

MEETING DATE: 09/27/10

AGENDA ITEM: Consideration of the Comprehensive Downtown Parking Study Recommendations, Including On-Street Parking Enforcement, Meter Parking Rates and Parking Administration.

ATTACHMENTS

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**City of Culver City, California
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Meeting Date: <u>09/13/10</u>		Item Number: ____
JOINT CITY COUNCIL/REDEVELOPMENT AGENCY BOARD AGENDA ITEM: Consideration of the Comprehensive Downtown Parking Study Recommendations, Including Parking Structure Rates and the Pooled Parking Program.		
Contact Person/Dept.: Christopher Evans, Phone Number: (310) 253-5744/5783 Redevelopment; Todd Tipton, Redevelopment		
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 (07/28/10); (E-Mail) Meetings and Agendas – City Council (09/09/10); (E-Mail) Meetings and Agendas – Redevelopment Agency (09/09/10); Chamber of Commerce (09/06/10); Culver City School District (09/06/10); Downtown Residential Organization (09/06/10); OliverMcMillan (09/06/10); Downtown Business Association (09/06/10).		
Department Approval: Sol Blumenfeld 09/00/10	City Attorney Approval: Carol Schwab (by H. Baker) (09/00/10) Murray Kane 09/00/10	
Chief Financial Officer Approval: Jeff Muir (by N. Kimball) (09/00/10)	City Manager/Executive Director Approval: John M. Nachbar (09/00/10)	
<u>RECOMMENDATION:</u> Staff recommends the City Council and the Culver City Redevelopment Agency Board (Agency Board) consider the Comprehensive Downtown Parking Study (Study) recommendations and provide direction to staff on the Study. <u>BACKGROUND:</u> On July 12, 2010, following public input and a presentation of their findings by Walker Parking, the City Council and Agency Board were introduced to the Study (See Attachment 1). Due to the scope of the Study and need for in-depth review, the City Council and Agency Board continued the discussion. On September 13 (continued from August 9) and September 27, 2010, Walker Parking will provide a presentation of key Study findings and recommendations to the City Council and Agency Board. The City Council and Agency Board will then be asked to provide specific direction on a limited number of recommendations. During the July 12th meeting, the public expressed concern about increasing rates in the public parking structures and meters that could result in spillover parking in residential neighborhoods; elimination of free parking in the public parking structures resulting in loss of downtown business; the expense of hiring additional Parking		

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Enforcement Officers and lack of vigorous parking enforcement in the residential neighborhood adjacent to downtown (See attached July 12th meeting minutes).

DISCUSSION:

Given the breadth of the Study recommendations staff recommends the following items be considered this evening:

1. Pooled Parking Program

Recommendation:

Eliminate the current pooled parking program and replace with a monitored system of parking credits.

The pooled parking program was established approximately 10 years ago in anticipation of the need for parking that would result from future growth in the downtown. The program provides that surplus public parking that exists either in downtown or within 750 feet of downtown can be considered for utilization by area businesses to meet their Zoning Code required parking pending approval by the City Council/Agency Board.

Recommended Action: That the City Council and Agency Board direct staff to include this item in an implementation plan.

2. Public Parking Structures Supply and Demand

During City Council's consideration of the budget in June 2010, staff was directed to study increasing parking rates as a means to generate revenue. At the time, staff recommended that the Council consider parking management objectives as well as revenue concerns, since proposed parking rate increases will influence customer parking decisions at these structures. The Study contains recommendations for rate increases at the Ince, Cardiff and Watseka Parking Structures which are intended to reduce use of the congested Watseka and Cardiff Parking Structures and promote increased use of the Ince structure.

Recommendation:

- A. Eliminate two hours free parking period at the Watseka and Cardiff Parking Structures and replace with \$1.00 per hour fee.

Due to the potential impact on downtown business a phased reduction in free parking hours could be implemented with direction from the Agency Board and City Council, to allow time for businesses and visitors to adjust.

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Recommended Action: That the Agency Board and City Council direct staff to study potential phasing of this item for inclusion in an implementation plan.

Recommendation:

- B. Eliminate two hours free period at the Ince Parking Structure and replace with \$0.50 per hour fee.

The Ince Parking Structure is subject to revenue restrictions because it was built with 'tax-exempt' bond proceeds. The Watseka and Cardiff Parking Structures are not subject to these restrictions because they were funded using tax increment. The Agency owns the Ince and Watseka Parking Structures and the City owns Cardiff. In summary the rates at Watseka and Cardiff structures may be raised without consideration of bond finance restrictions, however the tax exempt bonds used to finance the Ince structure restricts how much revenue may be generated at Ince.

