jonathan kick it back to you.

187

00:28:56.600 --> 00:28:58.420
Jonathon Kass: Thank you, Stewart.

188
00:28:59.750 --> 00:29:06.290
Jonathon Kass: before I I dive in with a couple of questions for discussion. I'll just let everyone know that

189
00:29:06.480 --> 00:29:21.450
Jonathon Kass: the bill just described by Stewart has, during the course of this conversation now passed out of the Assembly Housing Committee, and will be headed on to the Appropriations Committee for those of you that wish to track these things and show up and voice your support.

190
00:29:21.510 --> 00:29:25.960
Jonathon Kass: and it picked up a couple of co-authors assembly member wix and assembly member

191
00:29:26.170 --> 00:29:31.940
Jonathon Kass: cholera. So we have growing momentum on on this topic, just as we speak.

192
00:29:34.180 --> 00:29:43.440
Jonathon Kass: So I think we're we're going to want to turn really quickly. There's some great questions from from our viewing audience. Maybe let me just ask a couple

193
00:29:44.570 --> 00:29:56.430
Jonathon Kass: broad questions. I I think you know, hearing hearing you all, and and frankly seeing the maps that you pulled up. Steward. It. It looks like such an obvious logical thing to do here.

194
00:29:56.740 --> 00:30:01.410
Jonathon Kass: and one wonders why it's not just done.

195
00:30:01.710 --> 00:30:15.120
Jonathon Kass: and it would be great If any of you are willing to speculate, why, why are we passing legislation? Why, or say a little bit more about why people might not just be doing this?

196
00:30:18.040 --> 00:30:35.290

Stuart Cohen: And maybe, Stewart, do you? Do you have any any thoughts on that question? Oh, oh, sure, I mean it's just that the default that you know in the fiftys when all these cities started adopting parking codes, shared parking wasn't put in. So as I was mentioning, unless it became explicitly allowed, you're going for variances.

197
00:30:35.290 --> 00:30:44.690
Stuart Cohen: and you know it. It kind of extends the time. So that's part of it. Another one is, of course, legal liability, and so, especially if it's

198
00:30:45.290 --> 00:30:51.880
Stuart Cohen: not going, you know, not going to be a use where there is significant, shared parking, or it's not for significant times.

199
00:30:52.040 --> 00:30:55.520
Stuart Cohen: Everybody is concerned about getting sued, and often

200
00:30:55.680 --> 00:31:01.960
Stuart Cohen: these agreements are written down and indemnified the other party.

201
00:31:02.040 --> 00:31:06.930
Stuart Cohen: you know, against liability. So then you're paying for lawyers, so there's a reason.

202
00:31:07.070 --> 00:31:17.460
Stuart Cohen: But again you can start going through all of that, and if it's not explicitly allowed. have a lot of sunk cost. and then still not be allowed to do it, and so we think by

203
00:31:17.520 --> 00:31:20.280
Stuart Cohen: enabling shared parking everywhere.

204
00:31:20.580 --> 00:31:31.800
Stuart Cohen: It kind of will be this impetus to go through this. We'll probably see a lot more templates on shared parking kind of available. Some cities like San Diego, is starting to make them available already

205
00:31:32.000 --> 00:31:35.760
Stuart Cohen: and and hopefully, even

206
00:31:35.840 --> 00:31:44.420
Stuart Cohen: site selection, if it's a housing developer, or someone else might actually keep this in mind. Now that shared parking is fully available

207
00:31:44.470 --> 00:31:48.650
Stuart Cohen: when when when looking at sites.

208
00:31:51.310 --> 00:31:58.960
George Wigsten: those are great ones to call it Stewart. I would also add, Jonathan, that one of the things we see frequently, especially when talking to developers kind of early on is.

209
00:31:58.980 --> 00:32:15.630
George Wigsten: and you know that the recent economy puts you more pressure on this is the you know kind of revenue and perception of the expectations of the future. Especially. We see this in, you know, residential and multi-family right, but also in other commercial spaces. The idea that

210
00:32:15.950 --> 00:32:32.300
George Wigsten: these ideas sound fantastic. But what if we're wrong. But if we don't have enough, what if it impacts our ability to lease this multi 1 million dollar project? And so we see that hesitation leading to a lot of just to Stewart's point. Kind of. We'll do it as we always have

211
00:32:32.420 --> 00:32:40.930
George Wigsten: It's One of the things, though, that I think is really exciting. We'll kind of all point to ourselves or a parade. We've seen that shared parking when done effectively.

212
00:32:41.050 --> 00:32:53.270
George Wigsten: leads to better like results all around, including revenue right? It is lucrative to more efficiently and effectively build parking. There are benefits that beyond just building better communities, which is really exciting.

