

# Los Angeles Downtown Parking Management Ordinance Implementation Project

## Parking Management Program Options



**CRA/LA**

*Building communities with jobs & housing*



ENGINEERS  
PLANNERS  
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Wilbur Smith Associates

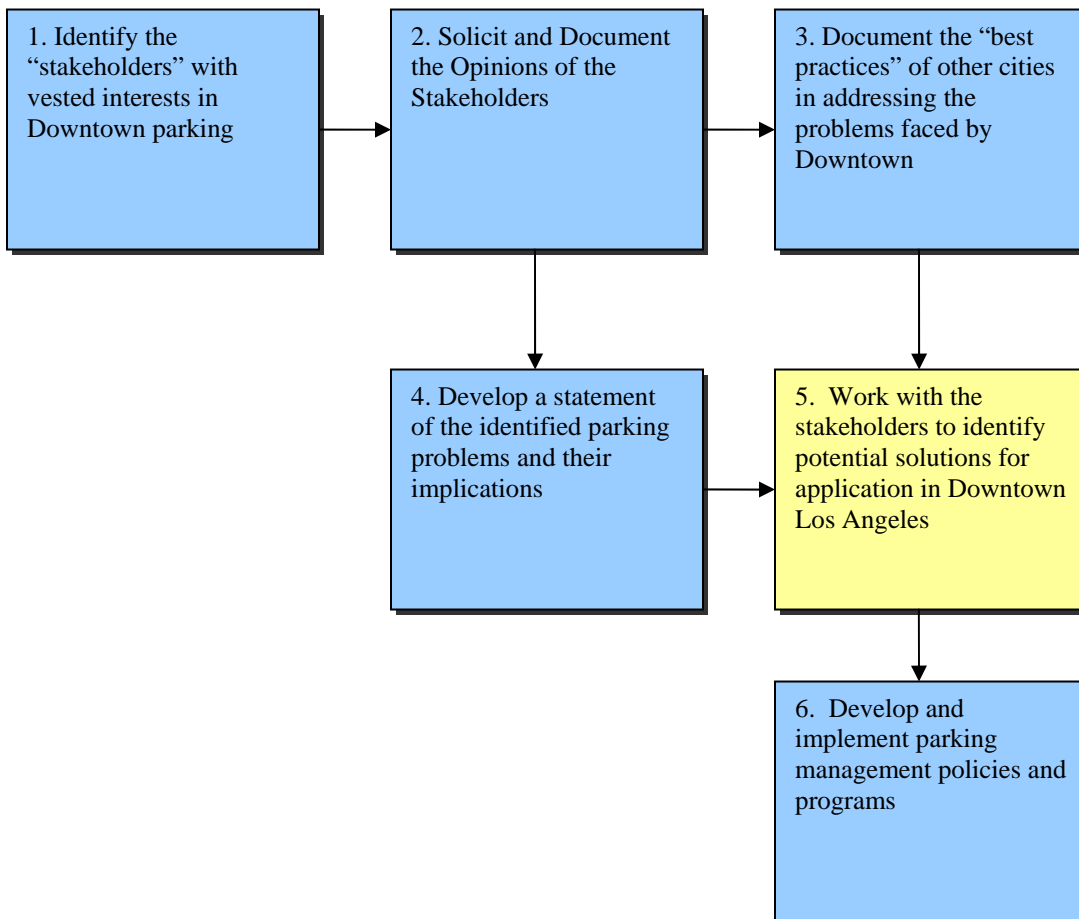
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## INTRODUCTION

This report builds upon several previous efforts to assist with the process of identifying potential solutions and strategies for addressing the parking problems in Downtown Los Angeles by the stakeholders. As shown in the diagram below this is Step 5 in the study process. Working with the stakeholders, the project team has developed several previous reports that document the opinions of the stakeholders (Step 2); and identify the “Best Practices” of other cities (Step 3). A Problem Statement report has been prepared and refined with the input of the Technical Advisory Committee and the Downtown Parking Task Force (Step 4).



This report attempts to bridge three areas: Linking the (1) problem statements to (2) specific solutions and strategies as identified in (3) the Best Practices research.

Downtown Los Angeles faces a host of choices concerning the provision and management of parking. Best practice experience from other cities suggests many innovative approaches, but parking requirements and parking management must be tailored to Downtown’s unique conditions. Parking plays a key role in Downtown’s accessibility and can help downtown’s stakeholders achieve their goals. This introduction provides background on downtown parking

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issues to set a context for the work products that are being developed for the Downtown Parking Management Ordinance Implementation Project.

The question of what sort of policy should succeed the Downtown Peripheral Parking Policy was an impetus for this study. The Peripheral Parking Policy was developed in the early 1980s for office developments, before the Downtown Strategic Plan, the Downtown Development Strategy, and many other planning initiatives.

Downtown stakeholders tell us that a much wider range of parking issues is of concern. The Downtown Development Strategy lists downtown's distinguishing features as "retail services, urban-scale housing, first-rate hotels, world-class entertainment and cultural venues, ethnic and cultural diversity, walkable scales, historic design and character, mass transit." The problem of parking requirements for office buildings, while still important, has been superseded by a broader set of concerns for parking Downtown has new development patterns, new residents and visitors, and new organizational capacities. Furthermore, parking management is now seen as important as ordinance requirements for new construction.

### **DOWNTOWN'S CONTEXT**

Downtown Los Angeles is the most accessible location in the region, whether measured by transit service, roadway capacity, or parking availability. As regional traffic congestion worsens, downtown's accessibility advantage will increase. The rail transit and bus network is extensive and growing, giving downtown the only location in the region to offer congestion-free access to a broad service area.

Key trends that shape the context for downtown parking are summarized below:

- Downtown continues to evolve into a mixed-use 24-hour activity center. Non-office land uses and activities are growing (e.g., adaptive reuse, new housing, entertainment and cultural developments). Parking needs for these uses are different than those for office space.
- Development of existing surface lots and the adaptive reuse of older buildings that have limited or no parking is prompting concerns about parking availability. Parking is less expensive and more available than in many comparable downtowns.
- Office building is inactive. However, increased leasing activity may put pressure on parking supply and roadway capacity and office development might resume in the future.
- Downtown's districts are more distinct and have stronger organizational capacity.
- The level of downtown street congestion is less than was anticipated in the 1980s.
- Transit usage has increased substantially since the 1980s.
- New ITS (intelligent transportation system) technologies are available for integrated traffic control and parking management systems.

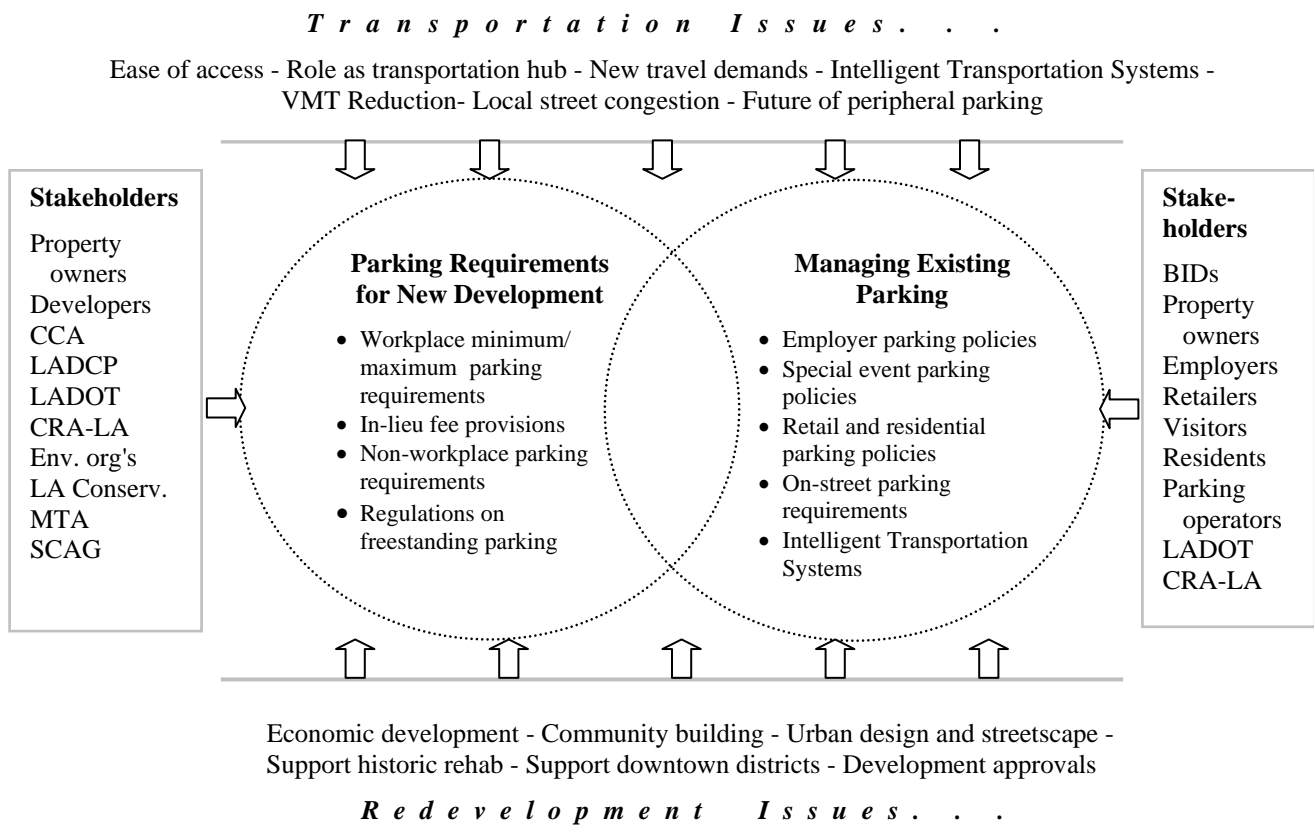
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Downtown parking issues are now broader than workplace parking supply and local street congestion. Making access and parking work for all users and residents of downtown will require a more comprehensive approach.

