



# Parking Study Session

**Planning Commission – September 7, 2023**

# What is Parking?

## Off-Street vs On-Street



***Title 21 - Off-Street Parking\****  
**Development Services**



***Title 10 – Parking Regulations (On-Street)***  
**Public Works**



# Parking Regulations

## Origins

- Columbus, Ohio known to be the first city to impose off-street parking requirements in 1923 for apartments.
- First parking meter installed on the southeast corner of First Street and Robinson Avenue on July 16, 1935 in Oklahoma City.
- Fresno, CA established the first parking requirements for nonresidential land uses (hotels and hospitals) in 1939.
- By 1949, 185 cities in the US adopted parking requirements for many land uses.
- Long Beach introduced parking requirements in 1952.



# Parking Regulations

## How are parking requirements established?

1. Refer to studies from outside organizations such as the Institute of Transportation Engineers, Urban Land Institute, etc.
2. Research other cities and replicate or modify to custom tailor regulations to their jurisdiction



# Academic Theories

## True Cost of Parking – Required Parking

- **Dictates Building Design**

- Projects tend to be shaped by parking requirements with buildings set back from the street (Willson 2013)

- **Cost of Construction**

- A recent study found that the parking spaces required for shopping centers in Los Angeles increase the cost of building a shopping center by 67 percent if the parking is in an aboveground structure and by 93 percent if the parking is underground (Shoup 2014)

- **Parking increases housing cost**

- Minimum parking requirements raise housing costs by about 13 percent for families without cars (Gabbe and Pierce 2017)





# Academic Theories

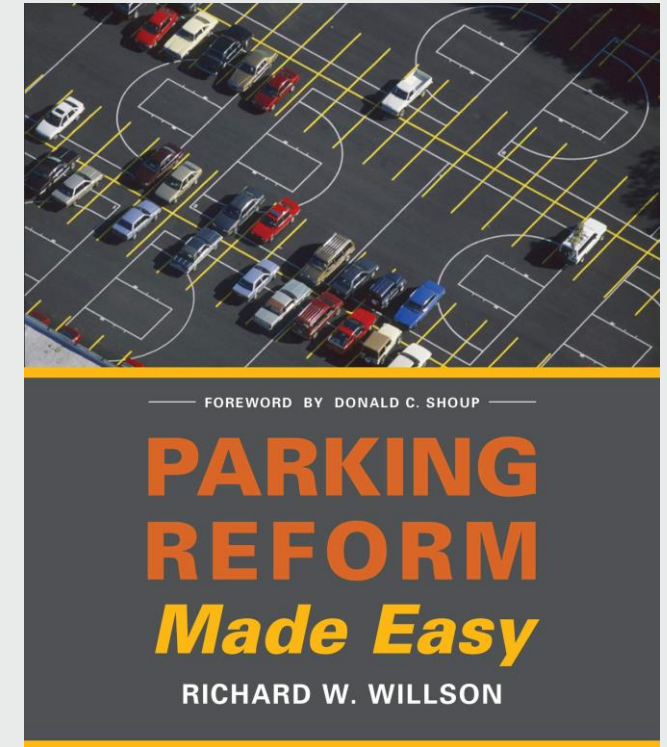
## Environmental and Behavioral Impacts

- **Climate Impacts**

- Parking requirements increase hardscape area, causing urban heat island effects, increased rainwater runoff, and reduced ground water recharge (Willson 2013)

- **Air Quality**

- Parking requirements encourage private vehicle travel which results in “cruising” for parking.
- Avg. cruise for a vacant parking space ranges from 3.5 – 14 min. (Shoup 2015)
- Cruising for parking results in higher vehicle miles traveled (VMT) which increases air pollution and causes higher greenhouse gas emissions.



# What Other Cities are doing

## Reforms

- **Removal of minimum off-street parking requirements**
  - 1) Culver City, CA, 2) San Jose, CA, 3) Buffalo, NY and more
- **Parking Maximums**
  - Portland, OR
- **Dynamic Pricing for Curb Parking**
  - *Sfpark* in San Francisco
- **Parking Benefit Districts**
  - Old Pasadena - 1993
- **Progressive Parking Fines**
  - Claremont, CA
- **Parking Discounts for Residents and Clean Cars**
  - Monterey, CA – Discounts for Residents (first 2 hours free in municipal garages)

# What Other Cities are doing

## Reforms

- **Converting Private Parking Lots into Paid Public Parking**
  - Sacramento, CA – Contracts with property owners to manage private parking lots as public lots
- **Block-Your-Own-Driveway Parking Permits**
  - Long Beach, CA – Permit required for those in parking impacted areas
- **Parking Cash Out**
  - Santa Monica, CA - Employers with 50 or more employees who lease their parking and subsidize all or part of that parking to implement a parking cash-out program
- **Parking Caps**
  - Zurich, Switzerland and Hamburg, Germany – Froze parking in their central business districts



# Practical Issues with Parking

- High degree of public interest –quality of life issue for residents
- High public demand
- Accessibility and special population concern
- Resistance to Paying for Parking
- 'True' Parking Shortages
- Limited control over alternative transportation options

# True Parking Shortages

## Downtown/Alamitos Beach Parking Study Initiative

- **Downtown has underutilized off-street parking**
  - Inefficient parking, insufficient wayfinding signage, lack of promotion, and knowledge of availability of parking
- **Alamitos Beach is parking constrained during the evening and weekends**
  - Predominance of residential uses
  - Building construction age – 1943 and prior
  - Garages being used for storage

