



# 2% GROWTH VISIONING PARKING ANALYSIS NORTH MONTCLAIR SPECIFIC PLAN

PREPARED BY



SOUTHERN CALIFORNIA



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## 1.0 Introduction

This report summarizes the work effort completed to analyze future parking demand, public parking requirements, and parking structure implementation strategies within the Fremont Corridor Area of the North Montclair Specific Plan. The work effort is part of a focused study under the southern California Association of Government's (SCAG) 2% Growth Visioning study.

This report consists of nine sections:

- Introduction
- Assumed Land Uses
- Parking Requirements
- Anticipated Parking Demand
- Alternative Development Phasing
- Public On-Street Parking
- Public Off-Street Parking
- Parking Facility Construction Costs
- Parking Facility Funding/Financing Options

Section 1 provides an overall introduction to the parking study. Section 2 summarizes the land uses planned for in the North Montclair Specific Plan. Parking requirements are discussed in Section 3. An assessment of the maximum parking demand is provided in Section 4. The parking demand generated by an alternative development scenario is analyzed in Section 5. The potential for on-street public parking is discussed in Section 6. Section 7 discusses public off-street parking needs. Section 8 discusses the potential cost of constructing parking structures to meet anticipated parking demand in the Fremont Corridor Area. Finally, Section 9 explores funding and financing methods for public parking facilities.



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## 2.0 Assumed Land Uses

The North Montclair Specific Plan–Freemont Corridor Area (Specific Plan) envisions a transit oriented district located within an area bounded by Central Avenue on the east, Moreno Street on the south, Monte Vista Avenue on the west and the northern City Limits on the north. The Fremont Corridor area surrounds the existing Montclair Metrolink station, which will expand in the future to include the eastern terminus of the Metro Gold Line Foothill Extension light rail corridor.

### 2.1 Existing Conditions

The Metrolink station provides 1,600 park-and-ride spaces, located in surface parking lots north of the railroad tracks. The park-and-ride facilities are not fully utilized in the existing condition. Montclair Plaza is located south of Moreno Street, and consists of major department stores and specialty retail. There are several retail plazas along Central Avenue that are anchored by Target and Best Buy stores, with smaller commercial uses, fast food and sit-down restaurants. A small single family residential neighborhood is located north of Moreno Street and east of Monte Vista Avenue. There is a significant amount of vacant or underutilized land located between the residential neighborhood and the Metrolink rail corridor. This area is a focus point for future residential development in the North Montclair Specific Plan.

The existing condition of the Fremont Corridor Area is shown in Figure 1.

### 2.2 Future Conditions

The Specific Plan calls for the development of a mixed-use, transit-oriented district that creates a pedestrian-friendly environment. Development standards proposed in the Specific Plan include reductions to standard City of Montclair parking standards in order to encourage transit use and pedestrian activity. The Specific Plan calls for implementation of on-street parking throughout the Freemont Corridor Area and the development of public parking lots located near the existing Metrolink station.

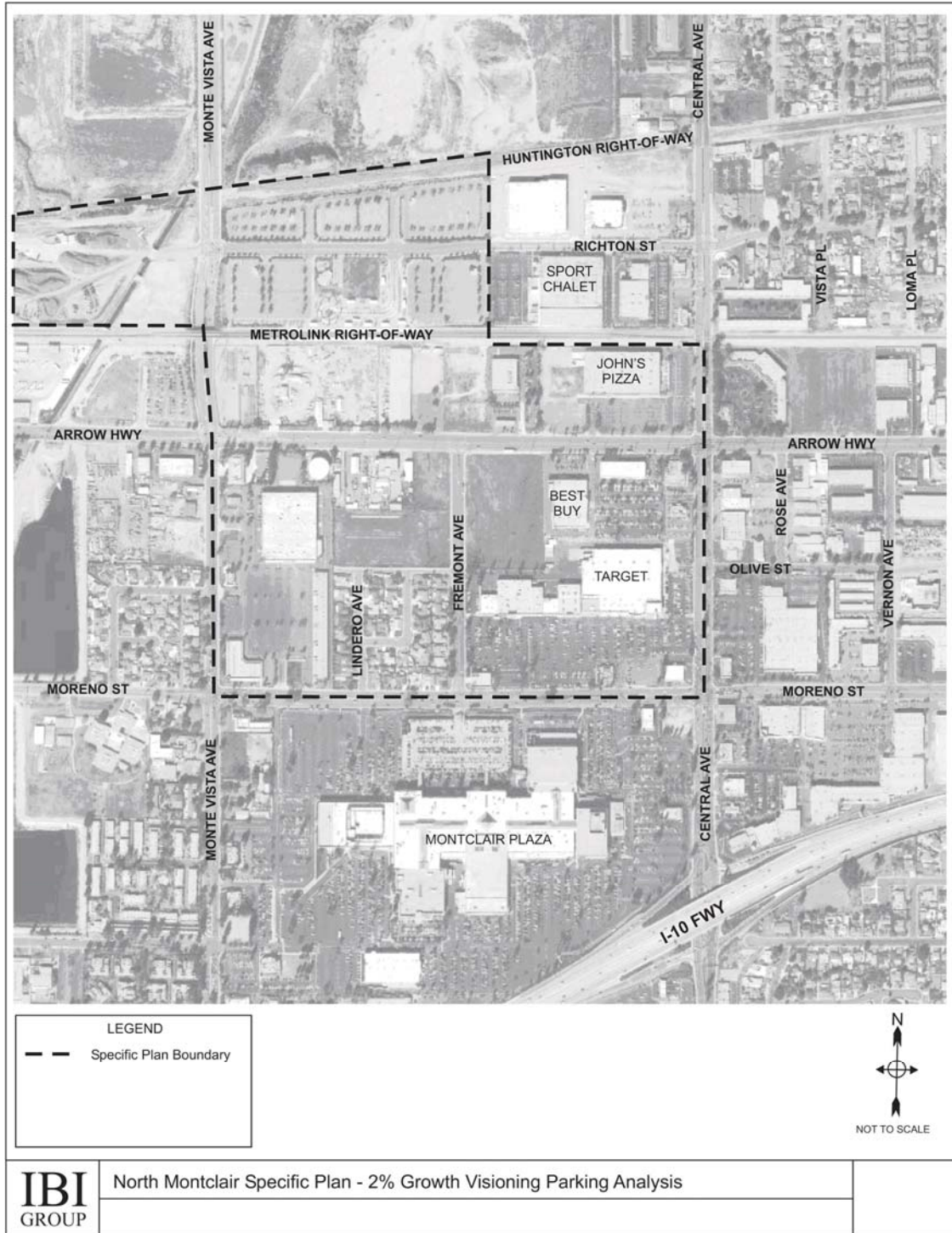
Implementation of the land uses identified in the Specific Plan is intended to occur in a multi-phase process. Land use development quantities are obtained from Section 6.2.010 through 6.2.040 of the Specific Plan. Table 1 summarizes the proposed land uses. The Specific Plan identifies a range of potential development intensity for each use. The highest density values are used in this study to generate a conservative estimate.



