



Technical Memorandum
35969

Modified Parking Requirements

BOYLE HEIGHTS



Prepared for City of Los Angeles
by
IBI Group
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1 Introduction

The City of Los Angeles Department of City Planning (DCP) has initiated a study to examine parking conditions and develop strategies for the Boyle Heights community. The Boyle Heights Modified Parking Requirements (MPR) Study is funded through a grant received by DCP under SCAG's Sustainability Program, which seeks to integrate land use planning and transportation investment to promote sustainability in the region and reduce greenhouse gas emissions. The purpose of this study is to develop modified parking requirements that address the parking needs of the study area. These modified parking requirements would be intended to promote new development and redevelopment within this community. The community is located adjacent to or along major regional transit lines operated by Metro, and promoting economic development and vitality in these communities is consistent with the regional objectives for sustainable development and reductions in vehicle trips.

This technical memorandum identifies and provides supporting analysis for proposed modified parking requirements for the Boyle Heights study area. This document is intended to address the issues and opportunities that have emerged from the parking surveys and community feedback collected for this study in Boyle Heights.

A toolbox of recommended modified parking requirements are included, based on the analysis of parking occupancy and duration results summarized in the Existing Parking Facilities and Utilization memo, and incorporating input received from the community outreach meetings and a focus group meeting conducted in the Boyle Heights community.

1.1 Background

The City of Los Angeles adopted the Modified Parking Requirements (MPR) Districts Ordinance (No. 182242) in August 2012. A MPR District is a special overlay which allows neighborhoods to modify parking standards required by the Los Angeles Municipal Code (LAMC). The MPR ordinance offers seven optional parking requirement modification tools, including:

- Change of use parking standards
- Use of a new Parking Reduction Permit
- Off-site parking within 1,500 feet of the subject use
- Decreased parking requirements
- Increased parking requirements
- Commercial parking credits
- Maximum parking requirements

Due to the increasingly complex and location-specific parking problems within the City of Los Angeles, the MPR Districts will allow for flexibility in addressing parking challenges on a community basis by allowing one or more changes to the citywide parking standards within the District. The First Street corridor in Boyle Heights was identified as one district where a MPR ordinance could help in better serving parking demand. The MPR ordinance is also seen as a strategy to help contribute to improving the economic health of the district by reducing or removing impediments to development resulting from parking requirements that are not reflective of the parking needs and conditions present in the community. Table 1-1 provides a summary description of each MPR strategy.

Table 1-1 Summary Description of MPR Strategies

MPR Strategy	Description/Requirements
Change of Use Parking Standards	The required number of parking spaces for any permitted use in the District shall be the same as the number of spaces that exist on the lot on the date the ordinance creating the District becomes effective for tenant improvements only.
Off-site Parking	The parking spaces required by Section 12.21A.4 of this Code shall be provided either on the same lot as the use for which they are intended to serve or 1500 feet therefrom. If parking spaces are provided off-site, they must be guaranteed through a recorded covenant agreement that reserves the spaces exclusively for the use in question. Distance is to be measured along any street, alley, public walk, or private easement that allows public pedestrian travel from the parking area to the use it is to serve.
Decreased Parking Requirements	An MPR District may establish parking requirements that are less restrictive than those set forth in Section 12.21 A.4 of this Code. The ordinance creating the District shall identify each use that is granted modified parking requirements, along with each use's new parking requirement. Otherwise, the number of required parking spaces shall be governed by Section 12.21 A4. Before adopting any ordinance creating an MPR District that includes Decreased Parking Requirements, the City Council must find that: <ul style="list-style-type: none"> a. The parking reduction, taking into account impacts such as parking overflow and increased traffic congestion and potential benefits such as enhanced mobility and neighborhood vitality, will not adversely affect the surrounding neighborhood; and b. There exists a combination of parking management programs, transportation alternatives, or other infrastructure improvements, and commercial building access programs that negate the need for increased parking requirements; and c. Flexible transportation approaches and parking management programs are more consistent with the area's air quality goals, community character and general plan than an increased number of required parking
Parking Reduction Approval	A Zoning Administrator may approve reduced parking requirements for individual projects pursuant to Section 12.24 X.29 of this Code.
Increased Parking Requirements	An MPR District may establish parking requirements that are more restrictive than those required in Paragraph 12.21 A.4 of this Code. The ordinance creating the District shall identify each use that is assigned increased parking requirements, along with each use's new parking requirement. Otherwise, the number of required spaces shall be governed by Section 12.21 A4. Before adopting any ordinance creating an MPR District that includes Increased Parking Requirements, the City Council must find that: <ul style="list-style-type: none"> a. There is a lack of transit service in the area; or b. There is a high potential for spillover parking impacts on adjacent residential areas; or c. There is a low probability that parking management programs, transportation demand management programs, or public parking facilities will be available or effective in the area.
Commercial Parking Credits	An MPR District may authorize parking requirements to be satisfied through the creation of a parking credit program. The number of available parking credits shall be established by a survey that identifies the number of underutilized public parking spaces available within the District at various times of the day. The ordinance creating the District shall list the number of credits available in the area, and the number of credits required to support a specific use for various times of the day.
Maximum Parking Requirements	An MPR District may establish maximum parking requirements. The ordinance creating the District shall set forth each use for which maximum parking requirements apply, as well as the specific parking limits for that use. Otherwise, the parking requirements set forth in Section 12.21 A4 shall apply.

1.2 Study Area

The Boyle Heights study area spans the length of First Street from Mission Street on the west to Indiana Street on the east. The corridor consists of a mix of commercial and residential neighborhoods; and is home to four Gold Line stations at Aliso Street, Boyle Avenue, Soto Street, and Indiana Street. There are a total of 540 on-street parking spaces and 1,198 off-street parking spaces within the study area. Figure 2.1 shows the boundaries of the Boyle Heights study area examined for the potential implementation of a MPR District.

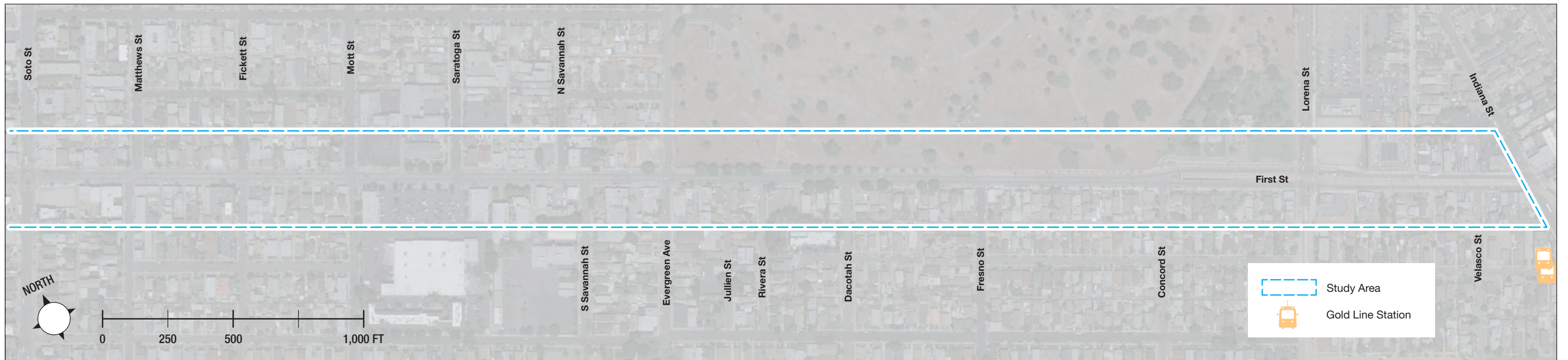
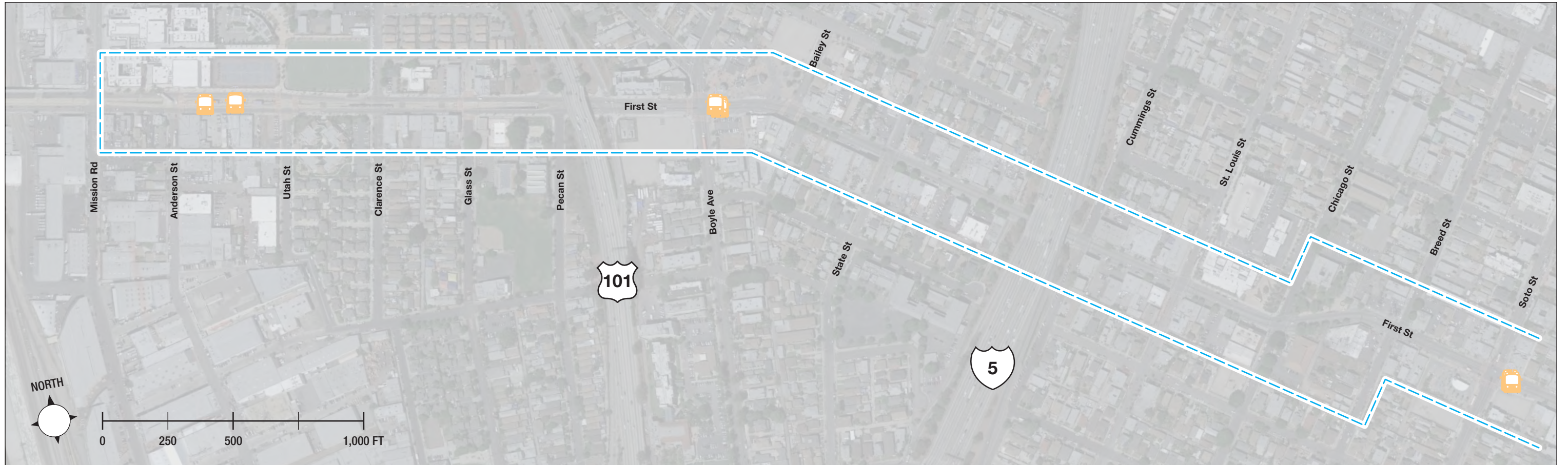
1.3 Report Organization

The information contained in this technical memorandum is presented in the following sections:

1. Introduction
2. Transportation Setting
3. Community Goals, Objectives, and Priorities
4. Parking Demand Analysis
5. Parking Meter Pricing
6. Recommended Parking Strategies

Section 1 provides an introduction to the study and study background, study area, and identifies the main sections of the memo. The existing transportation setting, including traffic, transit, and bicycle and pedestrian facilities is presented in Section 2. Section 3 summarizes the feedback obtained from the Community Meeting and Focus Group Meeting, along with the Boyle Heights Community Plan goals and objectives for parking. An analysis of parking demand, parking utilization, and its relation to the surrounding land uses is presented in Section 4. On-street parking conditions, regulations, and pricing is discussed in Section 5. The recommended parking strategies for the Boyle Heights study area are presented in Section 6.

This technical memorandum is intended to satisfy the requirements of Tasks 3 and 4 of the scope of work for Boyle Heights. A draft MPR District ordinance has also been developed for the study area in Boyle Heights and serves as the other primary deliverable for these tasks.



2 Transportation Setting

This section provides an overview of the existing transportation setting within the study area and its impact on parking, including traffic volumes, transit services, and bicycle and pedestrian facilities.

2.1 Traffic

First Street is one of the major east/west arterials that travel through Boyle Heights and provide regional access to Downtown Los Angeles. First Street is a two lane divided roadway classified as a Secondary Arterial in the City of Los Angeles Circulation Element. The posted speed limit is 30 miles per hour. Class II bike lanes are striped between Boyle Avenue and Lorena Street. Within the segment between Boyle Avenue and Lorena Street, First Street becomes a two lane divided roadway with a center two-way-left-turn lane. The average daily traffic (ADT) volume within the study area ranges between 13,000 to 15,000 vehicles per day. The capacity for a Secondary Arterial as specified in the City's Circulation Element is 20,000 to 30,000 vehicles.

2.2 Transit

Transit service in the Boyle Heights study area is provided by Metro and includes Metro bus transit services and the Metro Gold Line rail transit service. There are four Gold Line stations and several bus stops along the study corridor.

2.2.1 Transit Service

Metro operates two local bus routes, one rapid bus route, and two shuttles and circulators along First Street. These routes provide connections from Boyle Heights to Downtown Los Angeles, East Los Angeles, North East Los Angeles, and Huntington Park. The Metro Gold Line light rail transit service runs at-grade along First Street west of Pecan Street and east of Concord Street. Between Pecan Street and Concord Street, the Metro Gold Line runs below-grade. A summary of the transit routes, headways, and schedules are provided in Table 2-1.