Attachment B

### City of Long Beach

DOWNTOWN LONG BEACH AREAS  
PARKING STUDY

SEPTEMBER 2018

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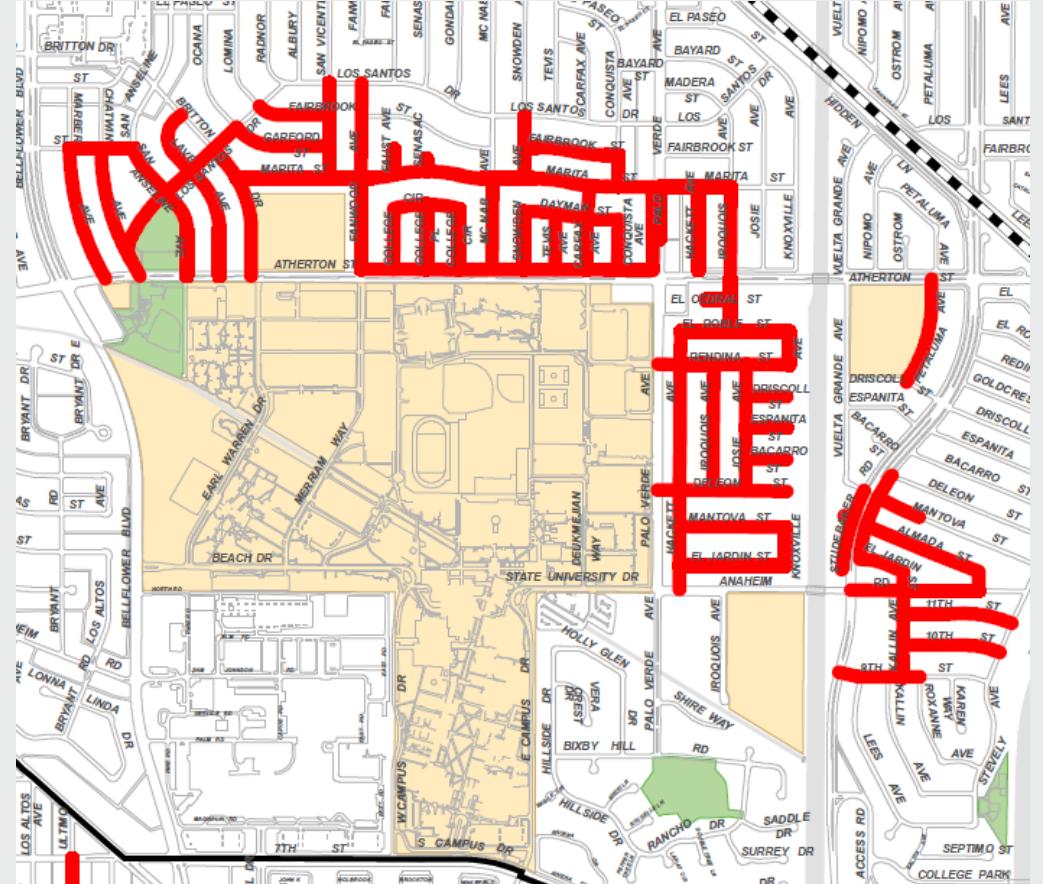
JB73032

## Permit parking districts, adjacencies to university and sporting, etc.

## Preferential Residential Parking (1979)

- Misuse of available off-street parking
- Parking of motor vehicles on street by nonresidents for extended periods of time
- Ignoring of public transit alternatives to automobile travel available to said nonresidents