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**Figure 1**      **Specific Plan Area**





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**Table 1  
Land Use Quantities by Development Phase**

Phase	Implementation Time Frame	Residential (DU) <sup>1</sup>	Retail (TSF) <sup>2</sup>	Hotel <sup>3</sup> (Rooms)
1. Town Center Residential	0–10 years	1,050	40	0
2. Town Center at Transit Station	5–10 years	500	150	300
3. North Gateway Residential	10+ years	800	0	0
4. East of Fremont Avenue and Montclair Plaza	Unknown	500	150	0
<b>Buildout Total</b>		<b>2,850</b>	<b>340</b>	<b>300</b>

<sup>1</sup> DU – Dwelling Units

<sup>2</sup> TSF – Thousand Square Feet

<sup>3</sup> The code allows hotel land use in this area, but it may or may not be implemented.

<sup>4</sup> Hotel to provide parking on-site.

### 3.0 Parking Requirements

The City of Montclair intends to reduce urban sprawl and encourage the use of alternative transportation modes within the Fremont Corridor Area by decreasing the number of required parking spaces for residential and non-residential uses. The North Montclair Specific Plan Code contains revised parking requirements that supersede regulations in the Montclair Zoning Code.

Table 2 contains the parking requirements for land use types within the Specific Plan area, and Table 3 shows the estimated minimum parking spaces for the Fremont Corridor Area based on development forecasts.

**Table 2  
Parking Requirements by Land Use**

Land Use	Minimum Required Number of Spaces
Residential	1 space per unit
Live/Work	Less than 1500 sq ft = 1 space per unit Greater than 1500 sq ft = 1 space per 400 gross sq ft
Lodging Uses	1 space per room
All Other Uses	1 space per 400 gross sq ft of building area
Transit Station	1,600 spaces dedicated to transit users (Agency participation)

Source: North Montclair Specific Plan Sections 5.2.030, 5.2.040, and 5.2.050



**Table 3**  
**Estimated Parking Requirements for the Fremont Corridor Area**

Phase	Residential <sup>1</sup>		Retail/Other <sup>2</sup>	
	Quantity (DU)	Parking Spaces Required	Quantity (TSF)	Parking Spaces Required
1	1,050	1,050	40	100
2	500	500	150	375
3	800	800	0	0
4	500	500	150	375
<b>TOTAL</b>	<b>2,850</b>	<b>2,850</b>	<b>340</b>	<b>850</b>

<sup>1</sup> The Residential category includes courtyard housing, corridor housing, townhouses, live/work units, stacked apartments, etc.

<sup>2</sup> Retail/Other encompasses mixed-use, retail, commercial, office, and all other permitted non-residential uses.



## 4.0 Anticipated Parking Demand

The parking demand estimate is based on data from the North Montclair Specific Plan, Fremont Corridor Area (Administrative Draft, dated February 22, 2006). The study boundaries are assumed to be the limits of the Fremont Corridor Area as defined in the Specific Plan. Land uses that are mentioned in the Specific Plan but fall outside of the Fremont Corridor Area are not considered in this analysis. For example, the College Park development in Upland is listed as a public project in Phase 1 in Section 6.2.010, but the land use data for this parcel is not included in the parking demand calculation.

### 4.1 Residential Parking Demand

The minimum number of parking spaces mandated by the Specific Plan provides a supply that is similar to the demand observed in urban, transit-oriented areas. Parking demand estimates are generated using the Institute of Transportation Engineers (ITE) Parking Generation Manual, 3<sup>rd</sup> Edition. The ITE manual provides average parking demand rates for different land use types based on studies conducted across the country. Residential data categories include single-family residential, condo/townhouse, and apartments. The average peak period parking demand per unit for each residential land use type is summarized in Table 4.

**Table 4**  
**ITE Average Residential Parking Demand**

<b>Land Use</b>	<b>Average Peak Period Parking Demand (parking spaces)</b>
Single Family	1.83
Condo/Townhouse	1.46
Low/Mid-Rise Apartment (suburban setting)	1.20

The Specific Plan envisions the implementation of a mix of residential land use types. Based on the information provided in the Specific Plan, a majority of the proposed residential units are cluster housing such as townhouses, courtyard homes, and live/work homes. The mix of residential types suggests that it is most appropriate to use the peak parking demand estimate for residential condos/townhouses from the ITE Parking Generation Manual to determine anticipated residential parking demand. Table 5 summarizes the estimated residential parking demand for each of the four phases of development in the Fremont Corridor Area.



**Table 5  
Estimated Residential Parking Demand**

Phase	Residential		
	Quantity (DU)	Rate <sup>1</sup> (Spaces/DU)	Parking Spaces
1	1,050	1.46	1,533
2	500	1.46	730
3	800	1.46	1,168
4	500	1.46	730
TOTAL	2,850	1.46	4,161

## 4.2 Retail Parking Demand

Average peak period parking demand for retail uses is collected from the ITE Parking Generation Manual to determine the parking demands for retail/non-residential land uses proposed in the Specific Plan. The ITE Parking Generation Manual provides parking demand data for typical weekdays (non-December) and weekends (Saturday, non-December). This average parking demand data is applied to the retail development intensities identified in the Fremont Corridor Area and summarized in Table 6.

**Table 6  
Estimated Retail Parking Demand**

Phase	Quantity (TSF)	Weekday Rate 2 (Spaces/TSF)	Weekday Parking Spaces	Weekend Rate 2 (Spaces/TSF)	Weekend Parking Spaces
1	40	2.65	106	2.97	119
2	150	2.65	398	2.97	446
3	0	2.65	0	2.97	0
4	150	2.65	398	2.97	446
TOTAL	350	2.65	902	2.97	1,011

The peak period parking demand estimates for residential and retail land uses in the Fremont Corridor Area are anticipated to exceed the minimum parking requirements specified in the Specific Plan. Table 7 provides a comparison of the minimum parking requirements and the estimated peak period parking demand for each development phase.



**Table 7  
Comparison of Parking Requirements and Estimated Demand**

Phase	Residential		Retail/Other	
	Specific Plan Requirement	ITE Estimated Demand	Specific Plan Requirement	ITE Estimated Demand (weekend)
1	1,050	1,533	100	119
2	500	730	375	446
3	800	1,168	0	0
4	500	730	375	446
<b>TOTAL</b>	<b>2,850</b>	<b>4,161</b>	<b>850</b>	<b>1,011</b>

Assuming that residential developments in the Fremont Corridor Area are only constructed with the minimum required parking, peak residential parking demand would be anticipated to exceed the minimum parking requirements in the Specific Plan by 1,311 spaces at Specific Plan buildout. Retail peak parking demand is anticipated to exceed the minimum parking requirements by 161 spaces at Specific Plan buildout.

The next step in estimating total parking demand is to compare parking demand for various land uses across time periods. Residential and retail land uses have different peak parking demand characteristics, and there are opportunities to implement a shared parking strategy that would be capable of meeting the anticipated parking demand. The use of shared parking strategies can result in a lower number of parking spaces serving adjacent land uses than would normally be required by code or when following peak demand estimates alone.

Parking demand time-of-day factors used in this analysis were obtained from the Urban Land Institute report Shared Parking, 2<sup>nd</sup> Edition. This document presents data on the distribution of parking demand across time periods for typical weekdays and weekend days. Demand estimates have been developed for all four phases of the Fremont Corridor Area. Tables 8 through 12 summarize the anticipated demand for weekdays and weekends based on time period for each phase and the Specific Plan as a whole.



