City of Los Alamitos

Agenda Report Discussion Items	April 18, 2016 Item No: 10B

To: **Mayor Richard D. Murphy & Members of the City Council**

Via: **Bret M. Plumlee, City Manager**

From: **Steven A. Mendoza, Development Services Director**

Subject: **Results of Parking Workshop**

Summary: This Staff report, and subsequent PowerPoint presentation will update the City Council on the results of the March 1, 2016 Parking Workshop.

Recommendations:

1. Review and Discuss results of Parking Workshop; and,
2. Retain existing parking regulations with full enforcement; and,
3. Determine if additional parking regulations are warranted; and,
4. Provide Direction to draft future changes into a Resolution.

Background

During their November 16, 2015 and January 19, 2016 Council meeting, the Los Alamitos City Council considered establishing some new and revising some existing parking time limits in various portions of Los Alamitos. Although considered, the proposed time limits were not approved pending further outreach via a Parking Workshop. Additionally, the City Council directed the suspension of enforcement of existing parking limitations for a few of the areas. Suspension was implemented by bagging the signs. The City has been reviewing and considering changes to parking regulation since September of 2014. A timeline of the major milestones is included in the Table 1.

TABLE 1									
Sep. 2014	2014/15	April/ May 2015	August 2015	Sept. 2015	Oct. 2015	Nov. 2015	Jan. 2016	Mar. 2016	April 2016
Parking Solutions Working Group Established	Stakeholder Interviews	Parking Assessment	Tabletop Stakeholder meeting held by Traffic Commission	Traffic Commission	City Council Meeting, Expanded study area, increased in enforcement	City Council Consideration/Request for More Outreach	City Council Review of Outreach to Old Town Residential	Parking Outreach Meeting hosted by City Council. 1, 2016	Council Meeting to review workshop findings.

September 2014

Parking Solutions Working Group Established

In September 2014, the City created a Parking Solutions Working Group to investigate parking solutions including Enforcement, Parking Time Limits and Parking Meters. The City began carefully considering opportunities to maximize use of current public parking assets. In addition, the group looked into implementing new practices that better align public parking services with community expectations and the reality – and opportunity – of a high demand for public parking in some locations. The goal being:

- Provide customer-friendly experience for convenience & access.
- Maintain a responsibility to optimize public investment in parking.
- Maintain small town, walkable form that has evolved over years of purposeful planning and growth.
- Support a "park once", pedestrian-friendly vision that encourages walking around the area but allows for choice of where to park.
- Facilitate economic development through flexible policies.
- Discourage the use of public spaces by area employees.

The Working Group met bi-weekly to define the region, address necessary infrastructure, study the existing parking conditions within the area, develop a cost analysis for meters, review meter proposals, suggest alternatives and to discuss outreach.

2014-2015

Stakeholder Interviews

As an early step in the research, the City Manager and Development Services Director interviewed a cross-section of interested stakeholders: business operators, employers, property owners, developers, neighborhood leaders, public safety staff, parking enforcement personnel and other close observers.

Interviews were conducted in-person Many of these participants have been part of the area for decades. Following are excerpts from those meetings.

The doctors are permitted to park on property along the alley on the eastern edge of the property. Daytime shift employees (6 a.m. shift) are directed to park on Florista Street within the City's public Spaces. Second shift employees (11 a.m.) are permitted to park on site. They have approximately 15 employees per shift - Sunday is lighter. About 8 employees are encouraged to park on street. Elderly customers would have a hard time parking in metered spaces due to the speed on Florista Street and the proximity to the signal. The closeness to the signal makes it difficult to back out. Overall appeared neutral to the idea of parking solutions.

Office Manager

Discussed how he needs parking. He parks and pays at St. Isidore. He would like the City to make parking available for his employees so that his lot can be used for patients and doctors.

Administrator, Reagan Street Surgery Center, 10904 Reagan

Concerned with the availability of parking for visitors, donors, employees and families. Equally concerned with the impact to the Thrift Store. Acknowledged that it would help the parking space turn over factor. Wants to provide volunteers (some elderly) an easy way to visit the facility. Brought forth the idea of using tokens, stickers, exemptions, passes and various ways to make parking program palatable to all the charities on the street.

Area Charity Administrator

Supports parking improvements and parking meters in the area. He expressed that Parking Meters are inevitable in the area. He supported the City's efforts to get parking spaces to circulate. He supports two hours max and also suggested that the three hour max zone could be placed on the City owned lot for the benefits of longer term customers. He brought forward the idea of preserving some of the on street parking spaces for bike racks.

Property, Owner

Understand the City's need to have more spaces circulate. His preference would be to allow the spaces in front of our buildings to remain available for our employees. Although we have spaces for employees, the on street spaces offer a convenience to their employees.

CEO

Conveyed a need to improve their limited parking situation. They currently have seven spaces in back which are always full. They use area public parking spaces to supplement their own. They have a great need on Mondays and Thursdays. Needs intake spaces as well as visitor/donor/volunteer spaces. Supports parking meters and thinks such a move by the City makes sense. Forwarded a few ideas where she could support this project such as dedicating 2 (maybe 2) parking spaces to charities for intake, drop off, donors and or volunteers. Tokens or passes would work. She also stated that the City could provide maybe two public parking spaces in the City owned lot.

Executive Director of Area Charity

My name is Judy Estrada. I spoke with you while you were sitting in the parking space off Florista last week. I've talked to my friends and neighbors regarding the meters over the weekend. It seems that most are opposed to the installation of meters with some okay with the installation of just a few. Some have suggested add more 2 hour parking signs as an option. Another good suggestion was to reach out to the surrounding doctors to see if there is a way they could negotiate for parking spaces in the new parking structure since there is ample space there. One neighbor was concerned that her husband whom teaches music at Applied Music above the dentist office would have to pay to work, and most others likened parking meters to double dipping having to pay to eat. All like the idea of installing more bike racks throughout the city along with the bridges.

Judy Estrada, Resident

Pleased that they (meters) are not proposed in front of their site. Likes the idea of short term parking though.

Restaurant Owner

Not so sure I really see a problem. Looking at raw data, like parking enforcement (if any data is collected) I'm sure the conclusion can be drawn that there are a number of local employees utilizing on-street parking as a convenience but adequate parking in the lot behind 10861 and the new hospital structure seem to be well utilized. We are having virtually no problems now that the new structure is open so my point is, who is complaining? Contributing to the parking issue, if there really is one, not just perceived, is the approval of new business occupations in outdated buildings providing no or inadequate parking and expecting the rest of us to bear the burden, either publicly or privately. I have a solution for that.

Property Owner & Business Owner

I will say that metered parking will affect this area as has the changes in parking that the landlord has set. We are a Real Estate office and agents are upset that there is not enough parking and that their clients are already inconvenienced with the 30 minute signs as well as the pay box in the back. I don't recommend it for our complex.

