



CITY OF GLENDALE CALIFORNIA
REPORT TO THE TRAFFIC AND PARKING COMMISSION

December 7, 2009

AGENDA ITEM

Agenda Item: Report regarding Multi Family Parking Policies

- (1) Motion directing staff on parking policies for Multi Family Neighborhoods.

COMMISSION ACTION

Public Hearing [] Ordinance [] Consent Calendar [] Action Item [X] Report Only []
Approved for DEC. 7, 2009 calendar

ADMINISTRATIVE ACTION

Submitted

Stephen M. Zurn; Director of Public Works

Signature [Handwritten Signature]

Prepared

Michael Nilsson, Mobility Planner

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Reviewed

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John Brownell, Neighborhood Services Supervisor

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Tad Dombroski, Parking Manager

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Kristen Asp, Senior Planner

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Christina Sansone, General Counsel - Public Works

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RECOMMENDATION

It is recommended that the Transportation and Parking Commission (TPC) provide staff direction and recommend policies to City Council for implementation regarding parking management policies in multi family residential neighborhoods.

SUMMARY

Over the past several years, City Council has received complaints about the availability and accessibility of parking spaces in residential buildings. A report was prepared and presented to Council on January 27, 2009. (Exhibit A) Council assigned the TPC to further analyze parking issues in multi-family residential neighborhoods and commercial areas in Glendale.

In response to Council direction, members of the Transportation and Parking Commission determined that the issue would be best analyzed by forming a subcommittee. The subcommittee formed consists of two members of the TPC and five City Staff members. The subcommittee met over a four month period to discuss, analyze and prepare recommendations for parking policies for discussion with the larger TPC, with final policy recommendations submitted to Council.

The subcommittee analyzed policies in the Downtown Mobility Study as well as reviewed best practices in parking management. After this analysis, the Carr Park neighborhood and area surrounding the Nestle corporate headquarters were selected as representative case studies for purposes of analyzing existing parking supply, zoning regulations, transit accessibility and parking regulations. Based on the results of this research (Exhibit B), the subcommittee created a list of potential recommendations to better improve parking management, organized based on changes to existing policy and code:

- Minor amendments to existing policies and recommendations
 - Strengthen the existing parking code
 - Revise the preferential parking district process
 - Adjust prices for parking permits
- Moderate changes to existing policies and recommendations
 - Create an In-Lieu Fee option for new development or existing change-of-use tenants to pay a fee in-lieu of satisfying parking requirements
 - Create a Downtown Mobility Fund for new funding generated downtown to be spent on transit, streetscape and pedestrian improvements
 - Strengthen the existing Transportation Demand Management Ordinance to incentivize alternative forms of transportation
- Major changes to existing policies and recommendations
 - Create a Transportation Management District to manage parking for an entire neighborhood
 - Create new funding and financing mechanisms to more effectively fund transit, streetscape and pedestrian improvements
 - Revise parking standards for new developments to encourage shared, stacked, valet or tandem parking
 - Encourage new and existing private parking to be made publicly available

The subcommittee is looking for direction and feedback on these proposed policy options. Based on the direction received by the TPC, a staff report will be submitted to

council on the recommended policies to move forward, which may include draft ordinances and revisions to existing ordinances.

FISCAL IMPACT

There is no fiscal impact at this time. However, if the recommendations outlined in this report are supported by members of the TPC and adopted by Council, there will be an update on fiscal impacts on specific policy recommendations.

BACKGROUND

Initial Concerns on Parking Supply and Enforcement in Multi Family Neighborhoods

A Council report was prepared on January 27, 2009 (Exhibit A) outlining current parking regulations for multi family residential properties. It included an analysis of development standards, the existing zoning code, and listed issues with the City's existing policy of unbundled parking spaces and discussed options for zoning code amendments. Per council's direction, staff prepared options for consideration that may address existing parking management issues.

Existing development standards determine that the number of parking spaces required and available onsite are based on standards dictated at the time of construction. In regards to the proper use of onsite spaces, the zoning code requires that parking on residential properties be "used for the exclusive use of parking for occupants and their guests." (Glendale Municipal Code Section 30.32.040.C.3) However, since it is currently not illegal to withhold onsite parking from tenants, and it is permissible to assign multiple spaces to another tenant on the same site, staff currently has no ability or authority to resolve issues arising between landlords and tenants.

In response, staff prepared a list of findings concerning the existing policy of unbundled parking spaces. This includes landlords being able to assign parking spaces unevenly or withhold parking from tenants, as well as landlords charging an additional fee for parking spaces. In addition, uneven distribution of spaces may occur in nonconforming buildings as well as parking spaces being used illegally for storage instead of parking onsite.

As a result of these findings, staff presented a list of options for zoning code amendments to the existing parking management policy. This included tying parking spaces to residential units and prohibiting landlords to charge separately for residential parking spaces. These policy proposals increase the certainty of having an available parking space onsite, limiting the ability for landlords to lease to non-residents and eases enforcement. However, this change in policy may result in the potential for increased rents, lack of ability to share parking between multiple residents and uses, as well as providing a disincentive for residents who either do not own a car or choose to use transit. In addition, these recommendations do not account for buildings that contain less parking spaces than units on the property.

City Council Direction to Investigate Multi Family Parking Issues

Council determined that additional research, analysis and discussion were required to prepare recommendations to improve parking management and enforcement policies in multi family neighborhoods in Glendale. It was determined that the Transportation and Parking Commission was the appropriate body to investigate these issues.

