

We Must Take Action to Reduce Parking Minimums

Smart Parking for Smart Growth

Mott Smith

November 9, 2012



Civic Enterprise Development LLC

**For nearly 80 years, accommodating cars
has been a primary land-use policy.**

For nearly 80 years, accommodating cars has been a primary land-use policy.

Parking minimums have been the key planning tool.

For nearly 80 years, accommodating cars
has been a primary land-use policy.

Parking minimums have been the key
planning tool.

And this has caused no end of trouble.

What's Wrong With Parking Minimums?

What's Wrong With Parking Minimums?

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 |

Class 7. Bar or Restaurant:

- a. Restaurant (including outdoor decks, patio and/or seating areas)
- b. Bar, club or lounge (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

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
- b. Clothing store
- c. Furniture store
- d. Retail store (freestanding)
- e. Building materials or home improvement store

5.0 space for every 1,000 square feet of GFA

4.0 spaces for every 1,000 square feet of GFA

2.0 spaces for every 1,000 square feet of GFA

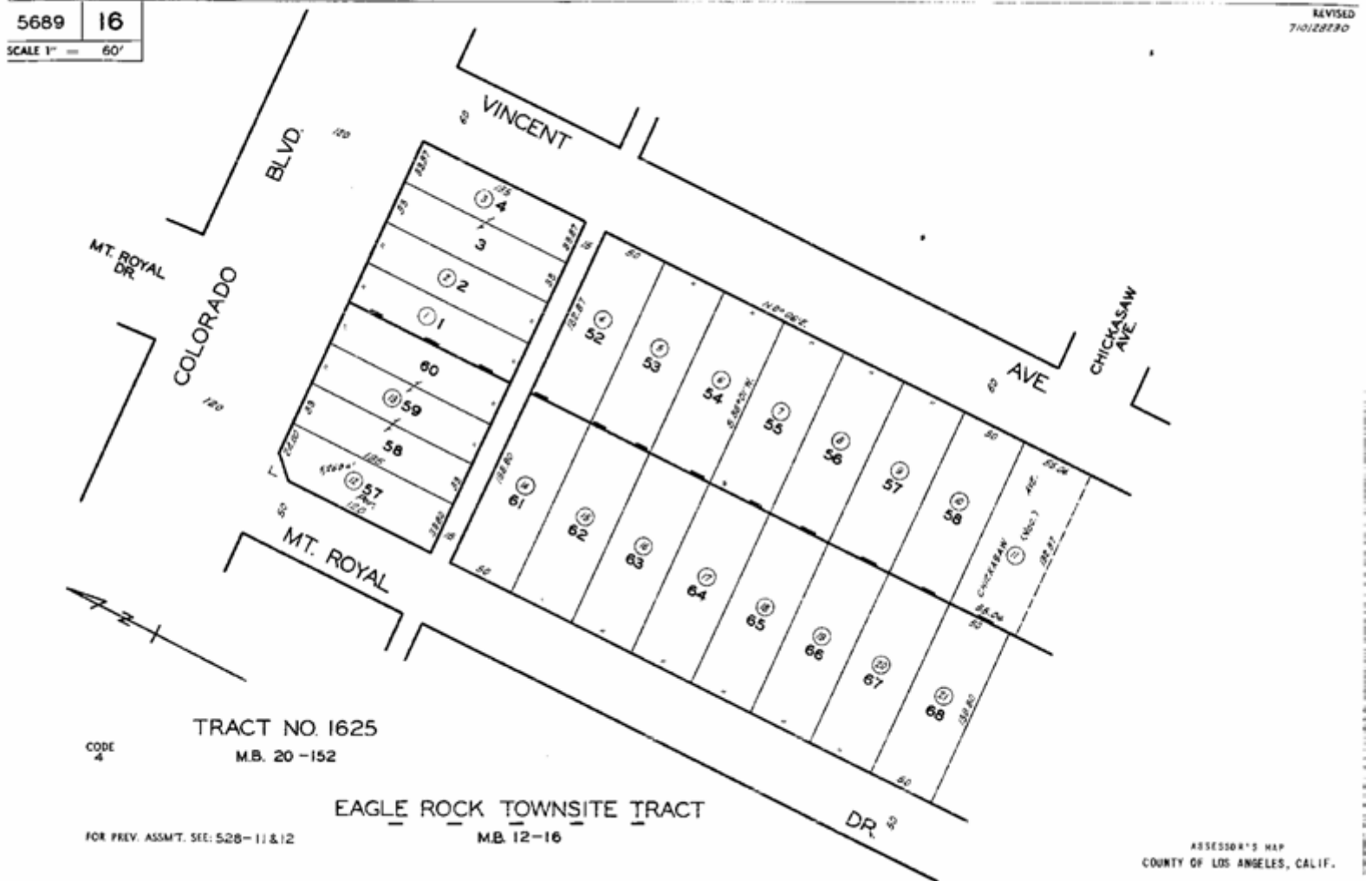
4.0 spaces for every 1,000 square feet of GFA