Table 2-1 Summary of Transit Services

Route	Weekdays			Saturdays		Sundays	
	Peaks	Day	Eve	Day	Eve	Day	Eve
Metro Local & Limited							
68	13-16	20	20-60	20	20-60	15-20	25-40
251**	15-20	20	40-60	12	40-60	15	40-60
Metro Rapid							
751	12-15	20	-	-	-	-	-
Metro Shuttles & Circulators							
605	15	25	-	30-35	-	30-35	-
620	60	60	-	-	-	-	-
Metro Rail							
Gold	6	12	10-20	7-8	10-20	7-8	10

Source: Metro; Notes: (*) Approximate frequency in minutes, (**) 24-hour Owl service

2.2.2 Transit Stops

There are four Metro Gold Line stations and several bus stops located along the study corridor. The four Metro Gold Line stations include Pico/Aliso Station, Mariachi Plaza/Boyle Heights Station, Soto Station, and Indiana Station. All four stations do not provide parking spaces on-site, with the exception of Indiana Station, which provides a mix of 42 free and paid parking spaces on-site. Bus stops are located throughout the First Street corridor at Mission Road, Clarence Street, Boyle Avenue, State Street, Cummings Street, Chicago Street, Soto Street, Mott Street, Evergreen Street, Fresno Street, Lorena Street, and Indiana Street.

2.2.3 Impact on Parking

The community of Boyle Heights relies heavily on transit for everyday activities, including work, school, and recreation. The level of transit service can have a significant influence on parking supply and demand, as higher transit usage may result in a reduced need for vehicles and parking spaces. Vice versa, transit usage could also create higher parking demand due to passengers using the Gold Line service for longer commutes, and leaving cars parked near the Gold Line stations. The absence of on-site parking spaces at Aliso/Pico Station, Mariachi Station, and Soto Station may result in competition with First Street businesses for on-street parking spaces.

2.3 Bicycle and Pedestrian Transportation

The existing bicycle and pedestrian network along First Street consists of Class II bike lanes and continuous sidewalks, along with planned improvements proposed in the City of Los Angeles 2010 Bicycle Plan, adopted in March 2011.

2.3.1 Bicycle

Colored Class II bike lanes are striped along First Street between Boyle Avenue and Lorena Street. Existing Class III bike routes are provided along Lorena Street. Per the City's 2010 Bicycle Plan, Soto Street and Lorena Street are proposed to have Class II bike lanes, while St Louis Street and Evergreen Avenue are proposed as Class III bike routes.

Bike rack spaces are provided at the Pico/Aliso Station (6 bike racks), Mariachi Plaza Station (6 bike racks), Soto Station (12 bike racks), and Indiana Station (12 bike racks). Bike lockers are also provided at Soto Station (4 bike lockers) and Indiana Station (4 bike lockers).

2.3.2 Pedestrian

Continuous sidewalks are provided along the length of First Street within the study area. All major intersection crossings provide marked crosswalks and ADA compliant curb ramps. Mission Street, Glass Street, Boyle Avenue, Bailey Street, Soto Street, Lorena Street, and Indiana Street provide paved crosswalks.

2.3.3 Impact on Parking

Cycling and walking are common alternative modes of travel for those without access to vehicles or as first-and-last mile connections between transit stops. First Street experiences relatively high bicycle and pedestrian volumes, due to its prominent store-front retail orientation and proximity to Utah Street School, Second Street Elementary School, Breed Elementary School, and First Street Elementary School. Enhancing bicycle and pedestrian facilities and amenities may help to alleviate parking demand within the study area.

3 Community Goals, Objectives, and Priorities

As part of the study effort, two public outreach events were conducted to identify and obtain community feedback on parking goals, objectives, and priorities. The following section summarizes the opportunities and constraints community members and stakeholders within the study area provided at each outreach event.

3.1 Community Meeting #1

Community meetings for the Boyle Heights Community Plan were conducted in May 2014 on a Wednesday night and Saturday morning. The same content was made available at each meeting. A summary of the comments received are provided below.

3.1.1 On-Street Parking Issues

The primary concerns received from community members for on-street parking related to the limited availability of on-street parking for visitors and residents. Community members noted that street cleaning on Tuesday and Wednesday limited availability of on-street parking during peak noon hours. Community members also cited the illegal use of handicap parking placards due to the shortage of on-street parking spaces. On other occasions, construction or filming along First Street limited availability of on-street parking. Community members also noted that the parking meter time limits were too short and that the parking meter pricing was too high.

3.1.2 Off-Street Parking Issues

Limited availability of off-street parking spaces and the need for parking structures or facilities were the most common comments received at the community meeting. Several community members noted the need for parking facilities adjacent to Metro Stations to help alleviate parking demand. Other community members noted that parking structures or subterranean parking structures need to be required for any new development along the study corridor, particularly for residential developments.

3.1.3 Parking Safety and Design

Comments regarding lighting, parking signage, and speed limits in parking lots were the primary parking safety and design concerns community members noted at the meeting. Community members felt that more lighting in parking lots and along First Street would enhance safety for users. Community members also suggested posting speed limits in parking lots to reduce speeding. Parking signage in terms of helping visitors find available parking spaces was also suggested.

3.1.4 Parking Planning

Comments and suggestions were made in regards to parking planning. Community members would like to see shared-use parking for existing and new developments or a shared-use parking program between businesses. Community members would also like to see adjustments to parking meter pricing to better manage demand. Community members noted that the minimum parking requirements should be modified to attract new businesses along the study corridor.

3.2 Focus Group Meeting

A Focus Group Meeting with local business owners was conducted on Monday, November 10, 2014 to discuss parking issues and strategies along the study corridor. Potential parking strategies associated with the MPR Ordinance, as well as parking pricing strategies were discussed to assess the level of support from business owners along First Street. A total of nine participants were in attendance. A summary of the comments made with regard to various parking strategies and their applicability to the study area is provided below.

3.2.1 Change of Use Parking Standards

Business owners were generally supportive of change of use parking standards, with the exception that it be limited to certain land uses and certain areas where parking demand is not high. Communities that have implemented change of use parking standards have been successful in bringing in new businesses, but this strategy tends to discourage chain stores and other developments that require more parking spaces. Business owners agreed that this strategy would fit the study corridor if guidelines were implemented to ensure parking supply accommodates parking demand.

3.2.2 Off-Site Parking

Business owners were supportive of off-site parking, but would like to see the minimum distance between the subject use and proposed parking reduced from 1,500 feet to a maximum of 1,300 feet (approximately one-quarter of a mile). Meeting participants felt that shared-use off-site parking would be beneficial to residents, visitors, and businesses; and would help to address the issue of limited parking spaces along the corridor. A shuttle service along First Street was also suggested to provide connections between an off-site parking facility and destinations along First Street. The main challenges associated with this strategy include funding for a public shared-use parking facility and the shuttle service.

3.2.3 Decreased Parking Requirements

Business owners were supportive of decreased parking requirements for most uses except residential uses. Business owners noted that the reduced parking requirements given to residential developments adjacent to transit stops have resulted in perceived parking shortages and residential parking spillover into commercial parking areas.

3.2.4 On-Street Parking Pricing

Business owners collectively felt that the parking meter rates charged for existing on-street metered parking spaces are too high and should be reduced. Business owners also noted that residents and transit commuters are using on-street parking spaces for long periods of time, resulting in a shortage of spaces for business customers. Business owners would like to see on-street parking spaces reserved for business customers only, particularly during business hours. The expansion of metered on-street parking spaces was also discussed, but meeting participants noted that residents would not want to see metered parking adjacent to residential homes.

3.2.5 On-Street Angled Parking

The concept of on-street angled parking was discussed at the meeting, and participants were supportive of the concept. The main challenge associated with this concept is limited street width and the impact restriping the street could have on existing bike lanes, existing travel lanes, and traffic conditions.

3.3 Boyle Heights Community Plan

The City of Los Angeles Department of Community Planning is currently in the process of updating the Boyle Heights Community Plan. Draft goals and policies in regards to parking management include:

Goal: An efficient parking supply that serves economic development and facilitates all modes of transportation.

- Policy 1: Performance-based Parking Supply. Utilize performance-based metrics that evaluate existing and projected parking needs in determining parking requirements.
- Policy 2: Conversion of Surface Lots to Structures. Support the development of City-owned or other surface parking lots into parking structures where appropriate.
- Policy 3: Convenient Parking. Provide public parking proximate to transit centers to help protect residential neighborhoods from parking encroachment.

Goal: Parking policies and requirements that capture the true cost of private vehicle use, support livable neighborhoods, environmental/energy sustainability, and the use of alternative modes of transportation.

- Policy 1: Reduced Parking Near Transit Centers. Consider reductions in parking requirements for projects located within designated transit-oriented districts within 1,500 feet of a mass transit center.
- Policy 2: “Park Once” Strategy. Collaborate with the business community to improve parking services, such as shared parking facilities and public valet services, to more effectively use the overall parking supply and implement a “park once and walk” strategy for commercial districts, especially on First Street in the downtown core.

4 Parking Demand Analysis

This section provides an analysis of parking demand and utilization based on data collected and summarized in the *Parking Facilities Utilization Study Technical Memorandum* prepared under Task 2 of this scope of work.

4.1 Parking Supply

An inventory of parking supply within the study area was completed through field reviews and parking utilization surveys conducted over a three-day period in March 2014. More information on the results of the parking utilization survey can be found in the *Parking Facilities Utilization Study Technical Memorandum*. The parking utilization surveys covered a total of 88 parking locations, including 35 on-street parking segments and 53 off-street parking lots. The study area consists of 540 on-street parking spaces and 1,198 off-street parking spaces.

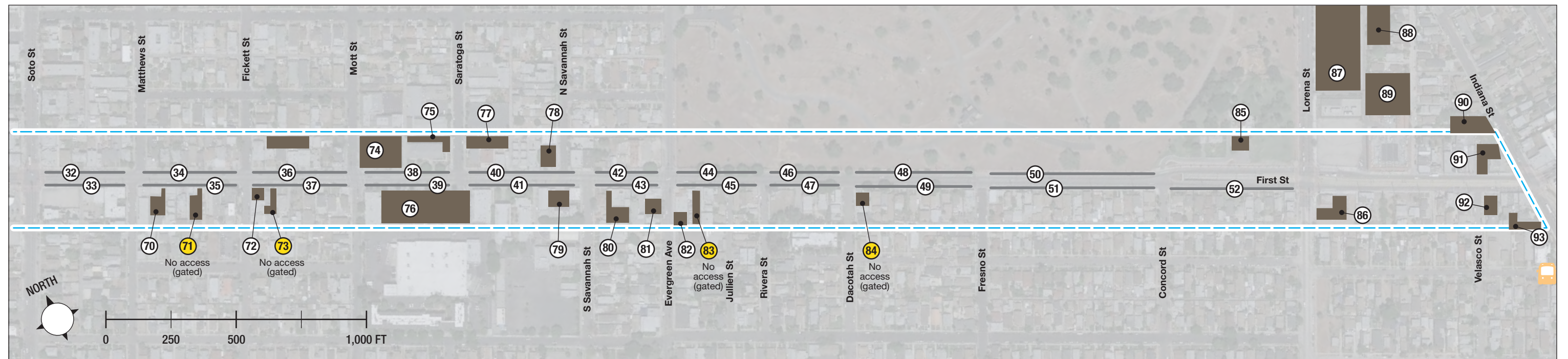
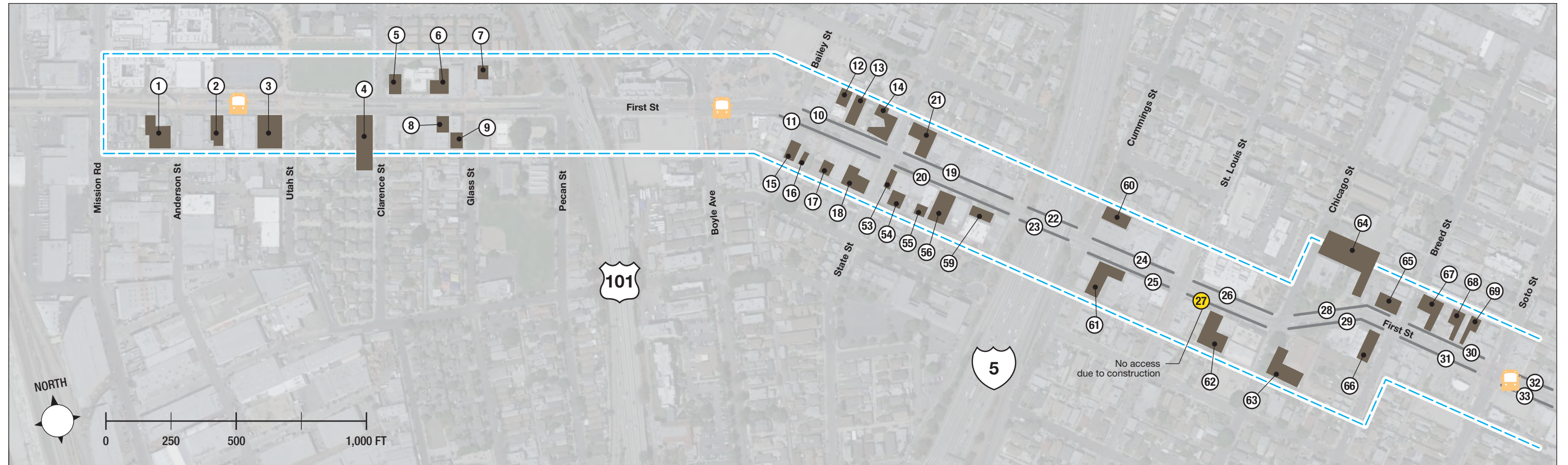
4.1.1 On-Street Parking

On-street parking is permitted along the majority of the First Street corridor. In general, on-street parking adjacent to store front buildings is metered and on-street parking adjacent to residential buildings is unrestricted. On-street parking is not permitted on First Street between Mission Road and Boyle Avenue; and between Lorena Street and Indiana Street. A one hour time limit between 8AM-8PM is enforced for metered on-street parking between Boyle Avenue and Breed Street; and between Soto Street and Matthews Street.

