



Legislation Details (With Text)

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|------------|------|--------------|------------------------|--------|
| 12/11/2018 | 2 | City Council | approve recommendation | Pass |
| 10/23/2018 | 1 | City Council | withdrawn | |

Recommendation to receive and file the Parking Study for Downtown and Alamitos Beach. (Districts 1,2)

The Downtown Long Beach Parking Area Study (Study) was required as part of a Settlement Agreement and Release of Claims with Long Beach Transportation and Parking Solutions (LBTAPS), to study parking within a portion of Downtown Long Beach and Alamitos Beach (Study Area). On May 23, 2017, the City Council approved a contract with KOA Corporation (KOA), as a third-party consultant for an approximately 18-month parking study.

The Settlement Agreement also designated the creation of a Parking Solution Implementation Fund (PSIF). This fund is designed to provide essential funding for some of the implementation measures contained within the Study, as well as other parking improvements, which may be developed by the Department of Public Works. The source of funds for the PSIF includes: \$20,000 contributions from each of the three development site buyers subject to the litigation, and City funds from a portion of proceeds from the sale of several Successor Agency parcels with a City contribution total of \$138,540. The total funding amount of the PSIF is expected to be approximately \$198,540, once the three development sites have sold.

The Study

The Study was designed for KOA to conduct a comprehensive review of public parking management strategies, practices, and opportunities in Downtown and Alamitos Beach, and the scope of work for the Study included : (1) data collection on current parking inventory,

availability, utilization, and parking rates; on-street parking regulations and restrictions; (2) discussion of parking management strategies and recommendations to provide more on-street parking via restriping/reconfiguration; (3) a public outreach effort; and, (4) production of a report including parking strategy/management detailing recommendations based on the existing parking supply and demand conditions within the context of the City's Complete Street Program, General Plan Mobility Element, and Zoning Code.

The public outreach effort involved a multi-faceted effort to capture the widest audience feasible. KOA attended neighborhood and residential association meetings to share progress on the effort, as well as to garner input. Then, KOA conducted "sidewalk" (intercept) surveys to document current parking usage characteristics. During the week of February 19, 2018, an online study was distributed via email to stakeholders, neighborhood and advocacy groups, and interested parties within the Study Area, as well as via social media such as targeted Facebook posts by the City, and promotion on Facebook and other channels by LBTAPS and other area associations. Over 6,000 responses were received. A copy of the in person and online surveys is included as Attachment A -and the larger discussion including results can be found within Section 5 of Attachment B - Downtown Long Beach Areas Parking Study (Study Report).

As outlined in the Scope of Work, the final Study Report prepared by KOA includes a summary of the work effort, evaluation of City parking regulations and requirements, identification of parking resources, parking needs, and parking strategy/management recommendations based on the existing parking supply and demand conditions, and in conformance with the City's Park Once policy in the Circulation Element. In accordance with the terms of the Settlement Agreement, LBTAPS was allowed the opportunity to provide comments on the draft Study. In response, KOA has incorporated information requested by LBTAPS into the final Study.

Study Findings

Based on field observations, public input, and analysis, KOA came to very different conclusions for Downtown and Alamitos Beach. In general, observed occupancy rates for the Downtown Study Area were measured generally below full capacity and that offsite parking facilities (garages) were underutilized due to inefficient parking and wayfinding signage and lack of promotion and knowledge of their availability. While there is a high demand for on-street parking in both Downtown and Alamitos Beach, the overall utilization rate for off-street parking in Downtown is low. The overall utilization of off-street parking in Downtown is below 50 percent, indicating that no parking shortage exists. KOA found no evidence that new development in Downtown has triggered any parking shortage, or that there is need to reconsider parking requirements for new development. However, the Study does include recommendations to improve access to, and knowledge of, both on- and off-street parking within Downtown.

Parking is considerably more constrained in Alamitos Beach. Occupancy rates for on-street parking measured in excess of capacity during evenings and weekends, due to the

predominance of residential land uses. Very limited off-street parking exists in the area although that limited supply is under-utilized. While vehicle ownership is lower in this portion of the City than Citywide, the supply of parking is nonetheless insufficient. This parking shortage is primarily caused by historic buildings in the area being constructed with little to no off-street parking. The majority of Alamitos Beach homes and apartments were constructed prior to 1943, with a plurality constructed in the 1920s. No parking requirement existed during this period of construction. A secondary finding in the Study is that those residents who do have access to a garage are oftentimes using that garage for storage; thus, rendering the space unusable for parking and increasing the demand for off-street parking spaces. In the online survey for the Study, over 20 percent of people with access to a garage reported using their garage for storage instead of parking.

Study Recommendations

KOA has proposed recommended measures catered towards each Study Area. These recommendations are summarized in Attachment C. The recommendations are grouped into short-, medium- and long-term measures. The recommended measures seek to address: high demand for on-street parking, under-utilization of off-street parking, and overall parking supply constraints (only in Alamitos Beach). Examples of short-term measures include restriping and other measures to increase the supply of on-street parking, such efforts are already underway on Broadway and other strategic locations. Wayfinding and vigorous parking enforcement are other short-term measures. Medium-term measures include, for example, advanced parking meter technology and dynamic metered-parking pricing. Some longer-term measures include the use of parking lifts and robotic parking structures, benefit or special assessment districts to fund parking improvements, and improved transit or shuttle service that would allow those who own a car, but routinely travel by other means, to park remotely in a less constrained location.

Next Steps

The Departments of Development Services and Public Works are committed to address the parking issues highlighted in the Study. Many of the recommendations, such as improving wayfinding and adding on-street parking through restriping, are already underway. Those items that can be accomplished within existing funding and work programs will continue without the need for further City Council approval.

Other recommendations require further analysis and may have fiscal implications beyond what is available in the PSIF. These items will return to the City Council for the appropriate authorization, funding and policy consideration. Many of the mid- and long-term recommendations for Alamitos Beach may require Coastal Permits and may be constrained by the City's Local Coastal Program and the California Coastal Act. As the Study serves as a starting point and not a final plan or list of measures, Development Services and Public Works, will also continue to pursue new measures to address community parking concerns whether or not those measures appear in the Study.

Staff will provide the City Council with updates regarding these improvements at appropriate

regular intervals.

This matter was reviewed by Assistant City Attorney Michael J. Mais on October 2, 2017 and by Budget Analysis Officer Julissa José-Murray on October 4, 2018.

The Settlement Agreement defines a schedule under which this effort should be complete, which is generally 18 months. Staff has shared the findings and recommendations with the Planning Commission. In accordance with the Settlement Agreement, City Council consideration of this item is requested on December 11, 2018.

The Study is presented for the City Council's consideration. Further analysis by staff will be needed to review the implementation of Study recommendations. Many of the recommendations in the Study are already underway and can be accomplished within existing funding and work programs. Implementation of Study recommendations that exceed current City funding and the revenues received from the sale of the three development sites, will have financial implications. Staff will return to the City Council with Study recommendations suggested for implementation, at a later date. The fiscal impact and necessary offsets of future recommendations will be discussed at that time.

Approve recommendation.

LINDA F. TATUM, FAICP
DIRECTOR OF DEVELOPMENT SERVICES

APPROVED:

PATRICK H. WEST
CITY MANAGER