



Innovative Parking Strategies

7/26/2022



Toolbox
Tuesday

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Housekeeping

1. Meeting length: 1.5 hour
2. This meeting is being recorded
3. All participant lines will be muted
4. At the end, there will be a Q&A session
5. If you have a question during the presentation, please type it into the chat box or press the "raise hand" function
6. We will log all questions and then voice a selection at the end of the presentation
7. A recording of this webinar and the PowerPoint slides will be available on the SCAG website. We will send a link to everyone who has registered after the event

Agenda

- City of Los Angeles Presentation
- Q/A for the City of Los Angeles team
- City of Beaumont Presentation
- Q/A for the City of Beaumont team
- General Q/A for all panelist



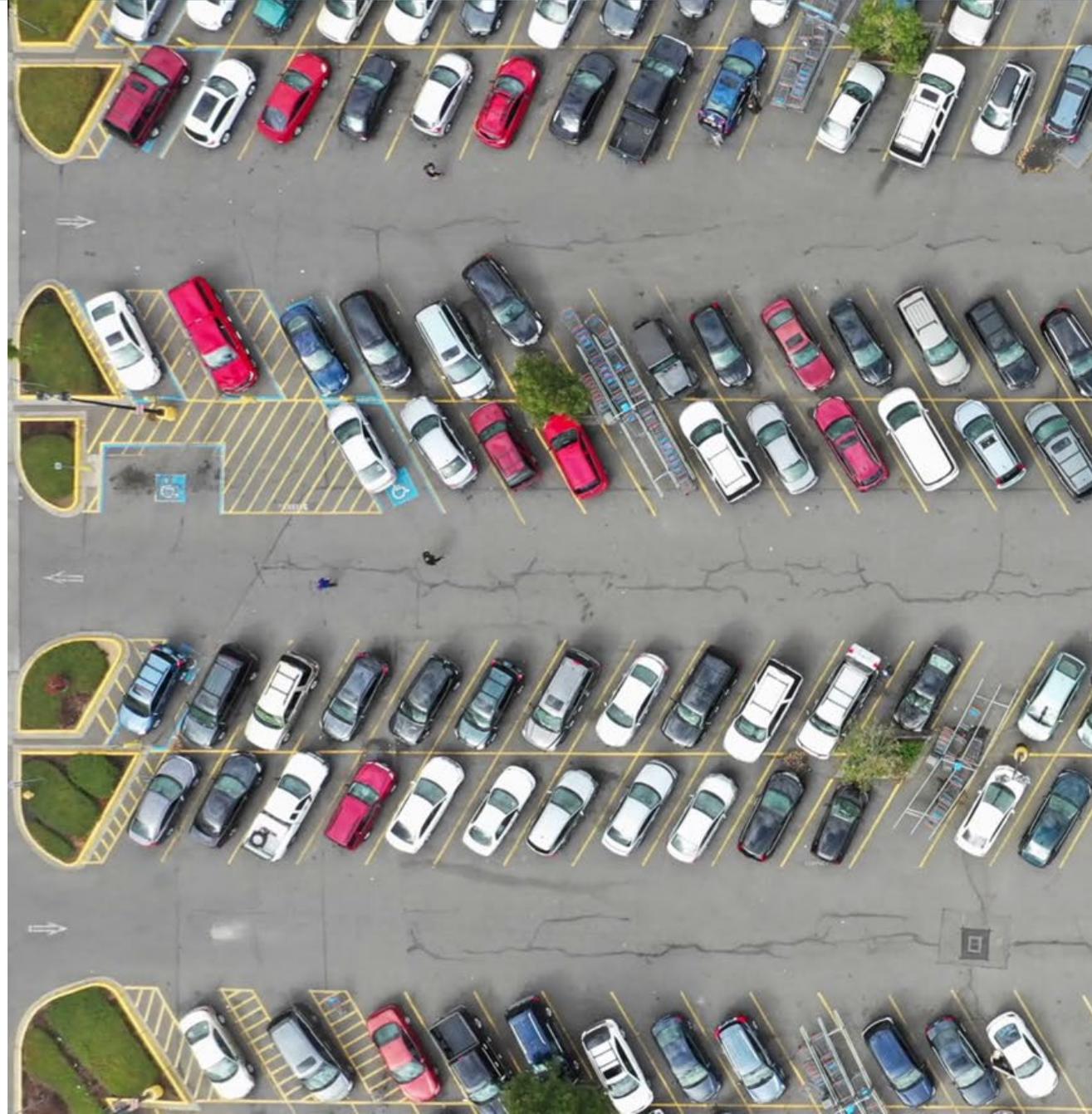
City of LA - Innovative Parking Strategies

