



CITY OF GLENDALE CALIFORNIA  
REPORT TO CITY COUNCIL AND REDEVELOPMENT AGENCY

March 9, 2010

AGENDA ITEM

Report: Downtown Specific Plan and Mobility Study Implementation Update and request for additional funding for professional services

1. Resolution appropriating \$60,000 from the Undesignated Parking Fund 27900-520 balance to Account No. 53160-240-701-51288
2. Resolution appropriating \$60,000 from the Central Glendale Undesignated Fund balance 25300-240 to the Downtown Development Standards project Account No. 53160-240-701-51288
3. Motion to approve change order for Nelson/Nygaard Consultant Associates in the amount of \$120,000 for the Downtown Specific Plan and Mobility Study Implementation Update

COUNCIL ACTION

Public Hearing [ ]	Ordinance [ ]	Consent Calendar [ ]	Action Item [X]	Report Only [ ]
Approved for _____ calendar				

ADMINISTRATIVE ACTION

	Signature
<b>Submitted by</b>	
Hassan Haghani, Director of Community Planning .....	<i>Hassan Haghani</i>
Steve Zurn, Director of Public Works .....	<i>Steve Zurn</i>
Philip Lanzafame, Director of Redevelopment & Housing .....	<i>Philip Lanzafame</i>
<b>Prepared by</b>	
Alan Loomis, Principal Urban Designer .....	<i>Alan Loomis</i>
Michael Nilsson, Mobility Planner .....	<i>Michael Nilsson</i>
<b>Approved by</b>	
James E. Starbird, City Manager .....	<i>James E. Starbird</i>
<b>Reviewed by</b>	
Scott H. Howard, City Attorney .....	<i>Scott H. Howard</i>
Jano Baghdanian, Traffic and Transportation Administrator .....	<i>Jano Baghdanian</i>
Emil Tatevosian, Deputy Director of Redevelopment .....	<i>Emil Tatevosian</i>
Bob Elliot, Director of Finance .....	<i>Bob Elliot</i>

## RECOMMENDATION

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It is requested that Agency/Council provide input on the status of implementation measures of the Downtown Mobility Study and approve a resolution of appropriation in the amount of \$60,000 from the Central Glendale Undesignated fund and \$60,000 from the Undesignated Parking Fund in order to amend the Professional Services Agreement with Nelson\Nygaard in the amount of \$120,000 to conduct studies, research, and implement currently unfunded Mobility Study recommendations including the Downtown Mobility Fund, In-Lieu Fee, District based Preferential Parking and Downtown Parking Standards.

## SUMMARY

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"Downtown Glendale will be an exciting, vibrant urban center which provides a wide array of excellent shopping, dining, working, living, entertainment and cultural opportunities within a short walking distance." This is the vision articulated by the Downtown Specific Plan (DSP) and adopted in November 2006.

A corresponding Downtown Mobility Study was adopted in March 2007 to accommodate the DSP's vision of a vibrant multi-use downtown, without significantly increasing auto congestion or impacting quality of life.

This report provides a review and update on the implementation of both Plans. Since adoption, ten major projects have been entitled under the DSP standards; two of which are completed or in construction. Of the seventeen specific implementation programs or policies identified by the DSP, nine have been completed or initiated, including the first and most significant – "Adopt a comprehensive Mobility Program." The Downtown Mobility Study's recommendations are organized by a timeline of "Immediate," "Short Term - within 5-years", "Medium – by 2020" and "Long Term – in 2030" actions. Most of the "Immediate Term" actions have been implemented, and many of the "Short Term" actions have been implemented or initiated. The majority of these actions focus on Parking Management, and have been the policy basis for installing digital pay-by-space meters on Brand Boulevard and downtown parking lots, in addition to modifying the price/rate structure of all public parking downtown.

Future actions recommended by the Downtown Mobility Study include:

- *Downtown Way-finding Signs* – An updated way-finding program will combine traffic management technology and enhance the visibility and awareness of downtown's public parking resources. Proposals for this program will be presented to Council in late Spring / early Summer, with the goal of installing new signs by the 2010 holiday season.
- *Review of Downtown Parking Standards* – This includes review of parking standards for specific uses such as affordable housing and consideration of 5000sf as a standard for the "change-of-use" exemption (instead of 2000sf).
- *Establishment of an In-Lieu Fee and a Downtown Mobility Fund* – An "In-Lieu Fee" and other financial incentives are proposed as alternative means to satisfy or reduce code-required parking. Monies collected from such fees should be dedicated to enhancing mobility in the downtown and allocated through a Downtown Mobility Fund.
- *Beeline Line-by-Line Analysis* – This report provides a snapshot of a transit system, assesses potential improvements to the transit network to enhance mobility and efficiency, and provides

- *District-based Preferential Parking* – A review of the City's existing Preferential Parking policies and programs as a tool to manage "spill-over" parking from commercial uses in residential neighborhoods will be completed by the Transportation & Parking Commission by late summer, and the Commission's recommendations will be presented to Council in Fall 2010.
- *Creation of a Downtown Business Improvement District* – A downtown BID is recommended as one means of collecting and distributing revenue for mobility projects in the downtown. Council has initiated a feasibility study for a property-based BID.
- *Revised Transportation Demand Management Ordinance* –TDM refers to a collection of strategies to manage the demand for scarce parking and roadway capacity. It gives people incentives to choose alternatives to driving alone by making those alternatives more attractive and convenient. A strengthened TDM Ordinance will include mandatory TMA membership and TDM programs for new construction / businesses.

