

MEETING DATE: 01/23/2012

AGENDA ITEM: 1) Consideration of Parking Fee Increases for Downtown Public Parking Facilities, Downtown On-Street Parking Meter Rate Increases and Other Changes to On-Street Parking Operations Pursuant to the Walker Parking Downtown Parking Study; and 2) Adoption of Related Resolutions.

ATTACHMENTS

		<u>Pages</u>
1	Public parking structure fee report, dated May 2, 2011	1-6
2	On-street parking meter report, dated September 26, 2011	7-14
3	Matrix comparing parking rates of other cities	15
4	Proposed Resolutions	16-24

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Meeting Date: <u>05/02/11</u>		Item Number: <u>J-1</u>	
JOINT CITY COUNCIL/ REDEVELOPMENT AGENCY BOARD/ CULVER CITY PARKING AUTHORITY AGENDA ITEM: Walker Study Implementation Report 1 - Consideration of Parking Fee Increases for Downtown Public Parking Facilities.			
Contact Person/Dept.: Christopher Evans / CDD; Todd Tipton / CDD		Phone Number: (310) 253-5744 (310) 253-5783	
Fiscal Impact: Yes ☒ No ☐		General Fund: Yes ☐ No ☒	
Public Hearing: ☐		Action Item: ☒ Attachments: ☒	
Commission Action Required: Yes ☐ No ☒		Date: _____	
Public Notification (USPS) All Downtown Businesses within the Commercial Downtown Zone (04/14/11); (E-Mail) Meetings and Agendas – City Council (04/27/11); (E-Mail) Meetings and Agendas – Redevelopment Agency (04/27/11); Chamber of Commerce (04/18/11); Culver City School District (04/18/11); Downtown Residential Organization (04/18/11); OliverMcMillan (04/18/11); Downtown Business Association (04/18/11).			
Department Approval: Sol Blumenfeld (04/25/11)		City Attorney Approval: Carol Schwab (by H. Baker) (04/27/11) Murray Kane (04/20/11)	
Chief Financial Officer Approval: Jeff Muir (by N. Kimball) (04/27/11)		City Manager/Executive Director Approval: John Nachbar (04/27/11)	
<u>RECOMMENDATION:</u> Staff recommends the City Council, the Culver City Redevelopment Agency Board (Agency Board) and the Culver City Parking Authority (Authority) authorize parking fee increases for downtown parking facilities (Canfield Parking Lot and the Cardiff, Ince, and Watseka Parking Structures) pursuant to recommendations in the Comprehensive Downtown Parking Study (the “Study”) prepared by Walker Parking. <u>BACKGROUND:</u> On July 12, 2010, the City Council and Agency Board considered the Study that included numerous recommendations related to parking fees, infrastructure improvements, parking enforcement, parking administration, metered parking and City Hall parking. The City Council and Agency Board directed staff to identify the time, expense and general feasibility of implementing the Study recommendations and return for further direction. When considering the recommendations related to fee increases, the City Council and Agency Board generally supported using fees to provide an incentive for parkers to utilize the Ince Parking Structure rather than the heavily impacted Cardiff and Watseka Parking Structures, but did not support a dramatic increase in fees (see Attachments 2 & 3).			

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The Downtown Business Association and area residents also expressed concern about increased fees in the public parking structures and at meters that could result in spillover parking into the adjacent residential neighborhood, the loss of downtown business and the perceived lack of parking enforcement needed to police the spillover effects.

DISCUSSION:

The City Council directed staff to bring back detailed implementation reports for each of the major Walker Study recommendations. The City Council and Authority are asked to consider implementing fee changes related to downtown public parking facilities (the three Downtown public parking structures and the Canfield Parking Lot).

The specific fee changes recommended by Walker Parking are as follows:

1. Eliminate the two hours free parking period at the Watseka and Cardiff Parking Structures and replace it with \$1.00 per hour fee.
2. Eliminate two hours free period at the Ince Parking Structure and replace with \$0.50 per hour fee.
3. Eliminate “additional two-hour free” parking with a Pacific 12 Theater validation and substitute with a maximum charge of \$2.50, the maximum charge allowed under the Redevelopment Agency’s agreement with OliverMcMillan¹.
4. Increase the monthly employee parking rate at the Canfield Parking Lot and the Cardiff and Watseka Parking Structures by \$10.00².