4.0 spaces for every 1,000 square feet of GFA of

Retail sales area

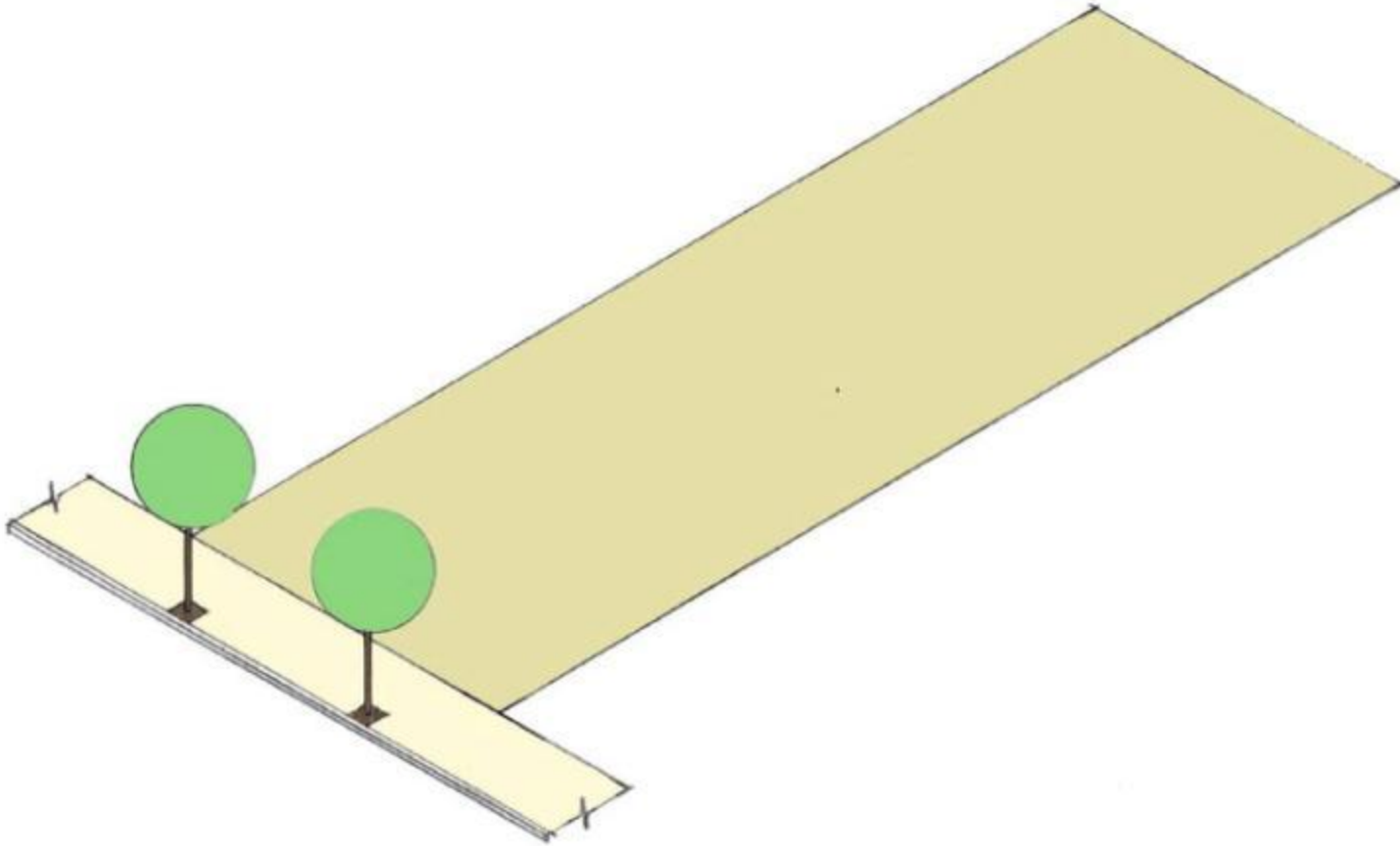
Typical Commercial Blvd. Parcels

County of Los Angeles: Rick Auerbach, Assessor