LOS ANGELES
CITY PLANNING

SCAG Toolbox Tuesday Presentation
July 26, 2022

Why do we need to address parking?

- Cost of parking adds burden to housing developments (\$55,000 per space)
- Existing codes result in an oversupply of parking (2 spaces per resident)
- Ease of parking induces demand for driving in lieu of alternative modes
- Parking takes up physical space that could otherwise be used for beneficial uses
- Parking ingress/egress has a detrimental impact on the public realm



Statewide Strategies

- [AB-2097](#)
 - Eliminates minimum parking requirements within a half-mile of high-quality transit
- [SB-743](#)
 - Elimination of LOS, new standard of VMT
- [SB35 and SB9](#)
 - Parking reduction within ½ mile of transit



Parking Approaches in Los Angeles

- Moving from an auto-centric to a transit-oriented City
- New policies, both Citywide and neighborhood-based, support these changes
- Being a large city, we have addressed parking at a variety of scales, short and long-term



Parking Approaches in Los Angeles

- Citywide Strategies
 - Housing and MP2035 Element Policies
 - Zoning strategies (bike parking, tandem, etc.)
 - Adaptive Reuse Ordinance
 - [TDM Ordinance](#)



Parking Approaches in Los Angeles

Incremental, or Neighborhood Based

- TOC and Density Bonus parking reductions
- Community Plans
 - [DTLA 2040](#)
- Zoning Overlays
 - [Expo Transit Neighborhood Plan](#)
 - [South LA CPIO](#)
- [Citywide Design Guidelines](#)



Above Grade Parking Advisory

Advisory first adopted in 2016; last updated in October 2019.

In October 2021, the CPC directed staff to update the Advisory to:

- Strengthen the relationship to existing State and Citywide policies around mobility and sustainability.
- Reinforce strategies that support the adaptability of parking facilities for future conversions to beneficial uses.



Updates to the Advisory

Strengthened relationships to State and City policies:

- Added reference to SB 743 and shift to Vehicle Miles Traveled (VMT)
- Mobility Plan 2035, Policy 4.13 on over-supply of parking
- L.A.'s Green New Deal, [Sustainability pLAn 2019](#)
- Citywide Design Guidelines

Priority Strategies

- 1. Reduce the Total Parking Footprint**
- 2. Place All Parking Below Ground to Prioritize Building Space for Active Uses**

Above-Grade Parking Strategies

Minimize impacts to the public realm and the surrounding community through intentional site planning and design.

- Integrate parking into the design and form of the project
- Minimize the visibility of parking through screening or wrapping parking facilities with active uses
- Ensure driveways are placed as far as possible from primary pedestrian access points
- Incorporate artwork to enliven the facades of above-grading parking and provide space for in-ground landscaping to soften the building form