## **FISCAL IMPACT**

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The existing Nelson\Nygaard Professional Services Agreement on Mobility Study Implementation is \$120,000. The remaining balance for this contract is approximately \$28,000.

Additional funds into the Nelson\Nygaard Professional Services Agreement in the amount of \$120,000 will be funded as follows:

Undesignated Parking Fund 27900-520 to Account No. 53160-240-701-51288 in the amount of \$60,000 to fund studies, research and implementation of the In-Lieu Fee, Downtown Mobility Fund, District based Preferential Parking (including South Brand Boulevard) and Downtown Parking Standards.

Central Glendale Undesignated Fund balance 25300-240 to Account No. 53160-240-701-51288 in the amount of \$60,000 to fund studies, research and implementation of the In-Lieu Fee, Downtown Mobility Fund and Downtown Parking Standards.

## **BACKGROUND**

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The Downtown Specific Plan and Downtown Mobility Study were adopted in November 2006 and March 2007, respectively, to guide growth and development of downtown Glendale. In the intervening three years, a series of policies, programs and projects have been initiated, implemented or entitled following the standards and recommendations of the plans. This report provides a status update on both plans, with an outline for future implementation actions Council may consider during 2010.

### **Downtown Specific Plan**

The Downtown Specific Plan (DSP) is a mixed-use, urban design plan adopted on November 7, 2006 that describes the desired physical vision for Downtown Glendale through a clear and comprehensive set of policies, incentives, and requirements. The Plan establishes physical design standards and guidelines as well as land use regulations, and directs policies for economic development; streetscape improvements; transportation development; parking; pedestrian amenities; open space and land use; preservation of cultural resources; and public art. The Plan was conceived as a coherent and consistent regulatory framework of standards and guidelines in the form of an easy-to-read, graphics-based manual.

More fundamentally, a series of regional and city-wide goals are embodied in the DSP and described in Chapter One of the Plan. These include:

- Economic Development – The Plan is intended to “ensure downtown’s long-term status as a good place to do business.”
- Housing Diversity – The Plan provides “incentives for a wide range of downtown housing types.”
- Growth Management – By allowing and encouraging new residences downtown, the Plan seeks “to relieve development pressures on existing residential neighborhoods.”
- Traffic Management – By focusing residential growth downtown – “a transit-rich entertainment, employment and cultural center” – the Plan itself is a traffic management strategy insofar as it promotes walking, cycling and transit as an alternative to driving within the downtown for current and new residents, employees, and visitors.

#### Development Proposals resulting from the Downtown Specific Plan

Because the DSP is predominantly a collection of policies, standards and guidelines for new development, the quality and variety of projects proposed under the Plan is the most obvious measure of the Plan’s success. Since adoption in late 2006, ten projects from 24-story condo towers to an 11-story hotel, and a number of four- to six-story mixed-use residential buildings, have been submitted and entitled under the DSP standards (see Exhibit A, which does not include various façade remodels and similar improvements). Notwithstanding the current economic and financing difficulties for development, there remains interest in downtown Glendale, and new design review applications are currently being prepared. This level and variety of activity suggests that the Plan’s standards are not a hindrance to development, but in fact demonstrates the Plan’s clarity, navigability and flexibility.

On the basis of these DSP projects, only two of which have begun construction, a few preliminary conclusions might be drawn:

- The standards and guidelines of the DSP appear to successfully guide to development, as measured in the similarity between the initial Stage I design review submittals and the final approved Stage II projects. Rather than suggesting a lack of progress on the part of applicants, this implies that the DSP clearly articulates the City’s expectations for downtown development, and leads architects and developers to acceptable solutions at the pre-design stage.
- Proposals for specific sites have generally followed the development projections and assumptions in the DSP Environmental Impact Report, although the entitled proposals tend to be less intense than the maximum build-out scenario analyzed by the EIR. Nonetheless, the fact that most current downtown proposals are five- to six-story mid-rise projects does not suggest the Plan is substantially under-performing, since much of the DSP is limited to a five- or six-story height limit.
- Four high-rise condos were entitled shortly following the Plan’s adoption. At present, none of these projects has broken ground – in fact only three received final design review and environmental approvals, and only one has submitted for Plan Check. Given the current difficulties obtaining financing for high-rise development, it is likely that these projects will not move forward within their five-year entitlement window, and new low-rise proposals may be submitted for these sites. However, these projects occupy four of the approximately six to eight sites in the DSP that might realistically accommodate new high-rise construction. As such, these sites represent a significant portion of downtown’s long-term development capacity. To prevent this development potential from being under-utilized with low-rise construction, Council may wish to consider amending the DSP to establish a minimum height or density standard in the districts which allow



high-rise development (specifically the "Gateway" and "Broadway Center" districts illustrated in Exhibit B).