Staff compared the proposed parking fees to those charged in other cities and found they were comparable (see Attachment 6). Due to the concerns expressed by the Downtown Business Association, staff has identified the following implementation options:

Option 1: Approve fee increases as recommended by Walker Parking³.

Option 2: Approve fee increases in phases, with partial implementation now and full implementation one year from initial implementation. The proposed phases are as follows:

Phase 1

1. Eliminate the two hours free parking period at the Watseka and Cardiff Parking Structures and replace it with a \$1.00 fee for the first two hours and then \$1.00 per hour thereafter, up to the current \$8 maximum.

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2. No change in fees at the Ince Parking Structure.
3. Eliminate “additional two-hour free” parking with a Pacific 12 Theater validation and substitute with a maximum charge of \$1.50.
4. Increase the monthly employee parking rate at the Canfield Parking Lot and the Cardiff and Watseka Parking Structures by \$10.00.

Phase 2

One year after implementation of Phase 1, fully implement the remaining Walker Parking recommendations as described below:

1. Increase the fee for parking in the Watseka and Cardiff Parking Structures from \$1.00 for the first two hours then \$1.00 per hour thereafter, to a fee of \$1.00 per hour up to the current \$8.00 maximum.
2. Eliminate two hours free period at the Ince Parking Structure and replace with \$0.50 per hour fee.
3. Increase the maximum charge with Pacific 12 Theater validation from \$1.50 to a maximum charge of \$2.50.

Alternatively, the City Council and Authority could direct staff to return one year after full implementation for further direction.

Option 3: No change in current fee structure.

FISCAL ANALYSIS:

Projected revenue estimates for implementation of Options 1-3 are provided below. These revenue projections do not include potential revenues from film production and event parking.

Option 1 - If implemented, Option 1 is anticipated to generate approximately \$1.4 million in net new revenue. A detailed summary is available in Attachment 4⁴.

Option 2 - If implemented, Option 2 is anticipated to generate approximately \$420,000 in net new revenue in Phase 1, and \$1.4 million in Phase 2. A detailed summary is available in Attachment 4⁵.

Option 3 – no change in revenues

Both the Cardiff Parking Structure and the Ince Parking Structure are subject to restrictions on the expenditure of revenues in excess of operation and maintenance costs. These restrictions are associated with the construction and financing of the parking structures. Prior to expending any projected revenues after expenses

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resulting from Study implementation the Finance Department will perform a review of the restrictions and return to the City Council for direction.

Under the current fee structure, the three parking structures combined generate enough revenue to cover basic ongoing maintenance and operation costs, which are approximately \$900,000 annually (Ince \$575,000; Cardiff \$175,000; Watseka \$150,000)⁶. However, these costs only include light repair and the parking management contractor fee and do not include City staff or deferred maintenance costs.

At present, there is no funding source for large repair projects (e.g. elevator repairs), capital improvements (e.g. updating the parking management software or installing pay-on-foot machines), deferred maintenance (e.g. painting the structures), or related City staff costs. Consequently, funding for any of the afore-mentioned activities must be allocated from the General Fund. Any revenues generated by increased parking fees at the structures may be used to off-set these costs.

Modern Parking estimated a one-time cost of implementing the recommended rate increases at approximately \$3,000, which includes time and materials at all three structures. There are sufficient funds currently appropriated at each parking structure to cover the one-time cost.

ATTACHMENTS:

1. Map of the Study Area
2. September 13, 2010 Staff Report, Item Number: J-2
3. September 13, meeting minutes
4. Summary of fiscal impacts associated with Options 1 and 2.
5. Appendix E (Facilities Maintenance) of the Study
6. Matrix comparing parking rates of other cities
7. Correspondence regarding proposed fee increases

MOTION:

That the City Council:

1. Authorize parking fee increases pursuant to Option 1 for downtown parking facilities (Canfield Parking Lot, and the Ince and Watseka Parking Structures) and authorize staff to utilize any net new revenue for purposes described in the body of this Agenda Item Report;

Or

2. Authorize parking fee increases pursuant to Option 2 for downtown parking facilities (Canfield Parking Lot, and the Ince and Watseka Parking Structures)

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and authorize staff to utilize any net new revenue for purposes described in the body of this Agenda Item Report;;

Or

3. Not authorize parking fee increases.

That the Agency Board:

4. Authorize parking fee increases pursuant to Option 1 for downtown parking facilities (Canfield Parking Lot, and the Ince and Watseka Parking Structures) and authorize staff to utilize any net new revenue for purposes described in the body of this Agenda Item Report;

Or

5. Authorize parking fee increases pursuant to Option 2 for downtown parking facilities (Canfield Parking Lot, and the Ince and Watseka Parking Structures) and authorize staff to utilize any net new revenue for purposes described in the body of this Agenda Item Report;;

Or

Not authorize parking fee increases.