4.1.2 Off-Street Parking

Off-street parking is provided throughout the study area. Most locations are accessible via First Street, while some off-street parking lots are located behind store front buildings and are only accessible via side streets. The majority of off-street parking facilities are open to the public, with the exception of a few locations which are gated and accessible only by residents/tenants or during certain time periods. These locations include residential multi-family buildings, religious institutions, or private property.

Figure 4.1 shows the parking locations surveyed.



4.2 Parking Occupancy

Parking occupancy is the ratio of number of parking spaces occupied at a given time to the total number of parking spaces available. Understanding parking occupancy allows you to determine whether a particular parking area is experiencing high demand, being underutilized, or whether just enough parking spaces are being provided to meet demand. A parking facility with a parking occupancy greater than 85% of capacity is considered at capacity and generally means there is a parking shortage. Parking occupancies just below 85% are considered ideal, and that parking demand is being met in a fashion that balances the need for parking with the cost of constructing and maintaining parking. Parking occupancies below 50% are considered low, and that the parking spaces are being substantially underutilized.

Parking occupancy surveys taken over a three day time period show that approximately 26% of parking locations within the study area reached parking capacity (85% occupancy or more). Approximately 36% of parking locations within the study area are being underutilized and were observed to be at 50% or lower parking occupancy. The remaining 38% of parking locations within the study area were observed to be between 50%-85% occupancy. Table 4-1 provides a breakdown of parking occupancy for on-street and off-street parking locations surveyed.

Table 4-1 Parking Occupancy Summary

Parking Occupancy	On-Street		Off-Street		Total	
	# of Segments	%	# of Lots	%	# of Locations	%
>85% (at capacity)	6	17%	17	32%	23	26%
50%-85% (supply meets demand)	13	37%	20	38%	33	38%
<50% (underutilized)	16	46%	16	30%	32	36%

4.2.1 Areas with High Parking Occupancy

The parking occupancy surveys show consistently higher parking demand near State Street, Breed Street, Saratoga Street, and Lorena Street. These areas are generally adjacent to commercial land uses. A summary of these areas is provided below.

Zone 1: Bailey Street to I-5 Freeway

This area includes 12 parking lots and four on-street parking segments located between Bailey Street and the I-5 Freeway. Adjacent land uses are commercial and include Mariachi Plaza, several restaurants, retail shops, and an automobile service shop. Over the three day count period, parking demand was observed to be greater than 85% on street segment #10, as well as in lots #12, #13, #14, and #56 on one or more days. These parking lots are located adjacent to restaurants, an automobile service shop, and offices. Peak parking demand for this segment occurred between the 10AM-4PM timeframe, with higher parking demand observed on a Saturday.

Zone 2: Chicago Street to Soto Street

This area includes six parking lots and four on-street parking segments located between Chicago Street and Soto Street. Adjacent land uses are commercial and include Benjamin Franklin Library, the Soto Gold Line Station, restaurants, retail, and banks. Over the three day count period, parking demand was observed to be greater than 85% occupancy on street segments #28 and #35, as well as in lots #65, #66, #67, and #68 on one or more days. These parking lots are located adjacent to restaurants, banks, and a market. Peak parking demand for

this segment occurred between the 10AM-4PM timeframe during the weekday, and between the 4PM-7PM timeframe on a Saturday.

Zone 3: Mott Street to Savannah Street

This area includes two parking lots and two on-street parking segments located on the south side of First Street between Mott Street and Savannah Street. Adjacent land uses are commercial and include the Food 4 Less shopping plaza containing fast food restaurants, a supermarket, and retail. Over the three day count period, parking demand was observed to be greater than 85% in lots #76 and #79 on all three days. Peak parking demand for this segment occurred between the 10AM-4PM timeframe during the weekday, and between the 4PM-7PM timeframe on a Saturday.

Zone 4: Lorena Street to Velasco Street

This area includes three parking lots located on the north side of First Street between Lorena Street and Velasco Street. Adjacent land uses are commercial and include the Mercado, a focal point in the community containing restaurants and retail. Over the three day count period, parking demand was observed to be greater than 85% in lots #87, #88, and #89 on one or more days. Peak parking demand for this segment occurred between the 1PM-10PM timeframe during the weekday, with higher parking demand observed on a Saturday.

Zone 5: Velasco Street to Indiana Street

This area includes three parking lots located on the south side of First Street between Velasco Street and Indiana Street. Adjacent land uses are commercial and include a bar and office buildings. Over the three day count period, parking demand was observed to be greater than 85% in lots #91 and #92 on one or more days. Peak parking demand for this segment occurred between the 7AM-4PM timeframe during the weekday, and between the 4PM-10PM timeframe on a Saturday.

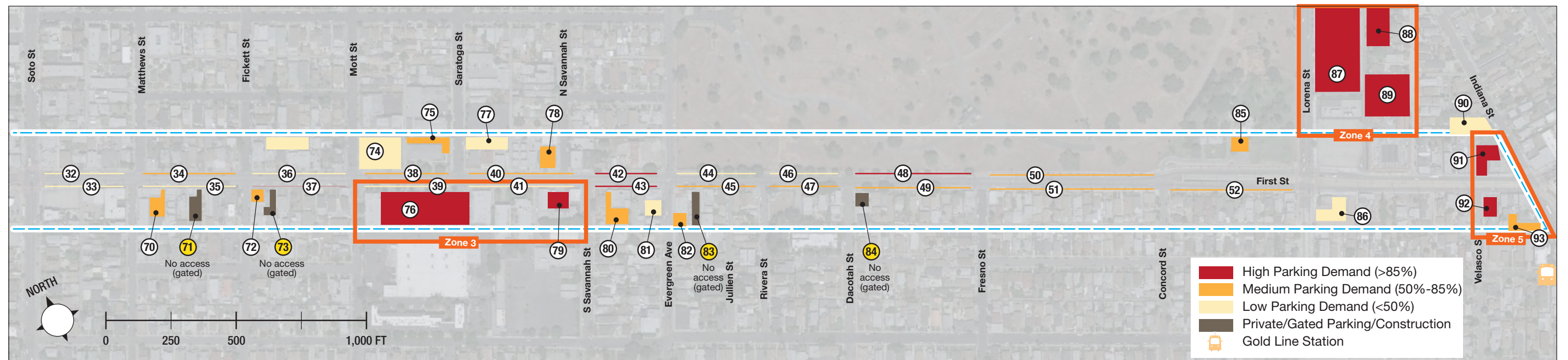
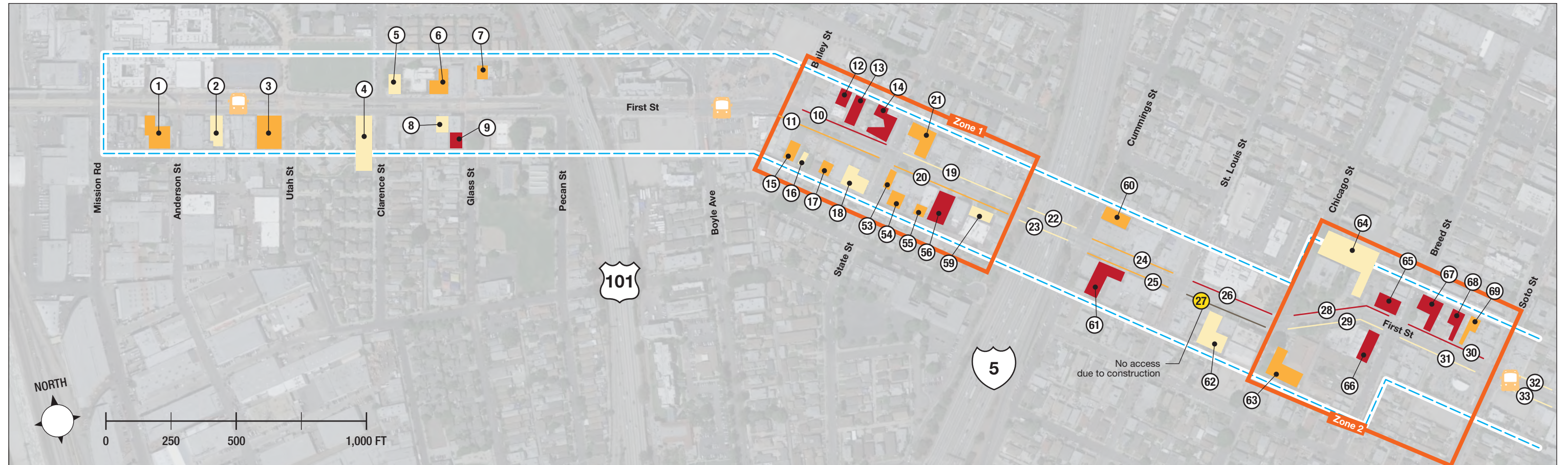
4.2.2 Areas with Low Parking Occupancy

Parking demand is relatively lower between Mission Road and the US-101 freeway, as well as between Soto Street and Mott Street, and between Evergreen Avenue and Lorena Street. These areas are generally surrounded by residential and non-commercial uses.

4.2.3 Opportunities and Constraints

Figure 4.2 illustrates the parking locations with observed higher parking demand and lower parking demand, including the five zones with observed higher parking demand described above. Higher parking demand is defined as parking lots with an observed peak parking demand greater than 85% parking occupancy, while lower parking demand is defined as having less than 50% parking occupancy.

Opportunities exist for off-site parking and shared-use parking to help distribute and manage parking demand. Most of the parking areas with observed higher parking demand are located within close proximity to parking locations with observed lower parking demand. Shared parking agreements can be made between business owners located within each zone to share parking spaces during peak parking hours. Zone 3 is located adjacent to several parking lots that belong to religious institutions, which generally only experience peak parking demand during weekends. Shared parking can also be utilized in Zone 4, where peak parking demand was observed on different days for the different lots.

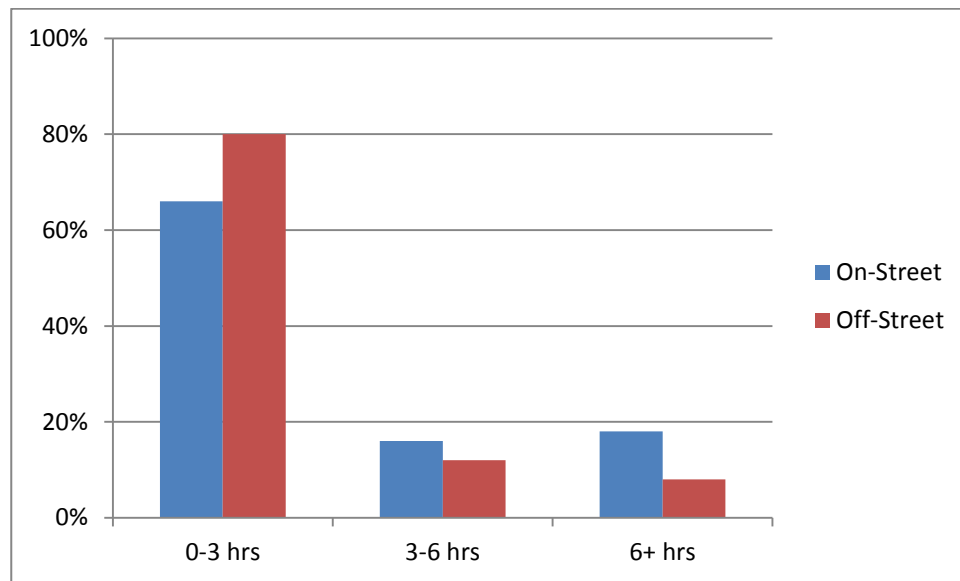


4.3 Parking Duration

Parking duration is the length of time a vehicle remains in one space. Parking duration provides a better understanding of the parking market; whether parking demand is for short-term or long-term parking; and helps to assess whether time limits need to be enforced. Parking duration was surveyed at three hour intervals. Short-term parking is defined as vehicles parked for duration of 0-3 hours and long-term parking is defined as vehicles parked for duration of more than six hours.

