FOREWORD BY DONALD C. SHOUP

PARKING REFORM
Made Easy

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Southern California Planning Congress

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Los Angeles
Fact check: change is hard
PARKING

LOS ANGELES
CENTRAL BUSINESS
DISTRICT
The smoking gun...
Too much parking...

Poor livability...
Fine grained livability...

Roadblocks to revitalization...
The circle of vice
Expectations
- Undersupply anxiety
- “Level” playing field
- Spillover fears

Site impacts - auto
- Lower density +
automobile-oriented site
design = more auto use

Shared parking
- Not worth the trouble
- Lack of innovation

Site Impacts - non auto
- Poor walk, bicycle, transit
access = less non-auto use

Market norms
- Developers, lenders,
tenants raise parking
expectations

Pricing impacts
- Parking supply > demand,
so price = $0 = more
auto use

Code requirements > use
Parking is policy
Putting parking requirements in their place
Goal

Access between land uses

Method

Land use planning

Telecommunication substitution

Transportation infrastructure and services

Land use proximity

Density

Tele-conferencing

Social media

Private vehicle

Transit

Human powered

Roadway capacity

Vehicle parking

Support systems

Parking supply

Parking demand management

Parking requirements

Private market provision

Public provision
### Use of Building (or portions of) Commercial uses

<table>
<thead>
<tr>
<th>Describe the Use</th>
<th>Ratio (spaces/sq. ft.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Health or Athletic Club, Bath House, Dance Hall/Studio, Gymnasium, or similar (e.g. amusement)</td>
<td>1 per 100</td>
</tr>
<tr>
<td>2. Restaurant, Café, Coffee Shop, Bar, Night Club, or similar</td>
<td>1 per 100</td>
</tr>
<tr>
<td>3. Small Restaurant, Café, or Coffee Shop (1000sq. Ft. or less)</td>
<td>1 per 200</td>
</tr>
<tr>
<td>4. Take-out Restaurant (no eating on the premises)</td>
<td>1 per 250</td>
</tr>
<tr>
<td>5. Retail or Discount Wholesalers</td>
<td>1 per 250</td>
</tr>
<tr>
<td>6. Retail Furniture, Major Appliances, or similar</td>
<td>1 per 500</td>
</tr>
<tr>
<td>7. Auditoriums: Church, High School, College, Stadium, Theater, and similar assembly</td>
<td>1 per 35 or 1 per 5 fixed seats</td>
</tr>
<tr>
<td>8. Elementary School, Child Care</td>
<td>1 per classroom or minimum 1 per 500</td>
</tr>
<tr>
<td>9. Commercial School: Trade, Music, Professional, or similar</td>
<td>1 per 500 or 1 per 5 fixed seats whichever is greater</td>
</tr>
<tr>
<td>a) Classrooms and assembly areas</td>
<td>1 per 500 or 1 per 5 fixed seats whichever is greater</td>
</tr>
<tr>
<td>b) Classrooms with heavy equipment</td>
<td>1 per 500</td>
</tr>
<tr>
<td>10. Philanthropic Institution, Government Office, or similar</td>
<td>1 per 500</td>
</tr>
<tr>
<td>11. Commercial or Business Office</td>
<td>1 per 500</td>
</tr>
<tr>
<td>12. Medical Office, Clinic, or Medical Service Facility</td>
<td>1 per 200</td>
</tr>
<tr>
<td>13. Hospital</td>
<td>2 per bed</td>
</tr>
<tr>
<td>14. Sanitarium or Convalescent Home</td>
<td>1 per 500 or min 0.2 per bed</td>
</tr>
<tr>
<td>15. Warehouse or Storage (for Household Goods) - first 10,000 sq. ft. - beyond 10,000 sq. ft.</td>
<td>1 per 500 (plus) 1 per 5000</td>
</tr>
<tr>
<td>16. Other Business or Commercial (not listed above)</td>
<td>1 per 500</td>
</tr>
<tr>
<td>17. Auto Dismantling Yard, Junk Yard or Open Storage in the M2 or M3 zones [Sec. 12.19A4 (b)(4)]</td>
<td>6 for the first acre, 1 per 12,000 sq. ft. for the second acre and 1 for each acre over two.</td>
</tr>
</tbody>
</table>

### Use of Building (or portions of) Residential uses

<table>
<thead>
<tr>
<th>Describe the Use</th>
<th>Ratio (spaces/unit)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Single-Family Dwelling (SFD)</td>
<td>2</td>
</tr>
<tr>
<td>2. Two-Family Dwelling or Apartment</td>
<td>2</td>
</tr>
<tr>
<td>units &gt; 3 habitable rooms (such as a typical 2 bedroom unit)</td>
<td>2</td>
</tr>
<tr>
<td>units = 3 habitable rooms (such as a typical 1 bedroom unit)</td>
<td>1.5</td>
</tr>
<tr>
<td>units &lt; 3 habitable rooms (such as a typical Single unit)</td>
<td>1</td>
</tr>
<tr>
<td>3. Hotel, Motel, Boarding House or Dormitory</td>
<td>1 per 10 fixed seats or 1 per 100 sq. ft. if no fixed seating</td>
</tr>
<tr>
<td>first 30 guestrooms</td>
<td>1</td>
</tr>
<tr>
<td>next 30 guestrooms</td>
<td>½</td>
</tr>
<tr>
<td>remaining guestrooms</td>
<td>1/3</td>
</tr>
<tr>
<td>4. Condominiums</td>
<td>As required by City Planning</td>
</tr>
</tbody>
</table>