In response to Council's direction to investigate multi family parking issues, TPC formed a subcommittee on March 22, 2009. The TPC determined the representatives of this subcommittee on June 22, 2009. The TPC subcommittee included commissioners Bill Weisman and Christopher Welch as well as staff representatives Sam Engel and John Brownell from Neighborhood Services, Alan Loomis, Mike Nilsson and Kristen Asp from Planning and Tad Dombroski from Traffic and Transportation. Jano Baghdanian and Hassan Haghani have also been involved in discussions on policy recommendations with the multi family subcommittee.

Case Studies and Workshops Conducted on Parking Policies

After the conclusion of the June 22, 2009 TPC hearing, a series of meetings and workshops were scheduled with the TPC subcommittee. Included in the analysis was a discussion of policies in the Downtown Mobility Study and their application to multi family parking issues. On July 8, 2009, a kickoff meeting was held with the subcommittee to present a series of policy concepts discussed in the Downtown Mobility Study including Street Types, Capacity Enhancements, Transit Service, Parking Management, Transportation Demand Management, and Funding and Financing Mechanisms.

After this discussion, case studies were selected in two multi family neighborhoods in Glendale to investigate existing land policies, parking supply, parking regulations and transit availability. The Carr Park neighborhood in the southeastern portion of Glendale and the neighborhood adjacent to the Nestle headquarters at the northern end of downtown Glendale were selected.

For further analysis, Bonnie Nelson from Nelson\Nygaard, the author of the Downtown Mobility Study, visited Glendale August 5, 2009 to discuss specific Parking Management policies and their application in multi family zones. This discussion included prevailing trends in parking regulations, best practices in parking management, local and national examples of jurisdictions with innovative parking policies as well as possible funding and financing mechanisms. The meeting concluded with further discussion on the application of these policies to Glendale's multi family neighborhoods.

Results of Research on Parking Management Strategies

Upon completion of the case studies, results were presented at a workshop on August 19, 2009. Results from the case studies (Exhibit B) concluded that parking regulations are inconsistent and change street-by-street, the existing preferential parking program is out of sync with the supply and demand of parking in both neighborhoods, and spillover parking from adjacent commercial uses occurs in multi family neighborhoods. Proposed revisions to parking pricing, preferential parking district policies, funding mechanisms for parking management and bundling/unbundling of parking in multi family neighborhoods Citywide were discussed in response to the results of the case studies.

Policy Recommendations based on Subcommittee Analysis

In response to the analysis of the Downtown Mobility Study, discussion of bundling and unbundling parking spaces, presentation of current trends in parking management policy and results of the case studies, the Multi Family subcommittee has produced a list of possible recommendations for the larger TPC to consider. The subcommittee has grouped the following recommendations into three categories. The recommendations were grouped based on the amount of changes each set of recommendations have to existing policies on parking management and enforcement. These policy recommendations, as organized, provide a comprehensive strategy of parking management policies.

Minor Changes to Existing Policies and Regulations

The following proposed recommendations will require minimal changes to existing City codes and policies. Most of these changes focus on streamlining existing procedures in parking management, adjusting permit prices, adding more specific language to make existing codes more enforceable, as well as adjusting existing requirements in the preferential parking district process. All recommendations below will be limited to minor deletions or additions to existing code language.

- Strengthen the existing parking code – Through the subcommittee's analysis, it was determined the issue is not the bundling or unbundling of parking, it is the method on how individual landlords manage parking on their individual properties. The following are recommendations that can more effectively manage onsite parking for multi family rental units in the City:
 - Require onsite parking to be made available for tenants
 - Prohibit withholding onsite parking from tenants
 - Letters will be sent out to all property owners regarding code clarifications

- Revise the existing Preferential Parking District process – It is recommended that the existing Preferential Parking District permit process, including the initial petition process, be revised to allow for more efficient approval and administration of parking management in the City. Recommendations include:
 - Removing the existing 1 year time limit, allowing administrative approval for adjacent streets into a preferential parking district
 - Allows flexibility to expand districts as needed due to additional development that may occur on or adjacent to preferential districts
 - Mitigates effects of spillover parking that may occur over time
 - Produces a more cohesive district-based program with consistent regulations
 - Lowering the threshold of resident approval of petitions
 - Allows for more multi family neighborhoods to successfully petition for a preferential parking district – most preferential streets in the City are predominantly single family
 - The current 75% approval requirement in the petition process is very hard for streets containing multi family units to achieve due to higher numbers of residents and units in comparison to streets with single family homes
 - Not counting vacant units as tenants in the resident petition process

