

# LOS ANGELES AREA AFFORDABLE HOUSING PARKING SURVEY

Prepared For:

# SCANPH

**Southern California Association  
of Non-Profit Housing**

Prepared By:



**UNIVERSITY OF SOUTHERN CALIFORNIA**

*School of Policy, Planning, and Development*

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#### Project Developer/ Owners:

Abode Communities  
A Community of Friends  
Beyond Shelter  
East La Community Corporation  
Hollywood Community Housing Corporation  
Los Angeles Housing Partnership  
Little Tokyo Service Center CDC  
Menorah Housing Foundation

Additionally, Abode Communities provided data from their own survey, conducted earlier this year. Abode's data was researched using the same methodology as this study.

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## EXECUTIVE SUMMARY

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Affordable housing developers must overcome a myriad of obstacles to build and manage housing for low-income, senior and special needs populations. Among these obstacles are the parking requirements imposed by local governments. When these requirements are not calibrated to actual need and usage, they increase costs and lead to inefficient use of land.

Parking policies for affordable housing are the result of sometimes contentious political negotiations, including balancing the concerns of community members who fear negative impacts on neighborhood parking availability when a new project is proposed (leading policymakers to err on the side of more parking), the needs of the target population and overall perception of both the housing itself and transportation. This is a particularly difficult political problem in the greater Los Angeles area, where dependence on cars and individual transportation is the norm. At the same time, many local governments and, indeed, the State of California through passage of SB 375 (2008) have recognized that reducing vehicle miles traveled (VMT) through increased residential density, reduced parking and increased public transit, are key to long-term sustainable housing development.

The following study presents a parking survey of Los Angeles area affordable housing projects. The study was conducted to provide an objective look into the utilization of parking at affordable housing developments.

This study was conducted by students in the Masters of Planning program at the University of Southern California's School of Policy Planning and Development as part of the Summer Lab in Affordable Housing (Summer, 2009). The students conducted interviews with onsite managers in order to examine the regular parking habits of tenants and uncover any issues related to parking experienced at the projects, in addition to taking an inventory of parked cars and available spaces at each project on at least two separate occasions. The surveys were generally conducted on one weekday evening and one weekend morning, both times when tenants were more likely to have their cars parked at the projects.

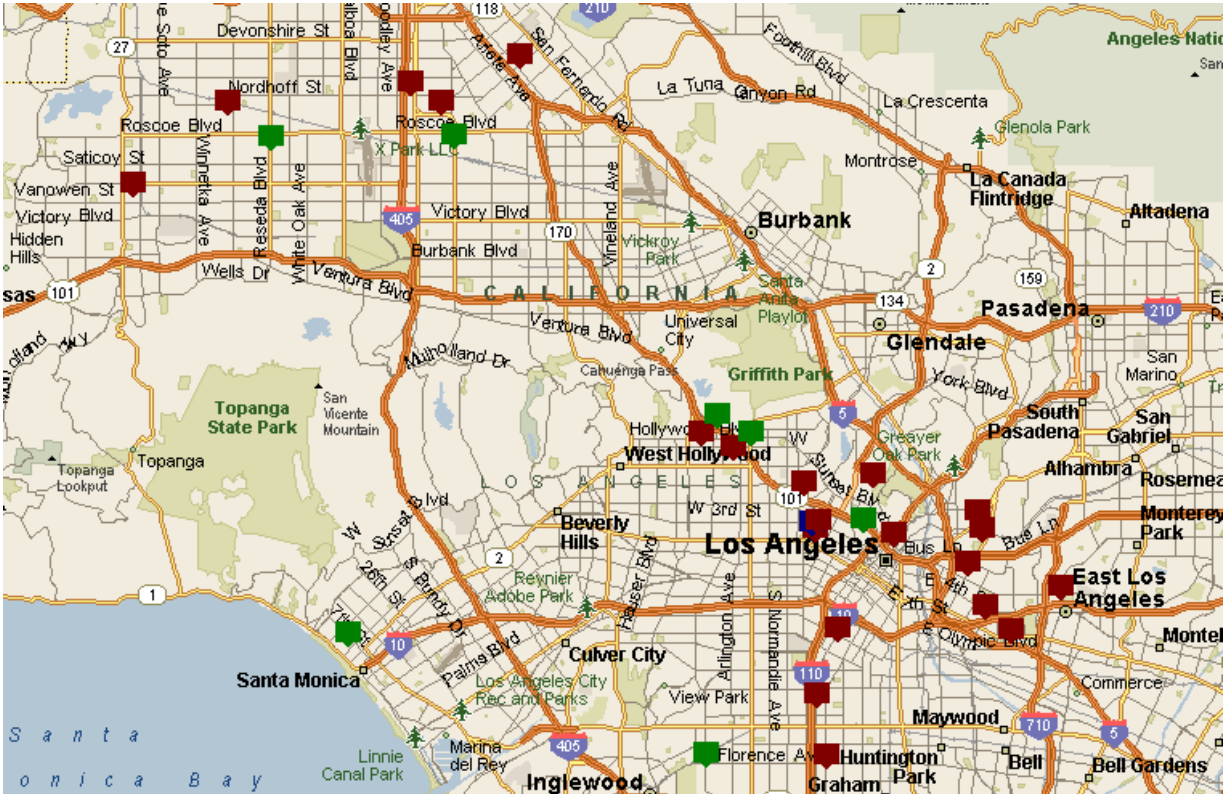
The study includes an aggregate analysis of 29 affordable developments. Twenty-two were directly surveyed by the students; data from an additional seven projects owned and surveyed by Abode Communities surveyed within six months of these and with the same methodology) was included in overall data. The projects where parking usage was surveyed include various housing types: families, formerly homeless individuals, formerly homeless families, seniors, special needs individuals and families with special needs. The projects also varied in size; the smallest project has five units and the largest has 96 units. Parking ratios also varied with the lowest being 0.24 spaces per unit, up to 2.7 spaces per unit, and one project surveyed (two rehabbed buildings on the same block) had no on-site parking and was included to observe parking availability on nearby streets.

### Study Findings

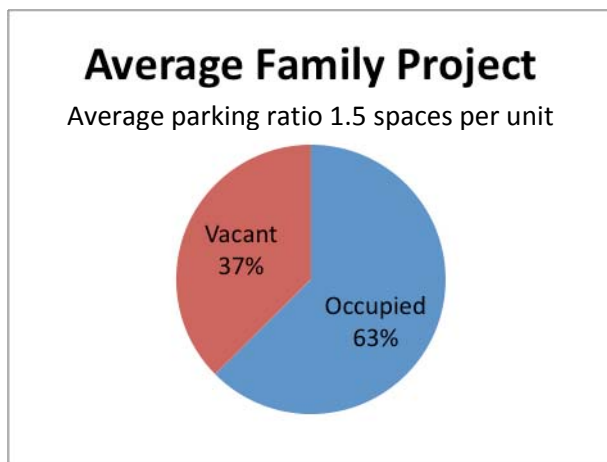
Overall the study reveals that the majority of the projects are over-parked. For the purpose of this study over-parked is defined as a development having more parking spaces than are

utilized on a regular basis. The family and special needs family projects as well as the senior and special needs individual projects showed a considerable amount of vacant or available parking spaces.

### MAP OF AFFORDABLE PROJECTS SURVEYED



*Projects marked in red were shown to have, on average, over 30% of parking spaces unoccupied*



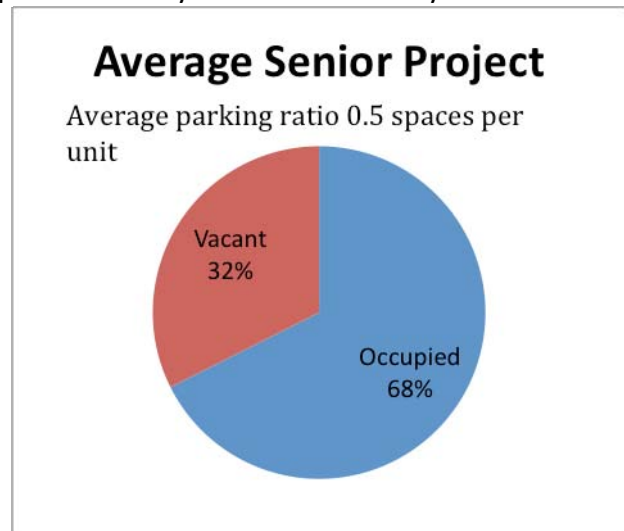
**All Family Projects.** Of the 29 projects included in the survey, 23 were family or families/special needs developments and all but one had parking. The average of occupied parking spaces in all the family projects showed that 63% of the spaces were occupied while 37% were vacant (aggregation of number of observed parking spaces on weekday evening and weekend mornings). That is, more than one-third of the required parking spaces at these Los Angeles area affordable

housing projects are unoccupied at the times of the day when the resident demand for parking is likely to be highest.

**Senior and Special Needs Projects.** Of all the projects surveyed, five were entirely senior projects and one was dedicated entirely to special needs individuals. These six projects had a much lower parking space/tenant ratio than the family projects--0.54 spaces per unit. This lower ratio is general policy based on the assumption that very-low and extremely-low-income seniors and special needs individuals (those with mental illness and/or formerly homeless) will own and operate fewer personal automobiles.

However, despite the much lower parking ratio, the average amount of occupied and unoccupied parking spaces at each project was comparable to those found at the family projects.

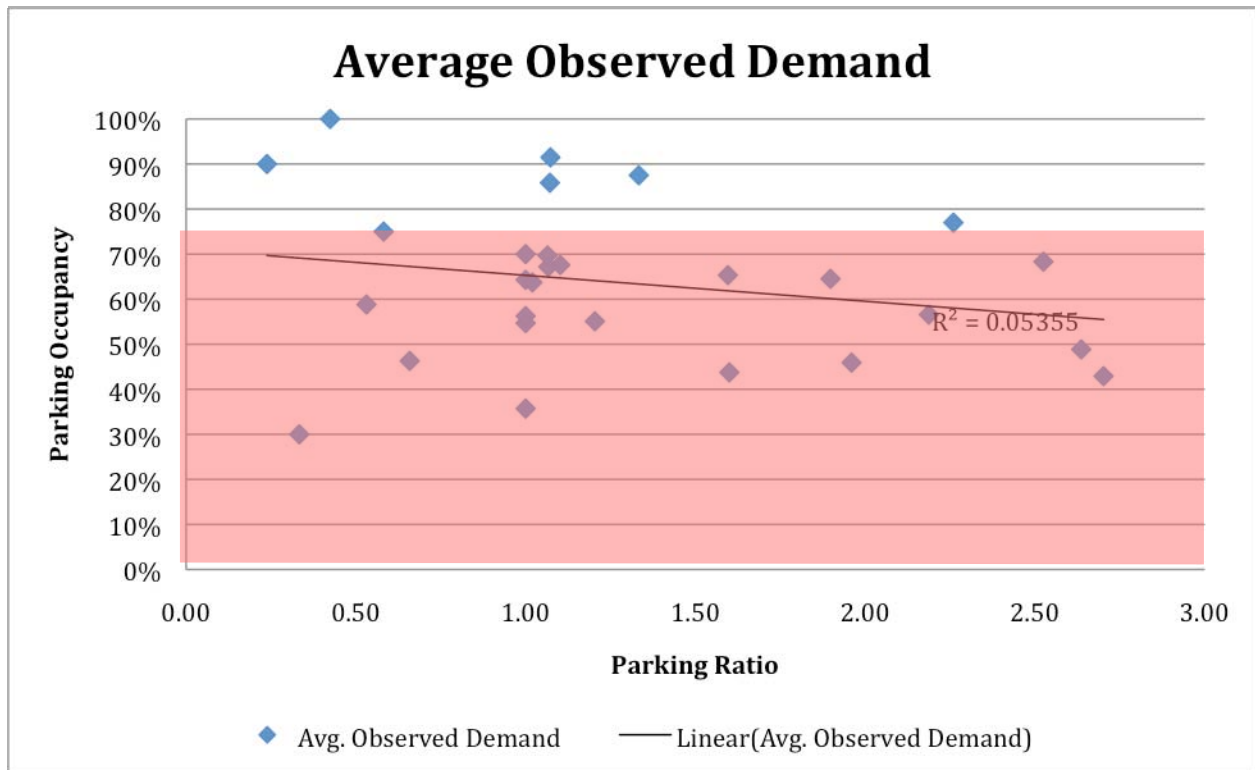
An average of 73% of the spaces at each project were occupied (27% vacant) on the weekday evening, while the average occupancy at each project on the weekend morning was found to be 62% (38% vacant). Again, the data clearly shows that when usage is likely to be highest, there are significant vacancies.



The data clearly suggests that most affordable housing projects have more on-site parking than is utilized or necessary.

**Limitations and mitigating factors.** It is very difficult to identify patterns between the projects that are over-parked and the ones that are adequately parked. When the percent of occupied spaces is shown in relation to parking ratios there a slight decreasing trend in occupancy as parking ratios increase. However there is only 5% relationship between this regression analysis trend line and the data, surprisingly suggesting that the correlation between parking ratios and observed demand is not very significant. Also shown in the chart on the following page, highlighted in red, is the number of projects that were observed to have an average of over 25% of their spaces unoccupied during the survey.

There are some factors that may have influenced the survey findings that need to be addressed in the future. These include project locations, availability of on-street parking and the presence of heavily trafficked adjacent uses (retail outlets, schools, etc). Although an inventory of distances between the projects and the public transit stops closest to them is included in the individual project analyses, the survey did not take into account the types of transit or the number of connections available at those locations. The last factor that may have influenced the results of the parking study is the discrepancy between the days on which the weekend parking counts were made (some on Saturday and some on Sunday mornings).



Further, although the on-site managers were interviewed; due to time constraints, residents were not. Thus, the information on the exact number of vehicles owned by residents at each project cannot be considered exact. Residents whose vehicles are not registered or which are leaking oil are generally not allowed to park on-site. While the interviews with managers indicated that the numbers of “disallowed” cars is not significant, this is a factor that must be accounted for.

A follow-up study would benefit from increasing and standardizing the number and time of site visits, conducting resident surveys and completed a more thorough transit analysis. The owner/ developers of affordable projects could conduct this study themselves by utilizing on-site managers and conducting resident surveys. Then data could be shared through a partnership between organizations with the creation of a longitudinal database that could be used to determine external factors and commonalities among projects with similar parking survey results.

### Recommendations

The overall finding of this survey is that, on average, affordable housing projects are over-parked. Recognizing both the findings and the limitations of this survey, we make the following policy recommendations to SCANPH:

- We recommend that SCANPH elevate parking requirements as a policy issue, advocating for parking ratio requirements that are more in line with both actual parking need and

utilization and as a potent factor in moving towards more sustainable affordable housing program.

- As part of this advocacy we recommend that parking policy be approached in a more nuanced fashion. It is not clear that there is a one-size-fits all parking policy that should be applied to, for example, all family projects or all senior projects. Projects similar in type but different in size may require different approaches; destinations of nearby transit may determine transit usage; and nearby street usage may be important factors in determining the appropriate ratio for a given project.