Real Estate Agent/Office Manager

April 2015

Parking Assessment

To assist in the analysis, the Working Group reached out to Traffic Consultant Fehr & Peers, who was familiar with the City via the General Plan. They have developed a Parking Assessment of the study area. The Parking Assessment included an inventory of the current parking supply (Attachment 2), the collection of parking data, and an analysis of the parking demand in the Old Town East and Medical Center areas, where parking improvements were being considered. The Assessment included all of the private and public parking spaces in the area, in both the parking lots (off-street parking), and along the curb (on-street parking). The study area was then broken down into subareas to more specifically assess the parking demand. To provide a basis for the parking analysis, the public and private parking spaces were identified, and the number of vehicles parked in each parking lot and along each block was noted hourly, from 9:00 AM to 8:00

PM on a weekday. The parking data was used to determine the current off-street and on-street parking demand, as summarized in the paragraphs below:

The daily analysis showed that for the overall study area, the daily demand peaked at 61% at 12:00 PM for on-street and off-street combined. The daily peak demand for individual subareas ranged from 55% to 85% for the off-street parking and from 67% to 93% for the on-street parking. The findings summarized that there is a greater peak demand for on-street parking than for off-street parking and that the peak demand for all parking spaces occurs between 10:00 AM and 3:00 PM. The peak demands are also clustered near the Medical Center and near the restaurants and shops in the Old Town East area. The findings that can be gleaned from the hourly parking usage indicate that, in general, parking in the Medical Center area, which serves medical and industrial land uses, has its highest demand during normal business hours. Off-street and on-street parking in the Old Town East area, where there are restaurants and shops, has the highest demand in the late morning, around lunchtime, and again around dinnertime. Key Assessment findings include the following:

- There is a higher demand for on-street parking than for off-street parking in most of the study area.
- On-street parking on some street segments has high demand throughout most of the day. These segments include portions of Catalina Street, Cherry Street, Reagan Street and Florista Street.
- In general, the peak parking demand occurs between 10:00 AM and 3:00 PM, with the parking demand being greatest before 1:00 PM and lowest after 4:00 PM.
- The peak demands are clustered in the Medical Center area where there are also industrial uses, and in the Old Town East area, where there are restaurants and shops.
- The Medical Center parking garage is underutilized. (It exceeds LAMC's needs within their current construction phase.

August 2015

Tabletop Stakeholder meeting held by Traffic Commission

During the Los Alamitos Traffic Commission meeting on August 12, 2015, area stakeholders gathered around in an intimate table top setting to discuss parking-related issues. Business owners, employees and property owners came together collectively to address parking related solutions within the subject area, including but not limited to, the future installation of Parking Meters or the implementation of time-limited parking in the area's public parking spaces. A summary of their thoughts taken from the comments cards and notes from various attendees at the outreach meeting is provided below.

1. Most stakeholders supported limited parking restrictions.

a. 2-hour time limits were generally acceptable, but it was thought that 3- or 4-hour time-limits might be needed in some places.
b. Certain businesses did not want time-limited parking because their patrons are typically there for 3-5 hours.
c. Additional enforcement would be needed, and is currently needed.
d. Limited parking would help reduce/eliminate all-day on-street medical-related parking.
e. Concerned that limited parking could cause parking to move outside of the proposed area – further study may be needed.
f. If time-limited parking is implemented, a follow-up study should be performed and adjustments made, as indicated.
g. Property owner Afshani needs to enforce signs in his lot, improve signage and work with his tenants to improve parking, in general.

2. Most stakeholders did not support parking meters; concerned that it would drive away business.
3. The medical office building is not using the parking structure
4. Can the hospital extend their shuttle/ADA transportation, to encourage people to use the parking structure?
5. Carpoolers use the on-street parking on Florista Street to park their cars all day.
6. The City's public parking lot spaces should be clearly marked.

September 2015

Traffic Commission

One month following the above mentioned outreach event, the Traffic Commission solidified their thoughts on parking in the area with the following motion introduced by Commissioner Gina Biri:

1. That we enforce the existing 2-hour parking;
2. That we paint/update the existing curb painting;
3. The Traffic Commission to review in 4 months;
4. The Traffic Commission strongly recommends that the City Council work with Staff to develop a plan for approaching and working collaboratively with the hospital and other large business owners to alleviate their employees parking in City spaces.

2nd by Commissioner Dave Emerson

Passed unanimously – 6/0

October 2015

City Council Meeting, Expanded study area, increase in enforcement

During this meeting, City Council was provided the basis for parking reform within the commercial area of Old Town East and the Medical Area to decrease the opportunities for all day employee parking in the public parking spaces within the area. The goal is:

- Provide customer-friendly experience for convenience & access.
- Maintain a responsibility to optimize public investment in parking.

- Maintain small town, walkable form that has evolved over years of purposeful planning and growth.
- Support a "park once", pedestrian-friendly vision that encourages walking around the area but allows for choice of where to park.
- Facilitate economic development through flexible policies.
- Discourage the use of public spaces by area employees.

Council requested that a timeline for implementation be brought back for the November meeting

November 2015

City Council Consideration/Request for More Outreach

During this meeting the City Council considered establishing time-limited parking within the thirteen parking areas within commercial area of Old Town East, Medical Center Area and surrounding area. Council has already provided direction to Step One, which was increased enforcement. This meeting intended to move to the next steps which were:

Step 1	**Increased Enforcement**
Step 2	**Implement Additional Time Limited Parking**
Step 3	**Second Parking Assessment**
Step 4	**Establish Paid (Meter) Parking**

The City Council delayed the recommendation to allow Staff to reach out to residential areas for the possibility of relaxing daytime parking restrictions. Staff is to bring back one solution. Council and Staff discussed the timeline for feedback. Council and Staff discussed providing information to Council regarding modifying the residential parking program and the possibility of adding additional diagonal parking.

January 2016

City Council Review of Outreach to Old Town Residential

Staff developed and distributed a survey to the residential area of Old Town East. The Old Town East residential area consists of 42 residential parcels with 80 housing units occupied by 197 residents (2010 U.S. Census). The City is in receipt of 61 completed surveys, of which 32 were tenants and 29 were property owners. During the first round of survey distribution, surveys were mailed to property owners on December 22, 2015 and then hand delivered to tenants on December 23, 2015. The second survey distribution included a mailing to property owners on December 29, 2015 and then hand delivered to tenants on December 30, 2015. Surveys were distributed with a self-addressed stamped envelope. The questions asked and the corresponding responses are reflected below.

1. *Would you be supportive of allowing nearby business customers and employees to park in front of your home during the hours 6:00 a.m. to 6:00 p.m.?* ***No 56. Yes 5.***

2. *Do you want the Residential Permit Parking Program to continue in your neighborhood? If yes, please comment if you think that parking time limits (i.e. 2 or 3 hours) could be a good alternative in the neighborhood.* ***No 3. Yes 58.***

3. *If the Residential Permit Parking Program were discontinued, would you like to see additional parking in the neighborhood created through installing diagonal, nose-in parking?* ***No 37. Yes 20.***

March 2016

Parking Outreach Meeting hosted by City Council March 1, 2016
Summarized within this Staff Report.

April 2016

Council Meeting to review workshop results with a Staff recommendation to:

1. Review and Discuss results of Parking Workshop; and,
2. Retain existing parking regulations with full enforcement; and,
3. Determine if additional parking regulations are warranted; and,
4. Provide Direction to draft future changes into a Resolution.

Discussion

The most recent outreach, the Parking Workshop was held On March 1, 2016, where City Council participated alongside of property owners, business owners, residents, tenants and other interested parties. The Parking Workshop began with small group discussions facilitated by Staff and City Council Members, continued with voting for potential parking options and then finally, an overview of the results. Approximately 35 people attended the Workshop. Additional surveys were completed online bringing the total surveys completed to 80. The survey remained open for eight days after the Workshop.

The results of the Survey both inside the Workshop and online are attached in Attachment 1. Parties were fairly evenly split between those who supported having some parking restrictions and those who preferred no restrictions. The majority did not think parking meters would be appropriate. Overall, 48% of respondents supported some parking regulations while 52% supported no parking restrictions. The split was even greater when it came to parking meters. 78% did not support meters, while 22% supported the installation of parking meters.

Changes to existing parking and establishing new parking limits remains a passionate issue and based upon the results of the March 1, 2016 Workshop and the online survey, there are many conflicting opinions about regulating parking.

Other Workshop Comments

- Restriction may not be good for businesses with customers/patients who visit long.
- For those who support restrictions, 2 hours is preferred over 3 hours.
- Unrestricted weekend parking

Tabletop Stakeholder Meeting Notes

- 2 hour time limits generally acceptable
- Meters generally opposed
- Need additional enforcement of existing regulations
- Some participants did not want time restrictions because their patrons are typically there for three to five hours
- Some concern that limited parking in some areas could impact other areas and/or deter new businesses.

