

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

A MODEL PUBLIC ACCESS CODE

April 1988

PARKING AS A TRANSPORTATION ISSUE

An excess of cars has caused a variety of problems: congested roadways, air pollution, and parking spillover from commercial to residential areas. The underlying problem is that property owners absorb many of the costs of auto usage, making travel by auto a tempting bargain relative to alternative modes. For example, the private sector parking subsidy for downtown Los Angeles has been estimated at \$118 million.¹ This could be multiplied many times for the city overall. This privately provided, and thereby hidden, subsidy is several times the entire public subsidy for transit.

As a result, several analysts² have recommended a variety of actions, all of which involve the reduction of the subsidies to drive-alone commuters. These recommendations include providing technical aid for setting up and coordinating ride pools, changes in building code parking requirements to encourage ride pool and transit usage, and changing the tax laws to allow tax-exempt travel allowances which may be used for parking or for transit (with the excess being pocketed if the transit mode were chosen).

In the meantime, single occupancy auto travel - as an artificially cheapened commodity - has flooded the urban transportation market. With increasing frequency, cities have incorporated the above suggestions, as well as other provisions, into codes and ordinances in order to stem this tide. All too often these attempts have been haphazard. They frequently are directed at bailing out of the flood, regardless of consequences. By not dealing with underlying causes, the floodgates remain open. A city might, for example, increase minimum off-street parking requirements for commercial properties, in order to reduce parking spillover on residential streets. The increase in the supply of parking would encourage still more single occupancy travel.

A MODEL PUBLIC ACCESS CODE

Cities often attack the problem of auto congestion with parking policies or with TSM measures. The broader framework of a Public Access Code would be more appropriate. It should be based on the principle that access to sites should not favor single occupant

¹ Richard W. Willson, "Parking Subsidies and the Drive-Along Commuter: New Evidence and Implications", paper presented to the 67th Annual Meeting of TRB, January 1988.

² D. Pickrell and D. Shoup, "Employer-Subsidized Parking and Work-Trip Mode Choice", Transportation Research Record 786, 1980.

M. Surber, D. Shoup, and M. Wachs, "Effects of Ending Employer-Paid Parking for Solo Drivers", Transportation Research Record 957, 1984.

J. Simon and J. Woodhull, "Parking Subsidization and Travel Mode Choice", Office of Policy Analysis, SCRTD, 1987.

automobiles over other modes of travel. With this as a guiding principle alternative strategies could be effectively evaluated.

No city has a Public Access Code, per se; although several have most of the elements in place. The comprehensive code that follows was developed as a model integrated access code. As much as possible, existing ordinances from various cities were incorporated into the text, resulting in a well precedented document. This model is designed to stand in place of a parking code. Its broader scope acknowledges that access to a site is not limited to the automobile.

The model code is largely derived from Article 1.5 of San Francisco's Planning Code and its Developer's Manual For Procedures and Performance Criteria. The provisions related to parking space inventories, congested area parking caps and functional classification of streets are largely taken from Portland's Downtown Parking And Circulation Policy. The provisions about pedestrian access are largely derived from a San Jose draft of proposed Site Design Guidelines. The transportation management requirements are derived from similar requirements in all of the above cities but are specifically inspired by the Los Angeles Ridesharing Ordinance and the South Coast Air Quality Management District's Regulation 15. The subsidy equity provisions are functional analogs of proposed Federal IRS reforms. Finally, the neighborhood parking associations provisions have no precedent; they are offered as one way to ameliorate interim problems resulting from parking restrictions.

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Purpose

This Code is designed to promote a balanced transportation system, a system which will support growth consistent with citywide development goals. The Code recognizes that the local street system in congested areas of the city will not handle increased private vehicular travel without significant deterioration in 1) the mobility of city residents and commuters, and 2) the economic viability of the city. It adopts a "Public Transit and Shared Riding First" emphasis to accommodate additional commute travel to and within these areas in order to preserve the livability of the city.