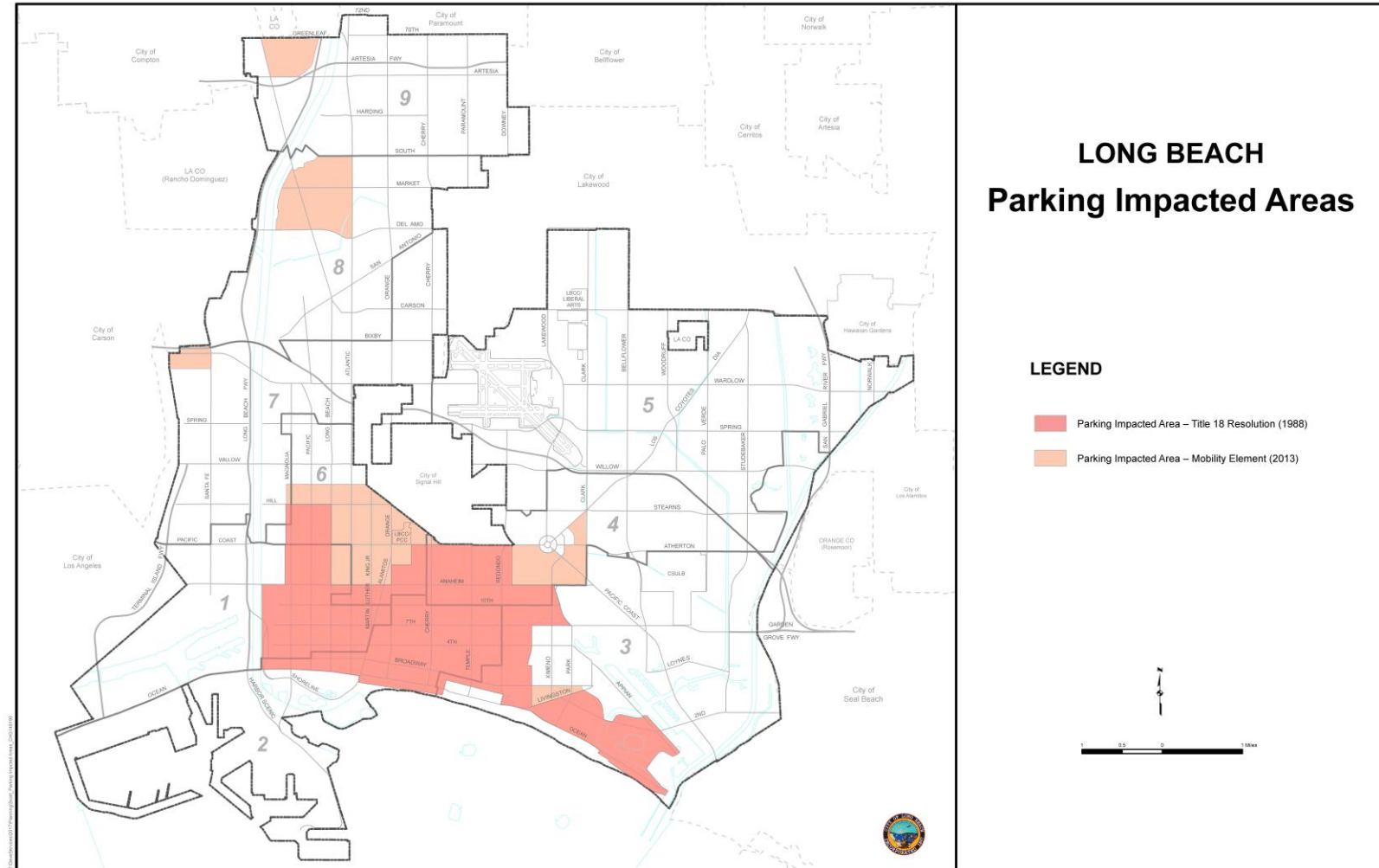
“...resulting in neighborhood decline in said areas by reason of traffic congestion, noise, air pollution, traffic hazards and inability of residents therein to park their motor vehicles near their residences.” – LBMC 10.32.010



# True Parking Shortages

## Parking Impacted Areas

- **Parking Impacted Areas (1988)**
- **Parking Impacted Areas (Mobility Element 2013)**