- A more accurate representation of resident approval of preferential parking, as vacant units are counted as opponents in the current process
- Enabling TPC to start a preferential parking district process without resident petition
 - Extend existing preferential districts if warranted without a resident starting the petition process, similar in composition to the City's existing zone change process
 - Warrants and findings as stated in the existing legislation on preferential parking required from staff prior to TPC commissioners starting the process
 - Proper noticing informing residents of parking district proposals, as well as public hearings being made available to ensure that residents will be incorporated into the preferential parking district process
 - Counter petition available to residents in opposition to a proposed preferential parking district
- Adjust permit pricing in Preferential Parking Districts – At this current time, the cost of parking permits in preferential parking districts is \$6 per year per vehicle. 2 guest passes are distributed for free and there is no limit on the number of parking passes given per household. As a result, the cost to administer this program is more than the revenue that is received. In addition, the price structure and unlimited amount of passes distributed per household has been ineffective in the management of parking, especially in neighborhoods where available street parking is severely constrained. It is not uncommon for households to have more than five parking passes and in some cases residents are using residential streets for the purpose of storing vehicles. The following are recommendations that may resolve some of these issues:
 - Increase the current price of parking permits
 - Raise permit prices to cover costs to administer the parking permit program
 - Will better utilize parking resources onsite, discouraging on-street parking if onsite parking is available
 - Any additional revenue collected can be used to fund transit, pedestrian, streetscape and parking improvements Citywide
 - Tier the pricing of parking permits – price of permit increases for each additional vehicle
 - Discourages the amount of cars per household parking on street
 - Discourages cars being "stored" on street, including cars not in operation
 - Re-evaluate the current policy on guest passes to discourage abuse and use of pass by residents or non-guests
 - Connect pricing of parking permits to the Consumer Price Index (CPI)
 - Pricing to be adjusted automatically on a yearly basis, based on inflation
 - A majority of the City's existing fees are currently administered in this manner
 - Result of pricing adjustments – parking enforcement will be more effectively controlled through demand responsive pricing

Moderate Changes to Existing Policies and Regulations

The following recommendations outline moderate changes to existing policies and regulations. These recommendations are part of a separate effort to implement the Downtown Mobility Study, and may have an effect on parking management and enforcement in multi family neighborhoods and commercial areas adjacent to downtown. The policies include:

- Creation of an In-Lieu Fee Option – Allows developers or existing change-of-use tenants within the DSP the option to pay a fee as a means of satisfying parking requirements in the zoning code.
 - Allows for commercial tenants to share parking or use underutilized parking within the DSP
 - An inventory conducted on parking supply within the Downtown Specific Plan area (DSP) indicated there was a surplus of available parking, with a maximum parking capacity of 53% (Downtown Mobility Study, Chapter 5, Page 5-2) allowing for opportunities for an in-lieu fee option to take place
 - Recommendations include a one-time fee for new developments and a yearly fee assessed for change-of-use tenants
 - Revenues generated from the In-Lieu Fee option will be placed into a downtown mobility fund to be spent specifically on transit, streetscape and pedestrian improvements

- Creation of a Downtown Mobility Fund – The Downtown Mobility Fund will provide a new dedicated account to receive various existing and anticipated fees for the purpose of enhancing mobility downtown.
 - Revenue from new funding sources generated within the DSP will be deposited into the fund, including Parking Meters on Brand Boulevard and proposed In-Lieu Fees
 - Money placed into the new fund will be invested in a variety of mobility improvements including transit, parking, congestion relief and streetscape improvements specifically in the downtown area
 - Money will not be extracted from the existing Parking Fund
 - The new fund will be flexible to allow for other funding and financing mechanisms to be placed into it when adopted by Council

- Strengthening the existing Transportation Demand Management Ordinance – The existing TDM ordinance essentially only requires posting of information for alternative transportation sources with no real enforcement capabilities. The revised ordinance will define performance standards for Transportation Management Associations (TMAs) within the City. The City would require:
 - Mandatory participation of new businesses and developments within the downtown area.
 - Trip reduction goals and annual vehicle ridership surveys for all member companies
 - Establish a yearly implementation schedule for TDM programs and annual reporting
 - A minimum of four TMA board meetings per year with a quorum present at all meetings

- TMA boards to be composed of representatives from member companies with a decision-making capacity
- With increased participation from businesses, revenues generated from a strengthened ordinance will allow for:
 - The use of incentives, services and policies to offer an alternative to single-occupancy vehicular travel such as carpooling, vanpooling, cycling and reduced transit passes
 - Implementation of such policies are effective in reducing vehicular trips, maximizing parking supply and minimizing congestion while allowing for economic growth and population growth

These items will likely require a TPC recommendation to Council to administer changes or revisions to existing codes and ordinances. In some cases, entirely new ordinances will need to be drafted and adopted by Council.

Major Changes to Existing Policies and Regulations

The following recommendations outline major changes to existing policies and regulations. These recommendations, while potentially being the most effective in terms of providing parking and traffic relief, also require sweeping changes to existing policy, enforcement and behavior.

- Creation of a Transportation Management District (TMD) - The goal of creating a TMD is to reduce congestion of automobile traffic and manage the availability of parking and public transportation options, while still supporting a large and growing population within the district. As a result of forming this district, pricing, enforcement and supply can be coordinated together and updated periodically to ensure maximum efficiency of parking.

A TMD should be a specifically defined geographic area within which traffic congestion is at times problematic, where parking is sometimes in short supply and where there is availability of public transit options. Revenues generated by the TMD in the form of parking fees, parking meter fares, parking taxes, permit fees, etc. may be consolidated into a single fund, separate and apart from any pre-existing City funds, and used for improvements in transportation, parking, streetscape and pedestrian improvements.

- Additional funding and financing mechanisms – One of the critical components of the Downtown Mobility Study was allocating funds to make the transit, streetscape and pedestrian improvements proposed in the policy document possible. These additional funding sources, if approved, are recommended to be placed in a specific Mobility Fund whether it is in downtown or in another Transportation Management District. Some potential funding sources include instituting parking taxes, a parking space license fee, a fee for unbundled parking spaces and a business license fee.

