

DOWNTOWN PARKING MANAGEMENT ORDINANCE IMPLEMENTATION PROJECT

**PUBLIC MEETING**

**DOWNTOWN PARKING MANAGEMENT STUDY**

**Workshop #2**

**March 2, 2006**

John Ferraro Building  
Department of Water & Power  
Cafeteria, Dining Room, Level "A"  
111 North Hope Street  
Los Angeles, California

**OPEN HOUSE: 5 pm to Closing**

Workstation #1	LA City Interdepartmental Parking Strategy
Workstation #2	Local Parking Revenue Incentive Program
Workstation #3	Updating Downtown Parking Requirements
Workstation #4	Downtown Parking: Mobility and Access

**Participants/Attendees:** Please see attached pages

**Meeting Overview**

**SESSION A - General Presentation Room 6:00 to 6:30 pm**  
**Small group discussions / or listen to presentation in main room.**

**CALL TO ORDER**

Meeting was called to order at 5:45 pm in the Cafeteria Conference Center on Level "A" in the John Ferraro Building of the Department of Water & Power, 111 North Hope Street, Los Angeles, California.

Don Spivack, CRA/LA, welcomed and thanked everyone for attending the Second Workshop Community Public Meeting for the Downtown Parking Management Study.

Don Spivack acknowledged guests in attendance: Hamid Behdad from the Mayor's Office; Greg Fischer, Mike Hernandez from Council District 9 (Councilmember Jan Perry's office); Guadalupe Duran from Council District 1 (Councilmember Ed Reyes' office);

## DOWNTOWN PARKING MANAGEMENT ORDINANCE IMPLEMENTATION PROJECT

Arturo Chavez, District Director (State Sen. Gilbert Cedillo's office); and Suzanne Manriquez (LA County Supervisor Gloria Molina's office)

Don Spivack extended special thanks to the Mayor's staff and the Department of Water & Power for their support in providing the facilities and the parking validations and to Council District 9 and DOT for their assistance with extended DASH and City Hall shuttle services. He acknowledge staff from a number of departments, Allyn Rifkin from Department of Transportation, Ron Maben from the City Planning Department, and Maria Souza-Roundtree from the Office of the Chief Legislative Analyst.

Don Spivack introduced several of the primary Community Redevelopment Agency staff: Lillian Burkenheim and Len Betz, the two downtown project managers; Jeff Carpenter with the Resource Development Group who has spearheaded and overseen much of the consultant work; Ed Huang, Biblana Yung, and Curt Gibbs and noted that they will be circulating and are available to answer questions and to provide guidance.

Alan Kumamoto, Kumamoto Associates, facilitator provided an overview of the public meeting format.

The Parking Policy Framework Overview presentation will bring everyone up to date on the proposed recommendations.

Four workgroups will provide opportunities for all participants to ask for clarification, provide comments, and engage in discussion.

Proposed Parking Requirements – Mike Kodama, MRK Planning Consultants, facilitator

Off-Street Parking – Rick Williams, Consultant, Co-facilitator, Kyle Maetani, MRK Planning Consultants, Co-facilitator

On-Street Parking – Len Betz, CRA, facilitator

Role and Function of Downtown Neighborhoods – Curt Gibbs, CRA, facilitator

The first session then commenced and participants were provided the following options: (1) those who recently attended a presentation could either participate in one of the workgroups in the San Francisco Room or one of the workstations; or (2) stay for the presentation and question and answer discussion. This would be followed by a short break and a second session in which those participating in the presentation would then have the option to attend a workgroup or one of the workstations; and the presentation would then be repeated.

## DOWNTOWN PARKING MANAGEMENT ORDINANCE IMPLEMENTATION PROJECT

Mr. Kumamoto reminded all participants that the primary focus and objective of the evening was to obtain the community's input, responses, and reactions from everybody to the recommendations. He noted that if the general sense was that the study was moving in the right direction, then we would like to have that concurrence so that the study could move forward to implementation steps.

### **PRESENTATION BY WILLIAM HURRELL, WILBUR SMITH ASSOCIATES**

#### Proposals relating to jurisdiction, local involvement and coordination of responsibilities:

The idea would be to increase community control on parking at the local level, not so much on a Citywide level.

One of the recommendations would be that LADOT (LA Department of Transportation) form a Downtown Parking Division focused on downtown parking. Presently, LADOT is focused on on-street parking. The Downtown Parking Division would continue to focus on on-street parking and would also assume jurisdiction over various aspects of off-street parking.

For new development projects, the LA Department of City Planning (LADCP) would be the first place to go for Downtown parking requirements. LADCP would be responsible for administering the new Downtown parking requirements - a three-zone system.

Local community control could be through the Business Improvement District (BID) . They would have responsibility for parking and walk-ability type of improvements, streetscape, wayfinding and other aspects within the various districts downtown. Funding sources from parking generated revenues would be identified and made available for such improvements.

Finally, there would be better coordination between all the City departments involved. The other City departments involved are: The Office of Finance, The LAPD (Los Angeles Police Department), Department of Building and Safety, and Department of Public Works. Presently, they operate fairly independently of each other. The proposed recommendations involve certain incentives that would encourage all these City departments to work together.

