

Parking Principles

Given the constraint of existing laws:

- The fundamental criterion on parking decisions is to enhance the quality of life for the residents of Laguna Beach.
- All parking improvements should be done with recognition that increasing the amount of parking will soon result in higher demand than is provided by the increased supply
- Where feasible, increased parking supply during peak demand should be responded to by city-managed/regulated temporary use agreements with cooperating owners of private parking
- Technology that facilitates parking (e.g., on-line location availability, automated payment, clear signage) should be implemented
- Where possible, parking should be configured to increase pedestrian and bicycle safety
- Because parking issues exist throughout the city, pay parking for non-residents should be extended into neighborhoods up to six blocks inland from Coast Highway; each resident household would receive two free (or low cost) parking tags
- If a “downtown” parking structure is determined necessary, it should be located on land owned by the city, walking distance to downtown, at the outer edge of a major vehicle entrance to the downtown, and funded in substantial part by downtown property owners
- The “grandfathering” of parking requirements will no longer exist for any non-residential building
- Parking solutions acceptable to the City will be required for any commercial business generating more than 30 (or?) customer/cars per day when applying for a CUP [this could include a formula for parking places/cars generated]