



Artesia & Aviation Corridors Area Plan

Adopted December 8, 2020

City Council AACAP Parking Presentation

FOR THE ARTESIA & AVIATION CORRIDORS AREA
PLAN (AACAP)

PRESENTED BY NICO BOYD & MARTA POLOVIN

FEHR & PEERS

Introduction

CITY COUNCIL AACAP PARKING PRESENTATION

This presentation consists of four key portions & will conclude with several questions for Council's direction.



BACKGROUND

Discussion of parking study



COMMUNITY INPUT

Review of gathered feedback



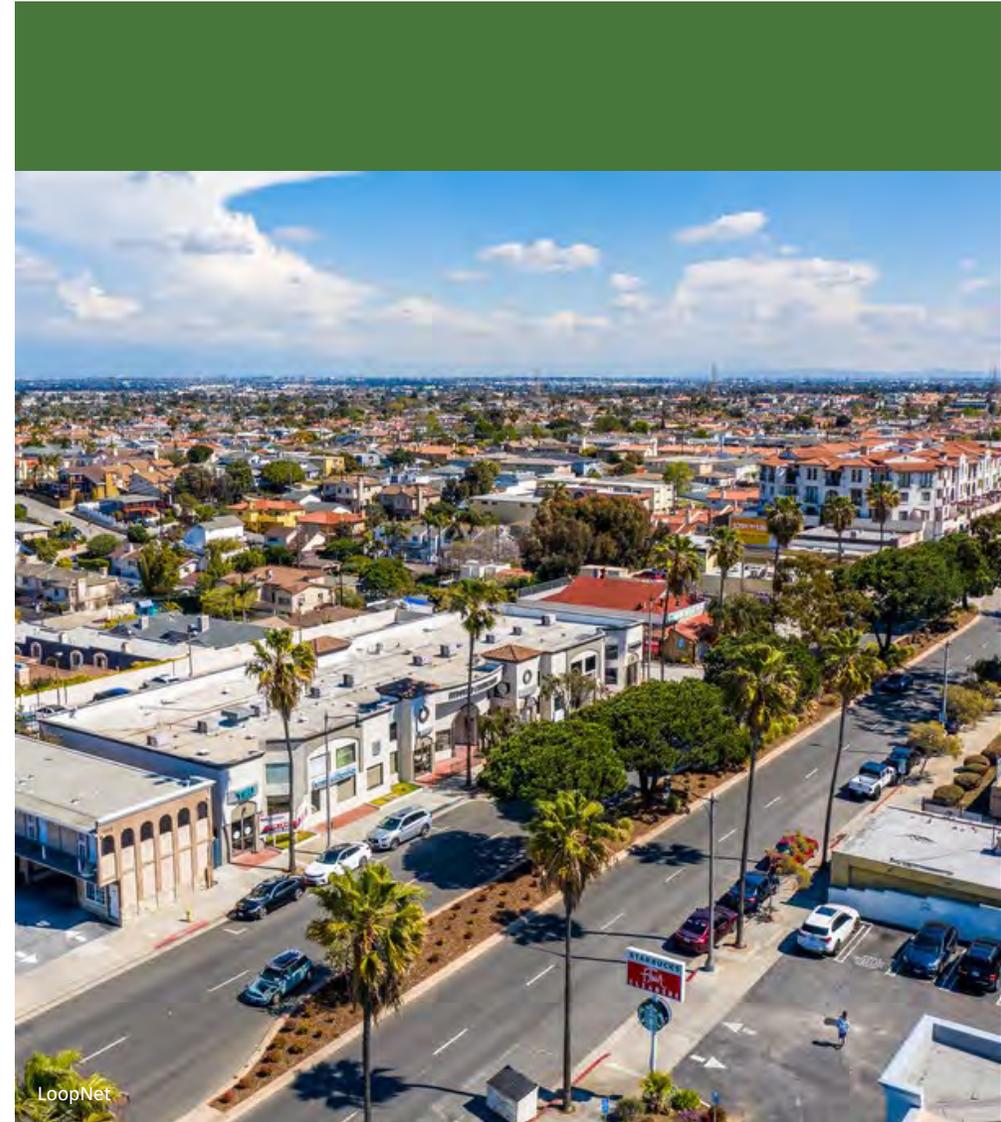
REVIEW

Exploration of parking implementation strategies



NEXT STEPS

Schedule & potential changes/updates





Background



Overview

What is the AACAP?