213
00:32:53.870 --> 00:32:55.160
George Wigsten: So I think we'll see that

214
00:32:55.170 --> 00:32:57.940
George Wigsten: we'd. We'd love people to be

215
00:32:58.470 --> 00:33:07.800
George Wigsten: altruistic, but at the end of the day we know there'll be greater adoption. People understand that there are benefits beyond as well, especially for some of these, you know, for profit developers which is understandable.

216
00:33:08.640 --> 00:33:27.620
Chrissy Mancini Nichols: Yeah, I think a a point that people is often often overlook is, we talk about parking in terms of the per space. You know it's $30,000 a space, but sometimes that additional space means you have to build a whole, another level of parking, and that gets very expensive. So, you know, allow like getting these

217
00:33:27.770 --> 00:33:32.920
Chrissy Mancini Nichols: efficiencies with even a few spaces can really save a lot of costs on development.

218
00:33:34.360 --> 00:33:50.080
Jonathon Kass: I see. So you're saying that if you can, if you're required to build 30 spaces, and that means, you know, for those last 5 spaces. You've got to build a second floor of parking. Maybe you would just go out and look for shared parking for those last 5 spaces and save hundreds of thousands of dollars.

219
00:33:50.140 --> 00:33:54.340
Chrissy Mancini Nichols: Yeah. And or even if you can share like we're saying.

220
00:33:54.340 --> 00:34:11.830
Chrissy Mancini Nichols: Stewart looked at all the requirements of different codes, and they're just brand so random that if it's only you're allowed to share 20, you get a 20% reduction for shared, and not the full 100. You know, those 5 extra spaces could cost you a a 1 million dollars, not

221
00:34:11.830 --> 00:34:15.730
Chrissy Mancini Nichols: a $100,000, because you have to build a whole new level of parking

222
00:34:16.500 --> 00:34:17.190
Jonathon Kass: right.

223
00:34:19.159 --> 00:34:46.500

Jonathon Kass: And and, George, let me let me just come back to your your comment about developers being a little bit scared about this. Are Are you? Are you saying that they would? A developer might be worried about relying on shared parking to supply some of the parking for their property? Because because maybe maybe tenants wouldn't be satisfied with that. Is that is that what you're suggesting?

224
00:34:46.639 --> 00:34:49.159
George Wigsten: We'll look at a residential example. Where, hey?

225
00:34:49.530 --> 00:35:06.370
George Wigsten: What if, when we're going on to lease, we aren't able to advertise parking as broadly as we want to. How will that make us competitive in the market? If we're looking at a mixed use development. Maybe they're saying how we attract the right retail client. How we attack this restaurant if we can't guarantee parking for their customers.

226
00:35:06.370 --> 00:35:15.310
George Wigsten: and so that guarantees the really the the thing that can affect projects, especially when they're years out. But they have to make decisions very quickly.

227
00:35:15.350 --> 00:35:23.090
George Wigsten: So this is oh, we're planning for a project that won't be completed until 2,027. But we have to submit our proposal by the end of next week.

228
00:35:23.190 --> 00:35:32.820
George Wigsten: So there's not a lot of time in there, and so they often make decisions very quickly. I don't want to say rashly, but obviously based on the assumptions that they have to date.

229
00:35:34.900 --> 00:35:43.910
George Wigsten: It's also the last thing, i'll add is, and we see this every day. But parking is very, very, very really the top of anyone's mind. There's a lot going on with these projects, and so it can be

230
00:35:43.980 --> 00:36:01.520
George Wigsten: very natural for them to turn it at the last possible minute, and then they may not have the opportunity to look into every possible solution as much as they'd like to. It's not uncommon for them, not even aware of companies like us existing, and then they'll find it after the fact. And yes, we can obviously do more with those are already built, but it is already built

231

00:36:06.200 --> 00:36:15.090
Jonathon Kass: great. There are so many good questions in the in the Q. A. Panel. I'm gonna i'm gonna shift to those now. And

232
00:36:15.510 --> 00:36:16.940
Jonathon Kass: and if If

233
00:36:17.730 --> 00:36:26.530
Jonathon Kass: if any of you see something there that you want to weave into your responses, please feel free to pull in an adjacent related question as we go, because there's a lot here.

234
00:36:26.930 --> 00:36:30.720
Jonathon Kass: Maybe i'll. I'll start with an early.

235
00:36:31.180 --> 00:36:32.980
Jonathon Kass: very just practical

236
00:36:33.080 --> 00:36:49.310
Jonathon Kass: question to envision what we're talking about a little bit more here. Someone asks of of Chrissy. But I think it could be anyone. How would a driver know where the available shared parking spaces are near their destination? So

237
00:36:49.820 --> 00:36:51.680
Jonathon Kass: Well, yeah, go ahead.