**A FRAMEWORK FOR UNDERSTANDING DOWNTOWN PARKING**

Figure 1 provides a framework for understanding the parking issue using two themes--1) parking requirements for development, and 2) the management of existing parking. They are shown in two dotted circles in Figure 1, indicating interrelationships between these two areas.

**Figure 1  
Parking Issues, Related Objectives and Stakeholders**



Parking and parking policy can be seen through the lenses of transportation and redevelopment. The following discusses the elements shown on Figure 1.

**Transportation Issues**

*Downtown Accessibility*

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- *Ease of access.* Parking affects perceptions about the ease of accessing downtown, affecting the visitor experience, downtown's role as an employment center, and downtown as a residential community.
- *Downtown's role as a transit hub.* No other location has the level of transit access or density of downtown. Suburban expectations about parking supply or price are unworkable in a dense CBD.
- *New travel demands.* Parking demands from new growth areas in downtown, such as housing, entertainment and retail uses, require attention.
- *Intelligent transportation system (ITS).* ITS strategies for integrated traffic management and parking guidance are not being exploited.

### *Traffic Congestion*

- *TDM and VMT Reduction.* Employers' parking policies can affect commuter mode choice and therefore the number of parking spaces needed, local and regional transportation congestion, and environmental sustainability.
- *Local street congestion.* On-street parking management affects local street congestion if drivers search for available parking.
- *Future of peripheral parking requirement.* The expected effectiveness of the peripheral parking policy has not been realized.

## **Redevelopment Issues**

- *Economic development.* Transit enhancements to Downtown and regional traffic congestion elsewhere give Downtown a strong regional access advantage. Some Downtown districts face strong competition from areas with more abundant parking. Expensive parking requirements hamper growth and revitalization.
- *Community building.* The supply of existing parking and diversity of parking use patterns can effectively support mixed-use development. Shared parking means that less total parking is required in downtown, compared to single-use centers.
- *Urban design and streetscape.* On-street parking can augment the pedestrian/streetscape environment and support 24-hour activities. Off-street parking can negatively affect urban design quality, driveway configuration, and pedestrian activities. Yet strategic location of off-street parking can promote walkability within Downtown.
- *Historic preservation.* Rehabilitation of some historic core areas may present a challenge in supplying parking needed for residential conversions and other uses.
- *Support downtown districts.* The multiplicity of downtown districts function in different competitive markets and may need parking strategies tailored to their particular market circumstances.
- *Development review process.* The current parking requirements add uncertainty and complication to development reviews and approvals, increasing cost and risks.

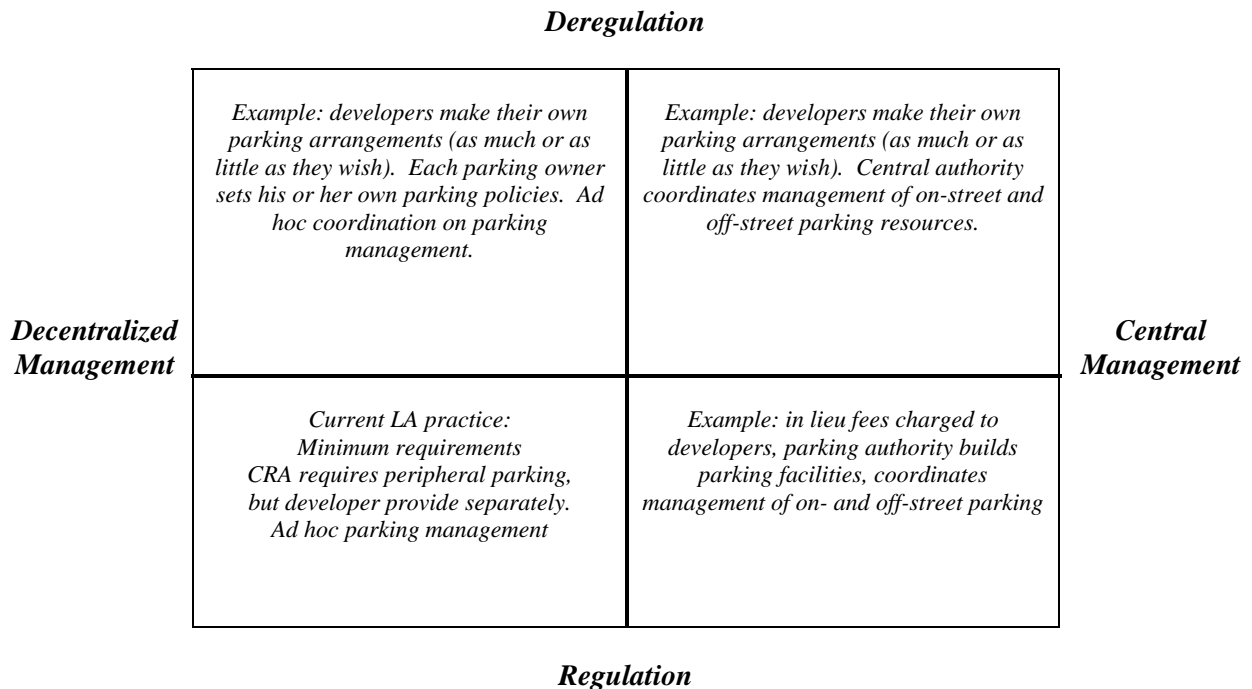
**UNDERSTANDING PARKING CHOICES**

Reviewing best practices and the input from the initial stakeholder outreach led the consulting team to consider a host of innovative possibilities for downtown parking. However, the applicability of the best practices depends on the context. For example, some best practices require a central organization to monitor conditions and set policy. Some involve new types of regulations, while others deregulate parking. We reached the following conclusion: **the possibilities for applying parking best practices to downtown Los Angeles are directly tied to decisions about the organizational and regulatory approach for parking.** There are two continua around which these choices can be organized:

1. central management of parking versus having property owners, parking operators, BIDs and the City run their own programs; and
2. strong City codes concerning minimum requirements, in lieu fees, etc., versus a deregulation approach in which property owners and developers (i.e., market forces) decide how much parking to provide.

Figure 2 arrays these choices, creating four quadrants.

**Figure 2  
A Framework for Understanding Parking Choices**



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The peripheral parking program involves numerous regulations (in the code and in CRA policy) and so is classified in the bottom half of the graph. It is decentralized in the sense that developers build their own peripheral parking facilities, operate their own shuttle systems and coordination between on- and off-street parking is ad hoc. The example in the bottom right quadrant includes policies where, for example, ordinances require the payment of in-lieu fees that would be used by a central parking authority to provide parking in strategic locations and that authority coordinates management of on- and off-street parking. The example in the top right quadrant includes circumstances in which parking requirements are minimized or eliminated, but a central parking authority coordinates on-street and off-street parking. Finally, the top left quadrant would be a circumstance in which parking requirements are minimized or eliminated and individual property owners make their own parking arrangements.

There are many middle positions between these four examples. The middle of the regulation continuum might be a situation in which there is limit on the maximum number of spaces that could be built by a developer, but no minimum. The middle ground on organization might be a series of district-based parking authorities but not a downtown-wide authority.

Finally, the place stakeholders end up along these continua might vary according to the type of parking that is being discussed. For example, there could be a policy where there is central management and regulations for visitor parking (retail, hotel, and special events) but deregulation and decentralization concerning parking for downtown workers.

Study team members believe that is important to learn more about stakeholders' preferences in these areas because they determine which best practice parking strategies are possible and how they might be applied. For example San Francisco is known for its "Transit First" policy that purposely limits the amount of parking which can be provided downtown. Santa Monica and Beverly Hills have well developed systems of public parking structures and lots which have been successful in supporting their vibrant retail districts. Seattle has replaced all its parking meters with new "pay-and-display" machines which accept coins, currency, and credit cards. The question is whether these practices, which have worked well elsewhere, would be appropriate in Downtown Los Angeles.

### **SUMMARY OF PARKING PROBLEMS – SOLUTIONS AND STRATEGIES**

In the development of the problem statement four key mega issues or goals have emerged:

1. Optimize the Performance of On-Street Space
2. Reach Out and Serve Customers and Clients. Assure and Deliver on Quality and Convenience
3. Use Parking Management to Support the Economic Growth and Vitality of Downtown
4. Understand, Collaborate and Support Infill, Adaptive Re-Use and Existing Users

In working with the TAC and the Task Force the following refinements or elaboration of these goals were developed:

## DOWNTOWN PARKING MANAGEMENT ORDINANCE IMPLEMENTATION PROJECT

1. **Optimize the Performance of On-Street Space** to enhance the use of this prime parking supply by customers and short-term visitors, and to provide access for goods delivery and service vehicles.
2. **Reach Out and Serve Customers and Clients** through enhancements to the accessibility and the convenience of public and private off-street parking. **Assure and Deliver on Quality and Convenience** for customers, visitors, employees, and residents. Provide adequate facilities for goods delivery, loading, and service activities.
3. **Use Parking Management and Regulation to Support the Economic Growth and Vitality of Downtown** and to encourage use of the regional and local transit network as well as other alternatives to the single occupant automobile.
4. **Understand, Collaborate and Support Infill, Adaptive Re-Use and Existing Users** including the historic and legacy buildings in the downtown. Develop solutions to support a 24-hours a day, seven-days a week downtown environment and to accommodate the special needs of such uses as the theatres, the filming industry, the growing downtown residential population and the existing commercial districts.

For each of these major classes of issues a matrix has been developed which summarizes the issues and opportunities that have been identified. The matrix then matches each issue with a range of specific solutions or strategies. Many of these solutions were identified in the research on Best Practices and have been proven to work well elsewhere as is noted in the matrix. The matrices are presented on the following pages.

