



Date: November 17, 2016
To: Patrick H. West, City Manager *T.M.*
From: *CB* Craig A. Beck, Director of Public Works
For: Mayor and Members of the City Council
Subject: **Governor George Deukmejian Courthouse Parking Study**

Background

On July 12, 2016, the City Council requested the City Manager to review issues associated with parking impact to neighborhoods adjoining the Deukmejian Courthouse, and to consider possible solutions. This memorandum serves to inform the City Council of these solutions and to present recommendations for moving forward.

In 2013, the Governor George Deukmejian Courthouse (Courthouse) was completed and estimated to house 500 staff, and serve 5,000 customers on a daily basis. A new parking structure was developed to provide adequate parking for staff and customers. However, parking is not free and customers of the Courthouse often park within the surrounding neighborhoods to avoid paying. This is impacting the West Gateway neighborhood which has a number of older multi-family residential buildings with inadequate parking. The already parking challenged community is being further impacted by the courthouse. Over the past 90 days, staff has monitored the parking situation and talked with Courthouse facilities management about better signage for Courthouse parking. To further address the parking situation, staff has considered the following options:

Possible Parking Solutions

Preferential Parking District

A Preferential Parking District allows residents to establish an area on public streets where parking is prohibited without a displayed parking pass. Residents pay annually for a parking pass and passes are limited per household.

For an area to qualify for a Preferential Parking District a survey must be conducted and show that 75 percent of on-street parking is being utilized, and 50 percent of the parked vehicles are from outside of the area. For this situation, the amount of visitor vehicles does not meet the minimum 50 percent limit. Further, it is not anticipated that the residents of this neighborhood will support paying the annual \$33 fee for a parking pass. For these reasons a Preferential Parking District is not a viable option.

Street Parking Meters

Parking meters can be added to streets adjacent to the courthouse, which should encourage guests of the Courthouse to use the parking structure as neighborhood parking will no longer be free. The meter time can be capped at a one-or two-hour maximum to further incentivize the move. The downside is the area is currently used by residents and it is anticipated they will not likely support this approach.

Time-Limited Parking

Several of the areas around the Civic Center offer time-limited parking. This parking is free, but vehicles can only utilize the parking for a defined time period (typically two hours). Numerous cities utilize this in their downtown and commercial areas to ensure parking turnover occurs.

A time-limited restriction can be imposed to incentivize customers of the Courthouse, whose business may take longer than an hour, to park within the parking structure. However, this may also negatively impact the community as residents would be forced to move or relocate their cars.

Parking Meters in Conjunction with Residential Parking Passes

Staff is investigating a new program of adding parking meters in conjunction with residential parking passes. This system would allow local residents to purchase a parking pass and park in a metered space in their neighborhood without having to pay. Visitors to the City would also be able to use the metered space, but would have to pay. Although not currently utilized within the City, this system would maximize local parking usage, while at the same time discourage visitor usage by charging to park in the area. Similar to preferential parking districts, residents would have to be willing to pay an annual cost for the parking pass and there would be a financial investment to purchase and install the parking meters. If this program were to move forward it will have to be vetted by the community and adopted into the Long Beach Municipal Code.

Recommendation

It is recommended that time-limited parking be implemented on 3rd Street, while further analysis is done on adding parking meters in conjunction with residential parking passes. Enforcement is a crucial aspect of any possible solution. Additionally, staff will continue to work with Courthouse management on reducing daytime overflow.

If you have any questions regarding this matter, please call Deputy Director of Public Works and City Engineer, Sean Crumby, at (562) 570-6695.

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