That the Authority:

1. Authorize parking fee increases pursuant to Option 1 for the Cardiff Parking Structure and authorize staff to utilize any net new revenue for purposes described in the body of this Agenda Item Report;

Or

2. Authorize parking fee increases pursuant to Option 2 for the Cardiff Parking Structure and authorize staff to utilize any net new revenue for purposes described in the body of this Agenda Item Report;

Or

3. Not authorize parking fee increases

NOTES:

¹ The Disposition and Development Agreement (DDA) between the Agency and OliverMcMillan restricts parking fee increases during the first five years after construction of the Ince Parking Structure. During that time Pacific 12 patrons are stipulated to receive up to four hours of free parking. Five years after construction the Agency may charge Pacific 12 patrons a maximum of \$2.50 for parking, and the

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stipulation that “two-hours free parking” be provided expires. Approval of the recommendations in this report is consistent with applicable provisions of the Oliver McMillan DDA and related documents.

² Current monthly parking rates at the Cardiff and Watseka Parking Structures are \$60.00 for 5-day access and \$80.00 for 7-day access.

³ If the fees are increased, staff recommends that the resulting revenues be utilized as follows:

- Fund capital improvements recommended in the Study, such as an additional exit lane at the Cardiff Parking Structure and installation of pay-on-foot machines at all the parking structures;
- Provide enhanced on-going maintenance such as light replacement painting; graffiti removal; minor repair of parking equipment; and on-site maintenance supervision. As the parking structures are now owned by the City, maintenance may come out of the General Fund;
- Fund additional maintenance services as described in the Study, Appendix E, Facility Maintenance (attached);
- Create capital improvements fund to cover the costs of deferred maintenance items, such as deck resealing, and expansion and construction joint replacement. Current revenue has not been sufficient to fund deferred maintenance;
- Fund additional Parking Enforcement services in Downtown and the Downtown adjacent residential neighborhood.

⁴ If the Authority and City Council direct staff to pursue Options 1 or 2, they would be implemented as follows:

- Mail and post notifications to monthly parkers of the changes in rates (45 days in advance);
- Coordinate with Modern Parking for the necessary changes to the rate signs and equipment programs;
- Review of existing signs, obtain quotes for work, and implement sign and equipment changes (4-8 weeks).

The implementation process will take approximately 3 months to complete and cost approximately \$3,000.

⁵ (see endnote 4 above)

⁶ These costs do not include City staff costs, or deferred maintenance costs.

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Meeting Date: 09/26/2011		Item Number: <u>J-2</u>	
JOINT CITY COUNCIL/REDEVELOPMENT AGENCY BOARD AGENDA ITEM: Walker Study Implementation Report 2 – Discussion of Parking Meter Rate Increases, Hours of Operation Extensions, and Other Changes to Downtown On-Street Parking Meter Operations.			
Contact Person/Dept.: Gabe Garcia/PW; Helen Kerstein/PW		Phone Number: (310) 253-5633; (310) 253-5618	
Fiscal Impact: Yes ☒ No ☐		General Fund: Yes ☒ No ☐	
Public Hearing: ☐		Action Item: ☒ Attachments: ☒	
Commission Action Required: Yes ☐ No ☒ Date: _____			
Public Notification: Public Notification: (E-mail) Agenda and Meetings – City Council (09/21/11); (Advertisement) Culver City News (09/22/2011); (USPS) All Downtown Businesses within the Commercial Downtown Zone (09/19/11); (E-Mail) Meetings and Agendas – Redevelopment Agency (09/21/11); (E-Mail) Chamber of Commerce (09/21/11); (E-Mail) Culver City School District (09/21/11); (Letter) Downtown Neighborhood Association (09/21/11); (E-Mail) Downtown Business Association (09/21/11)			
Department Approval: Charles D. Herbertson (09/16/11)		City Attorney Approval: Carol Schwab (by H. Baker) (09/20/11)	
Chief Financial Officer Approval: Jeff Muir (by N. Kimball) (09/20/11)		City Manager/Executive Director Approval: John M. Nachbar (09/20/11)	
<u>RECOMMENDATION:</u> Staff recommends the City Council and Agency Board discuss and provide input regarding the development of policies relating to the recommendations for on-street parking in the Comprehensive Downtown Parking Study prepared by Walker Parking (Walker Study). <u>BACKGROUND:</u> At the City Council meeting on January 24, 2011, the following objectives were identified for the management of the City's parking meters: 1. Promote parking turnover; 2. Serve as a means of equitable distribution of parking spaces where demand exceeds supply; 3. Manage the appropriate time and day restrictions of parking spaces for the benefit of majority of the block; 4. Decrease cruising/circling for parking and improve vehicle circulation; and 5. Generate revenue for the City.			