All potential funding sources are intended to be specifically earmarked for capital projects, operations, maintenance or in policies to improve transit, parking and pedestrian accessibility if implemented. Below are some specific items that can be potentially paid for as a result of these additional funding mechanisms:

- Discounted or free transit passes (Beeline or MTA) to residents or employees within a preferential parking district or TMD
 - Supplement funding for local transit operators to maintain transit availability and frequency
 - Pay for street signage to improve traffic flow and parking utilization
 - Sidewalk, bus stop, crosswalk improvements, including landscaping improvements
 - Capital transit improvements including a free shuttle or trolley service
- Revise parking standards – Included in the Mobility Study parking management recommendations were strategies that will allow more efficient configurations of onsite parking. Under this proposal, parking standards will be revised for new developments, allowing shared, stacked, tandem and valet parking to satisfy parking requirements. Other options to expand efficiency of parking resources are utilizing adjacent privately owned parking lots during non-business hours for resident use. This proposal would be most beneficial for residential neighborhoods adjacent to the downtown businesses, where there is an ample supply of empty parking spaces outside of standard business hours.

REQUESTED ACTION

The subcommittee is looking for direction and feedback on these proposed policy options, which may include:

- Additional research or discussion to be conducted regarding parking management policy options
- Council review of policy recommendations
- Recommendations on the appropriate packaging of policies for council submittal
- Confirmation from TPC to move forward with recommendations, including the drafting of ordinances on policies for council approval

Based on the direction received by the Transportation and Parking Commission, a staff report will be submitted to council on the recommended policies to move forward, which may include draft ordinances and revisions to existing ordinances.

EXHIBITS

Exhibit A – January 27, 2009 Report to City Council on Multi-Family Parking Enforcement.

Exhibit B – Nestle and Carr Park Case Studies



CITY OF GLENDALE CALIFORNIA
REPORT TO CITY COUNCIL

January 27, 2009

AGENDA ITEM

Report on multi-family parking enforcement and options regarding assignment of parking spaces.

COUNCIL ACTION

Public Hearing []	Ordinance []	Consent Calendar []	Action Item [X]	Report Only []
Approved for <u>Jan 27, 2009</u> calendar				

ADMINISTRATIVE ACTION

Signature

Submitted

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Approved

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Reviewed

Michael J. Garcia, Chief Assistant City Attorney Michael J. Garcia

Timothy Foy, Assistant Director of Planning Timothy Foy

RECOMMENDATION

It is requested that the City Council review the proposed options for addressing parking availability/accessibility and provide direction or recommendations to staff.

SUMMARY

Over the past several years, City Council has received complaints about the availability/accessibility of parking spaces in residential buildings and some commercial developments. Council requested that staff research the issue and report on the existing code

language related to parking space assignments for residents/tenants in multi-family buildings and for commercial developments. It was further requested that staff prepare options for City Council consideration which might address the problems and strengthen overall compliance.

FISCAL IMPACT

There is no fiscal impact at this time. However, if Council directs staff to do outreach to the community, there will be additional costs associated with public meetings and community outreach related to long-term enforcement. Any changes could be incorporated into existing enforcement strategies, thus there should be no additional impact on current enforcement efforts.

BACKGROUND

Recent discussions about the condominium conversion policy prompted consideration of a related topic regarding the renting of required multi-family parking. City Council requested more information about making it mandatory that provided parking in multi-family buildings be used by residents and tenants.

Current Regulations

Multi-Family Residential Properties

The Zoning Code regulates residential parking in two ways.

First, the development standards in place at the time of construction dictate the number of parking spaces on the site.

Second, the Zoning Code regulates the use of property, including the required parking spaces, by generally requiring that parking for residential uses be maintained for the exclusive use of occupants and their guests (Section 30.32.040.C.3 - "Parking for residential uses shall be maintained for exclusive use of occupants and their guests ..."). While this prohibits the owner from renting parking spaces to non-occupants, or using the spaces for non-parking purposes, it allows the owner to charge extra rent for use of the parking space or provide or to not offer spaces to tenants at all. Thus, a unit could be rented without a parking space even when spaces are available, forcing tenants to park on the public streets. Although condominiums tend to be self-regulating through their own governance similar issues do occur in conversions of older buildings. Most of the issues tend to come from rental properties.

When Neighborhood Services inspectors have evidence that parking spaces are being rented to non-occupants or that required parking is being used for non-parking purposes, they will commence enforcement action against the owner. Staff reports that they respond to 10-15 such service requests each year. Such violations are rarely reported, perhaps out of fear of possible retaliation. Most of these violations are discovered when the inspector is on the property investigating another type of complaint.

Because it is not illegal to withhold parking from one tenant, or to assign multiple spaces to another tenant, staff responds to such complaints with an explanation of the current code language but has no ability or authority to resolve the issue.

Commercial Properties

As with the standards for residential property, the Zoning Code regulates commercial parking by enumerating the required number of parking spaces at the time of construction.

The Zoning Code does not provide for the assignment of commercial parking spaces and regulates their use less directly than it does for residential zones (Section 30.32.C.1 – “Persons in control of the operation of a premises for which parking or loading spaces are required by this chapter shall not prevent, prohibit or restrict other persons from using those spaces for their required parking.”).

It should be noted that the Zoning Code was amended several years ago to allow some commercial uses to share required parking when the different businesses have complementary hours of peak parking demand (for example, an office building and a banquet hall).

