

# Putting Parking in it's Place for Smart Growth

A Developers Perspective

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# + The Personal Vehicle



[Image via alston.com](http://alston.com)

# + Sprawl & Cars Have Been the Status Quo for Decades

- Car reliance is an outcome of sprawl development.
- We're seeing the negative impacts of sprawl manifest while we're beginning to recognize the benefits of changing our development patterns to infill and smart growth.
- Our land use patterns affect how we get around and it's foolish to let how we get around influence our land use patterns.
- It's difficult to accommodate the habits of sprawl when building infill.



[Photo from Geospacial Technology Program at Penn State](#)

# + Accommodating Cars in Infill Developments is Challenging

- Smart Growth= More Density
- Allowing more density often triggers excessive parking requirements
- Storing cars takes up valuable space, increasing costs, traffic and GHG, comprises building function and walkability
- Smart Growth inherently means people need to rely less on their cars, so fewer vehicles are needed.



Infill Development in Seattle's Pike/Pine Neighborhood  
Image from [riseandsprawl.blogspot.com](http://riseandsprawl.blogspot.com)



## Ignoring the Car is Also a Challenge

Concerned stakeholders complain, developers are concerned they won't be able to rent the spaces without parking, etc.

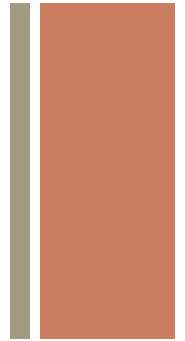
People *need* to get around: 63% of all trips made are to shopping, schools, and work.

Cities wanting to grow smarter need to think ahead rather than maintaining the status quo.

Affordable housing is a great platform for making regulatory changes with respect to smart growth and parking.



## + Facts about Affordable Housing and Cars



- 72% of people who moved to affordable housing developments are closer to, or the same distance from common destinations.
- Upon moving to affordable housing people report walking and using transit 30% more frequently.
- People who live in affordable housing generally own fewer cars per household than those who do not.

## + Parking Reduction Received

PROJECT NAME	LOCATION	UNITS	PARKING PROVIDED
Temple Art Lofts	Vallejo, CA	29	0
Lincoln Court	Oakland, CA	81	0.3 space/ unit
Garvey Court	El Monte, CA	63	0.7 space/ unit
Siena Court	Pittsburg, CA	111	0.9 space/ unit
La Valentina	Sacramento, CA	81	1 space/ unit
Entrata	Pittsburg, CA	28	1.1 space/ unit
Kings Beach Housing Now	Kings Beach, CA	77	1.5 space/ unit

# Temple Art Lofts Vallejo, California

Units: 29

Standard Parking Requirement: 45

Parking Spaces Permitted: 0

Vacant, REO in the heart of downtown, near amenities and transit.

Domus acquired the buildings in 2010 to create 29 units of affordable artist housing and community serving retail.

City waived parking minimum because they recognized the tremendous benefit this project would bring.





# Temple Art Lofts Vallejo, California



1954

- Appealed to stake holder sensibilities.
  - Historic preservation of landmark buildings.
  - Existing parking in large public lot across the street.
  - Project located near transit and amenities.
  - Project brings economic vitality to a downtrodden area.
  - Provision of affordable housing is crucial to social equity.
  - Affordable infill development creates beneficial economic, social and environmental outcomes.

# + Temple Art Lofts Vallejo, California

## ■ Project Outcomes

- Augment affordable housing stock for artists.
- Infusion of economic stimulus.
- Preservation of historic buildings.
- Not providing parking encourages tenants to shop locally, walk, bike, take the bus, and take the ferry.



# La Valentina North & Station Sacramento, CA

Units: 81

Standard Parking Requirement: 102

Parking Spaces Permitted: 81

Less parking meant more space to incorporate amenities such as ground floor retail, social service space, bike storage and a public plaza.

Cost savings and additional revenue stream from housing and retail mean project can support green building techniques such as rooftop solar panels, net-zero energy consumption and LEED Gold design.



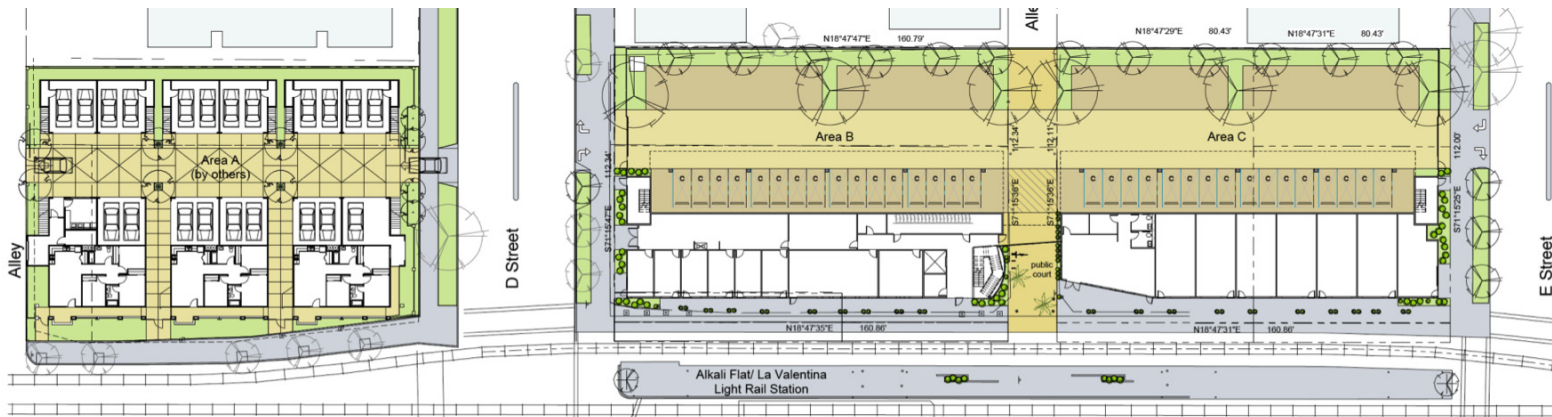


# La Valentina- An Affordable Transit Village



Well designed, well located affordable housing gives city a platform for flexibility.