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At their July 12, 2010 meeting, the City Council and the Redevelopment Agency Board (Agency Board) considered the Walker Parking Study, including recommendations related to parking structure rates, on-street meters, parking enforcement, infrastructure improvements, parking administration, and City Hall parking. The City Council and Agency Board directed staff to return at future meeting(s) with detailed implementation reports for each of the major Walker Parking Study recommendations.

On May 2, 2011, the City Council, Agency Board, and Parking Authority considered an informational report on Walker Study recommendations for rate changes in the Downtown public parking structures. At this meeting, the City Council directed staff to return with two more informational reports, one focusing on on-street parking meters and one focusing on parking enforcement, prior to taking action on any of these three topics. This Agenda Item represents the informational report on on-street meters. Following this Item, there will be a third informational report on parking enforcement, and then the City Council will be asked to take action on all three of the topics (parking structure parking rates; Downtown on-street meters, meter rates, and hours of operation; and parking enforcement) as part of single, subsequent staff report.

DISCUSSION:

Walker Parking made a number of recommendations relating to on-street parking meters in the Downtown area. Below is a listing of their main recommendations and some additional considerations and staff recommendations.

1. Walker Parking Recommendation: Extend meter enforcement to 11pm daily, including Sunday

Currently, on-street parking meters are enforced to 6pm citywide from Monday-Saturday. Walker Parking observed that during times without enforcement, there was a very high occupancy at Downtown metered spaces. Although metered spaces were most impacted on weekends, Walker Parking recommended enforcing meters daily until 11pm to allow for consistency in enforcement and visitor expectations.

Staff Recommendation:

In reviewing the parking occupancy data collected by Walker Parking, staff concurs that enforcing meters until 11pm daily (Monday-Sunday) is desirable to promote parking efficiency and maintain consistency. Culver City Police Department anticipates that these additional hours will require hiring a new

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Parking Enforcement Officer. However, enforcement will be discussed further in a subsequent staff report by Culver City Police Department.

2. Walker Parking Recommendation: Meter all on-street parking spaces currently enforced through time limited parking policies

Walker Parking observed that there are approx. 42 unmetered locations Downtown and these locations tend to cause parking hot-spots. Walker recommended metering all on-street parking spots Downtown to avoid this problem and to better manage parking demand.

Staff Recommendation:

Staff concurs that unmetered parking Downtown should be metered. Staff is recommending metering these locations (the 45 Downtown locations identified as “immediate locations”¹) in a separate staff report to be presented this evening. Other Downtown locations, including loading zones (green, yellow, and white) are anticipated to be proposed for metering as part of a subsequent staff report dealing with “longer-term locations.” This subsequent staff report will be brought to City Council after community meetings are held.

3. Walker Parking Recommendation: Set parking meter rates above structure rates; increase meter rates from \$1.00 to \$1.50 per hour

Walker Parking recommended encouraging long-term parkers to park in a public parking structure rather than a convenient curbside space by making metered parking more expensive than the hourly rate at the parking structures. Walker Parking suggested setting meter rates at \$1.50 per hour and adjusting them as necessary over time.²

Staff Recommendation:

Staff concurs that it is advisable to raise on-street meter rates above those in the parking structures in order to increase the availability of the meters for shorter-term parking. Staff suggests that the on-street rates should be tied to the parking structure rates and should remain at \$0.50 above the highest hourly parking structure rate. So, since rates are currently \$1.00 an hour at the parking structures (after the free period), staff recommends increasing rates to \$1.50 per hour at the on-street meters Downtown. Anytime the City

¹ We are able to add 45 parking spaces, which is more than Walker Parking identified, because we reduced the length of the red curb areas.

