

## MOTION

Both Canoga Park and Reseda have town center commercial districts that run along Sherman Way. In recent years, Reseda in particular has seen a significant amount of private- and public-sector investments, with many new or planned development and projects. An adequate parking supply is important for the economic health of the Canoga Park and Reseda commercial districts. On the other hand, many of this area's commercial buildings were constructed during the era when the Pacific Electric's Owensmouth line ran down Sherman Way and have little or no on-site parking, which can present a challenge to adaptive reuse in these walkable, pedestrian-oriented districts.

For nearly every proposed project, the top concern of local neighborhood councils has been about the need for parking. To address community concerns about the supply and availability of parking to support these projects in a comprehensive manner, Councilmember Blumenfield secured funding that enabled the Los Angeles Department of Transportation (LADOT) to retain Nelson Nygaard to conduct a comprehensive parking study in the core commercial districts of Canoga Park and Reseda along Sherman Way. That study included a comprehensive count of public off-street, public on-street, and private off-street non-residential parking; and an occupancy survey to determine how heavily that parking is utilized. It included input from stakeholders and parking professionals in LADOT.

The Reseda Parking Utilization Study determined that there are more than 5,500 parking spaces in downtown Reseda; and that at the busiest times, more than half of those spaces are empty. The Canoga Park Parking Utilization Study determined that there are more than 5,400 parking spaces in downtown Canoga Park; and that at the busiest times, 40% of those spaces are empty. However, most of those parking spaces are in privately-owned or Metro-owned parking lots and not in parking lots or on-street parking under the City's control. The City-controlled parking has higher utilization rates, with LADOT parking lots exceeding 85% occupancy during peak periods.

Overall, the Reseda Parking Utilization Study and Canoga Park Parking Utilization Study conclude that, with proper management of City-controlled parking, there is adequate parking supply in both areas to accommodate projects that will somewhat reduce the supply of public parking, including the Reseda Boulevard Street Improvement Project; and to accommodate demand from projects that are expected to increase parking demand without including on-site parking, such as the Reseda Theater and Madrid Theater projects.

The parking studies offer several recommendations to improve the management of publicly-owned parking assets in Canoga Park and Reseda. These recommendations deserve further study and analysis by LADOT's parking professionals and, if warranted, funding for implementation.

I THEREFORE MOVE that the City Council instruct the Department of Transportation to report on the feasibility of implementing the recommendations from the February 2019 Canoga Park Utilization Study and Reseda Parking Utilization Study.

I FURTHER MOVE the report should include recommendations on the most beneficial, economical and highest priority strategies for the City to implement as fast as possible to address impacts to on-street parking during construction and operation of the Reseda Boulevard Street Improvements Project.

PRESENTED BY

  
BOB BLUMENFIELDCouncilmember, 3<sup>rd</sup> District

SECONDED BY



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