As a result, owners of commercial buildings can limit the use of parking on their sites. A number of problems result:

Possible Issues

1. Residential landlords may assign parking spaces unevenly.
2. Landlords may withhold parking as a retaliatory tactic.
3. Uneven distribution may always occur in buildings that are legal and non-conforming for the number of parking spaces (i.e. there are fewer parking spaces than there are units).
4. Residential landlords charge an additional rental fee for parking spaces.
5. Parking spaces are illegally used for storage instead of parking, thereby forcing parking unnecessarily on to the streets.
6. Commercial property owners charge tenants and users for parking. Employees of tenant businesses refuse to pay and park in surrounding neighborhoods.
7. Parking is only accessible to commercial tenants and their employees, but not to customers. This forces customers to seek street parking in surrounding neighborhoods.
8. Commercial parking is assigned in such a manner that some businesses cannot access parking needed for customers and/or employees.

OPTIONS

The following are options for Zoning Code amendments for Council to consider.

1. Tie parking spaces to units in residential developments.
 - Pros
 - Tenants would have (theoretically) full knowledge of their parking assignment at the time of rental.

- Limits ability of owners to illegally rent space to non-residents, thus reducing impact on street parking.
- Easy to assign spaces in all new development.
- Over time, enforcement would likely become "self-policing."

Cons

- In a case where a tenant does not have as many cars as spaces provided, a parking space could remain vacant while guests or other residents with additional cars may need to use street not being permitted to utilize a vacant parking space.
 - This limits the flexibility of the property owner to adjust parking based on the changing needs of tenants as they move in and out.
 - Would be difficult to apply to some existing developments which are legal non-conforming.
 - This would require "phasing in" over time.
 - Initially, enforcement efforts would be problematic.
 - In areas where public transportation is readily available, this would provide a disincentive for tenants to reduce the number of cars in their households.
2. Prohibit charging separately for residential parking spaces. The existing code language could be amended to read: Parking for residential uses shall be maintained for the exclusive use of occupants and their guests and shall not be rented separately from a dwelling unit, unless otherwise allowed by this code or through the issuance of a request for parking reduction permit.

Pros

- This is a relatively simple solution that provides clarity for enforcement officers

Cons

- May initially result in rent increase for units where parking rental is currently separate from the unit rent.
3. Add similar language for commercial uses, requiring that all required parking be open for all tenants and customers, and that only parking in excess of that required for the development may be used for use by off-site users

Pros

- Arguably a large impact on residential street parking results from commercial spillover, and thus could improve access to residential street parking in many neighborhoods.
- Has limited impact on and does not increase rents for residents.
- Customer parking is more convenient.

Cons

- Owners likely to argue security concerns over customer access to parking now limited to paying employees.
- Owners likely to argue reduction in revenue derived from leasing parking or commercial tenants may face increased rents
- Limits owners' ability to maximize use of parking spaces for off-site uses.

Public Outreach

Based on Council direction, staff proposes to conduct outreach with the apartment owners associations, the Chamber of Commerce and commercial property management groups, as well as those neighborhoods impacted by commercial parking overflow.

Depending on the scale and scope of changes desired by the City Council, a report and draft ordinance could be completed as soon as August, 2009.

MOTION

Moved by Council Member _____, seconded by Council Member _____, that the Council accepts the Report to Council dated January 27, 2009 with respect to multi-family parking enforcement and options regarding assignment of parking spaces, and directs staff as follows:

Vote as follows:

Ayes:

Noes:

Absent:

Abstain:

APPROVED AS TO FORM
Michael J. Harris
CHIEF ASSISTANT CITY ATTORNEY
DATED 1/22/09

Case Study –
Nestle, Inc.
August 19, 2009

Background

- Nestle, Inc. was required to comply with AQMD regulations in 1988 due to South Coast Air Quality Management District Regulation XV. Regulation XV required corporations with over 100 employees (later amended to 250 employees) to:
 - Institute a ridesharing program to increase alternative modes of transportation to and from work, requiring transportation demand management strategies
 - As a result, Nestle became a member of the Glendale Transportation Management Association and instituted a parking cash-out program
 - Employees may either pay for parking or get paid monthly for not using garage parking and use transit in place
 - Original purpose of policy – improve air quality and lower vehicular congestion

Issues Faced

- Nestle Parking Cash-Out Program improperly used
 - Free street parking in residential neighborhoods adjacent to Nestle property
 - Result: Employees use the cash-out program but still drive alone and park on adjacent streets – creating parking problems in surrounding neighborhoods.
 - While the Nestle parking structure has ample capacity, adjacent streets are parked to capacity during the weekday afternoon peak (1-2 PM, based on the Downtown Mobility Study)

Parking Supply Analysis

Parking Occupancy Data

- Downtown Mobility Study – Peak Hour Parking Occupancy Data:
 - 1PM-2PM weekdays – 71 to 80% along Brand & Glenoaks Blvd., 91-100% along Louise St.
- Current weekday occupancy data – Nestle Parking Garage
 - 1590 total spaces – 1000 monthly parkers plus 200 to 300 daily visitors
 - Estimated weekday occupancy of garage – approximately 50%
 - Approximately 1500-2000 employees work in the Nestle building
 - Result: Up to 500-1000 employees may park on nearby streets

Surrounding Land Use

- Land Use Types – Nestle Property is within the Downtown Specific Plan. However, it is at the northern edge of the DSP and is adjacent to High Density Residential and Neighborhood Commercial uses.
 - High Density Residential – East of Brand Boulevard: Maryland, Louise and Campbell south of Stocker and north of the 134 Freeway
 - High Density Residential – West of Brand Boulevard: Approximate boundaries from Pacific to Central, south of Stocker to the 134 Freeway. Some high density north of Stocker between Columbus and Brand (south of Spencer and Mountain)
 - Medium Density Residential – East Brand Boulevard from Stocker to Mountain
 - Low Density Residential – Approximately four blocks away east of Nestle starting at Jackson
 - Community Services Commercial – Brand Boulevard from Glenoaks to Stocker
 - Neighborhood Commercial – Glenoaks Boulevard from Louise to Howard