#### Proposals relating to funding sources for parking related improvements:

The real problem is that there is virtually no public funds available to make parking improvements in the downtown. There are various sources of parking revenue. The biggest one is the Special Parking Revenue Fund. All the revenues from parking meters in the entire City go into this single fund. The City Council determines how these funds will be spent on parking improvements. Many of the public parking facilities around the city have been built and/or upgraded with these funds. However, you don't see many of those facilities downtown, since typically the money has been spent outside of downtown.

## DOWNTOWN PARKING MANAGEMENT ORDINANCE IMPLEMENTATION PROJECT

Downtown is a primary source of revenue for this fund, but the benefits have not come back to downtown.

A proposed recommendation is to place a cap on parking meter revenue that would flow into the citywide fund. Parking meter revenue would still flow into the fund as it does now, but any increased parking meter revenue that comes from a certain district, especially that particular district with raised parking rates, would return to that district to fund parking related improvements. A similar program was established in Pasadena Old Town and it has been very effective to revitalize that community and fund their parking amenities. They set up a district - all the money that is generated for parking in that district goes right back to the business association. The business association makes all the improvements and changes at the local level: They've done things like hired security guards; clean up the sidewalks; improved the parking lots, etc. and it's been a great success.

Other sources of parking funds are the parking occupancy tax, which is the tax you pay whenever you park in a private parking lot, and parking citation revenues from parking fines. All of these funds go back to the general fund of the City. None of it are specifically earmarked for parking.

A proposed recommendation is that some of these funds would also be made available to fund parking. It is anticipated that a growth in these revenues would result from the proposed types of improvements to these existing parking revenue generators. The increased revenue generated in Downtown would be more revenue that would come back to fund parking improvements Downtown.

### Proposals relating to accessibility:

Parking is important, but it is only one part of access to the total transportation picture. There are various key elements.

- A. The on-street parking has many problems.
- Broken meters / often vandalized.
  - Time limits on spaces don't make sense
  - Enforcement is perceived to be overly aggressive in some areas
  - Some areas want more enforcement
  - Commercial vehicle parking and loading, not enough space for that activity

### On-street implementation project proposals include:

- New revenue collection technologies
- LADOT is working on pilot programs to provide on-street loading zones for commercial/ delivery vehicles such as UPS, Federal Express, telephone service, cable service, etc. -- i.e., vehicles that need to have access as well as private individuals who are moving into a private residential complex. Folks also need to be picked up at certain places, so there needs to be on-street spaces to stand and load people.

## DOWNTOWN PARKING MANAGEMENT ORDINANCE IMPLEMENTATION PROJECT

- Public valet program. This is similar to valet parking services as we all know it. The difference is that it is not limited to use for a specific restaurant or a specific theater, but rather it's for the entire block in the area. The idea would be that it's not operated by a private operator for his/her profit, but rather is operated by a public agency and the fees that are charged are to cover the cost of the program. The concept of public valet parking is to make it possible for people who don't feel like walking to park close to where they want to go. Have the convenience of valet parking.

### Parking technology:

- The old coin-operated parking meters are becoming obsolete.
- There are a lot of new parking meters that have advanced options such as credit card etc.
- New types of revenue collections exist.

"Pay and Display" machines - These now exist in Seattle where they have taken out all of their parking meters. These have options to pay in coins, currency, credit or smart cards. Also if you pay for more time than you need and you want to go someplace else, you can keep your receipt and move to another parking space while still use the parking you paid for. It's a very popular program in Seattle.

"Pay on Foot" - This is more for off-street parking structures particularly in the parking structures. You pay before you go back to your car so you're not waiting in line to pass the cashier booth in a long line of cars, especially after a big event, and with air pollution and everything else, it's very environmentally friendly and the users like it a lot too.

"Multi-space" meters are the way of replacing parking meters for every space. Instead you have one meter for up to 10 spaces. You also have a variety of pay options from the conventional parking meter.

"Pay as you Go" is the concept that is totally different from the way parking is paid for today. The idea is that if you pull up to a curb parking space, and you can essentially park there as long as you want. You essentially can call on your cell phone to purchase a device that would allow you to charge - it's like a paying clock, for example. It hangs from your rear view mirror. For example, you pay for 20 hours of time with your credit card, and when you park in a space, you essentially turn on the clock and it starts ticking away. When you return, you turn off the clock. If you've used up 2 hours of your time, then you have 18 hours left to go. This way, you can move around. Basically instead of having time limits on parking, the fees go up the longer you stay in the same space. It discourages people from parking too long on a street, but it's not as upsetting and costly as getting a parking ticket.

"Internet /Cell Phone Sales" - This is becoming popular. The MTA and BART in the Bay Area has it. You can just go to your computer or cell phone to reserve a parking space and you print out the picture on your computer or on the phone. They take your license

## DOWNTOWN PARKING MANAGEMENT ORDINANCE IMPLEMENTATION PROJECT

number, so you then are directed to park in a certain facility. You are prepaid and you know in advance you have a space and it's very convenient.

These are the type of things that really make the downtown a lot more accessible and people friendly in terms of parking.

### B. Off-street parking issues:

- Vast majority of off-street parking in downtown is privately owned.
- Number of issues with this: Signage is confusing: who can park where; price; and hours of operation
- If you are here for the first time, many people are confused by it.
- Some of the parking lots are bare bones; as far as lighting, landscaping and any other amenities that customers might like
- Many of the facilities are pretty focused on commuter parking as reflected in their signage, e.g., "one price for all day", "early bird specials" for commuters. Short-term users such as restaurant patrons, shoppers, and tourists can park there, but they pay a really high parking fee.