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**SUMMARY OF PROBLEM STATEMENTS AND ALTERNATIVE SOLUTIONS**

**1. Optimize the Performance of On-Street Space**

Issues & Opportunities	Alternative Strategy or Solutions	How it works	Where it has been done?
ON-STREET PARKING IS USUALLY FULL, MAY BE UNDERPRICED OR ABUSED BY LONG-TERM PARKERS	1. DEVELOP AND MAINTAIN AN UP-TO-DATE DATABASE OF ON-STREET PARKING, USE OF CURB LANE RESOURCES	Develop of a comprehensive database of on-street parking spaces and parking meters, including times of permitted use, meter rates, loading zones and other restrictions. Develop data monitoring and reporting systems that facilitate real-time maintenance and management	<ul style="list-style-type: none"> <li>➤ San Francisco (South of Market)</li> <li>➤ Sacramento (in progress)</li> <li>➤ Portland, Oregon</li> <li>➤ Seattle, Washington (through the Puget Sound Regional Council – PSRC)</li> <li>➤ Spokane, WA (completed in 2004).</li> </ul>
	2. INCREASE PRICES TO ENCOURAGE TURNOVER, DISCOURAGE ABUSE	Increase the hourly cost of on-street parking to approach or equal typical off-street hourly rates for short-term parking.	<ul style="list-style-type: none"> <li>➤ Burlingame</li> </ul>
	3. ADOPT MARKET-BASED PRICING, ADJUSTING SUBAREA PRICING TO ACHIEVE 85-90% PEAK OCCUPANCY	Market based pricing would produce a varied pricing structure that would increase turnover the most in the most valuable spaces. It would be based on observed occupancy. Benefit is that on-street space would always be available. Could also be adjusted by time of day. Use revenues from higher on-street rates to improve equipment, maintenance, customer service, sidewalk improvements, etc.	
	4. MODIFY ENFORCEMENT TECHNIQUES AND ORDINANCES TO REDUCE ABUSE	Focus enforcement efforts on repeat offenders and long-term parkers using short-term spaces. Consider employee vehicle registration programs and penalties for “moving to evade.” Consider increased fines as well as fines that escalate with continued offenses.	<ul style="list-style-type: none"> <li>➤ Palo Alto</li> <li>➤ Corvallis, OR</li> <li>➤ Spokane, WA</li> <li>➤ Bend, OR</li> </ul>
	5. INCREASE THE AMOUNT OF PARKING AVAILABLE: <ul style="list-style-type: none"> <li>➤ Diagonal Parking</li> <li>➤ Valet Parking</li> <li>➤ Remove space markings/add multispace meters.</li> </ul>	Identify areas where additional on-street parking can be added. Offer public valet parking zones in commercial districts.	<ul style="list-style-type: none"> <li>➤ Walnut Creek (valet)</li> <li>➤ Oakland (Diagonal parking)</li> <li>➤ Venice Pier (valet)</li> <li>➤ Portland (valet)</li> <li>➤ Paris</li> </ul>

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SUMMARY OF PROBLEM STATEMENTS AND ALTERNATIVE SOLUTIONS			
1. Optimize the Performance of On-Street Space ( <i>continued</i> )			
Issues & Opportunities	Alternative Strategy or Solutions	How it works	Where it has been done?
PARKING TIME LIMITS INAPPROPRIATE FOR NEEDS OF THE AREA	1. REGULARLY MONITOR, EVALUATE USE OF ON-STREET PARKING, USE OF CURB LANE RESOURCES	Develop procedures to regularly measure how on-street parking spaces are being utilized, including how long parkers stay during which periods of the day and days of the week, in what way parking resources appear to be over-utilized or under-utilized	<ul style="list-style-type: none"> <li>➤ Burlingame</li> <li>➤ San Francisco (South of Market)</li> <li>➤ Spokane, WA</li> <li>➤ Markham, ONT, Canada</li> <li>➤ Portland, OR</li> <li>➤ Dallas, TX</li> </ul>
	2. STANDARDIZE, SIMPLIFY PERMITTED TIME RULES	Create a standard time limit based on surveys of actual stays (e.g., 90 minutes), and create exceptions for short-term spaces.	
	3. ADOPT A “PAY FOR THE TIME YOU NEED” PROGRAM	Parkers can purchase validations from a machine for the amount of time they wish. Other devices such as hang-clocks and even a cell-phone call in system exist for this system. This can be used for employee parking as well— instead of a monthly pass they pay by the hour using hang-clocks, thereby encouraging part time ridesharing.	<ul style="list-style-type: none"> <li>➤ Paris, France</li> <li>➤ Aspen, Colorado</li> <li>➤ University of Washington, Seattle</li> </ul>
ENFORCEMENT IS PERCEIVED TO BE TOO AGGRESSIVE	1. ADOPT CUSTOMER FRIENDLY ENFORCEMENT PROGRAMS	<p>Officer training to emphasize customer convenience over revenue generation. Implement customer oriented enforcement practices:</p> <ul style="list-style-type: none"> <li>➤ Grace periods</li> <li>➤ Warnings for first time offenders</li> <li>➤ Hand-in parking information with tickets</li> <li>➤ Electronic tire chalking (LADOT in process of acquiring equipment to enable automation of their time limit enforcement activities)</li> </ul>	<ul style="list-style-type: none"> <li>➤ Pasadena</li> <li>➤ Manhattan Beach</li> <li>➤ Plano, TX</li> </ul>

DOWNTOWN PARKING MANAGEMENT ORDINANCE IMPLEMENTATION PROJECT

SUMMARY OF PROBLEM STATEMENTS AND ALTERNATIVE SOLUTIONS			
1. Optimize the Performance of On-Street Space ( <i>continued</i> )			
Issues & Opportunities	Alternative Strategy or Solutions	How it works	Where it has been done?
<p>METERS ARE INCONVENIENT:</p> <ul style="list-style-type: none"> <li>➤ Change Required</li> <li>➤ Many are broken</li> <li>➤ Meters subject to vandalism</li> <li>➤ Personal safety fears due to solicitations and confrontation with individuals</li> </ul>	<p>1.UTILIZE NEW TECHNOLOGY FOR COLLECTING ON-STREET PARKING FEES</p>	<p>New revenue collection systems and hardware can eliminate the need for large numbers of individual meters; provide a wide variety of options for payment or pre-payment of on-street parking. They are vandal resistant and more secure than meters. Can implement time of day, day of the week pricing schemes.</p>	<ul style="list-style-type: none"> <li>➤ Paris, France</li> <li>➤ Riverside</li> <li>➤ Berkeley</li> <li>➤ San Francisco</li> <li>➤ West Hollywood</li> <li>➤ Pasadena</li> <li>➤ Portland</li> </ul>
<p>TOW-AWAY ZONES AND OTHER CURB USES LIMIT AMOUNT OF PARKING. NOT ENOUGH LOADING ZONES</p>	<p>1. CONSIDER CONVERSION OF ONE-WAY STREETS TO TWO-WAY AND REVIEW CURRENT USES OF CURB SPACE</p>	<p>The LADOT and the MTA are conducting studies of the one-way streets and transit circulation in the downtown, which will address this issue in part.</p>	<ul style="list-style-type: none"> <li>➤ Oakland</li> </ul>
	<p>2. EXAMINE THE LOADING AND DELIVERY NEEDS OF THE DOWNTOWN AREA ON A BLOCKFACE BY BLOCKFACE BASIS</p>	<p>The location and the number of commercial vehicle loading zones would be rationalized for each block face based on the nature of the adjacent land uses and observations of double parking activity. Loading zone hours could be limited to allow general vehicle use evenings and weekends.</p>	<ul style="list-style-type: none"> <li>➤ San Francisco</li> <li>➤ Portland</li> </ul>
	<p>3. METER THE USE OF COMMERCIAL CURBSIDE PARKING SPACES</p>	<p>LADOT has completed a pilot project with “smart” meters for commercial loading zones (CLZs).</p>	<ul style="list-style-type: none"> <li>➤ New York City</li> </ul>

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<b>SUMMARY OF PROBLEM STATEMENTS AND ALTERNATIVE SOLUTIONS</b>			
<b>2. Reach Out and Serve Customers and Clients. Assure and Deliver on Quality and Convenience</b>			
<b>Issues &amp; Opportunities</b>	<b>Alternative Strategy or Solutions</b>	<b>How it works</b>	<b>Where it has been done?</b>
POOR/CONFUSING PARKING SIGNING AND WAYFINDING	1. DEVELOP AND IMPLEMENT AN AREA-WIDE WAYFINDING PROGRAM	Wayfinding standards for parking would be developed and signs installed in coordination with current CCA wayfinding program.	<ul style="list-style-type: none"> <li>➤ San Jose</li> <li>➤ San Mateo</li> <li>➤ Minneapolis</li> <li>➤ Indianapolis</li> <li>➤ Philadelphia</li> <li>➤ Portland</li> <li>➤ Vancouver, WA</li> </ul>
	2. REVISE CURRENT PARKING LOT/STRUCTURE SIGN ORDINANCES	Current requirements regarding the physical size, letterings, and content of signs for off-street parking would be revised to enhance the quality of the information provided to the customer	<ul style="list-style-type: none"> <li>➤ San Jose</li> <li>➤ San Francisco</li> </ul>
	3. FORM AN ASSOCIATION OR COALITION OF PARKING OPERATORS/ OWNERS TO DEVELOP NEW SIGNAGE STANDARDS	The parking owners and operators would take the responsibility for developing and implementing a standard for off-street signage. This could be part of a broader customer oriented parking public relations program.	
	4. FORM A PUBLIC/PRIVATE PARTNERSHIP TO DEVELOP AND CONTROL SIGN STANDARDS.	This would involve a partnership between the City or the CRA-LA and the parking operators/ owners; or could be with the CCA or the BIDs	<ul style="list-style-type: none"> <li>➤ San Jose</li> </ul>
PARKING FOR PUBLIC BUILDINGS/ AGENCIES IS RESTRICTED IN ITS USE AND IS NOT INTER-COORDINATED BETWEEN AGENCIES	1. FORM A TASK FORCE OF PUBLIC AGENCIES PARKING MANAGERS TO EXPLORE OPPORTUNITIES TO IMPROVE EFFICIENCIES	Coordination between agencies providing parking could prove beneficial and result in better parking accommodations.	<ul style="list-style-type: none"> <li>➤ Portland</li> <li>➤ Anchorage, AK</li> </ul>
	2. FORM AN AGENCY PARTNERSHIP TO SHARE PARKING RESOURCES	Two or more of the agencies with parking resources would agree to consolidate some or all of their parking facilities	<ul style="list-style-type: none"> <li>➤ San Jose City/County Civic Center</li> <li>➤ Riverside City and County</li> <li>➤ San Mateo Government Center</li> </ul>