Nestle Garage and Adjacent Parking Lots/Structures

- Ample supply of private parking lots and structures around the North Brand business complex
- Nestle parking garage
 - Existing Rate/Hours at Nestle Garage – \$1 per 20 minutes, \$9 daily maximum – open from 7am to 7pm Monday-Friday.
 - Parking Cash-out refund given to employees who do not park at the Garage
- Adjacent private parking structures – rates and hours
 - 700 N Brand – \$1 per 15 minutes, \$4 per hour, \$12 daily maximum – fully automated facility
 - Hilton Glendale Garage - \$6 for the 1st hour, \$2 for each additional hour, \$17 daily maximum, \$16 per night for overnight hotel guests with in/out privileges.
 - 801 N Brand - \$1 per 15 minutes, \$12 daily maximum – open from 8am-10:30 Monday-Friday, 9am-7:30pm Saturday.
 - Embassy Suites Garage - \$15 daily maximum – valet lot only for overnight hotel guests.
 - 1000 N Brand Boulevard – Small structure open to office workers at 1000 N Brand only, with spots dedicated to those specific businesses.
- Adjacent private lots
 - 932-944 N Brand Boulevard (NE corner of Brand Boulevard and Glenoaks)
 - QQ Buffet and Grill – (NE corner of Central Boulevard and Arden) surface lot enforced 24 hours a day, 7 days a week
 - Conrad's – (NW corner of Central Boulevard and Arden) 2 hour parking limit

Existing Parking Regulations adjacent to Nestle

- Adjacent residential streets within two blocks of Nestle already have many restrictions in terms of adjacent neighborhood parking
 - Existing preferential permit parking zones – Note: zones were in response to initial parking issues created by misuse of Nestle's parking cash out program

- Jackson, Isabel and Howard Streets between Glenoaks and Dryden – all Low Density Residential streets, Single family homes
- Glenoaks Boulevard between Louise and Jackson Streets – within high density residential land use
- Monterey Road between Louise and Kenwood Streets, than between Jackson and Geneva Streets – Within High Density Residential land use
- Kenwood and Isabel Streets south of Monterey Road and north of the 134 Freeway – 2 High Density Residential blocks
- Preferential Permit parking south of 134 Freeway adjacent to Nestle
 - Louise Street – South of 134 Freeway to California
 - Maryland Street – South of Doran Street to Lexington
- No parking zones
 - Arden Road – between Brand and Central
 - Glenoaks Boulevard – Between Central and Louise
 - Goode Avenue – Between Brand and Central
 - Monterey Road – Between Brand and Louise
- Time limits and restrictions
 - Brand Boulevard – West side between 134 Freeway and Glenoaks, Sanchez to Doran.
- No current parking restrictions (other than standard street sweeping operations)
 - Louise Street – between 134 and Monterey Road
 - Smaller residential streets in multi-family neighborhoods east of Brand and north of Glenoaks
 - Residential streets in multi-family neighborhoods west of Central (north of 134 Freeway)
 - Maryland south of the 134 Freeway to Doran

Adjacent Transit Service

- Nestle is well served by local, regional and commuter bus service
- LADOT Commuter Express – Within one to two blocks of Nestle (WB at Sanchez and Brand, EB at Goode and Brand)
 - CE 549 – Services Encino, Burbank Media Center District, Old Town Pasadena, connecting to Pasadena at the Lake Gold Line Station
- Metro – Served directly by one route
 - Route 92 – Burbank to Downtown LA with connections to Metro Routes 180, 181, 183, 201, 780 in Glendale
- Beeline Bus Service – Nestle is directly adjacent to three Beeline bus routes, one route is approximately one block north
 - Route 11 – Express service to Glendale Transportation Center (Metrolink, Amtrak, Beeline bus routes 1,2,11)
 - Route 1 and 2 – Provides service along Brand Boulevard and Central Avenue from Stocker to the Glendale Transportation Center