Community Suggestions for Alternative Solutions

- Property owners need to enforce private parking regulations, improve signage, and work with tenants to improve parking
- Install bike racks to promote the use of alternative modes of transportation
- Establish designated on-street parking spaces for employees/visitors
- If time restrictions are implemented, establish a permit system for businesses with special parking needs or circumstances
- Make better use of the underutilized hospital parking structure

The PowerPoint presentation will be visually presented to City Council during the meeting and is included in this packet.

Fiscal Impact

None

Submitted By:

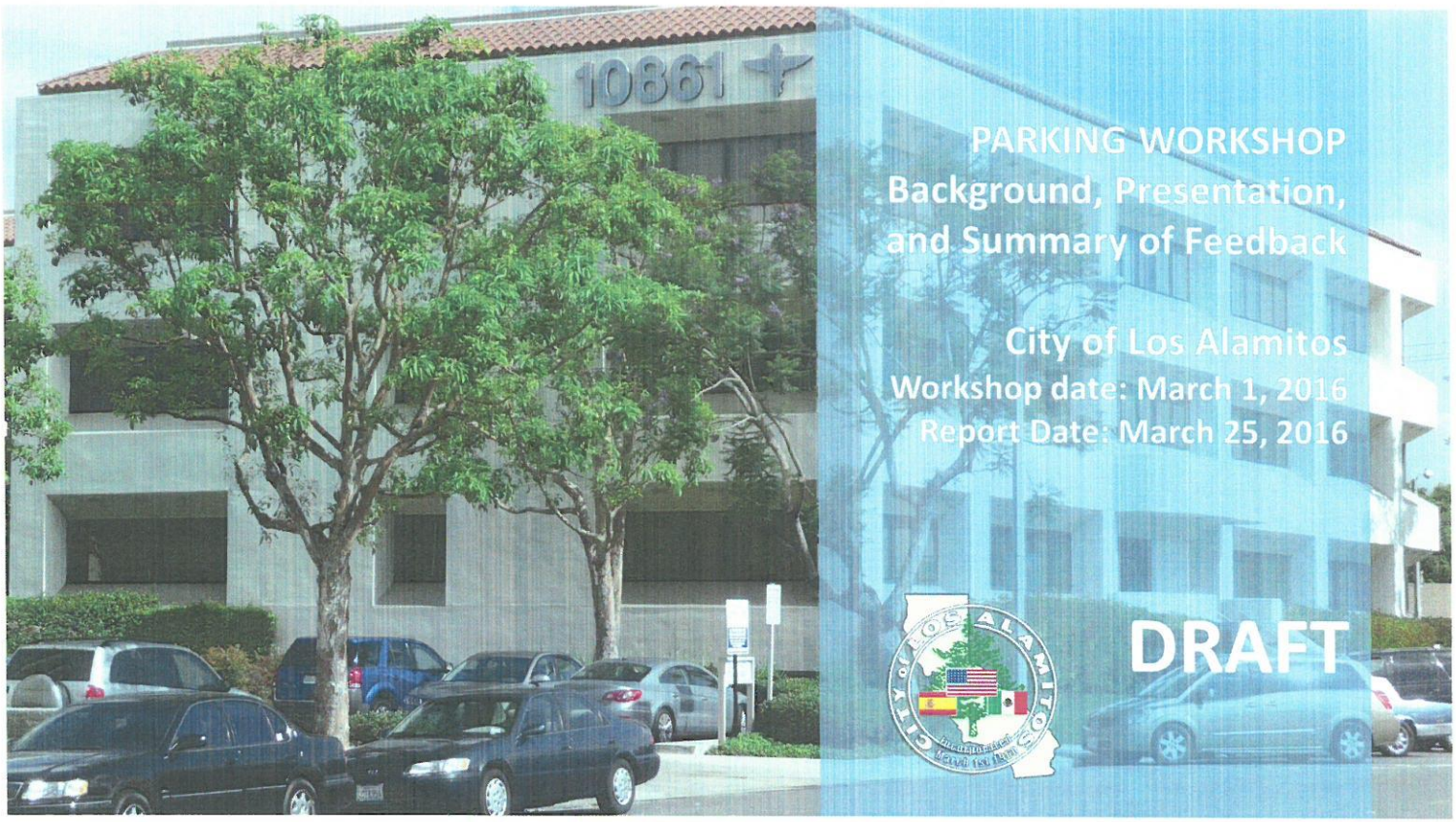
Steven Mendoza
Development Services Director

Approved By:

Bret M. Plumlee
City Manager

Attachments: 1. PowerPoint Presentation
2. Existing Parking Regulations
3. Proposed Parking Regulations

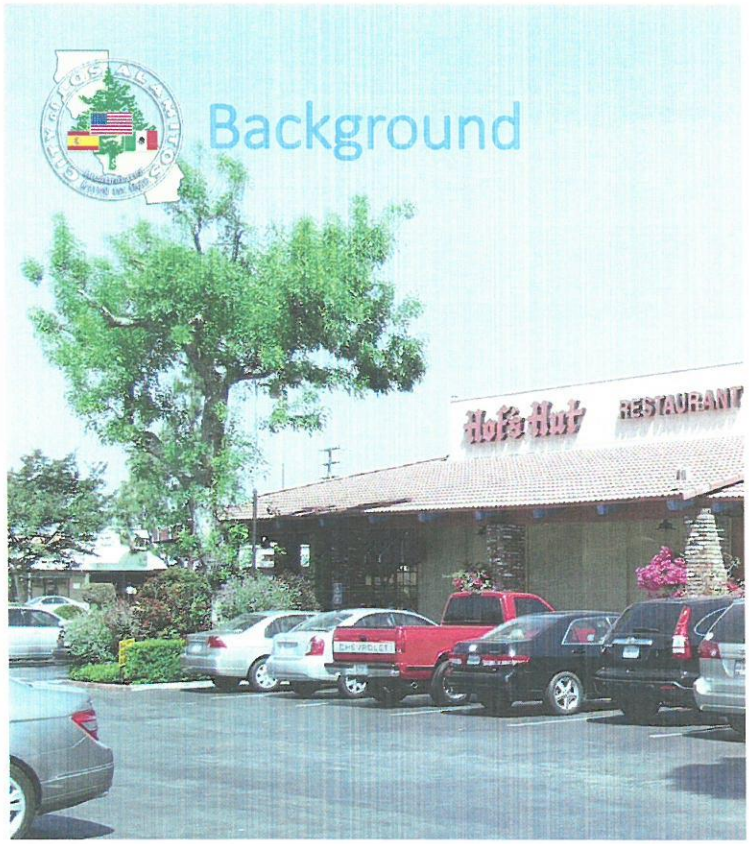
ATTACHMENT 1



PARKING WORKSHOP
Background, Presentation, and Summary of Feedback

City of Los Alamitos
Workshop date: March 1, 2016
Report Date: March 25, 2016

DRAFT



Background

- **Sep 2014**
  Parking Solutions Working Group Established
- **2014/2015**
  Stakeholder Interviews
- **Apr/May 2015**
  Parking Assessment
- **Aug 2015**
  Tabletop Stakeholder Meeting
- **Sep 2015**
  Traffic Commission
- **Oct 2015**
  City Council Meeting, Expansion of Study Area, and Increased Enforcement
- **Nov 2015**
  City Council Consideration / Request for More Outreach
- **Jan 2016**
  City Council Review of Outreach

How can parking be a problem?

Typical Problem - Low Turnover

- Vehicles parked at the same place for a long time
- Little opportunity for new customers to use parking spaces
- Negative impact on retail sales
- Employees using on-street parking in front of retail

How can parking be a problem?

Typical Problem - High Demand/Lack of Supply

- 85-90% of capacity is effectively full
- Demand at a specific location is high due to convenience, regardless of other nearby parking lots
- Discourages visitors to the area
- Conflicts with pedestrians

How can we solve parking problems?