The 2020 Artesia & Aviation Corridors Area Plan (AACAP) is a vision-driven document that provides analysis, strategies and implementable actions aimed at revitalizing the Corridors—creating place, connectivity and character within North Redondo.

What is the parking implementation plan?

The parking implementation plan will be a document that supports the implementation of AACAP's vision via community and data-driven parking and mobility management strategies and actions. It will also guide Zoning Code updates within the AACAP.

This Council presentation is intended to:

- Present results from the most recent parking study conducted for AACAP
- Review community input on implementation options to guide the preparation of the AACAP Parking Implementation Plan
- Get Council's feedback on the direction of the Implementation Plan

Parking Analysis Review

The previous study in 2019 found that:

- 1) Off-street and on-street parking throughout the Corridors was underutilized
An efficiently parked area would be 85% utilized (with a 15% buffer for vacancy)—at most, within the Corridors, on-street parking was utilized 68% and off-street parking utilized 50%.

The most recent parking study evaluated the potential need for increased parking supply based on anticipated land use changes proposed in the AACAP, including:

- Redevelopment preferred around activity nodes
- Proposed 0.5 to 0.6 FAR increase within the AACAP
- Office and dining as preferred land uses for redevelopment

Parcels within activity nodes were identified by Staff and presumed to redevelop to office (50%) and dining (50%) uses for the purpose of the shared parking analysis. Built square footage at these parcels were grown by 20% over existing conditions to account for the FAR increase



Results

	<i>Existing Conditions</i>			<i>Future Parking Analysis</i>		
	Existing Off & On-Street Parking Supply	Total Existing Parking Supply	Existing On & Off-Street Observed Parking Demand	Parking Investment Future	Parking & Mobility Investment Future	Mobility Investment Future
Weekday	2,189 (Off-Street) 688 (On-Street)	2, 877	1,572	2,690	2,480	2,150
Weekend			1,406	1,760	1,620	1,410
Additional Parking Spaces Needed (if 100% off-street parking)				+500	+290	0
Additional Parking Spaces Needed (if on-street parking maintained)				0	0	0

To calculate future demand, we added a 15% supply buffer to allow for efficient parking access and circulation. Future estimates calibrated down by 10% to reflect existing demand/prior study & rounded to the nearest tenth. Future scenarios were developed by calculating range in possible adoption of existing and future mobility options like autonomous vehicles, work from home, and transportation network companies (TNCs). Other factors include: online shopping, transit recovery, and electric vehicle adoption (e-scooters and e-bikes). Scenarios were classified as: higher, mid and lower demand.

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When polled on future investment, 77% of workshop attendees/survey takers stated that they wanted to see a greater investment in mobility options – as compared to 23% for parking options alone.