We also make the following practical recommendations:

- A follow-up, longitudinal survey should be conducted, either by SCANPH or individual developer/owners that would explain discrepancies found in this research. To overcome the limits of this effort, we recommend a week-long observation of cars at two points each day. Further, tenants should be surveyed for the total number of vehicles they own. The results would refine usage and provide better background for a policy agenda. This may also allow analysis of differences by neighborhood, as well as highlight commonalities among projects with similar parking patterns.
- A survey of SCANPH members and their attempts to address transit issues of their tenants would provide member-wide information on innovative practices and policies that non-profit developer/owners are engaging to reduce vehicle usage and better utilize parking space and need.
- As part of SCANPH's ongoing member education, workshops or other information-sharing settings should include sessions on parking difficulties and solutions, including information sharing from this survey as well as follow-up studies.



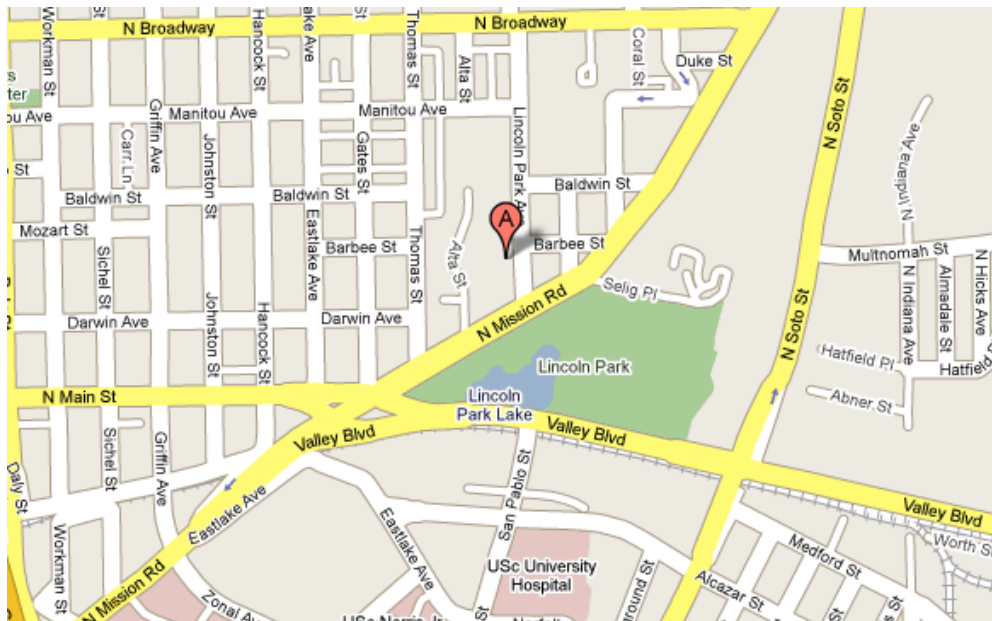
## APPENDIX I – PARKING SURVEY RESULTS BY INDIVIDUAL PROJECT

### Amistad Apartments

Developer: A Community of Friends (2002)  
2037 N. Lincoln Park Avenue, LA 90031  
Family and special needs housing, 49 units  
Parking status: Over-parked (with caveat on usage)

The following parking study was conducted at Amistad Apartments in the City of Los Angeles during one weekday night, Tuesday at 9:00 P.M, and one weekend morning, Saturday at 8:45 A.M. The decision to visit this complex during these times was an attempt to capture an accurate count of the vehicles when the residents would most likely be at home. The purpose of the study was to assess whether or not the parking is adequate for the affordable housing development, and determine whether the parking lot is over or under parked.

### Neighborhood Characteristics



*Google Map of project location and surrounding area*

Amistad Apartments resides within the Lincoln Heights neighborhood, an urban district of Los Angeles. Nearby is a large park with a lake, Lincoln Park, and Abraham Lincoln High School is located 0.4 miles away. A few fast food restaurants are located about two blocks from the complex and the Department of Motor Vehicles is a block away on Mission Road.

## Findings

<b>Findings on Tuesday, June 2 at 9 pm</b>		
<u>Parking Level</u>	<u>Number of Parking Spaces</u>	<u>Number of Cars Parked</u>
Subterranean Level (Resident Parking)	48	37
Subterranean Level (Daycare Parking)	5	0
Subterranean Level (Manager Parking)	1	0
Totals	54	37

<b>Findings on Saturday, June 6 at 8:45 am</b>		
<u>Parking Level</u>	<u>Number of Parking Spaces</u>	<u>Number of Cars Parked</u>
Subterranean Level (Resident Parking)	48	36
Subterranean Level (Daycare Parking)	5	0
Subterranean Level (Manager Parking)	1	0
Totals	54	36

Amistad Apartments has 54 parking spots altogether, 48 of which are designated for residents. There are five parking spots allocated to the daycare center and one for the on-site manager. All seven of these spaces were vacant during our visit and residents are prohibited from occupying these parking spots at all times of the day. There is no on-site visitor parking.

Each household is limited to one parking spot unless they have acquired a second parking spot from another household who is not using their parking spot. The maximum parking spots allowed per unit is two spots. A number of residents routinely park on the street, whether it is because they have more than one car per household or because the cars are leaking oil (and are not allowed in the lot). The daycare and manager parking spots were unoccupied during our visits.

Before the manager, Carmen Molina, started working at Amistad Apartments 8 months ago, parking each day was determined on a first come, first serve basis. There were no on-site regulations governing the allocation or use of the slots. Molina has implemented permits which grant each household one slot which can be lent to another if not used (with a signed contract between the households). After Carmen began managing the properties, she made the decision to implement parking permits. Not only did the agreements work out well, but it also allowed the neighbors to get to know one another.

Public transit is highly accessible to residents of the Amistad. The closest bus transit stops are half a block to one block away (Metro bus lines running along Mission Road and Valley Blvd., in particular). These transit stops are less than .25 miles from the complex.

There are three adult bicycles on the premise. However, this number is not accurate and only based on what the manager has observed. There are no bike racks on the property and all bicycles must be stored in the apartments.

*Metro Bus Lines near Amistad Apartments*



### **Conclusion**

We have concluded that the Amistad Apartment complex is over-parked, but at the same time, underutilized given the process of allocating parking places. If the residents prefer to park in the parking structure for issues of safety and convenience, the vacant non-residential spaces should be an option for the residents to use after business hours. Otherwise, having residents park on the streets should not pose an issue for the neighborhood since there was an abundance of parking spaces available during both visits.

If an agreement can be reached between the residents and manager to allow the residents to park in the daycare and manager’s parking spots during non-operating hours, it could relieve the street parking (although this is not considered a problem at present). Most cars arrive home after work hours. If the residents are permitted to park in the non-residential parking spots after business hours, the parking status is likely to be adequate rather than over-parked.

## Angelina Apartments

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Developer: Little Tokyo Service Center CDC (1999)

1336 Angelina Street, LA 90026

Family units, 82 units (88 parking spaces, total)

Parking Status: Under-parked

Demographically, Angelina Apartments is occupied by 37 Latino, 27 African-American, and 18 Asian families (45%, 33%, and 22% respectively). Around 250 to 260 (140 to 150 kids, 110-120 adults) live in the apartments. According to the manager, there are six seniors and three special needs individuals. There are 26 two bedroom units, 49 three bedroom units, and 17 four bedroom units which are total 82 units. The project includes a pre-school on-site. There is an elementary school immediately adjacent to the apartment buildings.

According to the resident manager, the number of vehicles owned by residents is “about 110”, and the number of available parking slots is 88 (three reserved for handicapped, seven for teachers at the Angelina Preschool from 7AM-5PM, Monday through Friday). Cars parked at those hours in the spots reserved for teachers are towed away. Thus, 81 parking spots are exclusively reserved for residents without any limit during weekdays.

### **Findings:**

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The survey observed the following number of cars parked in the parking lot;

	The number of total parking spots	The number(%) of parked cars	Vacancy
Mid-day	81 (Due to 7 reserved parking spots for teachers)	43-44 (53-54%)	36-37 (46-47%)
Evening	88	91 (103%)	0
Weekend	88	73 (85%)	15

As this reveals, there is a big difference in the number of cars between mid-day and evening. Around half of the cars are assumed to be commuters. There are no parking spots for guests so caretakers or visitors have to park their car outside. We observed a few cars are parked in spaces not designated as parking spots.

A number of three and four bedroom tenants own more than two vehicles which requires that they park on the street, resulting in about 30-40 cars connected to the project parking on the

street. At the same time, street parking is limited during the day as the project is located adjacent to a pre-school and elementary school that create daytime parking need, and the streets are all two-hour parking limits. Thus, resident cars on the street faced limited capacity, and there are complaints of residents receiving parking citations especially on days when there is street cleaning and residents parked outside have no place to move their cars.

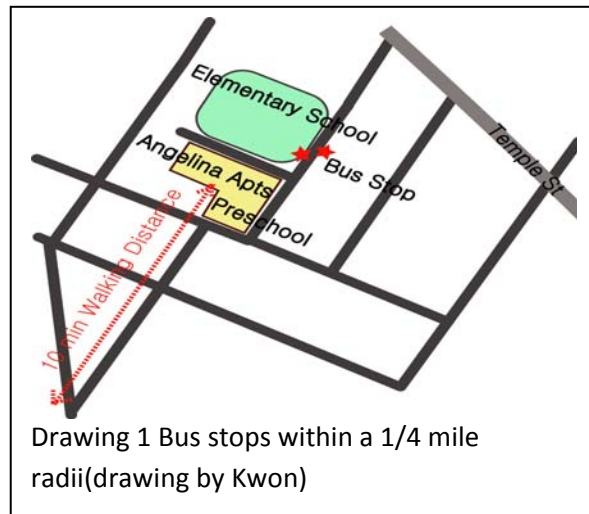
There is transit available nearby. There are two bus stops located within a 4-minute walk from the apartments. We observed heavy foot traffic between the project and the bus stops, and observed a number of these people entering the project, indicating that residents make use of transit. We did not observe any bicycle usage at or near the project site.

**Conclusions**

Angelina Apartments are not over-parked. Due to family size, there are more cars than slots available. Potential incentives to reduce the number of vehicles per household may assist the residents in finding other transit.

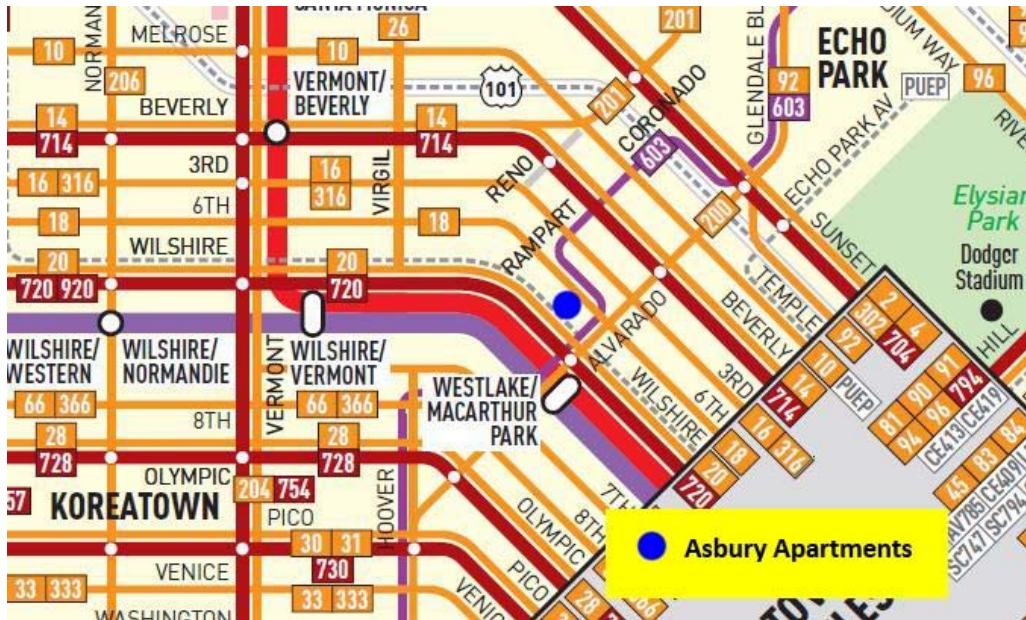


Map1 10 minute walking distance(1/4 quarter mile)





There are no bike racks available at the Asbury; those tenants with bikes must store them in their apartments.



Metro Transit Lines near Asbury Apartments

Our observation of the parking lots produced the following:

<b>Findings on Tuesday, June 2 at 9:45 pm</b>		
<u>Parking Level</u>	<u>Number of Available Spaces</u>	<u>Number of Cars Parked</u>
Surface Lot	20	12
Upper Subterranean Level	16	8
Lower Subterranean Level	15	11
Totals	51	31

<b>Findings on Sunday, June 7 at 8:30 am</b>		
<u>Parking Level</u>	<u>Number of Available Spaces</u>	<u>Number of Cars Parked</u>
Surface Lot	20	10
Upper Subterranean Level	16	7
Lower Subterranean Level	15	12
Totals	51	29

The survey found that 31 out of 51 available spaces were occupied on a Tuesday night while 29 out of 51 available spaces were occupied on a Sunday morning. The only parking area that was close to capacity was the lower subterranean level.

**Conclusion**

Based on our survey of actual usage, this Asbury is over-parked for its residents. This conclusion comes with a major caveat, however.

According to the apartment manager, residents have been vocal in complaining about a lack of parking. The parking issue is so pronounced that many residents pay to park their cars across the street in a separately-managed parking structure simply because apartment management is unable to provide adequate parking.

We could not conclusively determine the basis for the seeming contradiction between the manager's statement that residents complain about a lack of parking and the actual number of cars observed in the lot and the number of cars owned. One explanation may be that the entrance to the parking is very narrow, making it difficult for medium or large-sized cars to pull in and out of the subterranean structures with ease. Since tenants were not interviewed individually, we were unable to ask them if *access* to the parking is the problem rather than the amount of parking slots.

Further, the situation at the Asbury is unique, as its commercial tenant, the Chichen Itza restaurant, creates a greater need for parking for *non-residents*. Currently, all parking for Chichen Itza patrons is done through a valet service, with five parking spots in the surface lot set aside for the restaurant and the ability to stack park behind two of the five spaces (creating approximately seven designated parking spaces).

We recommend a follow-up study to determine if our observations hold over time, and if so, that a portion of the tenant parking be re-allocated to the commercial tenant.