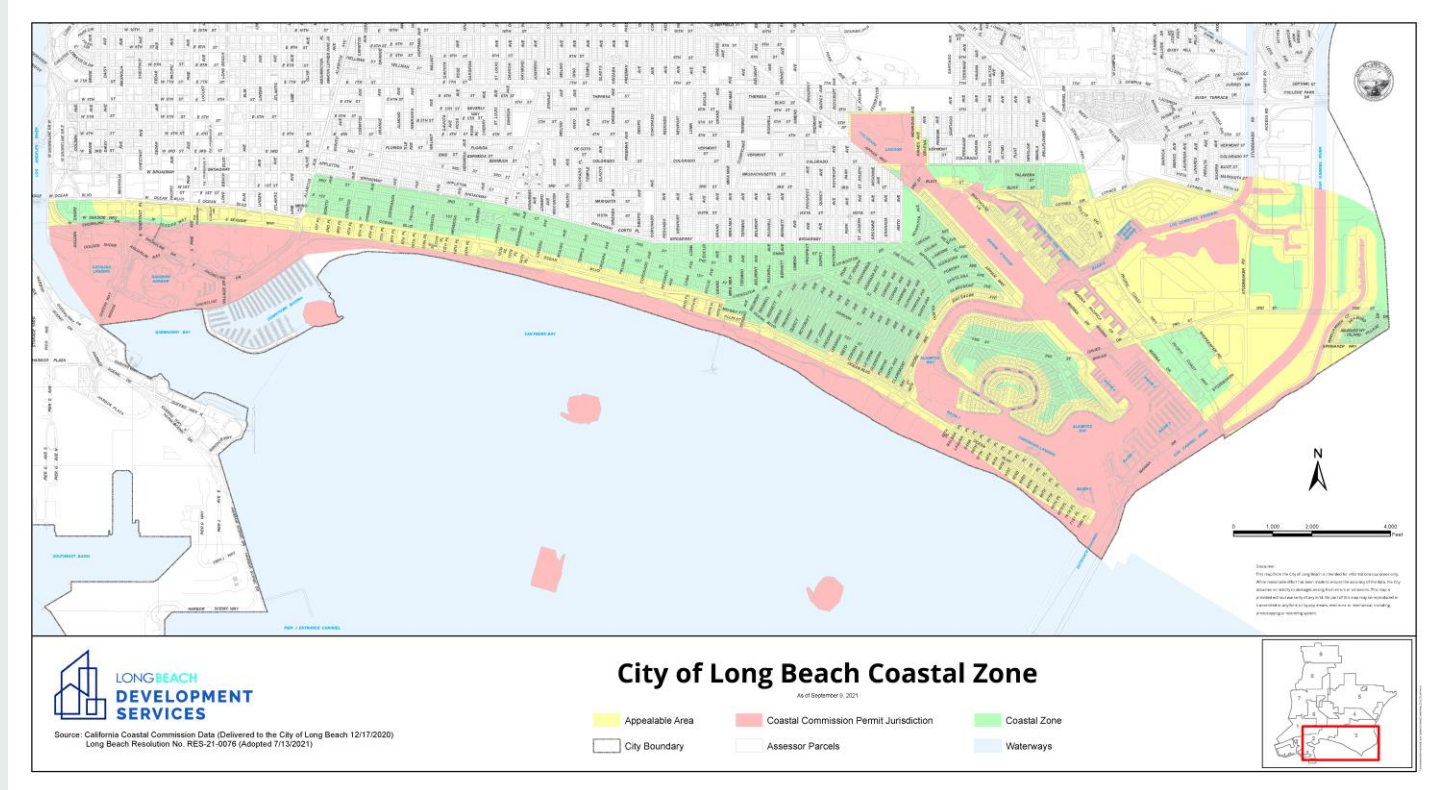




# Practical Issues with Parking

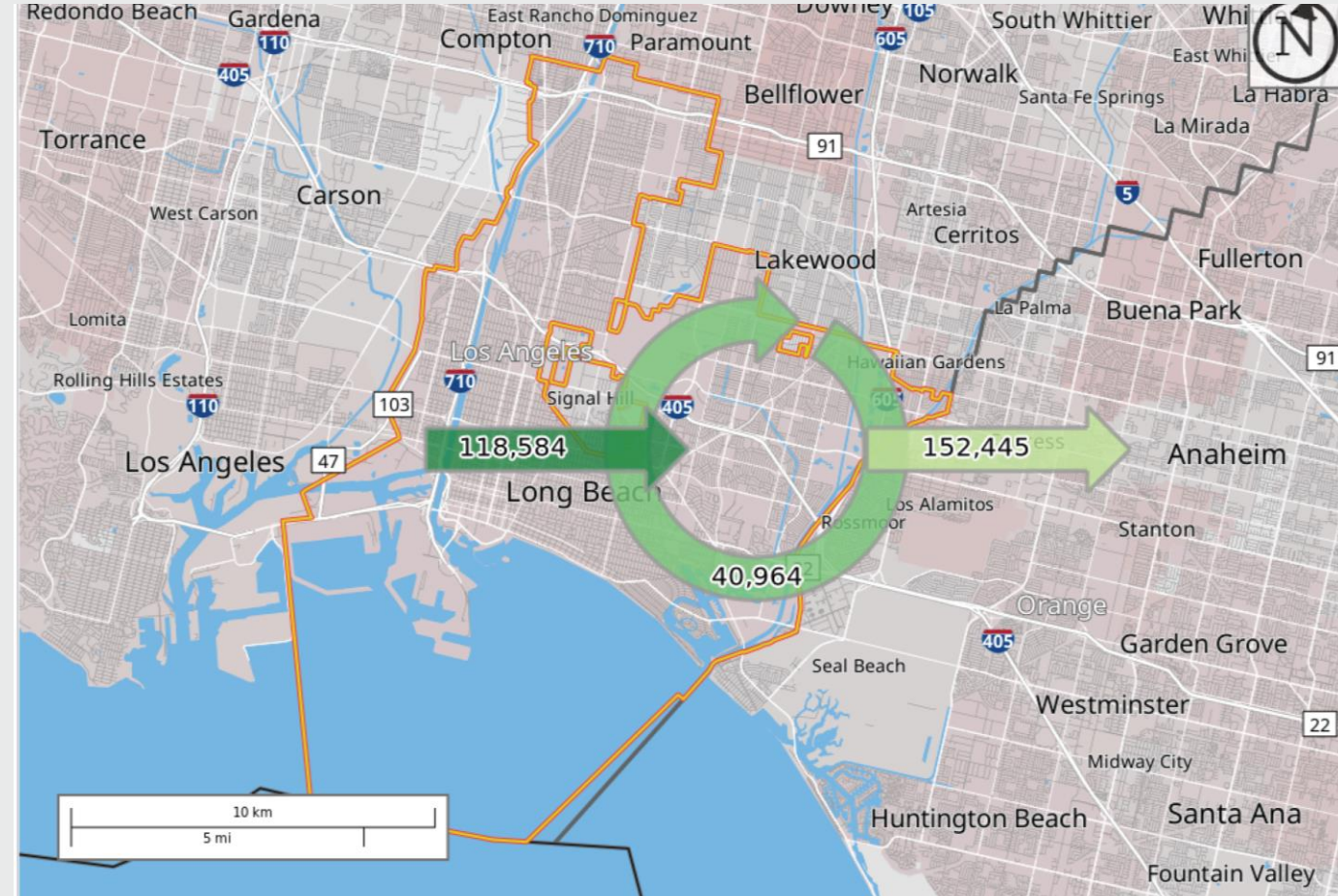
## Split Jurisdiction and Control with Coastal Zone

- Coastal access by *all* is the priority of the Coastal Commission
- Parking facilitates access when viable alternatives are not readily available



## Parking and economic development for jobs

- People still drive to work.
- About 74% workers commute to the City to work\*
- About 78 percent of residents commute outside of the city for work\*



\*2020 Census Data, pre-pandemic

# Practical Issues with Parking

## Housing Zoning Incentives

- Lowering or eliminating parking requirements removes an incentive to apply for Density Bonus and Affordable Housing



2400 Long Beach Blvd (In Construction)



# Parking in Practice

## Off-Street Street Parking (Mandatory Minimums) - Residential

### 3070 Pasadena – R-1-N (Single Family Standard)

- Not in Coastal Zone
- Existing Use: Vacant Lot
- Proposed Use: Single Family Home with 2 Bedrooms<sup>1</sup>
- Parking Required: 2 Car Garage<sup>2</sup>

Number of Units/Bedrooms	# of Spaces per Unit	Coastal Zone
Unit Parking		
0 bedrooms (not more than 450 sq. ft.)	1.0	1.0
1 or more bedrooms (or zero bedrooms, 451 SF or more	1.5	2.0
2 bedrooms or more	2.00	2.00
Guest Parking	1 Space/4 Units	1 Space/4 Units



<sup>1</sup>21.41.216 - Parking—Required number of spaces. (In calculating required parking spaces, all rooms other than 1 living room, 1 dining room, 1 kitchen, and bathrooms shall be calculated as bedrooms.)

