ARTESIA & AVIATION CORRIDORS AREA PLAN (AACAP)

Parking Strategies Community Workshop

Thursday April 28, 2022
6:00 PM – 7:30 PM
via Zoom

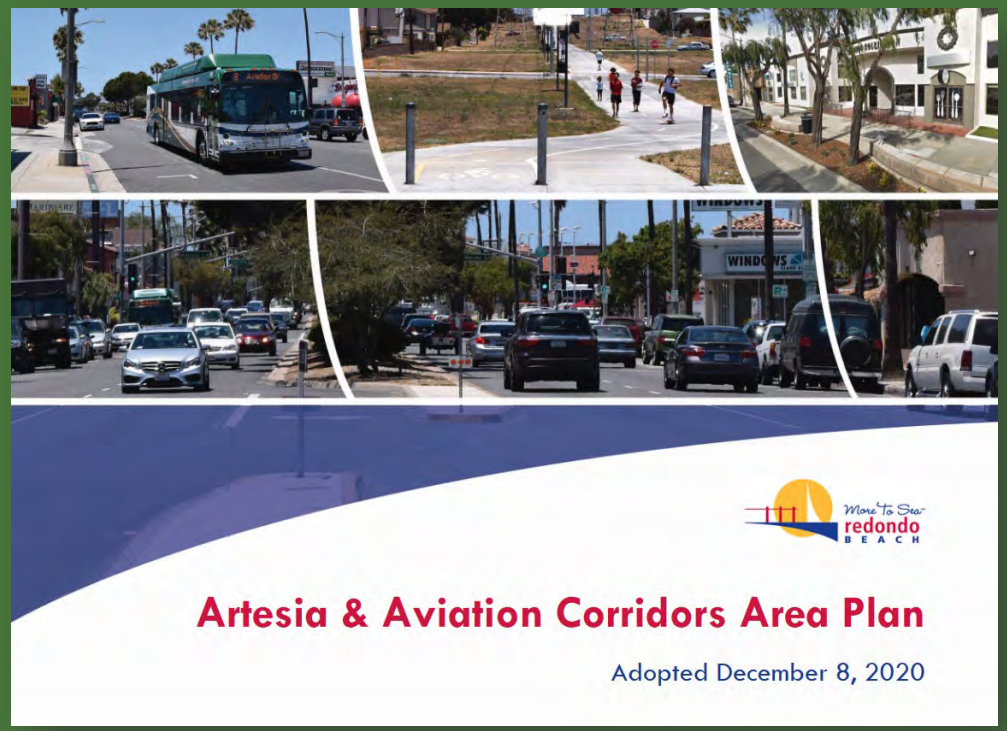
Share your thoughts on the Parking Strategies to support the implementation of the AACAP

Join the City of Redondo Beach for a Community Meeting to hear an update on the study and next steps

Registration Required to Participate

Visit www.redondo.org/AACAP or send an email to PlanningRedondo@redondo.org to register for the virtual meeting.

Community Development Department
Waterfront & Economic Development Department
PlanningRedondo@redondo.org



Parking Study Workshop

FOR THE ARTESIA & AVIATION CORRIDORS AREA PLAN (AACAP)

PRESENTED BY NICO BOYD & MARTA POLOVIN

FEHR & PEERS

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.

The parking workshop is intended to:
- Present results from the most recent parking study conducted for AACAP
- Review implementation options for parking and mobility strategies from the AACAP as well as best practices from other communities
- Receive community input on implementation options to guide the preparation of the AACAP parking implementation plan

Introduction

AACAP PARKING STUDY WORKSHOP

This workshop presentation consists of three key portions:

PARKING ANALYSIS

Discussion of the projections for future parking needs

PROPOSED MEASURES

Review of proposed AACAP parking measures

BEST PRACTICES

Exploration of parking management best practices for consideration in the AACAP

Parking Analysis

Previous Study

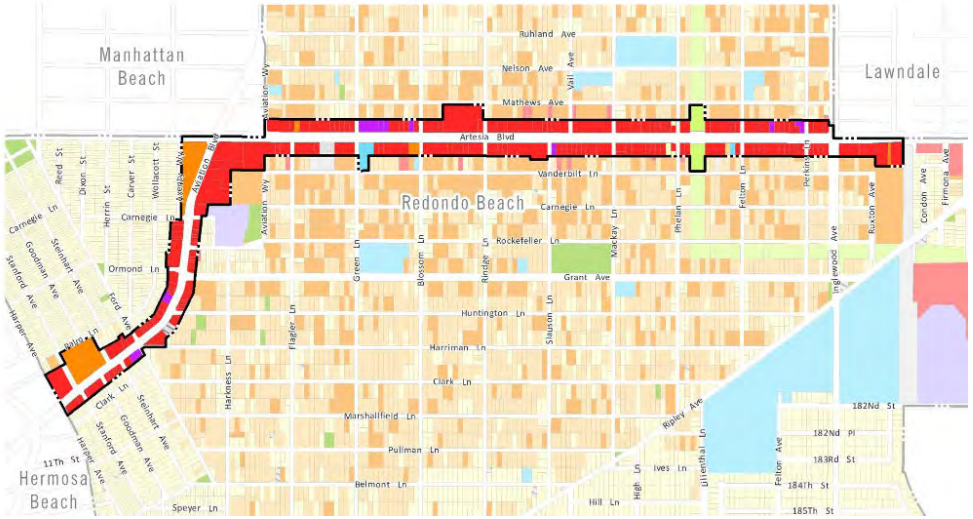
The previous study in 2019 generally found that:

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%.

2) Peak parking demand was less than half of what was predicted by the Urban Land Institute parking model

Methodology



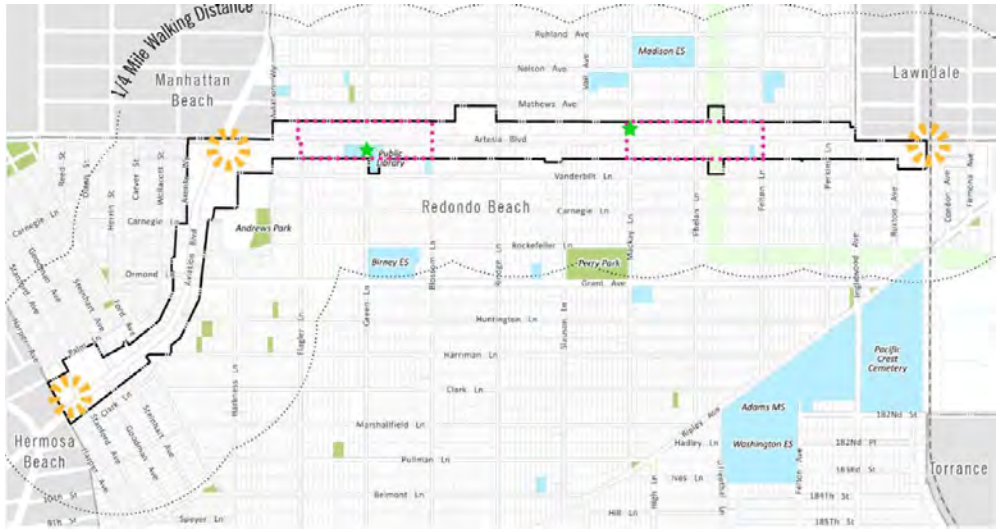
REVIEW OF PARCEL DATA

Using previously collected parking inventory & occupancy data and updating it to include new uses (like the CVS) and refine land uses, we updated existing conditions. For future conditions, the City identified parcels within activity nodes for future growth.

PARKING DEMAND ESTIMATES

Using the 3rd Edition Shared Parking Tool, from the Urban Land Institute, we calculated existing and future parking demand based on target land use ratios and FAR growth.

Methodology



KEY CONSIDERATIONS

Parking study evaluates 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

Methodology

FUTURE MOBILITY CHANGES

- 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.
- In a higher demand future, “business would continue as usual” – where parking demand would continue to increase (low levels of AVs, TNCs, less walking/biking/taking transit, lower work from home rates etc.)
- In a lower demand future, the transportation environment of the corridors would transform significantly (due to higher levels of AVs, TNCs, more walking/biking/taking transit, higher work from home rates etc.)

Results

	Existing Conditions			*Future Parking Analysis*		
	Existing Off & On-Street Parking Supply	**Total Existing Parking Supply**	**Existing On & Off-Street Observed Parking Demand**	**Higher Demand Future**	**Mid Demand Future**	**Lower Demand 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.

Results

DISCUSSION

- In total, up to 500 parking spaces would be needed across all scenarios if goal is to accommodate 100% of parking off-street.
- The next sections will describe measures aimed at either:
  - Directly providing additional supply
  - Implementing management strategies, or a combination of additional supply and management strategies

Polling: [Parking Investments] Do you want to see investments in increasing parking or increasing mobility options?

Options:

I'd like to see greater investment in mobility options
I'd like to see investment in both mobility options & parking supply
I'd like to see greater investment in parking supply

Polling: [Parking Investments] Would you support converting on-street parking to off-street parking?