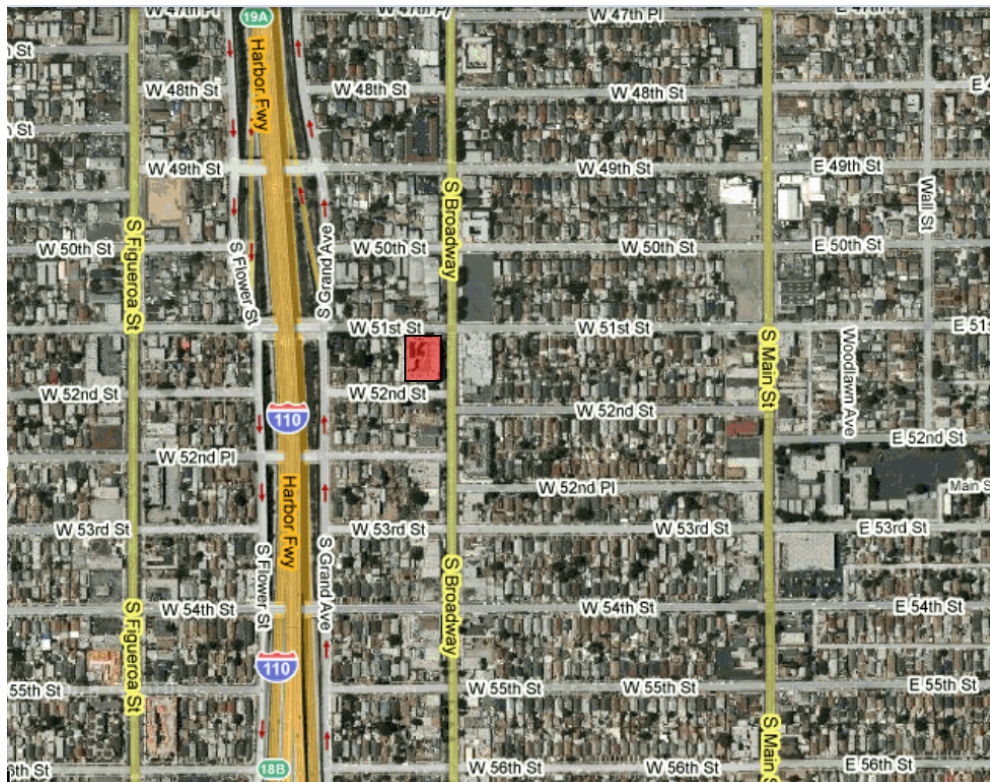
## Broadway Village II

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Developer: Beyond Shelter (2006)  
5101 South Broadway, LA, CA 90037  
Family housing, 50 unit (51 parking spaces)  
Parking status: Over-parked

Broadway Village II is an affordable housing complex built in 2006 and owned by Beyond Shelter. Broadway Village II is located at 5101 South Broadway in Los Angeles. The project has 50 units, and approximately 205 residents, 65 of whom are adults. Broadway Village II is in Council District 9 and is currently represented by Councilmember Jan Perry. The onsite manager is Michelle.

Map of the Area



### **Findings:**

The parking for Broadway Village II is at ground level, with entrance at the back of the building through a private gate. There are 51 parking spots, three of which are designated for handicap parking and two spots designated visitor/vender parking. Visitors that are not venders park on the street.

Each unit is allowed one parking spot. Bicycles are stored in their owners' apartments, though the manager said not too many people have bikes. The nearest transit stop is across the street, and it is the Metro Bus 51.

Tenants who have more than one car park the additional car on the street. Furthermore, people sometimes prefer to park on the street so that they can see their car (from units where the street is visible), or for convenience if they are going in and out. The only parking complaint is that the gate will break often and then needs to be reset by the manager.

We observed the following on three visits:

- Currently an unassembled playground is sitting over two parking spots until the complex obtain funds to put it up.
- Tuesday, June 9, 7:00 pm: 22 occupied (out of 51 spaces)
- Saturday, June 13, 12:00 noon: 34 occupied (out of 51 spaces)
- Sunday, June 14, 12:00 noon: 27 occupied (out of 51 spaces)

***Conclusions:***

Broadway Village II is currently over-parked, and suggestions for parking would be to possibly allow for visitor parking in underutilized spaces or let tenants rent an extra space if they have more than one car.

## Bronson Court

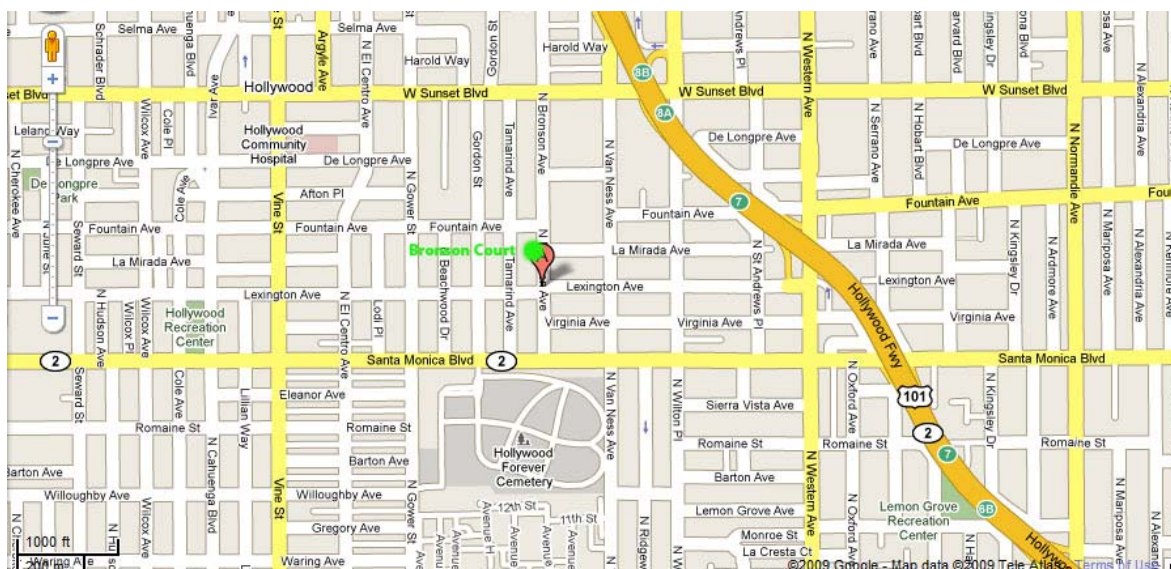
Developer: Los Angeles Housing Partnership (2008)

1229 N. Bronson Avenue, LA 90038

Family housing, 32 units (32 parking spaces)

Parking status: Over-parked

Bronson Court is a new project in Hollywood, in the 13<sup>th</sup> LA City Council District, with 32 family units. It is also a “green” project with features that emphasize green building, reduced energy use and pollution. A map of its location is below:



Google Map of project location and surrounding area

### Findings:

Parking for the project is subterranean. There are 32 spaces available. Thirty-one are regular parking spaces, while 1 is designated for handicapped. There is no visitor parking in the project, visitors must park on the street. Observers visited the project three times between June 1 and June 19, 2009. Two of the visits were on weekdays (daytime and evening) and one was on the weekend of June 13. The observations are noted below:

#### Cars & Slots From Each Visit:

	Weekday (Day)	Weekday (Night)	Weekend (Day)
Regular Slots	9	28	7
Handicapped	0	0	0
Guest Slots	0	0	0

Total Parked	9 (out of 32)	28 (out of 32)	7 (out of 32)
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**Additional Information:**

Based on interviews with the Site Manager (Sandra Padilla), about 100 people live at the project site. Of these, approximately 40 are children, while 30 are seniors. None of the residents are special needs individuals. In terms of vehicles owned by residents, it is estimated that there are 20 cars on site, while no motorcycles or bicycles have been seen or known to be used.

As for parking, tenants routinely park in the garage because there are plenty of parking spaces available, as evidenced by the fact that while 32 spaces were available in the garage, only 28 cars were parked at night and fewer than 10 cars were parked in the mornings during both weekdays and weekends (see chart above). Thus, parking within the development has been sufficient.

While visitors can park across the street from the site with no parking limits except on Mondays from 10AM-1PM during street cleaning, street parking is occupied by neighboring residents. Further, parking on the side of the street immediately in front of the development is limited to 1 hour, and no parking is permitted on Tuesdays from 10AM-1PM for street cleaning, making visitor parking even harder to find. On weekends however, there is no parking time limit. There are 2 parking spots directly in front of the building available from 8AM-5PM, even though it is only 1 hour parking on weekdays.

**Public Transit**

There are at least 2 bus stops located north of the site on W. Sunset Blvd. and south of the site on Santa Monica Blvd. Each stop can be accessed by foot within 5-10 minutes. The Metro Hollywood Station is located a few blocks away on N. Western Ave., but would have to be accessed by automobile.

**Conclusion**

Is the project “over-parked?” YES. There are plenty of empty spaces regularly in the lot. This has prompted many residents to ask for additional parking spaces (presumably because they have more than one car). The survey team recommends that a method be devised that allows households with more than one car to access the under-utilized spaces on site, at least on a temporary basis and designating visitor parking.

## **Camino de Las Flores (“Las Flores”)**

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Developer: East LA Community Corporation (2007)

Manager: A Community of Friends

1063 South Eastman Ave, LA, CA 90023

Special needs families, 25 units, 40 parking spaces (tuck-under)

Parking status: Over-parked

Camino de Las Flores is a 25 unit (1-3 bedrooms) affordable housing complex that serves low income and special needs families. Las Flores is located in unincorporated East Los Angeles and is represented by Los Angeles County Board of Supervisor Gloria Molina of District 1. The area around Las Flores is residential and abuts the 5 Freeway.

Camino de Las Flores is located in the southwest corner of East Los Angeles at the 5 Freeway and Eastman Avenue (designated in the blue rectangle below “Camino de Las Flores”).



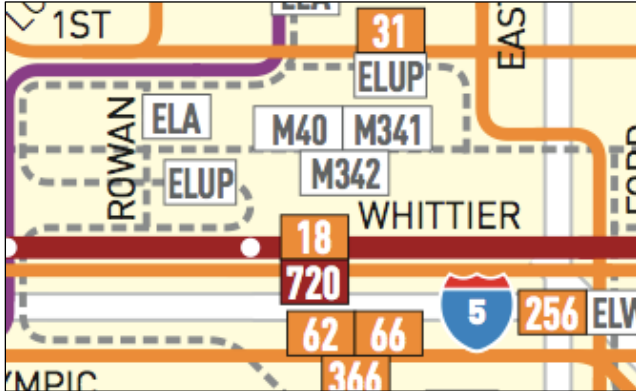
Source: [www.cityhoodforeastla.org](http://www.cityhoodforeastla.org)

### ***Findings***

Las Flores was visited twice within one week. The results are:

- Monday June 8, 2009 at 8:45pm: 15 of 40 spaces were occupied (37.5% occupancy rate)
- Saturday June 13, 2009 at 11:30am: 20 of 40 spaces were occupied (50% occupancy rate)

There were no visible bike racks on the complex and no motorcyclists. The site is close to public transportation including MTA #18 on Ditman Avenue and Whittier Boulevard which is about .3 miles away from the complex. The bus stops closest to the site are on Whittier Blvd (as shown on the MTA map below)



The manager concluded there were about 16-20 vehicles registered to park in the lot. He noted that two to three families have two cars and this has not been an issue as not all households have cars. He also spoke of a need for more facility storage space and that the underutilized parking spaces are an opportunity for that.

### **Conclusions**

From the two observations and the manager survey, it seems Las Flores is overparked. The manager said that only about 16-20 vehicles were registered to park in the lot, which is about 50% of all spaces. The manager is interested in converting some of the parking spaces into storage space for tenants and the overall facility, which seems to be a practical use of the empty spaces.

### **Camino de Las Flores Saturday June 13<sup>th</sup> 2009 at 11:30am Tuck Under Parking**



Source: Lauren Quan-Madrid

Source: Lauren Quan-Madrid

## Casa Rampart

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Developer: Los Angeles Housing Partnership

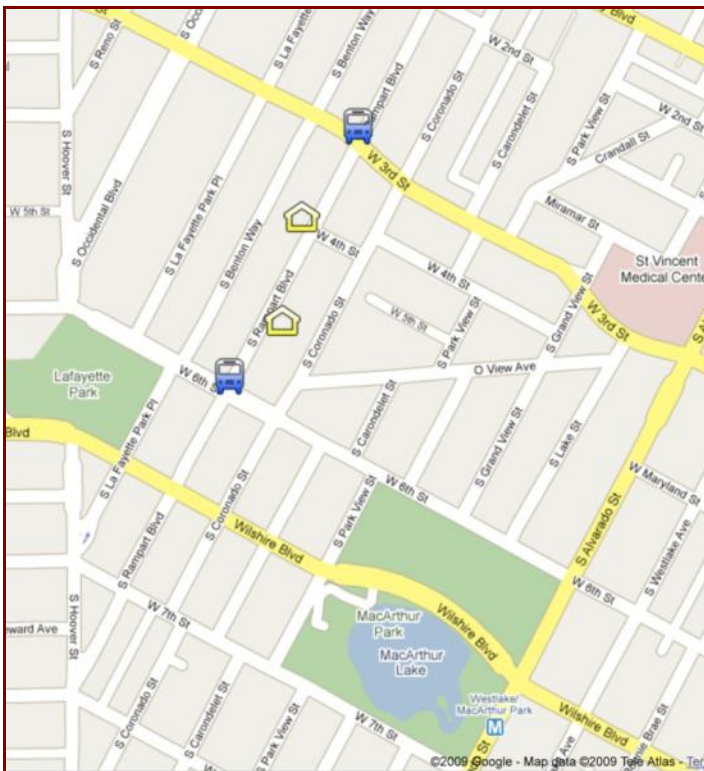
401 S. Rampart Ave. & 512 S. Rampart Ave., Los Angeles, CA 90057

Family housing, 72 units (combined), no parking spaces

Parking status: N/A

Casa Rampart is an affordable housing development with two buildings at 401 & 512 South Rampart Avenue in Los Angeles. The 401 S. Rampart site contains 46 housing units while the second site at 512 S. Rampart has 26 units. Combined, the population of the two buildings is over 800 residents. The majority of those residents are young families with children, who have slowly outnumbered the senior population that used to live in Casa Rampart.

The sites, which were originally built in 1923, are acquisition rehabs situated 0.1 miles apart and between major thoroughfares, Third and Sixth streets. Both buildings are in Councilmember Ed Reyes' District. Nearby public facilities include several MTA bus lines, two Metro Red Line stations, four primary schools, Lafayette Park, and MacArthur Park.



*Google Map of project location, transit and surrounding area*

### **Findings**

Casa Rampart poses a unique challenge because there is no on-site parking. Street parking is the only available option for residents with vehicles and any of their visitors or caretakers.

Onsite manager, Margarita Espinoza, estimates that most residents in both complexes own a vehicle.

Without a parking lot, the survey team observed the available parking slots on South Rampart Avenue between Third and Sixth streets and estimates 60 parking slots on the west side of Rampart and 51 slots on the east—111 spaces. During a late weekday evening, only one empty street parking slot was available; an early morning survey showed only two empty slots. These 111 slots provide parking for most of the street's residents who live in the 38 apartment complexes that line this street (13 of the 38 complexes provide private parking behind or under its sites). Some residents apparently rent out spaces from nearby buildings (about \$80/mo).

Rampart Avenue between Third and Sixth streets is 0.3 miles in length and is a frequently traversed street with two lanes heading in each direction. However, the street does not have any crosswalks for pedestrian traffic. Observation during the late evening and early morning hours revealed moderate traffic with vehicle speeds reaching 35 mph. Consequently, Casa Rampart residents with vehicles may face heavy competition for street parking and may face safety issues finding parking along a busy street. Also, Espinoza mentioned that residents frequently express concern about vehicle robbery at night. Lastly, Parking congestion may be exacerbated by street cleaning restrictions (on the west side of Rampart on Mondays (noon-3pm) and on the east side on Tuesdays (noon-3pm)).

However, MTA bus lines 603 and 18 are located less than 0.2 miles from both Casa Ramparts, on the corner of Rampart and Third/Sixth streets. These lines connect residents to the Metro Red Lines, which are located 0.8 miles away on either Wilshire/Vermont or Westlake/MacArthur Park. Espinoza stated that there are usually 10 bicycles between both Casa Ramparts and one motorcycle, but believes these are for recreation rather than transit.