<sup>2</sup>21.41.213 - Parking—Garage required.



# Parking in Practice

## Expansion

### Residential Use with Nonconforming Parking can expand up to 250 SF.

Residential uses with nonconformities are subject to varying levels of restriction, e.g. a 250 sq. ft. limit on expansion depending on the degree of nonconformity.

### What about Commercial?!

A *conforming* nonresidential use with **nonconforming parking may be expanded or intensified, as long as parking is provided for the expansion or intensification in accordance with current parking standards.** The required number of spaces shall be calculated based on the additional square feet of new construction or other applicable unit of measurement.



# Parking in Practice

## Off-Street Street Parking (Mandatory Minimums) - Commercial

**Darrell wants to open a 3,000 SF Southern BBQ restaurant with entertainment and is currently looking at two locations:**

### Location 1

- Zone: PD-30 (Downtown Plan)
- Parking Requirements
  - 1 per 1000 SF, Projects containing less than 6,000 SF are exempt

### Location 2

- Zone: CNP (Commercial Neighborhood Pedestrian)
- Parking Requirements
  - 10 per 1,000 GFA of dining area, plus 20 per 1,000 for tavern area and 25 per 1,000 for dance floor

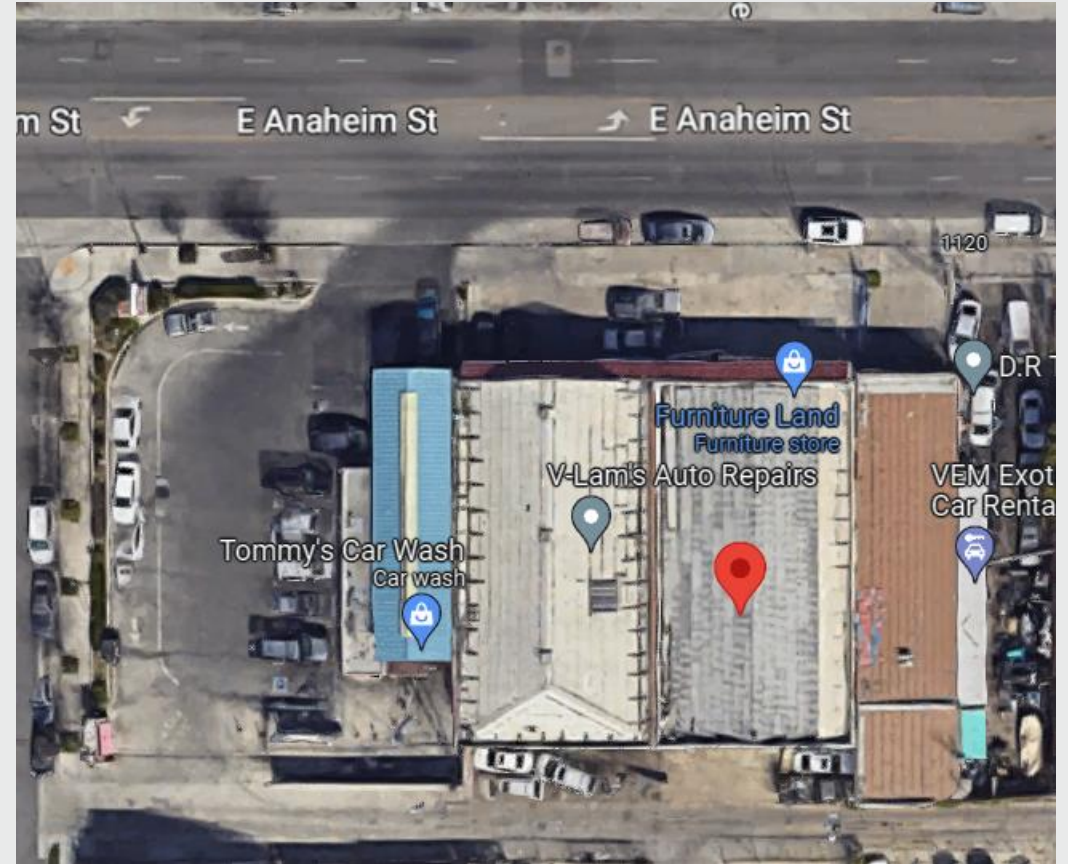
Proposed	PD-30	CNP (LBMC 21.41)
1,000 SF of Dining	N/A	10 Spaces
1,000 SF of Back of House/Restrooms	N/A	N/A
500 SF of Tavern Area	N/A	10 Spaces
500 SF of Dance Floor	N/A	12.5 ≈ <b>13</b> Spaces
Total Parking	N/A	33 Spaces

**Which location will get to dance?**

# Parking in Practice

## Reuse of Existing Structures – Change of Use

- **Tenant Space – 1066 E. Anaheim St – 5,000 SF**
- Originally constructed as an auto repair shop with 2 on-site parking spaces
  - Constructed in 1920
- Existing Use – Furniture Store
  - Parking ratio is 2/1000 SF of GFA for a total of 10 off-street parking spaces required.
  - Legal Nonconforming Use
- Proposed Use – Corner Market with Fresh Food
  - Parking ratio is 4/1000 SF of GFA for a total of 20 off-street parking spaces required.
- In order to establish this use under the current zoning code an **additional 10 parking spaces** would have to be provided off-site or in a shared configuration with an administrative use permit.



