

# We Must Take Action to Reduce Parking Minimums

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Smart Parking for Smart Growth

Mott Smith

November 9, 2012



Civic Enterprise Development LLC

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has been a primary land-use policy.**

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**And this has caused no end of trouble.**

# What's Wrong With Parking Minimums?

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## 1. They increase housing **prices** and housing **costs**.

“The analysis revealed that single family houses and condominiums were more than **10% more costly if they included off-street parking.**” – *Jia and Wachs, UC Berkeley, 1998*

“**...one parking space** per unit **increases costs** by about **12.5%,** and **two parking spaces** increase costs by about **25%.**” – *Litman, VTPI, 2011*

# What's Wrong With Parking Minimums?

## 2. They are exclusionary.

“[p]arking requirements are a huge **obstacle to new affordable housing** and transit-oriented development....**Nonprofit developers estimate that they add 20 percent to the cost of each unit**, and reduce the number of units that can be built on a site by 20 percent.” – Amit Gosh, SF Comprehensive Planning Chief (*Millard-Ball, 2002*)



<http://lafayettecrosses.blogspot.com/>

# What's Wrong With Parking Minimums?

3. They destroy neighborhood commercial districts and encourage displacement.

**Class 7. Bar or Restaurant:**

- a. Restaurant (including outdoor decks, patio and/or seating areas) 8.0 spaces for every 1,000 square feet of GFA and outdoor decks, patio and/or seating areas in excess of 15% of gross floor area
- b. Bar, club or lounge (including outdoor decks, patio and/or seating areas) 10.0 spaces for every 1,000 square feet of GFA and outdoor decks, patio and/or seating areas

**Class 8. Retail Services:**

- a. Supermarket or convenience market 5.0 space for every 1,000 square feet of GFA
- b. Clothing store 4.0 spaces for every 1,000 square feet of GFA
- c. Furniture store 2.0 spaces for every 1,000 square feet of GFA
- d. Retail store (freestanding) 4.0 spaces for every 1,000 square feet of GFA
- e. Building materials or home improvement store 4.0 spaces for every 1,000 square feet of GFA of retail sales area

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4.0 spaces for every 1,000 square feet of GFA

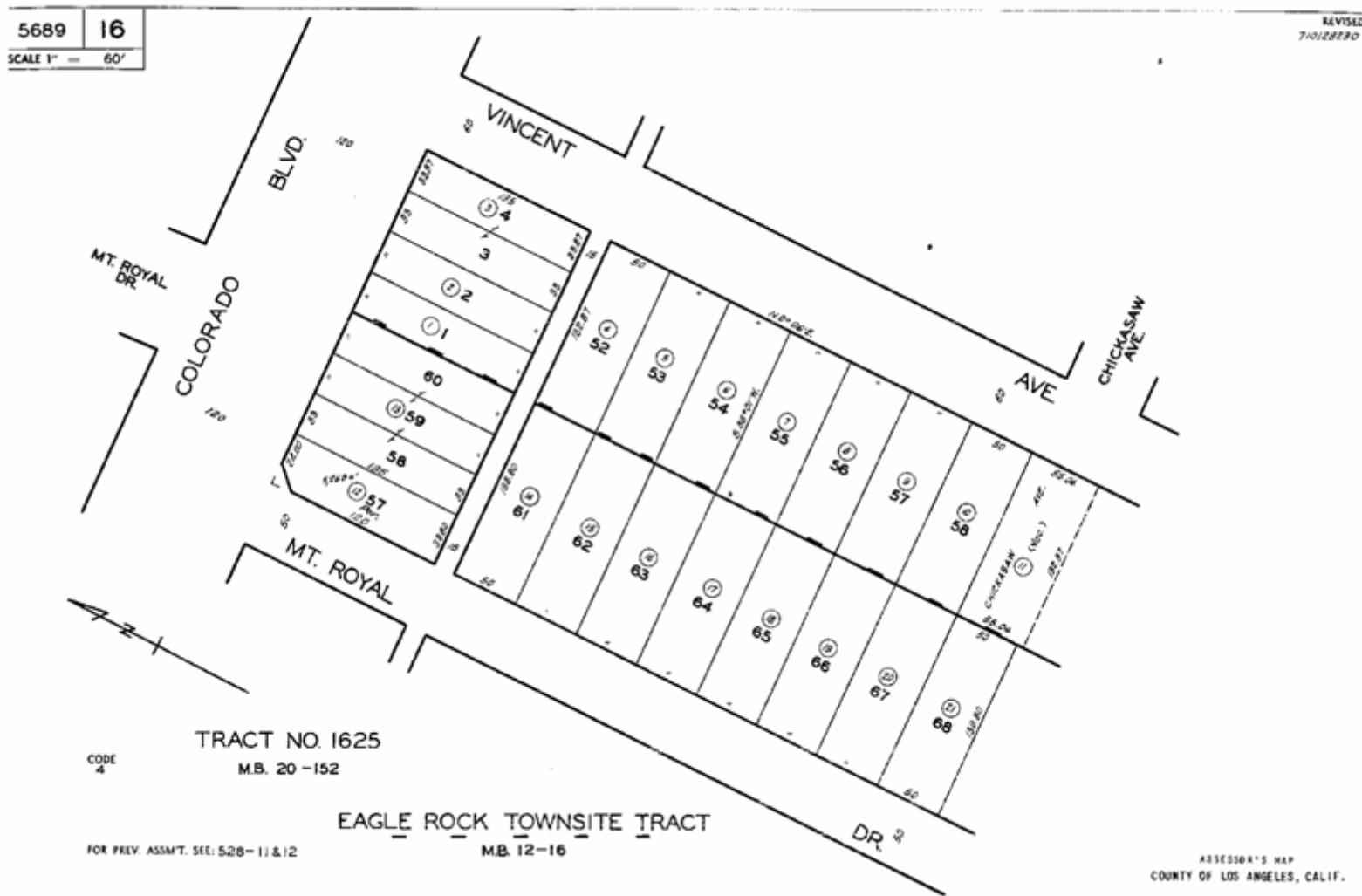
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# Typical Commercial Blvd. Parcels