### Downtown Specific Plan Implementation Programs

Additionally, the DSP requires the City of Glendale, Glendale Redevelopment Agency, and/or Glendale Housing Authority to initiate and/or adopt seventeen policies and programs. These are identified under "Chapter 9: Implementation & Review" (pages 111-113), and include "Designate an 'Arts District'" and "Streamline the permit and design review processes for projects in the DSP area" among others. The first and most significant of these is "Adopt a comprehensive Mobility Program for the Downtown area that integrates vehicular traffic, transit service, pedestrian amenities, and parking management policies that are supportive of the DSP goal to create a multi-modal and pedestrian oriented district," which was done in March 2007 with the Downtown Mobility Study. An itemized list of these programs and their status is provided with Exhibit C.

### Downtown Mobility Study

To complement the Downtown Specific Plan, a corresponding Downtown Mobility Study was adopted by City Council on March 6, 2007. The Mobility Study gathers under a single umbrella the full range of best-practices to reduce auto congestion and promote multi-modal transportation. Each of these – parking management strategies, free bus shuttle, parking benefit districts, in-lieu fees, and transit-priority streets, among others - is tailored to the physical vision articulated by the DSP. Like the Downtown Specific Plan, the Mobility Study is designed to achieve certain fundamental goals:

- Accommodate expected growth of the DSP without significantly increasing traffic congestion or impacting quality of life.
- Promote a multi-modal downtown that is equally accessible to pedestrians, transit riders and motorists.
- Provide a toolbox of interrelated transit and pedestrian friendly policies to implement the downtown vision.

The following outlines the status of the main policy concepts from the Downtown Mobility Study. More detailed information is provided in Exhibit D, which is adapted from "Figure 8-1: Action Plan of All *Downtown Mobility Study* Recommendations" of the Mobility Study.

### Parking Management

*Purpose:* A comprehensive parking management plan is a key component to managing congestion and reducing the impacts of auto traffic in a vibrant multi-use downtown. The goal of the parking program is to manage parking supply and demand, ensure that a growing downtown does not impact residential neighborhoods, and secondarily, to generate revenue for downtown improvements. Many of the immediate- and short-term implementation tasks of the Mobility Study Action Plan involved Parking Management, and most these actions have been implemented or initiated.

#### *Implemented:*

- "Demand-Responsive" parking pricing, with the adjustment of rates and hours on downtown streets and parking structures (Fall 2008)
- Pay-by-Space digital parking meters installed on Brand Boulevard (Fall 2008)
- Institute parking rates at the Glendale Transportation Center (Fall 2007)

#### *In Process:*

- Pay-by-Space digital parking meters installed at downtown surface lots (to be completed by end of 2010)
- Way-finding Signs – new sign program to improve patron awareness of available parking and downtown points of interest, and integrated with digital message boards and parking structures (design consultant engaged in November 2009; design scheduled for Council review Spring 2010; installation expected by end of 2010)
- Preferential Parking Districts – review existing preferential parking policies as a tool to manage commercial “spill-over” parking in residential neighborhoods and on-street parking congestion in multi-family neighborhoods (subcommittee of Transportation & Parking Commission formed in March 2009 to explore policy options on this topic; preliminary results presented to full TPC in December 2009; further study expected in 2010 with a focus on the South Brand area)
- In-Lieu Fee – allows new development or uses in existing buildings to satisfy code-required parking by paying a fee in-lieu of building new parking spaces. Fees would be paid into the Downtown Mobility Fund (consultant recommendations prepared in 2008; public outreach conducted through early 2009).

*To be initiated:*

- Review and Revise Downtown Parking Standards – including increasing the “change-of-use exception” from 2500 to 5000 square feet, and number of required parking spaces for specific uses, such as affordable housing.

Transit Service

*Purpose:* The key principles for improving transit service in Glendale include increasing awareness about the services that are available, and marketing a complete system to riders who can choose whether an MTA or Beeline route serves them best. Transit policy recommendations include improvements to local and regional service connectivity, the development of a new downtown shuttle, and improvements in customer experience. Improvements to Beeline service is based on the “Short Range Transit Plan” combined with other enhancements that can be implemented as funding becomes available.