Thus, many shoppers, customers, residents find that off-street private parking does not really suit their needs, and most of the lots are closed at night and are just not available.

Then there are issues about walk-ability and security. We hear from many people that "Yes, there's parking but I don't really feel it's safe to be walking, especially at night, in many areas of downtown."

### Off-street implementation proposals include:

- Institute a parking amenities rating program through a partnership of the private operators and the public entities. The intent is not to impose additional regulation of off-street parking, but rather to implement a mutually beneficial amenities' rating program whereby a parking operator has incentives to invest and utilize good operational and maintenance practices. It would be similar to what you see with restaurants. "A" "B" "C" - ratings. . Essentially, parking operators would be recognized for their investment in good practices and amenities through an "A" rating. An "A" rating would result in inclusion on maps that the City would develop, types of advanced reservations systems (i.e., internet reservations etc.), a wayfinding program, which are signs around the City that will direct people to "A" rated parking facilities. We hope this kind of program will be a win-win situation that contributes to an improved quality of life and economic revitalization of Downtown.
- Another proposal is the use of some of the revenue generated by the previously described City funding program to build "Neighborhood Parking Structures" Within Downtown. These would be parking structures built and designed for use primarily by customers and residents, rather than commuters. These "Neighborhood Parking Structures" would not be competing with existing private operated facilities

## DOWNTOWN PARKING MANAGEMENT ORDINANCE IMPLEMENTATION PROJECT

which market primarily to commuters/employee parking users. in terms of what they want with employee parking. These structures would be focused in areas where there is a need for additional parking of this nature, e.g., the Historic Core.

- Presently no requirements exist for the provision of off-street vehicle loading within new developments. However the need for off-street vehicle loading clearly does exist such as for deliveries and moving vans to Downtown' emerging residential developments. The result is that such vehicles compete for Downtown's limited on-street parking spaces and are more likely to double park, which in turn adds to Downtown's traffic congestion and inconvenience to Downtown residents. A proposed recommendation is for such design building standards be adopted to provide for such off-street loading facilities on the first level of parking in new developments.

### Multi-modal Improvement Proposals include:

- The final element of the accessibility is the Multi-modal Approach. A proposed recommendation is for part of the revenue generated from parking would be used to improve these other modes of transit to make Downtown more accessible, particularly for the people live in downtown. For example, the Downtown DASH is very successful and the input received from Downtown stakeholders is that extension of service hours are needed for both evening and weekend DASH service.
- Improvements to the rail / bus services are also needed. There are some programs underway to do that. In addition, there are some studies going on the new circulator downtown, Red Car proposal that would be the Historic Core rail operation. These types of actions need to be encouraged.
- Car-sharing programs exist and are available in Downtown. Expanding and promoting these could help, particularly residents who live downtown without owning a car. To encourage and promote the non-use of the automobile, flexibility within parking requirements need to be considered with developers to further build upon these different programs.

### **COMMENTS (C) AND QUESTIONS (Q)**

Q. Off-street parking. (In your presentation) you mentioned that in your opinion that the price for off-street parking was high downtown. And I thought you had, in prior meetings, presented a study that LA downtown parking pricing is at the lower end. I'm confused with that.

A. What I was getting at is that in terms of comparing downtown to other major metropolitan areas, parking here is relatively inexpensive. That is true. Where the issue comes up is the type of parking. For short-term customers in many of the off-street parking lots in downtown Los Angeles there is a system, for example, where parking is \$10 a day, but \$2 or \$3 for first 15 minutes. Essentially if you stay for 1 hour, you're paying \$10 or the price per day. So the price per hour is very high in relative terms.

DOWNTOWN PARKING MANAGEMENT ORDINANCE IMPLEMENTATION PROJECT

That's what my point was. As far as comparing (Los Angeles) with other cities, Los Angeles does generally have lower rates.

Q. I was wondering - if you were going to mention filming at all. I live and work downtown and on our block three of our (parking) lots have been completely taken up for filming 3 months and it could be another 3 more (months). Why bother at all? The BID has no ability to say, "no parking allowed." So why bother at all? The film companies can come in and say, "Now that the parking is cheaper...we can pay less."

A. I did not mention that one of the programs being proposed is looking at how to change the way filming activities occur. A special task force of agencies that are involved with filming and with the film industry begin to look into the kinds of problems that you're talking about.

One thing that we hear is happening, as I mentioned before, as certain (parking) lots that the filming industry was using for staging and productions are being developed they have had to use on-street parking. It's becoming a problem. The issue you raised is definitely one of the issues we're focused on.

C. People parking downtown, they're not making a penny off of that.

A. That's certainly part of the issue.

C. Broken meters, coins jammed and stuck in the parking meters.  
All parking meters should accept credit cards.

Q. Why is the Artist District (east of Alameda) not part of this study? One of problems we have east of Alameda in the Central Industrial area is the semi-truck parking. Are you looking at that as well?

A. Right now it isn't possible to add that in with the limited amount of money available. Many of the things being proposed would also work very well in the Artist District. Many of the things we are talking about implementing really could be implemented elsewhere.