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SUMMARY OF PROBLEM STATEMENTS AND ALTERNATIVE SOLUTIONS			
2. Reach Out and Serve Customers and Clients. Assure and Deliver on Quality and Convenience (continued)			
Issues & Opportunities	Alternative Strategy or Solutions	How it works	Where it has been done?
PUBLIC OFF-STREET PARKING IS OWNED AND OPERATED BY MULTIPLE AGENCIES RESULTING IN INCONSISTENT OPERATING POLICIES	1. EXPLORE THE POTENTIAL TO HAVE ONE SINGLE ORGANIZATION WITH PARKING EXPERTISE OPERATE ALL THE PUBLIC FACILITES	The agencies owning or controlling the parking facilities would agree to turn over operation of the facilities to an agency or operator that would operate the facilities under uniform policies and practices consistent with the overall parking objectives of the area.	<ul style="list-style-type: none"> <li>➤ San Jose</li> <li>➤ San Francisco</li> <li>➤ Portland</li> <li>➤ Boise</li> </ul>
PRIVATE PARKING IS NOT AVAILABLE TO THE PUBLIC ON EVENINGS AND WEEKENDS	1. PRIVATE/PUBLIC PARTNERSHIPS TO IMPROVE AVAILABILITY	Cooperation between cities and property owners/ businesses on management and supply of parking	<ul style="list-style-type: none"> <li>➤ Portland</li> <li>➤ Boise</li> </ul>
	2. ELIMINATE "ACCESSORY PARKING" RESTRICTIONS	Allowing parking originally built for one particular building or project to be shared with other buildings and/or offered for general public access	<ul style="list-style-type: none"> <li>➤ Portland (i.e. Preservation Parking allowance, no accessory designations for new parking built in Central City).</li> </ul>
EMPLOYEE PARKING OVERSPILLS INTO SURROUNDING DISTRICTS IMPACTING COMMERCIAL AND RESIDENTAIL PARKING	1. FOR RESIDENTIAL AREAS – RESIDENTIAL PERMIT PROGRAMS	Residents can obtain permits to park on-street in their neighborhood. Non-residents can be totally restricted or allowed for a prescribed time limit (1-2 hours).	<ul style="list-style-type: none"> <li>➤ Los Angeles</li> <li>➤ Beverly Hills</li> <li>➤ West Hollywood</li> <li>➤ Portland (available in R zones only).</li> </ul>
	2. DISTRICT ORIENTED PUBLIC - PRIVATE PARTNERSHIP TO DISCOURAGE LONG TERM PARKING FROM OUTSIDE THE DISTRICT	The local BID or business association would work with the parking operators to assure them a high volume of local business, which would reduce their need to depend on outside employee parking as their primary revenue source.	<ul style="list-style-type: none"> <li>➤ Seattle</li> <li>➤ Lloyd District, Portland OR</li> </ul>
	3. LIMIT THE AMOUNT OF LONG TERM CURB PARKING THAT CAN BE PROVIDED IN AN AREA	Controls would be established to regulate the amount of monthly parking that could be provided in off-street parking facilities and/or the pricing structure for hourly parking to assure that short-term parking is available at a reasonable cost.	<ul style="list-style-type: none"> <li>➤ San Francisco (publicly owned facilities only)</li> <li>➤ Portland (recent private development was conditioned to charge no more than 150% of city hourly meter rates through first four hours).</li> </ul>
SUMMARY OF PROBLEM STATEMENTS AND ALTERNATIVE SOLUTIONS			

DOWNTOWN PARKING MANAGEMENT ORDINANCE IMPLEMENTATION PROJECT

<b>2. Reach Out and Serve Customers and Clients. Assure and Deliver on Quality and Convenience (continued)</b>			
<b>Issues &amp; Opportunities</b>	<b>Alternative Strategy or Solutions</b>	<b>How it works</b>	<b>Where it has been done?</b>
FILMING CLOSES SURFACE LOTS/ON-STREET PARKING	1. CREATE A PERMANENT FILMING OPERATIONS TASK FORCE	This group would consist of representatives of the LADOT, the parking operators, the film industry and the local districts. Its mission would be to review each application for filming activities and to work to minimize the impact on parking and traffic.	
	2. DEVELOP A LONG TERM SOLUTION FOR ACCOMMODATING FILMING	Establish a task force to examine concepts for addressing the needs of the filming industry in the long term. Options might include – <ul style="list-style-type: none"> <li>➤ Permanent Off-Street Staging Facilities</li> <li>➤ Designated/Protected Locations for staging</li> <li>➤ Develop design standards for new public parking structures to accommodate trucks on the first floor.</li> <li>➤ New procedures for scheduling and implementing filming sessions</li> </ul>	
LIMITED OFF-SITE RESIDENTIAL PARKING	1.DEVELOP NEIGHBORHOOD PARKING STRUCTURES	Small parking structures would be developed in areas with residential development to provide both commercial and residential parking. A partnership between the residents, the owners/developers of residential parking and a public agency such as the CRA-LA would be needed	<ul style="list-style-type: none"> <li>➤ San Francisco (Polk Street and Lombard Structures)</li> <li>➤ West Hollywood (Santa Monica Boulevard Structure)</li> <li>➤ Santa Monica (South Main Street Structure – proposed)</li> </ul>
	2. CO-OP AGREEMENTS BETWEEN RESIDENTS AND PARKING OWNERS	An organized group of residents would work with the owners and operators of parking in the area to secure a block of parking specifically for residential use	

DOWNTOWN PARKING MANAGEMENT ORDINANCE IMPLEMENTATION PROJECT

<b>SUMMARY OF PROBLEM STATEMENTS AND ALTERNATIVE SOLUTIONS</b>			
<b>2. Reach Out and Serve Customers and Clients. Assure and Deliver on Quality and Convenience (continued)</b>			
<b>Issues &amp; Opportunities</b>	<b>Alternative Strategy or Solutions</b>	<b>How it works</b>	<b>Where it has been done?</b>
THEATRE PARKING IS INCONVENIENT AND INTIMIDATING (BROADWAY HISTORIC THEATRE DISTRICT)	1. CREATE A PARTNERSHIP BETWEEN THE THEATRE OPERATORS AND THE PARKING OPERATORS TO DEVELOP A THEATRE PARKING PROGRAM	This parking program would be similar to that currently in use at Staples Center. Theatregoers could reserve parking in advance and would receive directions to the parking facility and walking directions to the theatre via the most attractive route.	➤ Los Angeles
	2. PUBLIC VALET PARKING	Establish a public valet parking program on Broadway. Theatregoers could purchase valet parking coupons with their tickets in advance or pay on-site.	➤ Walnut Creek
OFF-STREET PARKING IS PRICED TO SERVE EMPLOYEES, RESULTING HIGH HOURLY RATES OR CUSTOMERS	1. CO-OP AGREEMENTS BETWEEN BUSINESSES AND PARKING OWNERS	The local BID or business association would work with the parking operators to assure them a high volume of local business, which would reduce their need to depend on outside employee parking as their primary revenue source.	
	2. PUBLIC - PRIVATE PARTNERSHIP TO BUILD COMMERCIAL PARKING	The local BID or business association would work with public agency such as CRA-LA to develop local commercial parking that would be limited or oriented to short-term customer uses.	➤ Walnut Creek (Locust Street parking structure) ➤ Portland
PARKING LOTS AND STRUCTURES ARE NOT "USER FRIENDLY"	1. UPDATE PARKING FACILITY DESIGN STANDARDS	Design guidelines or specifications seek to improve siting and facades of new parking structures, institute more uniform easier-to-understand signage, improved lighting and landscaping, pedestrian pathways, etc.	➤ Santa Barbara ➤ Portland

DOWNTOWN PARKING MANAGEMENT ORDINANCE IMPLEMENTATION PROJECT

<b>SUMMARY OF PROBLEM STATEMENTS AND ALTERNATIVE SOLUTIONS</b>			
<b>3. Use Parking Management to Support the Economic Growth and Vitality of Downtown</b>			
<b>Issues &amp; Opportunities</b>	<b>Alternative Strategy or Solutions</b>	<b>How it works</b>	<b>Where it has been done?</b>
<p>THE PERIPHERAL PARKING POLICY NEEDS TO BE REVISED OR REPLACED AS DO THE PARKING ZONING ORDINANCES WHICH GOVERN PARKING REQUIREMENTS</p>	<p>1. DEVELOP NEW MINIMUM PARKING STANDARDS FOR ALLS TYPES OF DEVELOPMENT DOWNTOWN (as new version of peripheral parking or eliminate the peripheral requirement)</p>	<p>A new parking zoning ordinance would be created to specify minimum parking requirements by land use type in the Downtown. The ordinance could recognize the reduced parking requirements of areas with good transit service, and have incentives for shared parking and other measures to manage the parking supply.</p>	<ul style="list-style-type: none"> <li>➤ San Diego</li> <li>➤ Oakland</li> <li>➤ Sacramento</li> </ul>
	<p>2. DEVELOP MAXIMUM PARKING STANDARDS FOR ALL TYPES OF DEVELOPMENT DOWNTOWN</p>	<p>Maximum parking standards create an upper cap on how much parking a development can provide, assuring that a proper balance between transit use and parking is maintained, and that the most effective use of the available land occurs. Can be on a development-specific or district basis, could have both a minimum and a maximum</p>	<ul style="list-style-type: none"> <li>➤ San Francisco</li> <li>➤ Portland</li> <li>➤ Boise</li> </ul>
	<p>3. "LAISSEZ FAIRE" - ELIMINATE ALL PARKING REQUIREMENTS</p>	<p>In this case all formal parking requirements would be eliminated and each development would provide parking based on real estate market and financial conditions.</p>	<ul style="list-style-type: none"> <li>➤ Seattle (outside of the CBD)</li> </ul>
	<p>4. SET UP AN ACCESS REVIEW REQUIREMENT, IN WHICH THE DEVELOPER PRESENTS A PLAN FOR PROVIDING ACCESS TO THE SITE, THROUGH PARKING, TRANSIT, WALKING ETC. NO FIXED PARKING REQUIREMENT.</p>	<p>The developer has the option of using a variety of access improvements to provide site access.</p>	<ul style="list-style-type: none"> <li>➤ San Francisco (Downtown C-3 Zone)</li> </ul>
	<p>5. CREATE AN ACCESS IN-LIEU FEE THAT WOULD BE USED FOR SHARED PARKING FACILITIES, TRANSIT IMPROVEMENTS, SHUTTLES, ETC.</p>	<p>The developer would have the option of meetings the parking/access requirements by paying a fee, in-lieu of actually providing parking. The fee could then be used by the City to fund new parking and other transportation improvements.</p>	<ul style="list-style-type: none"> <li>➤ Proposed in San Diego but never implemented</li> </ul>