### ***Conclusions and recommendations***

Casa Rampart's need is for more accessible parking solutions that will ensure the safety of residents. One possibility is arranging access to nearby parking spaces. There are small parking lots behind the buildings at 401 and 411 S. Rampart (west side of the street) as well as at 414, 426 and 434 So. Rampart on the east side of the street. It might be feasible to rent spaces for LAHP's tenants, although the limited number would require some rationing allocation system (e.g., those most in need, disability or age).



## Casa Verde

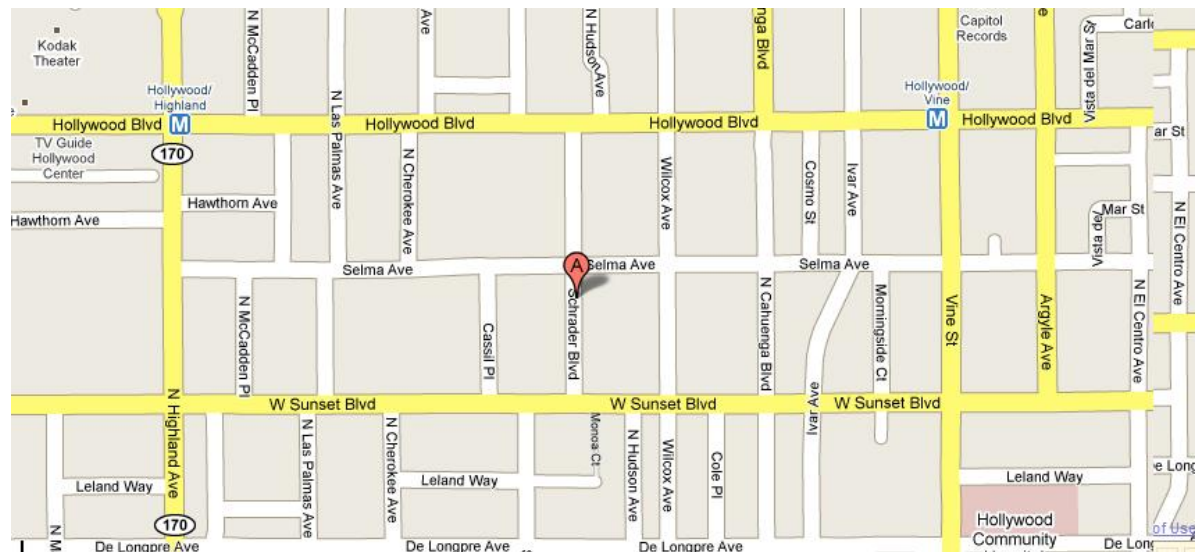
Developer: Hollywood Community Housing Corporation (2000)

1552 Schrader Blvd., LA 90028

Family and Special Needs. 30 units (3 studios, 6 one-bedrooms, 9 two-bedrooms, 3 four-bedrooms, and 11 special needs units)

Parking status: Over-parked (with caveat)

Casa Verde is a relatively new project located in the heart of Hollywood’s entertainment district. The building is located in the vicinity of various clubs and bars as well as commercial corridors along Hollywood, Cahuenga, and Sunset Boulevard. It is in LA City’s 13<sup>th</sup> Council District (Eric Garcetti, Councilmember)



Google Map of project location and surrounding area

### Findings

Counting the cars parked at Casa Verde’s subterranean parking lot, we found that 24 out of 32 available spaces were occupied on a Saturday morning while 19 out of 32 available spaces were occupied on a Tuesday night.

<b>Findings on Saturday, May 30 at 8:30 am</b>		
<u>Parking Level</u>	<u>Number of Parking Spaces</u>	<u>Number of Cars Parked</u>
Subterranean Lot	32	24

<b>Findings on Tuesday, June 9 at 10:00 pm</b>		
<u>Parking Level</u>	<u>Number of Parking Spaces</u>	<u>Number of Cars Parked</u>
Subterranean Lot	32	19

We conducted a survey of the resident manager of Casa Verde, Mayra Adviento. According to Adviento, approximately 60 people reside in the building's 30 units (most units accommodate families). Adults comprise approximately 2/3 of the population – seniors and special needs individuals are few in numbers. There are no provisions for visitors or caretakers for special needs individuals of the building. Visitors must park on the street or on off-site parking lots. Approximately 35 vehicles are owned by the tenants.

We learned that the area around the Casa Verde is fairly transit-rich, with a bus line running directly down both Sunset Boulevard and Hollywood Boulevard. (both within a one-block distance with bus stops within a block's radius of the building) as well as a Metro Red Line station within five blocks (Hollywood/Vine Station on Hollywood Blvd. between Vine and Argyle).



*Metro Transit Lines near Casa Verde*

There are several bike racks located in the parking structure, and there were approximately 35-40 bikes parked on the racks on the night of Tuesday, June 9. However, according to Adviento, it is unclear how many of these are owned by present tenants, a recent request to remove the bikes temporarily due to parking structure maintenance was largely ignored, showing that many of the bikes may have been abandoned or seldom used. One motorcycle was parked.

### **Conclusion**

If the observed findings held at other times, the project is over-parked. Adviento explained that some tenants park a second car outside on the street (only one spot is offered per unit) or because some residents' vehicles routinely leak fluids or have other mechanical issues that may pollute the parking garage). If these were in the garage, the occupancy rate would change but based on estimates of the number of estimated cars vis-à-vis spaces, the project would still be over-parked.

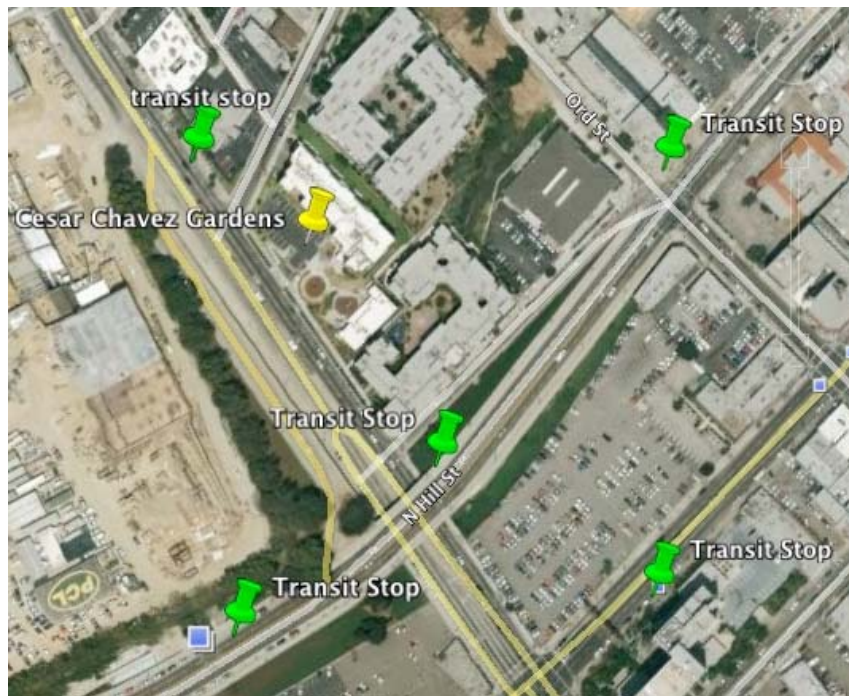
## Cesar Chavez Gardens

Developer: Little Tokyo Service Center/Chinatown Service Center (2001)  
555 W. Cesar Chavez Avenue, LA 90012  
Family and seniors, 47 units (127 parking slots, some tandem)  
Parking status: Over-parked

Cesar Chavez Gardens is located in a medium to medium-high density residential area, bordered by regional commercial. It is located on W Cesar E. Chavez Avenue & Hill Place adjacent to the Chinatown Library Branch. The area has much to offer in terms of services, dining options, and retail. Historic Olvera St. is also nearby in addition to the Chinatown Service Center. It is in the 1<sup>st</sup> LA City Council District (Ed Reyes, Councilmember)

The development primarily consists of families and senior citizens. The observer team saw many children playing onsite during the visits. Figure 1 (below) shows the location of the site relative to its surrounding neighborhood.

**Project Site and Transit Stops**



## Findings

The students visited the project twice between June 1 and June 19, the first time on a weekday evening, the second time on a weekend morning. The current underground parking lot serves the residents only, is not open to the public, and does not have any visitor spaces. Additionally, the total number of spaces (127) is actually higher because a handful of spots are actually tandem parking spots. It appears as though many of the spots are unassigned and not in use at

all. The weeknight visit yielded a count of 71 parked cars, and the weekend was even less with 16 parked cars.

The observations were:

- Weekday evening (approx. 8:30 pm): 71 occupied spaces, out of 127 total
- Weekend morning (approx. 10:30 am): 32 occupied spaces, out of 127 total

The area is served by transit, with the following lines available:

Public Transit within  $\frac{1}{4}$  mile: Metro Rapid 704 (East/Westbound); Metro Local  
Metro Rapid 794 (North/Southbound); Metro Local  
Line 2, 302 (East/Westbound); Metro Local  
Line 81, 90, 91, 94 (North/Southbound)—  
Cesar Chavez Blvd/Hill St.

Public Transit within  $\frac{1}{2}$  mile: Metro Rapid 728, 730, 740, 745  
(East/Westbound); Metro Local Line  
2, 6, 55, 60, 302, 355, 45, 83, 84  
(North/Southbound);

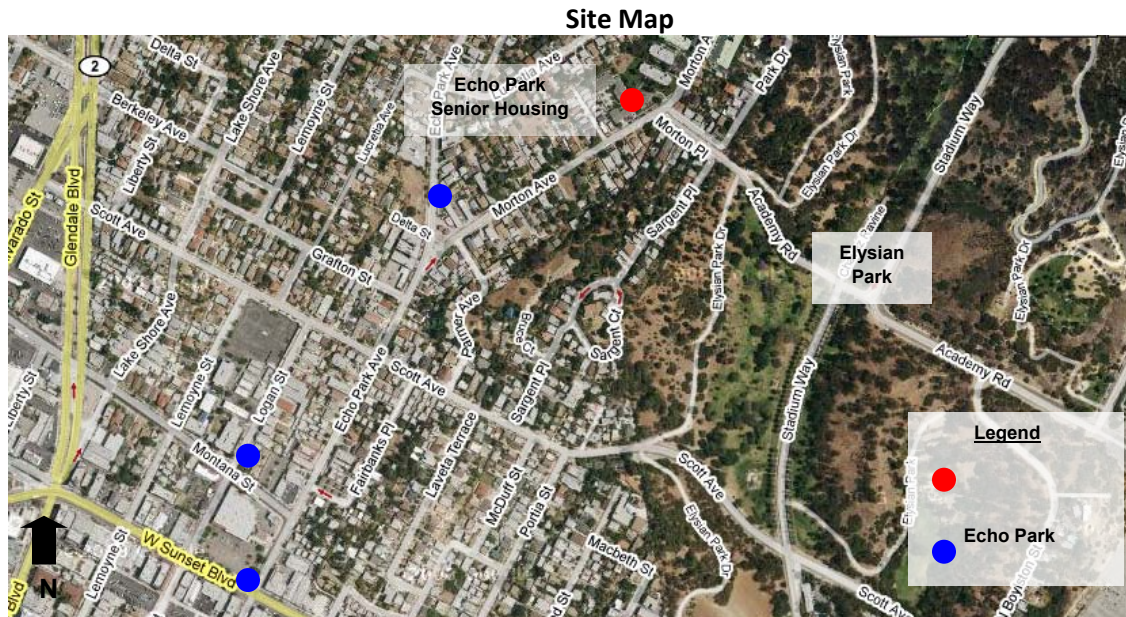
### **Conclusion**

This project is greatly over-parked. Although, like other projects, it may be that there are residents with cars not utilizing the spaces (due to lack of legal requirements or condition of the car), our best estimate is that car ownership is actually quite low. Convenient access to transit and a history of using transit in the vicinity may contribute to low car ownership, especially if the residents are originally from the neighborhood. One recommendation from this team is to assess parking needs not only be accessible transit but by neighborhood history of utilization of this transit (i.e., do people in this neighborhood use public transit more or less than other parts of the city? If so, then parking requirements could be further reduced).

## Echo Park Senior Housing

Developer: Menorah Housing Foundation (2002)  
1727 Morton Avenue, LA 90026  
Senior housing, 40 units (26 parking slots)  
Parking Status: Over-parked

Echo Park Senior Housing is located in a predominantly low- to low-medium density residential neighborhood, approximately a half-mile north of the junction of Echo Park Boulevard and Sunset Boulevard. Elysian Park is located one block east of the building. Eateries, small convenience stores and other amenities are accessible within a quarter- to half-mile of the site. Currently 52 seniors and one on-site manager live at the premises. Figure 1 (below) shows the location of the site relative to its surrounding neighborhood. It is in the 13<sup>th</sup> LA City Council District (Eric Garcetti, Councilmember)



Google Map of project location and surrounding area

### Findings

The onsite manager reports that residents own 16 vehicles. All residents park their vehicles in the building's garage. Visitors usually park on the street or may make arrangements to park inside the garage. Caretakers and other staff usually park on the street. None of the senior residents use bicycles. The nearest public transit stop is located within a quarter-mile at the intersection of Echo Park Avenue and Lucretia Avenue. The local Dash connects southbound at Echo Park Avenue and Sunset Boulevard to other destinations throughout the city.

The manager notes that residents do not frequently venture out of the building. As such, our parking count of 12 and 13 vehicles seems consistent with this observation. The nearby location

of amenities and bus stops also make the building’s location ideal for elderly residents that may face mobility issues and may no longer be able to drive.

Cars/Slots:	26 Parking Slots Total
	Weekend count = 12; Weeknight count =13
Public Transit within ¼ mile:	DASH Pico-Union (North/Southbound)— @ Echo Park Ave. & Lucretia Ave.
Public Transit within ½ mile:	Metro Local Line 200 (North/Southbound)— @ Logan/Montana
	Metro Local Line 2, 4, 704 (East/Westbound)— @ Echo Park Ave. & Sunset Boulevard

**Conclusion**

Is project “overparked”:	Yes
Recommendations:	Future senior developments should consider variance appeal for zero to 1:3 ratio of parking spaces per unit.