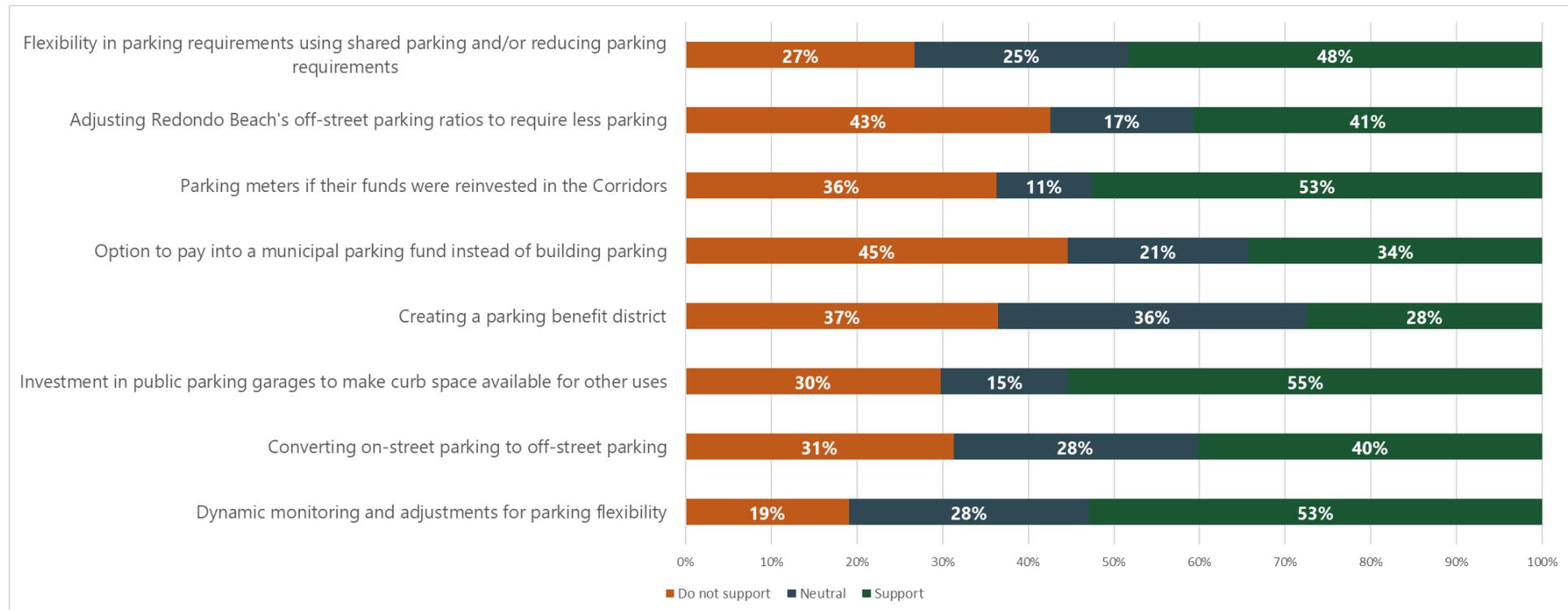
Community Input



Community Workshop & Survey Feedback

- 216 community members provided feedback at the workshop & via online survey
- Polling topics included parking-related measures proposed by the AACAP, along with parking management best practices from nearby jurisdictions
- Topic areas fell into four general categories:
 - 1) **On- & Off-Street Supply (garages & converting on-street parking)**
 - 2) **Parking Benefit Districts (meters & local reinvestment)**
 - 3) **Dynamic Monitoring (data collection)**
 - 4) **Parking Flexibility (adjusting requirements & providing innovative options)**