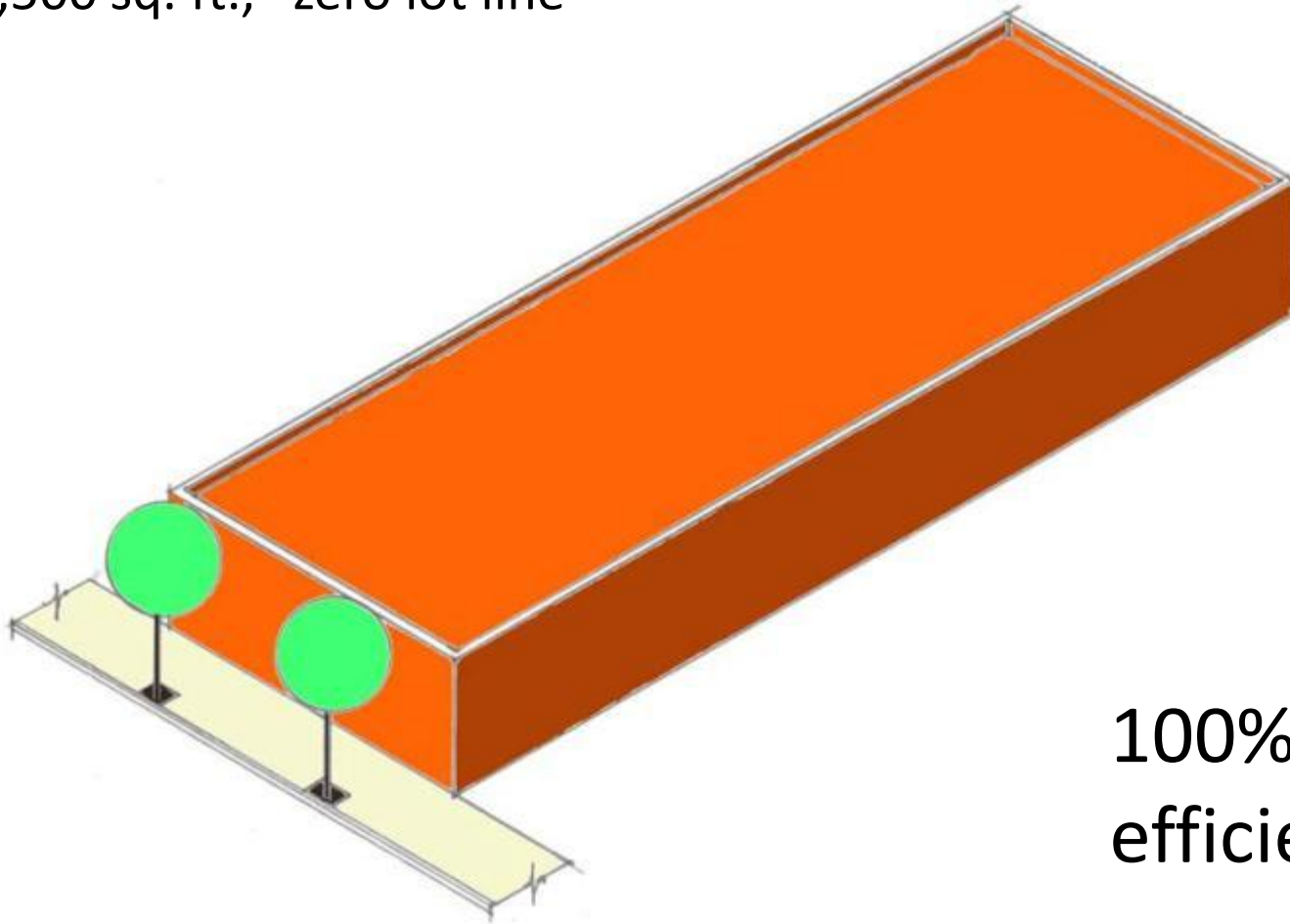
Typical Commercial Lot:

7,500 sq. ft.



Typical Pre-WWII Building: Great Infill!

7,500 sq. ft., “zero lot line”