DOWNTOWN PARKING MANAGEMENT ORDINANCE IMPLEMENTATION PROJECT

SUMMARY OF PROBLEM STATEMENTS AND ALTERNATIVE SOLUTIONS			
3. Use Parking Management to Support the Economic Growth and Vitality of Downtown (continued)			
Issues & Opportunities	Alternative Strategy or Solutions	How it works	Where it has been done?
LACK OF FUNDS TO MAKE IMPROVEMENTS	1. REVISE SPECIAL PARKING REVENUE FUND	The SPRF is a good tool for directing parking revenues back into parking improvements, but it has limitations and a lack of focus. Potential improvements could include: <ul style="list-style-type: none"> <li>➤ Expanding the scope of the improvements with the SPRF can fund such as sidewalk improvements or wayfinding.</li> <li>➤ A mechanism to give each District more control over the funds generated locally</li> </ul>	<ul style="list-style-type: none"> <li>➤ San Francisco</li> <li>➤ Denver</li> <li>➤ Lloyd District, Portland OR</li> </ul>
	2. PARKING IMPROVEMENT DISTRICTS	California law allows for the creation of parking benefit assessment districts. A single district could cover Downtown or districts could be created for specific subareas. Property owners would be assessed for parking improvements and parking revenues could be pledged into a parking fund. There is a potential conflict with the SPRF.	<ul style="list-style-type: none"> <li>➤ Pasadena</li> <li>➤ Santa Monica</li> <li>➤ Beverly Hills</li> <li>➤ Palo Alto</li> <li>➤ San Jose</li> <li>➤ Santa Cruz</li> </ul>
PARKING INFORMATION/CUSTOMER RELATIONS	1. DEVELOP AND MAINTAIN AN UP-TO-DATE INVENTORY OF PARKING AND CREATE A CUSTOMER ORIENTED PARKING INFORMATION SYSTEM	Undertake the development of a comprehensive survey of on-street and off-street parking resources and critical parameters (hours/times of permitted use, pricing, ownership, etc.). Develop data monitoring and reporting systems that incorporate changes in status or numbers of parking spaces as they occur. Use this to support an internet based parking information system.	<ul style="list-style-type: none"> <li>➤ San Jose</li> <li>➤ Indianapolis</li> </ul>

DOWNTOWN PARKING MANAGEMENT ORDINANCE IMPLEMENTATION PROJECT

<b>SUMMARY OF PROBLEM STATEMENTS AND ALTERNATIVE SOLUTIONS</b>			
<b>3. Use Parking Management to Support the Economic Growth and Vitality of Downtown (continued)</b>			
<b>Issues &amp; Opportunities</b>	<b>Alternative Strategy or Solutions</b>	<b>How it works</b>	<b>Where it has been done?</b>
LACK OF OVERALL AUTHORITY – GOALS AND OBJECTIVES	1. REDEFINE THE ROLE OF AN EXISTING AGENCY TO INCLUDE PARKING MANAGEMENT OVERSIGHT	The agencies currently most involved in parking management are LADOT, LADCP, CRA-LA, and the MTA. The roles of these agencies could be refined to create a clear source of overall authority and eliminate overlapping responsibilities.	<ul style="list-style-type: none"> <li>➤ San Jose</li> <li>➤ San Francisco</li> <li>➤ Portland</li> <li>➤ Boise</li> </ul>
	2. CREATE A NEW AGENCY SUCH AS A PARKING AUTHORITY	State law allows cities to create parking authorities with powers to regulate parking and to generate revenues for the purpose of improving parking. The SPRF is a type of parking authority.	<ul style="list-style-type: none"> <li>➤ Philadelphia</li> <li>➤ San Francisco</li> <li>➤ Anchorage</li> <li>➤ Kalamazoo</li> </ul>
	3. EMPOWER LOCAL BID'S AND BUSINESS ASSOCIATIONS WITH PARKING MANAGEMENT	A portion of parking revenues could cycle back to the parking districts to allow a designated local agency such as the BID to manage some aspects of parking and make improvements.	<ul style="list-style-type: none"> <li>➤ Portland</li> </ul>

DOWNTOWN PARKING MANAGEMENT ORDINANCE IMPLEMENTATION PROJECT

<b>SUMMARY OF PROBLEM STATEMENTS AND ALTERNATIVE SOLUTIONS</b>			
<b>4. Understand, Collaborate and Support Infill, Adaptive Re-Use and Existing Users</b>			
<b>Issues &amp; Opportunities</b>	<b>Alternative Strategy or Solutions</b>	<b>How it works</b>	<b>Where it has been done?</b>
SURFACE PARKING LOTS ARE BEING DISPLACED	1. REPLACEMENT PARKING REQUIREMENTS	Ordinances or programs that prioritize use of parking in a development that displaces existing parking spaces. These programs can: <ul style="list-style-type: none"> <li>➤ Require additional public parking beyond the minimum parking code</li> <li>➤ Require that the parking be available to the general public</li> <li>➤ Offer incentives to projects that include replacement parking or offer parking to the public</li> </ul>	<ul style="list-style-type: none"> <li>➤ San Jose</li> <li>➤ Portland (has preservation parking option available to private sector developers. It is not, however, a requirement to replace only an added incentive to do so.)</li> </ul>
ALTERNATIVES TO AUTO USE ARE NOT VIABLE	1. EMPLOYER AND RESIDENCE-BASED TDM PROGRAMS	Transportation allowances, targeted incentives for non-SOV modes and disincentives for auto use based upon an individual's primary trip origin or trip destination. This could involve formation of one or more Transportation Management Organizations (TMOs)	<ul style="list-style-type: none"> <li>➤ Lloyd District, Portland, OR</li> <li>➤ Redmond, WA</li> <li>➤ Bellevue, WA</li> <li>➤ Warner, CA</li> <li>➤ Sacramento, CA</li> </ul>
	2. BUILDING-BASED TDM PROGRAMS, MECHANIC TDM PROGRAMS AND TRANSIT INCENTIVES	Transit use incentives, capital improvements and amenities for pedestrians, bicycle use incentives and accommodations, etc. oriented to a building or district destination.	<ul style="list-style-type: none"> <li>➤ Lloyd District, Portland, OR</li> <li>➤ Seattle, WA</li> <li>➤ Bellevue, WA</li> <li>➤ Redmond, WA</li> </ul>
	3. CAR SHARING PROGRAMS	Access to a shared fleet of cars (by advance reservation) on an hourly basis to overcome disadvantage of not having a car occasionally available for particular trips. Can be based around residential clusters, employment clusters, transit modes or a combination of any of the above. Can provide access to different kinds of vehicles for different kinds of trips.	<ul style="list-style-type: none"> <li>➤ Flexcar (a private for profit with operations around the country)</li> </ul>