Q. President, Homeowners Association (Historic Core condominiums and lofts). In regards to the tier #1, Historic Transit Core, I'm highly concerned that there was not more parking requirements in that area, because our block development has 139 units and we happen live in a loft development that the parking was not deeded to us when we purchased our unit. So we have to find alternative parking for our residents. And many of the private lots do not stay open past 9 pm. I'm concerned because more and more of these developments are going up, especially on the Spring Street corridor. What parking avenues are being made available to residents?

DOWNTOWN PARKING MANAGEMENT ORDINANCE IMPLEMENTATION PROJECT

- A. There's no single solution to that problem. It's very complicated. But the types of things that are being proposed are on various levels. The parking requirements have flexibility for developers who can provide more parking if they want to, or they provide that by paying in-lieu fees.

The in-lieu fees would then go to build these neighborhood parking structures that we were talking about earlier. And also other types of revenue that is generated can go to build those structures.

The parking amenities program, working with private operators, part of that would be designed for encouraging operators to be more open to these other types of parking that you're talking about. So there are a number of things that are part of this program to deal with residential parking. Developers on their own aren't really going to build extra parking. They have no incentive to do that. They just build the amount that they need.

- C. We develop affordable housing downtown and when you were talking about using some of the parking money from the people who run the parking lots like they did in South Pasadena. Raising that price and taking some of that money. It's \$20 to park for an event (now) and how can you raise that to \$30 or \$40?

They're all going to be pirates. They have access to that land and they can sell that parking space for as much as they can, whether it's a nice parking space or not. Not all good people are going to take the "A" rated parking lot and the rest of them are going to end up at the other parking lots anyway, since they already drove down here to go someplace. So they're not going to lose any money. So there has to be something done about that.

- Q. On the grading system, would that be an increase in fee in the parking space for the residents?

- A. The rating system doesn't have anything to do with the rates. It could have something to do whether they are open at nights, whether or not they're open to different types of customers. So it could influence that.

- C. My problem is notification by the filming companies. We have had no notification. They have blocked off (the) eastside of the curb lanes. This is ridiculous.

- Q. Regarding encouraging mass transit - Metro. My employees used to take the Metro to come downtown. They would go to Hollywood and Vine and it was free to park there. Now it's \$10 to park at the Metro. Once again, why bother? It's cheaper to drive and park down here. And why does the City see fit to continue to sell off all of its parking lots to private employers?

DOWNTOWN PARKING MANAGEMENT ORDINANCE IMPLEMENTATION PROJECT

A. There's an option with the in-lieu fees, the money could be used for improving parking at transit stations. That's one part of it. The City is not giving away parking land to private operators. Private individuals own the land, and frankly it's their right to sell it and develop it, so it's something the City can't really control.

Q. I'm a resident and employee in the area. Just curious about your designation of the BID as the people who would manage the revenues. What if an area does not have a BID? Would the Neighborhood Council have a role in that area? Are the uses defined in a certain way? Or is it up to the BID to define?

A. It's possible that some Neighborhood Councils could have control there. We're looking into that. There's some legal issues there and the BIDs do have a legal standing, which makes it more appropriate. In fact, this program might stimulate some new BIDs if it did occur.

There will be restrictions on how the money can be used. But it should be used pretty broadly. Mainly, it's what we call access - so it would have to do with walkability, with transit, parking etc. would be appropriate uses .

Q. Going back to the issue of selling those lands. What about eminent domain ? For the greater good?

Q. I'm thinking about becoming a resident of downtown LA. This is my first meeting and this group appears to be a study group. Are there serious City officials that could make the study and everybody's concerns become implemented? This is my first meeting and I don't know who's involved and whether the City officials are involved and what it really takes to get things done? The study has gone on for two years; you may inform the people that need to be informed on what needs to be done and now, with nobody and no funding, where is it going?

A. In order for anything to happen, it does take approval at the very high level, City Council, CRA Board and other groups. This process is leading towards those approvals. I think if the kinds of things you want to see (be included), then your involvement throughout the process is important. There will be other meetings like this. There will be Council hearings. It will be important that the public comes out to show support; to make sure that these things do happen.

A. There's the short-term impact and then there's the long term impact. This is more long-term impact in the sense that it is part of a legislative process. During the time of this study, there have been conversations and there have been some changes within some of the procedures or operations that have been taking place. Sometimes people don't notice that. It might be related to DASH; it might be related to other things, that are related to the conversations. That's part of the fall-out. But the major

DOWNTOWN PARKING MANAGEMENT ORDINANCE IMPLEMENTATION PROJECT

shifts are not going to occur unless legislations goes through. But we're trying to encourage everyone to make their comments. The comments will get on the record and those comments do not exist to the City of Los Angeles(until they are on record), and so that is why this process is so important.

Thank you. We'll return back at 7:30.

DOWNTOWN PARKING MANAGEMENT ORDINANCE IMPLEMENTATION PROJECT

**Working Group Areas  
Small Group Discussions**

- Group 1: Proposed Parking Requirements - Facilitator: Mike Kodama
- Group 2: Off-Street Parking Programs - Facilitator: Rick Willson
- Group 3: On Street Parking Programs - Facilitator: Len Betz
- Group 4: Role and Functions of Downtown Neighborhoods - Facilitator: Curt Gibbs

**Break**

**SESSION B - General Presentation Room 6:35 to 7:15  
Continue small group discussions (or listen to repeat Presentation in main room).**

Alan: We're going to be dividing the group - into whatever preference you have: Whether you want to stay here for the presentation on the update, which will repeat itself a second time. During the time of the presentation for those of you who previously heard the presentation, because several people who were stakeholders on the Task Force have heard the presentation last week.