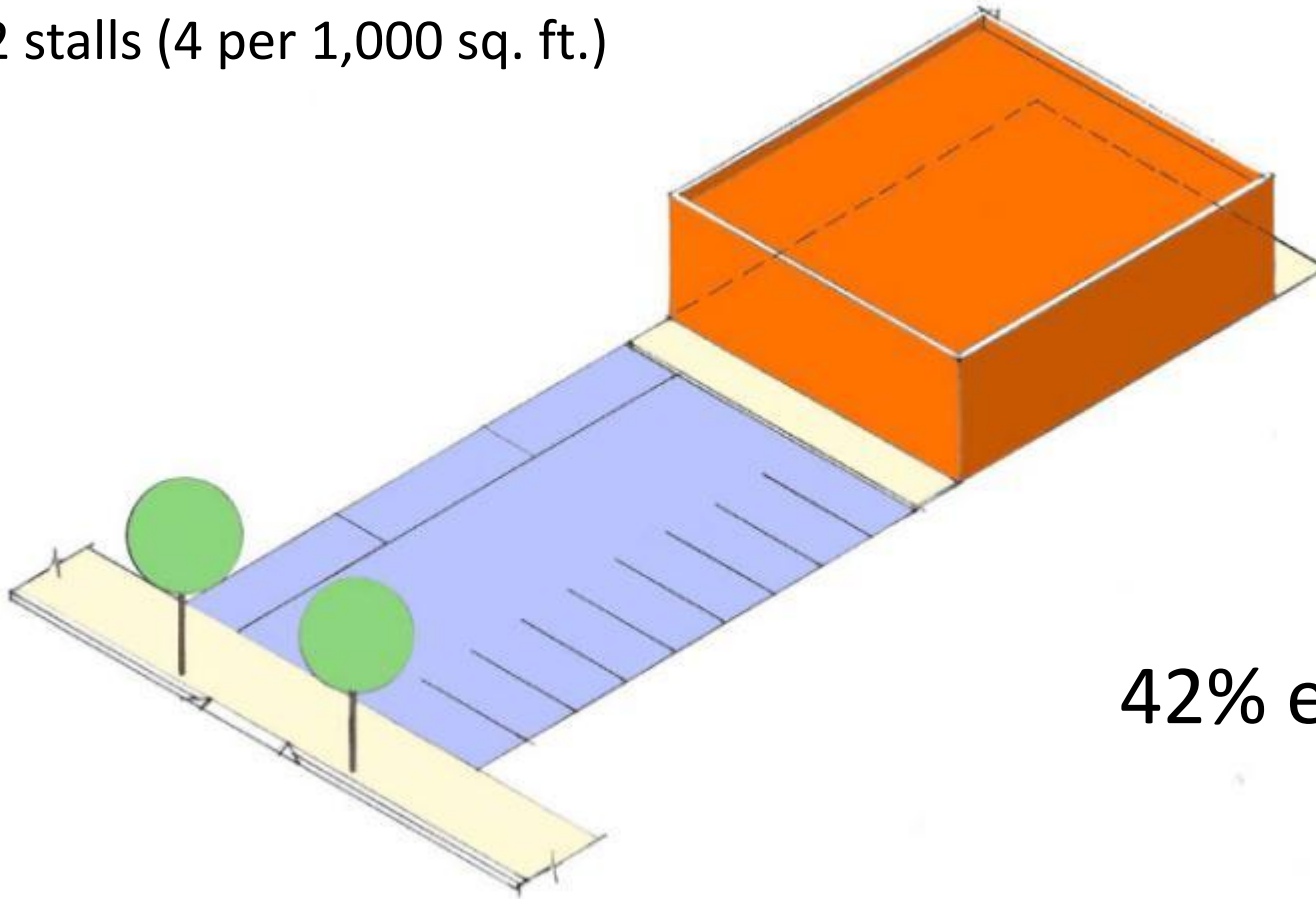


100%
efficiency

“By-Right” Retail Building:

3,125 sq. ft. (improvements)

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

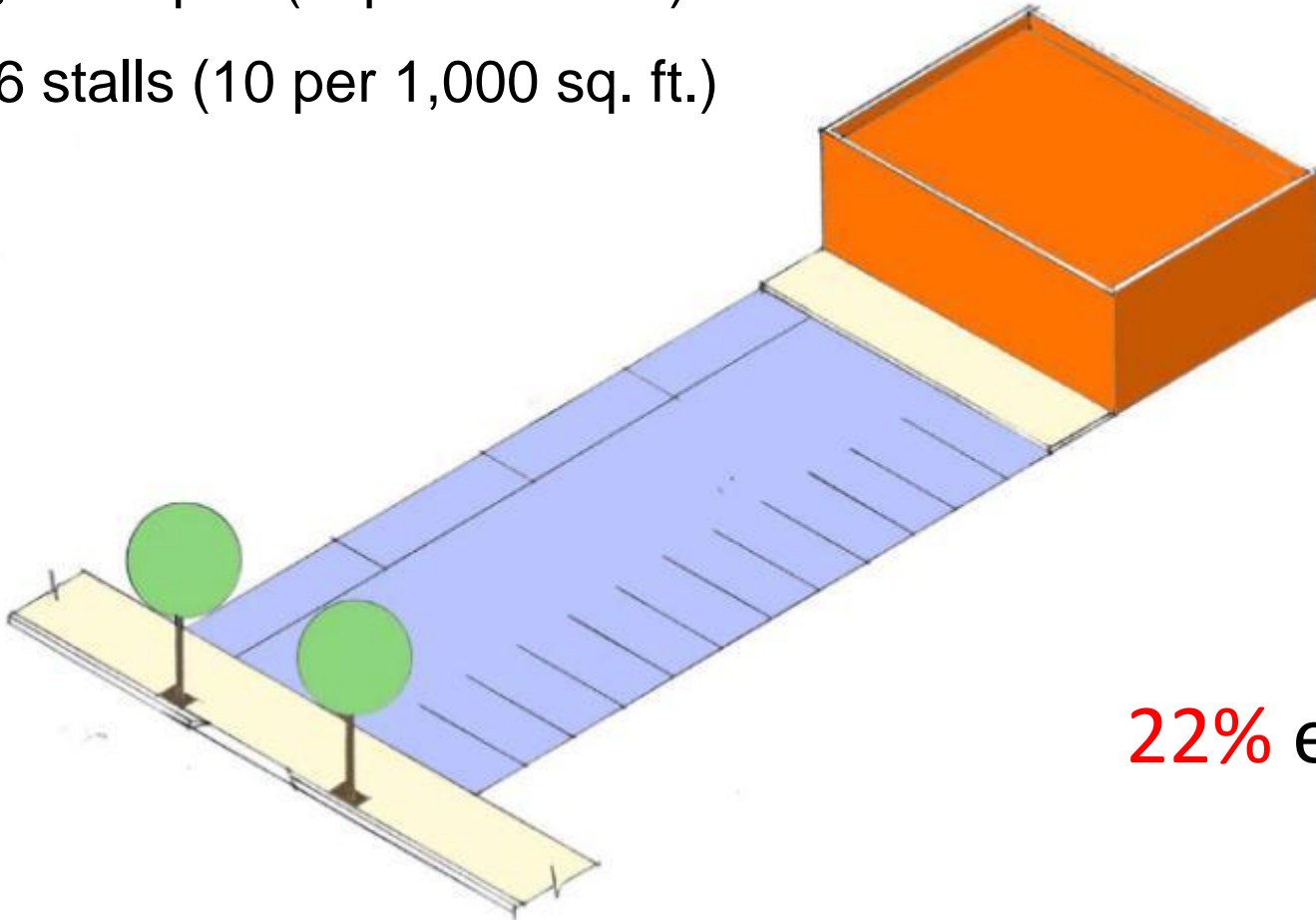


42% efficiency

“By-Right” Restaurant Building:

1,665 sq. ft. (improvements)