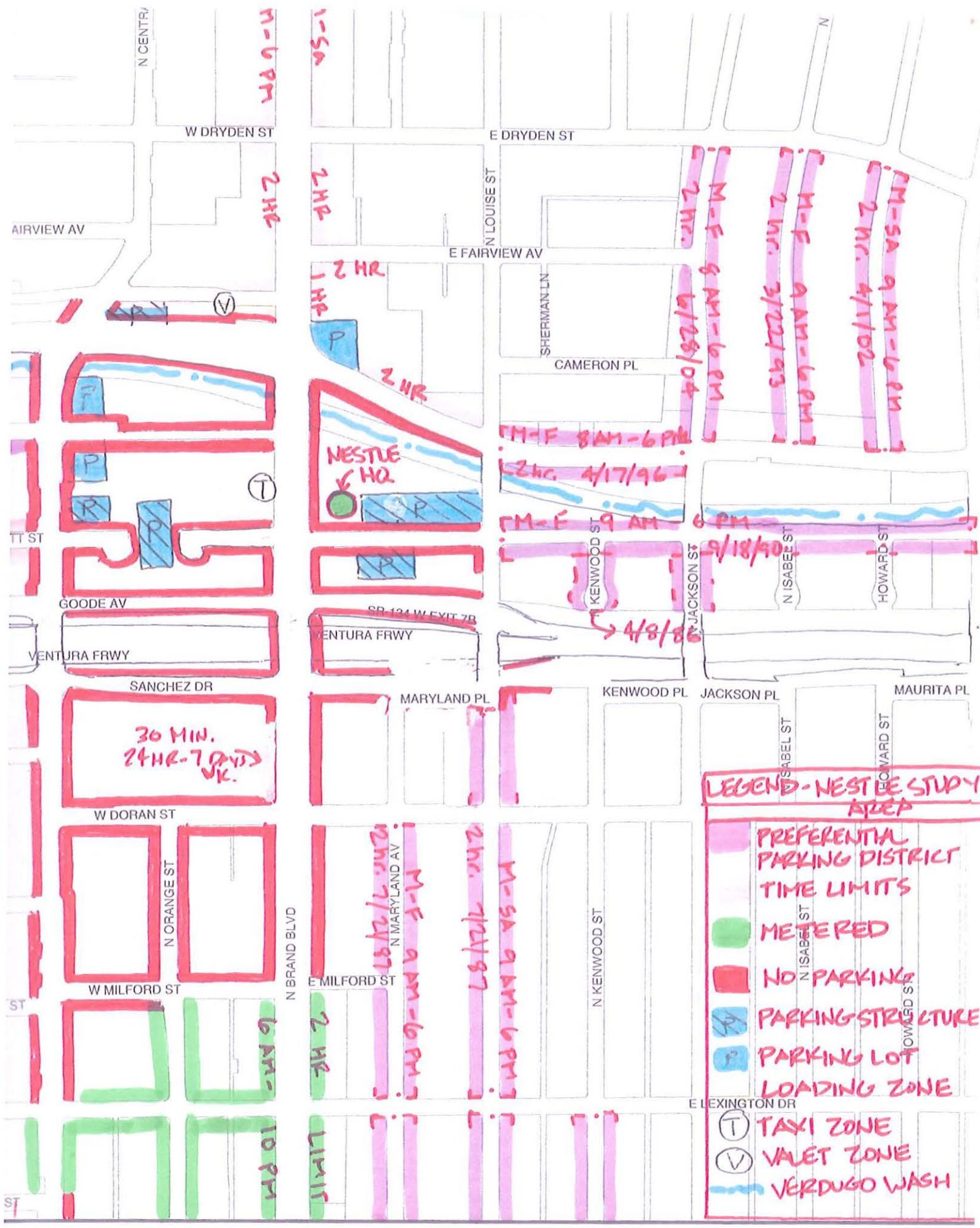
Conclusions

- Parking regulations are already in place in several streets in the neighborhood

- However, regulations are inconsistent and complicated – no consistent regulations adjacent to Nestle – time limits, no parking zones, preferential parking on some streets, unregulated parking on others, with no reasoning or logic regarding placement of these zones in terms of regulating supply and demand of parking.
- Preferential parking often placed on adjacent single family streets versus multi family streets
 - Parking regulations in place on streets that have less potential supply concerns

Potential Solutions

- Meters on adjacent existing streets in the commercial zones – currently unmetered streets that currently have time limits only
 - Funds generated from parking – place in Downtown Mobility Fund for pedestrian, transit and streetscape improvements for the North Brand corridor
- Preferential Parking on all neighboring residential districts within 4 blocks of Nestle, Embassy Suites, Hilton and the North Brand DSP business area
- Further investigate if supply of parking in the neighborhood is an issue outside of business hours
 - Ample parking supply in private parking structures (including Nestle lot)
 - Discuss possibility of using private structures for public use outside of business hours



LEGEND - NESTLE STUDY AREA

- PREFERENTIAL PARKING DISTRICT
- TIME LIMITS
- METERED
- NO PARKING
- PARKING STRUCTURE
- PARKING LOT
- LOADING ZONE
- T TAXI ZONE
- V VALET ZONE
- VERDUGO WASH

**Case Study –
Carr Park
August 19, 2009**

Issues Faced

- Carr Park has no onsite parking
- Commercial uses along Colorado Boulevard are not being used for their primary purpose (i.e. motel rooms are being used as month-to-month or long-term rentals)
- Single-family residential streets in the Carr Park neighborhood already have preferential parking program in place
- Multi-family streets in Carr Park neighborhood have no permit program in place
- Glendale High School is adjacent to the neighborhood – teachers, students and parent drop-off all affect the neighborhood

Parking Supply Analysis

Existing Parking Regulations adjacent to Carr Park

- Preferential Parking Districts in and adjacent to the Carr Park neighborhood
 - Orange Grove Avenue, Harvard Street and Campus Street
 - 7am-10pm 7 days a week, 1 hour time limit for parking
 - Sinclair Avenue between Broadway and Wilson
 - 9am-6pm, Monday-Friday, 2 hour time limit for parking
 - Barrington Way between Verdugo and Lukens
 - 7am-10pm, Monday-Friday, 2 hour time limit for parking
- Limited parking along Colorado Avenue between Carr Park and Verdugo Road – many red curbs and curb cuts
- No parking along one side of Maynard Street
- Loading and Unloading zones:
 - South side of Broadway adjacent to Glendale High School 7-9 am and 2-4pm while school is in session
 - East side of Verdugo between Orange Grove and Broadway 7:30-8:30 am and 2:30-3:30pm while school is in session
 - Outside of these hours, unregulated parking is allowed (outside of standard street sweeping)
- Time limits
 - Colorado Avenue – 2 hour limit between the hours of 9am-6pm, Monday-Saturday