With respect to off-street parking, this Code is intended to allow for needed facilities but discourage excessive amounts of parking, to avoid adverse effects upon surrounding areas and uses, and to encourage effective use of public transit and shared riding as an alternative to single occupancy travel by private automobile.

This Code also serves as part of the city's plan for ensuring compliance with emissions standards of the Federal Clean Air Act. Requests for conditional relaxations of this Code should be judged, in part, in terms of their potential impacts upon meeting these emission standards.

Objectives

The Public Access Code is based on the following objectives:

- o Develop an efficient parking supply which supports citywide development goals.
- o Recognize that access needs differ in congested and uncongested areas.
- o Reduce the need for parking, especially long term parking serving low occupancy commuter trips.
- o Provide transportation incentives structured to alleviate congestion.
- o Encourage the improvement of public transit service and the increase in transit ridership.
- o Encourage trips in shared vehicles, on bicycles, and by walking.
- o Reduce through traffic, as well as circling traffic, on congested streets, and minimize traffic congestion.
- o Reduce reliance on automobile travel, especially during peak hours.
- o Reduce conflicts between transit, pedestrians, bicycles, and automobile traffic.

- o Meet Federal and State air quality standards.

Designation of Congested Areas

The Central City Core and other areas identified as congested by the City Public Access Manager will be subject to a parking inventory. Additional areas may be designated at the request of the City Council or by public petition. In the case of the latter, the City Public Access Manager shall determine carrying capacity of the streets of the area in question. Should the average peak load during the hour of heaviest traffic be above 90% of the carrying capacity (or an alternative proportion specified by the City Council) then the area will be designated as congested and also be subject to a parking inventory.

Parking Inventories

At the end of any quarter of any year the total inventory of parking spaces in a designated congested area shall not exceed 100% (or an alternative proportion specified by the City Council) of the initial inventory of that area. New parking spaces within the area may be approved in conjunction with the identification of offsetting spaces for removal.

In determining the number of allowable parking spaces for new developments, credit will not be assigned automatically for on-street or off-street parking that is removed as part of the new development project. All off-street or curb parking removed as a result of new development shall be assigned to the parking reserve for possible reassignment anywhere in the congested area.

In order to approve new parking the City must either: 1) find that the approval of the parking will not put the number of existing and approved parking spaces above the maximum inventory; or 2) identify, as part of the Conditional Use process, spaces to be removed when the new spaces open so that the number of existing and approved spaces does not exceed the maximum inventory.

Parking spaces for residential uses are exempt from inventory. Exclusion of short term parking may be applied for under a conditional use permit; this exclusion will only be granted if the use meets the additional criteria specified in the Conditional Use Applications section below.

Maximum Parking Space Ratios

New parking which is proposed as a part of a new development or redevelopment may be approved provided that the number of parking spaces does not exceed the number indicated by the following schedules of maximum parking space ratios.

The listed ratios are maximums. New buildings may be constructed without parking spaces, or with fewer spaces than the maximum ratios would produce.

The schedules are for non-congested areas of the city.

In designated congested areas the maximums will be 1/2 the scheduled rate. In addition, they must conform to the restrictions specified in the Parking Inventories section above. Accessory use parking in these areas is further restricted to 7% of the total gross floor area of the structure or development.

<u>Development Type</u>	<u>Spaces per 1000 Square Feet (or per Habitable Unit)</u>
Office	2.0
Residential	2.0 per Dwelling unit.
Retail	2.0
Medical*	2.0
Manufacturing/Wholesale	2.0
Restaurant**	2.0
Educational	2.0
Cultural/Entertainment**	0.25
Hotel/Motel	1.0 per Rentable unit.

* Additional parking for daytime use by patrons shall be determined on a case by case basis and be based on an analysis of demand and availability of parking in the area.

** Additional parking for evening use by patrons will only be approved if existing daytime use parking in the area is unavailable or insufficient for the need. Both evening use and daytime use of spaces approved for evening patron use will be reviewed and considered during the conditional use process.