*Implemented:*

- New bus shelters throughout the city, including high-amenity shelters on Brand Boulevard incorporating real-time “next bus” information (installed summer 2008)
- Compressed Natural Gas Fueling Facility – this public facility will allow the City fleet to fuel within the city limits, saving time, fuel and maintenance costs (currently under construction; expected opening in spring 2010)

*In Process:*

- Beeline Line-by-Line Analysis – provides a snapshot of a transit system, assesses potential improvements to the transit network to enhance mobility and efficiency, and provides recommendations regarding future fares and route alignments (presented to the Transportation & Parking Commission in September 2009; scheduled for Council review in summer 2010)

*To be initiated:*

- Beeline Bus Yard Facility – Conceptual designs have been prepared for a new facility at the Glendale Transportation Center, but the project is not yet fully funded.
- Downtown Shuttle aka “The Buzz” (potential routes and operational considerations are considered in the Beeline Line-by-Line Analysis)

Funding and Financing

*Purpose:* The Mobility Study's discussion on financing does not match specific funding to specific projects, but to identify and provides an overview of potential revenue sources, with particular attention to new and innovative revenue schemes. In the immediate and short-term, the Study focuses on locally-generated financing mechanisms to pay for transit and streetscape improvements, while positioning these projects for grant funds. Once local financing is well-established, the Study recommends seeking state and federal funding for large-scale transit improvements.

*In Process:*

- Downtown Business Improvement District (study for a property-based BID started on October 2009)
- Downtown Mobility Fund to be used for projects that enhance mobility in/through downtown, including capacity enhancements, transit improvements, pedestrian enhancements as well as future parking needs. (consultant recommendations prepared in 2008; public outreach conducted through early 2009).
- In-Lieu Fee – allows new development or uses in existing buildings to satisfy code-required parking by paying a fee in-lieu of building new parking spaces. Fees would be paid into the Downtown Mobility Fund (consultant recommendations prepared in 2008; public outreach conducted through early 2009).

Street Types / Capacity

*Purpose:* The Mobility Study designates streets in terms of their primary service - autos, pedestrians or transit - to provide policy guidance on street design and operation. Future road widening within the downtown area is limited to auto priority streets –Glendale, Central Avenues and Colorado Street.

*Implemented:*

- Colorado Street Improvements including street resurfacing, pedestrian lighting, street trees, and improved sidewalks between Glendale Avenue and Brand Boulevard (completed fall 2009).

*In Process:*

- Central Avenue Improvements including street resurfacing, pedestrian lighting, street trees, and improved sidewalks between 134 and Colorado Street (design phase in fiscal year 2010/11; construction in 2011/2012)

*To be initiated:*

- Freeway Access Improvements to Goode Avenue, Sanchez Drive and CalTrans ramps.

Transportation Demand Management

*Purpose:* TDM refers to a collection of strategies to manage the demand for scarce parking and roadway capacity. It gives people incentives to choose alternatives to driving alone by making those alternatives more attractive and convenient.

*In Process:*

- Strengthened TDM Ordinance including mandatory TMA membership and TDM programs for new construction / businesses (consultant recommendations and draft ordinance prepared in 2008; public outreach conducted through early 2009).

Bicycles (PLACE Grant)

The Downtown Mobility Study reaffirmed the need to implement the *1995 Bikeway Master Plan*, but did not outline any other specific recommendations related to cycling in the downtown. Through the Los Angeles County Department of Public Health PLACE Grant (Policies for Livable, Active Communities & Environments), the City has partnered with the Los Angeles County Bicycle Coalition since late 2008 to implement bicycle-friendly programs and policies. An update on the progress of the grant was received by Council on February 23, 2010.

### **Next Steps**

Implementation of the "In Process" actions mentioned above will require additional discussion and policy review with Council. To facilitate this review, staff suggests that similar topics be grouped together and recommends the following schedule. Council is asked to provide direction on this proposed review schedule.

*Spring 2010 – Downtown Parking Standards* – A review of parking standards for specific uses such as affordable housing, consideration of 5000sf as a standard for the "change-of-use" exemption, and other modifications to downtown parking standards should be considered holistically. Such consideration would follow logically from the parking management strategies implemented thus far, and form the basis for the topics described below.

*Late Spring / Early Summer 2010 – In-Lieu Fee and Downtown Mobility Fund* – The establishment of an In-Lieu Fee or other financial incentives that might be used to satisfy or reduce code-required parking should be considered in conjunction with other downtown parking standards. However, prior to enacting this policy, Council should consider how monies collected from such fees will be allocated through a Downtown Mobility Fund.

*Summer 2010 – Downtown Way-finding* – It is expected that Council will be asked to review concepts and proposals for the downtown way-finding program by late Spring or Summer.

*Summer 2010 – Beeline Line-by-Line Analysis* – It is expected that Council will review the Line-by-Line Analysis in late Spring or Summer.

*Summer 2010 – Feasibility Study on a Downtown Business Improvement District* – It is expected that the feasibility study for a Downtown BID will be completed for Council's review by Summer.

*Summer/Fall 2010 – District-based Preferential Parking* – It is expected that review of Preferential Parking policies and programs will be completed by the Transportation & Parking Commission by late summer, and the Commission's recommendations will be presented to Council in Fall 2010.

*2011 – Transportation Demand Management* – The City currently has a TDM ordinance and a functioning Transportation Management Association. Therefore it is recommended that the actions described above be undertaken prior to any revisions to the City's TDM programs.