With less than a third of parking spaces occupied at any given time, the current amount of parking slots at this site is excessive relative to its need. The 1:2 space per unit rule currently required by the City of Los Angeles does not seem necessary at this site and may be inappropriate given its proximate location to transit. Policymakers should consider further reducing the parking requirement for senior developments, and/or may consider special exceptions for lowering the parking requirement if the development is located near transit. The building’s location is ideally situated near park, cultural, commercial and transit amenities that provide seniors with accessible options

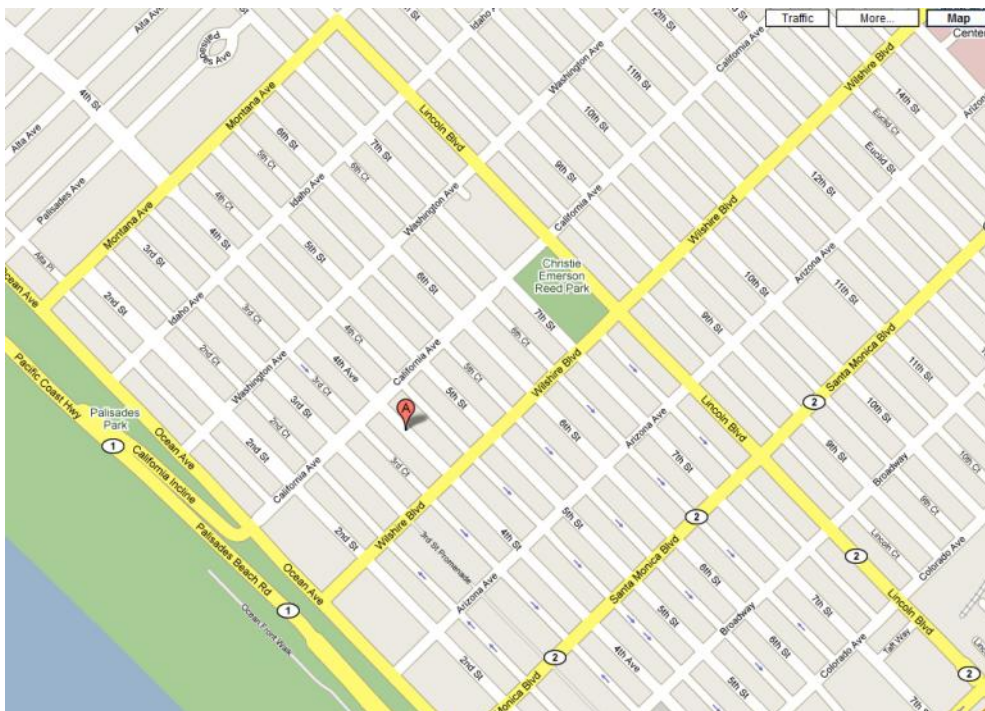
## Fourth Street Senior Housing

Developer: Menorah Housing Foundation (2000)  
1122 4<sup>th</sup> St., Santa Monica, CA 90403  
Senior Housing, 66 units (28 parking spaces)  
Parking Status: Adequate at present

There are 66 units in the apartment complex and there are 100 residents, all seniors. All residents are independent and they do not fall under any special needs category. If any resident needs special assistance, live-in care takers are permitted. Currently, there is no live-in care-taker staying with any of the residents.

The project is located two blocks away from the 3<sup>rd</sup> Street Promenade, a prominent tourist attraction. There are small apartment buildings and single family homes within 1 mile radius of the project. The project appears to be one of the newer residential constructions in the area.

### 4<sup>th</sup> Street Senior Housing – 1122 4<sup>th</sup> St., Santa Monica, CA 90403



## Findings

The parking structure is tuck-under. There are total of 28 parking spaces and 2 handicapped parking spaces. There is no designated parking space for visitors or resident managers.

Students visited the site once on a Friday afternoon due to property manager's unavailability during late weekday evening and weekend morning, time slots previously determined by the professor. Students cannot gain access to the parking area without the property manager because the parking lot is gated.

At the time of the visit, Friday, 6/12/09 at 2:00 pm, there were 18 parked vehicles out of 28 available slots

Note: Property manager indicated that the parking lot is full during the night and the morning because all parking spaces are assigned to tenants.

When the project first opened, parking spaces were assigned to the tenants on a first come first serve basis. At the time of opening, numerous parking spaces were open because many of the tenants at the time did not own cars. Currently, all 28 parking spaces are occupied by tenants. Currently, the property manager has a small waiting list for those that want a parking space.

One tenant routinely parks on the street because the tenant does not have current vehicle registration, which violates the project's parking rule.

There is no bike racks available for resident. There were two bicycles parked along side one of the parking space. The property manager indicated that not many residents ride bicycles and none of the residents ride motorcycles.

#### *Surrounding Area Parking Information*

Students surveyed the area bounded by 7<sup>th</sup> Street, Ocean Avenue, Wilshire Boulevard, and Montana Avenue, for additional parking information. Various types of parking are available in the area. One city-operated public parking structure is in the described area. It is located below the 4<sup>th</sup> Street Senior Housing Project. Most of the street parking spaces are free with 2 hour restriction during the day. Street parking spaces in close proximity to major streets are metered.

#### *Public Transit*

##### **Santa Monica Big Blue Bus Route 4**

- Route - Travels south to Santa Monica City Hall and east to West Los Angeles
- Closest Stop to Project - Corner of California Avenue and 4<sup>th</sup> Street
- Length of Travel to Bus Stop - Half a block away

##### **Santa Monica Big Blue Bus Route 2**

- Route – Travels east to UCLA
- Closest Stop to Project - Corner of Wilshire Boulevard and 4<sup>th</sup> Street.
- Length of Travel to Bus Stop - Half a block away

##### **Metro 720 (Los Angeles County Metropolitan Transportation Authority)**

- Route – Travels east on Wilshire Boulevard to Koreatown
- Closest Stop to Project - Corner of Wilshire Boulevard and 4<sup>th</sup> Street



- Length of Travel to Bus Stop - Half a block

Metro 920 (Los Angeles County Metropolitan Transportation Authority)

- Route – Travels east on Wilshire Boulevard to East Los Angeles
- Closest Stop to Project - Corner of Wilshire Boulevard and 4<sup>th</sup> Street
- Length of Travel to Bus Stop - Half a block

### *Resident Complaint*

Property manager reported that there are few complaints about parking at the project. Most complaints came when the project first opened. However, property managers found that family members often abuse the parking privilege and park their vehicles at the project to visit local attractions. Because of that, parking spaces at the project are reserved for tenants who own vehicles.

### *Additional Information*

Live-in caretakers can get a parking spot at the project. They would have to apply and go through the waitlist process. However, residents have priority, which means that the caretaker must give up the space if another resident request a parking space.

### **Conclusions**

With a small waiting list, a full parking lot, and no real demand for additional parking space, it seems that the number of parking spaces at the project is adequate for the needs of the residents. Based on the age of the tenants, parking demand may diminish if they “age in place”; it is unlikely to increase.

## Gateway Housing

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Developer: A Community of Friends (2005)

444-450 No. Hoover Street, LA 90004

Manager: Sarah Odebiyi

Special needs housing, 30 units (11 parking spaces)

Parking Status: Over-parked

Gateways Housing has 30 single units (no bedrooms) in three story buildings with 11 parking spots(1 handicap). Demographically, 40 % of the tenants are African-American, and around 60 % are Latino or Asian. The age of residents ranges from 22 to 61. Built in 2005, Gateways Housing is special needs development and the tenants do not pay for any utility. It is in LA Council District 13 (Eric Garcetti, Councilmember)

All the parking spots are reserved for residents, visitors have to park on the street. Caretakers who visit once a week mainly park their car on the street, but sometimes park in the parking lot when street parking is not available due to street sweeping. The number of vehicles owned by residents is five but two out of five cars may not have proper insurance or are unregistered, and thus, do not park their car in the garage.

According to the manager, tenants rarely complain about parking problems. Due to the fact that some residents used to be homeless or are of very low income, many cannot afford to buy cars. According to the manager, they complain about the lack of community activities or information about these activities instead of parking lot.

The number of cars parked in the parking lot;

	The number of parked cars (%)	Vacancy(%)
Mid-day	6 (54%)	5 (46%)
Evening	3 (27%)	8 (73%)
Weekend	3 (27%)	8 (73%)

It is hard to identify much change in the number of parked cars which tenants own based on time of day or day of week. Because the parking lot is available, caretakers including nurses visit the apartments around once a week and delivery cars often use the parking lots as well. Even with the usage by visitors, caretakers and vendors, the parking lot is not full. The total number of cars that tenants own is 5, with 2 of the cars parked on the street outside because they are either uninsured or unregistered. Most of the tenants in this development are transit users. Two bus stops are located right cross the street within 90 feet of the complex but transit riders (or cyclists) were not identified at the stops.

**Conclusion:**

This project is definitely over-parked, even as the site utilizes the parking spaces to accommodate visitors to the project.



Map1 Ten minute walk distance (a 1/4 mile radii) Kwon)

Pic 5 Gateways Housing (all photos by Kwon)



Drawing 1 Bus stops located within one minute walking distance (Drawing by Kwon)

Pic 6-7 Parking lot and tuck-under parking lot

## Kern Villa

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Developer: East LA Community Corporation (rehabbed in 2005)

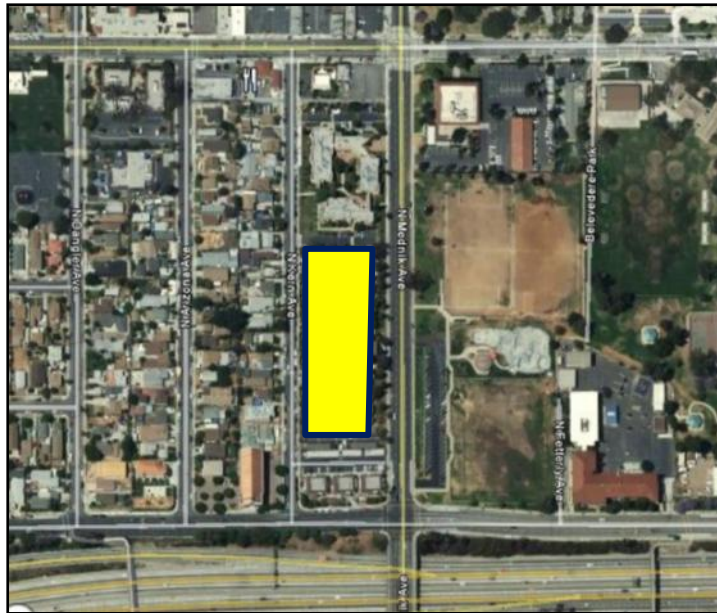
202 N. Kern Avenue, LA 90022

Family housing, 49 units (93 parking spaces)

Parking Status: Adequate to slightly over-parked

Kern Villa is a 49 unit garden style walk-up apartment complex located in an unincorporated area of East Los Angeles. The project was purchased and renovated by East LA Community Corporation in 2005. This family Section 8 property features two bedroom flats and two and three bedroom townhomes. The complex is very well maintained and features a playground and community room as well as onsite management and maintenance.

Below is an aerial map of the project site:



There are 93 gated surface parking spaces at Kern Villa, four spaces are reserved as office spaces and four are designated for the handicapped. Of the 200 residents approximately 133 are over the age of 18 and about 83 own vehicles. According to the onsite manager there are no motorcycles and no adult residents utilize bicycles as a means of transportation. Residents do not routinely park on the street, though that is where visitors park.

### *Public Transit Accessibility*

The nearest public transit to Kern Villa, as designated in yellow in the image to the right, are the multiple bus stops (lines 68 and 770) approximately 10 minutes north along Cesar Chavez and the new metro station that will open late 2009 approximately 15 minutes south of Kern Villa along East 1<sup>st</sup> St.

Kern Villa was visited twice in one week. On those two site visits the following was found:

- Thursday June 11, 2009 at 10:00pm: 64 occupied of 93 total spaces (31% vacancy rate)
- Sunday June 1, 2009 at 9:45am: 56 occupied of 93 total spaces (40% vacancy rate)

***Conclusions***

The onsite parking counts and manager survey suggest that complex is currently over -parked, although the number of occupied spaces during the two observations seems low for the estimated number of owned vehicles.

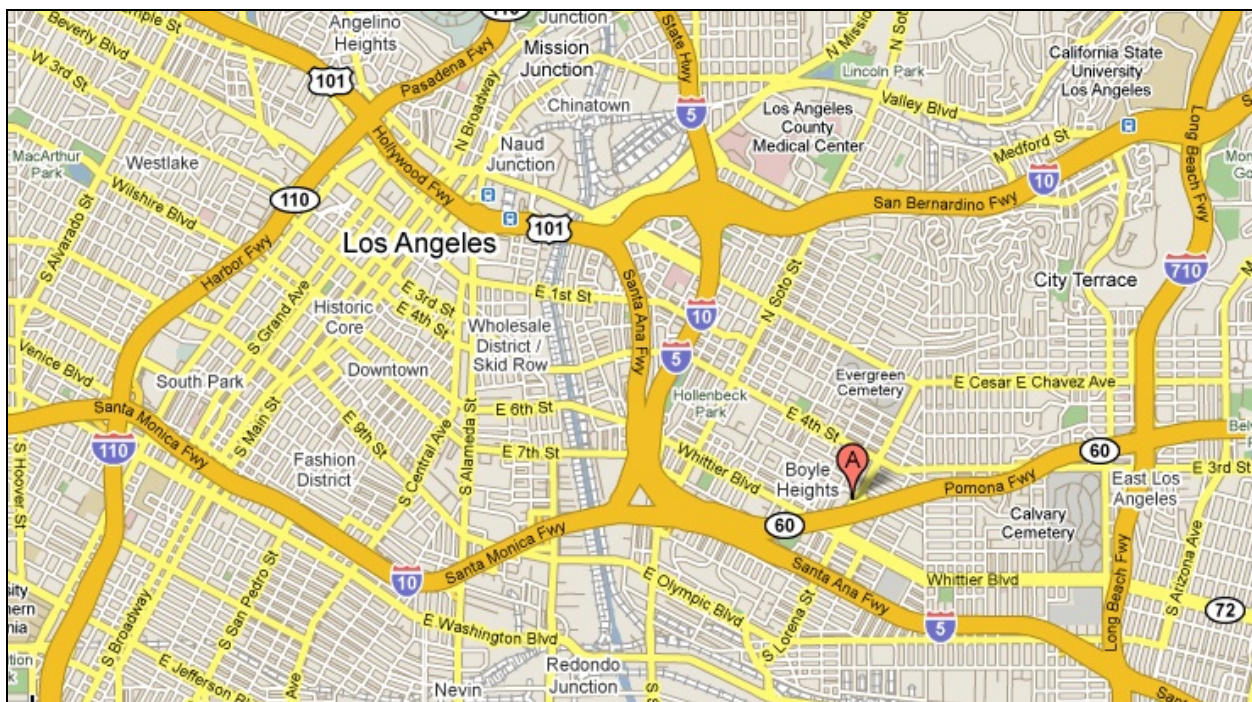
According to the onsite manger the residents have not expressed any concerns regarding parking, in fact there are even extra spaces to accommodate guests with automobiles for weekend stays. The only obvious foreseen future constraint on parking can come from the 67 underage residents who may obtain cars as they reach driving age.

## Lorena Terrace

Developer: East LA Community Corporation (2006)  
611 Lorena Street, LA 90023  
Family housing, 49 units (59 parking spaces)  
Parking Status: Over-parked

Lorena Terrace is a 49 unit multi-family affordable housing complex with 1-4 bedroom units. There are 59 parking spaces at the site, with 42 spaces in an open lot accessible off of Concord Street and 17 spaces in a tucked-under lot accessible off of Lorena Street. Lorena Terrace is located in the city of Los Angeles and in the Boyle Heights neighborhood which is governed by Council District 14 and Councilman Jose Huizar. Lorena Terrace is located on a busy corridor near the 60 and 5 freeways. The site is on a hillside extends to Concord Street.

Lorena Terrace is located toward the eastern boundary of Boyle Heights at 6<sup>th</sup> Street and Lorena Streets (as designated by letter "A").