Utilization of Parking Space

In commercial areas new parking for non-residential use shall include sufficient short-term spaces to, at a minimum, meet the development's needs. As a goal, at least 20% of the parking spaces should be for short term parking.

Parking allocated for tenant use (in non-residential developments) shall be allocated to carpools as a first priority. Property owners, or tenants designated as property managers, shall maintain access and inspection programs to insure appropriate allocation and utilization of carpool spaces. These programs, at a minimum, will maintain separate lists for carpoolers and non-carpoolers, with spaces given to carpool groups before any are given to non-carpooling drivers.

Compact car parking spaces are to be placed at entrances or other prime locations in order to avoid unnecessary use of large spaces by compact cars.

Parking shall be marketed, priced, and operated in a manner which encourages its use for short term parking and discourages its use for long term parking:

- o The charge for four hours of parking duration shall be no more than four times the charge for the first hour,
- o the charge for eight or more hours of parking duration shall be no less than 10 times the charge for the first hour.

- o No discounted parking rate shall be permitted for weekly, monthly or similar time-specific periods.

Surface Parking Lots

Surface Parking lots shall be discouraged, because they are unsightly interruptions to retail and office continuity, and they reduce transportation efficiency by causing dispersion of activities. A policy that discourages surface parking lots will also discourage the removal of buildings and subsequent conversion of sites into surface parking.

The only surface lots permitted are:

- o Lots of 20 or fewer spaces which serve a residential use or serve a permitted use in which the parking is 1) an integral part of the business, 2) is on the same property, 3) is only for its use, 4) is for customers only, and 5) is not in violation of the Citywide goals for strengthening retail activity in activity centers, or
- o surface lots which are part of an urban renewal project, and where the City has control of the development and can ensure satisfactory design and compatibility with the objectives of the Public Access Code, particularly as it affects the limit on parking in congested areas, or
- o interim lots as part of phased developments where the phasing pattern temporarily creates inadequate parking for the project, or
- o surface lots which are part of parking strategies developed by the City for particular areas or in response to temporary disruption caused by major construction projects.

Any parking lot for the parking of two or more vehicles which adjoins a lot in any Residential district, or which faces a lot in a Residential district across a street or alley, shall be screened from view therefrom, except at driveways necessary for ingress and egress, by a solid fence, a solid wall, or a compact evergreen hedge, not less than four feet in height. Any parking lot of 10 or more spaces, regardless of adjoining uses, shall be similarly screened from view from every street.

All artificial lighting used to illuminate a parking lot for any number of automobiles shall be so arranged that all direct rays from such lighting fall entirely within such parking lot.

No parking lot for any number of automobiles shall be used for any dead storage or dismantling of vehicles, or any repair or servicing of vehicles other than of an emergency nature.

Accessory Use Garages

Garages classified as accessory parking facilities shall be oriented to minimize conflict with pedestrian movements, and amenities, resulting from the placement of driveways and ramps, the breaking of continuity of shopping facilities along sidewalks, and the drawing of traffic through areas of heavy pedestrian concentration.

These garages shall also minimize conflict with transit operations, and pedestrian loading areas, resulting from the location of driveways, ramps and vehicle queuing areas.

These garages shall be constructed as either 1) temporary structures or 2) permanent structures that could be converted economically to other uses.

Other Parking Garages

Other types of parking garage facilities will be reviewed as to the appropriateness of their location and arrangement. In addition to the stated requirements for Accessory Use Garages, the City Public Access Manager shall review applications according to the following criteria:

- o Convenience to congested areas, particularly locations near or adjacent to, but not inside such areas.
- o The service patterns of other forms of transportation.
- o Establishment of a parking fee structure as set forth above.
- o The objectives of the Public Access Code.

Curb Parking

Curb parking is considered to be a valuable resource for high-turnover, short term parking service to shoppers and other visitors, and for convenient parking in off-peak periods. Its use is to be encouraged in locations where it does not cause traffic congestion and it does not interfere with the safe and efficient movement of traffic, transit, pedestrians, and bicycles.