Parking surveys taken over a three day time period show that on average, 60%-80% of vehicles surveyed parked for up to three hours, 10%-20% of vehicles parked between 3-6 hours, and 8%-20% parked for more than six hours. Table 4-2 provides a breakdown of parking duration for on-street parking and off-street parking spaces.

Table 4-2 Parking Duration Summary – Total Vehicles



4.3.1 Areas with High Parking Duration (Long-Term Parking)

Certain parking locations were observed to experience higher parking duration, or vehicles that parked for an extended period of time over the three day parking survey. For the purpose of this report, high parking duration is defined as vehicles parked longer than six hours. A summary of areas with observed long-term parking is summarized below.

Mission Road to Glass Street

Two parking lots within this segment were observed to have a significant (over 50%) number of vehicles parked for longer than six hours. Lots #1 and #8 had a significant number of vehicles parked longer than six hours on both the weekday and Saturday surveyed. Lot #1 is located adjacent to a fast-food restaurant, while Lot #8 is located adjacent to a religious center and industrial-office buildings.

State Street to I-5 Freeway

One parking lot was observed to have a significant number of vehicles parked for more than six hours within this segment. Lot #55 is located behind a store front retail shop and serves as the retail shop’s private parking lot.

Mott Street to Evergreen Street

Two parking lots and one on-street parking segment were observed to have a significant number of vehicles parked for more than six hours. These locations include lots #74 and #77 and segment #43. Lot #74 is a gated parking facility that serves a religious center. Lot #77 serves residential homes. The on-street parking segment is located adjacent to a restaurant, church, and non-profit organization. On-street parking is unmetered along this segment.

Concord Street to Lorena Street

One on-street segment was observed to have vehicles parked longer than six hours. This segment is located adjacent to residential homes and parking is unmetered.

Velasco Street

Two parking lots within this segment were observed to have a significant number of vehicles parked for longer than six hours. These locations include lots #90 and #92. Lot #90 serves Citibank, while lot #92 is a gated parking facility located adjacent to a sports bar and residential homes.

4.3.2 Areas with Low Parking Duration (Short-Term Parking)

Certain parking locations within the study area were observed to experience lower parking duration, or vehicles that parked for shorter periods of time. Low parking duration is defined as vehicles parked for three hours or less. A summary of areas with observed short-term parking is summarized below.

Bailey Street to I-5 Freeway

Six parking lots and four on-street parking segments were observed to have a significant (over 70%) number of vehicles parked for three hours or less. These parking locations are located adjacent to commercial uses, including several restaurants, retail shops, and an automobile service shop. On-street parking within this segment is metered.

Cummings Street to Breed Street

Five parking lots and two on-street parking segments were observed to have a significant number of vehicles parked for three hours or less. These parking locations are located adjacent to commercial uses, including several restaurants, a US Post Office, Benjamin Franklin Library, and a medical office. On-street parking within this segment is metered.

Mott Street to Saratoga Street

The Food 4 Less shopping plaza was observed to have a significant number of vehicles parked for 3 hours or less.

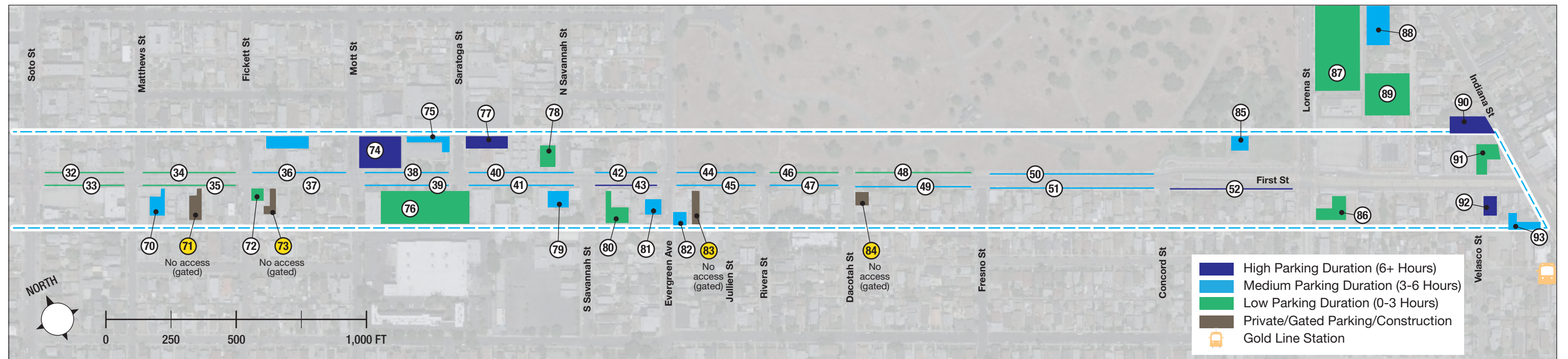
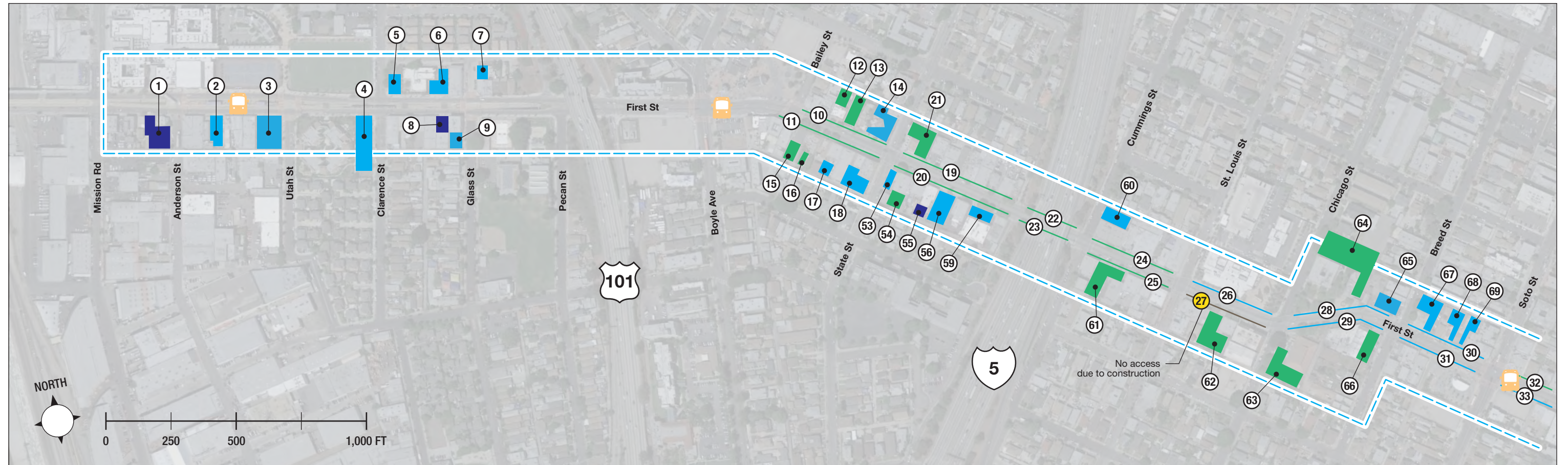
Lorena Street to Indiana Street

Four parking lots were observed to have a significant number of vehicles parked for 3 hours or less. These parking locations are located adjacent to commercial uses, including the Mercado, Citibank, and restaurants.

4.3.3 Opportunities and Constraints

Figure 4.3 shows the areas with observed higher parking durations and lower parking durations. For the most part, the three day parking surveys show that long-term parking generally occurs adjacent to residential neighborhoods. Parking lots with observed long-term parking are also generally gated or private parking facilities. The majority of vehicles (60%-80%) surveyed within the study area were observed to park for shorter durations.

Based on the parking survey data, long-term parking was not observed in parking spaces adjacent to transit stops. Locations where long-term parking occurs are generally adjacent to residential homes or private facilities. There are some on-street parking locations where medium length parking durations (3-6 hours) were observed. These locations include First Street between Chicago Street and Soto Street, and First Street between Fickett Street and Evergreen Street. These two segments are located adjacent to commercial store front buildings and for the most part, time limits are not enforced. Opportunities exist to implement time limits to better manage demand.



4.4 Parking Turnover

Parking turnover is the inverse of parking duration and refers to the number of vehicles utilizing a parking space in a given time period (vehicles per space per duration, or vpspd). Parking turnover rates help to provide a better understanding of the parking market, and can help determine the need for time limit adjustments or parking fee adjustments. More specifically, parking turnover rates help determine areas of high-demand parking. While parking duration describes the average amount of time a vehicle spends parked at a parking space, parking turnover measures the amount of vehicles that occupy the space. High vehicle counts or high turnover rates indicate highly desirable parking spaces, or in other words, high-demand parking.

Parking turnover data was collected in 3 hour intervals. For the purpose of this study, a high parking turnover rate is greater than 2.00 vehicles/space/3 hour interval and a low parking turnover rate is less than 2.00 vehicles/space/3 hour interval.

Parking surveys taken over a three day time period show that approximately 27% of parking locations within the study area had a parking turnover rate higher than 2.00 vpspd. The majority of parking locations (73%) had a parking turnover rate less than 2.00 vpspd. Table 4-3 provides a breakdown of parking turnover rates for on-street and off-street parking locations surveyed.

Table 4-3 Parking Occupancy Summary

Parking Turnover	On-Street		Off-Street		Total	
	# of Segments	%	# of Lots	%	# of Locations	%
Low (<2.00 vpspd)	28	80%	36	68%	64	73%
High (>2.00 vpspd)	7	20%	17	32%	24	27%

Notes: vpspd – vehicles per space per duration

4.4.1 Areas with High Parking Turnover

Certain parking locations experienced higher parking turnover over the three day parking survey. Higher parking turnover is defined as locations where 2 or more unique (different) vehicles are parked in a single space during a given period of time. A summary of areas with observed high parking turnover is summarized below.

Bailey Street to State Street

Five parking lots and two on-street parking segments were observed to have higher parking turnover rates. These parking locations are located adjacent to commercial uses, including several restaurants, retail shops, and an automobile service shop. On-street parking within this segment is metered.

Cummings Street to Soto Street

Four parking lots and four on-street parking segments were observed to have higher parking turnover rates. These parking locations are located adjacent to commercial uses, including several restaurants, a US Post Office, Benjamin Franklin Library, and a medical office. On-street parking within this segment is metered.

Mott Street to Savannah Street

Three parking lots were observed to have higher parking turnover rates. These parking locations are located adjacent to commercial uses, including the Food 4 Less shopping plaza, a Laundromat, and a restaurant.

Lorena Street to Indiana Street

Four parking lots were observed to have higher parking turnover rates. These parking locations are located adjacent to commercial uses, including the Mercado, Citibank, and restaurants.

4.4.2 Areas with Low Parking Turnover

Certain parking locations experienced lower parking turnover. For the purpose of this study, lower parking turnover is defined as locations where fewer than 2 unique (different) vehicles are parked in a single space during a given period of time. A summary of areas with observed low parking turnover is summarized below.

Mission to Glass Street

Nine parking lots were observed to have lower parking turnover rates within this segment. These parking locations are located primarily adjacent to commercial and residential uses. Some of the parking lots within this segment are gated.

Soto Street to Saratoga Street

Four parking lots and seven on-street parking segments were observed to have lower parking turnover rates. These parking locations are located primarily adjacent to commercial and residential uses. On-street parking is unmetered within this segment with the exception of the block east of Soto Street.

Evergreen Street to Lorena Street

Two parking lots and eight on-street parking segments were observed to have lower parking turnover rates. These parking locations are located primarily adjacent to residential uses. On-street parking is unmetered within this segment.