Above-Grade Parking Strategies

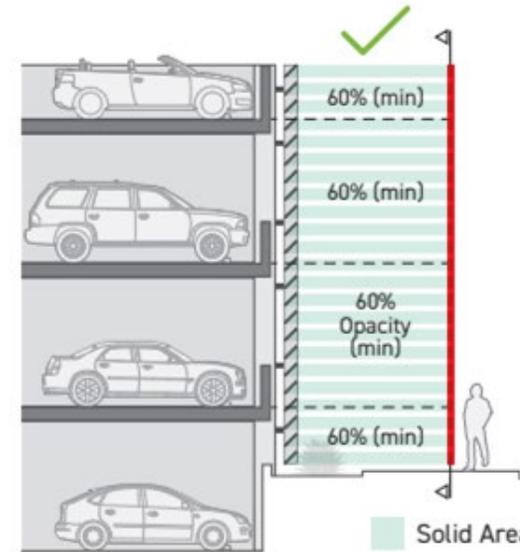
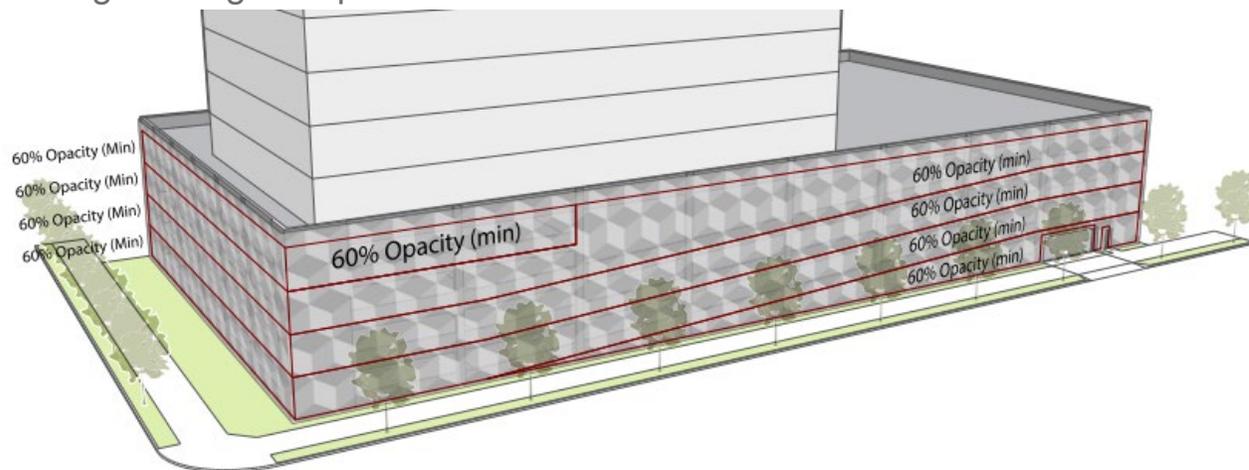
Enhance the sustainability of parking facilities.

- Strengthen adaptable parking design strategies, based upon re:codeLA best practices
- If a parking structure has a top deck, incorporate green roofs, solar panels, or open space amenities.
- Provide a ratio of EV-ready parking spaces greater than 30% of the total spaces provided.

Parking Screening

Where it is not possible or desirable to wrap the parking with active uses (e.g., due to proximity to a freeway, an industrial use, or alley), the parking should not be expressed as a separate element but instead should be concealed with **visually opaque materials** or treatments.

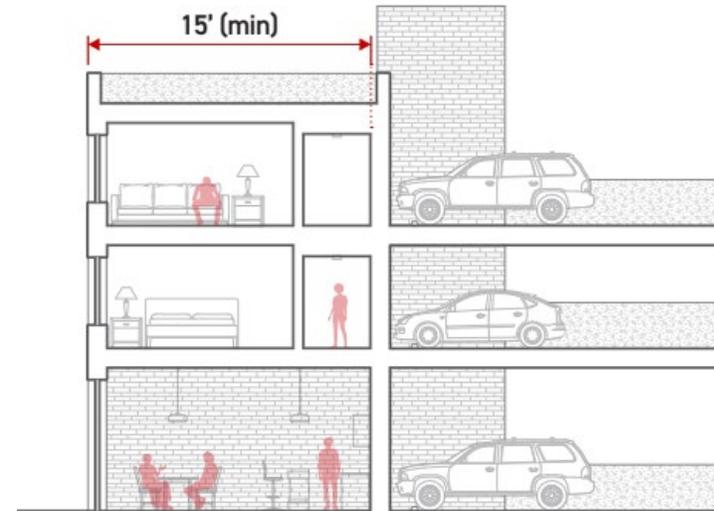
As a benchmark, projects should utilize screening methods that achieve an **average opacity of 60 percent** to prevent light and glare spillover.



Parking Wrapping

Wrap the parking with active uses such as entry lobbies, offices and/or residential spaces to a minimum depth of 15 feet from the building frontage, for all levels of above grade parking.