238
00:36:52.350 --> 00:37:03.690
Chrissy Mancini Nichols: Well, you know, it just depends. So in Sunnyvale, for example, we just worked with the city to open up. They're building out hundreds of thousands of new square feet downtown, and all of it will be shared.

239
00:37:03.690 --> 00:37:18.550
Chrissy Mancini Nichols: So they're using technology, automatic parking guidance systems, things like that where you can see right when you come into town. And Redwood City does a excellent job of this When you come into town in Redwood City. You see

240
00:37:18.620 --> 00:37:26.880

Chrissy Mancini Nichols: digital signs that tell you you can park here. There's this many spaces available in in these locations, and these lots of garages.

241
00:37:26.880 --> 00:37:49.500
Chrissy Mancini Nichols: and Redwood City has been able to open up its private parking to the public because one, it allows private developers to have a, you know, reduce their parking requirements if they open up their parking to the public, and then they use all of the automated parking guidance systems to guide the public to where they can park. So it, you know there's a lot of added benefits with reduced circulation and congestion.

242
00:37:49.500 --> 00:38:07.190
Chrissy Mancini Nichols: So you know it's it's often on cities, websites. If people go to the parking websites, that's not always feasible. But there's also a lot of just working with the manufacturers now, with Google and other technology platforms to guide people right in their dashboard of where parking is available.

243
00:38:09.290 --> 00:38:15.790
Jonathon Kass: and that's a helpful example also to the degree that it in some cases, I think. Here we'd be talking about

244
00:38:15.890 --> 00:38:33.090
Jonathon Kass: some implement, an incremental uptake a project here in a project there. But your Redwood City example suggests when you hit a critical mass of use of shared parking you, you then justifies investing in all sorts of these sort of navigation and and interpretive tools for people to

245
00:38:33.300 --> 00:38:35.310
Jonathon Kass: to know where to go.

246
00:38:37.780 --> 00:38:47.480
Jonathon Kass: Okay, and another, I think fundamental question about how this works. How does the city compel a privately owned parking lot to allow public parking?

247
00:38:50.180 --> 00:38:51.660
Jonathon Kass: Stuart, You want to take that?

248
00:38:52.760 --> 00:38:57.940
Stuart Cohen: Yeah, yeah, this bill wouldn't

249
00:38:58.030 --> 00:39:02.180
Stuart Cohen: compel anybody to do anything, it would

250
00:39:03.400 --> 00:39:10.130
Stuart Cohen: it? It would allow it if the in that situation they

251
00:39:10.270 --> 00:39:30.250
Stuart Cohen: wanted to like. I brought up with the Bank of America opening up to the public. They had to get permission to do that from the city. With this bill they wouldn't be able to, they would just be able to essentially put up their signs. And you're allowed to park here with the public. And here's how you pay for it. The only thing that it essentially really compels

252
00:39:30.250 --> 00:39:37.170
Stuart Cohen: is that if you're using State funds or public funds for kind of a locally built garage.

253
00:39:37.230 --> 00:39:44.330
Stuart Cohen: then you must evaluate whether shared parking is a feasible alternative.

254
00:39:44.480 --> 00:39:49.730
Stuart Cohen: and it doesn't actually require you to

255
00:39:49.820 --> 00:39:56.520
Stuart Cohen: do the shared parking. if it is an alternative. But we think that 90% of the problem

256
00:39:56.540 --> 00:40:06.340
Stuart Cohen: is that folks don't even think about this or look around. And so that's the only kind of component to the bill that is really kind of a requirement.

257
00:40:08.810 --> 00:40:13.450
George Wigsten: I would quickly add to that, sir, because that's these are great points, but and also in many cases

258
00:40:14.820 --> 00:40:25.530
George Wigsten: compel is almost the wrong word, because it's they're seeking the opportunity to not every instance, but many of these. It's amazing how just

259
00:40:25.640 --> 00:40:38.470
George Wigsten: eye opening it can be to point out to them like, hey, you? These are properties there, you know. Private garage is often that charge for parking. and so that is a revenue source. And yet they have large amounts of their inventory sitting vacant

260
00:40:38.630 --> 00:41:00.330
George Wigsten: and highlighting the opportunity to fill. That is. it's not something they want to be compelled. We're opening the opportunity for them to do so. Stewart and raised. There are a couple of things that obviously they're gonna have questions about security, liability, etc. But people have overcome much greater obstacles in the desire to kind of fill what they are supplying their actual product to the customer base which we're talking about in many cases.