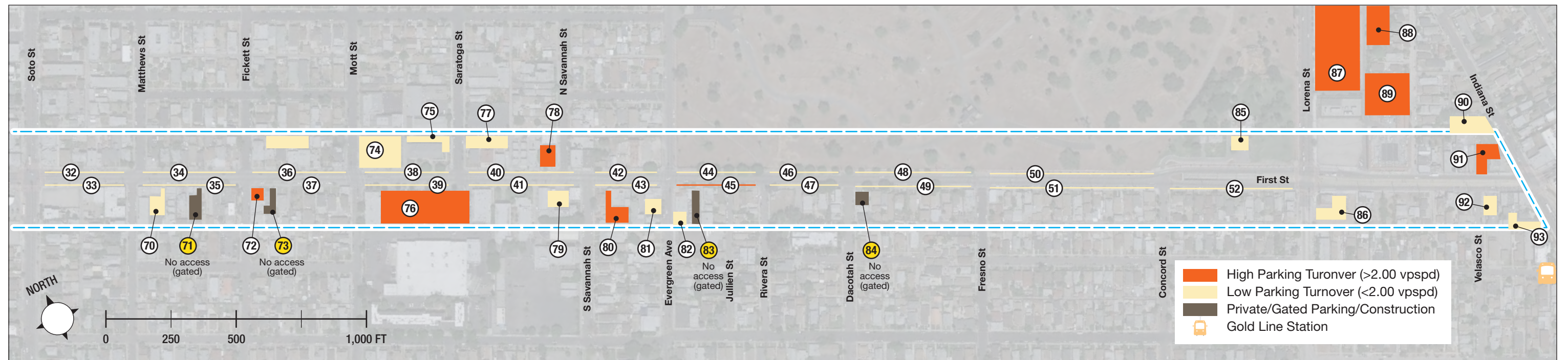
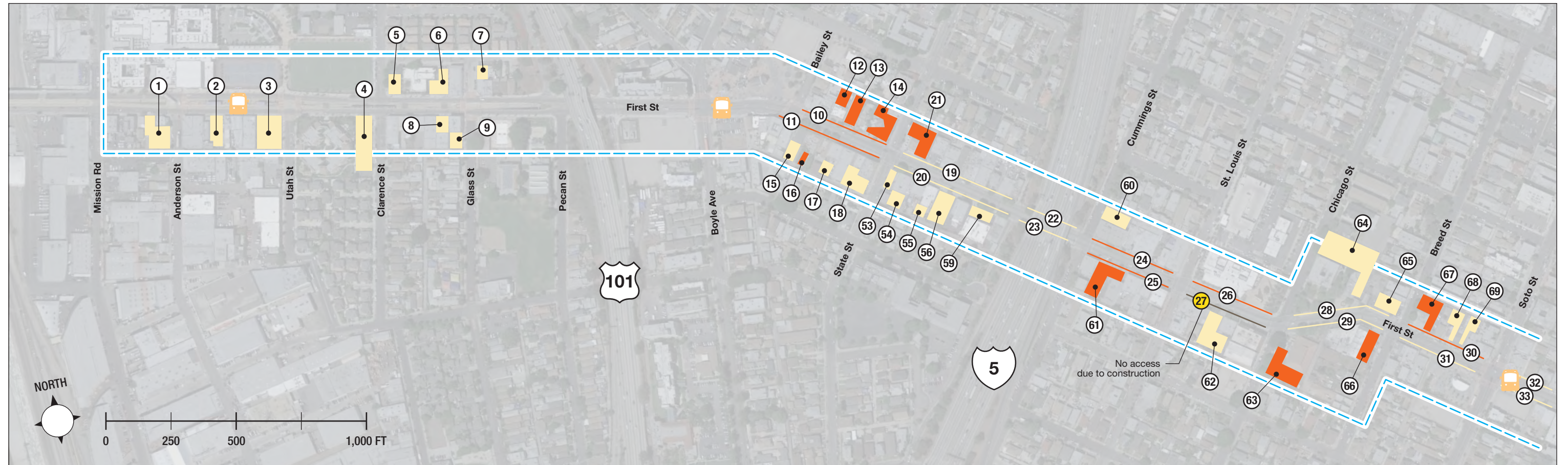
4.4.3 Opportunities and Constraints

Figure 4.3 shows the areas with higher parking turnover and lower parking turnover. The majority of the study area (73%) was observed to have lower parking turnover. Locations with higher parking turnover generally coincide with the same locations with observed higher parking demand and shorter parking durations.

Opportunities exist to adjust on-street parking time limits and parking fees to maximize locations where there is high parking turnover and high parking demand. On-street parking segments #10 (Bailey Street to State Street), #24 (St. Louis Street to Chicago Street), and #30 (Breed Street to Soto Street) all experience high parking demand and high parking turnover. On-street parking segments #10 and #24 are currently metered between 8AM-8PM, with a time limit of 1 hour. On-street parking segment #30 is currently unmetered with no time restrictions. Opportunities exist to either increase fees to manage demand, and implement metered parking along segment #30. These segments are all located adjacent to commercial land uses and would benefit from having metered parking.

Opportunities exist to lower parking fees along segments where low parking turnover is observed, including the following segments:

- State Street to I-5 Freeway (segments #19 and #20)
- Chicago to Matthews Street (segments #28, #31, #32, and #33)



4.5 Parking Time of Day

Within the study area, overall parking demand tends to peak between 1 PM – 4 PM for off-street parking and between 7 PM – 10 PM for on-street parking. Parking demand tends to peak between 7 PM – 10 PM for areas adjacent to residential uses, while parking demand tends to peak between 10 AM – 4 PM for areas adjacent to commercial uses. A summary of average parking occupancy by land use and time of day is provided in Tables 4-4 to 4-7.

Table 4-4 Residential

% Occupancy	Weekday						Saturday					
	7am to 10am	10am to 1pm	1pm to 4pm	4pm to 7pm	7pm to 10pm	10pm	7am to 10am	10am to 1pm	1pm to 4pm	4pm to 7pm	7pm to 10pm	10pm
Off-Street	16%	20%	20%	15%	18%	14%	26%	28%	31%	27%	26%	21%
On-Street	38%	39%	41%	40%	44%	45%	43%	46%	43%	46%	48%	46%

Table 4-5 Commercial

% Occupancy	Weekday						Saturday					
	7am to 10am	10am to 1pm	1pm to 4pm	4pm to 7pm	7pm to 10pm	10pm	7am to 10am	10am to 1pm	1pm to 4pm	4pm to 7pm	7pm to 10pm	10pm
Off-Street	31%	47%	45%	44%	40%	19%	23%	40%	51%	50%	47%	27%
On-Street	24%	30%	28%	27%	32%	28%	25%	32%	31%	36%	38%	41%

Table 4-6 Public Facilities

% Occupancy	Weekday						Saturday					
	7am to 10am	10am to 1pm	1pm to 4pm	4pm to 7pm	7pm to 10pm	10pm	7am to 10am	10am to 1pm	1pm to 4pm	4pm to 7pm	7pm to 10pm	10pm
Off-Street	10%	44%	60%	48%	31%	5%	6%	26%	71%	42%	16%	10%
On-Street	36%	38%	38%	36%	24%	12%	14%	19%	14%	29%	33%	43%

Note: Public Facilities includes the police station, post office, and other municipal buildings.

Table 4-7 Open Space

% Occupancy	Weekday						Saturday					
	7am to 10am	10am to 1pm	1pm to 4pm	4pm to 7pm	7pm to 10pm	10pm	7am to 10am	10am to 1pm	1pm to 4pm	4pm to 7pm	7pm to 10pm	10pm
Off-Street	8%	38%	13%	17%	8%	8%	0%	0%	0%	0%	0%	0%
On-Street	24%	14%	10%	14%	30%	30%	35%	27%	33%	33%	28%	27%

4.5.1 Opportunities and Constraints

Opportunities exist for shared-use parking and time-of-day parking fees to better manage demand and utilize parking supply. Parking demand tends to peak between the 10 AM – 4PM time period and between the 7 PM – 10 PM time period. On-street parking could be metered at higher rates during these time periods to better manage and distribute demand.

4.6 Existing Land Use and Parking Supply

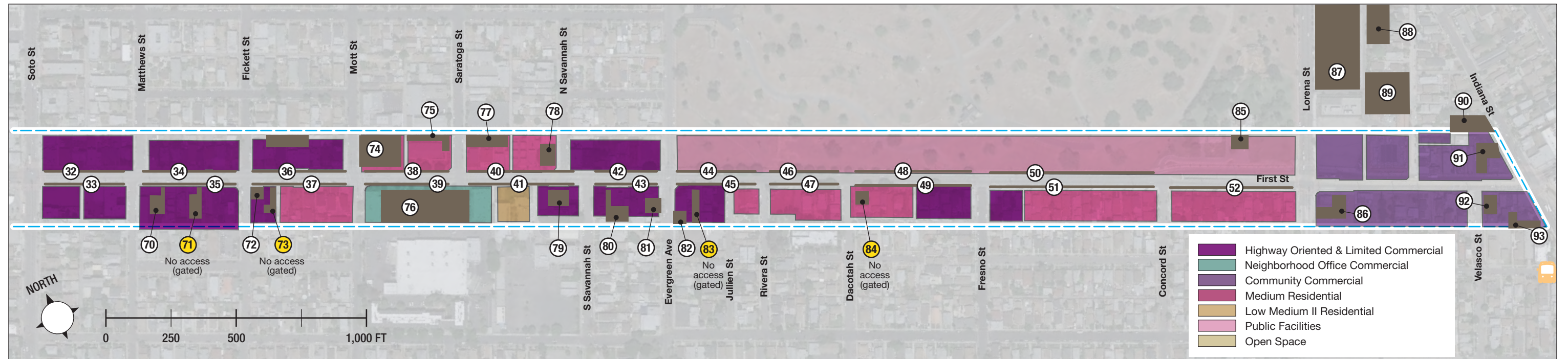
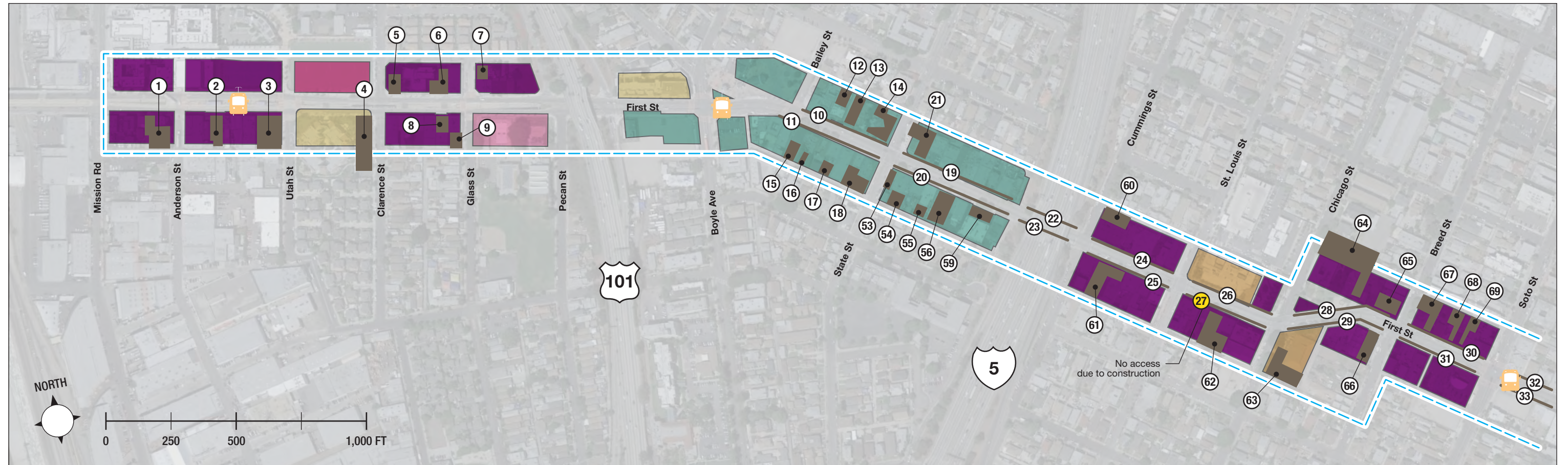
The study area consists of approximately 2.6 million square feet of land uses, with commercial uses (65%) being the most predominate, followed by residential (20%), open space (10%), and public (5%) uses. The off-street and on-street parking supply adjacent to each land use is summarized in Table 4-8. Figure 4.5 shows the existing parking supply and land uses within the study area. Based on the existing parking supply and land use size, the parking ratio for each land use are:

- Commercial – 0.60 to 1.70 spaces per 1,000 square feet
- Residential – 0.20 to 0.25 spaces per 1,000 square feet
- Open Space – 0.35 spaces per 1,000 square feet
- Public Facilities – 0.55 spaces per 1,000 square feet

Table 4-8 Summary of Existing Land Use and Parking Supply

Land Use	Total SF (in study area)	Off- Street Parking Supply	On- Street Parking Supply	Total Parking Supply	Ratio (Parking/ 1,000 SF)
Medium Residential	152,461	38	0	38	0.25
Low Medium II Residential	384,751	62	22	84	0.20
Highway Oriented/Limited Commercial	1,030,551	350	246	596	0.65
Neighborhood Office Commercial	434,154	294	105	399	0.90
Community Commercial	215,030	368	0	368	1.70
Public Facilities	95,966	31	21	52	0.55
Open Space ¹	287,300	12	86	98	0.35

Note: (1) – parking ratio lower due to Evergreen Cemetery and single parking facility provided for the cemetery. Existing parking data shows parking demand does not exceed 70% occupancy over the three day count period.