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



22% efficiency



Convenience Store



Strip Mall



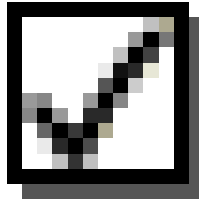
Auto Service



Drug Store



Convenience Store



Strip Mall



Auto Service



Drug Store



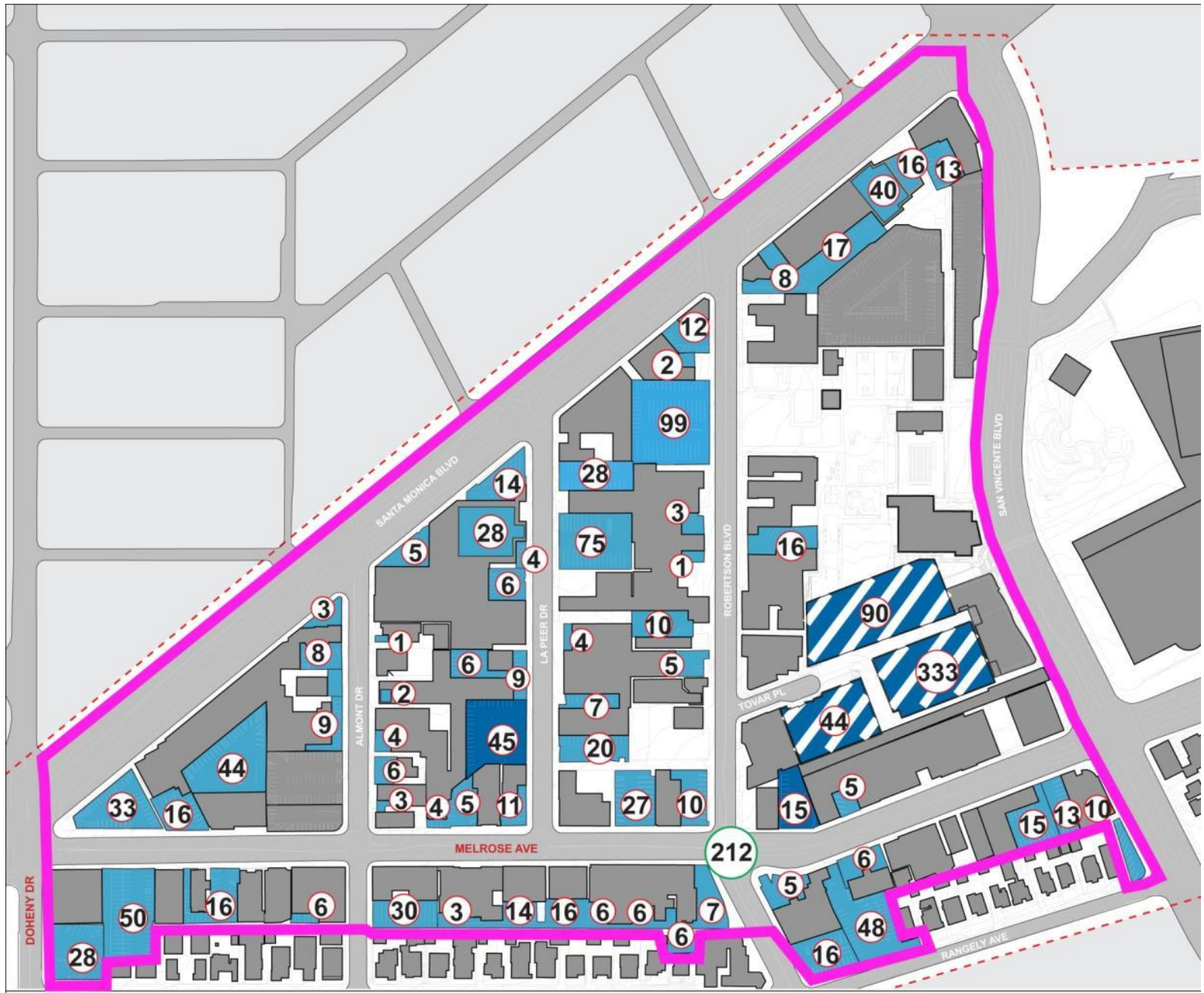
Old Town Pasadena Street Scene, www.railroadarchive.net/1A00_goldline.html