² Walker Parking suggested that \$1.50 is an appropriate rate, but indicated that Council could start with \$1.25 per hour if they wanted to make a more gradual change.

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Council raises the rates in the parking structures, staff suggests concurrently raising on-street meter rates accordingly.

One challenge with increasing on-street meter rates is that given our current meter type (which accepts either cash or parking key) parkers will need to have more change on hand. Staff recommends that Downtown meter rates should be raised along with the installation of parking meters that accept credit cards throughout Downtown to increase customer convenience. The City Council Adopted Budget for Fiscal Year 2011/2012 includes funding for the installation of these meters Downtown. Public Works is currently testing a couple new technologies and vendors for parking meters that accept credit cards and anticipates making a final recommendation by the end of the year. When a parking meter company's product is recommended, staff anticipates purchasing the parking meters based on another agency's publicly-bid purchase (as permitted by the Culver City Municipal Code), if possible, in order to reduce the time to deploy to the field.

4. Walker Parking Recommendation: Eliminate parking time restrictions at metered spaces

Walker Parking recommended allowing parkers to pay for as much parking as they like rather than limiting payment to a specific period of time (i.e. 2 hours). In order to encourage turnover, Walker Parking suggested using tiered meter rates (for example, the first two hours might be one rate, the third hour a higher rate, and the fourth hour an even higher rate).

Staff Recommendation:

Staff believes that tiered parking meter rates may provide a valuable tool for encouraging parking turnover and may reduce the need for time restrictions in Downtown. This pricing strategy is used to provide flexibility to patrons to finish their business and concurrently encourage a change in parking behavior by using incrementally higher rates to discourage the use of the most convenient street spaces to "store" vehicles. Staff recommends that a tiered parking rate structure should be tried Downtown. However, it may need to be modified in loading zones, as short-term turnover is such a high priority in those zones that pricing may not be sufficient to control parking duration.

5. Walker Parking Recommendation: Establish a goal of 85% peak meter occupancy in the Downtown commercial zone

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The purpose of increasing enforcement and meter rates is to encourage parking space turnover with the goal of always having some convenient curbside parking available for short-term parkers. Walker Parking recommends the City set a benchmark of 85% peak occupancy at metered spaces. The City would need to periodically review meter occupancy and adjust meter rates to reach the benchmark.

Staff Recommendation:

Staff concurs with the goal of 85% occupancy. The new meters should facilitate the tracking of occupancy trends. Staff anticipates using this technology to monitor occupancy and will return at a later date with recommendations to reach the overall goal of 85% occupancy.³

Parking Intrusion

Walker Parking did not specifically examine the residential neighborhood surrounding the Downtown. However, Walker Parking advises that parking intrusion into the Downtown-adjacent residential neighborhood may occur should meter rates be increased.

Currently streets within the Downtown residential neighborhood are either eligible for residential parking restrictions or already are residentially restricted. As part of the Town Plaza development, the Planning Commission approved Conditions of Approval, including the creation of a “free neighborhood permit-parking program, with parking restriction on Irving Place and Van Buren Place and other local streets as needed during peak cinema attendance hours to prevent downtown visitors from consuming all available neighborhood parking spaces.” In recognition of that Condition of Approval, staff recommends providing free permits to the Downtown-adjacent neighborhood bounded by Ince Boulevard on the east, Duquesne Avenue on the west, Culver Boulevard-Washington Boulevard on the north, and La Ballona Creek on the south, should they choose to opt-into the Linwood Howe Residential Parking District, which covers this area, and was already approved by Council on Monday, November 17, 2008.

³ At this time, staff does not recommend trying dynamic pricing, where parking meter rates at different times throughout the day are adjusted automatically on a periodic basis based on parking demand (similar to SFPark in San Francisco or ExpressPark in LA). However, at some point in the future, if the San Francisco and LA projects move beyond the testing phase and are successful, the City may want to consider implementing something similar.