Those of you who want to go directly to a workgroup in the room directly behind there will be four workstations (workgroups), consequently, where you can discuss some of the issues.

**Small Group Discussion (continued)**

Working Group Areas:

- Group 1: Proposed Parking Requirements - Facilitator: Mike Kodama
- Group 2: Off-Street Parking Programs - Facilitator: Rick Willson
- Group 3: On Street Parking Programs - Facilitator: Len Betz
- Group 4: Role and Functions of Downtown Neighborhoods - Facilitator: Curt Gibbs

**REPORT BACK TO THE GROUP 7:20 to 8:10 pm**  
**SMALL GROUP DISCUSSION REPORTS:**

**Group 3: On Street Parking Programs:**

Len Betz: Facilitator/Reporter

Parking Valet Parking:

- There's a need for public valet parking. Should they be high?
- Rates - should they be high?
- Where should cars be parked?
- Should there be tandem parking?
- City needs to look at a policy that would guide public valet parking

Parking Meter Rates:

- Meter tampering / bandits
- New technology that will minimize meter tampering and discourage meter bandits.
- How high should rates be?
- What happens to the parking meter fees? Where do they go?
- Can they be used to offset neighborhood parking issues

Handicapped and CNG and Hybrid Vehicles

- Concern on the timing. Should handicapped and hybrid vehicles also be subject to the same timing

Certain places downtown - Chinatown, Toy District, Fashion District and Little Tokyo are particularly susceptible to meter tampering and meter bandits. How can that be addressed? Greater use of BID patrols?

Increase Fees

- Where does the money go?

Bike Lanes

- Should there be more bike and bus lanes?

Commercial Loading Zones

- Increased need for loading zones as many people move into downtown
- No indoor parking in many of these new buildings. Needs to be addressed.
- Need for signage
- Multiple signs are very confusing; vary from block to block and even within a block. Make clear the parking regulations.
- Yellow zone are typically available after 6pm. People don't know that.
- Clarifying the regulations

Short-term Parking

## DOWNTOWN PARKING MANAGEMENT ORDINANCE IMPLEMENTATION PROJECT

- Many businesses are suffering from a lack of short-term parking
- Many park in Artist District for \$1 for 10 hours and are parked there all day
- Many parking are discontinued at 4 pm or 6 pm.
- Film production is little bit of a different situation in that the film companies when they take away meter parking, they do pay high fees for the parking  
But they add security for the time they are there in the area.
- Driveways are another sore point. Many driveways are not being used.

### Bus Layover Zones and Bus Stops

- Those are often times reconfigured at the convenience of certain businesses or certain buildings.
- Different buses and sizes and shapes; commuter routes
- The need for taxi zones in downtown area.

Zone for taxis that will provide like a instantaneous jitney service at various places in downtown area for a set fee.

### **Group 1: Proposed Parking Requirements Issue**

Facilitator: Mike Kodama

- Part of its effort is to determine what the City of Los Angeles should do in terms of changing or retaining elements of its current regulations for parking when new developments occur - office buildings, residential retail developments.
- When City regulates parking, the City can establish a minimum amount of parking that should be built in ratio compared to the number of square feet or units.
- In the last decade a number of cities established a maximum amount of parking to be built. Cities that are really pushing for a transit strategy or making investments in rail transit, you want to move from an automobile oriented place to a transit oriented place. So the question before the community and the City officials are: How should LA change its parking requirements in downtown Los Angeles?
- Feedbacks included: Concerns about the conversion of surface parking; and the redevelopment of structure parking for development and how that is affecting the supply of parking, which, in turn, has an effect on the price of parking.
- In the Historic Core, looking at the concept that would emphasize transit use, and somewhat de-emphasize parking, people were concerned that there was not enough parking in the downtown core. Also concerns were raised that the parking requirements be structured so that it doesn't skew the type of development that occurs, i.e., encouraging loss because it has a different kind of parking requirement than one or two bedroom units.
- People felt that there should be minimum requirements that developers would have to comply with when building new housing, office buildings and retail. They should be based on market demand and the unit size in the case of residences.
- They acknowledged that the price of parking should be determined by the market - the relationship of supply and demand. The price should not be regulated by a government agency.

## DOWNTOWN PARKING MANAGEMENT ORDINANCE IMPLEMENTATION PROJECT

- They thought more surveys are needed on parking
- Car Sharing
- Moving towards having to store fewer cars downtown

### Use of City and County Lots

Facilitating better sharing of public parking for other users when City or County lots are not being used.

### **Group 2: Off Street Parking Programs**

Facilitator: Kyle Maetani

Diverse number of areas were covered among participants of both Group 1 and Group2. :  
Parking operators, Business owners, BIDs and residents

Some of the issues were focused on:

- Security, signage, amenities, development of smart parking.
- Major theme consistent with Group 1 and 2 were security, in terms of lighting, making sure that parking lots were properly lighted and secure.
- Way-finding, in terms of linking the lots with residents and theaters etc.
- Concerns on enforcement issues.
- Some operators were concerned that while some operators may adhere and comply to standards - not all of them would - and that would be detrimental to the overall operations.
- Concerns about whether the amenities rating program would work
- Some would use that to increase pricing; others felt that it isn't enough of an incentives and that includes all types of parking. Not enough of an incentives to get all operators would get on board to implement that program.