261
00:41:03.250 --> 00:41:18.680
Chrissy Mancini Nichols: Yeah. I just worked on a project where we were able to supply the parking requirement with the adjacent. There was an adjacent hotel that was empty most of the day. Their parking lot was empty most of the day, and essentially, you know, you're paying

262
00:41:18.680 --> 00:41:23.280
Chrissy Mancini Nichols: on it per space per month charge, you know. And then the property owner

263
00:41:23.450 --> 00:41:27.960
Chrissy Mancini Nichols: would get some revenue back, as George is saying on, you know

264
00:41:28.270 --> 00:41:45.520
Chrissy Mancini Nichols: basically land that sitting empty. Otherwise. So I think you do have to get over. We always talk about insurance and liability, but you know, when you have 2 properties that can get over those issues, it's really the the money that helps the the other property owner agreed to it.

265
00:41:45.630 --> 00:41:59.090
George Wigsten: and it's so funny how often we see this in cases where those aren't, even real issues. I was just speaking with the property in Chicago. They are owned by the same. It's 2 buildings owned by the same company. They're across the street from one another. One of them is a smaller building, but has kind of a

266
00:41:59.160 --> 00:42:02.700

George Wigsten: we'll call it uglier surface lot in the back that they struggle to fill.

267
00:42:02.890 --> 00:42:23.720
George Wigsten: But when we finally talk to both buildings, who don't really communicate with each other well, we find out that the other one across the Street has a parking wait list. They have many people that would be happy to park at their sister property across the street. All of the people there have been vetted. There are no security or liability hesitations. It's really just a matter of opening up an avenue for this to be easy to the people looking to Park.

268
00:42:23.740 --> 00:42:28.920
George Wigsten: and once you do that suddenly you are serving a shared park at shared parking need and a very micro example.

269
00:42:32.180 --> 00:42:39.430
Jonathon Kass: Well, I, in some of these comments, I think, set up another question. That's here. I mean we we, I think you know.

270
00:42:39.560 --> 00:42:43.860
Jonathon Kass: From our conversation I think it's clear that part of the effort here is

271
00:42:44.000 --> 00:42:45.790
Jonathon Kass: sharing, parking to avoid

272
00:42:46.070 --> 00:42:52.680
Jonathon Kass: building a lot of new parking, and to avoid spending more money to build new parking. That is not necessary.

273
00:42:52.810 --> 00:42:54.250
Jonathon Kass: The question is.

274
00:42:54.490 --> 00:43:00.600
Jonathon Kass: or partly statement, partly question. The development. Benefits to shared parking are clear.

275
00:43:00.710 --> 00:43:07.770
Jonathon Kass: But are there V. And vehicle travel, reduction benefits and environmental benefits to shared parking.

276
00:43:10.270 --> 00:43:28.380
Stuart Cohen: Yeah, yeah, it it's a it's a context, specific question. And I say that for most of the uses of shared parking there is going to be kind of in the long run

277
00:43:28.630 --> 00:43:38.930
Stuart Cohen: a Vmt. Benefit, and and it it'll depend on the situation, and then there'll be some where it'll either be neutral, or may generate a little bit of Vmt. But those will be

278
00:43:38.970 --> 00:43:46.290
Stuart Cohen: kind of less frequent and part of the reason it it'll support Vmt. Reduction

279
00:43:46.420 --> 00:43:49.780
Stuart Cohen: one. It helps to put a price on parking.

280
00:43:49.790 --> 00:43:54.440
Stuart Cohen: and it it shows the opportunity cost for. So if you've got these empty lots.

281
00:43:54.780 --> 00:44:01.250
Stuart Cohen: and without the shared parking you would suddenly build another parking, you, you know, Lot nearby for another use.

282
00:44:02.280 --> 00:44:10.490
Stuart Cohen: You've kind of killed the pedestrian environment. You make transit more difficult to use, and often you'll provide it free, because

283
00:44:10.920 --> 00:44:16.580
Stuart Cohen: either you were required to where you've ever built it. and so people will use it

284
00:44:16.930 --> 00:44:21.760
Stuart Cohen: if you're going to share a spot for the for the existing

285
00:44:22.090 --> 00:44:35.700
Stuart Cohen: landowner. That means they suddenly see there's a commodity, and they're going to rent it to you, and you're gonna most likely charge your clients for it, and that will happen more downtown and extreme suburbs. But so suddenly

286
00:44:35.750 --> 00:44:43.880
Stuart Cohen: parking is what it should be. It's a you know expensive commodity that we should see the real price for, and and this will help with that.

287
00:44:45.080 --> 00:45:01.000
Stuart Cohen: But, as I mentioned, it will also help in with with the kind of urban fabric and keeping us having walkable compact environments. The the only time that I can maybe see it be a Vmt generator is when parking is very constrained.