Curb parking spaces on designated traffic access streets (as defined below) may be removed, as required, to improve traffic flow, to reduce circulation of traffic in search of parking, and to remove spaces that are replaced by parking in new off-street parking structures.

Curb parking spaces may also be removed for other reasons, including improvement of the environment of congested areas: specifically to improve pedestrian circulation by reducing pedestrian-vehicle conflicts, to reduce congestion, to reduce noise, to improve bicycle circulation, and to improve the visual image and quality of special districts.

Rates for Curb Parking and City Garages

Rates for City garages shall be reviewed periodically, and shall be established to encourage short-term parking, and to discourage all day parking.

Rates for curb parking shall be reviewed annually, and shall be established to equal or exceed the hourly short term rates nearby off-street parking. Curb parking rates are intended to encourage use of off-street parking facilities, to reduce traffic circulation, and to increase curb parking turnover.

Transportation Impact Development Fee

Because of their impact upon local transportation networks, new developments of over 20,000 square feet in congested areas shall be assessed a one-time transportation impact development fee of \$5 a square foot. The revenues from these assessments shall be reserved entirely for local improvements in the transit system.

Parking Space Subsidization

Any project owner who provides parking spaces to tenants, and any owner or tenant who would provide parking spaces to employees or patrons, shall determine the cost of these spaces. Cost calculations should include the costs of construction, facility operation, and land or floor space.

Rent for parking shall be calculated separately from the rental of other property facilities. The rent for parking shall be no less than its calculated cost in order to avoid hidden subsidization of parking to the detriment of the overall transportation system. A tenant may, with fair notice, refuse to rent some or all of the property's parking spaces. The property owner may rent the space to non-tenants should this occur. The rental shall be in accordance with any other provisions of the Public Access Code.

If patrons or employees are offered parking spaces at less than cost then the provider of these subsidies must also offer equivalent subsidies for transit, up to the entire cost of the transit trip.

Neighborhood Parking Associations

Neighborhoods suffering from parking encroachment from nearby developments may petition the Public Access Manager to form a Neighborhood Parking Association.

The Neighborhood Parking Association shall take over the management of curbside parking, including the maintenance and pricing of metering. The pricing policies of the Association must comply with the Public Access Code, but may exempt local residents or otherwise serve to benefit the neighborhood. Revenue in excess of those normally collected by the City will be utilized for public access purposes in the neighborhood. The Neighborhood Association will participate in the determination of how these revenues will be allocated.

Functional Classification of Streets

The purposes of designating the principal functions of streets in congested areas are:

- o to clarify the major traffic access system, with specific reference to designation of appropriate streets for access to off-street parking facilities,
- o to hold open for future improvements those streets which are most appropriate as routes for the movement of people by public transit, pedestrian walkways, and bicycles, and
- o to establish within contiguous congested areas integrated and effective systems for the movement of automobile traffic, transit vehicles, pedestrians, and bicycles, and to establish a basis for reducing conflicts among these movement systems.

The classifications of principal street functions are as follows:

- o Traffic Access Street,
- o Non-Automobile Oriented Street,
- o Local Service Street,

- o Principal Bicycle Street.

The functional classifications are not mutually exclusive, and one street segment may have more than one functional classification. It is considered desirable, however, that no single street location be classified as having more than two principal functions. Further, it is recognized that there must be suitable provision for pedestrians, bicycles, and for access to frontage properties on all streets, regardless of their principal functions.

It is the intent of this Code to protect non-auto transportation from further development of automobile oriented facilities which require access to new parking. Access to new parking facilities shall be located only on traffic access streets and local service streets, or as a conditional use on principal bicycle streets.

Traffic Access Streets

Traffic access streets are intended to function as the principal routes to congested areas for automobile traffic. Their primary function shall be to provide direct and efficient access to these areas.

Effective signs shall be placed on these streets to direct traffic to public off-street parking structures, where applicable.

Service to traffic circulating within congested areas is a secondary function of these streets.