DOWNTOWN PARKING MANAGEMENT ORDINANCE IMPLEMENTATION PROJECT

**SUMMARY OF PROBLEM STATEMENTS AND ALTERNATIVE SOLUTIONS**

**4. Understand, Collaborate and Support Infill, Adaptive Re-Use and Existing Users  
(continued)**

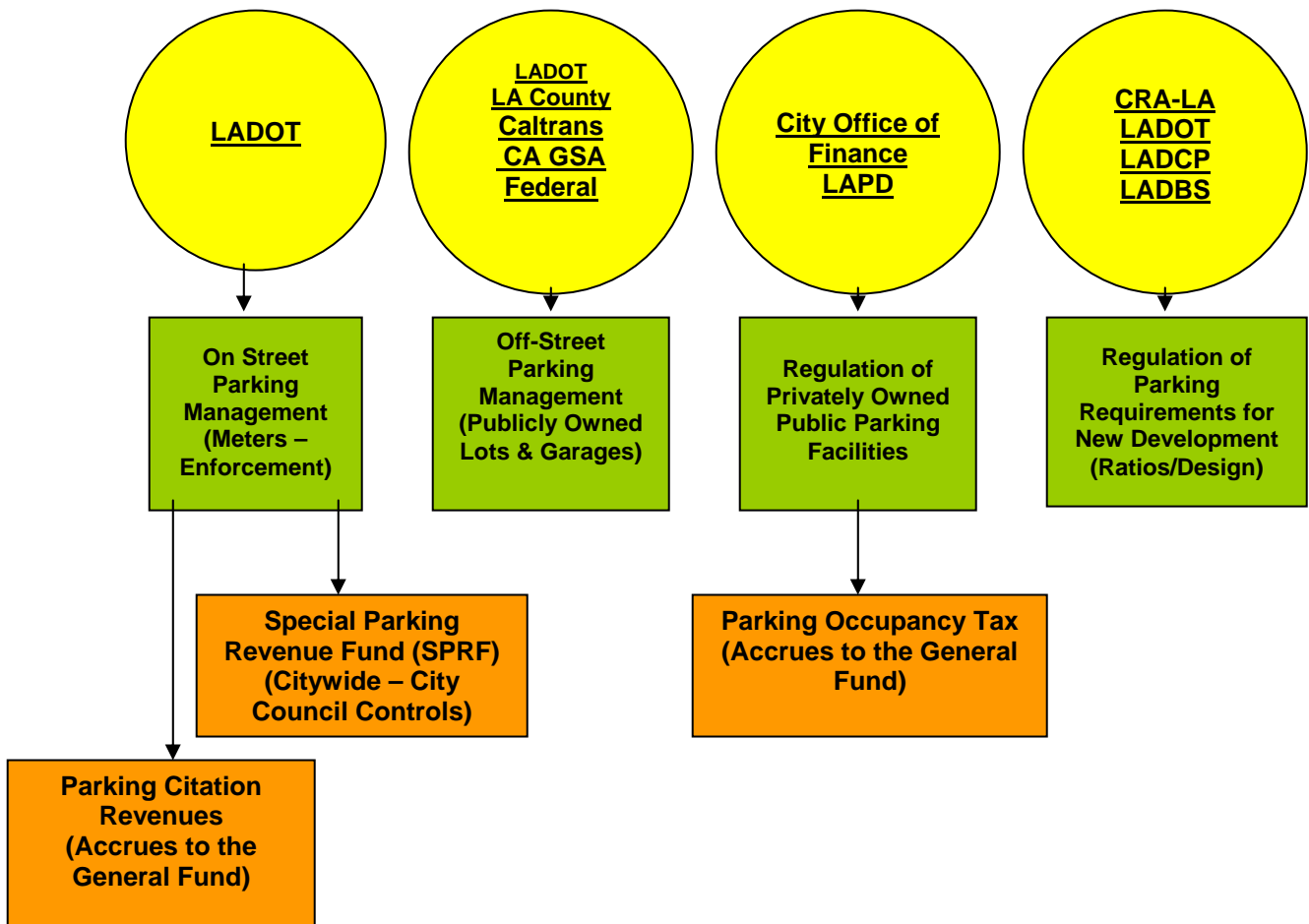
Issues & Opportunities	Alternative Strategy or Solutions	How it works	Where it has been done?
	4. GUARANTEED RIDE HOME PROGRAMS	Access to automobile transportation (rental car, fleet car, shared car, taxi, etc.) for emergency or expected important trips. Removes risk of transit users of getting stranded if they need to make a trip when or where transit is not available.	<ul style="list-style-type: none"> <li>➤ UC Berkeley</li> <li>➤ Many private companies such as Chevron, SBC, Chiron, Genentech</li> </ul>
	5. PRE-FUNDED TRANSIT PASS	ECO-pass concept provides free transit to reduce parking and traffic demand. Often underwritten with parking revenues or savings from parking facility construction. For a defined class of users (such all employees of a major employer or renters who do not use a parking space).	<ul style="list-style-type: none"> <li>➤ Major activities centers, such as UCLA, UC Berkeley, U of Washington</li> <li>➤ Portland, OR</li> <li>➤ Seattle, WA</li> <li>➤ Boulder, CO</li> <li>➤ Santa Clara County</li> </ul>

**ALTERNATIVE FRAMEWORKS FOR PARKING ORGANIZATION**

Currently the overall administration of parking in downtown Los Angeles is highly fragmented with responsibilities for off-street and on-street parking split between a variety of agencies, and there is no single agency with overall authority. The diagram below illustrates the current lines of responsibility.

On the following pages three alternative frameworks for a parking management organizational structure are outlined.

*Existing Parking Management Framework*



## DOWNTOWN PARKING MANAGEMENT ORDINANCE IMPLEMENTATION PROJECT

### **Status Quo**

#### **Administration**

1. On-street parking is fully controlled by the LADOT; otherwise various agencies have limited responsibilities for off-street parking and other parking issues.
2. No single agency has the responsibility for overall parking management policy and practice.

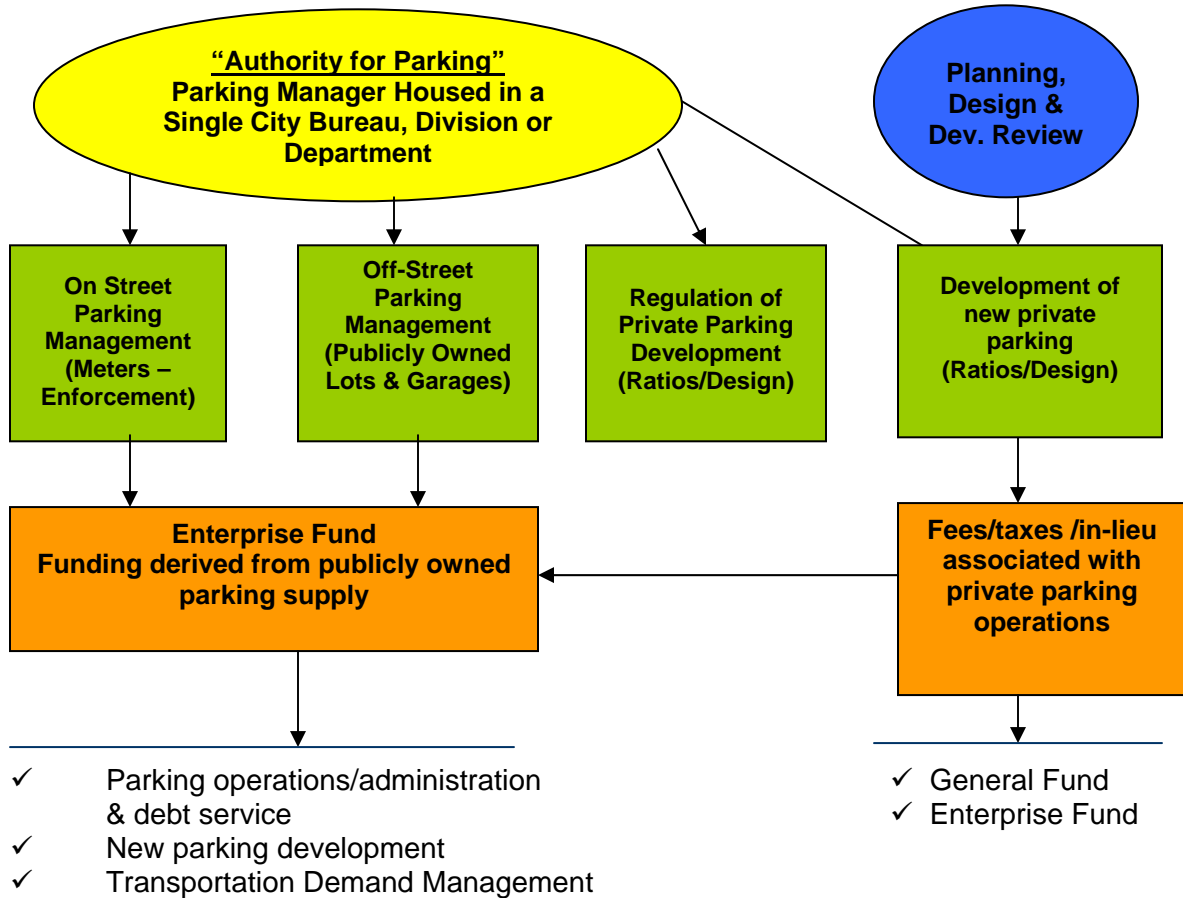
#### **Funding/Revenue**

1. Revenue derived from the operation of on-street facilities is directed to the Special Parking Revenue Fund, which is a citywide fund that can be used to improve the existing on-street parking system or develop new off-street parking.
2. All other parking related funds, citation revenues and the 10% parking occupancy tax accrue directly to the General Fund.

#### **Strengths/Weaknesses of Management Structure**

- Limited coordination of total public parking supply
- No direct access to funding
- Multiple agencies involved in the development approval process
- May or may not include area business/neighborhood districts in overall parking management strategies
- Difficult to pursue coordinated strategies or adjust to changing conditions

**Scenario A**  
**Centralized Parking Management**



**Scenario A: Centralized Parking Management**

**Administration**

1. Consolidates the management/operation of publicly owned supply (on & off street) under a single parking manager based in a single bureau, division or department. Generally parking is housed under transportation, facilities or economic development.
2. City may elect to use in-house labor to staff and operate public supply and/or contract operations to private sector operator(s).
3. Parking manager coordinates with planning/design bureau in the development review of new private parking facilities.
4. Coordinates and enforces regulations and permit requirements for privately operated parking facilities.

## DOWNTOWN PARKING MANAGEMENT ORDINANCE IMPLEMENTATION PROJECT

### **Funding/Revenue**

1. Revenue derived from the operation of public facilities (on & off street) is directed to a dedicated enterprise fund to cover debt service, operations and provide funding for new parking development and/or alternative mode improvements (i.e., transit, bike, walk).
2. Funds derived from the regulation of private facilities can provide additional revenue for enterprise fund projects, particularly in-lieu fees to support development of new public facilities.