Typical Solution - Time Limits and Restrictions

- Discourages long-term parking in on-street spaces in front of stores
- Frees up convenient parking for higher number of retail customers
- On-street signage and enforcement

PROS

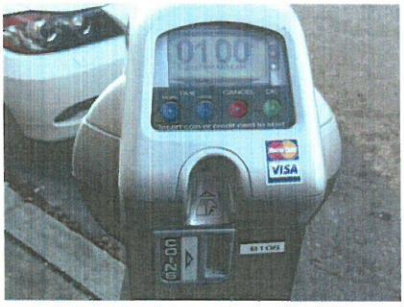
- Simple and cheap
- Can increase parking turnover
- Positive retail impacts

CONS

- Implementation can be difficult
- May not be popular with businesses, residents, and visitors
- Enforcement can be difficult

How can we solve parking problems?

Typical Solution - Paid Parking



- Discourages long-term parking
- Increases availability at desirable locations
- Can be collected in a variety of ways (meters, central pay stations, smart phones)
- Can be variable (depending on time of day and real-time demand)

PROS

- Encourages turnover
- Increases desirable parking supply
- Revenue can be use for improvements

CONS

- Implementation can be difficult
- May be perceived as driving away customers
- If priced incorrectly, would not have desired results

Current Parking Conditions

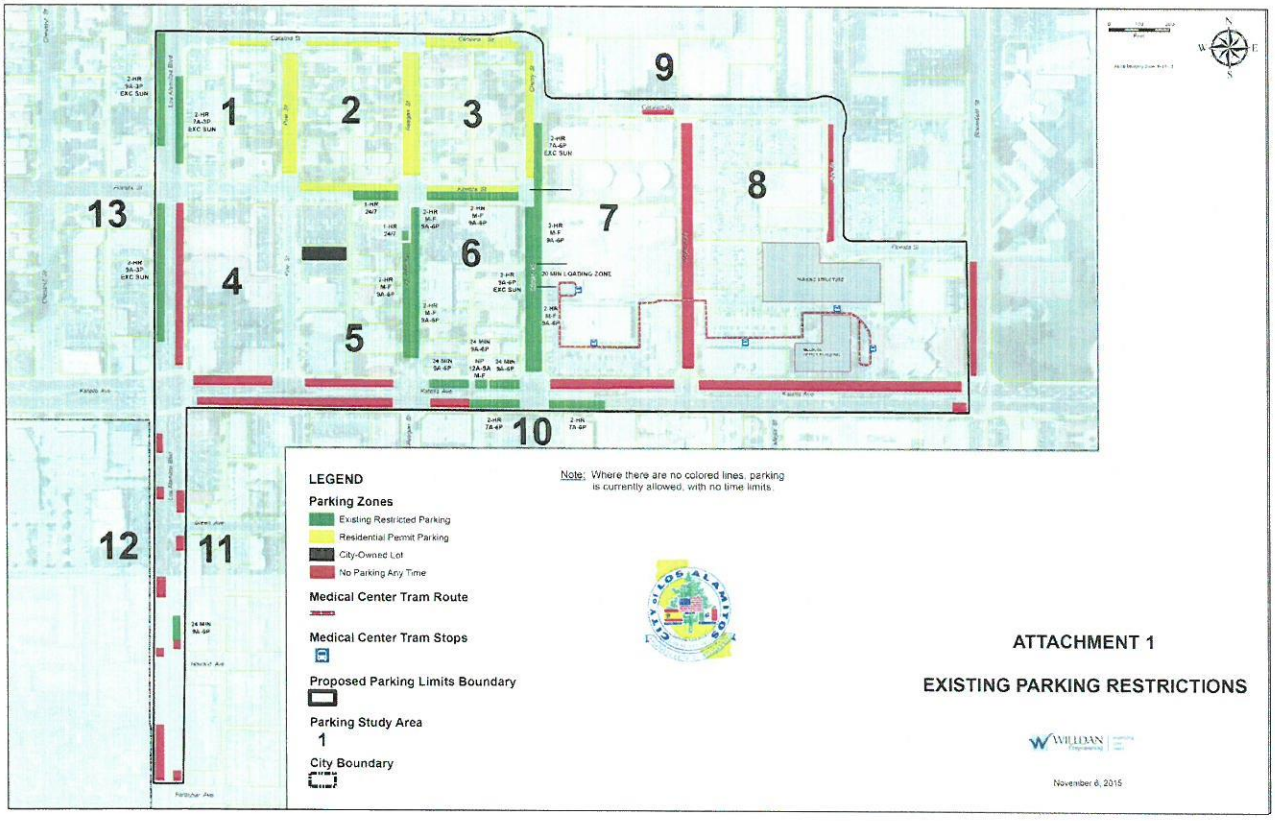
Parking Demand: 11 AM

Current Parking Conditions

Parking Demand: 12 PM

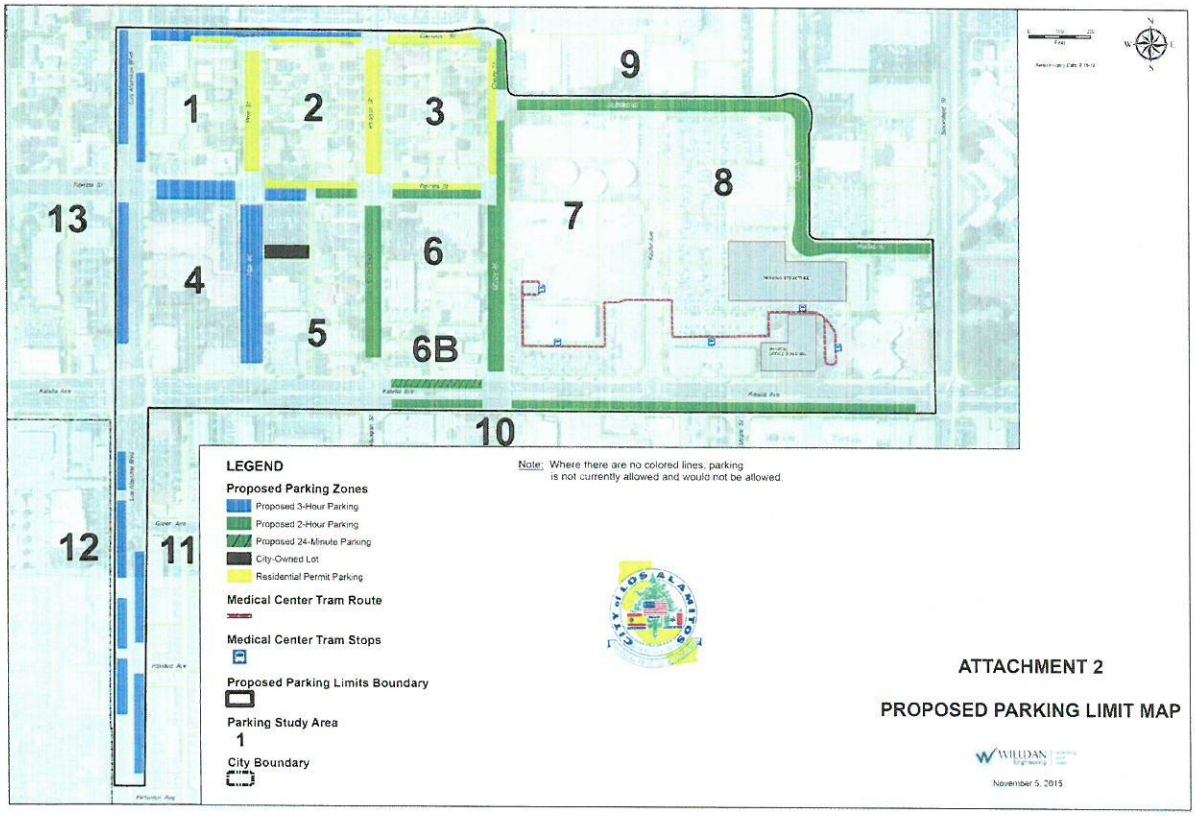
Current Parking Conditions

Parking Demand: 1 PM



Current Parking Issues

- Customers have trouble finding spaces at some on-street locations
- Very high utilization of free on-street parking
- Low turnover
- Employees use free on-street parking in the commercial area
- Automobiles circulate looking for parking (creating more traffic)



How might parking changes affect you?