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Concerns regarding the level of enforcement of the residential permit districts are sometimes brought up. As mentioned earlier, enforcement will be addressed further in a subsequent report on parking enforcement by the Culver City Police Department.

FISCAL ANALYSIS:

Walker Parking makes it clear that the primary motivation behind rate and hour of operation changes is to improve parking management. However, they do provide an estimate of the additional revenue from their suggested changes. The following table presents Walker Parking's estimated revenue increases from its recommended rates and hours of operation.⁴ For example, they estimate that if the City Council were to approve extending the parking meter enforcement to 11pm daily (including Sunday) and raising parking meter rates to \$1.50/hr. Downtown, it would generate an additional \$158,000 in revenue (62.5% increase). Walker Parking makes several assumptions regarding how parking demand and revenues will vary depending on the policy in order to come up with these estimates.⁵ While it is impossible to determine in advance whether these assumptions are correct, they appear to be reasonable.

It is also important to note that there would most likely be additional costs related to increased hours of enforcement and additional meter collection efforts as meters would fill up quicker at \$1.50/hr than they do at \$1.00/hr.

⁴ Walker's estimates are based on projected FY 09/10 revenues. However, FY 10/11 revenues were similar, so the estimates are likely to still be relatively accurate.

⁵ Walker's assumptions, include:

- "1. Current parking revenue for the Downtown area roughly consists of that contained in the following routes provided by the City's Finance department: Culver, Main; Culver, Cardiff; Culver, Watseka; Irving, Van Buren; Media Park;
2. Extending the enforcement of parking meters until 11:00 PM, a 50% increase in daily operating hours, will result in an increase in meter revenue of 25%;
3. Enforcing parking meters on Sunday will increase weekly meter revenue by 7.5%;
4. Increasing meter rates to \$1.50 per hour will not result in a proportional increase in revenue as the higher rate is likely to divert parking demand to off-street parking and other modes of transportation."

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	Walker Estimate of Total Revenue Generated	Walker Estimate of Incremental Revenue
Projected FY 2009 (\$1.00/hr)	\$253,270	\$0
<u>Recommendation:</u>		
Increase rate to \$1.50/hr (30% revenue increase)	\$329,251	\$75,981
Extend meter operations to 11:00pm @ 1.00/hr (25% increase)	\$316,588	\$63,318
Extend meter operations to 11:00pm @ 1.50/hr	\$392,569	1\$39,299
Extend meter operations to Sunday @ 1.00/hr	\$272,265	\$18,995
Extend meter operations to Sunday @ 1.50/hr	\$348,246	\$94,976
Extend meter operations to Sunday 11:00pm @ 1.00/hr	\$335,583	\$82,313
Extend meter operations to Sunday 11:00pm @ 1.50/hr	\$411,564	\$158,294

It is important to point out that these estimated revenues, should they be realized, are not without costs. The process of physically increasing rates can be done at minimal cost. However, as mentioned earlier, as rates increase, it becomes increasingly inconvenient for patrons to find sufficient change to pay for them. As a result, staff recommends updating the parking meter technology, which will create significant one-time capital and on-going costs. The capital costs, which are estimated to be roughly \$150,000, have been included in the CIP budget (Project No. T1109). However, funds will have to be budgeted annually for the on-going costs, which are anticipated to be roughly \$20,000.

Additionally, if the extended hours of operation are to be consistently enforced, new enforcement resources will be required. The Police Department estimates that one Parking Enforcement Officer will be needed to handle the additional enforcement periods at a burdened cost of approx. \$71,000/year. Additionally, the Police Department has indicated that if the additional enforcement periods are combined with the installation of additional parking meters as proposed in another staff report this evening, additional collection personnel might be required. The burdened cost of an additional Community Service Officer/RPT is approx. \$58,000/year.⁶

⁶ As this is a RTP position, it is budgeted for 2,028 hours/year.

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ATTACHMENT:

1. Excerpt from Town Plaza/Screenland and Ince Boulevard Public Parking Structure Conditions of Approval, Resolution No. 2000-P002

MOTIONS:

That the City Council and Agency Board:

1. Discuss the policies relating to the recommendations for on-street parking in the Comprehensive Downtown Parking Study prepared by Walker Parking (Walker Study); and,
2. Direct the City Manager/Executive Director as deemed appropriate.