Decisions on design treatment and traffic operations on traffic access streets shall give preference to access traffic rather than to through traffic. Through traffic will be encouraged to bypass congested areas as a matter of Code. In support of this Code it is intended that:

- o The City will actively pursue a program of improvements for road connections outside congested areas in order to reduce the need for through traffic to use streets in these areas.
- o Streets in congested areas will not be improved in such a way as to increase through traffic.

Non-Automobile Oriented Streets

It is the intent of this Code to protect non-automobile oriented streets from further development of automobile oriented facilities which require access to new parking.

Non-automobile oriented streets are those streets which may become public transitways or pedestrianways, subject to ongoing planning and implementation. The actual design and future use of these streets, and the degree to which automobile traffic may be limited on them will be determined by future planning and design studies.

Local Service Streets

Local Service Streets are intended to serve local circulation, access and service requirements, including possible curb parking, possible access to off-street parking and loading facilities, and may also provide pedestrian and bicycle services.

All streets in congested areas not classified as traffic access streets, principal bicycle streets or non-automobile oriented streets will be classified as local service streets.

Principal Bicycle Streets

Principal bicycle streets are intended to form a system of principal routes to and through congested areas for bicycle riders. These are considered to be the streets which are most suitable for safe, direct, and pleasant bicycle travel. Decisions on design treatment and traffic operations on the Principal Bicycle Streets shall give preference to the safety and convenience of bicycle travel.

Bicycle Parking

All facilities of 10 or more long-term parking spaces shall also provide secure parking facilities (either guarded or enclosed locker) for bicycle parking. For facilities in excess of 20 long-term parking spaces, secure bicycle parking shall be provided at the rate of at least 1 bicycle space for every 20 auto parking spaces.

All facilities of 10 or more short-term parking spaces shall also provide short-term parking facilities (bicycle rack or locker) for bicycle parking on Principal Bicycle Streets. Along these streets, facilities in excess of 20 short-term parking spaces shall provide bicycle parking at the rate of at least 1 bicycle space for every 20 auto parking spaces.

Access to Parking Facilities

Access to new parking facilities will not be permitted to or from any street classified as a non-automobile oriented street.

In congested areas, where there is a choice, access to off-street parking and loading spaces shall be from local service streets and alleys.

Any private service driveway shall be designed to facilitate access to the subject property while minimizing interference with street and sidewalk circulation. Off-street parking and loading facilities shall be arranged so as to prevent encroachments upon sidewalk areas and adjacent properties. Driveways crossing sidewalks shall be no wider than necessary for ingress and egress, and shall be arranged, to the extent practical, to minimize the width and frequency of curb cuts, to maximize the number and size of on-street parking spaces available to the public, and to minimize conflicts with pedestrian and transit movements.

Conditional Use Applications for Parking Exceeding Accessory Amounts

In considering any application for a conditional use for parking for a specific use or uses, where the amount of parking provided exceeds the amount classified as accessory parking, the City shall consider the following criteria in addition to those stated elsewhere in this Code:

- o demonstration that trips to the use to be served, and the apparent demand for additional parking, cannot be satisfied by the amount of parking classified as accessory, or by transit service which exists or is likely to be provided in the foreseeable future, or by car pool arrangements, or by more efficient use of existing on-street and off-street parking available in the area, or by other means;

- o the absence of potential detrimental effects of the proposed parking upon the surrounding area, especially through unnecessary demolition of sound structures, contribution to traffic congestion, or disruption of or conflict with transit services;
- o in the case of uses other than housing, limitation of the proposed parking to short-term occupancy by visitors rather than long-term occupancy by employees; and
- o availability of the proposed parking to the general public at times when such parking is not needed to serve the use for which it is primarily intended.

Transportation Management Programs and Brokerage Services

Transportation Management Programs are intended to reduce the overall rate of travel by single occupancy auto to worksites in the city, especially in congested areas. The City Public Access Manager shall require all employers regularly employing 200 or more employees at one worksite, and all operators of worksites with 200 or more employees to increase the average employee to vehicle ratio to 1.75 in congested areas and 1.50 elsewhere. (These goals are subject to change as the average employee to vehicle ratio increases for the city overall.)