**Table 8**  
**Phase 1 Time-of-Day Parking Demand Estimates**

Time Period	Residential				Retail/Other				Peak Demand
	Weekday Factor	Weekday Demand	Weekend Factor	Weekend Demand	Weekday Factor	Weekday Demand	Weekend Factor	Weekend Demand	
7am	90%	435	90%	435	5%	1	5%	1	436
8am	85%	411	85%	411	15%	3	10%	2	413
9am	80%	386	80%	386	35%	7	30%	6	393
10am	75%	362	75%	362	65%	12	50%	10	375
11am	70%	338	70%	338	85%	16	65%	12	354
12am	65%	314	65%	314	95%	18	80%	15	332
1pm	70%	338	70%	338	100%	19	90%	17	357
2pm	70%	338	70%	338	95%	18	100%	19	357
3pm	70%	338	70%	338	90%	17	100%	19	357
4pm	75%	362	75%	362	90%	17	95%	18	380
5pm	85%	411	85%	411	95%	18	90%	17	429
6pm	90%	435	90%	435	95%	18	80%	15	453
7pm	97%	469	97%	469	95%	18	75%	14	487
8pm	98%	473	98%	473	80%	15	65%	12	489
9pm	99%	478	99%	478	50%	10	50%	10	488
10pm	100%	483	100%	483	30%	6	35%	7	490
11pm	100%	483	100%	483	10%	2	15%	3	486
12pm	100%	483	100%	483	0%	0	0%	0	483

**Table 9**  
**Phase 2 Time-of-Day Parking Demand Estimates**

Time Period	Residential				Retail/Other				Peak Demand
	Weekday Factor	Weekday Demand	Weekend Factor	Weekend Demand	Weekday Factor	Weekday Demand	Weekend Factor	Weekend Demand	
7am	90%	331	90%	331	5%	0	5%	0	331
8am	85%	313	85%	313	15%	0	10%	0	313
9am	80%	294	80%	294	35%	0	30%	0	294
10am	75%	276	75%	276	65%	0	50%	0	276
11am	70%	258	70%	258	85%	0	65%	0	258
12am	65%	239	65%	239	95%	0	80%	0	239
1pm	70%	258	70%	258	100%	0	90%	0	258
2pm	70%	258	70%	258	95%	0	100%	0	258
3pm	70%	258	70%	258	90%	0	100%	0	258
4pm	75%	276	75%	276	90%	0	95%	0	276
5pm	85%	313	85%	313	95%	0	90%	0	313
6pm	90%	331	90%	331	95%	0	80%	0	331
7pm	97%	357	97%	357	95%	0	75%	0	357
8pm	98%	361	98%	361	80%	0	65%	0	361
9pm	99%	364	99%	364	50%	0	50%	0	364
10pm	100%	368	100%	368	30%	0	35%	0	368
11pm	100%	368	100%	368	10%	0	15%	0	368
12pm	100%	368	100%	368	0%	0	0%	0	368



**Table 10  
Phase 3 Time-of-Day Parking Demand Estimates**

Time Period	Residential				Retail/Other				Peak Demand
	Weekday Factor	Weekday Demand	Weekend Factor	Weekend Demand	Weekday Factor	Weekday Demand	Weekend Factor	Weekend Demand	
7am	90%	207	90%	207	5%	4	5%	4	211
8am	85%	196	85%	196	15%	11	10%	7	206
9am	80%	184	80%	184	35%	25	30%	21	209
10am	75%	173	75%	173	65%	46	50%	36	219
11am	70%	161	70%	161	85%	60	65%	46	221
12am	65%	150	65%	150	95%	67	80%	57	217
1pm	70%	161	70%	161	100%	71	90%	64	232
2pm	70%	161	70%	161	95%	67	100%	71	232
3pm	70%	161	70%	161	90%	64	100%	71	232
4pm	75%	173	75%	173	90%	64	95%	67	240
5pm	85%	196	85%	196	95%	67	90%	64	263
6pm	90%	207	90%	207	95%	67	80%	57	274
7pm	97%	223	97%	223	95%	67	75%	53	291
8pm	98%	225	98%	225	80%	57	65%	46	282
9pm	99%	228	99%	228	50%	36	50%	36	263
10pm	100%	230	100%	230	30%	21	35%	25	255
11pm	100%	230	100%	230	10%	7	15%	11	241
12pm	100%	230	100%	230	0%	0	0%	0	230

**Table 11  
Phase 4 Time-of-Day Parking Demand Estimates**

Time Period	Residential				Retail/Other				Peak Demand
	Weekday Factor	Weekday Demand	Weekend Factor	Weekend Demand	Weekday Factor	Weekday Demand	Weekend Factor	Weekend Demand	
7am	90%	207	90%	207	5%	4	5%	4	211
8am	85%	196	85%	196	15%	11	10%	7	206
9am	80%	184	80%	184	35%	25	30%	21	209
10am	75%	173	75%	173	65%	46	50%	36	219
11am	70%	161	70%	161	85%	60	65%	46	221
12am	65%	150	65%	150	95%	67	80%	57	217
1pm	70%	161	70%	161	100%	71	90%	64	232
2pm	70%	161	70%	161	95%	67	100%	71	232
3pm	70%	161	70%	161	90%	64	100%	71	232
4pm	75%	173	75%	173	90%	64	95%	67	240
5pm	85%	196	85%	196	95%	67	90%	64	263
6pm	90%	207	90%	207	95%	67	80%	57	274
7pm	97%	223	97%	223	95%	67	75%	53	291
8pm	98%	225	98%	225	80%	57	65%	46	282
9pm	99%	228	99%	228	50%	36	50%	36	263
10pm	100%	230	100%	230	30%	21	35%	25	255
11pm	100%	230	100%	230	10%	7	15%	11	241
12pm	100%	230	100%	230	0%	0	0%	0	230



**Table 12**  
**Total Time-of-Day Parking Demand Estimates**

Time Period	Residential				Retail/Other				Peak Demand
	Weekday Factor	Weekday Demand	Weekend Factor	Weekend Demand	Weekday Factor	Weekday Demand	Weekend Factor	Weekend Demand	
7am	90%	1,180	90%	1,180	5%	8	5%	8	1,188
8am	85%	1,114	85%	1,114	15%	24	10%	16	1,139
9am	80%	1,049	80%	1,049	35%	56	30%	48	1,105
10am	75%	983	75%	983	65%	105	50%	81	1,088
11am	70%	918	70%	918	85%	137	65%	105	1,055
12am	65%	852	65%	852	95%	153	80%	129	1,005
1pm	70%	918	70%	918	100%	161	90%	145	1,079
2pm	70%	918	70%	918	95%	153	100%	161	1,079
3pm	70%	918	70%	918	90%	145	100%	161	1,079
4pm	75%	983	75%	983	90%	145	95%	153	1,136
5pm	85%	1,114	85%	1,114	95%	153	90%	145	1,267
6pm	90%	1,180	90%	1,180	95%	153	80%	129	1,333
7pm	97%	1,272	97%	1,272	95%	153	75%	121	1,425
8pm	98%	1,285	98%	1,285	80%	129	65%	105	1,414
9pm	99%	1,298	99%	1,298	50%	81	50%	81	1,378
10pm	100%	1,311	100%	1,311	30%	48	35%	56	1,367
11pm	100%	1,311	100%	1,311	10%	16	15%	24	1,335
12pm	100%	1,311	100%	1,311	0%	0	0%	0	1,311

Table 13 summarizes the peak parking demand levels in each phase of the Specific Plan and after implementation of all proposed development. The peak parking demand time is identified as 7:00pm to 8:00pm on weekdays.