Municipal Parking Rate Survey

Per Appendix C of Comprehensive Parking Study

Municipalities	Parking Authority	Meter Rates	Parking Meter Enforcement Hours	Parking Structures/Lots Daily		Variable Time Rate (such as unique evening rate)	Parking Structure \$/per month
				Rate	Rate		
Culver City (current)	N/A	\$1.00 per hr	8 AM - 6 PM Monday - Saturday	\$1.00 per hr/\$8.00 max/2 hrs free	2 hr validation for theater patrons		\$60 for 5 day access, \$80 for 7 day access
City of Santa Monica	Contract Operator/Parking Office	(w/proposal to increase to \$1.50 per hr)	8 AM - 6 PM Monday-Saturday	\$2.00 per hr/\$7.00 max w/2 hrs free	\$3.00 evening flat rate		\$82.50 (proposed to be raised to \$121.00)
City of Beverly Hills	Parking Operations Division	\$1.00 per hr	8 AM - 6 PM	\$2-\$3.00 per hr/ \$10 - \$22.00 max w/1-2 hrs free	typically \$5.00 flat rate after 6PM		\$65.00 - \$185.00
City of West Hollywood	City of Beverly Hills (meters) & Contract Operator	\$1 - \$4.00 per hr	until 8 PM weekdays and midnight on weekends	\$1.00 per hr until 5 PM	\$6.00 evening flat rate		\$145.00
City of Pasadena (Old Town)	Parking Division	\$1.25 per hr	8 AM - 12 AM daily	\$1.00 to \$2.00 per hr/\$5.00 to \$6.00 max /1.5 to 2 hrs free	\$5.00 evening flat rate		\$65 - \$90.00
City of Inglewood	Transportation Division	\$0.50 per hr.	7 AM - 7 PM daily	\$1.50 to \$2.00 per hour/\$7.50 all day.	Not Applicable		\$30 - \$50.00
City of Hermosa Beach	Contracted Operator & Community Services Div.	\$1.00 per hr	10 AM - 10 PM 7-days per week	\$1.00 per hr, \$16 daily maximum	\$4.00 peak evening flat rate; \$6.00 flat rate on weekends		\$50.00
City of Redwood City	Finance Deptment & Contract Operator	FREE or \$0.25 - \$0.50 per hr	10 AM- 6 PM; some free all day Saturday; some free all day Sunday; some free all weekend; (NO on garage)	\$0.25 per hr base rate non-peak; \$2.50 - \$5.00 per hr. peak (depends on validation by downtown businesses	4-hours free validation for cinema patrons; 1-2 hours free with validation by downtown businesses		\$30 - \$60
City of San Luis Obispo	Parking Services Division	\$0.75 to \$1.25 per hr.	9 AM to 6 PM Monday-Saturday	\$0.75 per hr/ \$7.50 max w/1 hr free	Not Applicable		\$40
Culver City (Walker Parking recommends)	Parking Department	\$1.50 per hr	8 AM - 11 PM 7 days per wk	\$1.00 per hr (Cardiff PS, Watseka PS) \$.50 per hr Ince PS	\$2.50 max charge w/theater validation		\$70 for 5 day access at Cardiff PS, Watseka PS

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Dollar and Fifty Cents (\$1.50) per hour. The time of operation for such meters shall be from 8:00 a.m. to 11 p.m. every day, except holidays, as indicated by posted signs or on meter face

2. Except for the parking meter locations identified in Section 1 of this Resolution, the parking meter fee for all other parking meter locations within the City's parking meter zones shall be One Dollar (\$1.00) per hour. The time of operation for such meters shall be from 8:00 a.m. to 6:00 p.m., every day except holidays and Sundays, as indicated by posted signs or on meter face.
3. The parking meter fees, the time period covered by the fees and the time of operation for the parking meter locations established herein shall become effective upon adoption of this Resolution.
4. Resolution No. 2009-R075 is hereby rescinded.

APPROVED and ADOPTED this _____ day of _____ 2012.