Net revenues at Ince cannot exceed \$250,000 annually over the remaining 15 years of the bond's term (until 2025). If the Study's recommendation is adopted to eliminate the first two hours of free parking at Ince and to instead charge 50 cents, it would generate \$455,000 annually. When coupled with additional anticipated sources of revenue for use of Ince, staff anticipates the \$250,000 net income limit would be exceeded by a total amount of \$379,480 annually. Staff is now studying the feasibility of converting the 'tax-exempt' bond to a 'taxable' or method of eliminating the revenue restriction.

Recommended Action: That the Agency Board and City Council direct staff to study the feasibility of including this in an implementation plan given the revenue restrictions.

2. Operation of the Public Parking Structures

Recommendation:

- A. Utilize pay-on-foot technology (POF) at the public parking structures.

Recommended Action: That the City Council and Agency Board direct staff to include this item in an implementation plan.

Recommendation:

- B. Implement functional design changes at the public parking structures.

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Walker Parking recommends opening an additional exit lane at the Cardiff Parking Structure and reconfiguring the Culver Boulevard entry lane at the Ince Parking Structure.

Recommended Action: That the City Council and Agency Board direct staff to include this item in an implementation plan.

3. Revenue Enhancement

Recommendation:

Implement the parking structure and meter rate recommendations and recommended rate schedule contained in the Study for parking permits and citations in residential permit areas. (See Residential Parking below). (Staff has prepared a matrix comparing the cities identified in Appendix C of the Study for your reference – Please See Attachment 3)

Recommended Action: That the City Council and Agency Board direct staff to include this item in an implementation plan.

4. City Hall Parking Structure

Recommendation:

- A. Install parking access control equipment at the entrance to City Hall, parking structure level P-1.

Recommended Action: That the City Council and Agency Board direct staff to include this item in an implementation plan.

Recommendation:

- B. Utilize a parking attendant pay-on-entry system if needed to regulate the use of City Hall, parking structure level P-1.

Recommended Action: That the City Council and Agency Board direct staff to include this item in an implementation plan.

Residential Parking

Walker Parking considered the effect of implementing their recommendations relative to the residential areas adjacent to downtown, recognizing that rate increases may increase parking incursion into residential areas. To address the potential impact, Walker Parking made the following recommendations:

- Implement permit parking in the residential area adjacent to downtown;

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- Vigorously enforce the residential permit parking program when/if established;
- Create tiered fines for repeat residential parking offenders; and,
- Increase enforcement of downtown metered parking, ensuring that short-term parking spaces are available and will aid in reducing residential parking incursion.

Next Steps

Staff provided notice that the City Council and Agency Board would consider this item on August 9, 2010 and again this evening. As the item was continued without discussion those items scheduled for discussion on August 9 will be considered tonight. Contingent upon any direction the City Council and Agency Board provide to staff, it is expected this item would return to the City Council and Agency Board on September 27, 2010. Additional meetings may be necessary to finalize discussion of Walker Parking's recommendations. Upon completion of the Study review staff will create a detailed implementation plan that will incorporate City Council and Agency Board direction.

The purpose of the implementation plan will be to determine the cost, feasibility and time needed to implement each of the Study recommendations. Upon completion of the implementation plan staff will then return at a future date to the City Council and Agency Board to present findings and obtain direction.

FISCAL ANALYSIS:

The Agency Board authorized contract amount for Walker Parking to complete the Study is \$166,100.

Staff will identify potential cost and resource impacts associated with recommendations in the Study as a component of the implementation plan, which will be considered at a future City Council Agency Board meeting.

ATTACHMENTS:

1. July 12, 2010 Staff Report, Item Number: J-1
2. Walker Parking Executive Summary matrix
3. Matrix comparing parking rates of other cities
4. July 12, 2010 Meeting minutes

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MOTION:

That the City Council and the Redevelopment Agency Board:

Consider the Study recommendations and provide staff direction regarding the Study.

EXECUTIVE SUMMARY

Over the past decade Downtown Culver City has experienced a significant increase in popularity as a dining and entertainment destination. As a result, the City has experienced a significant increase in the demand for parking by visitors and employees. At the request of the Culver City Redevelopment Agency (RDA), Walker Parking Consultants conducted a comprehensive analysis of the Downtown parking system in order to gauge its ability to manage current and future demand for parking in the area.

Our analysis revealed that a significant number of the existing 2,768 parking spaces located within the Downtown¹ are underutilized during peak demand periods on both weekdays and weekends. Parking conditions primarily in the Cardiff Parking Structure and on the street tend to obscure the fact that hundreds of parking spaces remain empty in Downtown, even when occupancy rates in the aforementioned locations approach peak capacity.