County of Los Angeles: Rick Auerbach, Assessor



## Typical Commercial Lot:

7,500 sq. ft.

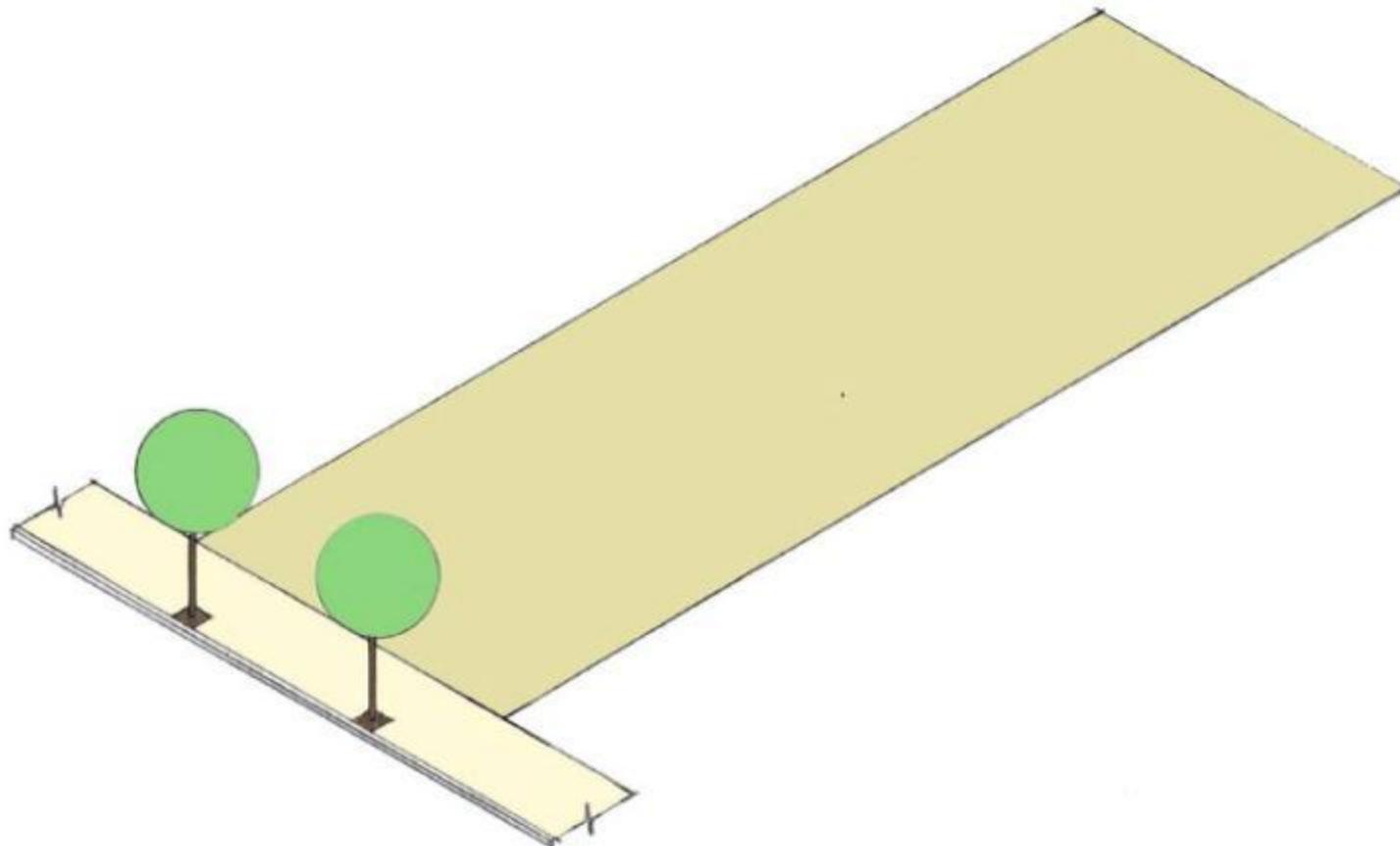
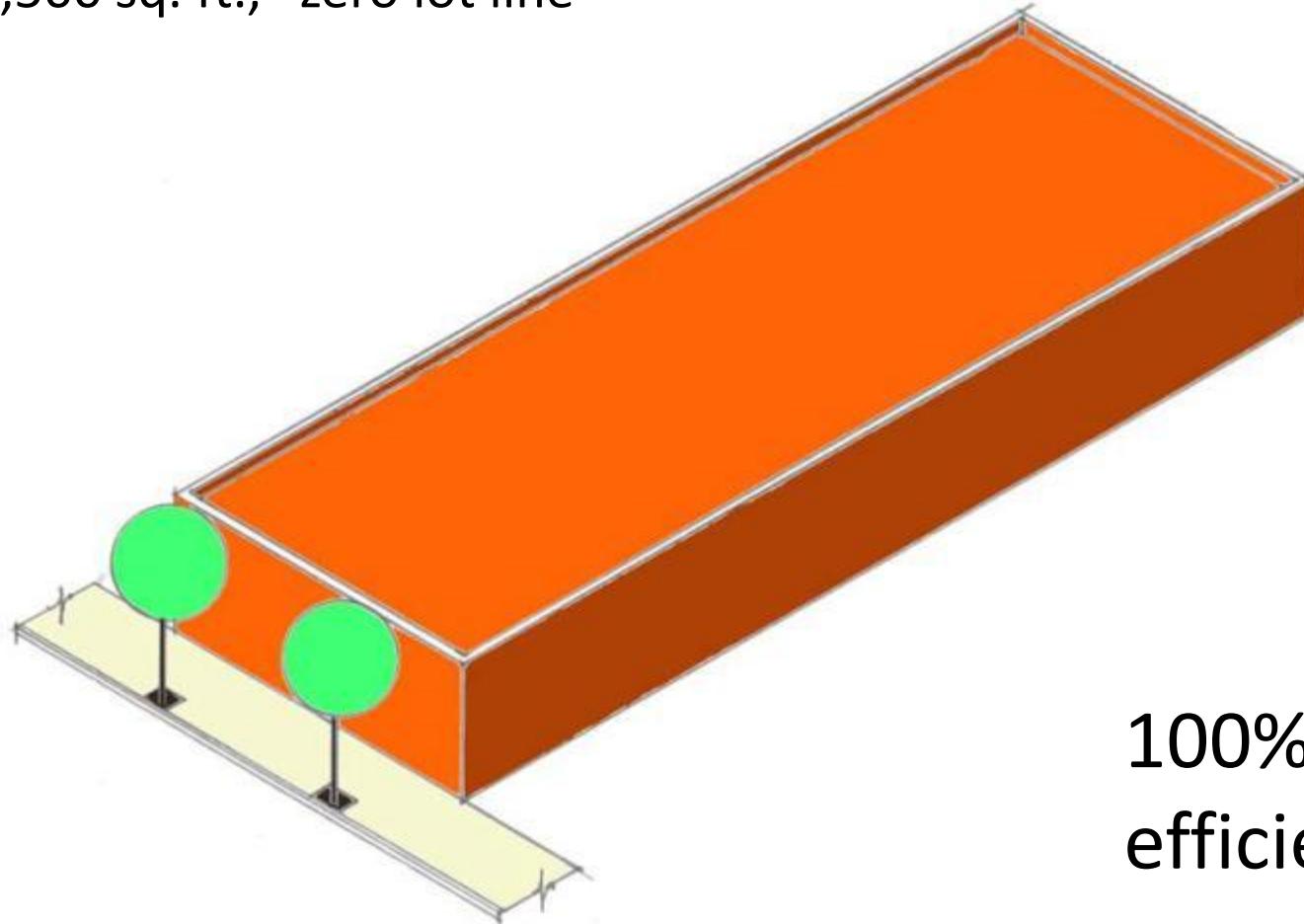