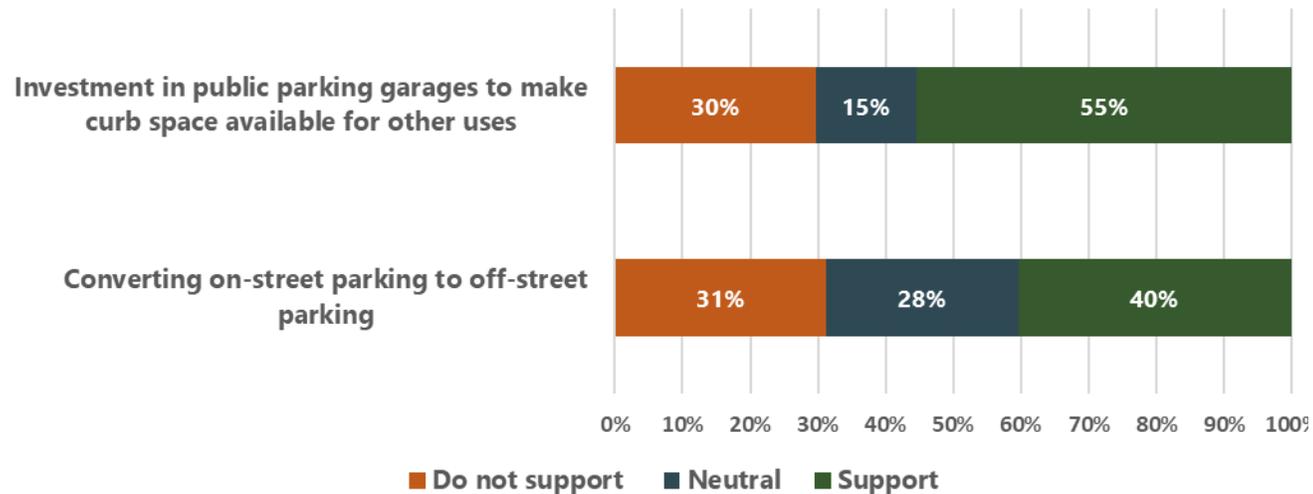
Community Workshop & Survey Feedback



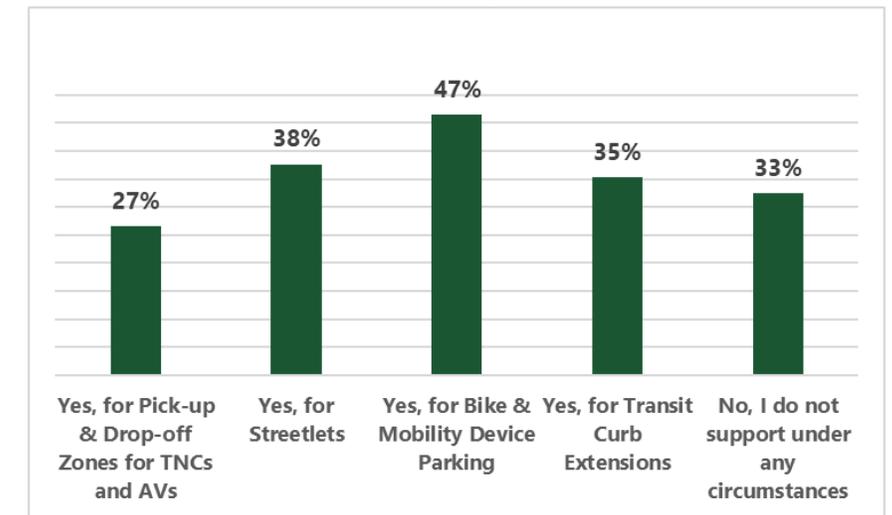
Community Workshop & Survey Feedback

1) On- & Off-Street Parking Supply

- The most popular measure was investment in public parking garages (highest cost measure of all proposed)
- There was support for converting on-street parking for other mobility investments, particularly for bike & mobility device parking



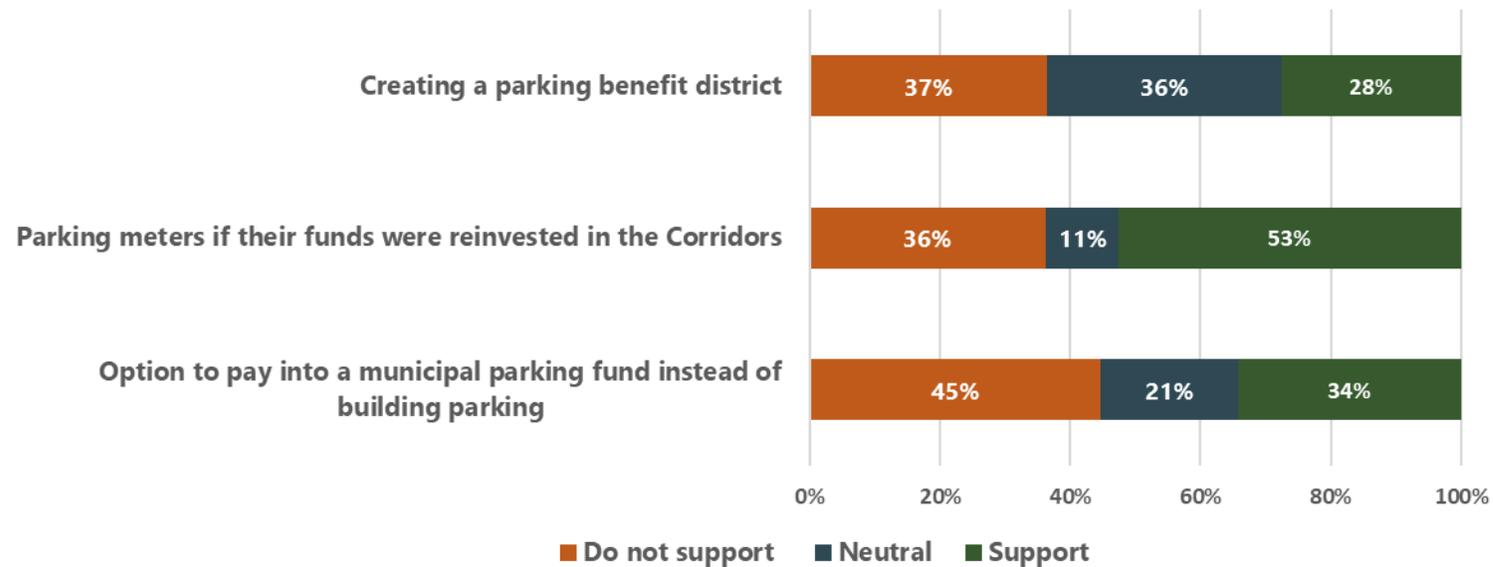
Support for Converting On-Street Parking Spaces