**Table 13**  
**Peak Time of Day Parking Demand Estimates**

Phase	Total Excess Peak Demand	Day	Time Period
1	490	Weekday	10:00pm – 11:00pm
2	291	Weekday	7:00pm – 8:00pm
3	368	Weekday	10:00pm – 11:00pm
4	291	Weekday	7:00pm – 8:00pm
Total	1,425	Weekday	7:00pm – 8:00pm

At this stage, it is important to factor in the park-and-ride parking spaces that will be allocated to the existing Metrolink station and future Metro Gold Line station. The City of Montclair has noted that 1,600 spaces are dedicated for use by the transit station. While the use of these parking spaces by park-and-ride commuters is assumed during weekday commute hours, there may be some opportunity for shared-use during evenings and weekends when commuter parking demand is reduced. If full dedication of the 1,600 spaces to park-and-ride use is assumed, a minimum of 3,025 public parking spaces should be provided in the Fremont Corridor Area to ensure adequate supply.

The additional parking demand forecast above the minimum required parking would be accommodated through the use of on-street public parking and new off-street public parking facilities. Parking allocated to on and off-street facilities is discussed in further detail in the following sections.



## 5.0 Alternative Development Phasing

The development phasing estimates presented in the previous section provides a conservative analysis of the potential parking demand generated in the Fremont Corridor area. In discussions with the City of Montclair, an alternative scenario was identified to determine a potential range of parking demand and need for off-street public parking within the study area.

The alternative development plan provides a comparison to the conservative parking analysis presented in Section 4.0. The alternative development plan assumes the implementation of 800 residential units in Phase 1. The conservative estimate for this phase of development assumed 1,050 residential units. The alternative development plans also assumes that the planned Phase 2 development would occur in two phases. The proposed development south of the railroad corridor would be implemented first. The proposed Phase 2 development north of the railroad corridor would be implemented together with Phase 3. An analysis of the changes to the overall public parking demand with these alternatives is discussed in this section.

Alternative 1 decreases the total amount of residential units for Phase 1 from 1,050 to 800 units and assumes that the Phase 2 development proposed south of the Metrolink rail corridor would develop first, and the proposed Phase 2 development north of the Metrolink corridor would be constructed together with Phase 3. The proposed development north of the rail corridor includes 250 units of residential and 22,500 square feet of retail. This development will be added to Phase 3. Table 14 summarizes the total residential parking demand that would result from this alternative. Table 15 summarizes the retail parking demand rates.

**Table 14**  
**Estimated Residential Parking Demand – Phase 2 Split**

Phase	Residential		
	Quantity (DU)	Rate <sup>1</sup> (Spaces/DU)	Parking Spaces
1	800	1.46	1,168
2	250	1.46	365
3	1,050	1.46	1,533
4	500	1.46	730
TOTAL	2,850	1.46	3,796



**Table 15**  
**Estimated Retail Parking Demand**

Quantity (TSF)	Weekday Rate <sup>2</sup> (Spaces/TSF)	Weekday Parking Spaces	Weekend Rate <sup>2</sup> (Spaces/TSF)	Weekend Parking Spaces
40	2.65	106	2.97	119
127	2.65	337	2.97	377
23	2.65	61	2.97	68
150	2.65	398	2.97	446
350	2.65	<b>902</b>	2.97	1,011

Tables 16 through 20 summarize the anticipated public parking demand for weekdays and weekends in this alternative. These estimates are the net demand after factoring out the Specific Plan required parking.

**Table 16**  
**Phase 1 Time-of-Day Parking Demand Estimates**

Time Period	Residential				Retail/Other				Peak Demand
	Weekday Factor	Weekday Demand	Weekend Factor	Weekend Demand	Weekday Factor	Weekday Demand	Weekend Factor	Weekend Demand	
7am	90%	331	90%	331	5%	0	5%	1	332
8am	85%	313	85%	313	15%	1	10%	2	314
9am	80%	294	80%	294	35%	2	30%	6	297
10am	75%	276	75%	276	65%	4	50%	10	280
11am	70%	258	70%	258	85%	5	65%	12	263
12am	65%	239	65%	239	95%	6	80%	15	245
1pm	70%	258	70%	258	100%	6	90%	17	264
2pm	70%	258	70%	258	95%	6	100%	19	277
3pm	70%	258	70%	258	90%	5	100%	19	277
4pm	75%	276	75%	276	90%	5	95%	18	294
5pm	85%	313	85%	313	95%	6	90%	17	319
6pm	90%	331	90%	331	95%	6	80%	15	337
7pm	97%	357	97%	357	95%	6	75%	14	363
8pm	98%	361	98%	361	80%	5	65%	12	365
9pm	99%	364	99%	364	50%	3	50%	10	367
10pm	100%	368	100%	368	30%	2	35%	7	375
11pm	100%	368	100%	368	10%	1	15%	3	371
12pm	100%	368	100%	368	0%	0	0%	0	368



**Table 17  
Phase 2 Time-of-Day Parking Demand Estimates**

Time Period	Residential				Retail/Other				Peak Demand
	Weekday Factor	Weekday Demand	Weekend Factor	Weekend Demand	Weekday Factor	Weekday Demand	Weekend Factor	Weekend Demand	
7am	90%	207	90%	207	5%	1	5%	3	210
8am	85%	196	85%	196	15%	3	10%	6	199
9am	80%	184	80%	184	35%	7	30%	18	191
10am	75%	173	75%	173	65%	13	50%	30	186
11am	70%	161	70%	161	85%	17	65%	39	178
12am	65%	150	65%	150	95%	19	80%	48	169
1pm	70%	161	70%	161	100%	20	90%	54	181
2pm	70%	161	70%	161	95%	19	100%	60	221
3pm	70%	161	70%	161	90%	18	100%	60	221
4pm	75%	173	75%	173	90%	18	95%	57	230
5pm	85%	196	85%	196	95%	19	90%	54	215
6pm	90%	207	90%	207	95%	19	80%	48	226
7pm	97%	223	97%	223	95%	19	75%	45	242
8pm	98%	225	98%	225	80%	16	65%	39	241
9pm	99%	228	99%	228	50%	10	50%	30	238
10pm	100%	230	100%	230	30%	6	35%	21	251
11pm	100%	230	100%	230	10%	2	15%	9	239
12pm	100%	230	100%	230	0%	0	0%	0	230