Illustration: MDA Johnson Favaro Architecture & Urban Design

## Typical Pre-WWII Building: Great Infill!

7,500 sq. ft., “zero lot line”



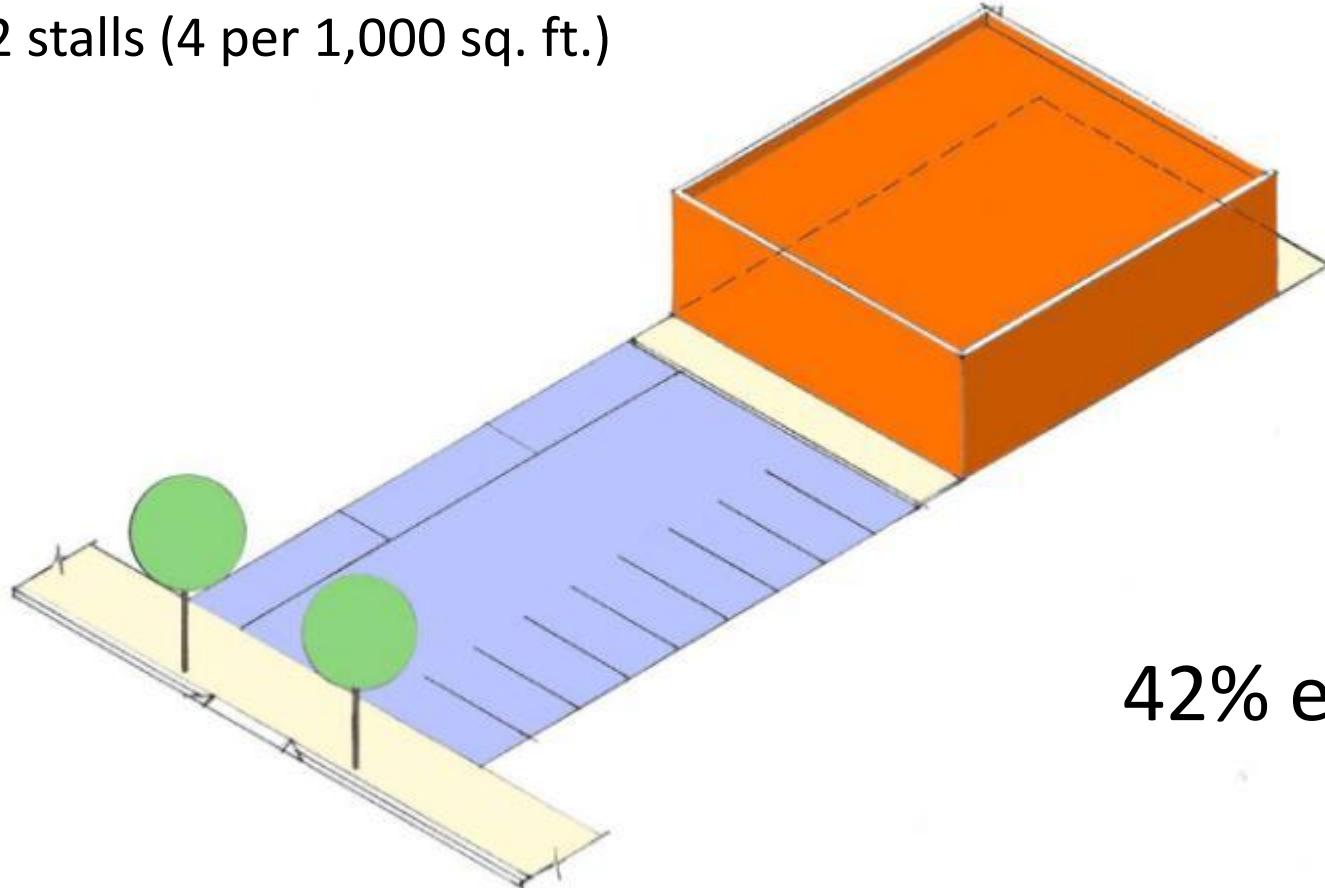
100%  
efficiency

Illustration: MDA Johnson Favaro Architecture & Urban Design

## “By-Right” Retail Building:

3,125 sq. ft. (improvements)

12 stalls (4 per 1,000 sq. ft.)