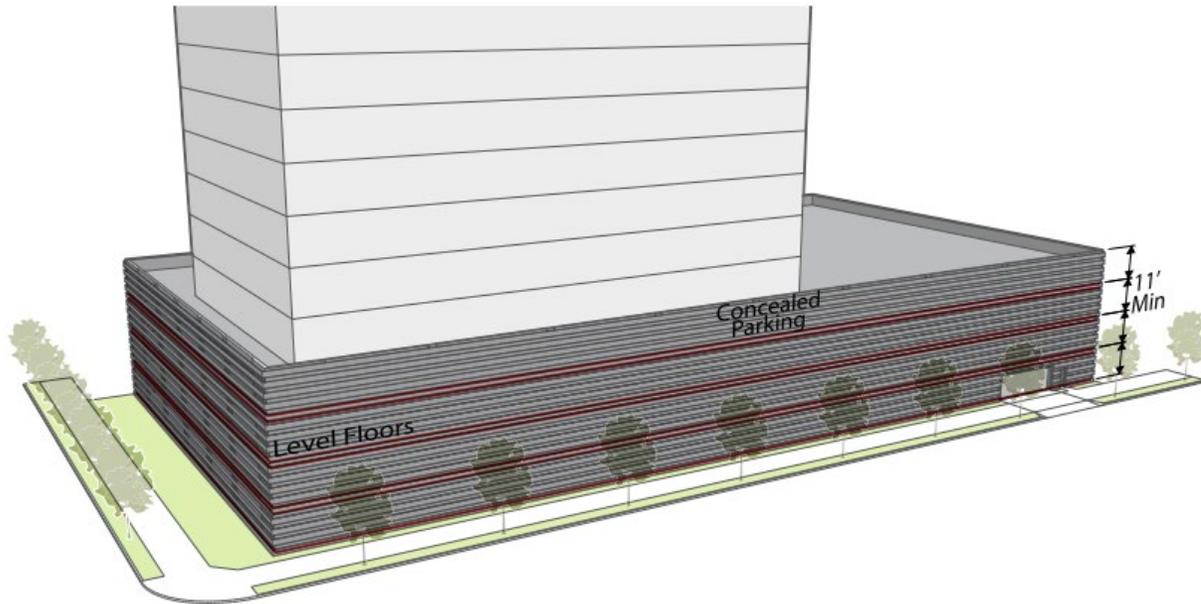
On larger sites with multiple buildings, isolate the parking in a single stand-alone structure internal to the site, surrounded by other uses.



Adaptable Parking Structures

The full depth of the parking structure shall meet the following standards:

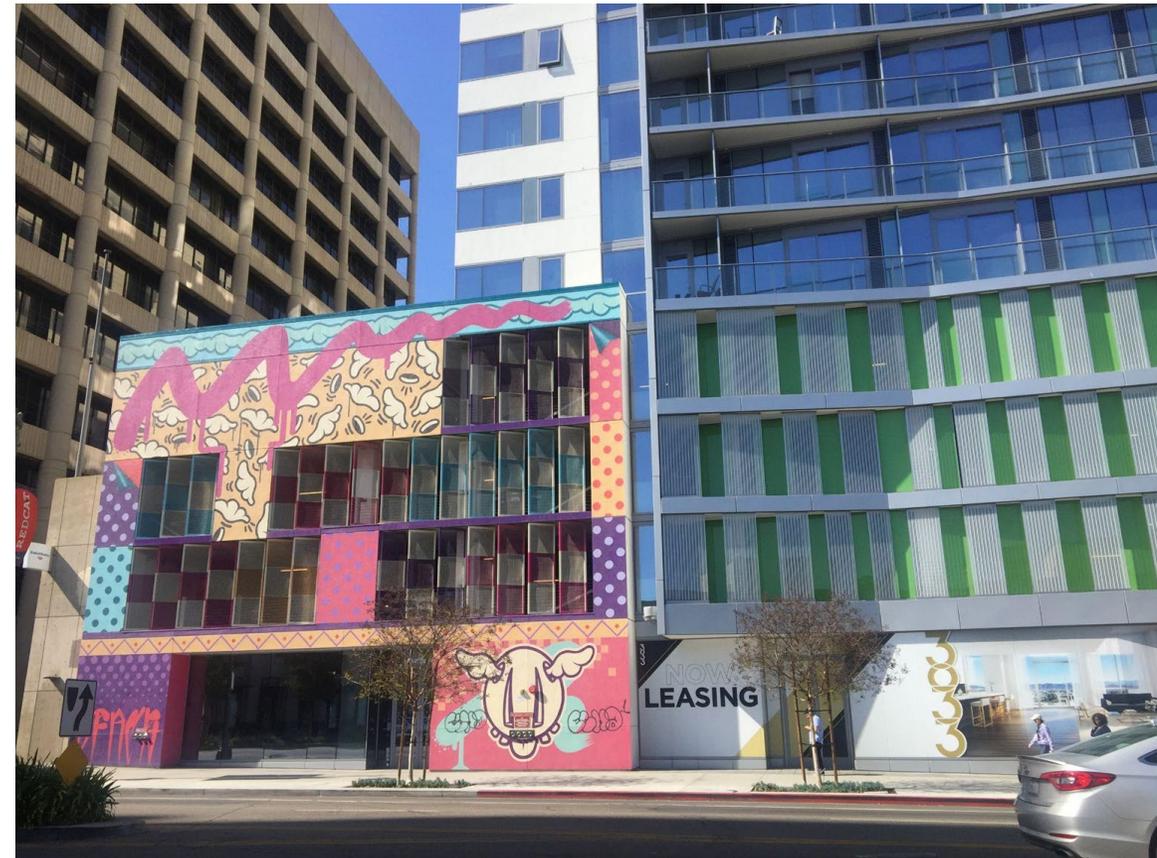
- Level floor plates except to the minimum extent required for drainage and access between levels.
- Constructed to accommodate occupant loads associated with office building corridors above the first floor.
- Floor to floor heights shall be a minimum of 11 feet.



Model Adapted Parking Structure design by Gensler

Challenges and Opportunities

- Changing the mindset of developers and community members with respect to availability of high quality transit (infrastructure first).
- Hesitancy from lenders to fund projects that are below parking requirements
- The pros and cons of taking a citywide vs neighborhood-specific approach to this policy issue.
- New Zoning Code represents a fundamental shift and an opportunity to develop around the desired form, rather than having parking dictate design.



Thank you!

Questions?





City of Beaumont

Parking Management Plan



The City of Beaumont Sought to Address Parking Issues Downtown, and then City-wide