4.6.1 Opportunities and Constraints

The existing parking supply to land use ratio shown above suggests that the parking spaces currently supplied is much lower than the minimum parking requirements set forth by the City. Furthermore, parking demand data provided through the three day parking survey show that overall parking occupancy throughout the study area does not exceed 85% occupancy. This suggests that opportunities exist for applying change of use parking standards and decreasing parking requirements for certain land uses, such as commercial and public facility land uses within a ¼ mile of the Gold Line light rail stations in the study area. This conclusion acknowledges that certain blocks and portions of the study area experience higher parking demand, and reductions to minimum parking requirements may not be appropriate for these locations.

Community members and stakeholders generally agreed that change of use parking standards and decreased parking requirements would be better applied towards commercial uses as opposed to residential uses. Existing minimum parking requirements for commercial uses are generally 4 spaces per 1,000 square feet. Based on the existing parking supply to land use ratio, approximately 0.60 to 1.70 spaces are provided per 1,000 square feet of commercial land uses within the study area. Average parking occupancy for commercial land uses within the overall study area is approximately 50% occupancy, suggesting that the minimum parking requirement can be lowered without creating parking shortages in most areas. Change of use parking standards, which would allow new uses to maintain existing parking supply, should also be able to be applied under the existing parking supply conditions.

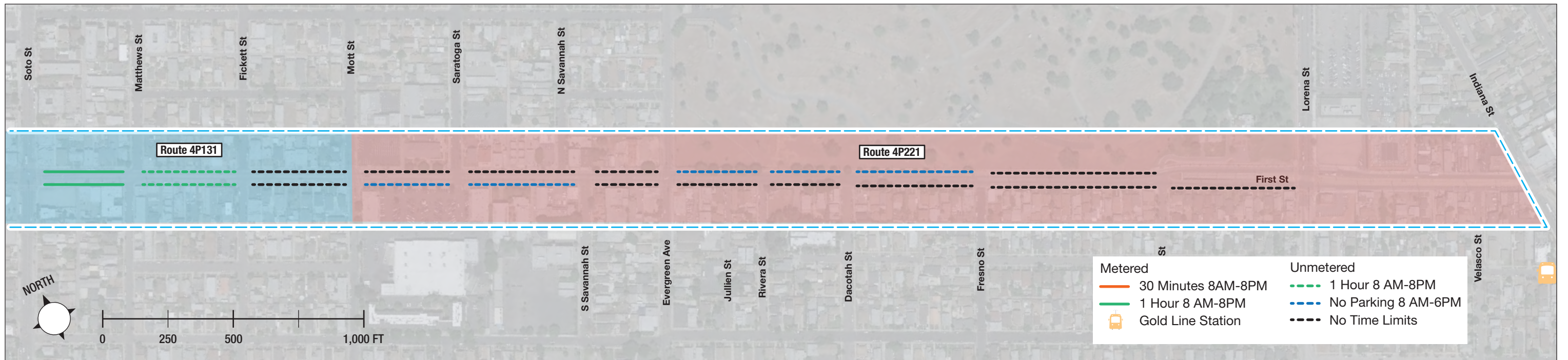
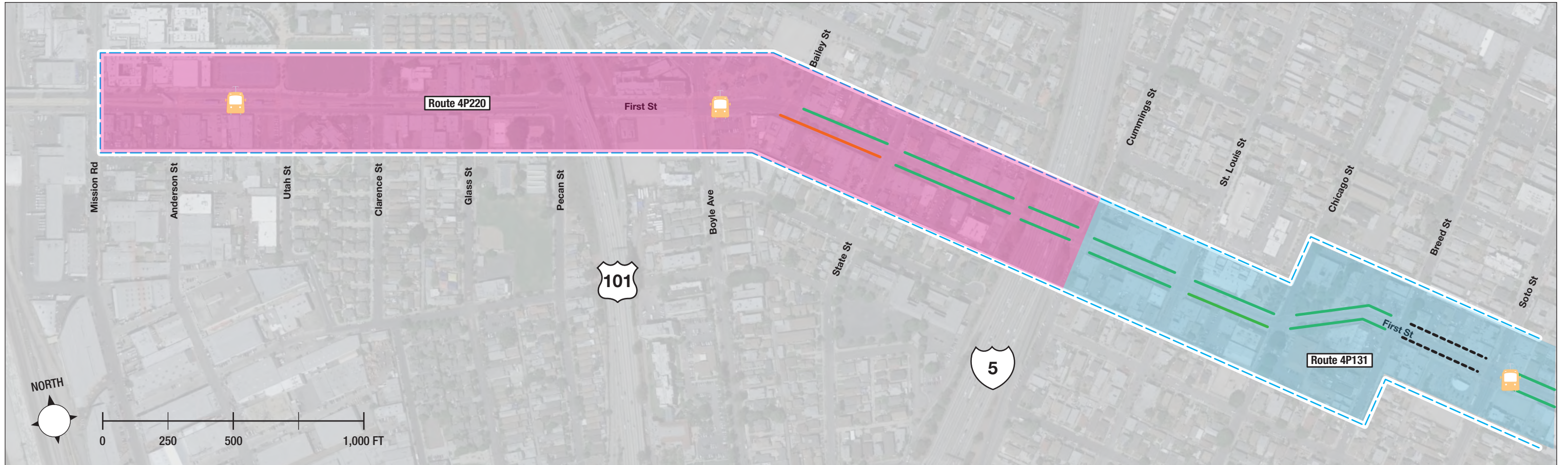
5 Parking Meter Pricing

This section provides an overview of on-street parking meter operations and an in depth look at on-street parking meter utilization and pricing.

5.1 Existing On-Street Meter Pricing and Time Limits

Metered and un-metered on-street parking spaces are provided along First Street between Bailey Street and Lorena Street. On-street parking between Boyle Avenue and Breed Street and between Soto Street and Matthews Street is metered. Time limits for metered on-street parking spaces are generally 8AM to 8PM with a maximum duration of 1 hour. Parking meter rates are currently \$1 per hour.

Time limits for un-metered on-street parking spaces vary throughout the corridor. Some locations enforce time limits that range between 7AM to 5PM, 8 AM to 8PM, and 6:30AM to 4PM for a maximum of one hour. Other locations do not enforce time limits and allow unrestricted parking throughout the day. These locations with unrestricted parking are generally adjacent to residential homes. Figure 5.1 illustrates the various on-street parking time limits and rates.



5.2 Existing Rules and Regulations

On-street parking is managed by the Los Angeles Department of Transportation Parking Meter Division. The study corridor is located in the Downtown Parking Meter Zone.

5.2.1 City of Los Angeles On-Street Parking Meter Ordinance

Existing regulations on parking meter rates is outlined in Section 88.00.2 of the City's Ordinance. The Department is authorized to increase or decrease parking meter rates by no greater than 50% from the rates prescribed in Section 88.00. The rates established by the Department shall be based on parking demand, as reviewed by traffic investigation and surveys, with the goal of reaching occupancy by vehicles at the rate of 70%-90% for parking meter spaces on each block at such times and hours that payment is required.

5.2.2 On-Street Sweeping Schedules

A common concern raised throughout the community outreach effort was the impact of street sweeping to on-street parking spaces, particularly during midday peak hours. Street sweeping along the study corridor is managed by the City of Los Angeles Street Maintenance Division. The Division performs street sweeping to over 1,200 routes. Routes are categorized into the following:

- **Restricted Parking Routes (Posted)** – These routes are posted with “No Parking” signs that state the day of the week and time of day the street will be swept. The Department of Transportation will issue parking citations enforcing the “No Parking” time restrictions. The routes are designed with a two or three hour time limit. This allows enough time for the sweeper to complete the miles assigned to a specific route, which varies in length. These restricted routes are cleaned on a weekly basis and average eight to ten miles in length.
- **Open Routes** – These types of routes are not enforced by the Department of Transportation and parking is allowed on the street. The Division's goal is to maintain a four-week frequency on these routes. However, the frequency changes during heavy leaf fall season (October and February).
- **A.M. Routes** – These special routes are motor-swept starting at 3:00 AM. Selected major arterial streets, industrial and commercial areas are included in these types of routes. The early start times are necessary to enable the sweeper to pass down the street and have minimal impact on businesses and rush hour traffic commuters.

The First Street study corridor is divided into three separate Posted Routes (shown in Figure 5.1):

Route 4P220: Mission Road to Cummings Street

This route covers First Street between Mission Road and Cummings Street. Street sweeping occurs on Tuesdays and Wednesdays from 12 PM to 3 PM. On-street parking within this route is permitted between Bailey Street and Cummings Street.

Adjacent land uses are predominately commercial uses and include mostly restaurants, retail, and office. Restaurants are more likely to be impacted by the street sweeping time limits, however, there are several off-street parking spaces located behind store front buildings that could be utilized during this time period.

Route 4P131: Cummings Street to Mott Street

This route covers First Street between Cummings Street and Mott Street. Street sweeping occurs on Tuesdays and Wednesday between 10 AM to 12 PM. On-street parking is permitted along the majority of this route.

Adjacent land uses are predominately commercial uses and include several restaurants, banks, retail, a US Post Office, the Los Angeles Police Department, Benjamin Franklin Library, and Soto Station. On-street parking demand is highest between Cummings Street and Soto Street within this route. The parking surveys show higher on-street parking demand on the north side of First Street.

Route 4P221: Mott Street to Indiana Street

This route covers First Street between Mott Street and Indiana Street. Street sweeping occurs on Tuesdays and Wednesdays from 8 AM to 10 AM. On-street parking within this route is permitted between Mott Street and Lorena Street.

Adjacent land uses are predominately residential between Mott Street and Evergreen Avenue on the north side, and between Evergreen Avenue and Lorena Street on the south side. Commercial uses are located between Mott Street and Evergreen Street on the south side, and between Lorena Street and Indiana Street. Evergreen Cemetery is located on the north side between Evergreen Avenue and Lorena Street.

5.3 Opportunities and Constraints

In general, parking rates are too high if there are too many underutilized parking spaces, and parking rates are too low if there is a shortage of parking spaces. Considering these parameters, an evaluation should be made to determine if it is appropriate to increase parking rates along on-street segments with high parking demand and decrease parking rates along on-street segments with low parking demand.

On-street parking segments with high parking demand include:

- Bailey Street to State Street (segment #10)
- St. Louis Street to Soto Street (segments #26, #28, #30)
- Savannah Street to Evergreen Street (segments #42 and #43 – currently unmetered)
- Dacotah Street to Fresno Street (segment #48, currently unmetered, adjacent to residential and Evergreen Cemetery)

On-street parking segments with low parking demand include:

- State Street to Cummings Street (segments #19, #22, #23)
- Chicago Street to Matthews Street (segments #29, #31, #32, #33)
- Fickett Street to Savannah Street (segments #35, #36, #39, #41, currently unmetered)
- Evergreen Street to Dacotah Street (segments #44 and #46, currently unmetered)

In reviewing the on-street parking demand patterns, it is observed that the blocks adjacent to the Metro Gold Line stations at Mariachi Plaza and Soto Street experience high demand for parking throughout the day on weekdays and weekends. This is represented in the identification of the segments between Bailey Street and State Street and St. Louis Street to Soto Street above. These blocks feature very closely spaced development, primarily commercial retail land uses, and relatively limited supplies of off-street parking to serve these businesses.

The current metered on-street parking rates and time limits likely reflect the high parking demand in this portion of the First Street corridor. Options for addressing the higher parking demand in these segments can vary. These options include refining the parking charges, the time limits, and the blocks where on-street parking is metered.

In the existing condition, the block of First Street between Breed Street and Soto Street is not metered. This block also experiences high parking demand throughout the day, likely in part due to the condition where parking east and west of this block is metered.

There is inconsistency with how metered parking is utilized along the central portions of the First Street corridor. As noted the segments between Bailey Street and State Street and St. Louis Street to Soto Street are highly utilized, while metered on-street parking between State Street and Cummings Street experiences some of the lowest demand for parking in the corridor.

Based on these observations, there are specific refinements to the metered on-street parking that can be recommended in order to potentially help better distribute this parking through the corridor and address some of the observed conditions regarding high utilization and limited parking availability on selected blocks. These recommendations are presented in the next section.

6 Recommended Parking Strategies

This section summarizes the recommended parking strategies specified under the City of Los Angeles Modified Parking Requirements (MPR) Ordinance, along with other parking strategies including parking pricing and parking design.

6.1 MPR Ordinance Parking Strategies

The MPR Ordinance offers seven optional parking requirement modification tools, including:

- Change of use parking standards
- Use of a new Parking Reduction Permit
- Off-site parking within 1,500 feet of the subject use
- Decreased parking requirements
- Increased parking requirements
- Commercial parking credits
- Maximum parking requirements

Based on feedback collected through the community outreach process and data collected through the parking surveys, three of the seven parking modification tools are recommended for application in the Boyle Heights study area along First Street.