Business Owners

- More parking available for customers

Employees

- Alternative parking locations

Residents

- A more pedestrian-friendly local environment and retail access
- Lower traffic and congestion due to cars looking for parking
- No change to permit parking program

Visitors

- Access to more convenient parking
- A more walkable experience

City Objectives

- Provide convenient & accessible parking
- Optimize public investment in parking
- Maintain a small town, walkable form
- Support a "park once," pedestrian- friendly vision
- Facilitate economic development through flexible policies
- Discourage the use of public spaces by area employees

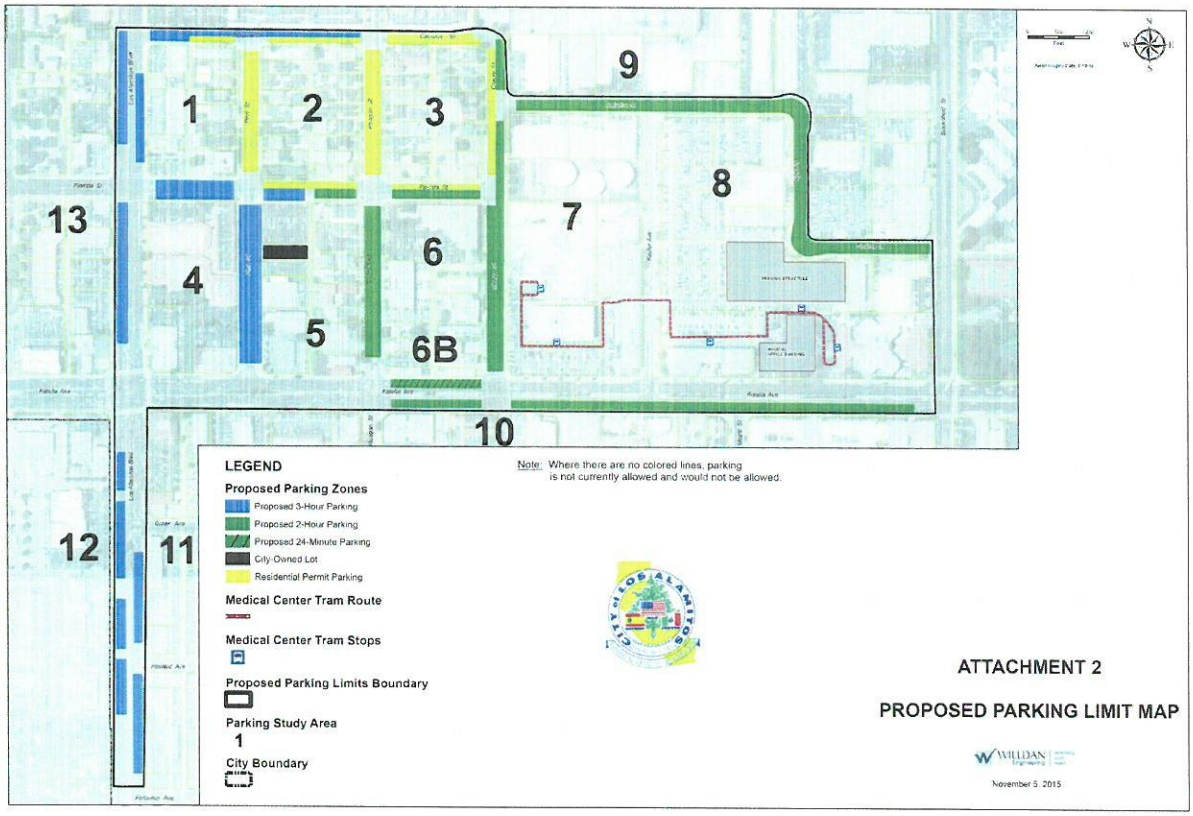
Current Recommendations

Step 1. Enforce existing parking restrictions

Step 2. Implement additional time-limited parking

Step 3. Second parking assessment

Step 4. If need confirmed, establish paid (meter) parking



Small Group Discussions

- 20 minutes of discussion facilitated by City staff
- City Council listened to input
- Voting on potential parking options
- Viewed results of input for each area

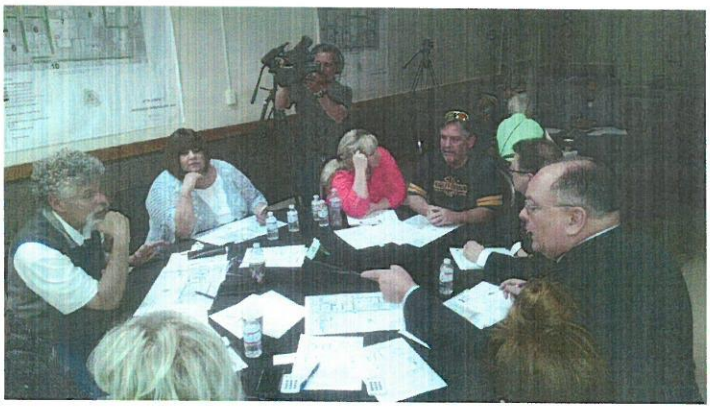
Participants, Survey, and Results

- Approximately 35 people in attendance at community workshop
- Additional 53 online surveys
- 80 Active survey respondents in total

Please tell us about yourself.

When you visit the area, are you primarily looking for parking as a...

14%	**A. Resident**
11%	**B. Visitor**
7%	**C. Patient**
16%	**D. Customer**
7%	**E. Property Owner**
18%	**F. Business owner**
27%	**G. Employee**



SAMPLE QUESTION

In Area 1, which of the proposed parking limitations would you prefer?

A. No parking allowed
B. 2-Hour Parking
C. 3-Hour Parking
D. No time restrictionsNote additional

* Note that Area 6B also offered a 24-minute parking restriction

In Area 1, which of the proposed parking limitations would you prefer?