### Parking Structures

- How do you identify them
- How do you fund them
- How to finance the parking structure
- Where to put the parking structures
- Consensus was that certain areas needed parking at certain times
- Certain areas - certain lots were empty at night. Operators felt it would be more prudent for financial reasons to close at night, so parking supply wasn't being adequately viewed in all areas.
- How do you finance parking structures? Market driven or should it be ahead of the curve?
- The statistic showed it was at a great risk to be ahead of the curve and try to go in there and build a parking structure, and the reality is that it would be market driven.
- Why don't Cities come in and fund structures? Comments made about the revenue being dedicated already to other uses, so resources are limited.

## DOWNTOWN PARKING MANAGEMENT ORDINANCE IMPLEMENTATION PROJECT

- Private and public partnerships to encourage building parking structures to alleviate the parking shortage.
- Giving developers incentives in terms of FAR, or coming in together in partnerships in building parking structures and putting up usages of those parking spaces.

### **Group 4: Role and Function of Downtown Neighborhood Group**

Facilitator: Curt Gibbs (CRA/LA)

#### Focused on the Needs of the Residents

- Foremost was safety of off-street parking
- Depending on where some residents live, due to affordability issues, some are forced to park on the street as opposed to a lot.
- Issues related to homelessness, many times they find their cars are not safe. Damage to cars with broken windshields; People walking towards their car are harassed early in the morning while trying to walk to their cars.
- Better coordination between the BID and LAPD and other agencies.
- Better pedestrian street lighting
- Many areas do not have structure parking
- In Artist District, it is mostly on-street parking. Need parking structure.
- Theater District, there is definitely a need for targeted parking within near areas.
- There is fair amount of money being generated in the downtown area due to parking meters; due to 10% tax; due to ticketing and whatever monies are being collected in downtown should be reinvested back into the downtown area to assist on building parking structures and transit.
- Large parking lots that are being used by filming industry will be disappearing and that there's probably special needs by the filming industry have to be identified. They will need some sort of centralized area.
- Residents within the Historic area stated their concerns. Most all owned their car and were commuting out of the downtown area for work.
- Residents need affordable parking.
- Need for 24/7 parking for residents at affordable rates.
- Some residents might be able to pay \$80 to \$100 per month, while fixed income residents they may only be able to afford \$50 or \$20 a month.
- People on fixed incomes often do own a car.
- Residents who have visitors, many may be afraid to come downtown, but the main issue is "where do we park?" The cost of parking is high so many cannot even have their friends come down - they don't want to deal with \$8 or \$10 parking.
- How do you get around downtown when you're a resident? Taxis are here, but they don't like to go just a few blocks.
- Need for a jitney type service to get across town.
- Need to restructure DASH itself. Residents are not being served. There are weekend needs; evening needs. DASH needs to understand where they are going and taken into account.

## DOWNTOWN PARKING MANAGEMENT ORDINANCE IMPLEMENTATION PROJECT

- Talked about a lot of student residents. They have a different cost issues and needs different than residents
- Need to re-publicize flex parking
- Need for areas for parking in Chinatown.
- Ability for residents to focus on downtown residents to use mass transit.
- Residents are looking for solutions now.

### **NEXT STEPS, WILLIAM HURRELL, WILBUR SMITH ASSOCIATES 8:10 pm**

#### Immediate Next Steps:

- Participants were informed that the presentation would be posted on the web-site.
- All these comments and notes from this evening will be recorded, summarized, and listed on the website.
- All of the comments received on the proposed parking framework will assist in the framing and developing of the final recommendation document. The document will essentially provide the framework for the proposed parking policy. It will be the formal end product of this study.
- The intent is that when the final draft is available, to provide the community with another opportunity to review that document and provide comments on it.
- There are certain issues that need more discussion and focus discussions meetings with those groups. (i.e. parking requirements)
- Welcome your involvement and there will be additional opportunities for it throughout this study process and afterwards as it moves forward in the legislative process.
- After the parking policy framework document is completed, then the formal process will begin on implementing the various elements and this will require hearings and meetings with the various City commissions, CRA Board, and City Council, where again there will be opportunity for public comment.

#### **8:15 pm                      Adjourn**

Documents available on website:

[www.wilbursmith.com/westetnwsa/cra-la/](http://www.wilbursmith.com/westetnwsa/cra-la/)

[www.crala.org/documents/](http://www.crala.org/documents/)