### EXCEPTIONS TO COMMERCIAL REGULATIONS

1. **Historical Buildings (ZI 145)** - no change in parking in connection with a change of use within existing area.
2. **Downtown Parking District (DPD)** - the following uses need only provide parking at the following ratios in lieu of the parking required by the General Provisions of section 12.21.A4:
   - a) Auditoriums and similar places of assembly - 1 per 10 fixed seats or 1 per 100 sq. ft. of floor area if no fixed seating
   - b) Hospitals, Philanthropic Institutions, Government Offices or similar uses - 1 per 1000 sq. ft.
   - c) Business, Commercial or Industrial - 1 per 1000 sq. ft. for buildings 7500 s. ft. or more, NO parking required if less than 7500 sq. ft.
   - d) Warehouses - 1 per 1000 sq. ft. for the first 10,000 and 1 per 5,000 sq. ft. for over 10,000
3. **Community Redevelopment Areas (CRA)** not in DPD (ZI 940, ZI 1048, ZI 1084, ZI 1352) - commercial office, business, retail, restaurant, bar, and related uses, trade schools, or research and development buildings need only provide 2 parking spaces for every 1000 sq. ft. of floor area.
4. **Enterprise Zones not in DPD (ZI 1643, ZI 1644, ZI 1645, ZI 1652, ZI1653)** - commercial office, business, retail, restaurant, bar and related uses, trade schools, or research and development buildings need only provide 2 parking spaces for every 1000 sq. ft. of floor area.

### EXCEPTIONS TO RESIDENTIAL REGULATIONS

1. **SFD in “hillside areas”** (as defined in the Zoning Code) which front on a substandard street and exceed 2400 sq. ft. of combined floor area require one additional parking space for each 1000 sq. ft., or fraction thereof, for a maximum of 5 total spaces. A “substandard street” is one which does not have a minimum dedicated width of 36 ft. and a roadway of 28 ft.
2. **Notwithstanding the above requirements, residential buildings in the Central City Parking District (CCPD) need only provide parking as follows:**
   - a) Dwellings: 1 per dwelling unit, except where more than 6 dwelling units of more than 3 habitable rooms. Ratio for all such units of at least 1-1/4 for each dwelling of more than 3 habitable rooms.
   - b) Guestrooms: 1 for first 20, 1/4 for next 20, 1/6 for remaining.
3. **Affordable Housing Incentives** - Lowered parking requirements for “restricted affordable units” per Ordinance No. 170, 764.
4. Areas located within Specific Plans, Interim Control Ordinances, or special districts may have different parking requirements.
Habit, leverage, addiction, or what?
A twelve step program...
1. Existing parking utilization

2. Future baseline

3. Basis for requirement

4. Project and context adjustments

5. Parking pricing/unbundling/cash out

6. Transit/shuttle/pedestrian/bicycle

7. Internal space use efficiency/circulation

8. Adjustment for off-site parking

9. Internal shared parking

10. Predict utilization → Evaluate → Iterate toolkit = Parking ratio

11. Space size efficiency

12. Tandem, valet and mechanical parking
Requirement options...and developer responses
<table>
<thead>
<tr>
<th>Approach</th>
<th>Requirement</th>
<th>Developer response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traditional</td>
<td>Minimum &gt; utilization</td>
<td>Rarely build more than requirement</td>
</tr>
<tr>
<td></td>
<td>No maximum</td>
<td></td>
</tr>
<tr>
<td>Moderate reform</td>
<td>Minimum = utilization</td>
<td>Assess market for project, may exceed minimum</td>
</tr>
<tr>
<td></td>
<td>No maximum</td>
<td></td>
</tr>
<tr>
<td>Big city approach</td>
<td>Minimum = % of utilization</td>
<td>Market decision whether to supply minimum or build to maximum</td>
</tr>
<tr>
<td></td>
<td>Maximum = ratio or % of minimum</td>
<td></td>
</tr>
<tr>
<td>Partial deregulation</td>
<td>No minimum</td>
<td>Market decision whether to supply parking or build to maximum</td>
</tr>
<tr>
<td></td>
<td>Maximum = ratio or % of minimum</td>
<td></td>
</tr>
<tr>
<td>Deregulation</td>
<td>No minimum or maximum; Performance measures, e.g., traffic impacts</td>
<td>Market decision on whether/how much</td>
</tr>
<tr>
<td></td>
<td>Performance measures, e.g., traffic impacts</td>
<td></td>
</tr>
</tbody>
</table>
Bells and whistles...
### “Taming” Parking

- Driveway regulations
- Prohibit surface
- Ground floor retail
- Height restrictions
- % of block facades for garage doors
- Discretionary design review
- Shading
- Permeable pavement
- Solar
- Real-time information
- Guidance systems

### Supply Regulations

- Eliminate minimums
- Maximums
- Discretionary determination
- Tandem
- Re-use projects
- Overlays zones
- On-street credit
- Performance-based
- In lieu/access fees
- Carsharing
- Off-site parking
- Pricing, unbundling, cash-out
- TDM
- Bike parking
- Electric vehicle parking
Politics and participation
If Joni Mitchell and Bob Dylan wrote a song together...
...it would be entitled...
Paved Paradise Revisited

Let’s do it planners, before someone else does it for us!