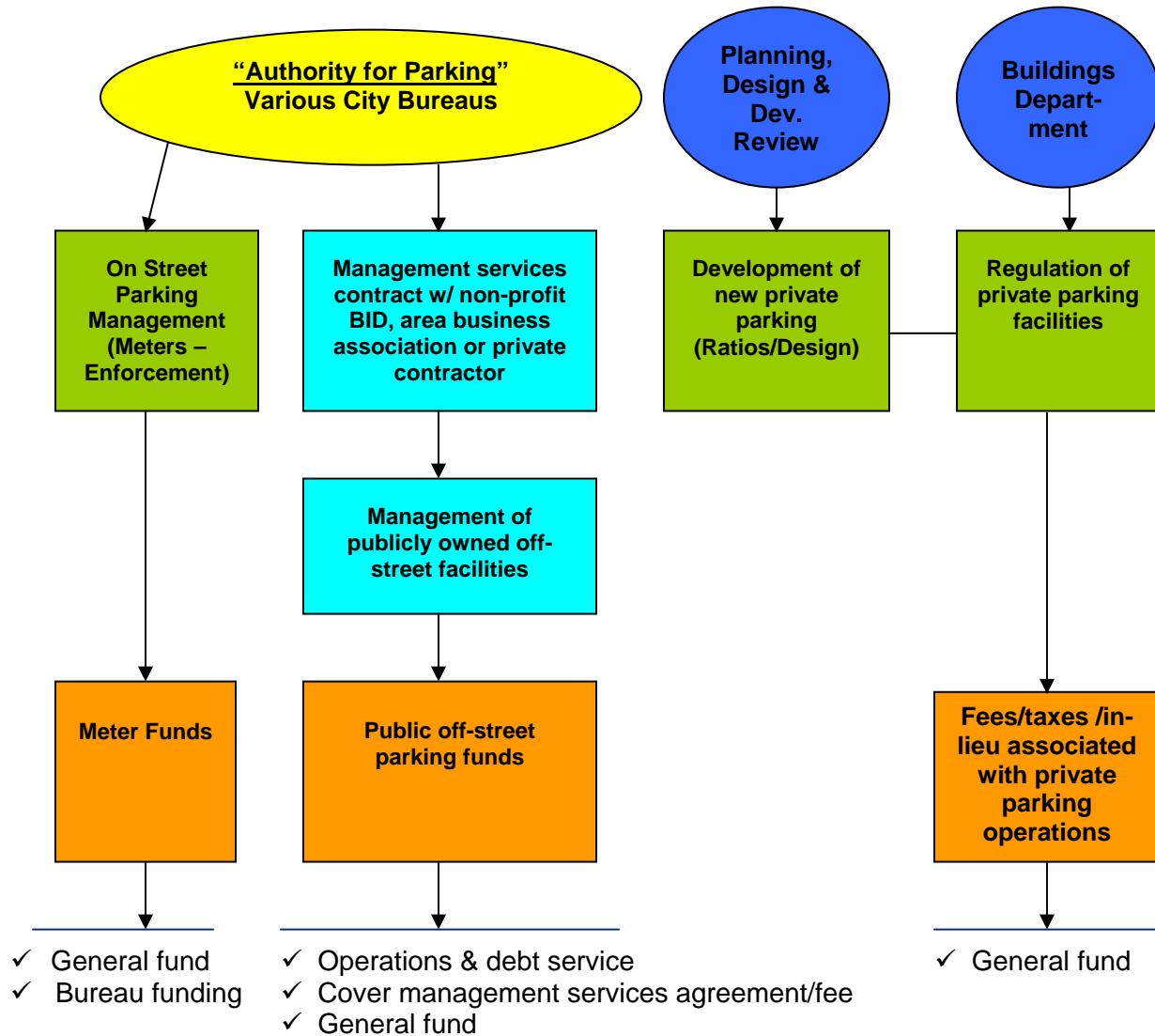
### **Strengths/Weaknesses of Management Structure**

- High level of coordination of total public parking supply
- Coordinated and leveraged use of parking funds
- General streamlining of development process
- May or may not include area business/neighborhood districts in overall parking management strategies

### **Comparable Cities**

- ✓ Sacramento, CA (though parking meter revenue is allocated to the general fund)
- ✓ Boise, ID
- ✓ Philadelphia, PA

**Scenario B**  
**De-Centralized Parking Management**



**Scenario B: De-Centralized Parking Management**

**Administration**

1. Authority for parking is spread through several city bureaus or divisions.
2. Public parking (generally off-street) can be contracted out to private sector management or to a non-profit business association through management services agreement.
3. Little coordination between operations, regulation and development review.
4. Regulation of private facilities generally done through Buildings Bureau with minimal input from “parking operations”.

**Funding/Revenue**

## DOWNTOWN PARKING MANAGEMENT ORDINANCE IMPLEMENTATION PROJECT

1. Funds from various parking operations (on-street, off-street and/or regulatory fees/taxes) are generally separated. Most often, there is coordination between funding resources.

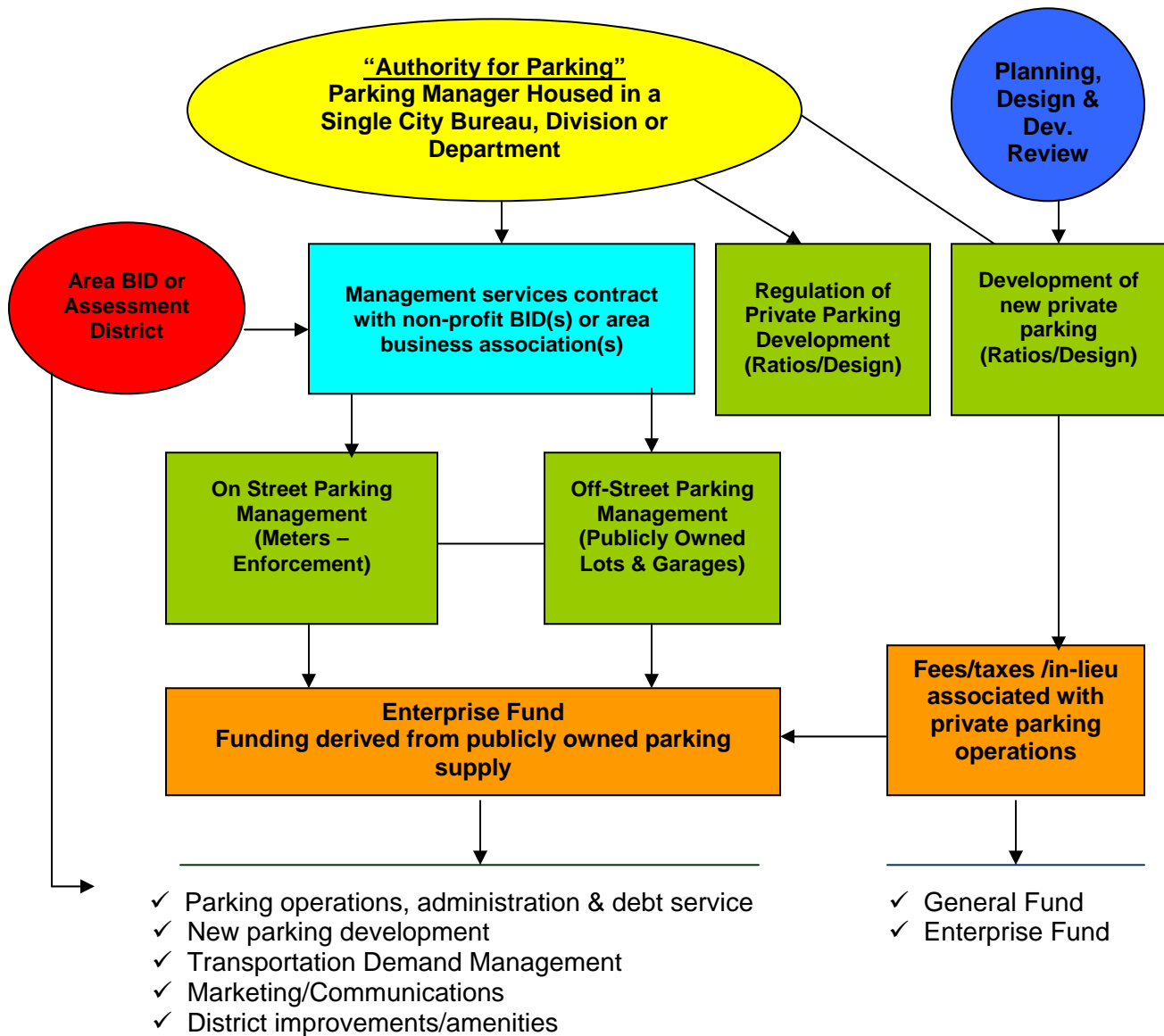
### **Strengths/Weaknesses of Management Structure**

- Potential to be highly understanding of local issues and problems and to be responsive in addressing those issues
- Use of private sector management to oversee operation of key public off-street facilities. This can lead to better coordination of off-street supply to key land uses.
- Low level of coordination of parking supplies and funding.
- Often confusing and inconsistent regulation of new parking development.

### **Comparable Cities**

- ✓ Seattle, WA

**Scenario C**  
**Centralized Parking Management – With Delegated Local Control**



**Scenario C: Centralized Parking Management with Delegated Local Control Administration**

1. Consolidates the management/operation of *publicly owned* supply (on & off street) under a single parking manager based in a single bureau, division or department.
2. City elects to partner with area or district BID(s) to manage and operate public parking supply through management services agreement(s).
3. Parking Manager coordinates with planning/design bureau in the development review of new private parking facilities.

## DOWNTOWN PARKING MANAGEMENT ORDINANCE IMPLEMENTATION PROJECT

4. Coordinates and enforces regulations and permit requirements for privately operated parking facilities.

### **Funding/Revenue**

1. Revenue derived from the operation of public facilities (on & off street) is directed to a dedicated enterprise fund to cover debt service, operations and provide funding for new parking development and/or alternative mode improvements (i.e., transit, bike, walk).
2. Funds derived from the regulation of private facilities can provide additional revenue for enterprise fund projects, particularly in-lieu fees to support development of new public facilities.
3. Funds derived from BID can serve as leverage for additional marketing, communications and/or area services that extend beyond (and compliment) parking.

### **Strengths/Weaknesses of Management Structure**

- High level of coordination of total public parking supply
- Coordinated and leveraged use of parking funds and partnership funds with private sector
- General streamlining of development process
- Direct input from area business/neighborhood districts (through BID/assessment district) in overall parking management policy and strategy. Purpose being to coordinate parking management to enhance downtown or area business district economic development and access plan.

### **Comparable Cities**

- ✓ Kalamazoo, MI
- ✓ Portland, OR (though City still retains on-street enforcement responsibility)

## **PARKING ZONING CONTROL OPTIONS**

The following tables provide an overview of the options that exist for managing the amount of parking provided by new development projects. The first table provides an overview of the current practice in Downtown Los Angeles for residential and commercial uses. Generally the citywide minimum parking requirements apply with the exception of those areas within either or both the Downtown Parking District and the Central City Parking District. The other exception to the citywide standards is the provisions of the Peripheral Parking Policy that governs major new office projects (greater than 100,000 sq. ft) in the Downtown Impact zone. The second table illustrates the ranges of options available for governing parking construction, replacement parking, commercial and residential parking. The third table provides examples of how these options would be applied. It is important to note that all the options could be used downtown-wide or could be tailored to specific downtown districts.