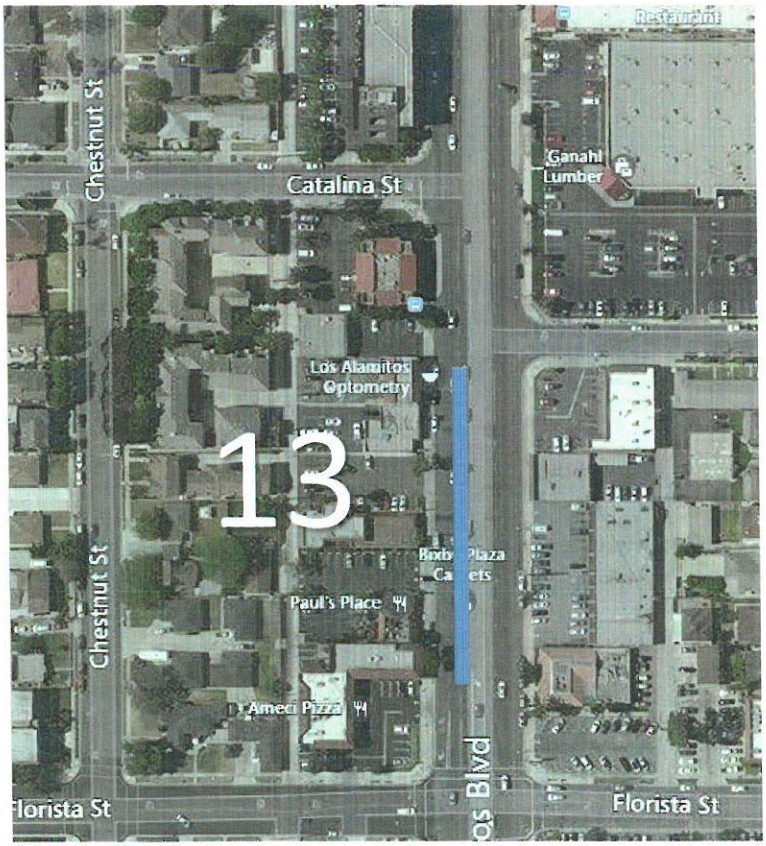
44% Some Restrictions

Residents, Visitors, Customers

56% No Restrictions

Business owners, Patients, Employees

* Property owners are split



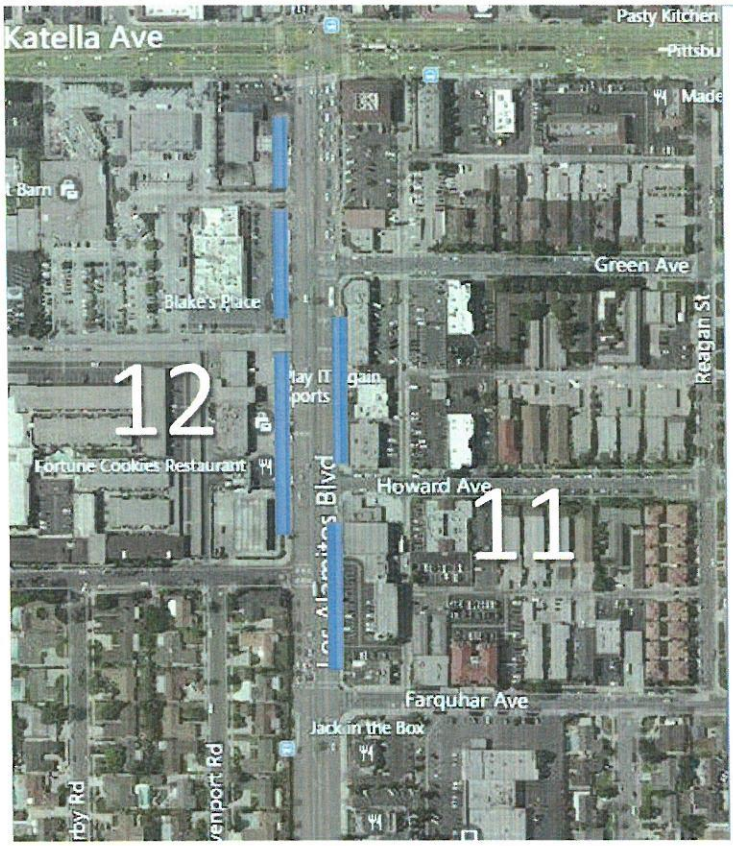
In Area 13, which of the proposed parking limitations would you prefer?

49% Some Restrictions

Residents, Visitors, Patients, Customers

51% No Restrictions

Property owners, Business owners, Employees



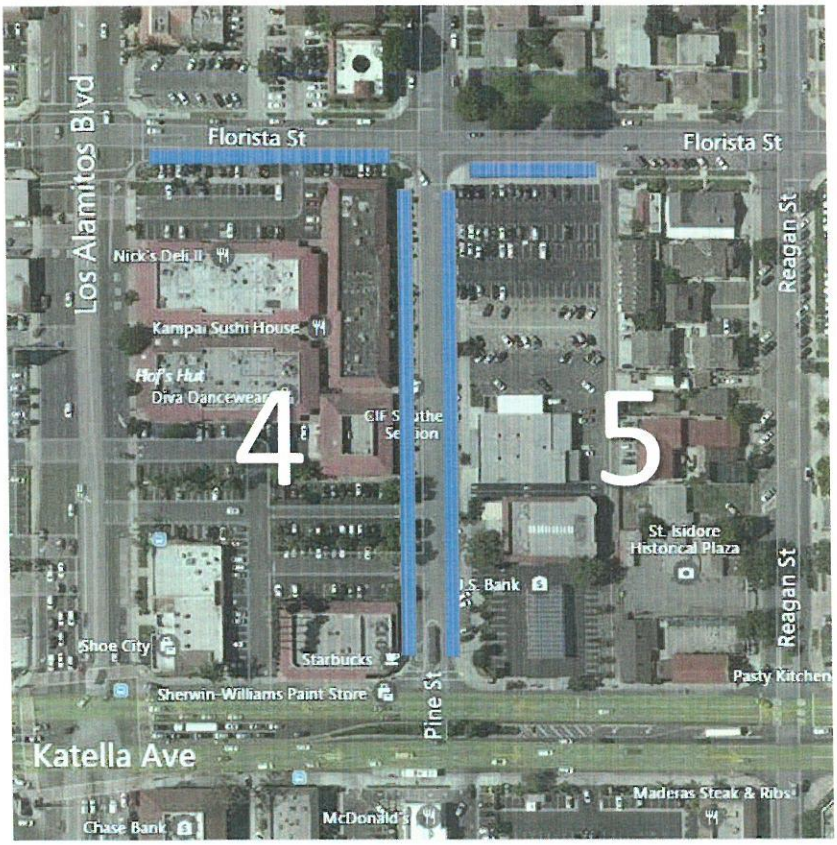
In Areas 11 and 12, which of the proposed parking limitations would you prefer?

51% Some Restrictions

Residents, Visitors, Patients, Customers

49% No Restrictions

Property owners, Business owners, Employees



In Areas 4 and 5, which of the proposed parking limitations would you prefer?

46% Some Restrictions

Residents, Visitors, Patients, Customers

54% No Restrictions

Property owners, Business owners, Employees

In Area 6, which of the proposed parking limitations would you prefer?

46% Some Restrictions

Residents, Visitors, Patients, Customers

54% No Restrictions

Property owners, Business owners, Employees

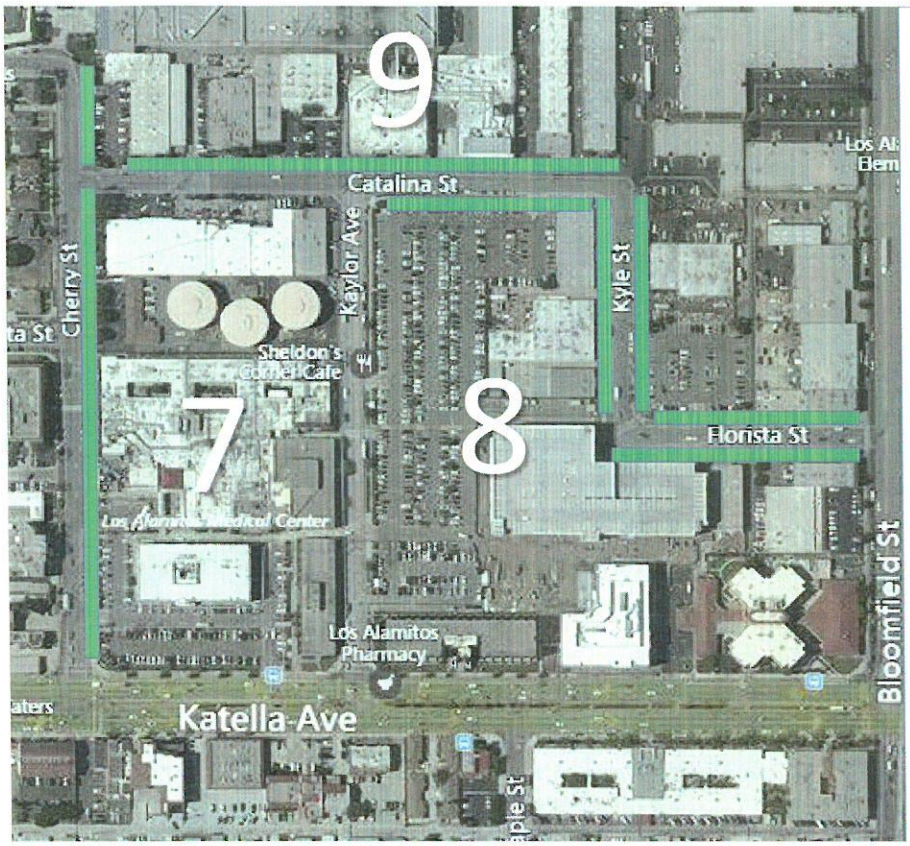
In Area 6B, which of the proposed parking limitations would you prefer?