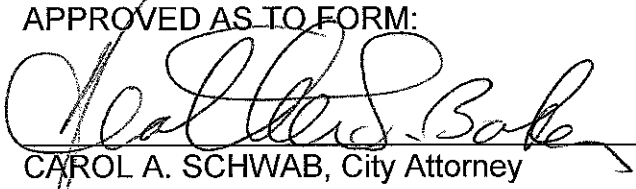
MICHEÁL O'LEARY, Mayor
City of Culver City, California

ATTEST:

APPROVED AS TO FORM:

MARTIN R. COLE, City Clerk
A12-00034

CAROL A. SCHWAB, City Attorney

for 



1 RESOLUTION NO. 2012-PA____

2
3 A RESOLUTION OF THE PARKING AUTHORITY OF THE
4 CITY OF CULVER CITY, CALIFORNIA, ADOPTING FEES
5 FOR PARKING AUTHORITY OWNED AND OPERATED
6 PARKING FACILITIES.

7 WHEREAS, on March 15, 2011, the City Council of the City of Culver City,
8 the Culver City Redevelopment Agency ("Agency") Board and the Culver City Parking
9 Authority ("Authority") Board adopted respective resolutions approving a Cooperation
10 Agreement (the "Agreement") in accordance with the California Community Redevelopment
11 Law (Health & Safety Code, Section 33000 *et seq.*) for the purpose of transferring fee title
12 to that certain property located at 3846 Cardiff Avenue ("Cardiff Parking Facility") from the
13 Agency to the Authority and to make other provisions related to the allocation of costs for
14 the operation and maintenance of the Property as a public parking garage; and

15 WHEREAS, based on the Comprehensive Downtown Parking Study prepared
16 by Walker Parking, the City Council and the Authority have determined to implement fee
17 changes to Public Parking Facilities in the Downtown Commercial Zone, including the
18 Authority-owned Cardiff Parking Facility.

19 NOW, THEREFORE, the Parking Authority of the City of Culver City DOES
20 HEREBY RESOLVE, as follows:

21 1. The parking fees for the Cardiff Parking Facility, attached to this
22 Resolution as Exhibit "A" and incorporated herein by this reference, are hereby adopted.

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1 2. The changes to the parking fees for the Cardiff Parking Facility, as set
2 forth in Exhibit "A," shall become effective on May 1, 2012.

3
4 APPROVED AND ADOPTED, this ____ day of _____, 2012.

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7 _____
8 MICHEÁL O'LEARY, Chairperson
9 Culver City Parking Authority

10 ATTEST:

11 APPROVED AS TO FORM:

12 _____
13 MARTIN R. COLE, Secretary

14 _____
15 CAROL A. SCHWAB, Legal Advisor

16 A12-00044

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28 For

EXHIBIT A

CARDIFF PARKING STRUCTURE
Parking Rate Schedule

MONTHLY PARKING RATES:

5-DAY ACCESS: \$70 per month

7-DAY ACCESS: \$90 per month

HOURLY RATE: \$1 per hour

MAXIMUM DAILY FEE: \$8.00

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1 2. The changes to the parking fees for the Parking Facilities, as set
2 forth in Exhibit "A," shall become effective on May 1, 2012.

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4 APPROVED AND ADOPTED, this ____ day of _____,
5 2012.

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8 _____
9 MICHEÁL O'LEARY, Mayor
10 City of Culver City

11 ATTEST:

APPROVED AS TO FORM:

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13 _____
MARTIN R. COLE, City Clerk

CAROL A. SCHWAB, City Attorney

14 A12-00046
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EXHIBIT A

**WATSEKA, INCE PARKING STRUCTURES
AND CANFIELD PARKING LOT**
Parking Rate Schedule

WATSEKA PARKING STRUCTURE

MONTHLY PARKING RATES:

5-DAY ACCESS: \$70 per month

7-DAY ACCESS: \$90 per month

HOURLY RATE: \$1 per hour

MAXIMUM DAILY FEE: \$8.00

INCE PARKING STRUCTURE

MONTHLY PARKING RATES:

5-DAY ACCESS: \$60 per month

7-DAY ACCESS: \$80 per month

HOURLY RATES:

FIRST HOUR: Free

HOURLY RATE AFTER FIRST HOUR: \$0.50 per hour

MAXIMUM DAILY FEE: \$8.00

CANFIELD PARKING LOT

MONTHLY PARKING RATES:

5-DAY ACCESS/SINGLE SPACE: \$70 per month

5-DAY ACCESS/TANDEM SPACE: \$130 per month