# Recent Parking Regulation Changes

## State Law

- 100% Affordable Projects
- Density Bonus Projects
- ADUs
- AB2097





# Recent Parking Regulation Changes

## Accessory Dwelling Units (ADUs)

- Max. one space required, none if within a half mile of transit or meeting other non-automobile alternative mobility criteria
- Replacement parking is **not** required for conversions of existing residential garage or carport space

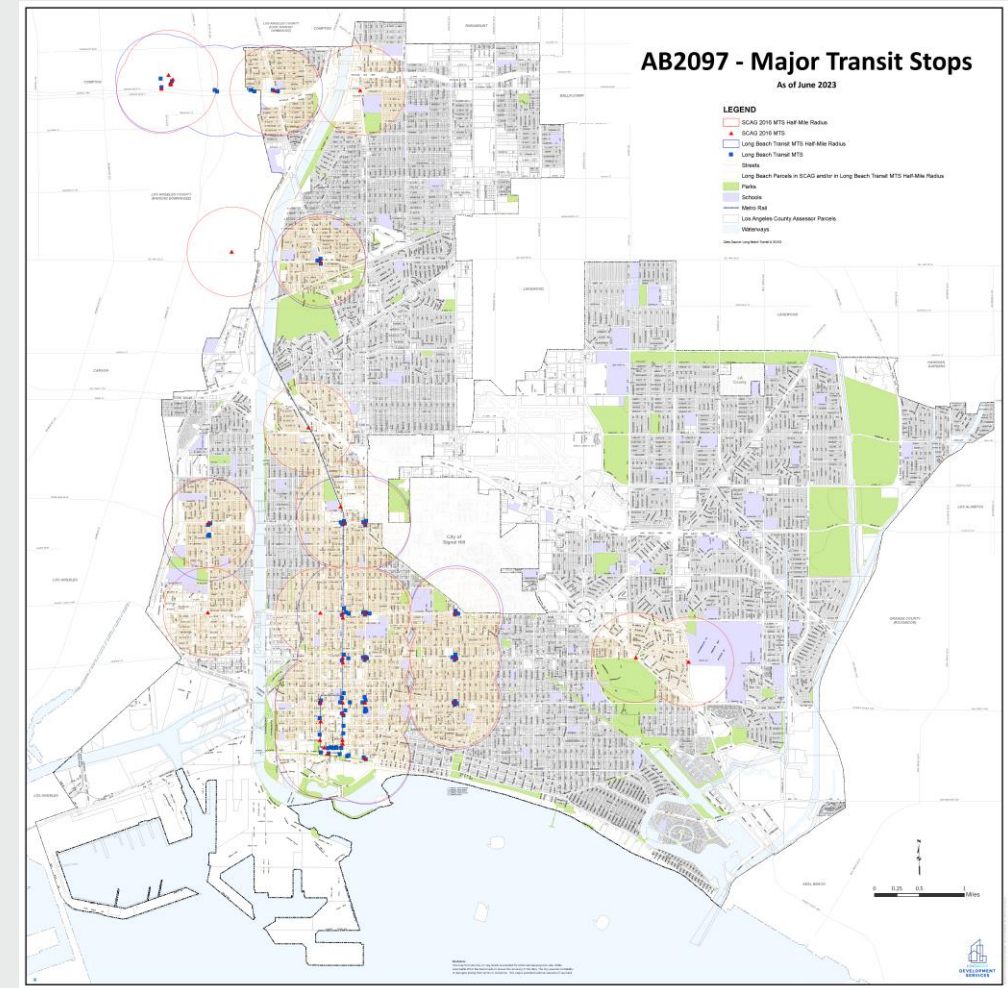


# Recent Parking Regulation Changes

## AB2097

- Parking for residential and commercial projects are exempt for parking requirements if near Major Transit Stops\*
  - An existing rail transit station,
  - Ferry terminal served by either a bus or rail transit service
  - Intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less **for all routes** during the morning and afternoon peak commute periods
  - Major transit stops identified in in a regional transportation plan (SCAG – Connect SoCal)

\*Except event centers, hotel, motel, or transient lodging uses



# What has the City done?

- Parking lifts and building code accommodation
- Exemptions for Historic Structures
- Mobility Element
- PD-30 and Midtown Specific Plan
- Enhanced Density Bonus
- Title 22 Buildout: Zone In: Uplan Phase 1, WestLB

# Parking Types and Accommodation



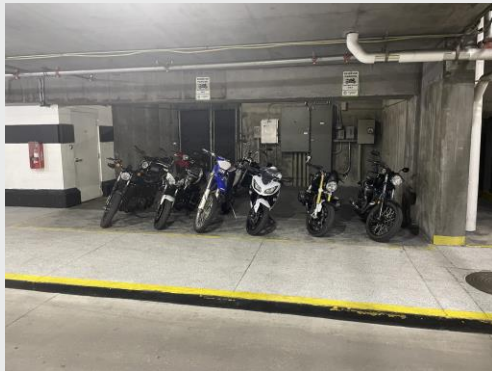
**Shared Parking**



**Parking Lifts**



**Tandem Parking\***



**Motorcycle/Scooter  
Parking**



**Off-Site Parking**



***Loading Spaces***

\*Zoning has special standards regarding this.