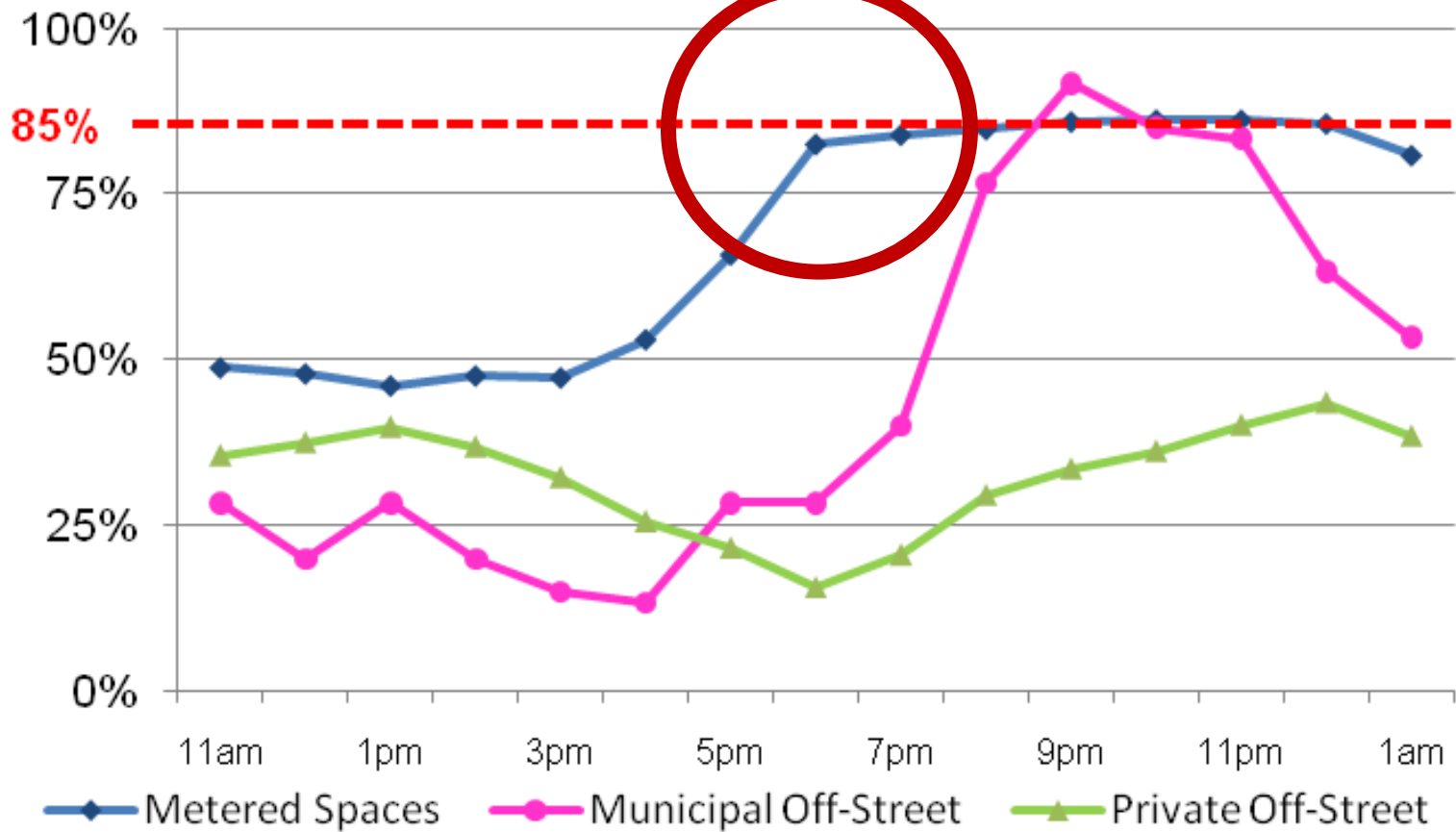
Old Town Pasadena Street Scene, www.railroadarchive.net/1A00_goldline.html

What's Wrong With Parking Minimums?

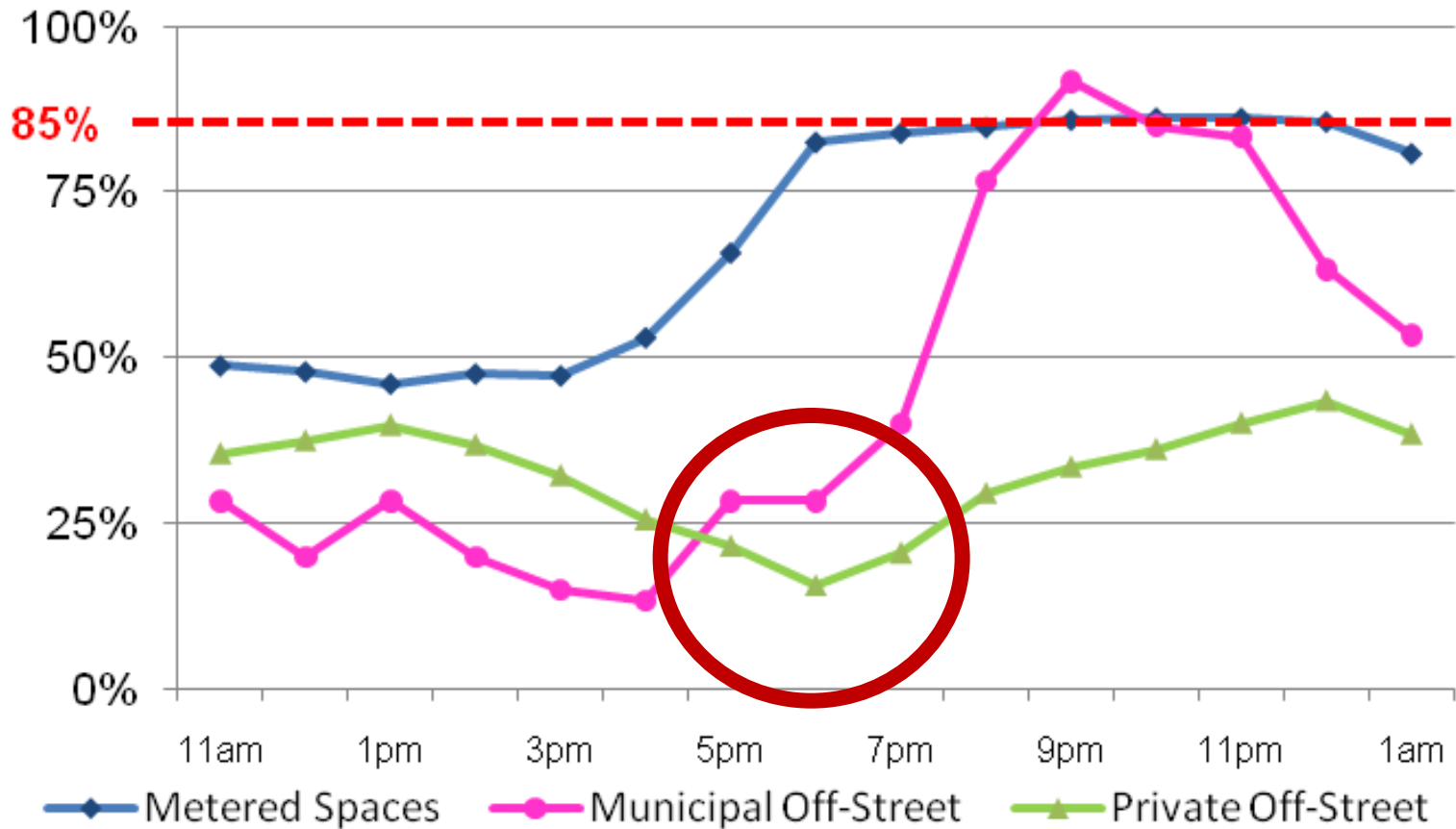
4. They don't actually work.