**Table 18  
Phase 3 Time-of-Day Parking Demand Estimates**

Time Period	Residential				Retail/Other				Peak Demand
	Weekday Factor	Weekday Demand	Weekend Factor	Weekend Demand	Weekday Factor	Weekday Demand	Weekend Factor	Weekend Demand	
7am	90%	331	90%	331	5%	1	5%	1	332
8am	85%	313	85%	313	15%	1	10%	1	313
9am	80%	294	80%	294	35%	1	30%	3	296
10am	75%	276	75%	276	65%	3	50%	6	279
11am	70%	258	70%	258	85%	3	65%	7	261
12am	65%	239	65%	239	95%	4	80%	9	243
1pm	70%	258	70%	258	100%	4	90%	10	262
2pm	70%	258	70%	258	95%	4	100%	11	269
3pm	70%	258	70%	258	90%	4	100%	11	269
4pm	75%	276	75%	276	90%	4	95%	10	286
5pm	85%	313	85%	313	95%	4	90%	10	317
6pm	90%	331	90%	331	95%	4	80%	9	335
7pm	97%	357	97%	357	95%	4	75%	8	361
8pm	98%	361	98%	361	80%	3	65%	7	364
9pm	99%	364	99%	364	50%	2	50%	6	366
10pm	100%	368	100%	368	30%	1	35%	4	372
11pm	100%	368	100%	368	10%	1	15%	2	370
12pm	100%	368	100%	368	0%	0	0%	0	368



**Table 19**  
**Phase 4 Time-of-Day Parking Demand Estimates**

Time Period	Residential				Retail/Other				Peak Demand
	Weekday Factor	Weekday Demand	Weekend Factor	Weekend Demand	Weekday Factor	Weekday Demand	Weekend Factor	Weekend Demand	
7am	90%	207	90%	207	5%	1	5%	4	211
8am	85%	196	85%	196	15%	3	10%	7	199
9am	80%	184	80%	184	35%	8	30%	21	192
10am	75%	173	75%	173	65%	15	50%	36	187
11am	70%	161	70%	161	85%	20	65%	46	181
12am	65%	150	65%	150	95%	22	80%	57	171
1pm	70%	161	70%	161	100%	23	90%	64	184
2pm	70%	161	70%	161	95%	22	100%	71	232
3pm	70%	161	70%	161	90%	21	100%	71	232
4pm	75%	173	75%	173	90%	21	95%	67	240
5pm	85%	196	85%	196	95%	22	90%	64	217
6pm	90%	207	90%	207	95%	22	80%	57	229
7pm	97%	223	97%	223	95%	22	75%	53	245
8pm	98%	225	98%	225	80%	18	65%	46	244
9pm	99%	228	99%	228	50%	12	50%	36	239
10pm	100%	230	100%	230	30%	7	35%	25	255
11pm	100%	230	100%	230	10%	2	15%	11	241
12pm	100%	230	100%	230	0%	0	0%	0	230

**Table 20**  
**Total Time-of-Day Parking Demand Estimates**

Time Period	Residential				Retail/Other				Peak Demand
	Weekday Factor	Weekday Demand	Weekend Factor	Weekend Demand	Weekday Factor	Weekday Demand	Weekend Factor	Weekend Demand	
7am	90%	969	90%	969	5%	0	5%	0	969
8am	85%	864	85%	864	15%	1	10%	2	865
9am	80%	765	80%	765	35%	6	30%	14	772
10am	75%	673	75%	673	65%	22	50%	40	695
11am	70%	586	70%	586	85%	38	65%	68	624
12am	65%	505	65%	505	95%	47	80%	103	552
1pm	70%	586	70%	586	100%	52	90%	130	638
2pm	70%	586	70%	586	95%	47	100%	161	747
3pm	70%	586	70%	586	90%	42	100%	161	747
4pm	75%	673	75%	673	90%	42	95%	145	818
5pm	85%	864	85%	864	95%	47	90%	130	911
6pm	90%	969	90%	969	95%	47	80%	103	1,016
7pm	97%	1,125	97%	1,125	95%	47	75%	91	1,172
8pm	98%	1,149	98%	1,149	80%	33	65%	68	1,182
9pm	99%	1,172	99%	1,172	50%	13	50%	40	1,185
10pm	100%	1,196	100%	1,196	30%	5	35%	20	1,216
11pm	100%	1,196	100%	1,196	10%	1	15%	4	1,200
12pm	100%	1,196	100%	1,196	0%	0	0%	0	1,196

The reduced number of residential units in Phase 1 of the Specific Plan would lower the overall demand for public parking facilities. The peak parking demand would result in a need for 1,216 parking spaces, which is about 85 percent of the public parking demand identified in the conservative Specific Plan development concept.



## 6.0 Public On-Street Parking

The North Montclair Specific Plan envisions extensive use of on-street parking for both residential and retail uses. This strategy would be similar to conditions currently present in Old Pasadena and Glendale, where ground floor retail uses thrive thanks to convenient public parking access. On-street parking is envisioned on Arrow Highway and Fremont Avenue, two streets where on-street parking is not currently permitted. Additional north-south and east-west collector and local streets are planned as part of the Specific Plan. Many of these streets will be designed to provide on-street parking either in a parallel or angled configuration.

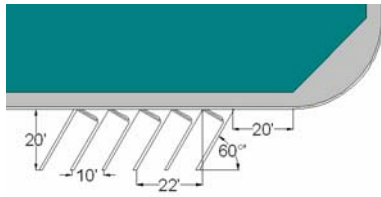
In order to determine the potential for on-street parking in the Fremont Corridor Area, design standards for parallel and angled parking were developed using standard industry practice for parking stall dimensions. Parallel on street parking spaces are assumed to be a minimum of 25 feet in length (to allow for sufficient maneuvering as vehicles enter and exit the parking spaces). For collector streets, tandem parallel parking is assumed with 8-foot maneuvering areas between each pair of 18-foot long spaces, for an average of one space per 22 feet. Angled parking spaces are assumed to be a standard 9-foot by 18-foot dimension. Angled parking can be provided at 45 or 60-degree angles. In order to preserve sight distances at intersections, it is assumed that no parking will be permitted within 20 feet of a curb return at an intersection.



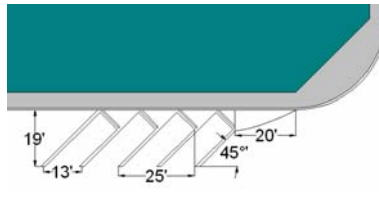
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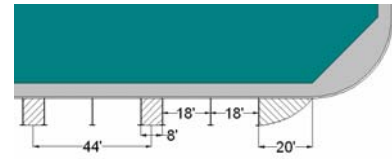
**Figure 2 Assumed On-Street Parking Dimensions**



a) Angled Parking – 60 Degree Stalls



b) Angled Parking – 45 Degree Stalls



c) Tandem Parking



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Using the on-street parking dimensions identified above and the street configurations identified in the Specific Plan, a potential number of on-street parking stalls has been identified. Table 21 summarizes the assumed number of on-street parking spaces for each phase of the Specific Plan.