63% Some Restrictions

Property owners, Residents, Visitors, Patients, Customers

38% No Restrictions

Business owners, Employees



In Areas 7, 8, and 9, which of the proposed parking limitations would you prefer?

49% Some Restrictions

Residents, Visitors, Patients, Customers

51% No Restrictions

Property owners, Business owners, Employees

In Area 10, which of the proposed parking limitations would you prefer?

39% Some Restrictions

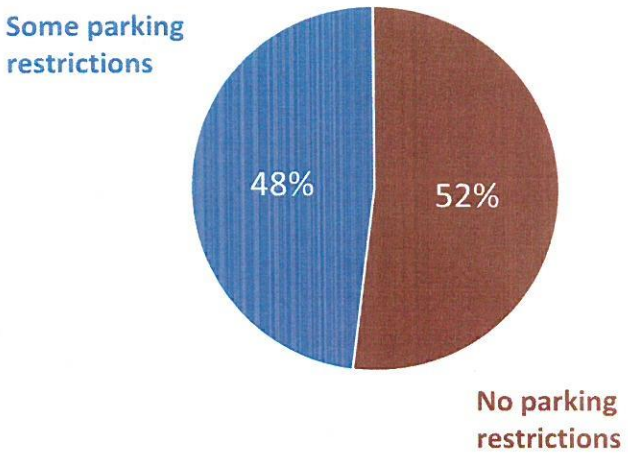
Residents, Visitors, Patients, Customers

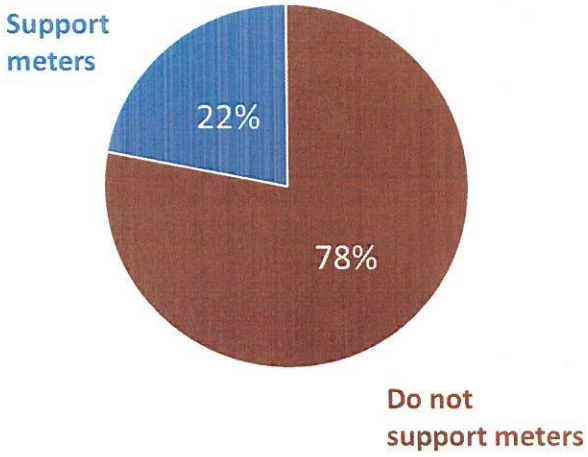
61% No Restrictions

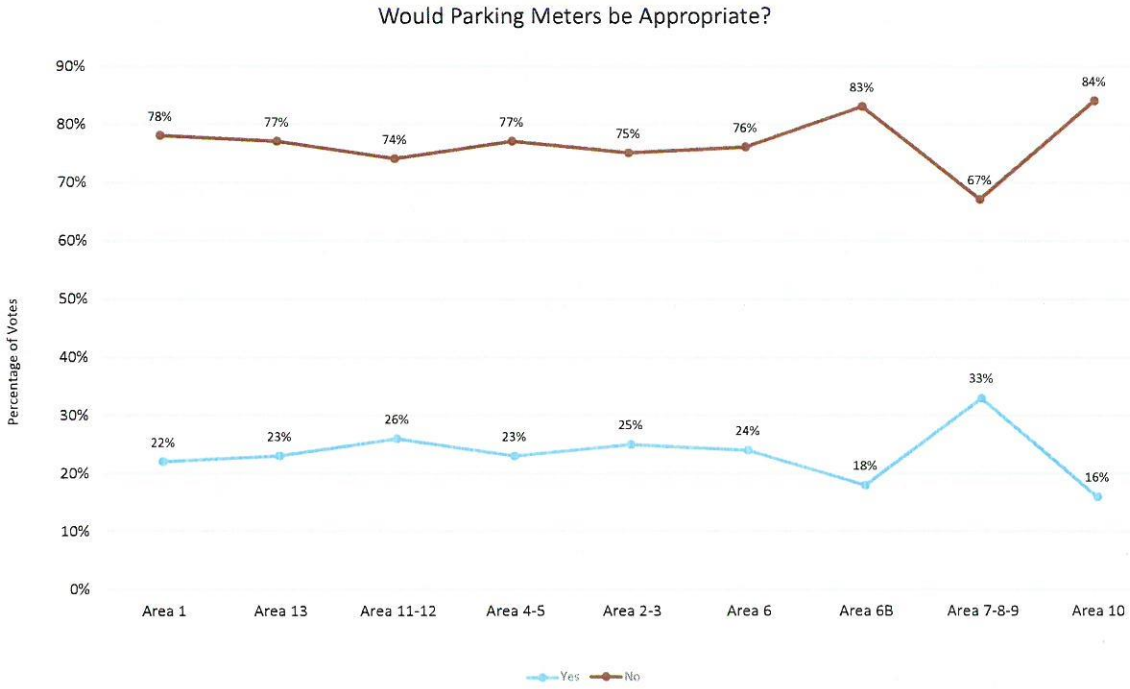
Property owners, Business owners, Employees

Overall

There was a fairly even split between those who supported having some parking restrictions and those who preferred no restrictions. The majority did not think parking meters would be appropriate.







Other Workshop Comments

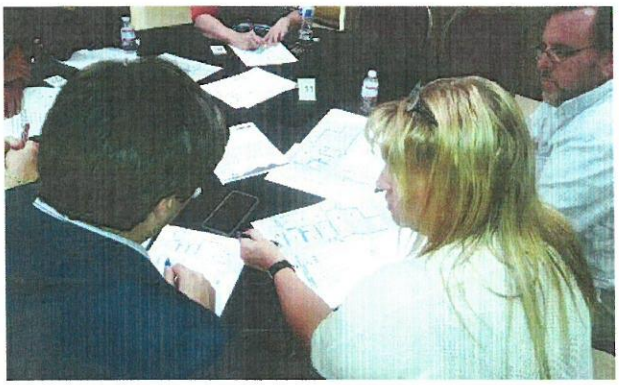
- Restrictions may not be good for businesses with customers/patients who visit longer
- For those who support restrictions, 2 hour is preferred over 3 hour
- Unrestricted weekend parking

Tabletop Stakeholder Mtg

- 2-hour time limits generally acceptable
- Meters generally opposed
- Need additional enforcement of existing regulations
- Some businesses did not want time restrictions because their patrons are typically there for 3-5 hours
- Some concern that limited parking in some areas could impacts other areas and/or deter new businesses

- **AUG 2015**
  Tabletop Stakeholder Meeting

Community Suggestions for Alternative Solutions



- Property owners need to enforce private parking regulations, improve signage, and work with tenants to improve parking
- Install bike racks to promote the use of alternative modes of transportation
- Establish designated on-street parking spaces for employees/visitors
- If time restrictions are implemented, establish a permit system for businesses with special parking needs or circumstances
- Make better use of the underutilized hospital parking structure