6.1.1 Change of Use Parking Standards

Change of use parking standards allows for the required number of parking spaces for any permitted use in the District to be the same as the number of spaces that exist on the lot on the date the ordinance creating the District becomes effective. This modified parking requirement strategy would make it easier for new businesses to occupy an existing building, and can help to encourage uses such as restaurants that would otherwise need to provide a higher number of parking spaces. New developments would not need to meet the minimum parking requirements set forth by the City if the project occupies the existing building. No expansion or new construction would be permitted.

It is recommended that change of use parking standards be allowed for commercial zoned parcels only. First Street is a primarily commercial oriented street, and providing this modified parking requirement option would be consistent with the community goals of enhancing economic vitality along the corridor.

6.1.2 Off-Site Parking

The MPR ordinance allows for off-site parking, with parking spaces to either be located on the same parcel or within 1,500 feet of the parcel the parking is intended to serve. Off-site parking is a useful tool for areas where the existing environment is built out and there are limited options for on-site expansion. Off-site parking also allows for better parking efficiencies, as uses can look to take advantage of underutilized parking locations to meet parking requirements. However, this option would require the recording and annual renewal of a parking covenant to document the use of off-site parking. The administration process, fees, and maintenance associated with a parking covenant is a primary reason this option is not widely utilized.

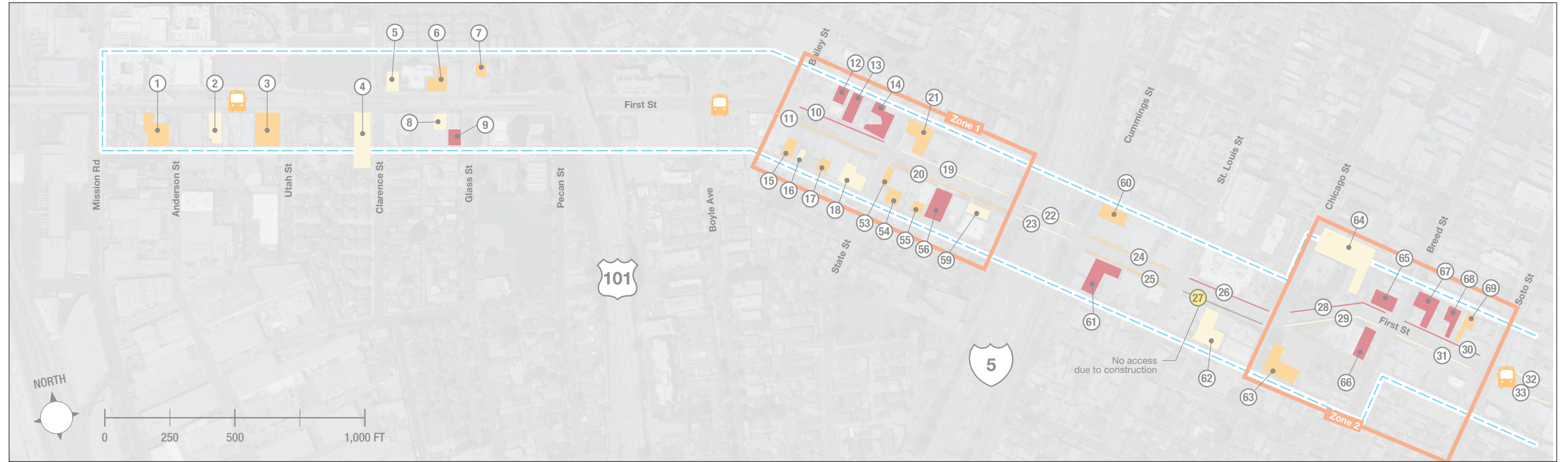
The First Street corridor is an ideal candidate for permitting off-site parking. The parking surveys conducted as part of this study show that overall parking supply along First Street exceeds the overall demand, and business owners have expressed willingness to share parking between

uses. Furthermore, there are selected areas within the corridor where parking demand does approach capacity, and in many cases these areas are located adjacent to blocks and properties with lower parking demand. It is recommended that off-site parking up to a maximum of a quarter-mile (1,300 feet – i.e. ¼ mile) from subject site be allowed for commercial zoned parcels throughout the First Street study corridor. Off-site parking may include shared-use of existing off-street parking supply by multiple uses not on the same parcel, or shared-use of a single parking facility where multiple uses share the same parcel. Under this regulation, a parking study would be required from an applicant proposing to utilize off-site parking to meet a project's minimum parking requirement in order to establish the appropriate shared parking ratio for participating land uses. Shared-use agreements or parking covenants must be recorded and maintained by participating parties.

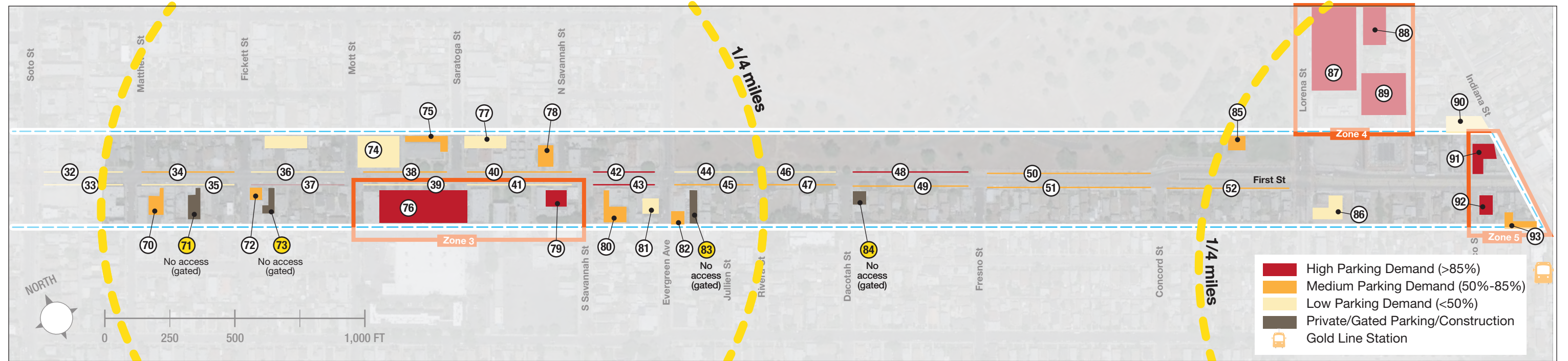
Recommended locations for permitting off-site parking are as follows:

- Lots located within the study area boundaries between Matthews Street and Rivera Street
- Lots located within the study area boundaries between Lorena Street and Indiana Street

Figure 6.1 shows the locations of these areas.



Recommended Off-Street Parking at Matthews/Rivera Street and Indiana Station



NOTE: Only those areas located within the 1/4 mile radius and the gray shaded area are included in the boundary.

6.1.3 Decreased Parking Requirements

Decreased parking requirements allow the establishment of minimum parking requirements that are less restrictive than those set for in Section 12.21A.4 of the City of Los Angeles Municipal Code. However, the decreased parking requirements must not adversely affect parking, traffic congestion, or neighborhood vitality; a combination of parking management programs, transportation alternatives, or other infrastructure improvements must exist to negate the need for increased parking requirements; and flexible transportation approaches and parking management programs are more consistent with the area's air quality goals, community character and general plan than an increased number of required parking.

Decreased parking requirements for parcels zoned as commercial, public facilities, and open space (including uses that are part of mixed-use projects) are recommended for the First Street corridor for parcels within ¼ mile of the four Metro Gold Line stations located in the corridor. Existing parking and traffic conditions along First Street are within capacity. There are also several transportation alternatives available along the First Street corridor, including transit, bicycle, and pedestrian services, facilities, and amenities. The proximity of these parcels to the Gold Line light rail stations creates opportunities for employees and visitors to these uses to utilize alternative modes of transportation, and reduce the overall demand for parking generated by these land uses. The establishment of decreased parking requirements would also be more consistent with regional goals for reducing vehicle miles traveled, the existing community character, and the proposed Boyle Heights Community Plan.

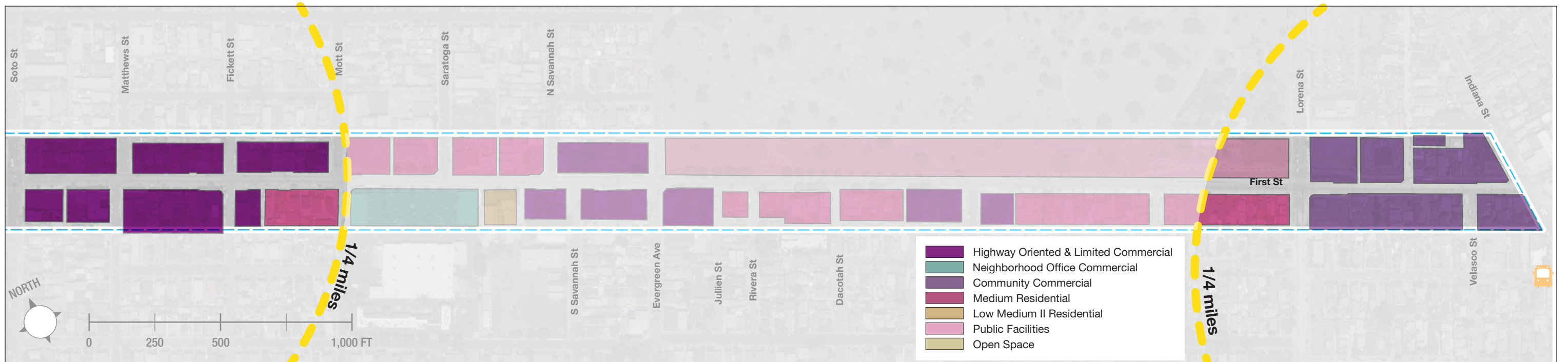
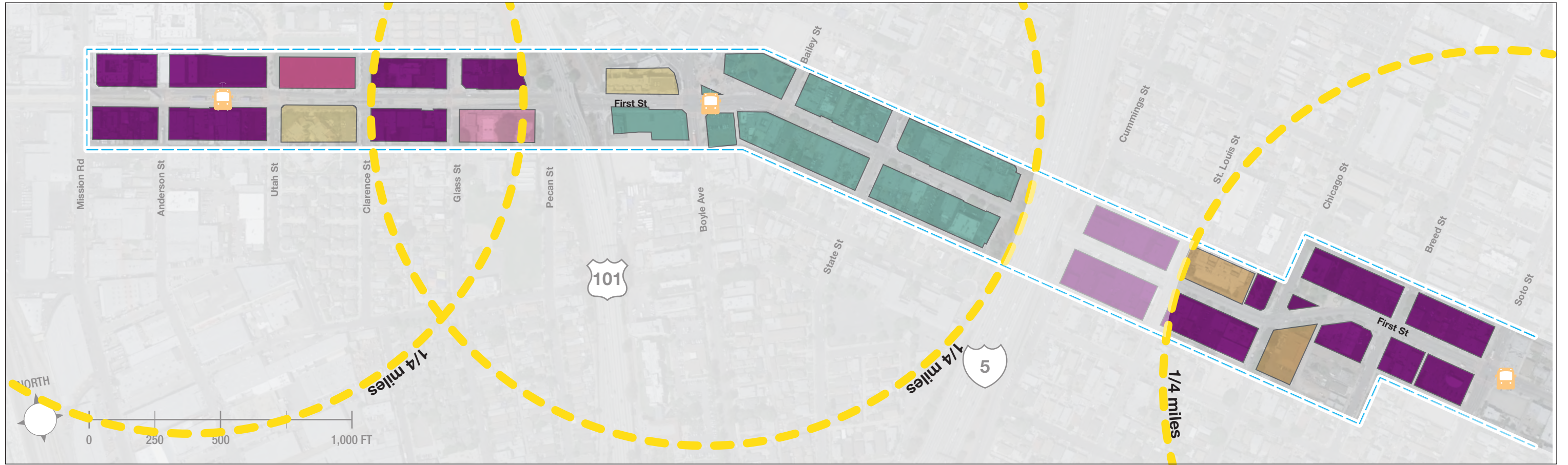
Based on the existing land use to parking supply ratio, and existing parking demand, decreased parking requirements are recommended for commercial and public facilities uses located within ¼ mile of the Gold Line light rail stations within the study area. These recommendations propose a 20% decrease in the minimum parking requirement. This level of reduction is within the typical range applied for transit districts in other metropolitan regions across the United States. For example, parking ratios for commercial uses in the City of San Diego located within a defined Transit Area (commonly defined as ½ mile within a rail transit stop or station) are typically 15 to 20% lower than those required for developments outside of transit areas.

The existing minimum parking requirements and proposed decreased parking requirements are summarized in Table 6-1. Figure 6.2 illustrates the areas located within ¼ mile of the four Gold Line Stations¹.