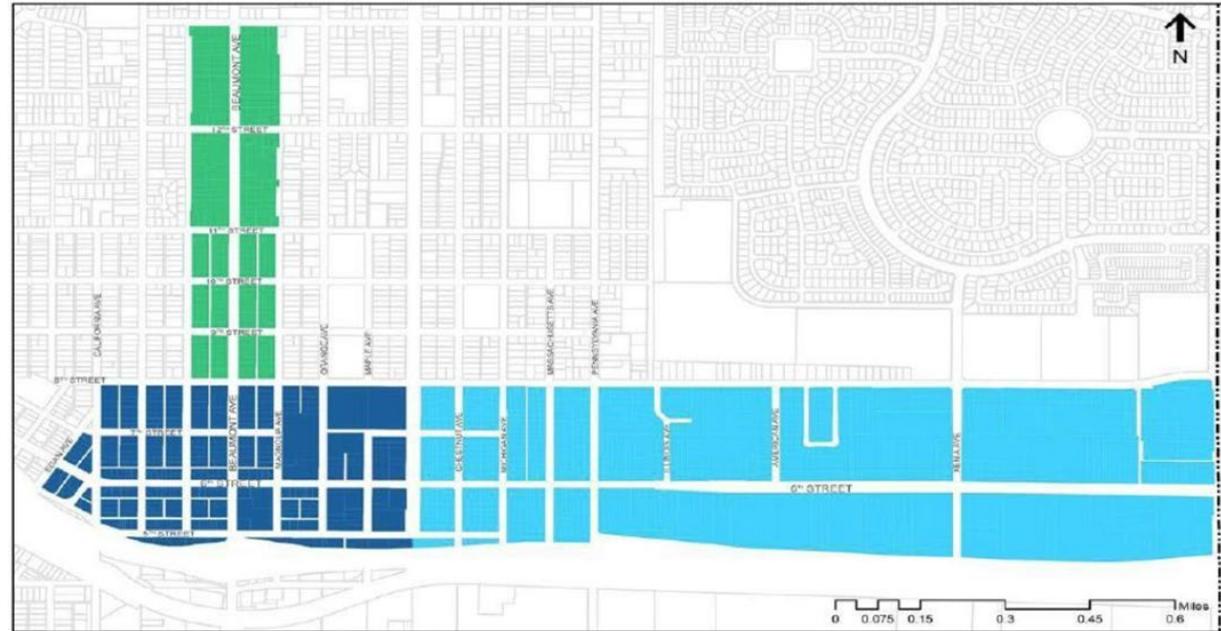




- The City originally sought the SCAG grant to address parking issues in the Downtown area
- Businesses were struggling to find sites with adequate parking
- City had no structure or options for anything but on-site parking
- A Parking Management Plan was the desired solution.



Parking Management Master Plan



City of Beaumont Downtown Specific Plan Subareas

-  Beaumont Avenue Subarea
-  Downtown Core Subarea
-  Extended 6th Street Subarea

High parking availability overall, but concentrated areas of high need for some lots in the downtown.



City-Wide Parking Management Planning

Southern California cities typically set parking policies for three kinds of commercial areas:

- Traditional, walkable commercial districts with a goal of “parking once”
- Private, multi tenant commercial centers with some shared uses, auto-centric
- Stand-alone businesses with surface parking reserved for that use only.

Each commercial area has different needs, but similar principles may apply.

Walker’s task was a City-wide Parking Management Plan that studied and recommended policies for all these land uses.

Findings

Over 5,000 surplus parking spaces intended for commercial uses totaling, nearly 40 acres of excess parking.

Some smaller businesses had commercial lots with insufficient number of parking spaces, *but* not a reason to maintain or increase existing parking requirements and policies.

There were always available parking spaces proximate to locations with insufficient parking.

Quantitative Justifications for Parking Requirement Reductions

Negative impacts of parking requirements on housing production, businesses, and non-driving transportation modes are well-documented.

We also hear justifications for needing fewer spaces:

- Lyft and Uber are changing mode share
- More people are biking, walking, using micromobility
- Increasing transit access

Sometimes, this is true.

Additional Considerations

But usually parking requirements are:

- Higher than necessary, to begin with!
- Do not incorporate sharing of parking and parking management, just number of physical parking spaces per land use.

The challenges and solutions in Beaumont exist elsewhere:

- Exclusive or reserved parking means we need more spaces, but they will sit empty more often.
- Sharing almost always means fewer parking spaces needed. Policies need to provide this flexibility.
- Every commercial parking district has excess parking. We should not require more.
- Manage the on-street parking to address parking spillover productively.

Parking Management Master Plan

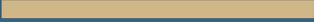
- Downtown Area Plan and General Plan Update
 - Took effect January 2021, incorporated goals and policies with flexibility to meet the needs of our community
- Downtown Beaumont Revitalization Plan
 - Council is focused on implementing many of the recommendations from the PMMP both in the downtown area and City wide.



Recommended Parking Management Plan includes:

- Revisit and reduce parking requirements where necessary.
- Share, share, share parking where and when possible!
 - Identify a designated pool of parking, from which businesses can draw required parking spaces and usable parking spaces.
 - Flexibly allow parcels and businesses to park in underutilized private and public spaces.
 - Manage and enforce parking on the street with time limits or similar restrictions, to nudge parkers to where they should and should not park.
 - Establish a (reasonably low) parking in lieu fee to fund a program of leasing off-street parking spaces and enforcing on street regulations. Sidewalk, bicycle or other transportation-enhancements can be a bonus.
- Be prepared to address parking on the street. Restriping and managing.

Questions?



**Additional questions for
all of our panelist?**

Tell us how we did!

Take a quick 2-minute survey to help us improve future Toolbox Tuesdays!



SCAN ME