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Memorandum

To/Attention Valentina Knox, Haydee Urita-Lopez, Craig Webber **Date** November 11, 2014
From Bill Delo **Project No** 35969
cc Marco Anderson, Sarah Hounsell, Anita Cerna **Steno** bd
Subject Boyle Heights Focus Group Meeting Summary

This memo summarizes the comments and notes received from attendees at the Boyle Heights Focus Group Meeting. The Boyle Heights Focus Group Meeting was conducted on Monday, November 10, 2014 from 1:00 PM to 3:00 PM at the Hollenbeck Police Department in Boyle Heights. The purpose of the Focus Group was to discuss parking issues and potential parking options and recommendations for the First Street corridor with local business owners. The following were in attendance:

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SUMMARY

1. Introduction – Haydee Urita-Lopez, City of LA Department of City Planning

Haydee Urita-Lopez welcomed everybody to the Focus Group Meeting and provided a brief introduction to the study.

2. Presentation – Bill Delo, IBI Group

A presentation was given by the Consultant Project Manager, Bill Delo. The presentation included a general overview of the study background, goals, objectives, and schedule. An overview of the data collection effort and parking demand analysis results was also provided. The second half of the presentation focused on the various options for changing parking regulations provided under the City of Los Angeles Modified Parking Requirement Ordinance, and potential application of parking changes to the study area.

3. Discussion – Attendees

General – Off-Street Parking Supply

- What plans are there to provide more off-street parking? Off-street parking is limited, especially on weekends and during special events.
- Parking a major challenge on Sundays. Churches, farmers markets, etc contribute to high parking demand within the study area.
- Even with the use of Council District and City-owned parking lots, parking still an issue during weekends and special events.
- Options to use vacant Metro lots as temporary off-street parking supply.
- Would like Metro and City of Los Angeles to work together to allow for use of Metro-owned vacant lots as temporary parking lots.
- Metro-owned property around Gold Line stations will most likely be future TOD mixed-use developments.

General – Transit Related

- Removal of Metro Route 31 bus service has limited connections between First Street and Downtown LA.
- Issue with parking demand generated by transit users. Transit users leave vehicles parked on-street all day.
- Parking time limits would help to mitigate vehicles from parking in one spot all day. However, parking time limits that are too short (2 hours or less) do not allow enough time for visitors to shop, dine, etc. at businesses along First Street.
- Supportive of a First Street Shuttle Service to provide more connections between parking supply and businesses.

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General – Miscellaneous

- Street sweeping currently occurs Tuesdays and Wednesday from 10AM-12PM. Within the vicinity of the I-5 Freeway, 12PM-3PM. Impacts on-street parking during midday peak business hours.
- Supportive of better parking signage to direct visitors to available parking along the corridor, especially since data shows that there is available parking supply.
- Gradually increase parking time limits further away from First Street
- Supportive of some form of parking management along First Street to manage and organize parking supply, parking demand, shared-use parking, etc.

Change of Use Parking Standards

- How has impact of change of use parking been in other communities? Varies based on communities. Has been successful in bringing in new businesses, but discourages chain stores and other developments that require more parking.
- Generally supportive of change of use parking for certain land uses and in certain areas where parking demand is not high.

Off-Site Parking

- Support for this concept, however 1,500 feet distance for off-site parking seems far. A quarter mile seems more reasonable for walking.
- Supportive of shared-use public parking structure and shuttle service. Would be beneficial to residents, visitors, businesses, as well as senior population.
- Issue with funding parking structure and shuttle service.
- Provide incentives for businesses to work together and share parking.

Decreased Parking Requirements

- Supportive of decreased parking requirements for most uses except residential, particularly along First Street/Soto Street and First Street/Boyle Street.
- Issue with reduced parking for housing near transit-stops. Creates parking shortage and residential parking spillover into commercial parking areas.

Increased Parking Requirements

- Not applicable at this time for the study area.

Maximum Parking Requirements

- Not applicable at this time for the study area.

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On-Street Parking Pricing

- Parking pricing of existing on-street metered parking too high, charge per hour should be lowered, especially since the metered parking spaces are charged till 8PM.
- Would like to see on-street parking spaces reserved for business customers instead of transit users.
- Expanded metered on-street parking would not be welcome by residents. Perhaps a preferential parking district?
- Metered on-street parking rates too high, need to be lowered.

On-Street Angled Parking

- Supportive of angled parking, but need to study impacts on bike lanes, existing travel lanes, and traffic conditions.

4. Next Steps

- Materials presented at the Focus Group Meeting will be made available on the project website.
- The strategies recommended as part of this study will be incorporated into the Boyle Heights Community Plan Update. The Environmental Impact Review (EIR) process will analyze the recommendations that come out of this parking study.
- The feedback obtained from this Focus Group Meeting will be incorporated into the analysis of potential parking strategies for First Street. The City will circle back with attendees in early 2015 with the recommended parking strategies, and collect any feedback and comments before finalization.