288
00:45:01.380 --> 00:45:06.110
Stuart Cohen: can say some medium-size or small downtown.

289
00:45:06.130 --> 00:45:20.450
Stuart Cohen: and some people avoid taking trips there, or or maybe you know, don't really want to bike, but like that couple of miles, maybe, in my example of you know the bank now suddenly lease it out. Somebody drives instead of Viking.

290
00:45:20.520 --> 00:45:32.230
Stuart Cohen: But but the truth is, in those kind of contexts those are kind of part one scenarios in these downtowns. It's probably better than going to do a bunch of trips out of the malls, because parking is easy.

291
00:45:32.340 --> 00:45:37.300
Stuart Cohen: So so overall I see this big kind of vmt and

292
00:45:37.640 --> 00:45:41.290
Stuart Cohen: kind of land use kind of sustainable land use benefit.

293
00:45:41.930 --> 00:45:47.920
Chrissy Mancini Nichols: And I would add 2 points to what sort of saying is one. When we do shared parking models, we

294
00:45:47.920 --> 00:46:09.460
Chrissy Mancini Nichols: we typically do it. A parallel transportation demand management plan. So developers are already looking at. How can we reduce vehicles? Miles travel? You know it's a requirement for most cities, but even where it's not developers are still looking at. Can we have a

shuttle, you know, bike room anything to do to reduce the amount of people that are going to drive to a place.

295
00:46:09.620 --> 00:46:34.110
Chrissy Mancini Nichols: but to on the point of you know how we can think about shared parking to repurpose some of the parking for people centered activities to reduce Cmt. So I was working with the city on their on their main street. They had about 220 parking spaces, and what we did turn over accounts. We saw that 40 of those spaces, so 20% were just car sitting all day long. We knew it was employees.

296
00:46:34.110 --> 00:46:34.910
Chrissy Mancini Nichols: but

297
00:46:34.950 --> 00:46:41.940
Chrissy Mancini Nichols: it's 3 blocks away was a private lot with 70 spaces that were empty all day long, so we were able

298
00:46:42.070 --> 00:47:01.950
Chrissy Mancini Nichols: well before this we the shared parking started. The city would not pass Park with a bike lane curb cut out because they just wanted to preserve the parking, but in creating an employee parking plan where we were able to move those employees out of those on street spaces into the off street lot that was empty. We were then able to pass parklet reforms.

299
00:47:01.950 --> 00:47:05.130
Chrissy Mancini Nichols: create curve ballouts, a

300
00:47:05.220 --> 00:47:17.720
Chrissy Mancini Nichols: a protected bike lane, and it's a very, you know, adjacent to this is a lot of residential. So now we've created an environment where we purpose the road for people, and that's going to reduce Vmt: just through that shared parking strategy.

301
00:47:18.910 --> 00:47:20.130
George Wigsten: Yeah, and we see that

302
00:47:20.740 --> 00:47:25.510
George Wigsten: those are. I couldn't agree more, and we see that the 2 go hand in hand because stir to talked a lot about

303
00:47:26.360 --> 00:47:33.780
George Wigsten: making parking a true commodity, not just offering it for free and quantifying that that often allows

304
00:47:34.180 --> 00:47:53.000
George Wigsten: true subsidization of these other programs. It's amazing. We see this in offices, Build Buildings, a lot there. I don't want to pick on them, but they're a great example of the number of offices that will offer parking for free, but offer no subsidies for bike sharing or alternative transportation methods. You are directly incentivizing people when they do their opportunity cost to drive.

305
00:47:53.080 --> 00:48:04.400
George Wigsten: and so kind of defining that cost of parking and making it known will drive people to make more economical choices, will make it at least a viable option, and often can even go even further we've seen.

306
00:48:04.400 --> 00:48:17.170
George Wigsten: We went into an office building where they directly took the proceeds of now charging for parking and use that to subsidize a bike sharing program that's going to incentivize more people to do so. And they did that large in the back of an understanding that.

307
00:48:17.170 --> 00:48:26.030
George Wigsten: hey? If people in our office don't want to run all these spaces. We can use them with our neighbors. That shared parking will drive the adoption of it. We aren't sacrificing the usage.

308
00:48:28.810 --> 00:48:33.580
Jonathon Kass: Those are really helpful examples. It it. It sort of sounds like the the cities

309
00:48:34.290 --> 00:48:45.690
Jonathon Kass: that want to do some good, sustainable, environmentally friendly work with their streets, but are very constrained because there's a feeling that parking is so absent

310
00:48:45.740 --> 00:48:51.340
Jonathon Kass: can really use this opportunity to open up space to do some of the initiatives that they'd like to do.