**Table 21  
On-Street Parking Spaces Available by Phase**

<b>Phase</b>	<b>Street Type</b>	<b>Approximate Length</b>	<b>Approximate Number of Spaces</b>
1	Arrow Highway	3,300	120
	Fremont Avenue	1,200	35
	Type 'D'	2,750	85
	Type 'F'	1,100	30
	Type 'G'	4,300	150
2	Arrow Highway	400	10
	Type 'D'	2,000	60
	Type 'E'	1,400	60
3	Type 'G'	1,600	50
	Type 'H'	200	5
4	Arrow Highway	400	10
	Type 'D'	2,000	60
Total	—	—	675



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## 7.0 Public Off-Street Parking

Estimated on-street public parking supply in the Fremont Corridor Area was discussed in the previous section. Public parking demand is anticipated to exceed the on-street supply, particularly when factoring in the 1,600 parking spaces allocated to the Metrolink park-and-ride facility. This section discusses the anticipated supply of public off-street parking will be needed in each development phase of the Fremont Corridor Area in order to adequately meet parking demand. At this planning level, parking demand can be categorized as either residential or non-residential. The parking supply assumptions for each type are discussed in this section.

### 7.1 Off-Street Parking Demand

The Specific Plan has identified three potential locations for surface parking lots or parking structures along the Metrolink right-of-way to serve park-and-ride demand and public parking demand for the surrounding land uses. Figure 3 provides an illustrative drawing of the Specific Plan land uses and potential parking structure locations.

Two scenarios for off-street parking demand are estimated. One scenario is based on the conservative demand estimate summarized in Section 4.0 of this report. The second scenario summarizes the demand anticipated in the alternative development plan described in Section 5.0. Tables 22 and 23 summarize the demand information.

**Table 22**  
**Estimated Off-Street Parking Demand**  
**by Development Phase – Conservative Scenario**

<b>Phase</b>	<b>Anticipated Peak Public Parking Demand</b>	<b>Metrolink Park-and-Ride Allocation</b>	<b>Estimated On-Street Parking Supply</b>	<b>Cumulative Off-Street Parking Demand</b>
1	490	1,600	420	1,670
2	291	1,600	130	1,831
3	368	1,600	55	2,144
4	291	1,600	70	2,365
<b>TOTAL</b>	<b>1,425</b>	<b>1,600</b>	<b>675</b>	<b>2,365</b>



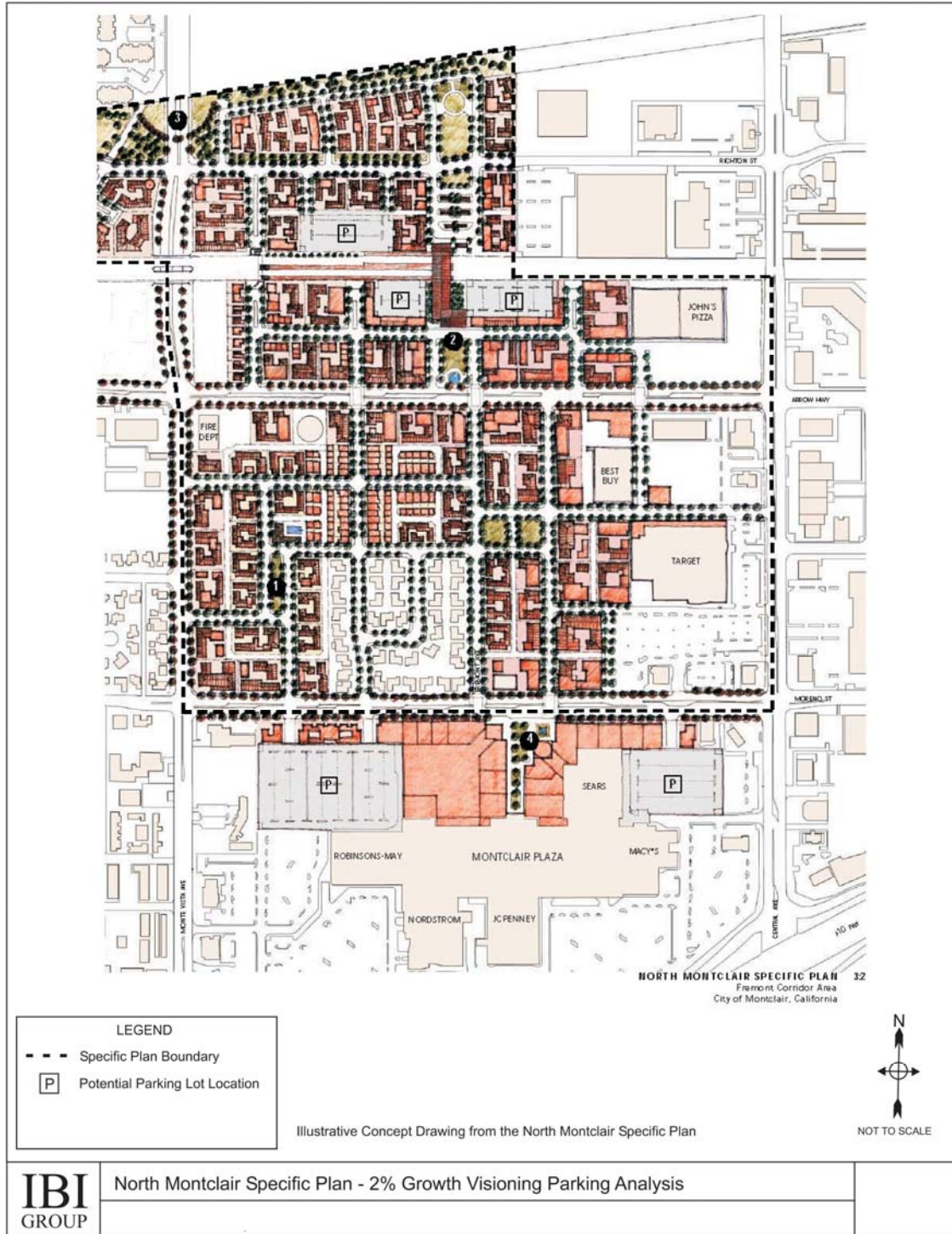
**Table 23**  
**Estimated Off-Street Parking Demand**  
**by Development Phase – Alternative Scenario**

<b>Phase</b>	<b>Anticipated Peak Public Parking Demand</b>	<b>Metrolink Park-and-Ride Allocation</b>	<b>Estimated On-Street Parking Supply</b>	<b>Cumulative Off-Street Parking Demand</b>
1	375	1,600	420	1,600
2	251	1,600	130	1,676
3	372	1,600	55	1,993
4	255	1,600	70	2,178
<b>TOTAL</b>	<b>1,253</b>	<b>1,600</b>	<b>675</b>	<b>2,178</b>

Based on discussions with the City of Montclair, it is assumed that the more likely pattern for development in the Specific Plan area will be the alternative development scenario with the 800 residential units in Phase 1 and the split implementation of Phase 2. The off-street parking demand needs for the Fremont Corridor area are based on the parking demand generated by the alternative scenario.



**Figure 3 Off-Street Parking Areas**





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## 7.2 Parking Facility Construction Phasing

As shown in Tables 22 and 23, a significant amount of public off-street parking demand will be a result of the Metrolink park-and-ride facilities. Given this anticipated demand pattern, the implementation of the public off-street parking facilities adjacent to the Metrolink station should provide the greatest level of convenience to a majority of the parking facility users.