To the extent that visitors and employees encounter a lack of parking, our findings indicate this is due primarily to inconsistencies between pricing and policies among different parking facilities; the most sought after parking spaces are often priced at the same rate (or less) than spaces that are less convenient. The result is that visitors, employees, transient and monthly parkers all tend to compete for the most convenient and least expensive spaces, creating localized parking impacts and perceived parking shortages, while other spaces in the area remain unoccupied.

Our analysis also suggests that an active and comprehensive approach to managing the entire system, from on-street to off-street, enforcement to validation programs, would increase both the efficiency of the system and revenue generation. Just as the pricing and policies for each space and parking facility must be looked at in terms of the parking system as a whole, the different management policies of the system must be viewed comprehensively as well.

In order to achieve the goals of the study, which are ultimately to make parking more convenient and accessible for the public in an efficient and cost effective manner, we recommend the implementation of adjustments in pricing and changes in parking management policies, including the City's and RDA's internal management of its parking resources.² We make our recommendations with the following goals in mind:

¹ Downtown defined herein is the area coterminous with "CD Zoning District" in the City's Zoning Ordinance and General Plan and shown in Figure 1 in the report. It is synonymous with CD, Commercial Downtown District, and Study Area.

² Throughout this report we will discuss the "parking system," which contains assets owned by the RDA (such as the Ince and Watseka Parking Structures) and the City (such as on-street parking spaces). To the extent possible we try to distinguish between these two entities within our discussion. However, at times we discuss issues that relate to the entire system and therefore both the RDA and the City. In these instances, for the purposes of this report, we use the term "City" to refer to both the RDA and City.

- Enhanced customer service and convenience;
- Turnover and space availability;
- Revenue generation;
- Ease of Implementation;
- Maximization of resources and efficiencies.

We explored increased parking fees for the purposes of improving efficiency, increasing space availability, and generating additional revenue. We found that adjusting the existing parking fee structure would result in significant additional revenue for the City and the RDA. However, we note that while the added revenue is substantial, in many cases it is secondary to the funds that can be saved by using pricing cues to manage the existing supply of spaces thereby saving land, construction and opportunity costs associated with constructing new parking facilities.

Finally, we note the effects of mispricing parking go beyond efficiency, cost and access issues and that these effects must be considered in light of broader planning goals. Among them, mispricing parking can contribute significantly to traffic congestion, both localized and in the larger area, as well as discourage the use of alternative forms of transportation, most notably by employees who can park inexpensively in Downtown.

The following summarizes our recommendations from each section of the study as presented in the scope of services:

RECOMMENDATIONS

1. PUBLIC PARKING STRUCTURES SUPPLY AND DEMAND - CARDIFF, WATSEKA AND INCE

Immediate:

- A. Replace the existing policy of offering two hours of free parking in the Cardiff and Watseka Parking Structures with a \$1.00 per hour fee. Implementing an hourly rate should improve space availability for customers and visitors, by redistributing long-term parkers to other locations. This policy would also enhance management (including the elimination of parkers moving their cars every two hours to gain longer periods of free parking), and increase revenue. Although it would generate less revenue, a policy that may be more agreeable to some stakeholders would be to charge \$1.00 for the first two or three hours of parking. At a minimum, we strongly recommend that the free period be eliminated or at least significantly reduced.
- B. Replace the free period in the Ince Parking Structure with a \$0.50 per hour fee for the same reasons as those provided above. We note that, given its current low occupancy rates, the Ince Structure should be priced lower than the Cardiff and Watseka Structures. Charging a flat \$0.50 or \$1.00

fee for the first two or three hours of parking would reduce the revenue generating potential of our recommendation. As with the Cardiff and Watseka Structures, we strongly recommend that the free period be significantly reduced.

- C. Eliminate the “additional two-hour free” validation and substitute with the \$2.50 maximum charge per the terms of the RDA’s agreement with OliverMcMillan.³
- D. Increase the fee for monthly contract parking by \$10.00 per permit in the Cardiff and Watseka Structures to encourage long-term parkers to park in locations that are currently underutilized. This action would effectively reduce long-term demand in the busier Cardiff and Watseka Structures, provide additional spaces for visitor parking in these same structures, and generate additional revenue.
- E. Obtain the “reasonable approval” of the Developer and theater operator for any parking rate increases per the RDA’s Disposition and Development Agreement with OliverMcMillan (“DDA”).