### **EXHIBIT(S)**

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Exhibit A: Recent & Pipeline Projects in the Downtown Specific Plan

Exhibit B: Downtown Specific Plan District map

Exhibit C: Downtown Specific Plan Implementation Programs – Status Chart



Exhibit D: Mobility Study Implementation – Status Chart

RESOLUTION NO. \_\_\_\_\_

**RESOLUTION OF THE COUNCIL OF THE CITY OF GLENDALE  
MAKING AN APPROPRIATION**

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF GLENDALE:

SECTION 1: That the sum of \$60,000 is hereby appropriated and transferred from the following accounts:

ACCOUNTS	DESCRIPTION	FROM	TO
27900-520	Parking Fund, net Assets	\$60,000	
53160-240-701-51288	CRH Central project Area, Planning, Survey, Design, Downtown Development Standards		\$60,000

To provide additional funding for the professional services agreement with Nelson/Nygaard to fund studies, research and implementation of the In-Lieu Fee, Downtown Mobility Fund, District Based Preferential Parking, and Downtown Parking Standards.

SECTION 2: The Director of Finance is authorized to make such other revisions, individual appropriation line items, changes in summaries, fund totals, grand totals, and other portions of the budget document as necessary to reflect and implement the changes specified in this resolution, and in full accordance to the direction provided by the Council up until the adoption of this resolution.

SECTION 3: The City Clerk shall certify to the adoption of this Resolution.

Adopted this \_\_\_\_\_ day of \_\_\_\_\_, 2010

ATTEST:

\_\_\_\_\_  
City Clerk



\_\_\_\_\_  
Mayor  
**CITY OF GLENDALE**  
DATE 2-26-2010  
**APPROVED AS TO FINANCIAL**  
**PROVISION FOR \$ 60,000.**

Robert Elliot  
**Director of Finance**

STATE OF CALIFORNIA )  
COUNTY OF LOS ANGELES ) SS  
CITY OF GLENDALE )

I, Ardashes Kassakhian, City Clerk of the City of Glendale, certify that the foregoing Resolution No. \_\_\_\_\_ was adopted by the Council of the City of Glendale, California, at a regular meeting held on the \_\_\_\_\_ day of \_\_\_\_\_, 2010 and that the same was adopted by the following vote:

Ayes:  
Noes:  
Absent:

APPROVED AS TO FORM  
Mehmet J. Yari  
CHIEF ASSISTANT CITY ATTORNEY

\_\_\_\_\_  
City Clerk

DATED 3/3/10

RESOLUTION NO. \_\_\_\_\_

RESOLUTION OF THE GLENDALE REDEVELOPMENT AGENCY  
MAKING AN APPROPRIATION  
BE IT RESOLVED BY THE GLENDALE REDEVELOPMENT AGENCY:

SECTION 1: That the sum of \$60,000 is hereby appropriated to the following accounts:

ACCOUNTS	DESCRIPTION	FROM	TO
25300-240	CRH Central Project Area, Undesignated Fund Balance	\$60,000	
53160-240-701-51288	CRH Central Project Area, Planning, Survey, Design, Downtown Development Standards		\$60,000

To provide additional funding for the professional services agreement with Nelson/Nygaard to fund studies, research and implementation of the In-Lieu Fee, Downtown Mobility Fund, District Based Preferential Parking, and Downtown Parking Standards.

SECTION 2: The Director of Finance is authorized to make such other revisions, individual appropriation line items, changes in summaries, fund totals, grand totals, and other portions of the budget document as necessary to reflect and implement the changes specified in this resolution, and in full accordance to the direction provided by the Council up until the adoption of this resolution.

SECTION 3: The Secretary shall certify to the adoption of this Resolution.

Adopted this \_\_\_\_\_ day of \_\_\_\_\_, 2010.

ATTEST:

\_\_\_\_\_  
Secretary



Chairperson  
**CITY OF GLENDALE**  
DATE 2-26-2010  
**APPROVED AS TO FINANCIAL**  
**PROVISION FOR \$ 60,000**

STATE OF CALIFORNIA )  
COUNTY OF LOS ANGELES) SS  
CITY OF GLENDALE )

Robert Elliot  
**Director of Finance**

I, Ardashes Kassakhian, Secretary of the Glendale Redevelopment Agency, certify that the foregoing Resolution No. \_\_\_\_\_ was adopted by the Glendale Redevelopment Agency of the City of Glendale, California, at a regular meeting held on the \_\_\_\_\_ day of \_\_\_\_\_, 2010 by the following vote:

Ayes:  
Noes:  
Absent:

APPROVED AS TO FORM  
Mehmet J. Aris  
CHIEF ASSISTANT CITY ATTORNEY  
DATED 3/3/10

\_\_\_\_\_  
Secretary

2 B

M O T I O N

Moved by Council Member \_\_\_\_\_,  
seconded by Council Member \_\_\_\_\_, that the  
Council of the City of Glendale hereby approves a change order to  
increase funding in the amount of \$120,000 for the existing  
professional services agreement on Mobility Study implementation  
between the City and Nelson /Nygaard Consultant Associates to  
fund additional studies, research, and implementation of the In-  
Lieu Fee, Downtown Mobility Fund, District Based Preferential  
Parking , and Downtown Parking Standards. With the change order,  
the contract shall not exceed the amount of \$240,000. The City  
Manager is authorized to execute the change order and any  
necessary contract amendment.