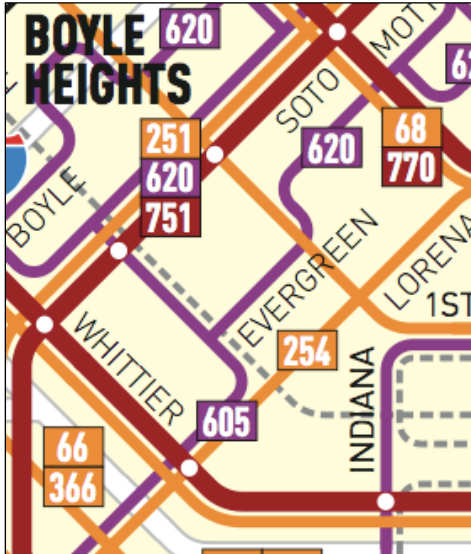
Google Map of project location and surrounding area

Findings: Lorena Terrace was visited twice in one week. On those two site visits the following was found:

- Monday June 8, 2009 at 9:00pm: 38/59 occupied spaces (64% occupancy rate)
- Saturday June 13, 2009 at 11:45am: 27/59 occupied spaces (45% occupancy rate)

There were no bicycle racks nor were there any motorcycles in the facility. The manager spoke of how there are generally few complaints about parking, and tenants that do complain have multiple vehicles. Lorena Terrace is served by two MTA lines (#254 and #605), which are at 6<sup>th</sup> Street and Lorena Street and at 4<sup>th</sup> Street and Lorena Street respectively. The site is near the intersection of Lorena Street and the dotted gray line.

**Conclusion:**



It seems this complex is currently overparked, because on both site visits, there were multiple vacant spaces and on average only 55% of the parking lot was occupied.

**Tuck Under Parking Lot**



**Saturday June 13, 2009 at 11:45am**

**Open Parking Lot**



Source: Lauren Quan-Madrid

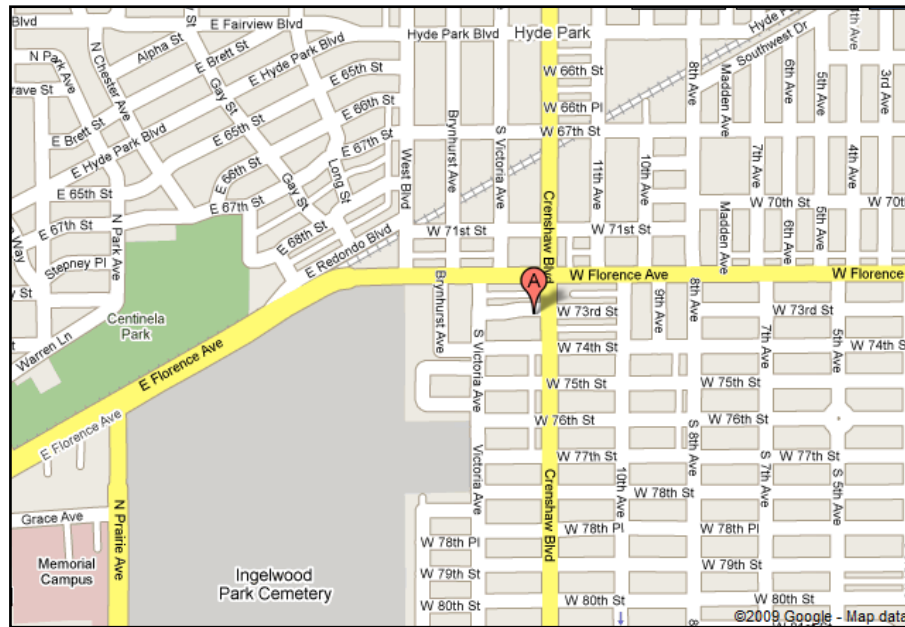
## Morgan Place

Developer: Abode Communities  
7301 Crenshaw Boulevard, LA 90043  
Senior housing, 55 units (50 parking spaces)  
Parking Status: Over-parked

The following parking study was conducted at Morgan Place in the City of Los Angeles during one weekday night, Tuesday at 9:00 P.M, and one weekend morning, Saturday at 8:45 A.M. The purpose of the study was to assess whether or not the parking is adequate for the affordable housing development, and determine whether the parking lot is over or under parked.

### *Neighborhood Characteristics*

Morgan Place resides in an urban district of Los Angeles, near Inglewood. Morgan Place has 60 residents living in its 55-units. The complex is located on the corner 73rd Street and Crenshaw Blvd. There are single-family homes located on 73<sup>rd</sup> Street. On Crenshaw Boulevard, near Morgan Place, are mostly multi-family complexes or apartment buildings. Florence Avenue is an arterial road and generates significant vehicle traffic. It is in the 8<sup>th</sup> LA Council District, represented by Bernard Parks.



Google Map of project location and surrounding area



**Findings**

<b>Findings on Tuesday, June 9 at 9 pm</b>		
<u>Parking Level</u>	<u>Number of Parking Spaces</u>	<u>Number of Cars Parked</u>
Surface (Resident Parking)	30	24
Surface (Resident Handicap Parking)	2	2
Totals	32	26

<b>Findings on Saturday, June 13at 8:45 am</b>		
<u>Parking Level</u>	<u>Number of Parking Spaces</u>	<u>Number of Cars Parked</u>
Surface (Resident Parking)	30	20
Surface (Resident Handicap Parking)	2	2
Totals	32	22

Morgan Place has 32 residential parking spots altogether. Of the 32 parking spots, 2 parking spots are designated handicap parking. As of now, none of the parking spaces has been assigned and parking permits have not been distributed. Currently, the parking is based on a first come, first serve basis. According to the manager, Dan Roberts, the parking spaces will be assigned soon. There are no visitor parking spaces, and visitors and caretakers must park on the streets. Residents do not routinely park on the street and are discouraged from doing so, unless their cars are leaking oil.

According to Roberts, parking is not an issue and residents have not complained about a lack of parking; many of the residents cannot drive due to their age disability. Public transit is accessible from the complex. A Metro Rapid bus line runs down Crenshaw Boulevard with a stop one block away. Since most of the seniors prefer walking short distances, they usually ride the bus to do their grocery shopping or run their errands.



*Metro Transit Lines near Morgan Place*

There are approximately three bicycles on the premise. However, this number may not be accurate as it is based on what the manager has observed. There are no bike racks on the property and all bicycles must be stored in the apartments.

### ***Conclusion***

We concluded that the project is, indeed, over-parked, although the fact that it is only recently opened limits this conclusion (it is possible, if not likely, that the situation could change over time). Less than half the residents own a car and if they are representative of the future resident population, the project will remain over-parked.

During both visits, the parking lot was not filled to capacity. The manager confirms that he has not seen the parking lot at maximum capacity.

Although street parking is available and abundant, Roberts pointed out only one car that belonged to the complex parked on the street. During our visits, there was plenty of street parking on 73<sup>rd</sup> Street and Crenshaw Boulevard.

## Parthenia Street Senior Housing

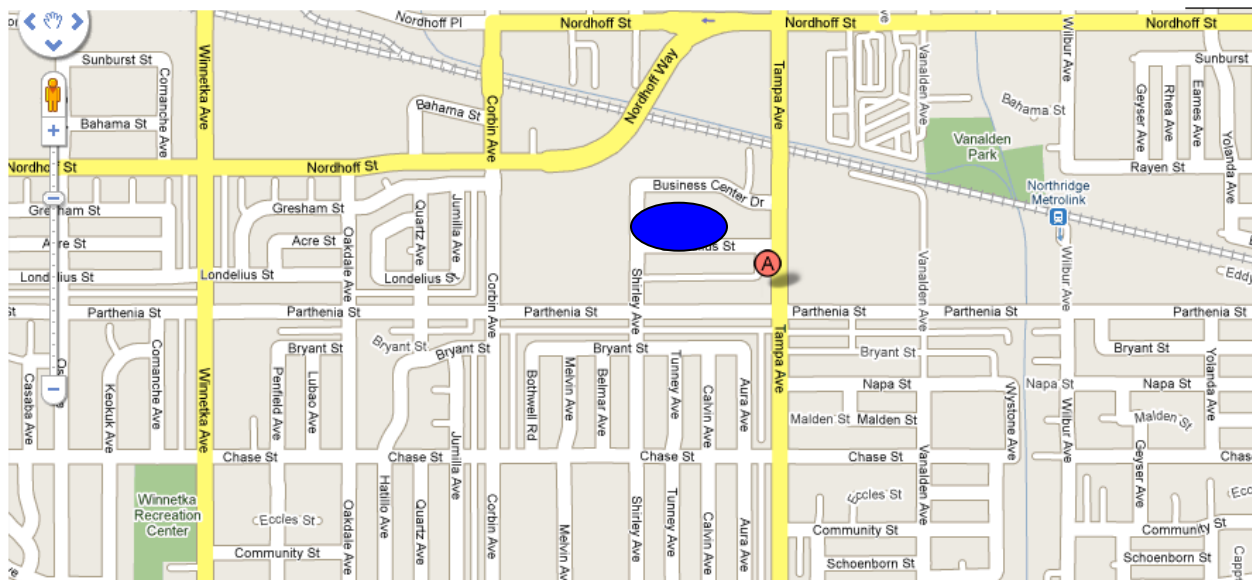
Developer: Menorah Housing Foundation (2008)

19455 Parthenia Street, LA 91324

Senior Housing, 35 units (35 parking spaces)

Parking Status: Over-parked (with caveat noted in conclusions)

Parthenia Senior Housing is a 35-unit multi-family building for seniors located at 19455 Parthenia Street, Northridge, California 91324. The apartment building was developed and built in 2007, opened in 2008, is operated by Menorah Housing, and provides senior housing and services. This building is located in Los Angeles Council District 12 and is represented by Councilmember Greig Smith. The map below shows the geographical location of the building.



Source: Google Maps

The project has an open, gated parking lot. The building has approximately 92 residents: all senior adults. The building has 35 parking spaces, one of which is assigned to staff, and two of which are reserved for disabled access; there is approximately 1 car per unit. Project management estimates that 36 residents own cars. No bicycles were visible during the site visits. Parking counts and times gathered during this study are listed below.

The nearest transit stop is located directly in front of the building on Parthenia. No Metro bus lines run on Parthenia, however, the Northridge DASH route connects to many lines running on Tampa, Nordoff, Corbin, Reseda, and Sherman Way; among these routes is access to the Northridge Metrolink/Amtrak station which provides regional transportation (including between Santa Barbara, the Burbank Airport, Union Station, and ultimately to San Diego). North / South metro Local and Rapid bus lines on Tampa and Reseda connect travelers to the Metro Orange Line before eventually connecting to the Metro Red Line subway.



Photos: View of On-street parking during 6/17/09 visit; Source: T. Robbins

***Findings (# of cars observed out of 35 available):***

6/11/09, Thursday 10:49pm 27 cars in lot; 8 cars parked on the street

6/13/09, Saturday 11:38am 18 cars in lot; 13 cars parked on the street

6/17/09, Wednesday 7:17am 20 cars in lot; 11 cars parked on the street

The manager reported that caretakers and visitors park on the street and that tenants do not complain about parking problems. Further, the manager noted that , “This is a new building, fully leased in early 2008. Average age at this building is 65 yrs old, quite a bit younger than Menorah Housing Foundation’s fifteen other buildings which have an average age of 78. As residents “age-in-place” their car ownership significantly decreases and the parking demand also significantly declines”.

***Conclusions***

This project is over-parked, but this conclusion comes with one caveat: At each visit, the student observed a number of cars parked on the street directly in front of the project. It is unclear whether or not they belong to the tenants (the manager was unable to confirm yes or no). There are no other residential sites near the building, so the street cars are not nearby residents. There are, however, light industrial operations nearby and the cars may belong to employees but were present outside normal working hours. Only survey of the residents could determine if there are more vehicles attached to the building; such a survey would also elicit why they were not parking in the space provided.

## Paseo del Sol

Developer: East LA Community Corporation (2002)

417-419 No. Soto Street, LA 90033

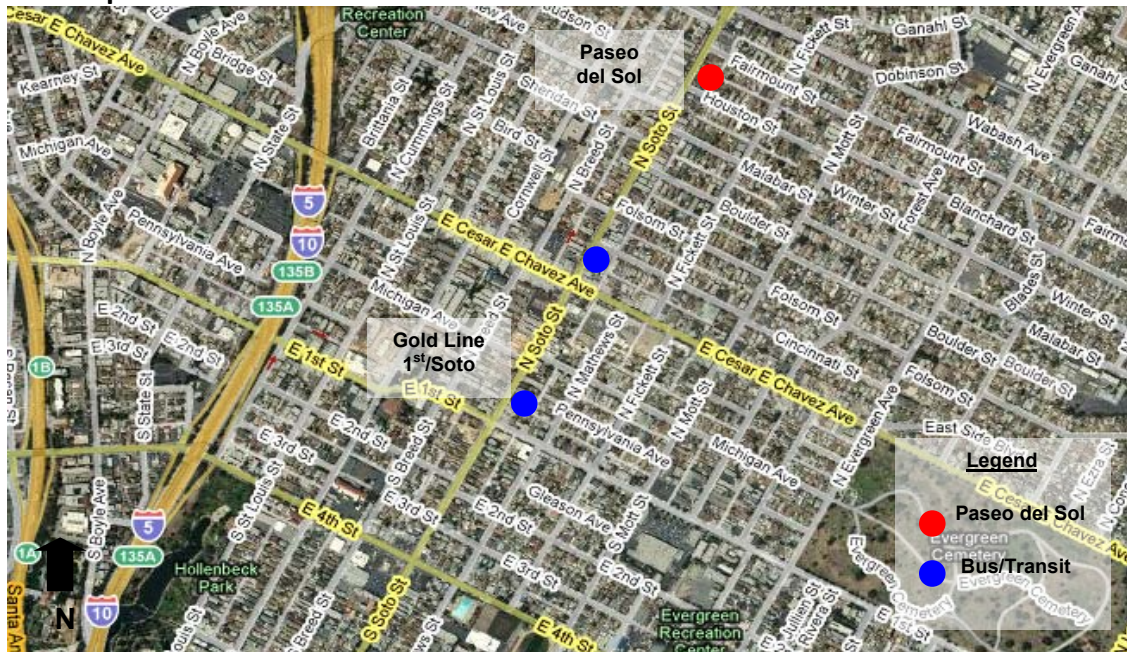
Family housing, 7 units (7 parking spaces)

Parking status: Adequate to over-parked (small size of project allows for shifts with small changes)

Paseo del Sol is located in a low- to low-medium density, residential and commercial neighborhood. It is located on the corner of Soto Street and Folsom Street, less than a block away from the heart of Boyle Heights at the junction of Soto Street and Cesar Chavez Boulevard. It is in the 14<sup>th</sup> LA City Council District (Jose Huizar). Several amenities are located nearby. Eateries, grocery stores, retail and schools are located within walking distance. A Gold Line transit station is located within a half-mile at 1<sup>st</sup> Street and Soto Street. State Street Recreational Center is located within a half-mile.

Currently 19 persons live in the seven units—13 adults, of which two of these are seniors, and six children. Figure 1 (below) shows the location of the site relative to its surrounding neighborhood. Besides the seniors, none of the residents are considered as having special needs.

### Site map



**Findings**

Cars/Slots:	7 Parking Slots Total Weekend count = 2; Weeknight count = 3
Public Transit within ¼ mile:	Metro Rapid 770 (East/Westbound); Metro Local Line 68,71, 620 (East/Westbound); Metro Local Line 751, 605, 251(North/Southbound)— Cesar Chavez Blvd/Soto St.
Public Transit within ½ mile:	Metro Local Line 31, 30 (East/Westbound); Metro Local Line 751, 605, 251 (North/Southbound); Montebello 40 (East/Westbound)— 1 <sup>st</sup> St./Soto St.  Future Gold Line Station— @ 1 <sup>st</sup> St./Soto St.