Options:

Do Not Support
Neutral
Support

AACAP Mobility & Parking Strategies

AACAP Measures

PARKING & MOBILITY RELATED SOLUTIONS

Parking measures identified by the AACAP include:

- ✓ Shared Parking Solutions
- ✓ Reduce Parking Requirements
- ✓ "Park Once" Public Parking Garages
- ✓ Remove On-Street Parking
- ✓ Pick-up & Drop-off Zones for TNCs and AVs
- ✓ Streetlet Public Space
- ✓ Bike & Mobility Device Parking
- ✓ Transit Curb Extensions
- ✓ Activity Nodes
- ✓ Metered Parking
- ✓ In-Lieu Fees

Shared Parking Solutions

Patchogue, NY, Shared Parking Rendering

SHARED OFF-STREET PARKING

- Allows different uses to share parking among adjoining and/or nearby parcels
    - Example: a coffee shop and a sit-down restaurant can share a significant amount of parking due to different time of day peak demand, morning versus evening

- Time Frame: Short Term/Midterm
- Relative Cost: $

Reduce Parking Requirements

REDUCING MINIMUM PARKING REQUIREMENTS

- Minimum parking requirements may not reflect current and potential parking demand trends
    - Tailoring parking requirements to future demand can “right-size” parking for efficient use
    - Take advantage of current underutilized parking through the Corridors (potentially including available on-street spaces)

- Time Frame: Short Term/Midterm
- Relative Cost: $

Polling: [Parking Investments] Do you support flexibility in parking requirements using shared parking and/or reducing parking requirements?

Options:

Do Not Support
Neutral
Support

“Park Once” Public Parking Garages

Downtown Ventura, CA has a “Park Once Strategy” from a 2006 Mobility & Parking Plan

ESTABLISH PUBLIC PARKING LOTS & GARAGES

- “Park Once” refers to drivers getting access to multiple land uses at once, rather than re-parking multiple times for each land use they visit
- Public garages/lots can serve activities within a reasonable walking distance, usually a quarter of a mile
    - Could be developed to off-set on-street parking removed to support other mobility investments
    - In-lieu fee could be implemented to eventually fund a parking facility, but these are high-cost infrastructure investments
- Time Frame: Midterm/Long Term
- Relative Cost: $$/$$$

Remove On-Street Parking to Accommodate other Needs

REDUCING ON-STREET PARKING SPACES

- Removing on-street parking, with the creation of off-street public parking, can assist with freeing up curb space for community needs (e.g. delivery zones, drop-off areas, outdoor dining)
    - Could be proposed in tandem with establishing public parking lots & garages to offset parking spaces removed

- Time Frame: Midterm/Long Term
- Relative Cost: $$/$$$

Polling: [Parking Investments] Do you support investment in public parking garages to make curb space available for other uses?

Options:

Do Not Support
Neutral
Support

Pick-up & Drop-off Zones for TNCs and AVs

PICK-UP/DROP-OFF ZONES (FOR TRANSPORTATION NETWORK COMPANIES AND AUTONOMOUS VEHICLES)

- As the corridors revitalize, demand for curb space near high-activity centers will increase
  - Having space for TNCs (e.g. Uber/Lyft), AVs (that will likely not need to park), and delivery trucks will be important to serve future need safely and efficiently
  - Could reconfigure designated rideshare zones if necessary as demand for mobility services evolves over time

- Time Frame: Long Term
- Relative Cost: $

Streetlet Public Space

STREETLETS ON MACKAY & GREEN LANE

- Conversion of street segments to temporary or permanent open space, protecting space from vehicles using physical barriers
    - Provides greater opportunity for public space along the corridor
    - Can be phased in or temporary

- Timeframe: Midterm/Long Term
- Relative Cost: $$–$$$

Bike & Mobility Device Parking

PARKING FOR BIKES AND SECONDARY MOBILTY DEVICES

- Improving bicycle, e-bike and scooter-type infrastructure can encourage nearby residents and visitors to ride bicycles and other mobility devices (e.g. skateboards & scooters) to the area
    - Can be created in existing on-street parking spaces

- Timeframe: Short Term/Midterm
- Relative Cost: $ (without curb extensions)–$$ (with curb extensions)

Transit Curb Extensions

POTENTIAL FOR CURB EXTENSION CONVERSION TO TRANSIT STOPS AND TROLLEY SERVICE

- As transit service increases along the corridors, existing curb extensions along Artesia Boulevard can be converted into high-quality transit stops
    - Spaces may need to be offset in off-street facilities

- Timeframe: Long Term
- Relative Cost: $$$

Polling: [Mobility Investments] Do you support the conversion of on-street parking spaces for the following reasons?