Vote as follows:

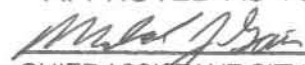
Ayes:

Noes:

Abstain:

Absent:

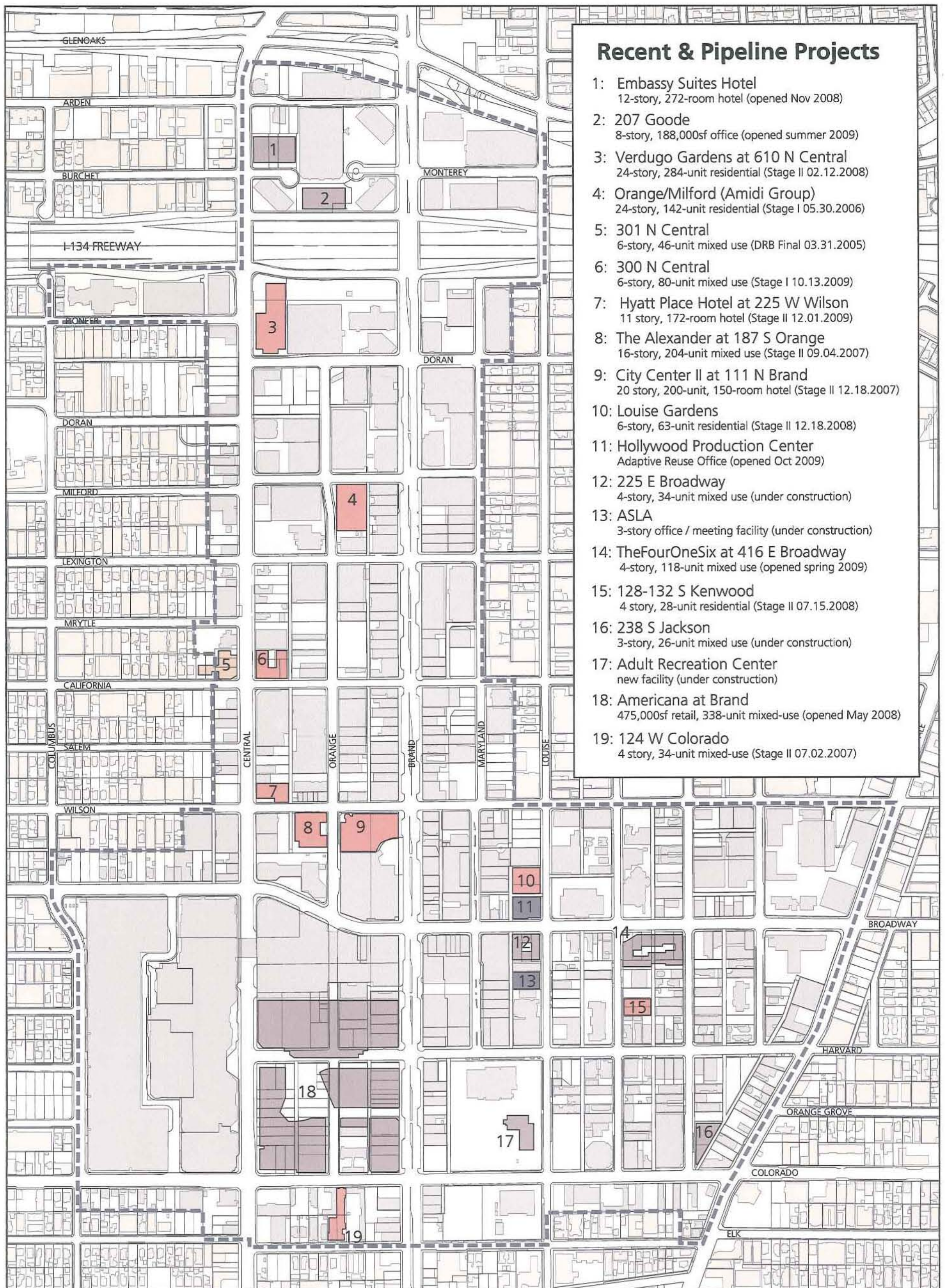
APPROVED AS TO FORM

  
CHIEF ASSISTANT CITY ATTORNEY

DATED 3/8/2010

EXHIBITS A & B





## Recent & Pipeline Projects

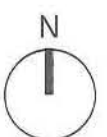
- 1: Embassy Suites Hotel  
12-story, 272-room hotel (opened Nov 2008)
- 2: 207 Goode  
8-story, 188,000sf office (opened summer 2009)
- 3: Verdugo Gardens at 610 N Central  
24-story, 284-unit residential (Stage II 02.12.2008)
- 4: Orange/Milford (Amidi Group)  
24-story, 142-unit residential (Stage I 05.30.2006)
- 5: 301 N Central  
6-story, 46-unit mixed use (DRB Final 03.31.2005)
- 6: 300 N Central  
6-story, 80-unit mixed use (Stage I 10.13.2009)
- 7: Hyatt Place Hotel at 225 W Wilson  
11 story, 172-room hotel (Stage II 12.01.2009)
- 8: The Alexander at 187 S Orange  
16-story, 204-unit mixed use (Stage II 09.04.2007)
- 9: City Center II at 111 N Brand  
20 story, 200-unit, 150-room hotel (Stage II 12.18.2007)
- 10: Louise Gardens  
6-story, 63-unit residential (Stage II 12.18.2008)
- 11: Hollywood Production Center  
Adaptive Reuse Office (opened Oct 2009)
- 12: 225 E Broadway  
4-story, 34-unit mixed use (under construction)
- 13: ASLA  
3-story office / meeting facility (under construction)
- 14: TheFourOneSix at 416 E Broadway  
4-story, 118-unit mixed use (opened spring 2009)
- 15: 128-132 S Kenwood  
4 story, 28-unit residential (Stage II 07.15.2008)
- 16: 238 S Jackson  
3-story, 26-unit mixed use (under construction)
- 17: Adult Recreation Center  
new facility (under construction)
- 18: Americana at Brand  
475,000sf retail, 338-unit mixed-use (opened May 2008)
- 19: 124 W Colorado  
4 story, 34-unit mixed-use (Stage II 07.02.2007)

## Glendale Downtown Specific Plan

as adopted on 11.07.2006  
project list updated 02.17.2010

Entitled by DSP - Completed and/or Under Construction  
Entitled prior to DSP - Completed and/or Under Construction  
Entitled by DSP  
Entitled prior to DSP

0' 150' 300' 600'





