



Los Angeles Area
Chamber of Commerce

Parking Policy Work Group

12/4/2008 DRAFT Recommendations:

Parking Requirements for Development

- **Increase parking for commercial spaces and residential that is near (major) transit lines to decrease overall parking.** In and around SCAG Transit Oriented Development corridors, parking requirements should be changed and shifted based on the multiple uses and transit options currently found and planned to be located in these areas. Reduce parking requirements for residential where tenants have a lower daily demand for parking. Increase parking for commercial use in targeted business corridors to increase pedestrian traffic.
- **Increase underground public parking through developer incentives.** Given the cost of off street parking development and the limited land available to develop, it is important partner with private development projects to provide public parking. The City can offer additional unit incentives, money for extra levels of parking structures, ease height limitations and a host of other incentives to encourage increased parking.
- **Allow more flexibility in private parking requirements.** Parking requirements have often been set using a “one-size fits all” approach using information gathered during peak periods at developments with ample parking in areas with few public transit options. In many cases this has created an oversupply of parking and unduly increased development costs. Residential and commercial buildings should be allowed to have multiple users of parking based on hours of operation. This decreases the amount of parking needed based on real usage, especially in mixed use areas.
- **Manager Parking supply through shared parking plans and leasing of off sight facilities.** Allow buildings to provide parking for multiple users, which will create more supply of off-site parking for residential and office tenants. Reduce parking requirements for seniors, affordable housing users, and other resident groups that are that are unlikely to use onsite parking.

Public Parking

- **Adjust on-street parking rates and coordinate with off street parking to increase on-street space turn over.** According to Donald Shoop, author of the “The High Cost of Free Parking” vacancy rates at meters should be approximately 85%. Adjust LA parking meter costs based on real time data to encourage free space turn over. Availability of

parking will minimize the number of drivers circling for spaces and the resulting congestion. Coordinate off street parking with meters easy to access spaces for long term users.

- **Create multiple and flexible uses for on street parking depending on time of day.** Parking and traffic demands change constantly through out the day on urban streets. Allow for multiple uses through out the day, including short and medium-term parking, product deliveries, anti-gridlock zones and valet (where appropriate). Metering should reflect this variety of uses with multi-space coordination that changes based on availability of parking and use structures throughout the day.
- **Build new off street public parking through joint-use agreements public-public and public-private partnerships.** Work with private parking operators and the Business Improvement Districts to create parking districts which finely coordinate on street and off street parking with valet services to maximize efficiency and improve traffic flow.
 - District-level parking funds can be used to defray construction, operations, and maintenance costs of the facilities as well as providing some streetscape improvements. By reinvesting funds generated by neighborhood parking back into their source. Old-Town Pasadena credits some of its success to a restructuring of its parking policy and reinvestment of funds in public improvement projects.
- **Explore long term leases for parking structures to raise capital.** In 2006, the City of Chicago selected Morgan Stanley and LAZ Parking for a 99 year concession of a large underground parking facility of 9178 spaces. Money generated was then used to create a trust fund for City parks. This type of program is becoming more and more attractive in a number of cities because of the growing need for public infrastructure funding and the attractiveness and demand for infrastructure purchases by private investors.

Other Parking Policies

- **Create system wide transportation networks.** Reward good transportation habits by connecting parking, to use of transit and toll-roads. Drivers who use Metro TAP passes regularly should be able to receive a discount on toll-road fares and selected long-term parking facilities.