Short term:

- F. Monitor parking occupancy in each of the structures on a frequent and regular basis (bimonthly at a minimum), to determine whether the parking fee structure for transient and monthly parking is having the desired policy results or requires adjustment.
- G. Use our pricing recommendations to set a goal of no more than 90% occupancy in the spaces available for public parking in each of the parking structures for a typical peak day.

2. OPERATION OF THE PUBLIC PARKING STRUCTURES

Immediate:

- A. Actively work with the Pacific 12 Theaters in order to:
 - Ensure that only eligible patrons are allowed to validate their parking tickets in order to protect the revenue integrity of the system; the location of the movie theatre “clamshell” validating machines creates significant challenges for properly managing the validations;
 - Monitor the number of movie validations provided on an hourly and daily basis to enhance management of the parking system.

³ Per the RDA’s agreement, it is no longer under obligation to offer an additional “two-hours free” with validation to movie patrons.

- B. Standardize the validation system for film production and event parking in order to increase oversight and monitor and protect revenue. Validations should be tracked.
- C. Eliminate the sticker validation program to simplify parking operations. If the RDA chooses to continue the program, we recommend replacing the current system with alternatives ranging from validators and “follow-up” tickets to scanned on-line validations, which can be employed to better track and streamline the program and associated revenue issues.
- D. Enforce the policy that requires the Brotman Hospital employees to utilize Watseka’s nested area by ensuring that the equipment’s “anti-passback” features are in use in order to increase the availability of parking for the general public the Watseka Structure.

Short term:

- E. Implement access control for the parking structures that uses pay-on-foot technology (POF) in each of the parking structures to address the following:
 - Enhanced throughput (faster exiting of vehicles) resulting in shorter queues for patrons;
 - Improved operating conditions afforded through the ability to operate 24 hours daily with minimal staffing;
 - Improved revenue security;
 - Promotion of better air quality resulting from less vehicle queuing;
 - Enhanced customer service.
- F. Given the age of the equipment in the two oldest structures and the existing challenges in queuing experienced particularly in the Cardiff Structure, implement POF in the Cardiff and Watseka Structures in the near term and in the Ince Structure in the long term.
- G. In the Watseka Structure, install an LED dynamic message to specifically instruct the public when nested spaces are available. Control message from the parking office, or automatically schedule with the raising of the gate arms, so that the sign need not be manually changed.

Long term:

- H. Implement a series of functional design improvements, particularly at the exits, in order to increase the speed of exiting procedures and reduce queues.

3. RDA PARKING OBLIGATIONS PER OLIVERMCMILLAN DDA

Immediate:

- A. Create an employee parking strategy per the terms of the DDA using the recommendations regarding the management of employee parking contained in this report.
- B. Require that the Ince structure adjacent to 60 “30-minute” parking spaces for Trader Joe’s and be open on weekends from 7:00 AM but establish with OliverMcMillan that the current 45-minute designated time limit and 8:00 AM opening hour is sufficient for the operation at this time.
- C. Note that the RDA is in compliance with the provision to provide at least 1,922 parking spaces within the designated perimeter of the development area.

4. ON-STREET PARKING

Immediate:

- A. Extend the hours of operation and enforcement of all parking meters until 11:00 PM to encourage turnover at curbside spaces and increase visitors’ access to convenient parking in the evenings. This policy is particularly important to implement on Thursday through Sunday evenings given the high occupancy observed at metered spaces on those days. The generation of revenue is an important, but secondary, goal of this policy.
- B. Enforce parking meters all day on Sunday to encourage turnover and increase visitors’ access to convenient parking spaces. The high on-street occupancy observed in the metered spaces throughout the day on Sunday indicates that this action would enhance short-term availability throughout the day and discourage spillover parking in the neighborhood.

Short term:

- C. Eliminate time restrictions on metered spaces but encourage turnover using a system of higher and/or tiered rates that discourage, but do not specifically prohibit parking on the street for longer than two hours to enhance flexibility, convenience and the overall experience for visitors. This recommendation would also facilitate parking enforcement although reduce potential revenue from citations.
- D. As part of the previous recommendation, gradually increase parking meter rates from the current \$1.00 to \$1.50 per hour, particularly during the busier Thursday through Sunday periods in the most impacted on-street parking locations. To enhance revenue and promote consistency within

the system, this change could be implemented on a seven-day per week basis.

- E. Increase the availability of parking cash keys⁴ by encouraging their sale to the public at cashier booths in the garages. We note that the City's pilot program to install on-street pay stations that accept credit cards is a positive step toward added customer convenience.

Long term:

- F. Meter all on-street parking spaces within the study area that are currently enforced through time-limited parking policies, to enhance revenues and reduce spillover parking in residential neighborhoods.