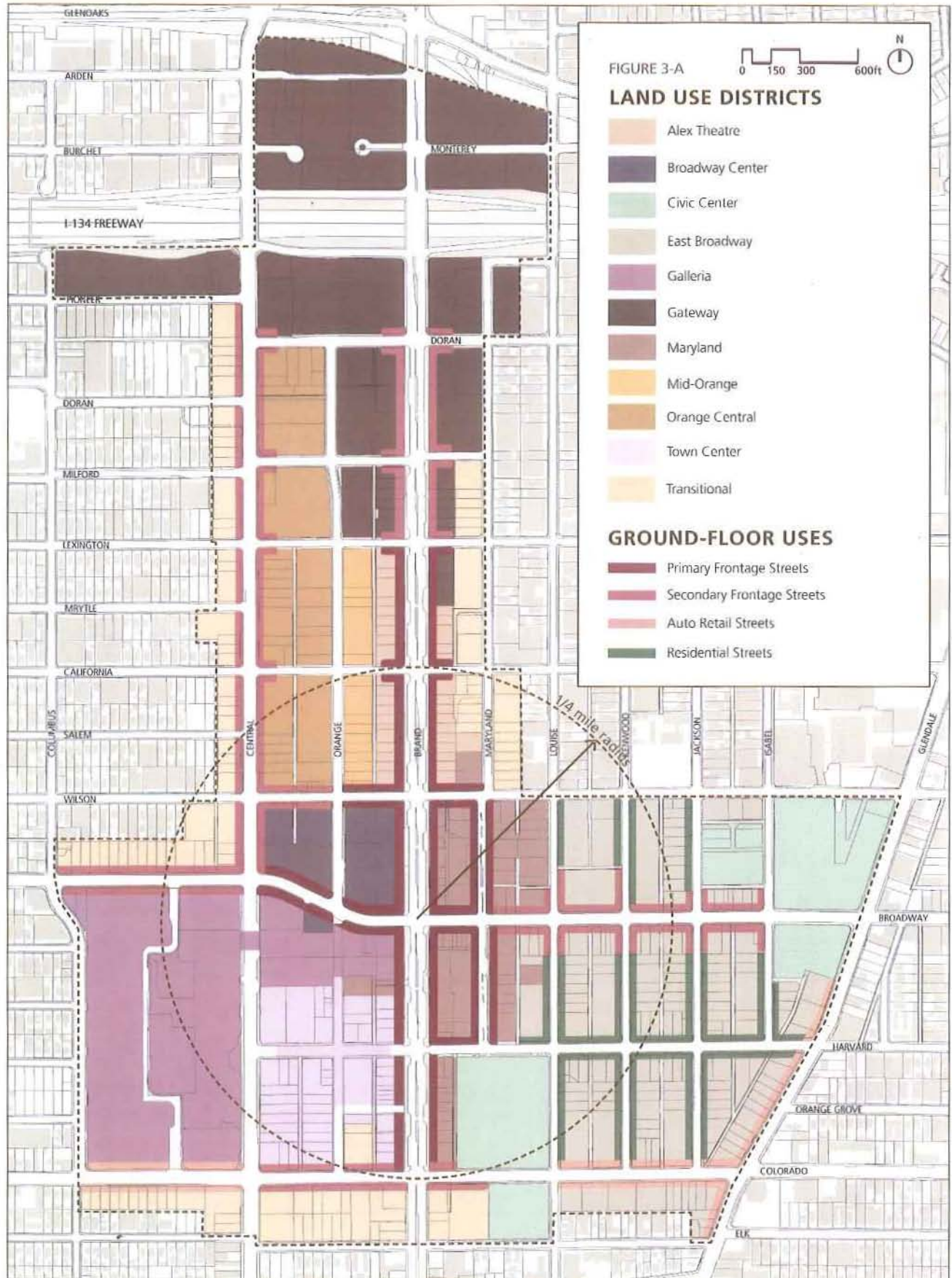


EXHIBIT C

# Progress on Implementation of the Downtown Specific Plan

As of March 9, 2010

## Implementation Items as outlined in Chapter 9 of the Downtown Specific Plan

Policy #	Policy Recommendation in the Downtown Specific Plan	Task not started	Task Initiated	Task Completed	Notes on Implementation Progress
1	Adopt a comprehensive Mobility Program for the Downtown area that integrates vehicular traffic, transit service, pedestrian amenities, and parking management policies that are supportive of the DSP goal to create a multi-modal and pedestrian oriented district.			X	*The Mobility Study was adopted by Council on March 6, 2007.
2	Support and promote programs and projects that enhance Downtown's access via regional transit (ie: Rapid Bus, Busways, Light Rail)		X		*The City has played an active role in promoting the alignments of Metro Rapid Bus 794 on San Fernando Rd; the proposed LA-Glendale-Burbank light rail in Metro's Long Range Plan; and California High Speed Rail.
3	Create a downtown streetscape plan, consistent with the Mobility Program, to guide improvements such as enhanced lighting, street landscaping, crosswalks and signage.	X			*The plan has not been initiated at this time. However, improvements consistent with the Mobility Program have been implemented on development projects and street improvement projects that have occurred since adoption of the Downtown Specific Plan and Mobility Study.
4	Build upon existing directional signage to create an integrated way-finding system that addresses pedestrian and vehicular orientation to particular locations within the Downtown, as well as to/from the Downtown.		X		*Hunt Design, an environmental graphic design firm, was contracted in December 2009 to prepare a comprehensive downtown sign program consisting of wayfinding signs, parking signs, and sign guidelines. This work is scheduled to be completed by the end of 2010.
5	Establish a specialized funding mechanism (such as a Downtown Improvement District) to implement a streetscape and signage plan.	X			*This fund has not been established. However, this would be one of the functions of the proposed Downtown Mobility Fund. The Downtown Mobility Fund has been introduced as a potential mechanism funding downtown projects at a City Council Study Session on October 21, 2008 and at a TPC Hearing discussing Multi Family Parking Policies on December 7, 2009.