The offsite manager estimates that approximately half of the units own vehicles (3 or 4 cars). Residents that own their vehicles use the open parking lot located at the rear of the building. Visitors usually park on the street or may sometimes park in the open lot. Caretakers for the seniors park in that unit’s assigned parking spot. Two of the residents use bicycles. The nearest public transit stop is located in front of the building, at the corner of Folsom Street and Soto Street. Several bus lines are also available within 500 feet at the corner of Soto Street and Cesar Chavez Boulevard, connecting residents to other parts of the city.

The manager notes that because many of the residents do not own vehicles, parking is sufficient for the building. In addition, our parking count of two and three vehicles at different times seems consistent with this observation, and seems to supports the idea that this building may be “over-parked.” The nearby location of amenities and bus stops also make the building’s location ideal for residents without car access to walk to markets, retail stores, and other services.

**Conclusion**

Because less than a third of parking spaces are potentially occupied at any given time—even with all of the vehicles currently owned by the residents, the current amount of parking slots at this site is excessive relative to its need. This project is over-parked.

## Playground

Developer: East LA Community Corporation (ELACC) (2002)

1462 Playground Street, LA 90033

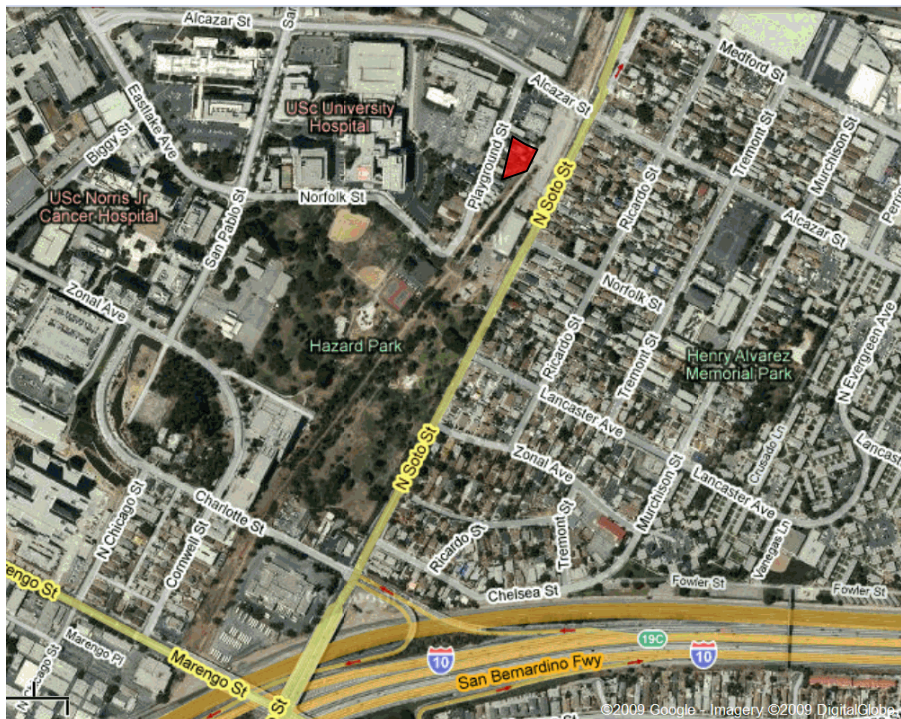
Family housing, 5 units (5 parking spaces)

Manager: Jackie Monterrosas 323-269-4214 ext 252

Parking status: Over-parked (with caveat based on small size)

Playground is a small affordable housing apartment complex with only 5 units located at 1462 Playground street, near the USC University Hospital. Jackie Monterrosas is the manager for the property; however, she is not onsite. There are 19 residents at Playground, 10 children and 9 adults. Playground is located in Council District 14 and is currently served by Councilmember Jose Huizer.

Map of the Area



## Findings

The parking for Playground is tuck-under and located in the back of the property. There is a gate for the driveway leading to the back. There are 5 parking spots, one for each unit. Currently there are only 4 units that have cars, and tenants will sometimes park on the street if just running in quickly. However, street parking is difficult sometimes, as street parking across the street is metered during the day. Visitors must also park on the street. Tenants with bikes store them in their unit or in their parking spot, against the wall. At 7pm on Tuesday June 9 all 4

cars were parked, as well as on Wednesday June 10 at about 11pm. However on Sunday June 14 at 1pm there were only 3 cars.

There are not many transit alternatives in the area. The closest public transit is the Metro 254 bus, which is about a 5 minute walk away.

***Conclusions:***

While technically over-parked, given the small size of the project, one change in a household can shift the analysis to under-parked. Given the lack of many transit alternatives, this shift could present obstacles to the households.



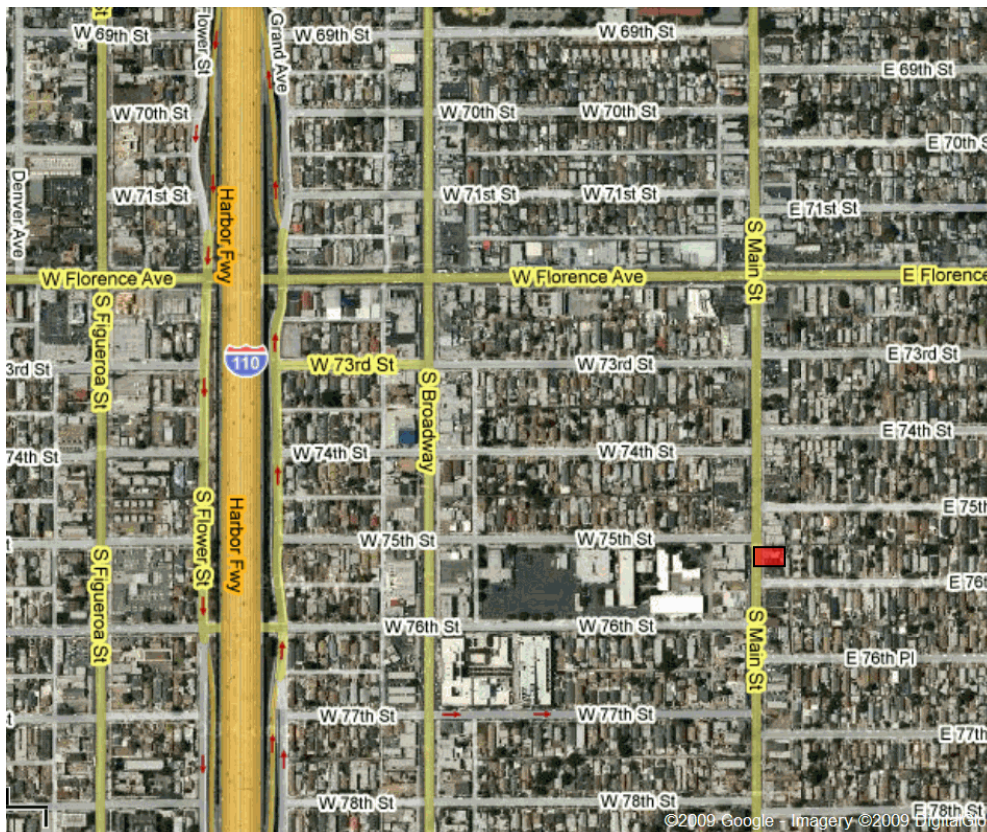
## Umoja Apartments

Developer: Beyond Shelter (1995)  
101 West 74th Street, Los Angeles, CA.  
On site manager: Peggie (213) 505-5829  
Family housing, 40 units (40 parking spaces)  
Parking Status: Over-parked

Umoja Apartments is a 40-unit project, 37 of which were occupied at the time of the survey. There are approximately 50 adults and with children the total number of occupants is about 100-125. Umoja was built in 1995 and the owner is Beyond Shelter. Umoja is in Council District 9 and the current Council Member is Jan Perry. Umoja is not located in the best neighborhood, but the complex itself appears to be one of the nicest buildings in the area.

The Blue Line Florence Station is located about a mile away and to access the station tenants can take a bus down Florence to the Blue Line Station. The nearest bus stops are located on Florence Ave, about 2 blocks away from the site.

### Map of the Area



***Findings:***

The parking for Umoja is located underground, and is secured by two gates, one to access the driveway down, and another to access the garage. There are a total of 40 parking spots, one per unit, with one Handicapped space. It is important to note that the parking spaces are “doubled”, making it potentially less convenient to park in the lot. Although the resident manager has only been on the job for a short time, her best estimate was that a number of the tenants do not own cars, and only one family had more than one car.

Also, due to the double gate entry, many tenants park on the street if they are going to be leaving again soon. No bicycles were observed; if tenants own a bicycle they keep it in their unit.

There have been complaints regarding vandalism, as well as one car theft. The property management recommends that tenants keep the garage gate remotes with them (not in their cars). The observations revealed:

Tuesday, June 9, 6:00 pm: 19 occupied spaces out of 40

Wednesday, June 10, 10:00 am: 20 occupied spaces out of 40

Sunday, June 14, 12:00 noon: 25 occupied spaces out of 40

***Conclusions:***

Overall this site is over-parked, with the caveat that the double-parking and double-gate entrance to the parking lot encourages tenants to not utilize the parking lot.

## Views @270

Developer: Hollywood Community Housing Corporation (2005)

1516 No. Western Avenue, 90028

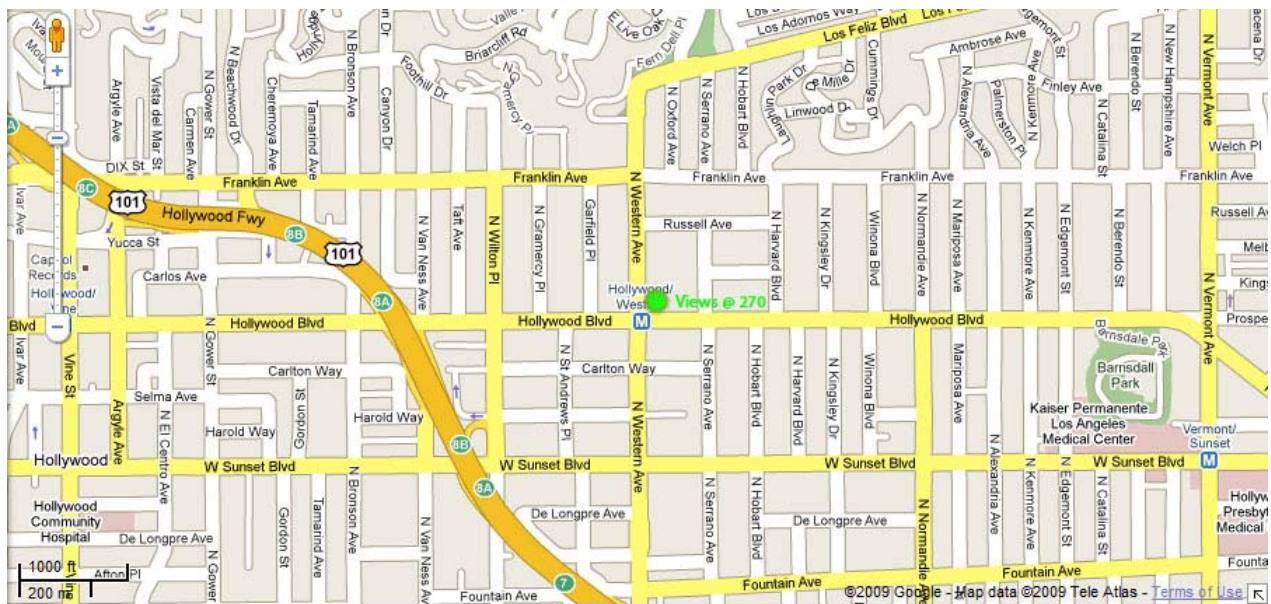
Council District & Councilmember: Eric Garcetti (2000 – Present)

Site Manager: May Lacyo

Family housing (mixed use), 56 units (60 parking spaces)

Parking status: Not over-parked

Views @ 270 is a mixed-use affordable housing development in Hollywood. It features 56 family units comprised of 8 one-bedroom units, 26 two-bedroom units, and 22 three-bedroom units located above a Walgreens in a commercial oriented intersection. While the ground floor consists of parking reserved for Walgreens customers, parking for residents is provided by a gated subterranean parking garage that provides 60 parking spaces for residents and visitors to the development. It is located in the 13<sup>th</sup> Council District (Eric Garcetti, Councilmember).



### Findings:

Residential parking at Views @ 270 is provided by a gated subterranean parking garage. Of the 60 parking spaces available, 57 are regular parking spaces, while 3 are handicapped. Of those, 6 spaces are designated as visitor parking, while residents sometimes park in those spots as well.

Public Transit: There are 4 bus stops (Metro Red Line and Metro Gold Line) located at the intersection of N. Western Ave. and Hollywood Blvd. where Views @ 270 is located. Each stop can be accessed by foot within about a minute. The Metro Hollywood Station is located a few blocks away on N. Western Ave. and is also easily accessible from the site.

Cars & Slots From Each Visit:

	Weekday (Day)	Weekday (Night)	Weekend (Day)
Regular Slots (57)	27	51 + 1 (Illegally Parked)	43
Handicapped (3)	2	3	0
Guest Slots (6 of 57)	2	6	0
Total Slots (of 60)	31	61	43

Based on interviews with the Site Manager (May Lacyo), about 200 people live at the project site. Of these, approximately 75 are children, while 50 are seniors. None of the residents are special needs individuals. In terms of vehicles owned by residents, it is estimated that there are 60 cars and 1 motorcycle. Additionally, there are about 8 adult bikes which a few residents use as their primary mode of transportation. An estimated 10 residents do not own any vehicles. The handicapped slots have temporarily been assigned to regular slots (until needed by handicapped residents).

We observed that parking at night is full, including visitor slots but that is much reduced during the day and on the weekend. As for parking, tenants routinely park on the street because there is not enough parking in the underground garage, as evidenced by the fact that while only 60 spaces were available in the garage, 61 cars were parked at night (see chart above). Thus, while day parking is sufficient, it is not sufficient at night when residents return home.

**Conclusion:**

Based on the observations, this project is not over-parked. However, the observers recommend that a second survey be conducted that interviews the tenants to determine how many households have more than one vehicle. Addition survey should be conducted that interviews the tenants to determine how many households have more than one car. Further, the owner may wish to explore incentivizing the tenants to use more public transit (e.g, providing transit passes in some fashion, in order to reduce parking demand. Lastly if the parking situation at night remains tight, the owner may wish to negotiate utilizing Walgreens parking which is less parked during the night hours.