## MARCH 2, 2006 COMMUNITY COMMENTS FROM WORKSTATION BOARDS

### Large Poster Board Notes

No.	Issues/Comments	Board Description
1	Why is the Arts District omitted from the study?	<b>Map</b>
2	Why is the Central Industrial Redevelopment area East of Alameda omitted from the study?	
3	There should be no parking exemption for Adaptive Reuse.	<b>Proposed Parking Requirements</b> * Parking minimums and maximums for each zone * Shared parking encouraged * In lieu fee option available to meet parking minimum * Adaptive reuse projects continue to be exempted from required parking, but can contribute to in-lieu facility without restriction * Bundling of rent and parking spaces prohibited * Regular updates of parking requirements
4	* Support leased parking for project and future uses *Covenants are difficult to obtain from property owners b/c it encumbers their future plans *Support shared parking encouragement for affordable housing projects	
5	No exemption for adaptive reuse parking	
6	Parking maximums should be developed considering realistic numbers that retailers, e.g. grocery, will require to locate. . . If maximums are developed at all.	
7	Loading zones for residents on 7th & Spring Streets	
8	Thank you for including all of Chinatown in the study vs. stopping at Ord Street	
9	Pico Union has been under great stress for many years, due to the overflow of parking needs by the nearby LA Convention Center and Staples Center. There's very little parking space available for the heavily populated residential community! Moreover, cars fall prey to breakdowns in the early morning hours	<b>Downtown Parking Overlay Zones</b>
10	Space is needed for future transit centers	<b>Off-Street Parking</b> * Enforcement of signage standards * Amenities rating program to reward positive practices * Development of neighborhood parking structures for customers and residents * Development of a "Smart Parking" interactive database
11	Much of Los Angeles has evening and day permit parking for residents - Not a reasonable expectation for downtown residents don't want street parking. Are there subsidies that can be provided to private lots to help fund 24 hour parking for residents?	
12	Tie in Off-street parking signage to Wayfinding LA Walks Program for uniformity	
13	Pershing Square lot should have credit card payment acceptance	
14	Parking grading "A or F" shall not increase the parking fee. Thank you!	

**MARCH 2, 2006 COMMUNITY COMMENTS FROM WORKSTATION BOARDS**

**Large Poster Board Notes**

No.	Issues/Comments	Board Description
15	I'm a (resident) of Little Tokyo on East 1st Street between Judge Aiso Street and Central Avenue. I live in a historical building with no parking. I rely on metered parking only. The (high cost) of meters and (short time limits) are not practical (for residents). Need long-term / affordable for lower income residents like myself.	<p align="center"><b>Off-Street Parking (continued)</b></p>
16	Integrate bicycle parking bike racks, lockers and bike stations are part of the parking policy and any parking requirements.	
17	Codify car-sharing as a car parking reduction tool as used in the Lloyd District in Portland. Codify bike parking as a car park reduction tool to improve walkability and bicycling around downtown LA. As part of this strategy, we need bicycle and bus lanes to increase walkability.	<p align="center"><b>Key Policy Framework Elements</b></p> <ul style="list-style-type: none"> <li>* Eliminate outdated parking requirements in downtown L.A.</li> <li>* Institute inter-departmental parking strategy for downtown L.A.</li> <li>* Create parking revenue incentives for local communities</li> <li>* Improve mobility and accessibility within downtown.</li> </ul>
18	Use smart card technology that Metro will be using for transit and car-parking so one card can be used for both.	
19	Develop uniform car parking signage and electronic payment methods. Use parking stations and real time directional signage to assist visitors and to reduce cars circling looking for parking. A parking website of real-time spaces is used in many cities worldwide.	
20	The revenues to help finance downtown streetcar through parking fees from new developments. Portland did this very well and the DOT did not meet an EIR cause they own the street.	
21	Unused residential parking can be retasked a) parking for local businesses so a one-car limit for transit zone residences might discourage outsiders from driving into the neighborhood to shop.	
22	Parking maximums, while well intentioned, would limit the appeal of downtown living and shopping to suburbanites who want the option of garaging their car(s). Parking maximums should be 2 stalls per living unit.	
23	Use parking as a method to increase streetscape amenities such as landscaping, sidewalk lighting, security, bicycle racks, signage, destination signage and transit amenities. People need to have better information signs about transit (where it goes, how much etc. ) Do they use it downtown.	
24	Make sure parking zones are flexible and take into consideration new transit infrastructure. The Metro Regional Connector and Metro Gold Line to East LA will provide high quality transit to the northwest and northeast downtown areas.	



## MARCH 2, 2006 COMMUNITY COMMENTS FROM WORKSTATION BOARDS

### Large Poster Board Notes

No.	Issues/Comments	Board Description
34	Create design standards for any new neighborhood parking structures.	
35	We must improve walkability of downtown	
36	Improving public transit service and amenitie must be a strategy to reduce the need for parking downtown.	
37	Red car should go down Broadway to link to other systems.	
38	Improve connections amongst various modes of public transportation to increase usage.	
39	Extend DASH service on certain evenings as a pilot program to encourage linkage to Chinatown.	
40	Codify car-sharing and bicycle amenities with all new development car-sharing has proved to reduce auto trips and the need for more parking. Car-sharing improves walkability	
41	Coordinate with Metro for better bus/train signage to make it easier to get around downtown by transit. Use parking revenues to help finance with MTA	
42	Provide bicycle amenities and integrate bicycle access as part of strategy. * Biking around downtown is the most efficient and cost effective way to improve access. * Bike stations should be developed in strategic locations for better access.	
43	Reduce any new parking in downtown with greater priority for pedestrians, bicyclists, and bus lanes for better transit. * Bus lanes for better transit. * Improve streetscape like Pasadena and West Hollywood	
44	What about bikes? Downtown is well suited for bicycle access. We need bikeracks, Bike boulevards like in Portland. Bike lanes and bike routes should be part of the access and circulation policies.	
45	Build more parking outside of downtown and have DASH transport visitors to downtown. Access overnight parking on weekend for a fix fee/ public and private parking lot.	
46	Explore car-sharing programs for low-income residents.	
47	Parking revenue for community.	
48	Explore grid system for DASH Routes that run in straight lines for ease of use for tourists and first time downtown visitors	
49	Turn Broadway into transit and pedestrian only with limited loading time for merchants	