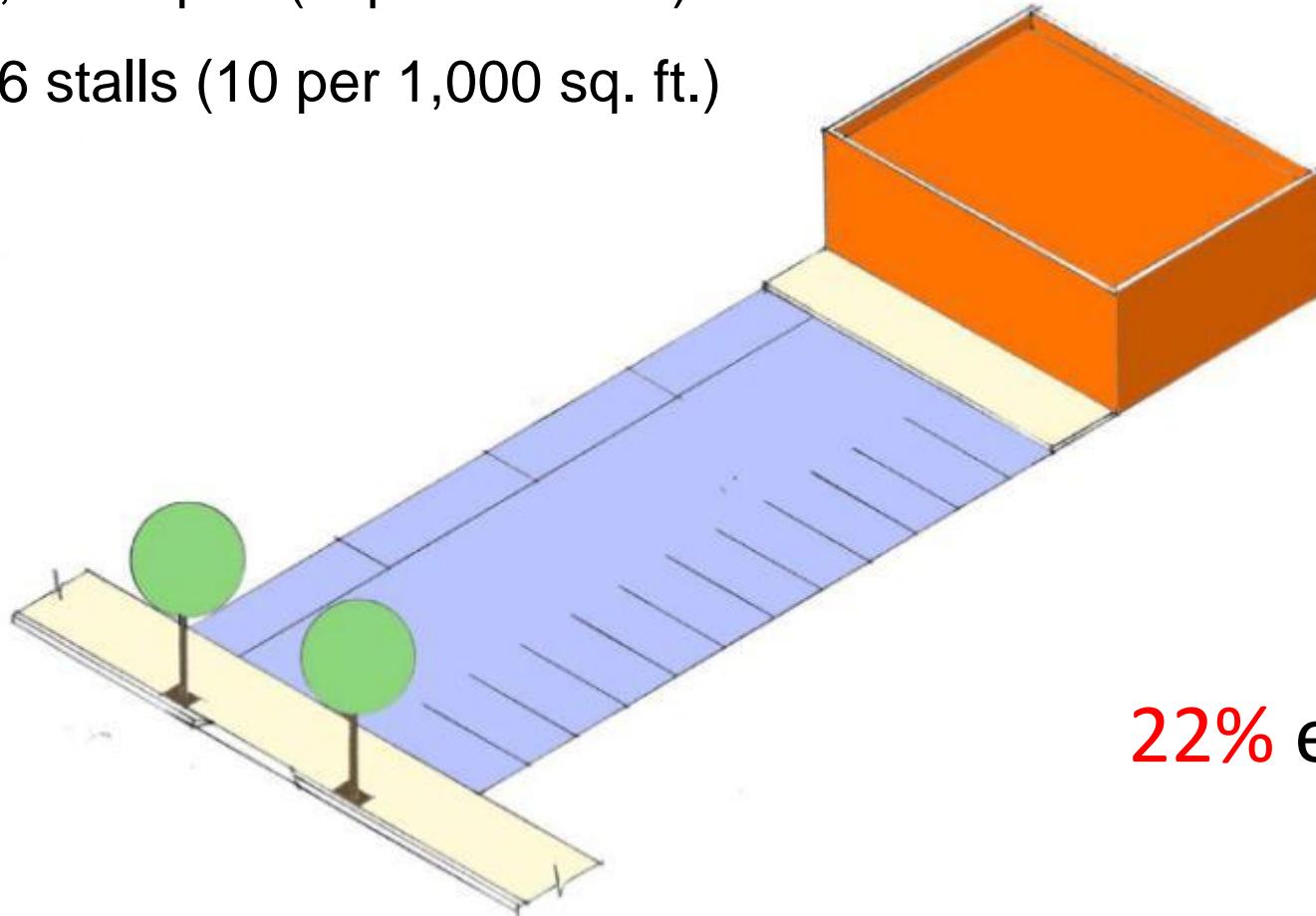
42% efficiency

Illustration: MDA Johnson Favaro Architecture & Urban Design

## “By-Right” Restaurant Building:

1,665 sq. ft. (improvements)

16 stalls (10 per 1,000 sq. ft.)



**22% efficiency**

Illustration: MDA Johnson Favaro Architecture & Urban Design



Convenience Store