311

00:48:51.870 --> 00:48:56.120
Jonathon Kass: That's great. There. There are a number of questions here, I think, about

312
00:48:56.240 --> 00:49:06.440
Jonathon Kass: about the the details of how this shared parking model that you've worked so much on crazy works, so i'll. I'll turn to a few of those. I think everybody might have something to say

313
00:49:06.670 --> 00:49:10.420
Jonathon Kass: on these. One of them is is

314
00:49:10.620 --> 00:49:17.020
Jonathon Kass: what are what are some current sites that have used parking demand model to estimate the number of parking already?

315
00:49:17.110 --> 00:49:28.810
Jonathon Kass: And how is the site's actual occupancy rate compared to the model estimate. So you you sort of showed us some of these numbers of what you'd expect to be plausible, sharing between different uses.

316
00:49:28.830 --> 00:49:36.900
Jonathon Kass: So so do people go back and figure out if that's how it's really working. Once you once you go ahead and share the parking, and and

317
00:49:37.020 --> 00:49:40.410
Jonathon Kass: are are things okay? As the model said they would be.

318
00:49:41.100 --> 00:50:00.420
Chrissy Mancini Nichols: Well, I've done a lot, you know. Many, many shared parking studies. I haven't had a developer or a city. Come back and say that the model didn't work, and we often work with so many. Repeat developers, or you know, cities will say we we want to use this model to

319
00:50:00.420 --> 00:50:08.630
Chrissy Mancini Nichols: model out all our feature development. So I don't I haven't seen where it's been an issue because we're constantly collecting data

320

00:50:08.750 --> 00:50:18.070
Chrissy Mancini Nichols: to update the model. We, you know the shared parking is just in its third edition now. So we just went through a huge other new data collection process.

321
00:50:18.160 --> 00:50:25.840
Chrissy Mancini Nichols: And so you know, the model is updated pretty regularly. So I haven't really seen issues where it's been off.

322
00:50:27.260 --> 00:50:38.600
Stuart Cohen: And I would just say that one of the things that, and part of the reason I wanted to show this live of the Ascension Church is, You saw that contingency for future parting.

323
00:50:38.750 --> 00:50:43.600
Stuart Cohen: And there's often many ways, and I've seen this in some agreements that

324
00:50:43.670 --> 00:50:53.680
Stuart Cohen: if it turns out, demand is higher, there's a contingency of one sort or another, whether it's putting a lips, whether it's paving over a green area. And and

325
00:50:53.690 --> 00:51:04.040
Stuart Cohen: that's a great thing to do, and it gives incentive, You know, to avoid such a scenario, it gives incentives. If you're having high demand to look at

326
00:51:04.340 --> 00:51:08.750
Stuart Cohen: transportation, demand management and transit passive, whatever it might be awesome.

327
00:51:09.670 --> 00:51:12.620
Chrissy Mancini Nichols: Yeah, we're probably seeing more of that now, where

328
00:51:12.780 --> 00:51:28.330
Chrissy Mancini Nichols: developers are putting in valet and mechanical lives because they're still required to build more parking than they need, even with shared parking so that way in the future they can just take it out when you know

329
00:51:28.370 --> 00:51:30.690
Chrissy Mancini Nichols: they don't have to build as much of a footprint.

330
00:51:32.050 --> 00:51:50.770
Jonathon Kass: Well, and of course that's a that's a the other side of the model. I I assume you would here, if the model is overestimating, how much partner can be shared, and people are furious that they can't park. But of course the model could be too conservative, and they're you're You're alone. Some sharing. But there's still substantial availability.

331
00:51:50.810 --> 00:52:02.190
Chrissy Mancini Nichols: Oh, no, it's really been because of these codes that don't allow a 100 shared parking, you know. So then, if you can only get that 20% reduction.

332
00:52:02.290 --> 00:52:06.880
Chrissy Mancini Nichols: You know. What can you do operationally and through technology

333
00:52:06.950 --> 00:52:08.630
Chrissy Mancini Nichols: to save?

334
00:52:10.070 --> 00:52:14.620
Jonathon Kass: This sounds like a problem that that the bill might help address wonderful.

335
00:52:16.440 --> 00:52:29.780
Jonathon Kass: So so another another sort of big picture question about the bill. How far reaching is this shared parking bill? Will every city now need to at least pretend to know how much parking they have

336
00:52:29.790 --> 00:52:32.540
Jonathon Kass: and how much is actually used.

337
00:52:34.940 --> 00:52:45.400
Stuart Cohen: Do you want to speak to that story? It it really doesn't require cities to do anything proactively. I think we're

338
00:52:45.570 --> 00:52:58.480
Stuart Cohen: the biggest action is gonna be is on the private developer and landowner side where they're gonna look for opportunity, and it will now be allowed. I I do think that in some places with downtowns.