The Specific Plan calls for the phased implementation of future development within the Fremont Corridor Area. Phase 1 is primarily residential with 800 new units proposed entirely south of the Metrolink rail corridor. Off-street parking demand created by new development in this phase is anticipated to be minimal, primarily due to parking provided with the land uses (consistent with City standards) and the on-street parking that will be created in the new residential districts. The existing park-and-ride facilities located north of the Metrolink station will remain in this phase, and these facilities should be capable of accommodating anticipated parking demand.

Phase 2 involves the implementation of 250 additional residential units and 127,000 square feet of retail development. This phase is centered on the Metrolink station. It is assumed that the development north of the station on the existing park-and-ride facilities will be implemented in conjunction with Phase 3. Because the existing Metrolink surface parking lots located north of the rail corridor would not be impacted by the staged development of Phase 2, a limited amount of public off-street parking will need to be provided to meet demand. As noted in Table 23, excess parking demand beyond what can be accommodated by on-street parking spaces is anticipated to be 76 parking spaces. This level of parking demand can be accommodated in a surface parking facility located south of the Metrolink tracks.

Phase 3 is located entirely north of the Metrolink station, and results in the removal of the surface park-and-ride facilities currently serving Metrolink commuters. A parking structure will be needed prior to the development of Phase 3 and the portion of Phase 2 located north of the rail corridor. The parking structure would be intended to serve the 1,600 space requirement for Metrolink and the Metro Gold Line LRT. While the Specific Plan document shows the construction of three parking structures (two south of the rail corridor and one north of the corridor), it is recommended that two structures be built in order to centralize the parking supply and to reduce the cost (right-of-way and construction) to build the structures. This recommendation would involve the consolidation of the two structures south of the rail corridor into a single structure.

In order to phase the implementation of public parking with planned development and provide sufficient parking for the Metrolink and Metro Gold Line stations, it is recommended that the parking structure to the south of the rail corridor be constructed first. This structure should also be constructed prior to the initiation of development on Phase 3 and the removal of the existing Metrolink surface parking. The north structure would then be constructed in conjunction with the development of Phase 3.

## 7.3 Parking Allocation

The City of Montclair has some flexibility with locating the 1,600 dedicated park-and-ride parking spaces within the two off-street parking structures. The parking could be dispersed through both facilities or the parking can be concentrated in one facility. It is recommended that the park-and-ride supply be focused in the north parking structure, with a lower amount provided in the south structure. This strategy allows for a concentration of public parking supply closer to the retail uses planned in Phase 2 and Phase 4. A common configuration would provide dedicated floors for park-and-ride spaces, usually on the upper floors of a parking garage. This allows retail customers and residential visitors to utilize the more convenient spaces on the lower levels and minimizes the number of automobiles circulating through multiple levels of the parking facility. Commuters would be able to enter and park on designated floors, providing quicker access to the transit stations.

The park-and-ride allocated spaces and floors can function as reserved or dedicated spaces during commute hours and transfer to open public facilities during the evening and weekend time periods. Notification of these changes can occur through static or variable message signage. The use of variable message signage and real-time updates would provide



greater flexibility to accommodate peak parking demand during special events or holiday time periods. Real-time parking availability signage is becoming more common in parking facilities to assist in making automobile circulation and parking more efficient.

Based on the analysis completed in this report, it is estimated that 2,178 parking spaces will be necessary at the buildout of the Specific Plan. This parking demand could be met through the development of two 1,100 space parking structures or a combination of a larger and smaller structure based on the anticipated parking patterns and adjacent uses. Table 24 summarizes the recommended phasing for the implementation of the off-street parking facilities.

**Table 24**  
**Off-Street Parking Implementation Phasing**

<b>Phase</b>	<b>Required Off-Street Parking</b>	<b>Location of Parking</b>
1	1,600	Existing Metrolink Park-and-Ride surface parking
2	1,676	Existing Metrolink Park-and-Ride surface parking and new surface lot south of rail corridor
3	1,993	New parking structure south of rail corridor (approx 1,100 spaces), existing Metrolink surface parking as available
4	2,178	New parking structure south of rail corridor (approx 1,100 spaces) and new parking structure north of rail corridor (approx. 1,100 spaces)



## 8.0 Parking Facility Construction Costs

Determining the cost of a parking facility involves the examination of several variables including:

- Facility location
- Site conditions
- Construction material costs and availability
- Local building ordinances
- Local market conditions

Other variables including design efficiency, height of the structure, and architectural considerations, also often have a quantifiable influence on the costs. This section discusses conceptual construction costs for public parking facilities.

Industry standard measures of cost are cost per space and cost per square foot. These cost figures can also be used to obtain a value for design efficiency in terms of square feet per space. Design efficiency is a key aspect that can have a significant impact on construction costs. Design efficiency is defined as the gross square feet of constructed area per parking space. A figure of 325 square feet per parking space is to be considered an average and acceptable design.

Construction costs in general and parking costs in particular have been on the rise in the last five years. Most of the increase in costs is attributed to the rise of materials costs, and specifically the costs of concrete and reinforcing steel, two major components in the construction of parking facilities. In 2001, the national average cost per parking space was \$10,370 (\$31.78 per sq. ft.). As of March 2006, the average cost is now \$13,588 per parking space (\$40.71 per sq. ft.). This represents an increase of about 31% in the national average cost per parking space. Additionally, these estimates represent only actual construction costs and do not include the cost of the land and financing. In the Los Angeles metropolitan area, the average cost per space in 2006 is currently estimated at about \$14,512 (\$43.48 per sq. ft.), which is an increase of 22% from the \$11,366 (\$34.83 per sq. ft.) cost in 2001. Although prices in the Los Angeles area are above the national average, the increase in construction costs per parking space was lower compared with the national trend.<sup>1</sup>

As mentioned above, many of the factors that directly impact the construction cost are location specific. Even though these factors cannot be controlled, they can be predicted. Other cost factors could be controlled through planning and design. Some key factors affecting parking facility construction costs are as follows:

- Local market conditions
- Site constraints
- Soil conditions
- Design efficiency
- Architectural treatment
- Below-grade parking (if applicable)

Through a preliminary study, it is possible to find out the existing market conditions in the area of the proposed location of the parking facility and determine the basic structure and Mechanical, Electrical, and Plumbing (M/E/P) costs. Next, an examination of the proposed site would yield possible premiums associated with the particular location proposed. If abundant site is available, an efficient and cost-effective parking structure could be easier to design.

The cost-effectiveness of a suitable site is realized by increasing the ratio of floor area to wall perimeter, meaning a larger site will enhance ease of construction. In contrast, in order to accommodate the same amount of vehicles on a small site a taller garage would be necessary. This will require additional elevated levels that would result in a measurable increase in

<sup>1</sup> Walker Parking Consultants, Annual Newsletter, 2001-2006



the costs of foundations, stair towers, elevators, exterior treatment, and seismic or wind load resisting systems. The local soil conditions can also have a significant effect on the construction costs. Deep foundation systems are necessary in areas where poor soil conditions exist. These foundations can easily be three to four times the cost of spread footings and add 20 to 30 percent to the overall costs. If the soil is very expansive or extremely weak, a typical concrete slab-on-grade would need to be replaced by a structured slab. This is essentially the same as adding another elevated level to the structure.

