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Poor parking policies hinder the supply and affordability of housing in Los Angeles

Locals should enact smart policies such as reduced parking requirements in transit-friendly neighborhoods

LOS ANGELES — Los Angeles needs significant reform to its parking policies in order to address the region’s housing shortage in transit-oriented neighborhoods, according to a new report from the nonprofit [Council of Infill Builders](#). [Wasted Spaces: Options to Reform Parking Policy in Los Angeles](#) finds that excessive parking requirements for new development, lack of adequate pricing and enforcement for existing parking spaces, and failure to better manage parking assets in the region wastes space, drives up housing prices and rents, and limits overall mobility in the region.

“For the past fifty years, we've been trying to manage parking by managing development, and we've failed miserably at both,” said Council of Infill Builders director and Civic Enterprise co-founder Mott Smith. “Finally, this report gives Southern Californians real tools that work for addressing the changing ways Angelenos move and live.”

Wasted Spaces contains priority policy solutions to address the parking challenges in Los Angeles, informed by an expert discussion convened by the Council of Infill Builders in January 2017. The report recommends that local policy makers prioritize these solutions:

- Eliminate, reduce or right-size minimum parking requirements for any new development project;
- Charge optimal pricing for parking and ensure revenue from enforcement benefits the local community; and
- Improve parking management rather than mandating new parking requirements in the zoning code, such as through shared parking and transportation demand options.

“Meeting LA's affordability challenges and growing the city around our transit network will require smart land use policies,” said Los Angeles City Councilmember José Huizar (District 14), “*Wasted Spaces* provides meaningful solutions for city leaders to consider in re-assessing and updating our parking policies.”



The report notes that three key barriers typically prevent local governments from adopting the priority policies. The barriers include public opposition to any changes in parking requirements, primarily based on fear of losing access to destinations; lack of data on actual parking needs and existing spaces; and excessive parking requirements used as leverage by local groups who trade reduced parking requirements for specific benefits to their issue areas.

To address these barriers, the report recommends that local leaders take the following steps:

- Reframe parking policy reform as “improving overall mobility and access to destinations” to alleviate local fears, as well as demonstration projects and policies to test out parking reform concepts with concerned neighbors;
- Gather, curate and centralize parking data in a clearinghouse to educate the public and policy makers about actual parking needs and supply in a given area; and
- Find common ground on housing and transportation policies with those seeking to leverage high parking requirements for concessions, such as by creating grants or other incentives for local jurisdictions that actively manage parking to address these conflicts.

[Wasted Spaces](#) cites a number of current planning processes throughout Los Angeles County that could test these concepts, such as planning efforts in downtown Santa Monica, the City of Los Angeles re:code LA, and the Los Angeles County Metropolitan Transportation Authority’s implementation of Measure M.

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About the Council of Infill Builders

The [Council of Infill Builders](#) is a 501(c)(3) nonprofit corporation of real estate professionals committed to improving California through infill development. Infill development revitalizes neighborhoods and communities, provides transportation choices, creates viable close-knit mixed-use areas, reduces greenhouse gas emissions, and improves the overall economy. The Builders seek to educate the public about these benefits through research and outreach.