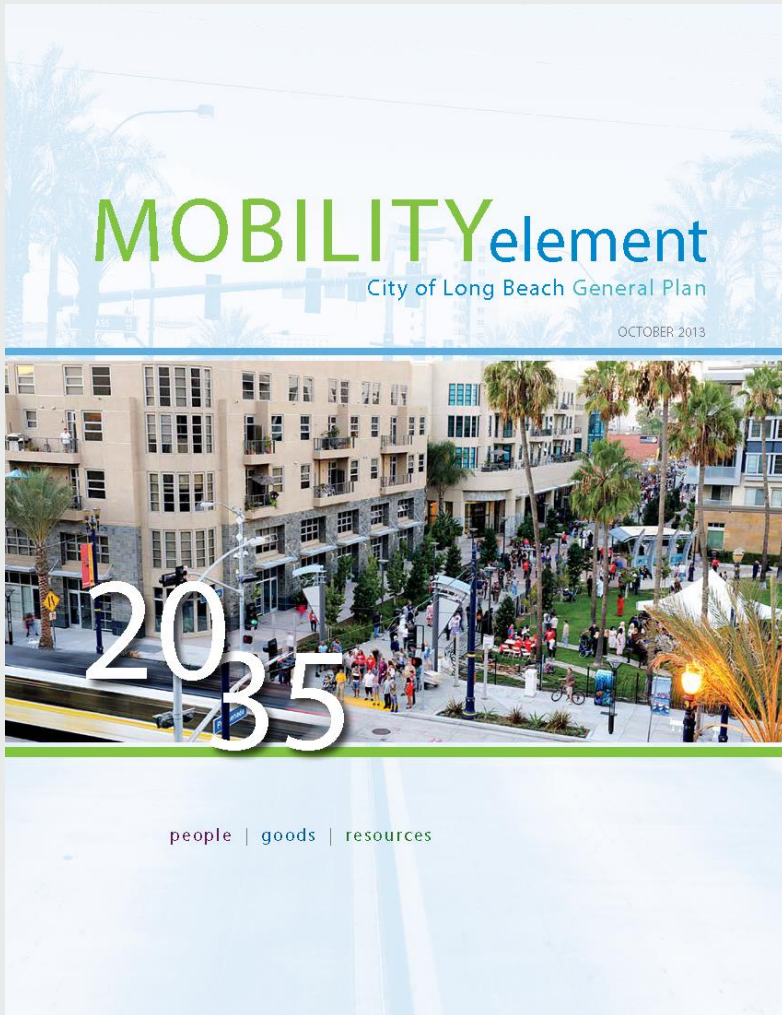


# Historic Structures

**Changes or expansions** to historic landmarks, contributing buildings, structures, and lots *with non-conforming parking* **located in historic landmark districts** exempt from additional parking requirements.

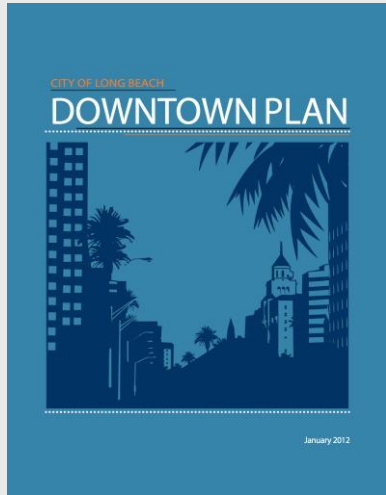


# Mobility Element



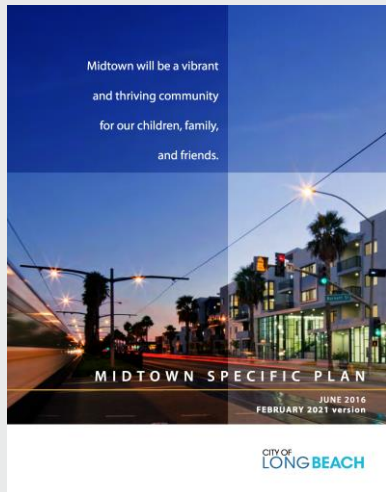
- Adopted 2013
- Focuses on right-size parking supply.
  - Encourages shared parking, Park Once Policy, unbundled parking
  - Reductions for mixed use projects using a Transportation Demand Management Program or major transit proximity
  - Encourages neighborhood parking lots/shared parking with commercial uses to help alleviate residential parking issues

# PD-30 and Midtown (Reductions)



## PD-30:

- Categorizes parking different from standard zoning.
  - Ex: Professional Offices under 6,000 SF are exempt. Title 21 is 4/1000 SF
- Reduces Nonresidential parking for projects over 6,000 SF
- Dwelling units are parked at 1 space/unit + 1 guest space per 4 units.
- Transportation Demand Management can further reduce requirements.



## SP-1:

- Categorizes parking different from standard zoning.
- Dwelling units are parked by bedroom type such as 1 per unit for zero/one bedroom units.
- Reduces non-residential parking for projects over 6,000 SF
- Motorcycle and motorized scooter parking can substitute up to 2 spaces for projects with up to 20,000 square feet of gross floor area of non-residential space or up to 50 residential units.
- Transportation Demand Management can further reduce requirements.