The architectural treatment can have a major impact on garage construction costs. Elements such as brick spandrel facade, glass-enclosed stair/elevator towers, complex spandrel treatments, and cast stone features greatly enhance the appearance but can add significant costs. Depending on the complexity of the architecture, the premium for an elegant aesthetic treatment can add up to 25 percent to the costs of the garage. A historical treatment may add up to 40 percent to the costs.

As previously discussed, it is estimated that 2,178 parking spaces will be required to be built in parking facilities. Based on the discussion above using the average cost of \$14,512 per space (in the Los Angeles area), the total cost is estimated at \$31.6 million. This estimate represents only the construction costs and does not consider the cost of land, financing or other additional costs. A detailed cost estimate would have to be completed before construction.



## 9.0 Parking Facility Funding/Financing Options

A number of funding mechanisms could be considered for funding and financing the proposed parking facilities in the study area:

- Paid Parking
- Parking Revenue Bonds
- Parking Assessment District Bonds
- Community Facility Districts
- Tax Increment Financing
- Public/Private Partnerships
- In-Lieu Parking Fees
- Special Grants and Funding Programs
- Retail and/or Residential Space Leasing
- Valet Parking - Leasing and/or Franchise Programs

Each of these is discussed in more detailed below.

### *Paid Parking*

This method represents a charge for service whereby the customer (i.e., user) directly pays for parking via a pay station or parking meter. This could include revenues from other parking facilities in the City as well as the constructed ones. This method is considered equitable as users pay for services they actually use.

### *Parking Revenue Bonds*

Revenue collected from new and/or existing parking facilities is typically used to support the issuance of bonds. However, revenue from a new parking structure is typically not sufficient to cover both the operating costs and the annual debt service for bond payments. In addition, because there are certain risks in depending on the revenues from parking as the sole backing for a bond issue, the bond underwriters will require that revenue from parking exceed the debt service requirement by 50 percent or more.

### *Parking Assessment District Bonds / Business Improvement District (BID)*

California state law empowers municipalities to create special districts for the funding of parking improvements. This can be done through the formation of a Parking Authority or a local business improvement assessment district. An assessment district is a mechanism where the property owners within the district boundary agree to assess themselves through property taxes to fund the desired parking improvements.

The 1997 Proposition 218 mandates that a two-thirds approval vote is required of all the property owners in the district, for a parking assessment districts to be formed, with the vote based on the assessed valuation of the property. Proposition 218 also requires that assessments be limited to the benefits conferred and that fees and charges are limited to the cost of providing the service.



### *Community Facility Districts*

Community Facility Districts (CFD) provide jurisdictions with the ability to acquire, improve, renovate, or construct all kinds of public infrastructure. Examples of projects funded through CFDs include roads, parking facilities, schools, trails, and flood control systems. CFD place a special tax on properties located in the district. The tax is determined by a property's use, size of the structure, and the size of the overall property. Improvements funded through a CFD can either be funded as the taxes are collected, or bonds can be used to provide up-front funding for the proposed project. Funding options for CFDs include general obligation bonds, assessment bonds, and revenue bonds. Each of these bonds is described below:

*General Obligation Bonds* – The security of general obligation bonds is the tax revenue generated by an increase in the property taxes of property located in the CFD. A general obligation bond is passed through to end users of property through an increase in the secondary tax rate via the county property tax bill.

*Special Assessment Bonds* – Security for the special assessment bond is a special assessment lien placed on the property determined to be benefiting from the public improvements funded by the CFD. Special assessment liens are repaid through a separate special assessment billing issued by the CFD governing agency.

*Revenue Bonds* – The security for revenue bonds is the revenue stream generated from the public improvements in the CFD. Revenue bonds are repaid by the users of the facility through usage fees. For example, a CFD may construct a public parking garage and portion of the revenues generated by the parking garage are utilized to repay the bonds issued to construct the parking garage.

Bonds issued by a CFD typically have a term of 25 years and carry a tax exempt interest rate which is usually much lower than what developers can achieve in local financial markets. The total amount of general obligation bonds and/or revenue bonds outstanding may not exceed the estimated costs of the public infrastructure improvements. The indebtedness of the District are pledged should not exceed sixty-percent (60%) of the aggregate of the estimated market value of the property and the improvements in the District after completion of the public infrastructure plus the value of the infrastructure.

### *Tax Increment Financing*

The most common form of tax increment financing is the formation of a redevelopment area. The redevelopment mechanism was designed to financially assist portions of cities with blight and depressed economic conditions. When a redevelopment area is formed, the incremental property taxes generated within the area from the date of formation is diverted directly back to the area and can be used to fund infrastructure improvements such as parking. This would require an action by the City Council and the approval of the County.

Since the passage of Proposition 13, which limits the growth of property taxes, the amount of tax increment that actually accrues to most redevelopment agencies has been greatly diminished. A second type of tax increment mechanism, the Infrastructure Finance District, allows cities to leverage the large increase in property taxes when major new development occurs in an area.

### *Public/Private Partnerships*

Sometimes a special circumstance exists where a private developer or property owner and a city would mutually benefit from a partnership approach. An example would be a developer who wishes to invest in an area, but does not own the appropriate property.



The City could provide the developer with the land in exchange for the developer providing an agreed number of public parking spaces in excess of the code requirements for the project. The reverse could also occur, for example, a developer who has land could be given special development rights or payment to provide public parking as part of the project. The City and the developer could possibly work together to provide some public parking within this redevelopment area.

### *In-Lieu Parking Fees*

It is a common practice in many cities to offer property owners in downtown commercial districts the option to pay a fee “in-lieu” of providing the amount of on-site parking required by code. An in-lieu fee program is typically established for a specific area, as opposed to establishing a citywide program. The amount of the fee is often set at a value that is estimated to represent actual cost of developing a new parking space in the downtown area. The fee can be a one-time payment or an annual lease payment.

One problem with many in-lieu fee programs is that the amount of money generated tends to be insufficient to fund a complete new parking facility. In-lieu fees work best when they are used in combination with other funding mechanisms to fund parking improvements.

### *Special Grants and Funding Programs*

Historically there have been various federal and state funding programs used to fund downtown parking improvements. These are usually available for projects that contribute to congestion mitigation such as transit centers and park-and-ride facilities. The City and the community should work with the county and SCAG to identify a potential grant source for this project.

### *Retail and/or Residential Space Leasing*

An additional source of revenue could come from the lease of retail and/or residential space in those parking structures that could include these components. For example, the envelope of the structure or/and the ground floor could be used for commercial purposes. Or, residential/commercial activities could be built above the parking facility.

### *Valet Parking - Leasing and/or Franchise Programs*

The opportunity may exist for the City to enter into an agreement with private companies to lease on-street valet spaces and/or to operate a “Valet Parking Franchise.” Under the lease arrangement the City would lease spaces at a rate equivalent to the rate of occupying a metered parking space for a full day. Under the Valet Parking Franchise arrangement the City would solicit competitive bids from companies that could operate valet services for a specified area or community. The qualified high bidder would be awarded a contract to operate a Valet Parking Franchise for the specified area. In return the City would earn revenue from the licensing of the franchise and/or the franchisee’s operations. The City of Santa Monica recently developed a leasing program for on-street valet parking. However, the Valet Parking Franchise program has not yet been used in California.



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