Strip Mall



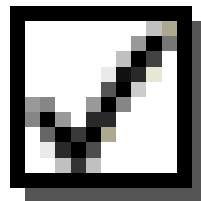
Auto Service



Drug Store



Convenience Store



Strip Mall



Auto Service



Drug Store



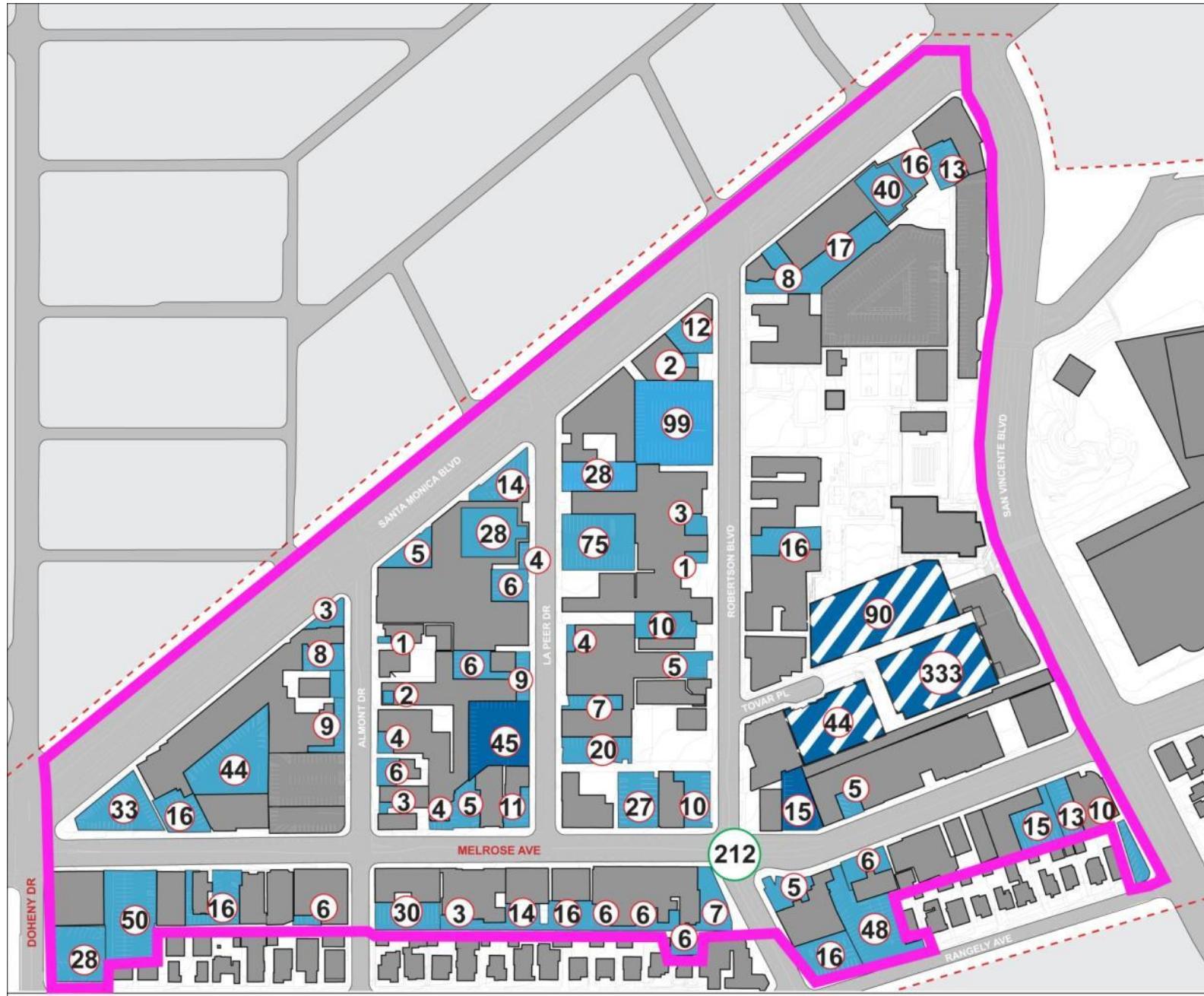
Old Town Pasadena Street Scene, [www.railroadarchive.net/IA00\\_goldline.html](http://www.railroadarchive.net/IA00_goldline.html)