# Enhanced Density Bonus (EDB)

- Adopted in 2021
- Allows a “bonus” of increased density, development standard concessions and other incentives over the state program in exchange for increased levels of affordable housing and other desired amenities (such as on-site childcare)
- Intended to facilitate the development of mixed-income, multi-family housing Citywide.

	EDB	Title 21
0 Bedroom (Less than 450 SF)		1 space/unit
0-1 Bedrooms	1 space/unit	1.5 space/unit (Coastal: 2/unit)
2—3 Bedrooms	1.25 spaces/unit	2 spaces/unit (Coastal: 2/unit)
4+ Bedrooms	2 spaces/unit	
Commercial Parking	First 6,000 square feet exempt; Title 21 zoning code parking requirements apply beyond 6,000 square feet	



# Rezoning Efforts



- **Title 22 (Transitional Zoning Code) to implement the General Plan Policies**
  - Lower parking ratios overall compared to Title 21
  - More flexibility with change of use parking
  - Parking Reduction Incentives for desired outcomes
    - Grocery Stores/Food Markets
    - Climate Mitigation and Adaptation
- **Completed Title 22 Rezoning:**
  - UPLAN Phase 1 – Adopted November 2020
    - Zoning update for Atlantic and Artesia corridors
  - Zone In: WestLB – Adopted May 2023
    - Zoning update for West Willow Street and Santa Fe Avenue in West Long Beach



# Reform Efforts Underway

- Zone In
  - Uplan Phase II
  - City Core
  - Bixby
- Change of Use Parking flexibility citywide
- ADU/SB9 Ordinance Update

# Zone In Projects Underway

## • UPLAN Phase II - In Progress

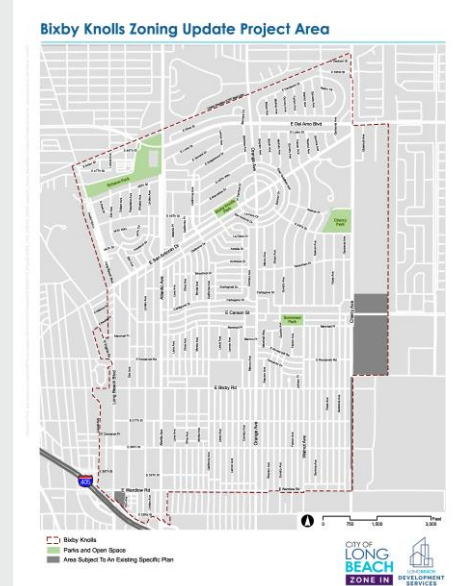
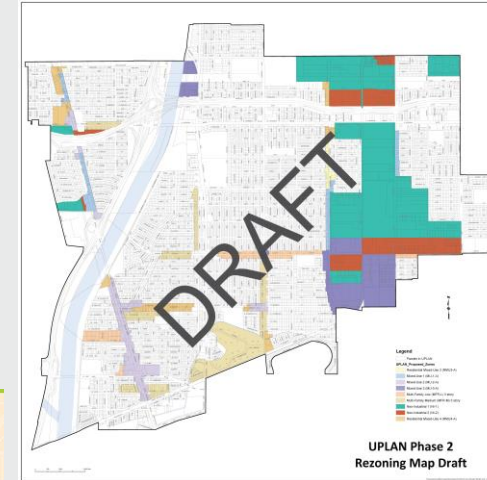
- Draft documents out now for public review
- Codifies MFR and NI zones in addition to mixed-use zones with more flexible parking requirements across zones
- Continues Phase I approach of prioritizing pedestrian-focused design and parking placement on major corridors

## • Zone In: City Core - In Progress

- Covers the area bounded by Pacific Coast Highway, 10th Street, Magnolia and Ximeno Avenues.
- Expands zoning districts in Title 22 to apply to Central Long Beach corridors and allows for residential parking to be met in a variety of ways (currently limited to garages)
- Draft documents expected Fall 2023

## • Zone In: Bixby- In Progress

- Covers greater Bixby Knolls area between UPLAN area and 405 freeway
- Will eliminate parking as an impediment to new businesses through relaxed change-of-use requirements
- Lower commercial parking requirements compared to Title 21
- Draft documents expected early 2024



# Change of Use Parking

## Citywide, Except Coastal Zone

- Remove the requirement for providing additional on-site, off-street parking due to a change of use (no expansion)
- For any building older than 10 years old, additional parking would no longer be required because of a change of use





## Updated ADU Ordinance, new SB 9 Ordinance

- State mandates for ADUs and two-unit residential developments in R-1 zones (aka SB 9) were legislated over the last several years.
- ADU and SB 9 mandates from the state could potentially allow up to 4 units on a single-family-zoned property.
- The City is currently updating the ADU ordinance and working on a new SB 9 ordinance to reflect local goals and objectives.
- The new local ordinances will incentivize provision of on-site parking for ADU and SB 9 developments.
- Adoption is expected in late Q2 or Q3 2024.

# Future Efforts

- Compact, tandem, valet and alternative parking
- Discretionary parking relief, shared parking, leased parking
- Comprehensive Zoning Code Update
- Completion of Land Use Element and Housing Element Rezoning Program
- AB2097 Implementing Ordinance
- Improving active transportation and public transit infrastructure

## Creating Long Beach Solutions

- Move toward a more accurate and reasonable requirement
- Create flexibility, context adjustment, and relief mechanisms
- Moving in a respectful, community informed manner



Thank you

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