339
00:52:58.620 --> 00:53:00.010
Stuart Cohen: maybe this

340
00:53:00.320 --> 00:53:05.200
Stuart Cohen: kind of opens up eyes a little bit to the opportunity to

341
00:53:05.220 --> 00:53:09.880
Stuart Cohen: you know you sharing instead of building another garage. But that's

342
00:53:11.990 --> 00:53:13.970
Stuart Cohen: but but it doesn't really compel.

343
00:53:15.220 --> 00:53:28.420
Chrissy Mancini Nichols: But I think that's such a great point, sir, it is that getting cities to look at the current parking they have. So we just work with Santa Rosa, who they're building about a 1,000 new housing units downtown

344
00:53:28.420 --> 00:53:45.640
Chrissy Mancini Nichols: some of the units we modern out all the future development of the housing and the parking adjustments with the shirt parking model. And then we found that the city's existing public parking had thousands of empty spaces. So the city is now going to

345
00:53:45.640 --> 00:54:14.760
Chrissy Mancini Nichols: one allow for shared parking on site, but also allow the developers to share parking with the public parking, and then to. They also have just all this extra available public parking and a lot of maintenance needs on their facilities, so they are able to surplus and sell off some of those garages that they don't need, so that they can develop for them into housing. So just allow it like having another thought of. Let's inventory what we have, so one we could share it. But to maybe we don't need all that financial burden.

346
00:54:14.920 --> 00:54:21.480
Chrissy Mancini Nichols: and then we can develop, You know that into housing or retail, or some better, more productive uses.

347
00:54:21.500 --> 00:54:35.960
Stuart Cohen: In fact, Spur has done a wonderful parking census of the Bay area, and whoever gave that comment, maybe that's a great idea is we can go kind of city by city. It's like, hey, what

are you gonna do with your 80,000 spaces now that it's allowed to be shared Once this bill passed.

348
00:54:36.140 --> 00:54:38.430
Stuart Cohen: and Jonathan, I just wanted to

349
00:54:38.450 --> 00:54:48.630
Stuart Cohen: I'm i'm seeing a few people, one in the comments and one of the questions about how it interacts with ab 2,097

350
00:54:48.750 --> 00:54:52.930
Stuart Cohen: that prohibits parking requirements, park minimums

351
00:54:53.030 --> 00:54:54.940
Stuart Cohen: near a major transit.

352
00:54:55.180 --> 00:55:07.830
Stuart Cohen: and and then a comment about. You know people need parking hotels have to supply parking, and you know people that are able to afford market rate rental one parking.

353
00:55:08.420 --> 00:55:19.580
Stuart Cohen: and so so those have kind of a commonalities, and the answers and the on 2,097, which spur and a few other groups led to charge on.

354
00:55:21.140 --> 00:55:29.320
Stuart Cohen: You are now not required to provide parking. but as has been brought up. Most developments

355
00:55:29.380 --> 00:55:43.380
Stuart Cohen: still want to provide parking in some form. Most lenders will want to see what your parking plan is before they give you money for that development. And so what this bill does If it passes

356
00:55:43.560 --> 00:55:53.030
Stuart Cohen: it allows you to look around and do shared parking and provide the parking in that way.

357
00:55:54.730 --> 00:55:57.720
because you might say, okay, we do want to have half the space

358
00:55:57.810 --> 00:56:00.320
Stuart Cohen: per unit or a space per unit even. I mean

359
00:56:00.590 --> 00:56:15.990
Stuart Cohen: the more expensive the housing, the more likely it's going to want to have the space per unit. But can we have that in existing lots? Can it be in the adjacent office spot, or at least some of them, and in terms of something like hotels. A lot of hotels.

360
00:56:16.080 --> 00:56:19.260
Stuart Cohen: you know, are built with valet.

361
00:56:19.390 --> 00:56:31.410
Stuart Cohen: and so you could have that ballet use the adjacent office space at night, and weekends when it's full or or other adjacent spaces. But so none of this is saying that people don't want to Park anywhere.

362
00:56:31.750 --> 00:56:50.870
Stuart Cohen: This is all kind of saying that with this bill we're gonna just have so many more options for how you look for providing the parking that is demanded, and doing it without a way. That kind of increases the cost of housing tears apart our community fabric and our walkability

363
00:56:50.870 --> 00:57:03.430
Stuart Cohen: and kind of, like Chrissy said potentially, allows us to make our streets. and a much more multimodal by allowing parking to go off the street into

364
00:57:03.500 --> 00:57:05.810
Stuart Cohen: empty lots, which are all over the place.