### Improved Downtown Accessibility

\* Alternative Mode Access

\* Enhanced DASH Service

\* Improved Downtown Transit Circulation - Red Car / Metro

\* Expanded Car Sharing Programs

\* Travel Demand Management Incentives to Developers

**MARCH 2, 2006 COMMUNITY COMMENTS FROM WORKSTATION BOARDS**

**Large Poster Board Notes**

No.	Issues/Comments	Board Description
50	Must create more loading zones for residents and businesses.	<p align="center"><b>Improved Downtown Accessibility</b></p> <ul style="list-style-type: none"> <li>* Commercial Vehicle Access and Unloading/Loading</li> <li>* Off-street loading facility standards</li> <li>* Create a filming operations task force</li> </ul>
51	Prioritize on-street parking for commercial loading vehicles - not motorists.	
52	1) Uniform signage. Electronic real time signage like at Staples Center, near major entry points into downtown. 2) Variable meter rates using smartcard and cell phone technology. 3) Solar powered meters.	<p align="center"><b>On-Street Parking Programs</b></p> <ul style="list-style-type: none"> <li>* New Revenue Technologies</li> <li>* Commercial Vehicle Parking &amp; Loading</li> <li>* Public Valet Parking</li> </ul>
53	Replace meters with parking stations. Electronic directional parking signs showing restrictive spaces. Coordinate with transit to make sure transit stops are impacted	
54	New tamper proof meters. Tired of approaching meter pickers and seeing bags over meter.	
55	Uniform signage ONE sign for each zone. Eliminate multiple signs on every other pole.	
56	I like the Seattle meters concepts. Parking as you go. "parking card."	
57	Free parking on weekend - means free street parking on Saturday	
58	Parking meter debit prepaid monthly card or pass prevents broken ordered meters because of coin jammed/clogged full in meters.	
59	Meter Bandits	
60	Coordination - Safety - Police & BID Security	
61	Need safe and secure parking * affordable overnight residential parking * seniors / disabled * low-income	
62	Homeless * low-income \$50 - \$100	
63	Pedestrian Lighting / Street Parking Lighting	
64	Arts District needs: * Off Street Parking	
65	Neighborhood Parking Structure	

**MARCH 2, 2006 COMMUNITY COMMENTS FROM WORKSTATION BOARDS**

**Large Poster Board Notes**

No.	Issues/Comments	Board Description											
66	Parking Management should be given to LADOT exclusively and local issues dealt by BID or neighborhood councils to deal with filming	<p align="center"><b>Existing Parking Management Framework</b></p> <p align="center">LADOT</p> <table border="0"> <tr> <td>LADOT</td> <td>LADGS LA County Caltrans CA GSA</td> <td>Office of Finance LAPD</td> <td>CRA/LA LADOT LADCP LADBS</td> </tr> </table> <hr/> <table border="0"> <tr> <td>On-Street Parking Management (Meters Enforcement)</td> <td>Off-Street Parking Management (Publicly Owned Lots &amp; Garages)</td> <td>Regulation of Privately Owned Public Facilities</td> <td>Regulation of Parking Requirements of New Developments (Ratios/Design)</td> </tr> </table> <p align="center"><u>Parking Revenue Sources:</u></p> <table border="0"> <tr> <td>Special Parking Revenue Fund (Citywide City Council</td> <td>Parking Citation Revenues (Accrues to General Fund) Controls)</td> <td>Parking Occupancy Tax (Accrues to General Fund)</td> </tr> </table>	LADOT	LADGS LA County Caltrans CA GSA	Office of Finance LAPD	CRA/LA LADOT LADCP LADBS	On-Street Parking Management (Meters Enforcement)	Off-Street Parking Management (Publicly Owned Lots & Garages)	Regulation of Privately Owned Public Facilities	Regulation of Parking Requirements of New Developments (Ratios/Design)	Special Parking Revenue Fund (Citywide City Council	Parking Citation Revenues (Accrues to General Fund) Controls)	Parking Occupancy Tax (Accrues to General Fund)
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67	1) Remove parking revenue authority from Department of Finance to Dept of Transportation. This is more appropriate 2) Develop partnerships with private operators to have parking management systems coordinated.	<p align="center"><b>Proposed Organizational Changes</b></p> <p align="center">Objective: Increased Community Control</p> <p align="center"><u>On-Street Parking Management</u> LADOT: Downtown Parking Division</p> <p align="center"><u>Off-Street Parking Management and Regulation</u> BIDs: District Parking Programs Office of Finance, LAPD, LADBS &amp; Public Works</p> <p align="center"><u>Parking Requirements</u> LADCP: Downtown Overlay Zone</p>											
68	1) Develop separate downtown parking division with market rate parking policies that discourage auto trips into the City and policies that allow walking, bicycling and transit priority in downtown LA zone.												
69	Utilize BIDs for management of District Parking Programs.												