Percentage of Parking Spaces Occupied Weekend



Percentage of Parking Spaces Occupied Weekend





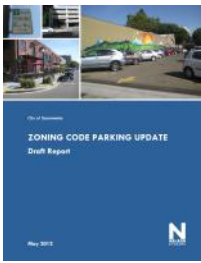
City of Sacramento

ZONING CODE PARKING UPDATE

Draft Report

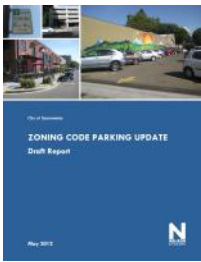
May 2012





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.



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.

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?

What is keeping cities from eliminating destructive parking minimums?

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**

What is keeping cities from eliminating destructive parking minimums?

1. In some cases, nothing.
2. **Money.** \$250,000 - 500,000 (est.) per district.

What is keeping cities from eliminating destructive parking minimums?

1. In some cases, nothing.
2. **Money.** \$250,00 - 500,000 (est.) per district.
3. **Politics.** Local electeds are wary of offending NIMBY constituents.

What is keeping cities from eliminating destructive parking minimums?

1. In some cases, nothing.
2. Money. \$250,00 - 500,000 (est.) per district.
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***

- Is it true that developers will build affordable units in trade for lower parking requirements?

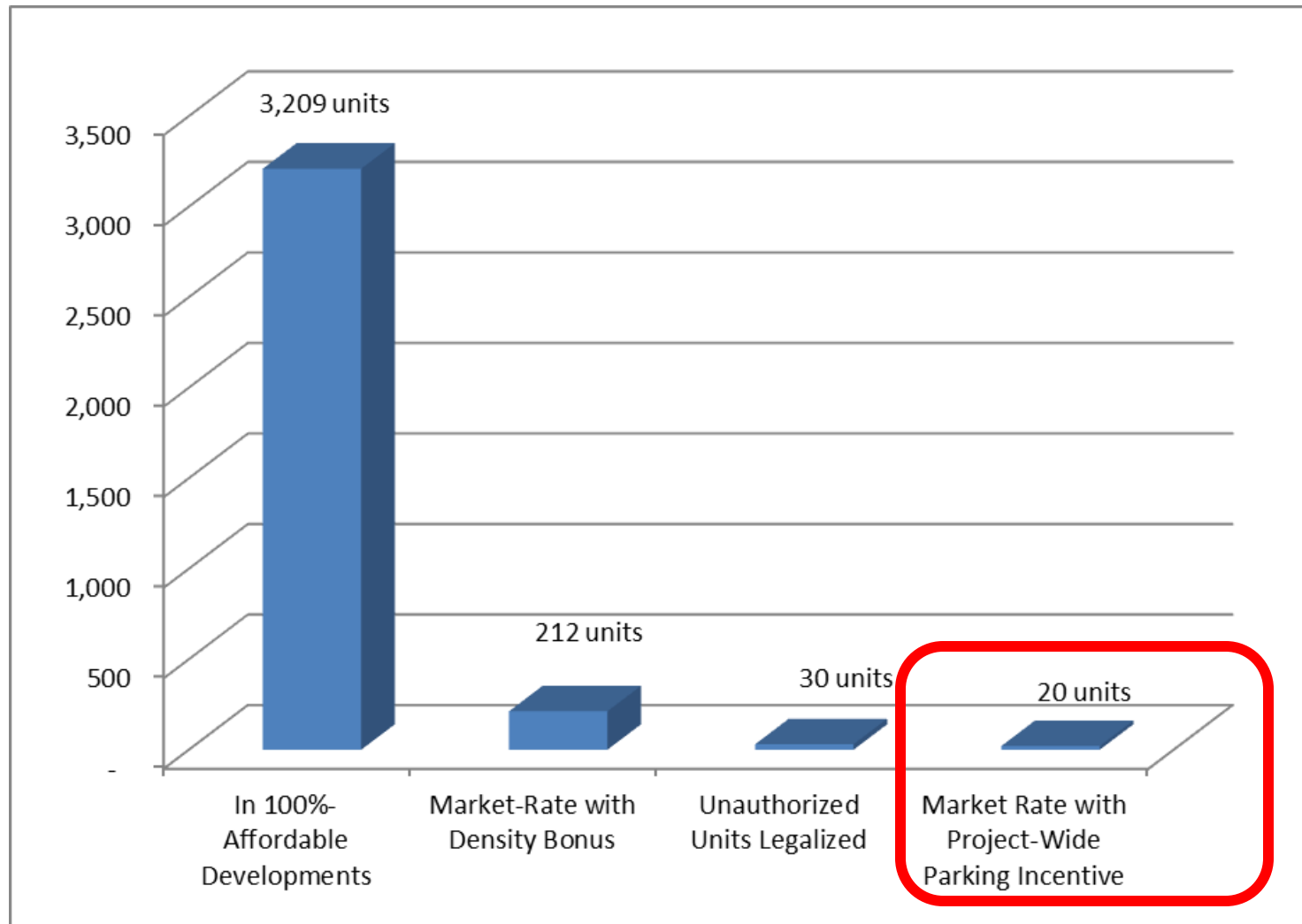
***Don Shoup/Mike Manville/Mott Smith
UCLA Research, 2012***