Table 6-1 Proposed Modified Parking Requirements Within ¼ Mile of Gold Line Stations

Land Use	Existing Min. Parking Requirement (Spaces/SF)	Proposed Min. Parking Requirement (Spaces/SF)
Highway Oriented/Limited Commercial	4/1,000	3.25/1,000
Neighborhood Office Commercial	2/1,000	2/1,000
Community Commercial	4/1,000	3.25/1,000
Public Facilities	2/1,000	1.5/1,000

¹ Proposed decreased parking requirements are focused on non-residential uses. The City of Los Angeles already has existing policies for residential parking reductions and bicycle parking reductions.



NOTE: Only those areas located within the 1/4 mile radius and the gray shaded area are included in the boundary.

6.2 Other Parking Strategies

This section provides a discussion of other potential parking demand management strategies, including parking pricing strategies, parking operation strategies, and parking technology strategies. These strategies are not included as part of the MPR Ordinance, but additional strategies identified through this study process that may improve parking efficiencies within the study area. The implementation of these strategies would involve a different process than the MPR Ordinance strategies, and likely require coordination with various City departments.

6.2.1 Other – Parking Pricing

On-Street Parking Pricing

Within the metered segments of the First Street study area, on-street parking demand can vary substantially from block to block, depending on the adjacent uses and supply of parking.

Metered on-street parking segments with high parking demand include:

- Bailey Street to State Street (segment #10)
- St. Louis Street to Soto Street (segments #26, #28, #30)

Metered on-street parking segments with low parking demand include:

- State Street to Cummings Street (segments #19, #22, #23)
- Chicago Street to Matthews Street (segments #29, #31, #32, #33)

Regarding the observations on parking demand above, it is interesting to note the differences in parking demand observed for the north side of First Street between St. Louis Street and Matthews Street. These patterns would suggest that there are existing land uses on the north side of the street that are currently attracting greater parking demand. However, within examining the combined demand for parking on both sides of the street, the overall on-street parking supply for these segments generally appears to be reasonable.

Another key observation regarding the metered on-street parking utilization is the reduction in parking demand for the segment of First Street between State Street and Cummings Street. While this segment is located adjacent to sections of the corridor with higher observed demand (near Baily Street, State Street and Soto Street), there is little incentive for visitors to travel the extra blocks to find parking within this segment. This condition can contribute to the higher utilization rates seen for the segments west of State Street and east of Cummings Street.

To address these differences in parking demand, it is recommended that the pricing structure for on-street metered parking between State Street and Cummings Street be modified to be at least 25% less expensive on an hourly basis compared to the prices charged for segments west of State Street and east of Cummings Street (i.e. \$0.75 per hour instead of \$1.00 per hour). The price differential would be intended to help encourage more dispersal of parking demand within the metered sections of the corridor.

Additionally, the maximum time limit for on-street parking between State Street and Cummings Street should be increased to be greater than that permitted west of State Street and east of Cummings Street to further encourage dispersal of parking demand. It is recommended that the minimum time limit for the State Street to Cummings Street segment be modified to a maximum of two hours, and increase above the current one hour limit. This change reflects the interest in redistributing parking demand to this segment and acknowledges that these parking stalls are located further away from key land uses attractive parking demand and that visitors using these stalls may need more time to park to complete their business and travel to and from their vehicle.

Additional recommendations for metered on-street parking include the following:

- End parking meter charges at 6PM instead of 8PM, but maintain the proposed two hour time maximum until 8PM. This recommendation is intended to encourage visitors to shop and dine along the corridor in the evening time periods and could help to encourage new business catering to evening visitors. It was observed that metered parking in nearby communities outside of the City of Los Angeles (including unincorporated East Los Angeles) have lower parking meter rates and charges that end at 6PM. In order to make the First Street corridor more competitive economically with these nearby corridors, a modification to the time limit for metered on-street parking is proposed. This change would be intended to encourage more use of parking in the evenings and could help to attract business, such as restaurants, that are targeted to serving customers in the evening after 6PM. Should the proposal to end parking charges at 6PM be unacceptable to LADOT, and alternative recommendation would be to extend the time limit for parking after 6PM to two hours from the current one hour to allow visitors sufficient time to be able to dine along the corridor.
- Install meters for the segment of First Street between Breed Street and Soto Street. This street segment is currently not metered, while the segments immediately east and west of this segment are metered. This street segment also experiences high parking demand throughout the day, both on weekdays and weekends. The parking charges and time limits for this segment would be consistent with those recommended for the adjacent blocks (i.e. one hour time limit, \$1.00 per hour charge, with parking charges and time limits ending at 6PM).
- Consider modifying the parking time limit for metered parking on weekends to two hours from the current one hour limit. Parking demand in the metered parking blocks along First Street was generally observed to be lower on weekends than on weekdays, creating parking capacity that could permit longer parking durations. This modification is also intended to further help encourage new land uses in the corridor, such as dining, that could help to spur further visitor activity and contribute to the overall economic vitality of the First Street corridor.

In-Lieu Parking Fees

In-lieu parking fees allow developers to pay fees into a municipal parking mitigation fund in lieu of providing the required parking on-site. The fees can then be used towards the community, either towards transit, bicycle, and pedestrian improvements that can reduce parking demand, or towards the funding of a centralized public parking facility. In-lieu parking fees can be a flat rate per parking space not provided, per square foot of floor area, or on a case-by-case basis for the proposed development. Uniform fees are generally easier to administer and manage.

Consideration of in-lieu parking fees is not recommended at this time. Typically, these fees are applied in districts where overall parking demand is approaching or reaches 85% capacity for the overall corridor or if community members wish to move forward with this strategy as part of a Business Improvement District. Additional studies would need to be conducted to determine the amount of fees to impose, how the fees will be collected, and how the funds would be used.

6.2.2 Other – Operations

On-Street Angled Parking

On-street angled parking provides more parking capacity compared to parallel parking and is considered a user-friendly method for parking on the street. Angled parking can also serve as a traffic calming measure. However, there are challenges associated with implementing angled

on-street parking along First Street. Angled on-street parking requires additional street width, which is currently limited along First Street.

Based on observed parking demand, the segments of First Street between Bailey Street to State Street and St. Louis Street to Soto Street would benefit most from installation of angled parking. These locations experience high parking demand and are located adjacent to existing commercial land uses. However, the existing configuration along these segments would require the removal of the newly installed bike lanes or the center two-way left turn lane in order to accommodate angled parking.

One alternative approach could be to convert the existing Class II striped bicycle lane to a Class III bike route with sharrows marked in the traffic lane. In this condition, back-in angled parking would be recommended to avoid potential conflicts between cars exiting parking stalls and cyclists. However, downgrading the bicycle facility is not recommended at this time. Given the observed lower parking demand on adjacent street segments (for example State Street to Cummings Street), it is recommended that the refinements to metered pricing and time limits be implemented first and the changes to parking demand patterns observed and reviewed prior to potentially modifying the bicycle facilities to install angled parking on First Street.

“Park Once” Districts

“Park Once” Districts are a strategy intended to promote less driving and more walking by encouraging people to park in one place and make visits to different businesses and destinations by foot rather than driving from one destination to another. This parking strategy is similar to shared-use parking, but on a larger scale. Parking is centralized for the entire corridor and trips can be made via transit, on a bicycle, or by foot. The main challenge associated with this strategy is allocating land and raising funds to build a centralized parking facility. In order to implement a “park-once” strategy, the city would need to explore ways to fund the building of a parking facility, as well as maintain and operate the parking facility.

Given that the First Street corridor is generally built-out, with a limited number of vacant parcels that could potentially be purchased to construct a public parking facility, it is recommended that the city instead explore construction of publically accessible parking as part of new private development. Under this strategy, developers would be incentivised to construct additional parking as part of new development and to make this parking available to the public (parking fees would be charged under this scenario). Development incentives would include the potential for additional density and/or shared parking between the designated public spaces and uses within the development.

For the First Street study area, this strategy is recommended within the ¼ mile boundaries of the four Metro Gold Line Stations. Under this proposal, new development could receive incentives up to a bonus of 0.5 floor area ratio (FAR) for providing structured parking on-site with a minimum of parking spaces made available for public use or up 250 square feet of additional building area for each parking space provided for off-site/public use.

If there are concerns regarding the potential for commuter park-and-ride in these public parking spaces, the private developers could implement time restrictions or parking charges to discourage this activity. Further, the City could condition these measures as part of the project approval process.

Street Sweeping Schedule

There are currently three street sweeping routes along the First Street study corridor:

- **Route 4P220 (Mission Road to Cummings Street)** – Tuesday and Wednesday from 12 PM to 3 PM

- **Route 4P131 (Cummings Street to Mott Street)** – Tuesday and Wednesday from 10 AM to 12 PM
- **Route 4P221 (Mott Street to Indiana Street)** – Tuesday and Wednesday from 8 AM to 10 AM

Routes 4P220 and 4P131 generally operate along segments of First Street adjacent to commercial land uses that include restaurants and retail shops, while Route 4P221 generally operates on segments adjacent to residential uses. The street sweeping time periods for Routes 4P220 and 4P131 coincide with peak mid-day business hours. It is recommended that the street sweeping schedule for Routes 4P220 and 4P131 be moved to an earlier time period (i.e., 8 AM to 10 AM) to avoid conflict with peak business hours. The existing street sweeping time period for Route 4P221 can remain as is, or moved to another time period to accommodate the schedule changes for Routes 4P220 and 4P131.

6.2.3 Other – Technology

Wayfinding and Signage

A comprehensive information system that includes vehicle, parking, and pedestrian wayfinding and signage can help to maximize parking efficiency while reducing confusion and frustration for visitors. Parking information, including location of off-street and on-street parking, on-street parking meter rates, and parking time limits can be made available on a City-affiliated website.

Parking guidance signage is best suited for areas or districts with available off-street public parking facilities. At this time, the First Street corridor in Boyle Heights does not have off-street public parking facilities. Given this condition, a comprehensive parking guidance signage program is not recommended for off-street parking.

However, should the shared public-private off-street parking resources identified above be provided in the corridor in the future, a parking guidance sign program would be helpful in making visitors to the First Street corridor aware of public parking resources. In these cases, signage should be provided as follows:

- At the entrance to the First Street corridor – between Mission Road and US-101 for eastbound traffic and just west of Indiana Street for westbound traffic
- At regular intervals along the corridor – with the short blocks present along the corridor, it is recommended that guidance signage be placed every two blocks
- At the site of parking supply – to direct visitors to the specific location of the parking facility.

Signage styles and types should be consistent with LADOT standards.

LA ExpressPark Program

LA's ExpressPark Program is a pilot program that manages city-owned street parking spaces through demand-based pricing based on data collected by parking space sensors. Parking spaces with higher demand are assigned a higher hourly rate, while parking spaces with lower demand are assigned a lower hourly rate. The program currently covers 6,000 on-street metered spaces and 7,500 off-street parking spaces. The program has been successful in increasing parking occupancy in underutilized spaces, reducing the average hourly parking rate, and increasing parking revenue. The City of Los Angeles is currently expected to expand the program into Westwood Village and Hollywood. If successful, the program could expand throughout the City, including to Boyle Heights. It is recommended that this program be monitored for future expansion plans and opportunities for application in Boyle Heights.

Table 6-2 Summary of Recommended Parking Strategies

MPR Strategies	Concepts	Description	On-Street	Off-Street
Change of Use Parking Standards	Change of use parking standards for commercial zoned uses only	Commercially zoned parcels are eligible, assuming existing use and proposed use are both commercial.	--	X
Off Site Parking	Shared use of existing off-street parking supply by multiple uses not on same parcel	Parking study required from project applicant to establish appropriate shared parking ratio for subject parcel. Permitted when off-site lot is located within 1,300 feet of subject parcel. Covenant must be recorded.	--	X
	Shared use of single parking facility where multiple uses share the same parcel.		--	X
Decreased Parking Requirements	Reduced parking requirements - use specific	Implement reductions to minimum parking requirements commercial zoned parcels within 1/4 mile of the four Gold Line light rail stations along First Street.	--	X
		Promote creation of "park-once" districts within 1/4 mile of Gold Line stations through shared parking and establishment of off-street public parking together with new development.	--	X
Other Strategies	Concepts	Description	On-Street	Off-Street
Other - Parking Pricing	In lieu parking fees	No recommended at this time	X	X
	Time-of-Day parking fees	Modify on-street parking meter pricing schedule and time limits based on parking demand patterns by time of day.	X	--
Other - Operations	"Park Once" Districts	Create districts within ¼ mile around the four Gold Line light rail stations by permitting shared parking and incentivizing construction of public off-street parking resources within new private development.	--	X
	Angled Parking	Angled parking not recommended at this time due to potential impacts to existing bicycle lanes on First Street.	X	--
Other - Technology	Wayfinding and Signage	Recommended within ¼ mile Gold Line light rail stations to improve parking experience and efficiency.	X	X
	Express Park Program	Consider expansion to First Street corridor as part of future expansion.	X	X