DOWNTOWN PARKING MANAGEMENT ORDINANCE IMPLEMENTATION PROJECT

**Summary of Current Los Angeles Parking Ordinance and Policy Requirements**

(All ratios expressed as # of spaces per square foot, residential unit, or guestroom)

	<b>Section 12.21.A4 establishes citywide minimum parking requirements</b>	<b>Downtown exception areas</b>	<b>CRA areas not in downtown exception areas</b>
Freestanding parking	Permitted	Permitted	Permitted
Commercial	Minimums: Commercial or business office = 1/500; retail = 1/250; restaurant = 1/100; warehouse = 1/500  No maximums	<i>Downtown Parking District</i> --Minimums: Business, commercial, or industrial = 1 /1,000 if >7,500 sq. ft.; none if < 7,500 sq. ft.  No maximums	Minimums: Office, business, retail, restaurant, trade schools, R&D = 2/1,000
Residential	Minimums: SFD = 2/unit. Apartment rate is as follows: units w/ >3 rooms = 2/unit, units w/ 3 rooms = 1.5/unit, units w/ <3 units = 1/unit. Guest spaces = 1 per room for first 30 rooms, ½ per room for next 30, 1/3 per room for remainder.  No maximums	<i>Central City Parking District</i> --Minimums: 1/unit, except where > 6 units of >3 rooms, in which case 1.25/unit applies to each unit > 3 rooms. Guest spaces = 1 per room for first 20, ¼ per room for next 20 rooms, and 1/6 per room for remainder.  No maximums	
Exceptions/Special Policy	Numerous geographically-based exception areas. Affordable housing incentives, hillside ordinance requirements, narrow lot provisions, provisions for parking, transit district overlay requirements.  Adaptive reuse ordinance/historic buildings – no change in parking in connection with change of use.	New office uses in the Downtown Impact Area > 100,000 sf shall locate no less than 25% and no more than 40% of code parking in peripheral parking locations. Projects > 750,000 sf shall provide spaces in two peripheral locations.  CRA to require 1.25/1000 if site not within 1,500 feet of rail station portal.  Replacement parking: covenanted spaces 100%, retail spaces - case by case, other spaces - no replacement.	

DOWNTOWN PARKING MANAGEMENT ORDINANCE IMPLEMENTATION PROJECT

A Continuum of Regulatory Approaches for Transit and Parking

Approach	Shift downtown away from parking-based access to transit access. Prioritize parking resources for visitors.	Increase parking supply commensurate with building occupancy and new development.
<b>Freestanding parking construction</b>	Prohibit	Allow, no limitation
<b>Replacement of existing parking resources</b>	Prohibit	Require replacement
<b>Commercial</b>	Prohibit	Minimum requirement = current parking demand, satisfied on-site or using in-lieu fee. No maximum
<b>Residential</b>	No minimum, impose a maximum	Minimum requirements = current auto ownership levels, on-site or using in-lieu fee. No maximum
<b>Arguments for this approach</b>	<i>Support transit use, evolution of downtown to a pedestrian-oriented location. Lowers development costs and increases redevelopment activity. Relies on market signals regarding parking demand.</i>	<i>Moderates the rate of parking price increases, retaining current price competitiveness with other destinations. In lieu fee can provide resources for targeted parking construction.</i>

**DOWNTOWN PARKING MANAGEMENT ORDINANCE IMPLEMENTATION PROJECT**

**Illustration of Alternative Ordinance Approaches**

(All approaches could be used downtown-wide or could be tailored to specific downtown districts)

	<b>Regulations seeking to limit new parking construction to promote transit use</b>	<b>Deregulation</b>	<b>Regulations seeking to add to parking supplies to keep the current parking/transit balance</b>
Freestanding parking	New parking facilities for commuters are prohibited. Freestanding facilities for visitors permitted subject to discretionary review and use limitation to visitor uses.	Permitted. No restrictions on use.	Permitted. Two options: 1) No restrictions on supply or use. 2) All property owners granted parking entitlements, which can be used to build parking or sold to area parking developers.
Replacement of existing parking resources when development occurs	Not required. Any replacement parking must be devoted to visitor uses. Replacement parking construction requires parking district supply justification.	Replacement of existing parking on a site is up to discretion of developer, subject to traffic impact and EIR review.	Developer required to replace existing site parking resources 1:1. In lieu program available (see below).
Commercial development	Office and warehouse: No minimum. Maximum is 0.2 spaces per 1,000 square feet. Bundling of office space and parking prohibited; cash out of parking subsidies required.  Retail and restaurant: No minimum. Maximum of 1 space per 1,000 square feet.	Office, retail, restaurant and warehouse: No minimum or maximum. Any project that adds > 50 spaces must submit traffic impact, urban design, and streetscape report for discretionary review.	Office and retail = Minimum and maximum of 1.0 space per 1,000. Restaurant = 1 space per 500 square feet. Warehouse = 0.5 spaces per 1,000 square feet.  In lieu program available for all (see below). In lieu may be required if traffic impact cannot be mitigated.
Residential development	Residential = No minimum. Maximum of 0.5 space per unit.  Guestrooms = No Minimum, Maximum of 1/6 space per room.	Residential or Guestroom = No minimum or maximum. Any project that adds > 50 spaces must submit traffic impact, urban design and streetscape report for discretionary review.	Residential = Minimum of 0.5 space per unit. No maximum. In lieu program available (see below).  Guestroom: 1 per room for first 20, 1/4 per room for next 20 rooms, and 1/6 per room for remainder. In lieu program available.
Exceptions/Options/Special Programs	Peripheral parking policy repealed.  Adaptive reuse ordinance provisions retained.  A system of parking entitlements could be used to encourage shared use parking	Peripheral parking policy repealed. No parking requirements for adaptive reuse.	Peripheral parking policy repealed.  Developers can pay in-lieu fee for up to 40 percent of requirement. In lieu fees can fund parking construction in downtown, in existing peripheral parking areas, or in regional transit intercepts.

## **PARKING FUNDING MECHANISMS**

Currently the only committed funding source for development of parking in the Downtown is the Special Parking Revenue Fund (SPRF). This is a citywide fund, administered by the City Council. The Council determines which parking projects in the city will receive funding. With the exception of the operational subsidy of the Grand Central Market Parking Garage, the SPRF has not resulted in major parking improvements in the Downtown. Historically, it has been used to fund projects in other districts of the City. Recently, however, the SPRF was used to purchase the Mangrove Property in the Civic Center/Little Tokyo areas, and further funds will be used to make parking improvements on this site. The fund is also slated to be used to finance a 300-space structure in the Civic Center and to underwrite bonds for the Maple Avenue garage. Nevertheless, the nature of the SPRF is that the Downtown has no direct control over how the funds will be used. One approach to address this issue would be to modify the SPRF to direct a portion of any increase in revenue over current levels from a given district directly back to the district.

In addition to the SPRF, other revenues derived from parking are the fines from parking citations and the 10% parking occupancy tax on parking fees. Currently all these revenues go directly to the general fund and are an important element of the overall fiscal health of the City.

Three types of funding which should be explored are:

Parking Assessment Districts – Local property owners agree to a special property tax assessment to fund a program of parking improvements.

In-Lieu-Fee – Developers have the option of paying a fee “in-lieu” of providing the parking required by the zoning ordinance on site. The City then uses the collective pool of fees to fund parking improvements or even to fund park-and-ride parking at transit stations.

Parking Stall Fee – A mitigation fee based on the number of parking stalls a project provides for tenants. The fee would be a disincentive to the provision of tenant only restricted free parking in buildings. Free parking avoids the City’s 10% occupancy tax.

All of the above options are summarized in the table on the following pages.

DOWNTOWN PARKING MANAGEMENT ORDINANCE IMPLEMENTATION PROJECT

**Summary of Los Angeles Parking Funding Policy and Program**

	<b>Current</b>	<b>Alternatives</b>
<b>Special Parking Revenue Fund (SPRF)</b>	Administrative Code, Division 5 – Finance; Chapter 6 – Revenue Funds; Article 2- Special Parking Revenue Fund. Section 5.117. Public parking meter and off-street revenues. While most of the funds come from Downtown, most of the expenditures are outside of Downtown. Cash balance of \$70 million with annual revenues of \$31 million per year with expenses of \$28 million per year.	Require parking lot utilization and revenue information for viability and need. Give first priority to expenditure of funds to highest revenue generating parking zones.  Or cap the fund at current revenue levels and return incremental increase in revenues in each district to the individual districts.
<b>Parking Occupancy Tax</b>	Municipal Code Chapter II, Article 1.15. Parking Occupancy Tax. For the privilege of occupying space in any parking facility in the City of Los Angeles, each occupant is subject to and shall pay a tax in the amount of ten percent (10%) of the parking fee. Exemptions include any occupancy as to which it is beyond the power of the City to impose the tax or for residential parking. Parking cost is shared between parking operator and user. Collected by Office of Finance (\$60 million per year).	Add special increment to the tax to support Downtown parking programs.
<b>Parking Enforcement</b>	The Los Angeles Department of Transportation Traffic Officers issue citations for violation of City parking rules and regulations. Approximately \$100 million per year is collected from parking fines.	Redirect some or all fines from Downtown into a parking fund.

DOWNTOWN PARKING MANAGEMENT ORDINANCE IMPLEMENTATION PROJECT

**Summary of Los Angeles Parking Funding Policy and Program - Continued**

	<b>Current</b>	<b>Alternatives</b>
<b>Parking Assessment District</b>		Assessment districts choose to be assessed a fee, which is collected on their behalf by the City, for use in promoting and improving the area. In California, approval of Assembly Bill 103 (1965) - the "Parking and Business Improvement Area Law."
<b>In-lieu fee programs</b>		A fee in-lieu program allows a developer to pay a fee as an alternative to building parking. Fees are used to fund construction of public parking spaces. Could be used to fund park-and-ride spaces at transit stations.
<b>Parking stall impact fee</b>	Many new buildings provide free parking or parking as part of the lease with the tenant. The cost of parking is bundled into lease providing "free" parking for tenants and employees, which discourages transit use. This fee would be a one-time levy on the development of free parking reserved for building tenants.	Parking stall traffic mitigation fee. Fee is placed upon each stall. Fee is more evenly distributed among all parking areas rather than only paid parking and meets the City goal of "imposing a tax for the privilege of occupying a parking space in any parking facility." It may result in an increase in paid parking that could reduce car travel by 10% to 30% for this target population. It would increase parking revenues by including paid and free parking spaces.

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*Disclaimer – The views and findings presented in this report are those of the consultants and not of the LACMTA, City or CRA.*