The average employee to vehicle ratio shall be calculated by dividing a worksite's total employee population scheduled to start work between 7:00 a.m. and 9:00 a.m. by the total number of vehicles which are driven by these employees from home to the parking facilities serving the worksite, including off-site facilities. Transit vehicles serving multiple worksites and bicycles are excluded from the vehicle count.

The employer or site operator shall submit an annual plan, or have one submitted by a certified transportation brokerage service, that:

- o designates a transportation coordinator responsible for development, implementation and administration of the plan,
- o provides an inventory of current strategies used to increase the average employee to vehicle ratio,
- o provides a verifiable estimate of the existing average employee to vehicle ratio,
- o lists specific incentives the employer or operator commits to undertake which can reasonably be expected to lead to the achievement of the target ratio.

The list of incentives may include:

- o establishment of carpool, buspool, taxipool, or vanpool programs,
- o preferential parking access or egress for vehicles used for ridesharing,
- o financial incentives to employees for ridesharing or using public transit,
- o provision of transit information and on-site pass sales,
- o flexible or modified work hours for employees,
- o use of fleet vehicles for ridesharing,
- o additional bike facilities, such as racks and showers.

At a minimum, the incentives for all sites shall include on-site transit pass sales if the sites are within 1/2 mile of a transit stop, and new sites shall include shower facilities, including lockers, at a minimum ratio of 1 for every 100 employees.

Pedestrian Access

New developments or redevelopments shall provide adequate pedestrian access to, within, and across the site. Sidewalks shall be constructed around the street perimeter of the site. They shall also be constructed from the perimeter walkway to the main entrances of the principle buildings within the site. They shall also be constructed between buildings. If construction must be delayed, then an in-lieu fee, commensurate with construction costs, shall be charged and held in escrow until sidewalks can be constructed.

Where applicable, the shortest route shall be used to connect the main building entrance with adjacent transit stops.

Sufficient lighting shall be provided for sidewalks, and for bus stops used during non-daylight hours. The lighting system shall be designed to eliminate light spill and unnecessary glare on adjacent residential properties. The system design shall insure turn-off times by the site operator when lights are not needed.

At the direction of the Public Access Manager, land shall be dedicated to allow for the installation of bus shelters. Any developer may submit a design other than that provided by the City in order to accelerate installation. The City will approve and maintain any shelter which conforms to its minimum design standards. A developer may also provide and maintain shelter amenities beyond these standards.

City Public Access Manager Duties

The City will designate a Public Access Manager to administer the provisions of this Code. The Public Access Manager shall:

- o Maintain a current account, by quarters of the year, of all parking spaces, by classification, in each congested area, together with the dates, descriptions, and numbers, by classification, of existing spaces scheduled to be removed, and of new spaces approved for construction and to become available for use within each quarter.
- o Maintain a schedule of proposed public and private projects in congested areas with estimated parking requirements and develop scheduling strategies which enable the City to approve parking proposals without exceeding the established total parking inventory.
- o Process applications for new parking spaces and recommend to the Hearings Officer the number of spaces to be provided, the proportion of spaces to made available for long term and short term use, and the number of spaces available for use by the general public. Recommend conditional agreements on initial use of the new parking spaces and on their future use in relation to development and land use changes, available transit services, and available spaces in other parking facilities.
- o Process required Transportation Management Plans, including review for adequacy, and enforcement of all provisions relating to these plans. Establish criteria and procedures for certification of transportation brokerage services. Verify randomly selected, as well as questionable, estimates of average passenger to vehicle ratios.