5. ON-STREET PARKING ENFORCEMENT

Immediate:

- A. Engage in specific citation tracking measures of the issuance of citations to maximize the efficiency of enforcement officers and generate increased revenue.

Short term:

- B. Ensure that parking enforcement officers consistently use an electronic ticket writer system that allows electronic tire chalking and maintains electronic records of enforcement activity as described within the report.

Long term:

- C. Require Parking Enforcement to work cooperatively with a proposed Parking Department and Parking Manager to create a comprehensive parking management strategy for the Downtown.
- D. Consider creating an "Ambassador Program" to empower and train parking employees to provide hospitality, tourism and public safety services to downtown patrons and businesses in addition to their parking enforcement duties.

6. REVENUE ENHANCEMENT

Short term:

- A. Implement the parking rate increase recommendations contained in the Public Parking Structure and On-street Parking sections of this report.

⁴ The City offers to the public a parking "Cash Key," a prepaid plastic key which a City brochure describes as allowing "the user to purchase parking time on Culver City meters without the use of coins."

- B. Implement the rate schedule for residential parking permits and citations in residential permit areas contained in this section of the report and aggressively pursue enforcement in these areas.

7. CITY HALL PARKING STRUCTURE

Immediate:

- A. Require all City Hall employees to park on the P2 level of City Hall instead of on P1.
- B. Make P1 explicitly available to the public for parking both during the day and on weekends, including employees of Kirk Douglas Theatres, and explore the use of the P2 level of City Hall for theatre employees.

Short term:

- C. Install signage within the district and at the entrance to the City Hall Garage that publicizes the availability of public parking on the P1 level.
- D. Install Parking Access and Revenue Control equipment (PARCs) at the entrance of the parking structure that is the same as that used by the other public structures; manage P1 comprehensively as part of the public system.
- E. Use an attended “pay-on-entry” system to regulate usage of the structure by visitors should usage of the facility by the public cause unacceptably high occupancy rates before PARCs equipment is installed.

8. PUBLIC PARKING LOTS

Short term:

- A. Use the lot at 9300 Culver Blvd (Parcel B) for convenient and paid public parking during busy evening and weekend periods until the parcel is developed. The City should first test demand using an attended, flat fee, pay-on-entry system.
- B. Promote the availability of the Canfield Lot for public parking with better signage. Explore the market for paid evening parking at the location during peak periods using an attendant and a flat fee, attended pay-on-entry rate structure.
- C. Determine the level of demand for employee parking at the 9415 Venice Boulevard lot for low-cost employee parking, given that the lot may serve some employees for whom parking in other peripheral locations is not a viable option.

9. POOLED PARKING PROGRAM

Short term:

- A. Eliminate the current Pooled Parking Program and replace with a monitored system of parking credits to track allocations of required parking spaces and recognize the cost and value of the parking resource being provided to new development.

10. FUTURE DOWNTOWN PARKING SUPPLY AND DEMAND

Long term:

- A. Recognize the current surplus of spaces in the public system, while sufficient to manage current imbalances in demand, is insufficient to fully meet the future parking demand that will be generated from the development projects planned for the area. Except for that development that has already been planned using public parking facilities, most future, large-scale development will require its own on-site parking.

11. ADMINISTRATION OF THE PARKING OPERATION

Immediate:

- A. Establish a parking operations entity that would manage parking related issues, both off- and on-street. A Parking Department would, at least initially, be staffed by one senior level position that has managerial responsibilities.
- B. Locate the Parking Department within the Finance Department, given the importance of the careful monitoring of parking revenue, in part due to its use as a “scorekeeper” for tracking trends in the system.
- C. Parking enforcement and meter collections positions remain in the Police Department although frequent and close cooperation with the Parking Manager is necessary.

Short term:

- D. Assign the duties and responsibilities to the parking operator per the operator agreement as is recommended in Appendix D -Parking Operator Contract Review, of the report.⁵
- E. Implement the best practices with regard to the maintenance of the Parking Structures as is recommended in Appendix E - Facility Maintenance Program of the report. Note that much of this maintenance could be performed by the parking operator or other contractor.

⁵ This recommendation may be a “long-term” rather than “short-term” recommendation depending on the timing of any new or revised contract between the RDA and the parking operator.

Municipal Parking Rate Survey

Per Appendix C of Comprehensive Parking Study

Municipalities	Parking Authority	Meter Rates	Parking Meter Enforcment Hours	Parking Structures/Lots Daily Rate	Variable Time Rate (such as unique evening rate)	Parking Structure \$/per month
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 Deptmt & 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	\$0.25 per hr base rate non-peak; \$2.50 - \$5.00 per hr. peak (depends on garage)	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