Surrounding Land Use

- Carr Park neighborhood (consisting of Carr, Maynard, Harvard and Orange Grove) is Medium Density Residential
 - Within Carr Park is a mixture of Single Family and 2 story attached product
- Colorado Street adjacent to Carr Park is Community Services Commercial

Parking Supply

- Glendale High School parking supply issues
 - On-campus parking supply at High School limited to approximately 200 spaces
 - Student enrollment for the 2008-2009 school year at approximately 3,050 students and approximately 160 faculty/staff
 - Extensive athletic fields, tennis courts and auditorium used by community and the school
 - Result: parking is unable to reasonably accommodate faculty, students, athletic fields and events that take place on campus
- Carr Park parking supply issues
 - No onsite parking at the park
 - Park access is severely restricted off of Colorado Boulevard – no more than 4 on-street parking spaces available due to red curbs
 - Parking on the north side of the parking is restricted on Harvard Street due to an existing Preferential Parking District – one hour parking limit 7am-10pm seven days a week
- On and off-street parking analysis conducted on both multi-family and single-family streets in the Carr Park neighborhood
 - According to this analysis, while parking supply is tight there should be adequate demand for the neighborhood
 - This however, does not account for the external parking demands placed on the neighborhood such as:
 - Glendale High School (pickup, drop-off, extracurricular activities)
 - Carr Park patrons
 - Adjacent commercial businesses along Colorado Boulevard
 - In addition, placement of Preferential Parking District has been placed in the area with the highest amount of supply in comparison to demand

Adjacent Transit Service

- Neighborhood is well served by local, regional and commuter bus service
 - Beeline bus routes
 - Line 6 – Loops to Glendale High, Carr Park and downtown Glendale
 - Metro routes
 - Line 84 – Connects to Eagle Rock and Downtown LA
 - Line 183 – Connects to Burbank and Sherman Oaks/Van Nuys
 - Line 180, 181, 780 – Connects to downtown Glendale, Pasadena and Hollywood/West Los Angeles
 - LADOT Commuter Express – Park and Ride a couple of blocks from Carr Park neighborhood (at Harvey and Wilson)
 - CE 409 – Connects Sylmar to Downtown Los Angeles
 - CE 549 – Connects Encino, Burbank Media Center District, Old Town Pasadena, connecting to Pasadena at the Lake Gold Line Station

Conclusions

- Existing Preferential Parking Districts placed inversely compared to demand

- Parking supply problems in the Carr Park neighborhood:
 - Carr Park - no onsite parking
 - Glendale High – not enough parking onsite to satisfy demand
 - Carr and Maynard Drive – not enough parking to satisfy demand on both streets

Potential Solutions (feasibility of any alternatives to be discussed in further detail)

- Expand the existing Preferential Parking Benefit District to encompass all of Carr Park as one district
- Create a separate Preferential Parking Benefit District for the Multi-Family portion of Carr Park
- Examine uses of Glendale High School parking lot (approximately 200 spaces) after school hours
- Increase parking restrictions on streets within Carr Park neighborhood to limit spillover at Glendale High School
 - Evaluate demand and potential effects of spillover of neighborhoods adjacent to Glendale High School as a result



H-F
BARRINGTON WY
7 AM - 10 AM
10/24/94

4-5-5A
10/24/94
SINCLAIR AV

7-9 AM & 2-4 PM

3:30-6:30 PM
VERDUGO RD

1 HR
7 AM - 10 AM
10/24/94

2 HR

7 AM - 6 PM N-SA

LEGEND - CURR DRIVE STUDY PREP

- PREFERENTIAL PARKING DISTRICT
- TIME LIMITS
- GLENDALE H.S. CURR PARK
- NO PARKING

* SCHOOL DAYS ONLY
N GHS LOADING ZONES

MOTION

Moved by Commissioner _____, seconded by Commissioner _____, that the Transportation & Parking Commission direct staff and recommend to the City Council the following parking management policies for multi-family neighborhoods as more fully set forth in the report of the Director of Public Works dated December 7, 2009:

Option (1): Minor amendments to existing policies and recommendations.

- a. Strengthen the existing parking code.
- b. Revise the preferential parking district process.
- c. Adjust prices for parking permits.

Option (2): Moderate changes to existing policies and recommendations.

- a. Create an in-lieu fee option for new development or existing change-of-use tenants to pay a fee in-lieu of satisfying parking requirements.
- b. Create a Downtown Mobility Fund for new funding generated downtown to be spent on transit, streetscape, and pedestrian improvements.
- c. Strengthen the existing transportation Demand Management Ordinance to incentivize alternative forms of transportation.

Option (3): Major changes to existing policies and recommendations.

- a. Create a Transportation Management District to manage parking for an entire neighborhood.
- b. Create new funding and financing mechanisms to more effectively fund transit, streetscape, and pedestrian improvements.
- c. Revise parking standards for new developments to encourage shared, stacked, valet, or tandem parking.
- d. Encourage new and existing private parking to be made publicly available.

Vote as follows:

Ayes:

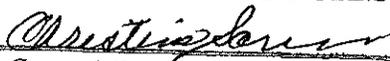
Noes:

Absent:

Abstain:

Chairperson

APPROVED AS TO FORM



General Counsel, Public Works

Date: 12.2.09