Options [Multiple Allowed]:

Yes, for Pick-up & Drop-off Zones for TNCs and AVs
Yes, for Streetlets
Yes, for Bike & Mobility Device Parking
Yes, for Transit Curb Extensions
No, I do not support under any circumstances

Best Practices

Pasadena, Spot Angels

INNOVATIVE PRACTICE

Jurisdictions across Southern California have implemented or planned innovative approaches to parking management.

Ventura, Fine Art America

Santa Ana, OC Register

Best Practices

PARKING MANAGEMENT

We researched implemented & proposed best practices in parking management across Southern California, particularly in nearby coastal cities, along with parking ratios. Below are some of the most applicable programs:

- ✓ Review & Adjustment of Parking Standards over time (Santa Ana)
- ✓ Parking Benefit Districts (Pasadena)
- ✓ "Park Once" Shared Parking (Ventura)
- ✓ Flexible Curb Space (Hermosa Beach)
- ✓ In-Lieu Fees (Santa Monica & Beverly Hills)
- ✓ Special Parking Requirements for Certain Uses (Belmont Shore Long Beach)

Comparing Off-Street Parking Ratios

City	*Redondo Beach*	Los Angeles Venice Coastal Zone	Beverly Hills	Hermosa Beach	Long Beach Coastal Zone	Manhattan Beach	Pasadena
Commercial	*1 per 250 SF*	-	1 per 350 SF	1 per 250 SF to 1 per 333 SF	1 per 200 SF	1 per 200 SF to 250 SF	-
Office	*1 per 300 SF*	1 per 500 SF	N/A	1 per 250 SF to 1 per 333 SF	1 per 250 SF	1 per 300 SF	1 per 333 SF
Medical/Dental Office	*1 per 150 for medical/dental*	1 per 200 SF	1 per 200 SF to 1 per 350 SF	1 per 200 SF to 1 per 333 SF	1 per 250 SF to 1 per 500 SF	1 per 200 SF	1 per 250 SF
Restaurant	*1 per 75 SF*	1 per 200 SF (<1,000) 1 per 100 SF	1 per 350 SF (Business Triangle)	1 per 50 SF to 1 per 100 SF	1 per 100 SF	1 per 50 SF	1 per 100 SF
Hotel	*1 per room, 1 per 100 SF of banquet/restaurant /gathering area*	1 per room (first 30) + 0.5 per room (next 30) + 0.25 per room (remaining) + 25 per 1,000 SF meeting rooms or 0.2 per fixed seat	1 per room	1 per room (first 50) + 1 per 1.5 rooms (next 50) + 1 per 2 rooms (remaining) + for ancillary uses according to respective ratios	1 per room + for banquet and meeting rooms, restaurants and gift shops	1.1 per room + 1 per 50 SF + for ancillary uses according to respective ratios	1 space per room + 10 spaces per 1000 SF of banquet/restaurant/gathering area or 1 space per 8 fixed seats.

COMMERCIAL

For commercial uses, parking requirements ranged from one parking space per 200 sq. ft. to 333 sq. ft. Redondo Beach requires a parking space per 250 sq. ft.

OFFICE

For office uses, parking requirements ranged from one parking space per 250 sq. ft. to 500 sq. ft. Redondo Beach requires a parking space per 300 sq. ft. and 1 per 150 sq. ft. for medical/dental office

RESTAURANT

For restaurant uses, parking requirements ranged from one parking space per 50 sq. ft. to 350 sq. ft. Redondo Beach requires a parking space per 75 sq. ft.

Belmont Shore Long Beach, CA: Special Parking Requirements

Belmont Shore, Trulia

SPECIAL PARKING REQUIREMENTS

- Parking requirements cut in half for many uses
- Does not apply to sit-down restaurant uses
- Includes options for in-lieu fees based on square feet
- Considerations:
    - Requires setting fee levels that maximize revenue generation without encouraging developers to build on-site parking
    - Revenue can be unstable based on economic conditions

Polling: [Parking Investments] Do you support adjusting Redondo Beach's off-street parking ratios to require less parking?