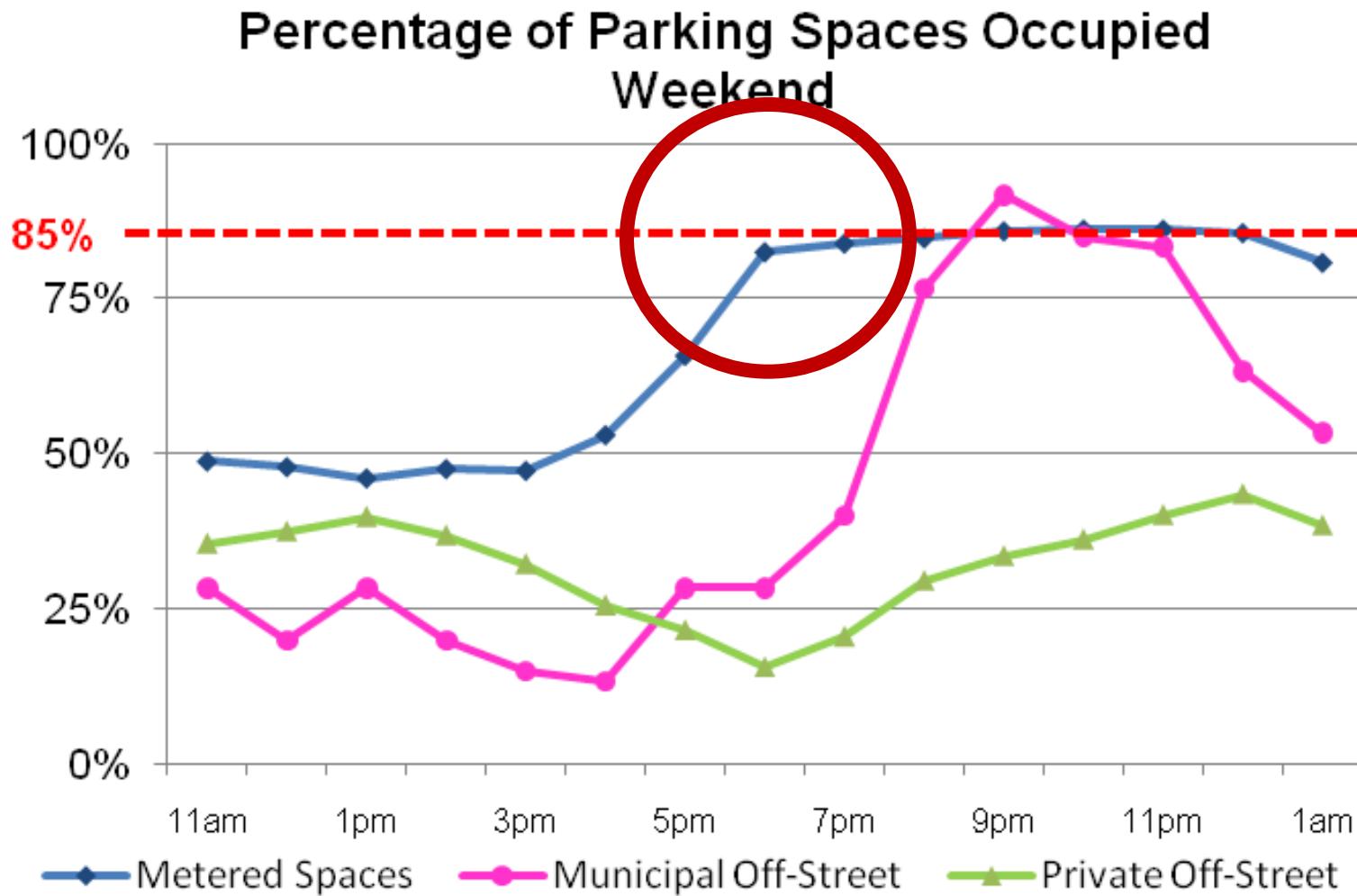


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# What's Wrong With Parking Minimums?