Community Workshop & Survey Feedback

2) Parking Benefit Districts

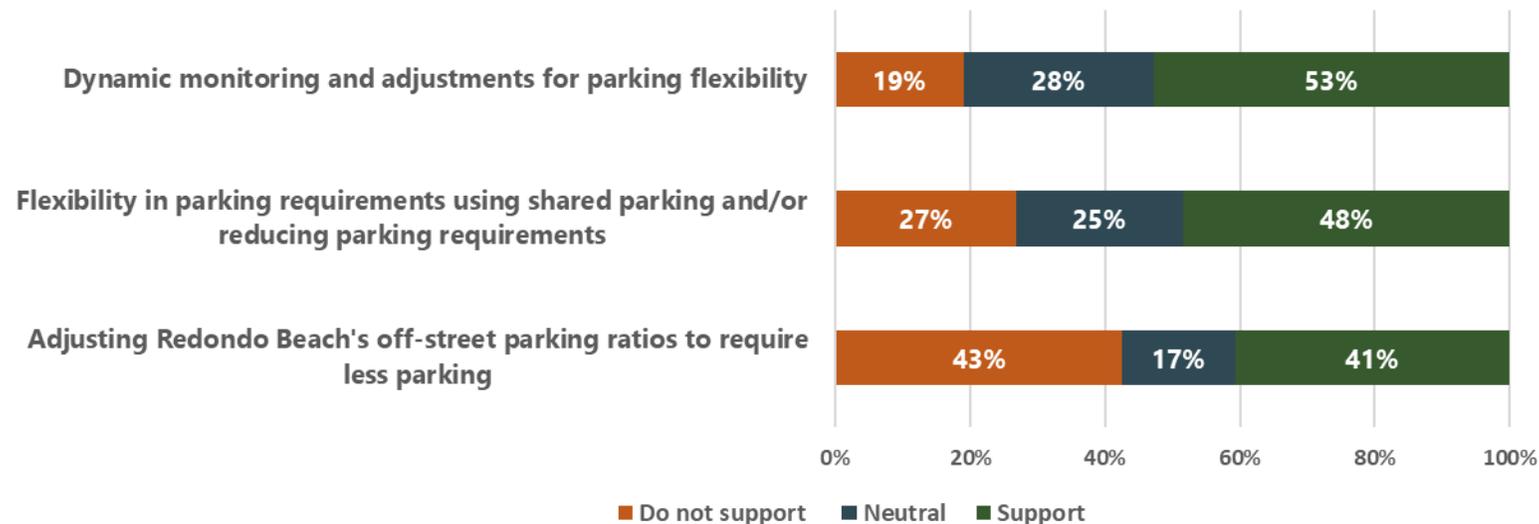
- When polled on creating a parking benefit districts, results varied- but a majority of community members either supported or felt neutrally about the measures (but parking meters for the Corridors was the most popular)



Community Workshop & Survey Feedback

3) Dynamic Monitoring & 4) Parking Flexibility

- Dynamic monitoring (data collection) was the most supported measure of this category; and, in general, when polled on reducing parking requirements, most community members supported it together with expanding shared parking





Review & Key Takeaways



1) On- & Off-Street Supply: Parking Garages



CONSIDERATIONS FOR ESTABLISHING PARKING GARAGES

- Findings from the most recent parking study found that additional parking is not needed in the AACAP Area unless all on-street parking is removed
 - Parking garages are high-cost infrastructure investments
 - May not be as utilized in the future due to autonomous vehicles or other mobility changes