- Is it true that developers will build affordable units in trade for lower parking requirements?
No. It's a myth.

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

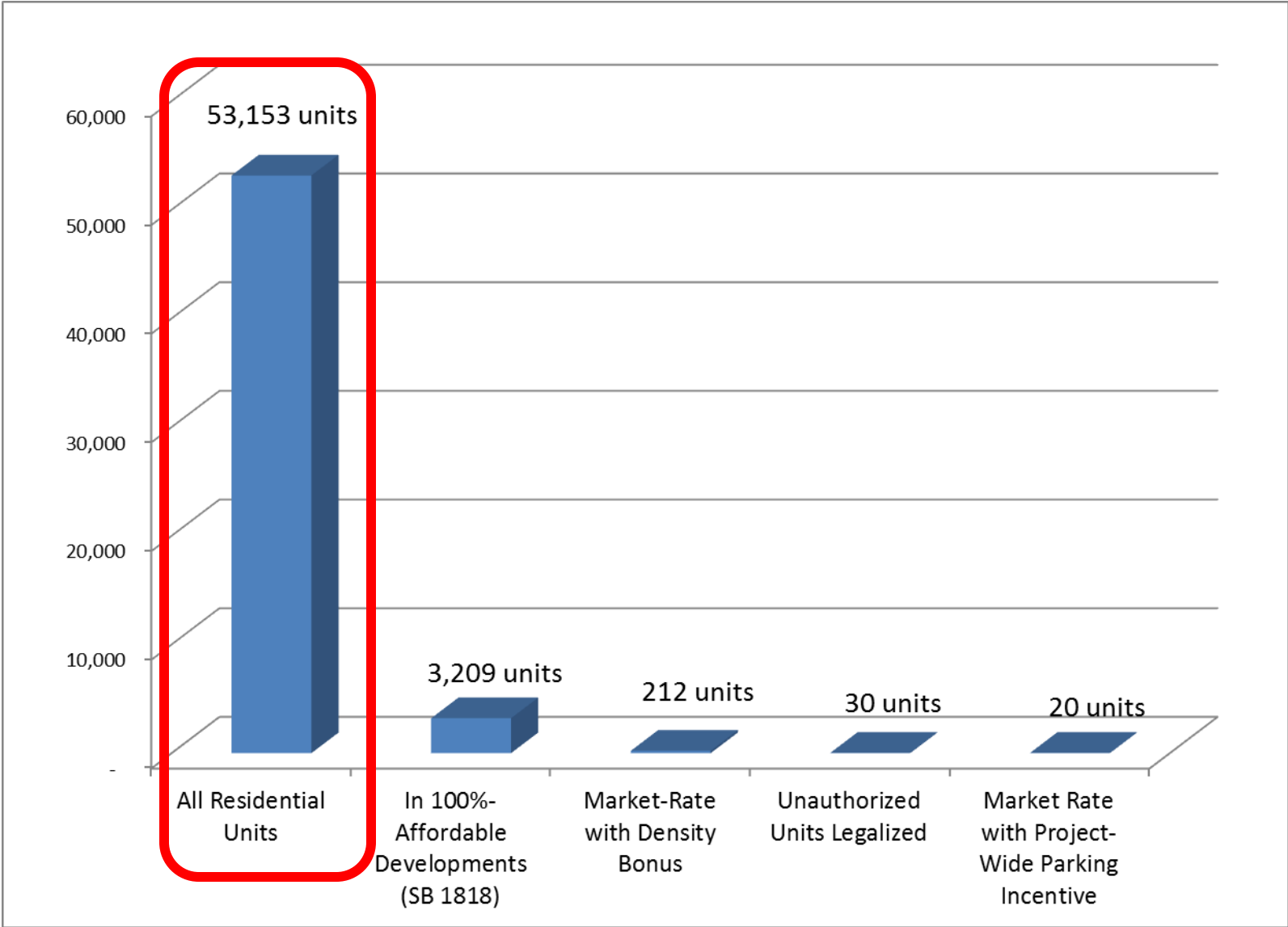
- Is it true that developers will build affordable units in trade for lower parking requirements?
No. It's a myth.
- **Rather, lower parking requirements will increase production of all forms of housing (except luxury).**

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