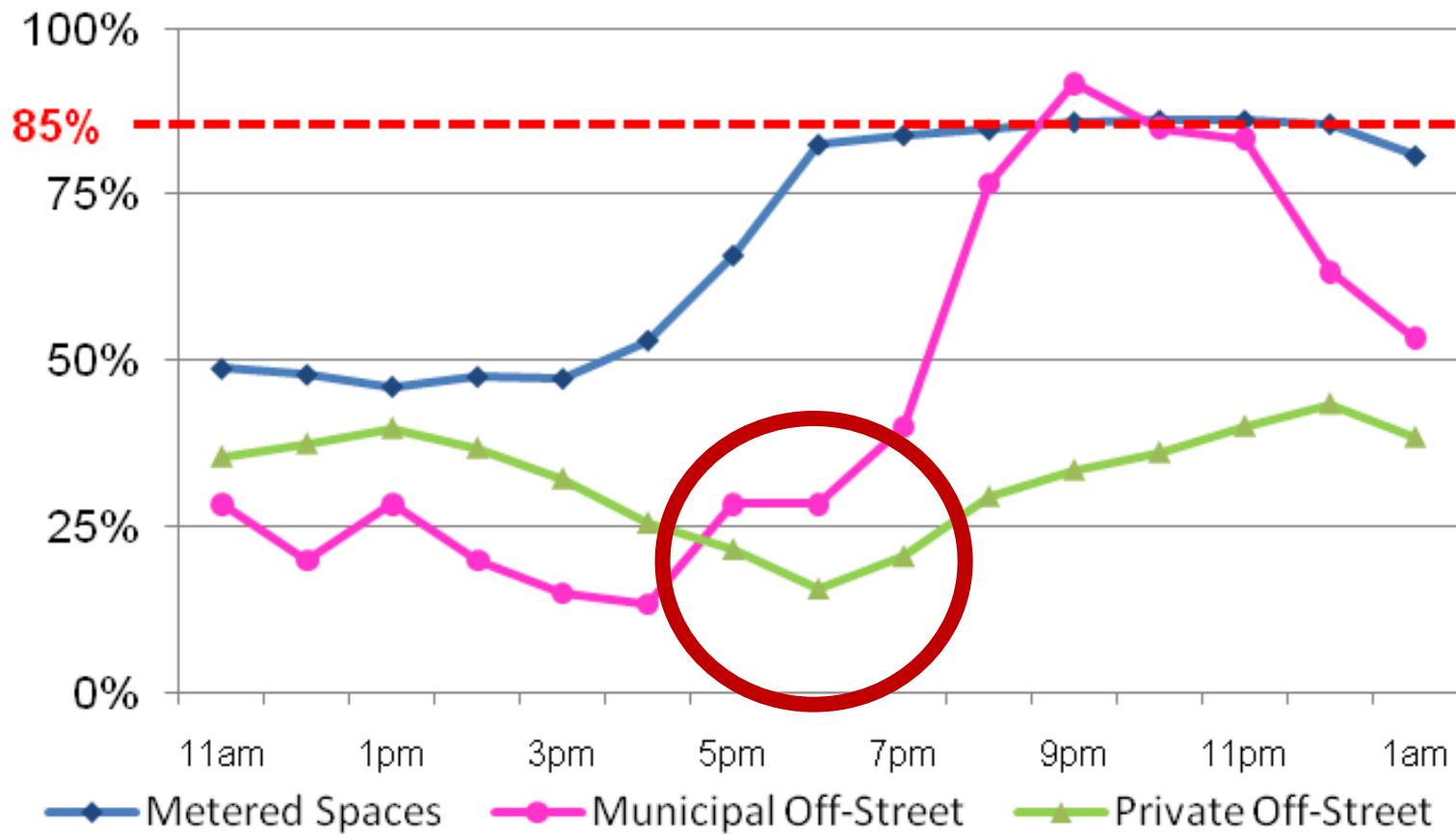
4. **They don't actually work.**





Source: CEA Survey of Santa Monica-Melrose West, West Hollywood

## Percentage of Parking Spaces Occupied Weekend



Source: CEA Survey of Santa Monica-Melrose West, West Hollywood

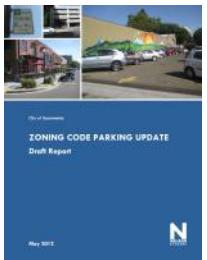


City of Sacramento

## ZONING CODE PARKING UPDATE Draft Report

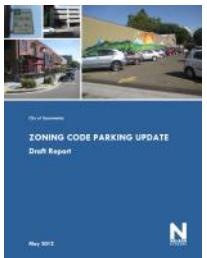
May 2012





## **Finding #1: Constructing more off-street parking will not relieve on-street parking congestion.**

Throughout Sacramento there is a large amount of publicly available parking that already exists, but is largely underutilized. While several stakeholders mentioned that on-street parking congestion is a key concern, data show that there is ample off-street parking capacity at peak hour, with almost 46,000 vacant spaces in the Center City alone. These spaces are underutilized because of pricing structures that encourage the use of free on-street parking and discourage the use of expensive off-street lots and garages. Many available parking facilities are also difficult to locate due to poor wayfinding. In brief, it makes little sense to require already challenging infill projects to provide significant amounts of additional parking while large amounts of parking remains unused.



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# What's Wrong With Parking Minimums?