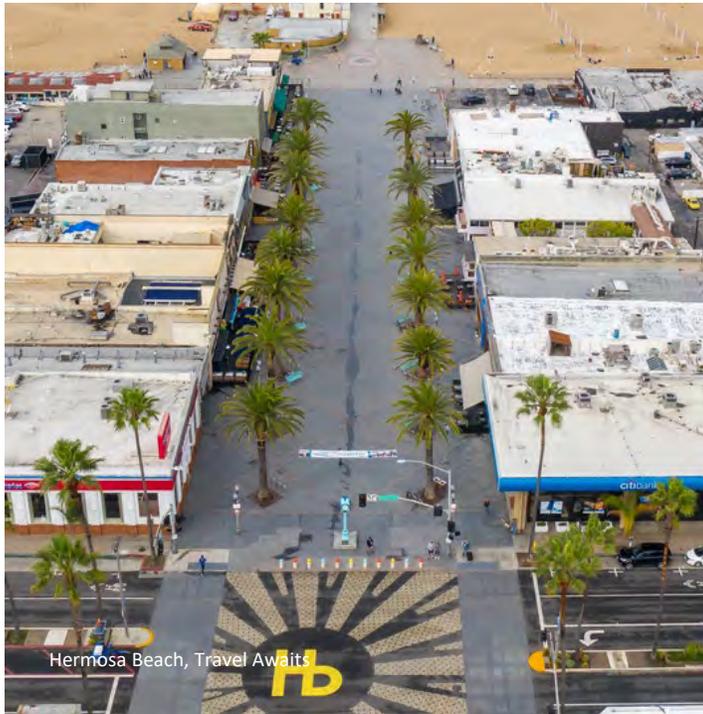
2) Parking Benefit Districts



CONSIDERATIONS FOR ESTABLISHING PARKING BENEFIT DISTRICTS

- Staff currently pursuing a Business Improvement District (BID) for Artesia Boulevard, which could include a parking benefit district
- Parking benefit districts fund public improvements in the places where revenue (on and off-street) is generated
 - Can be tailored to match community needs & fund corridor-specific improvements as stated in the AACAP
- Typically includes establishing on-street parking meters
- Requires additional management & administration (revenue can fluctuate with seasonal demand)
- Implemented in Old Town Pasadena & is often credited with revitalizing the neighborhood

3) Dynamic Monitoring



CONSIDERATIONS FOR MONITORING PARKING CONDITIONS

- Requires resources for data collection and analysis over multiple, continuous periods of time to understand parking conditions
- Can provide data for allocation of curb space, adjustments of parking standards, & observation of conditions along neighboring residential streets to understand impacts from any parking management changes

4) Parking Flexibility



CONSIDERATIONS FOR PARKING FLEXIBILITY MEASURES

- On-site flexibility options include: valet parking, mechanical lifts, tandem parking, shared parking, & adjusting parking requirements
- Off-site flexibility options include: off-site dedicated parking & on-street parking credits
- Can work with ongoing monitoring measures to tailor parking management actions to observed conditions in the AACAP area
- These options require less City investment with high potential benefits



Next Steps



Next Steps

- Develop Draft Implementation Plan
- Develop Draft Ordinance Language Updates to Support Implementation
- CEQA Clearance for Implementation Actions
- Adoption of Parking Zoning Amendments
 - Planning Commission (Summer 2022)
 - City Council (Summer/Fall 2022)

Key Questions for Council Direction



Questions

We'd like to get Council's direction on the following topics:

- 1) Given land and construction costs would you support planning for a parking garage(s) for the Corridors?
- 2) Since Staff is already pursuing a BID for Artesia Boulevard, would you support including a parking benefit district as part of that strategy, including parking meters?
- 3) Do you want to invest in regular (e.g. annual) parking monitoring within the AACAP area?
- 4) Which strategies would you support to increase parking flexibility, if any?
 - On-site flexibility options: valet parking, mechanical lifts, tandem parking, & adjusted parking requirements
 - Off-site flexibility options: off-site dedicated parking & on-street parking credits