Options:

Do Not Support
Neutral
Support

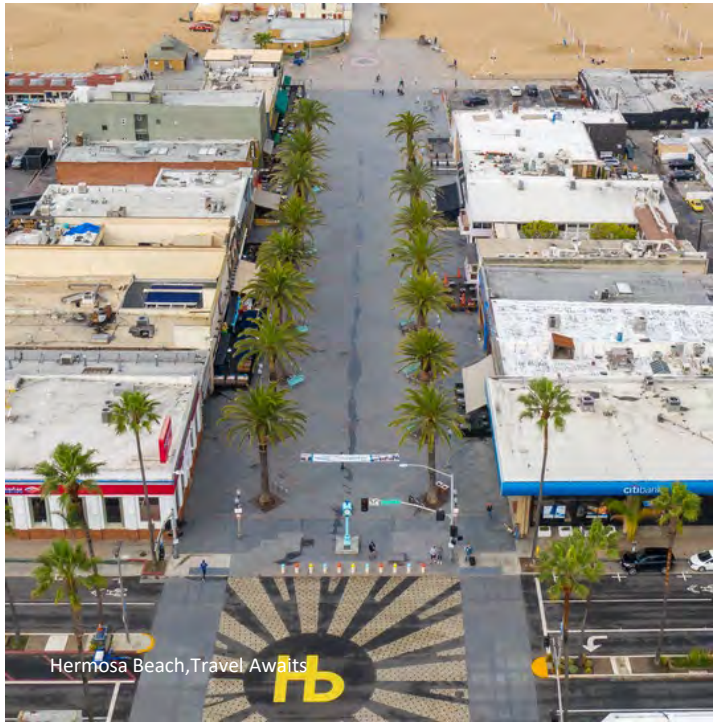
Santa Ana, CA: 2021 Downtown Parking Study


Santa Ana, OC Register

REVIEW & ADJUSTMENT OF PARKING STANDARDS OVER TIME

- Field collection of data is conducted to focus on number of parked vehicles for a specific land use at set time iterations to identify the change in parking demand during a given time period
- A review of the land use operation characteristics is conducted to determine size of the land use and its vacancy rate, and a new rate is determined
- Considerations:
    - Requires data collection over multiple seasons over time

Hermosa Beach, CA: 2019 Parking Management Study



ONGOING MONITORING & ADJUSTMENTS

- Track curb space utilization throughout different times of day, week, or year and design curb space allocation to meet needs based on observed data (e.g. TNC activity, transit ridership, package delivery, e-scooters, etc.)
- Evaluate and reconfigure designated rideshare zones if necessary as demand for mobility services evolves over time
- Conduct resident, visitor, employee, and employer surveys to evaluate success of rideshare zones
- Consideration:
    - Requires data collection over multiple seasons

Polling: [Parking Management] Do you support dynamic monitoring and adjustments for parking flexibility?

Options:

Do Not Support
Neutral
Support

Santa Monica & Beverly Hills, CA: In-Lieu Fees

Santa Monica, SMDP

IN-LIEU FEES

- Developers pay into a parking district fund for future improvements to shared parking (such as public parking structures), instead of building on-site parking
- Provides flexibility for developers of some of the smaller parcels in the AACAP
- Facilitates shared parking between uses
- Considerations:
    - Requires setting fee levels that maximize revenue generation without encouraging developers to build on-site parking
    - Revenue dependent on redevelopment occurring

Polling: [Parking Investments] For future projects, do you support an option to pay into a municipal parking fund instead of building parking?

Options:

Do Not Support
Neutral
Support

Pasadena, CA: Parking Benefit Districts

Pasadena, Spot Angels

PARKING BENEFIT DISTRICTS

- Parking benefit districts fund public improvements in the places where revenue is generated
- Implemented in Old Town Pasadena, the parking benefit district is often credited with revitalizing the neighborhood
- Public support for controversial measures, such as parking meters, can be greater when the revenue directly benefits the district
- Considerations:
    - Requires additional management and administration
    - Revenue fluctuates with seasonal demand

Polling: [Parking Management] Do you support creating a parking benefit district?

Options:

Do Not Support
Neutral
Support

Polling: [Parking Management] Would you support parking meters if their funds were reinvested in the Corridors?

Options:

Do Not Support
Neutral
Support

Conclusion

PARKING STUDY

✓ Discussed results from the updated study & identified the need for future parking supply

AACAP MEASURES

✓ Reviewed parking & mobility measures from AACAP & gathered feedback on which measures have the most support

BEST PRACTICES

✓ Presented best practices from nearby cities & gathered feedback on which measures have the most support

Next Steps

WORKSHOP OUTCOMES

- Collect Community feedback/input from this workshop (polling and public comment) & present to City Council early June
- Parking Zoning Amendments
    - Planning Commission (Summer 2022)
    - City Council (Summer/Fall 2022)

Questions & Comments