- Zoning Change which allowed twice the density (36 DUA to 66 DUA)
- Reduced parking requirement to 1 space per unit due to proximity to light rail.
- Variances require less setback, increased height limits, and allows for ground floor commercial uses.



# + La Valentina Station

Designed by David Baker + Partners, Opening Spring 2012



# + La Valentina Station

## Northwest Perspective





# La Valentina Station

South Perspective





# La Valentina Station

East (rear) Elevation



# La Valentina North

Designed by YHLA Architects, Opening Spring 2012





# La Valentina -A Transit Village

Under Construction  
Opening Spring 2012



*La Valentina North*



*La Valentina Station*



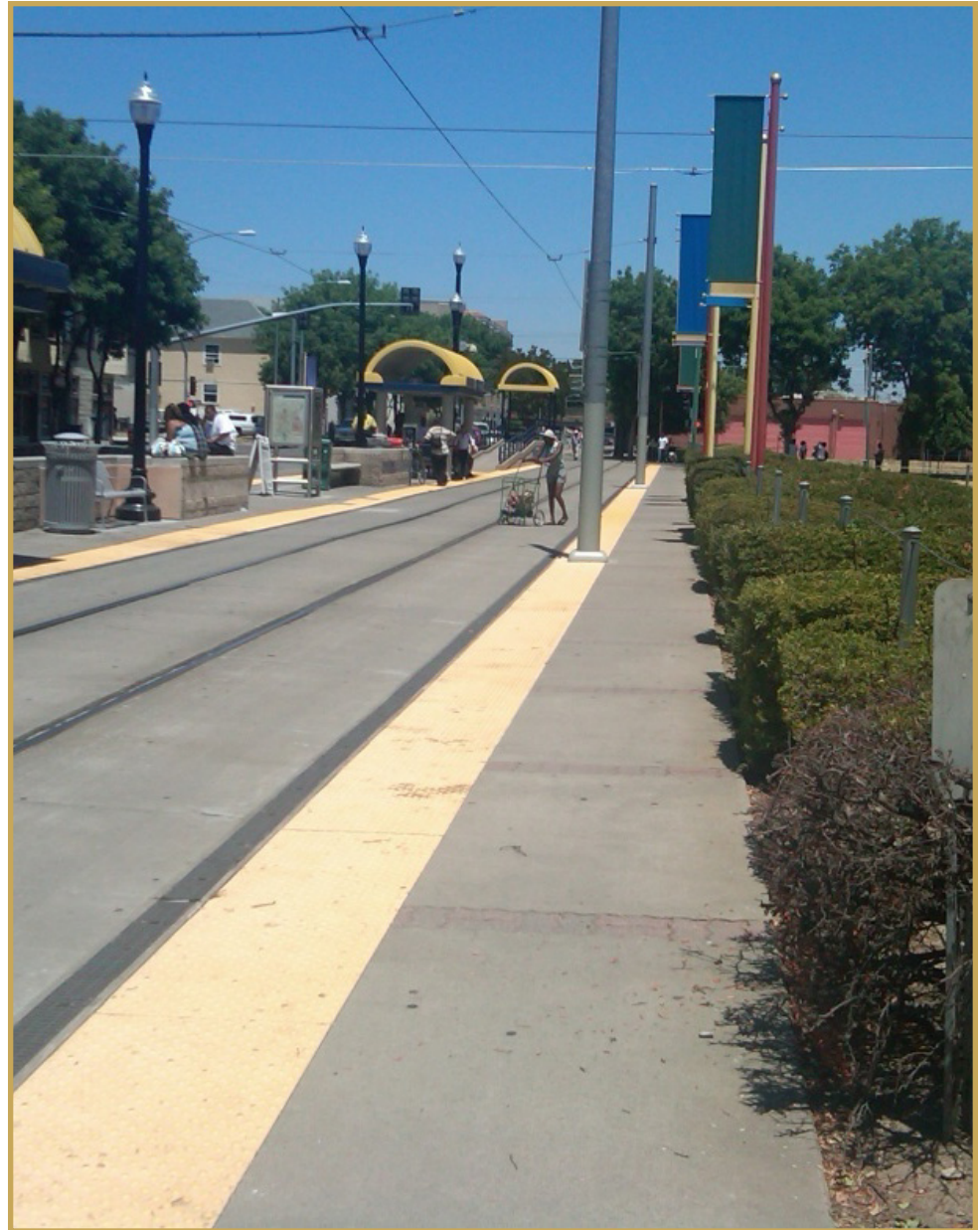
## La Valentina

### Project Outcomes

Designed for the pedestrian and transit user, not just the car.

Project was crucial to revive neighborhood, support transit and provide affordable housing for families.

City recognized benefits and was able to think big picture and did not constrain development on behalf of the car.



# + Conclusion

- Relaxing parking requirements supports smart growth by:
  - Creating less “dead” space and permitting more “useable” space and higher densities
  - Reducing costs of infill developments and making difficult projects more feasible
  - Benefits to the environment, human health, and the economy.
- Cities aiming to grow smarter should:
  - Eliminate minimum parking requirements
  - Allow for by right development for infill
  - Invest in transit
  - Support affordable housing

+ **THANK YOU!**

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