5. Developers build as much as they think the *market* requires, even when zoning requires none.

# What is keeping cities from eliminating destructive parking minimums?

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- 1. In some cases, nothing.**



City of Sacramento

## ZONING CODE PARKING UPDATE Draft Report

May 2012



# Cities modifying on-site parking requirements

- 1. West Hollywood, CA**
- 2. Washington, DC**
- 3. Seattle, WA**
- 4. St. Paul, MN**
- 5. New York, NY**

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3. Politics. Local electeds are wary of offending NIMBY constituents.
4. **The Myth of the Bargaining Chip.** Some people hope negotiating with developers over parking requirements leads to good outcomes

*Don Shoup/Mike Manville/Mott Smith*  
*UCLA Research, 2012*

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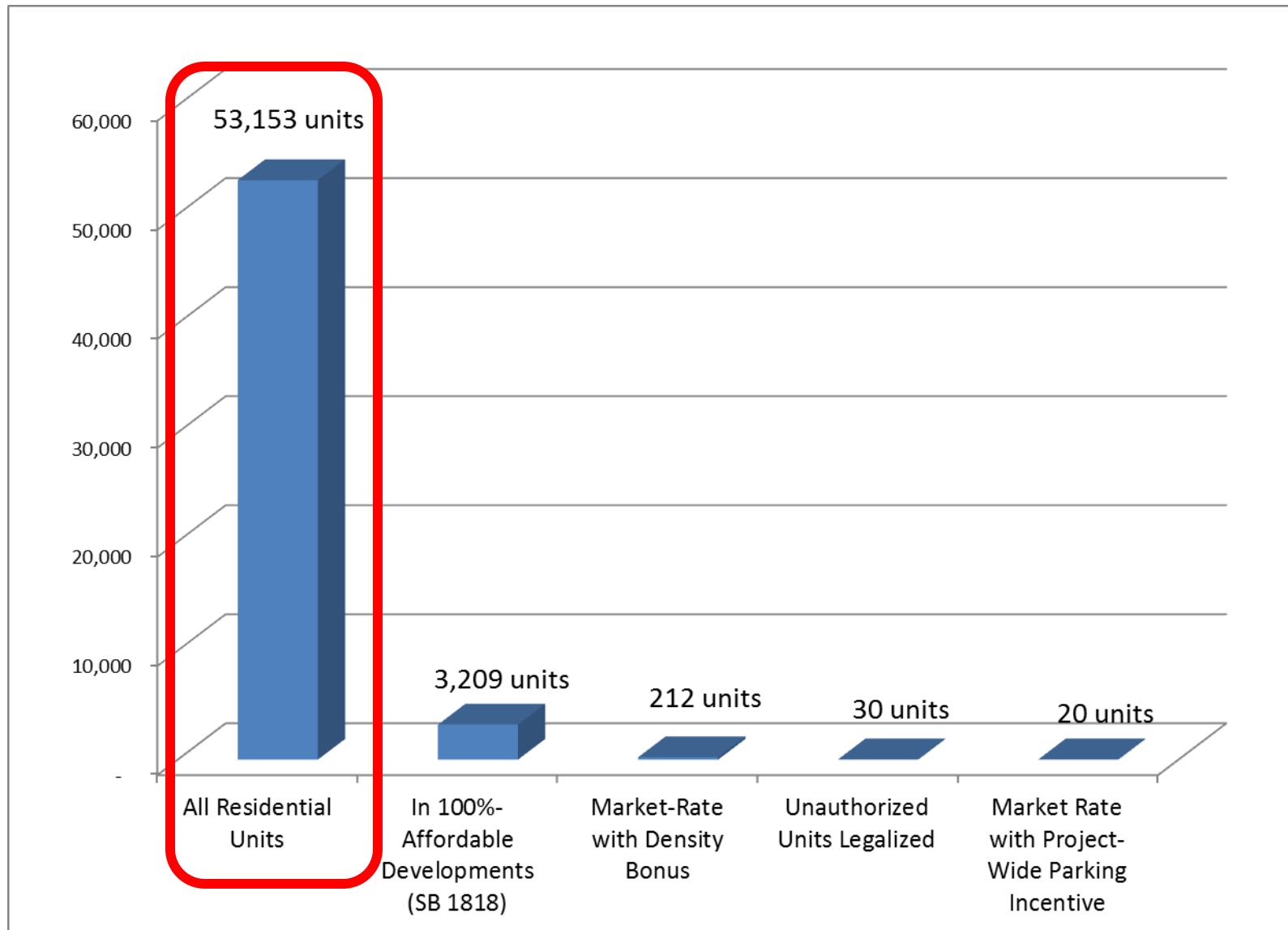
- Is it true that developers will build affordable units in trade for lower parking requirements?  
No. It's a myth.
- Rather, lower parking requirements will increase production of all forms of housing (except luxury).

# Affordable Units in Density Bonus Projects, City of L.A., 2005-2010



Sources: L.A. Housing Dept., L.A. Dept. of Building & Safety, SCAG

# All Housing Production, City of L.A., 2005-2010



Sources: L.A. Housing Dept., L.A. Dept. of Building & Safety, SCAG

# Why do we need State Legislation?

- “We all know that local officials are under tremendous pressure from some constituents – many with loud voices and deep pockets – to make no changes. We all deal with it every day. Our system of local jurisdictions, and their arbitrary and historic boundary lines, often doesn’t allow for a wide range of political discourse at the local level.”

-- *Anthony Bruzzone, AICP CTP*

# SB 1388: The (Now) Parking Law the CCAPA and LCC *Didn't* Oppose in 2012

Forbids cities from ticketing motorists at broken meters **unless the city council has adopted an ordinance or resolution “opting out” and the city posts signage at all parking meters.**

- Creates an **incentive to vandalize public property, costing cities millions** every year.
- Barrier to effective parking management.

If SB 1388 is OK, a state law requiring more sustainable parking minimums around transit, and allowing an easier opt-out than SB 1388 should be OK, too.

Thank You