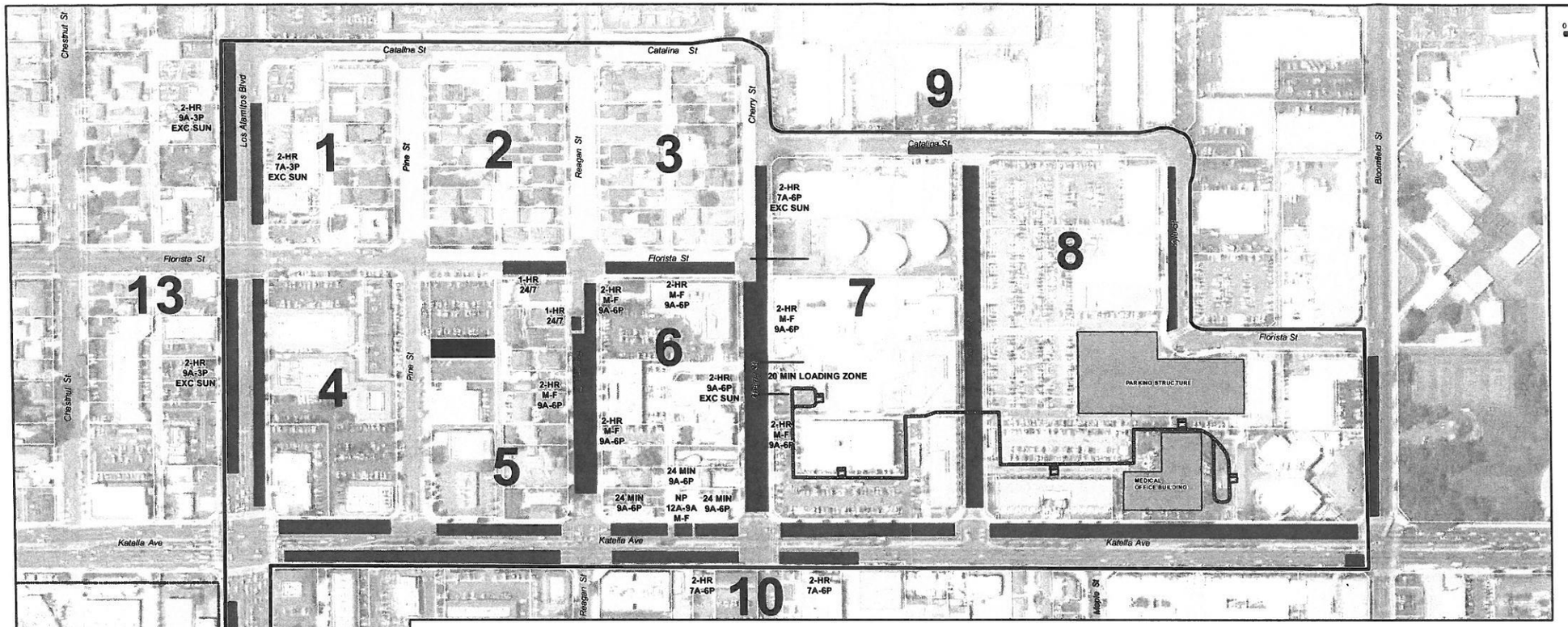
Conclusions and Next Steps

TODAY

- No changes to existing parking restrictions
- Eliminating existing restrictions would worsen parking conditions, especially as the Medical Center expands
- Continue to enforce existing parking restrictions

IN THE FUTURE

- Revisit parking restrictions in 3-5 years, depending on tenant turnover, land use changes, and stakeholder feedback
- Annual web-based survey of stakeholders to track issues, needs, and concerns on parking conditions



LEGEND

Parking Zones

- Existing Restricted Parking
- Residential Permit Parking
- City-Owned Lot
- No Parking Any Time

Medical Center Tram Route

Medical Center Tram Stops

Proposed Parking Limits Boundary

Parking Study Area

1

City Boundary

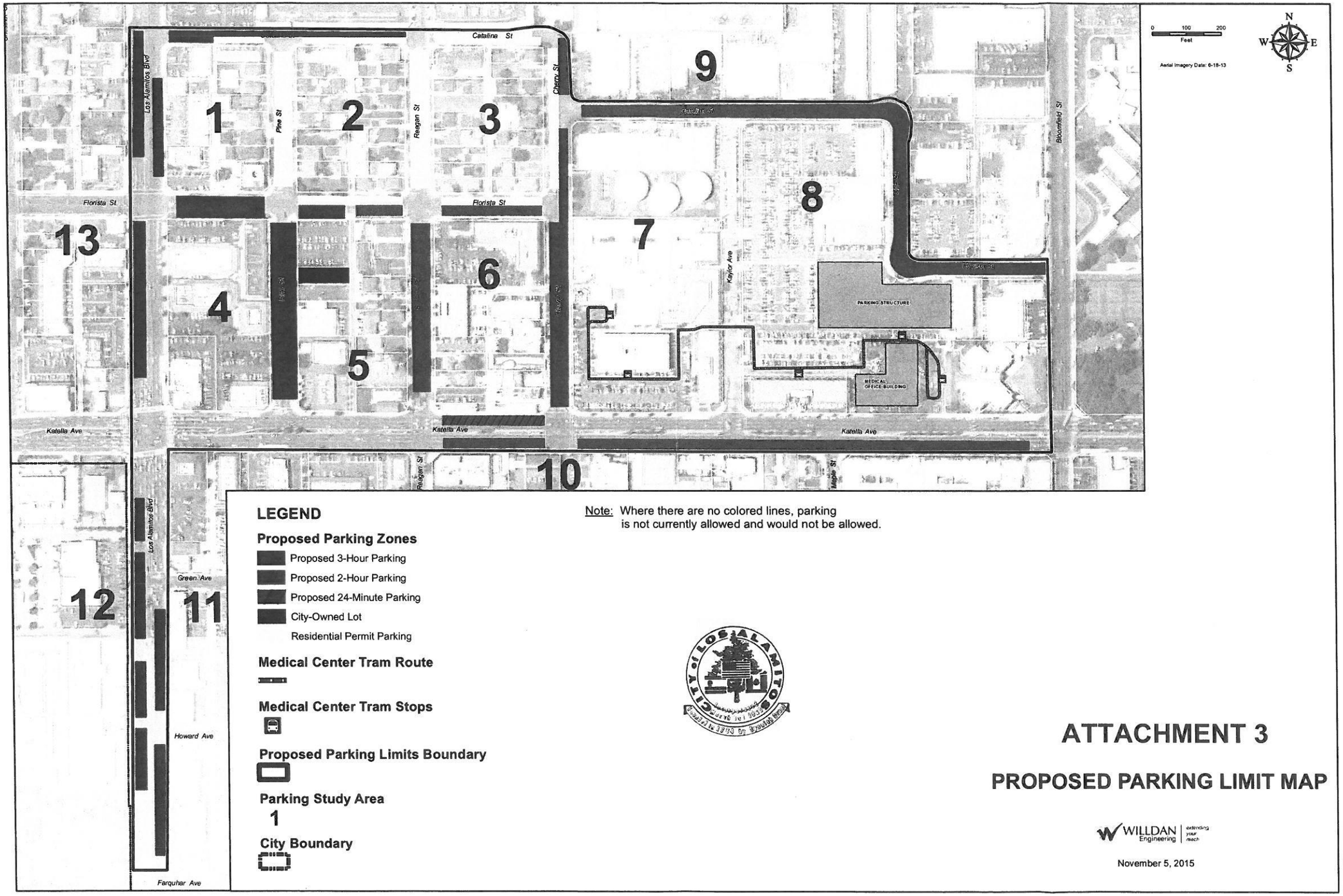
Note: Where there are no colored lines, parking is currently allowed, with no time limits.

ATTACHMENT 2

EXISTING PARKING RESTRICTIONS

WILLDAN Engineering | extending your reach

November 6, 2015



LEGEND

Proposed Parking Zones

- Proposed 3-Hour Parking
- Proposed 2-Hour Parking
- Proposed 24-Minute Parking
- City-Owned Lot
- Residential Permit Parking

Medical Center Tram Route

Medical Center Tram Stops

Proposed Parking Limits Boundary

Parking Study Area

1

City Boundary

Note: Where there are no colored lines, parking is not currently allowed and would not be allowed.

ATTACHMENT 3

PROPOSED PARKING LIMIT MAP

WILLDAN Engineering | extending your reach

November 5, 2015