## Werner Illing

Developer: Hollywood Community Housing Corporation (1995)

1924 N. Argyle Avenue, Hollywood 90028

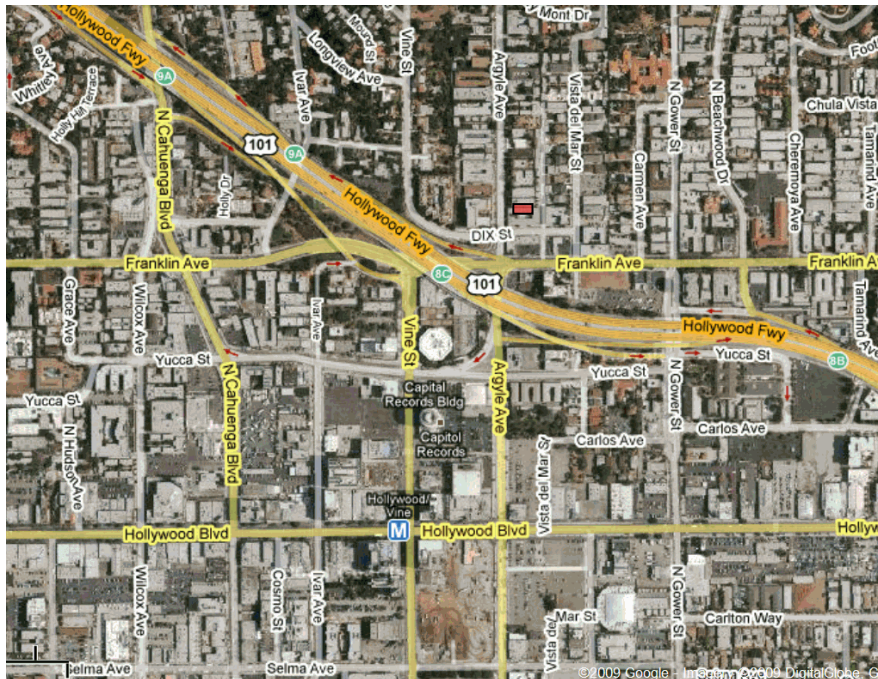
On site Manager: Sheena Lino 323-466-0290

Senior housing, 21 units (5 parking spaces)

Parking status: Not over-parked

Werner Illing is a senior affordable housing complex located at 1924 N. Argyle in Los Angeles in the Hollywood area. The project has 21 units, 19 studios and 2 1-bedrooms, and approximately 22 residents, all of them are senior citizens, 63 year and older. Werner Illing is in Council District 4 and is currently represented by Councilmember Tom LaBonge. The onsite manager is Sheena.

### Map of the Area



### Findings:

The parking for Werner Illing is an open lot in the back of the building that only has 5 spaces, all of which were assigned at the time of the survey. Street parking is hard to find around the complex. .

Werner Illing has good access to public transit and is served by the Red Line, Metro Bus and the Dash. The nearest Red Line station is Hollywood/Vine, the Metro Lines are: 210, 212, 181, 180,

222. There are also two DASH lines that run through the area. Residents consistently complain about the availability of parking, as it is very tough to find parking especially on the weekends.

The manager commented that most tenants prefer to leave their cars in their designated spot and walk around the area, especially before 4pm on weekdays and during weekends. Parking spots are assigned on a first come, first served basis. The manager said that tenants can pay for private parking few blocks away from the building, but did not state how many tenants did this, if any, at present.

- On Tuesday June 9 all 5 parking spots were full at approximately 8:30pm.
- On Wednesday, June 10, all 5 parking spots were full at approximately 10:30 pm
- On Sunday, June 14, 4 of the 5 parking spots were occupied at 5:00 pm.

**Conclusion:**

Werner Illing is adequately parked. Since the tenants are seniors, it is unlikely that there will be more demand for parking (if tenants age in place). However, if there are serious complaints regarding lack of parking, the owner may wish to incentivize public transit or negotiate with nearby businesses to secure a few designated parking spots.

**Parking – Back of the building**



**Street Parking**



## Woodland Terrace Apartments

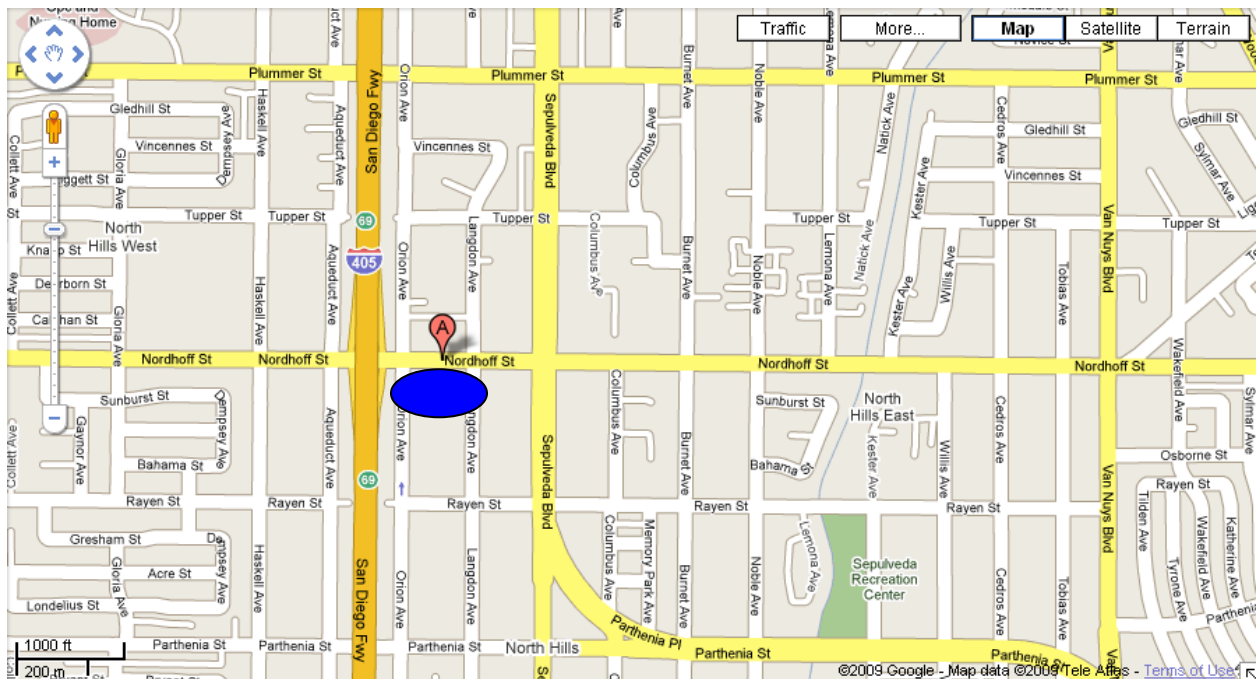
Developer: A Community of Friends (2007)

15532 W. Nordhoff Street, 91343

Special needs project,

Parking status: Unclear (adequate during the week and over-parked on weekends)

The Woodland Terrace Apartments is a 31-unit multi-family building in the community of North Hills. The apartment building was developed and built in 2007 and operated by A Community of Friends. It provides housing and services for special needs families. This building is located in Los Angeles Council District 7 and is represented by Councilmember Richard Alarcon. The map below shows the geographical location of the building.



Source: Google Maps

### Findings

According to Rick Sanchez, the manager, the building has approximately 105 residents: 60 are adults, 45 are children, and none of the residents are over 60 years of age. All of the residents have special needs. The building has 33 parking spaces, two of which are assigned to staff, and one of which is reserved for disabled access; there is approximately 1 car per unit. The total number of cars was estimated at 31, although this number fluctuates due to unit vacancies and varying resident driver levels of registration and insurance coverage. Among the bicycles in the provided bicycle rack during the June 11<sup>th</sup> site visit, five were used for transportation by adults in the building although the manager said there are usually two more. Parking counts and times gathered during this study are listed below.

The nearest transit stop is located less than ¼ mile from the building. Public transit options include the 166 and 364 Metro Local busses running on Nordhoff Street which connect to two Metro Rapid Lines (the 734 and 761); these lines also connect to the Metro Orange Line (Dedicated Bus Line) and ultimately to the Metro Red Line Subway. The Panorama City/Van Nuys DASH can be accessed within ½ mile of the apartments, which does connect to the Van Nuys/Studio City DASH at the Van Nuys Civic Center. Riders can also connect to the Commuter Express 413 route to the Downtown Civic Center from the Panorama City/Van Nuys DASH.



Photo: View of on-street parking (Nordhoff) 6/17/09; Source: T. Robbins



Photo: Neighborhood parking conditions; Source: T. Robbins

*Observations:*

6/11/09 10:08pm 28 cars and 1 motorcycle/hybrid (three wheels) out of 33 spaces

6/13/09 11:17am 16 cars and 1 motorcycle/hybrid (three wheels) out of 33 spaces

Tenants do not routinely park on the street, since street parking isn't readily available due to the number of multi-unit buildings in the vicinity. Sometimes tenants will take a couple of



months to meet the building's license, registration and insurance requirements, and will park on the street until they do. A couple of cars have been broken into, and one has been burned – this also acts as a deterrent to parking on the street. Caretakers who come to the units park in the underground lot in staff spaces or in slots that are currently unassigned. There is no assigned visitor or family parking; tenant requests are commonly for family member parking, especially around the holidays and on birthdays. However, the manager will give permission, if called, to use open/unassigned spaces.

The manager estimates that most of the buildings in the area have 2-3 cars per unit but that he believes many of the parking places are used for storage or even for people to live in, indicating that other projects in the immediate vicinity are over-parked. At the same time he has noticed that street parking appears to be at a premium, with nearby residents “holding” spots.

### ***Conclusions***

This project appears to be both “adequately” and “over” parked. The observers were unable to ascertain the large discrepancy between the evening and weekend visits and the resident manager was unable to assist with whether or not this was an anomaly or a consistent pattern. Therefore, this project is one that would benefit from a follow-up survey that was conducted daily for a week and/or a resident survey to determine more accurately vehicle ownership and usage.

Appendix II

PARKING SURVEY RESULTS

Family & Family with Special Needs Projects

Project Name	Address	Type	Year Built	Owner/ Developer	# of Units	Number of Pkg		Number of Vacant Spaces		Avg. vacant	Transit Access
						Spaces	Parking Ratio	Week Night	Weekend Morning		
Amistad Apartments	2037 N. Lincoln Park Ave. Los Angeles	Family & Special Needs Family	2002	A Community of Friends	49	54	1.10	17	18	0.32	bus lines 1 block
Angelina Apartments	1336 Angelina Street Los Angeles	Family	1999	Little Tokyo Service Center CDC	82	88	1.07	0	15(night)	0.09	4 mins walking distance 1 block bus
Asbury	2505 W. 6th Street Los Angeles	Family		Los Angeles Housing Partnership	96	51	0.53	20	22	0.41	1 block bus
Broadway Village II	5101 S. Broadway Los Angeles	Family	2006	Beyond Shelter	50	51	1.02	20	17	0.36	across the street bus
Bronson Court	1229 N. Bronson Ave Los Angeles	Family	2008	Los Angeles Housing Partnership	32	32	1.00	4	25	0.45	2 blocks bus
Camino de Las Floras	1063 S. Eastman Ave Los Angeles	Family & Special Needs Family	2007	A Community of Friends	25	40	1.60	25	20	0.56	bus .3 miles
Woodland Terrace	15532 W. Nordhoff St. Los Angeles	Special Needs Families	2007	A Community of Friends	31	33 (listed as 30)	1.06	4	16	0.30	bus less than .25 local and dash
Umoja Apartments	101 W. 74th Street Los Angeles	Family	1996	Beyond Shelter	40 (dev. said 50)	40	1.00	20	15	0.44	2 blocks bus
Kern Villa	202 N. Kern Ave Los Angeles	Family	1982	East LA Community Corporation	49	93	1.90	29	37	0.35	2 blocks bus 2 blocks metro
Lorena Terrace	611 Lorena Street Los Angeles	Family	1996 Rehab	East LA Community Corporation	49	59	1.20	21	32	0.45	adjacent bus
Paseo del Sol	417 N. Soto Street Los Angeles	Family	2004	East LA Community Corporation	7	7	1.00	4	5	0.64	adjacent bus
Playground	1462 Play Ground St. Los Angeles	Family	2002 Rehab	East LA Community Corporation	5	5	1.00	1	2	0.30	5 min walk 2 blocks
Casa Verde	1552 Schrader Blvd. Hollywood	Family & Special Needs	2000	Hollywood Community Housing Corporation	30	32	1.07	13	8	0.33	1 block, metro w/in .25 mi
Views @ 270	1516 N. Western Ave Hollywood	Family	2005	Hollywood Community Housing Corporation	56	60	1.07	0	17	0.14	adjacent bus, metro within .25 mi
Cesar Chavez Gardens	555 Cesar E. Chavez Blvd. Los Angeles	Family	2003	Little Tokyo Service Center CDC	47	127	2.70	56	89	0.57	adjacent bus, .25 union station

Reseda Village*	7939 Reseda Blvd. Reseda, CA	Family	1999 Rehab	Abode Communities	42	56	1.33	8	6	0.13	1 block bus
Parthenia Court*	14825 - 14833 Parthenia St. Panorama City CA	Family	1999 Rehab	Abode Communities	25	49	1.96	28	25	0.54	N/A
Regency 50 Apartments*	14540 Blythe St. Panorama City, CA	Family		Abode Communities	50	113	2.26	26	26	0.23	N/A
Village Esperanza*	255 E. 28th Street Los Angeles, CA	Family	1994 Rehab	Communities/ Esperanza Com.	33	87	2.64	47	42	0.51	N/A
Park Place Terrace*	2500 W. 4th Street Los Angeles, CA	Family	1995 Rehab	Abode Communities	40	101	2.53	32	32	0.32	N/A
Hart Village*	6941 Owensmouth Ave Canoga Park, CA	Family	2007	Abode Communities/ Hart Village LP	47	75	1.60	34	18	0.35	N/A
L'Canon Club*	9700 Laurel Canyon Pacioma, CA	Family	1999 Rehab	Abode Communities	80	175	2.19	80	72	0.43	N/A
			<b>Total</b>	<b>23 Projects</b>	<b>925</b>	<b>1395</b>	<b>1.49</b>	<b>489</b>	<b>544</b>	<b>37.42%</b>	
								<b>35.05%</b>	<b>39.00%</b>		

### Senior and Special Needs Projects

Project Name	Address	Type	Year Built	Owner/ Developer	# of Units	Number of Pkg		Number of Vacant Spaces		Avg. Vacant	Transit Access
						Spaces	Pkg Ratio	Week Night	Weekend Morning		
Morgan Place	7301 Crenshaw Blvd. Los Angeles CA	Senior	2009		55	32	0.58	6	10	0.25	1 block
Werner Illing	1924 N. Argyle Ave Hollywood	Senior	1995	Hollywood Community Housing Corporation	21	5 (dev. claims 8 permitted )	0.24	0	1	0.10	redline .5 mi, bus
4th Street Senior Housing	1122 Fourth Street Santa Monica	Senior	2000	Menorah Housing	66	28	0.42	0	0	0.00	1/2 block bus
Echo Park Senior Housing	1727 Morton Drive Los Angeles	Senior	2001	Menorah Housing	41	27	0.66	14	15	0.54	2 blocks dash, .5 local bus
Gateways Housing	444-450 N. Hoover St. Los Angeles	Special Needs Individual	2005	A Community of Friends	30	10	0.33	7	7	0.70	bus adjacent
Parthenia Senior Housing	19455 Parthenia St. Northridge	Senior	2007	Menorah Housing	35	35	1.00	8	17	0.36	adjacent dash
			<b>Total</b>	<b>6 Projects</b>	<b>248</b>	<b>132</b>	<b>0.54</b>	<b>35</b>	<b>50</b>	<b>32.40%</b>	
								<b>26.52%</b>	<b>37.88%</b>		