365
00:57:08.560 --> 00:57:11.590
Jonathon Kass: Thank you for highlighting that one day that

366
00:57:12.060 --> 00:57:22.700

Jonathon Kass: Chris: yeah, George, you want to share it. Have any other thoughts on on the interaction between this a. B, 2,097, the elimination of minimum parking requirements and and the shared parking. Bill.

367
00:57:25.010 --> 00:57:25.870
George Wigsten: Let's go ahead.

368
00:57:25.950 --> 00:57:29.690
Chrissy Mancini Nichols: I was gonna say it's another tool in the to box like

369
00:57:30.740 --> 00:57:36.010
Chrissy Mancini Nichols: a B. 2,097. It's so i'm working on a couple of sites, where

370
00:57:36.040 --> 00:57:53.190
Chrissy Mancini Nichols: in 2,022. We were working on the parking requirements, and now in 2,023 it's. Such a kind of developers now can figure out. Well, I don't have to go through all these regulatory requirements. I can just build the parking I need. I mean it's pretty fascinating. I'm working with the developer. Now, who's

371
00:57:53.190 --> 00:58:01.860
Chrissy Mancini Nichols: Point 7 from a Bart station and not 0 point 5. So we're figuring out one. Can we move the door? Can Can he

372
00:58:01.860 --> 00:58:22.070
Chrissy Mancini Nichols: built a parkway to bar. You know he's thinking more about. What are the other improvements I can make about walkability to Bart now, so I can reduce my parking requirement and get with to within that point 5, so that just opens up so much more opportunity about reducing Vmt. And all these other things. When you have this, like, you know. Get this parking burden off of you.

373
00:58:24.420 --> 00:58:25.640
George Wigsten: Yeah, I was

374
00:58:25.650 --> 00:58:26.780
George Wigsten: okay.

375
00:58:26.790 --> 00:58:44.350

George Wigsten: I was just saying it. They definitely. It's the idea. Here, I think, is to remove barriers where possible. I was. Actually, it's it's funny! I was just answering Donald Trump's question the the chat, and wanted to shout him out, but it ties very much into. There are definitely going to be situations where this is tricky. He'd mentioned the example where

376
00:58:44.350 --> 00:58:48.740
George Wigsten: a shared parking agreement might limit the ability to change one site in the future.

377
00:58:48.790 --> 00:58:56.500
George Wigsten: You know, For example, if 1 6 parking was now dependent on another, which is a realistic, you know scenario, but I think our idea would be

378
00:58:56.800 --> 00:59:13.990
George Wigsten: We don't want to necessarily commit or compel properties to do shared parking when it doesn't make sense for them. But instead remove the barrier to them, doing it when it does, and so allowing them these situations to arise and be flexible, and meet the needs where it makes the most sense is kind of the the vision that we have here Where?

379
00:59:13.990 --> 00:59:25.440
George Wigsten: Okay, we don't want to force a property to be shared parking if it's going to suddenly lock them in. Make that site very restrictive. But there are plenty of examples where, just removing, the barrier suddenly opens up a whole host of possibilities.

380
00:59:25.840 --> 00:59:31.510
George Wigsten: I think that was what Chris was. Really. I appreciated. Calling out, was just, yeah, it's the idea of removing limitation, not adding in more.

381
00:59:33.390 --> 00:59:47.490
Jonathon Kass: Well, I think, on that note of flexibility that this is creating, I think we might have to end. Here we are. We are out of time. Obviously there's a lot of questions. We didn't get to

382
00:59:47.530 --> 00:59:54.270
Jonathon Kass: There's a lot of rich details, and I encourage folks to watch the ongoing discussion

383
00:59:54.390 --> 01:00:03.700

Jonathon Kass: of Assembly Bill 894, because a lot of the questions you all asked will surely continue to come up in that conversation.

384
01:00:03.720 --> 01:00:17.640
Jonathon Kass: and and that Bill will will go to the Assembly Appropriations Committee, and then the full assembly floor, if it makes it that far. And then there's a whole other opportunity on the Senate to watch this topic

385
01:00:17.720 --> 01:00:22.880
Jonathon Kass: in in real time with real policy making evolved this. It's it's

386
01:00:22.970 --> 01:00:34.560
Jonathon Kass: all of our panelists understood the full range of issues here so well. It's really Thank Thank you all for bringing your your broad brains on this topic, and thank you to the audience

387
01:00:34.710 --> 01:00:49.370
Jonathon Kass: for for so many great questions, and i'm sorry for the ones that we didn't get to, and thank you for our to our co-presenter streets for all we we look forward to seeing you at at the Forum tomorrow, and and future parking policy discussions. Thank you. Everyone.