- o Develop guidelines for the formation and operation of Neighborhood Parking Associations. Maintain liaison with existing Associations.
- o Monitor the parking space cost calculations of major developments in congested areas. Hear complaints about cost calculations brought by tenants, employees and patrons.
- o In cooperation with other City agencies, analyze, plan, and recommend changes in the operation of existing City owned parking facilities to meet more closely the goals and requirements of this Code.
- o Meet on a regular basis with representatives or the staffs of the appropriate city, state and regional agencies, the appropriate neighborhood associations, and the affected business community, in order to assemble all available information and current proposals relevant to present and future parking and transportation in congested areas. Conflicts, discrepancies and requirements for coordination shall be reported on a regular basis to the Mayor, together with suggestions for improvements.
- o Develop the capability to monitor use patterns of existing parking and to evaluate the effects of future changes to the Public Access Code on existing businesses, new development, and air quality.
- o Recommend changes and revisions to the Code as needed. Conduct a major review and revision of the Code at 5 year intervals.

Compliance and Enforcement

The procedures and programs described in this Code are required either as conditions to the approval of a use or occupancy permit or as requirements of the City Planning Code.

Noncompliance will be defined as failure to comply completely with the above provisions, and will be considered a violation of the occupancy permit and/or a violation of the City Planning Code. Noncompliance may therefore be cause for violation abatement actions against the project owner and/or suspension of the occupancy permit.

The Public Access Manager may take any or all of the following actions in order to enforce compliance with these requirements:

- o Written notice will be provided to the project owner by the Public Access Manager, specifying the nature of unsatisfactory performance or noncompliance, and requiring correction of same within a reasonable period of time, but no less than sixty days.
- o The Public Access Manager may delay approval and/or issuance of any use or alteration permits for the subject project, or may recommend that any pending occupancy permit for the subject project be delayed, until such time as the Public Access Manager is satisfied that the project owner has corrected the unsatisfactory performance or compliance violation.
- o The Public Access Manager may move to suspend or revoke the occupancy permit for the subject building.
- o The Public Access Manager may deny approval of use permits for new construction of other projects under the control of the project owner.
- o The Public Access Manager may invoke any other applicable provision of the City Planning Code.

Transportation Management Program Enforcement

Employers and site operators that are required to maintain Transportation Management Programs are subject to an administrative penalty of \$100 a day for each separate violation, the violations being:

- o failure to submit a plan in time,
- o failure to submit an annual plan review within 30 days of the plan anniversary date,
- o failure to revise the plan as mandated by the City Public Access Manager, and
- o failure to implement any of the provisions of the plan.

Failure to achieve goals after reasonable effort (as determined by the City Public Access Manager) is not a violation. A 10% improvement per year toward the goal shall be considered prima facie evidence of reasonable effort.

Parking/Transit Equity Enforcement

Employers and merchants who fail to offer equivalent transit subsidies to the subsidies offered to employees or patrons who arrive by automobile are subject to a penalty 3 times the cumulative subsidy discrepancy, as determined by the Public Access Manager using the criteria defined above.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
ADDENDUM TO "A MODEL PUBLIC ACCESS CODE"

October 1988

In the Model Public Access Code published in April, one section has drawn the most comments: the proposal for Neighborhood Parking Associations. Some commenters felt that this was radical or experimental.

The intent of the proposal was to correct the deficiency of most Residential Parking Permit programs: they tend to turn overused street parking into underused street parking, and add to the conflict between residents and nearby businesses. The controversial feature was the proposal to give residents a say in setting the rates, and returning some of the revenues to the neighborhood.

Further exploration has uncovered existing innovations which go a long way to this end. A number of cities have made the Parking Permit systems more workable. Eugene, Oregon and West Hollywood, California allow mixed residential and non-residential parking in selected neighborhoods, with the type of parking specified by street signage. The cities of Hermosa Beach and Santa Cruz allow residents and non-residents alike to park in selected beachfront areas during the summer season. All four cities require permits for non-short term parking, with residents paying nothing or a nominal fee for the permits, and non-residents paying substantially more.

The programs in these cities have turned parking impacted areas into relatively problem free areas. The programs have achieved their objectives. They have paid for themselves and have even generated a slight surplus going to their cities' general funds. Whether they match the proposed Neighborhood Parking Associations in detail is not important. What is important is that these cities have found good ways to deal with parking problems that still plague neighborhoods elsewhere.