6	Develop a Master Plan for the Central Park block to coordinate private and public development.		X		*A conceptual Master Plan for Central Park was presented and endorsed by the Council / Agency on June 23, 2009. The urban design firm EDAW/AECOM was contracted on February 9, 2010 to prepare detailed design plans for the first phase of the Master Plan.



Policy #	Policy Recommendation in the Downtown-Specific Plan	Task not started	Task Initiated	Task Completed	Notes on Implementation Progress
7	Develop a Master Plan for the "Perkins Plaza" or Civic Center to maximize public usage of this public open space resource.	X			
8	Establish a funding mechanism (such as impact fees or Downtown Improvement District) to build new open space within the DSP area, and/or within walking distance of the DSP area.			X	*A city-wide parks impact fee has been adopted; a tax increment set-aside policy has been established to specifically fund parks in downtown; bonds have been sold to finance specific open space projects in downtown.
9	Establish a new program, or expand an existing program (such as facade grants), to assist DSP area property owners in refurbishing privately owned but publicly accessible open space such that it can have greater public usage and benefit.	X			*A new program has not been established; nor has the existing facade grant program for this purpose to date. However, the private plaza in front of City Center (101 N Brand) was remodeled in 2008 according the principles of the DSP.
10	Continue existing programs (i.e., Glendale Urban Design Awards) that recognize design excellence in the Downtown.	X			The last Glendale Urban Design Awards (GUDA) program was in 2005.
11	Establish a program and funding mechanism to implement public artwork throughout the Downtown, including opportunities such as artist-designed utility infrastructure (manhole covers, electrical box covers, streetlight boxes, etc).	X			*Not initiated at this time. This fund will be established concurrent with the first use of in-lieu fees to satisfy the DSP Public Art requirement.
12	Establish a fee to fund utility improvements required by the cumulative impacts of growth in the DSP area.		X		
13	Streamline the permit and design review processes for projects in the DSP area.			X	*Ordinance #5571, adopted on July 31, 2007, consolidated the procedures and approval authority for design review, variances and conditional use permits with the City Council or Redevelopment Agency for projects in the Downtown Specific Plan and Redevelopment Project Areas. This action has reduced the number of hearings from a minimum of four and a potential total of seven (by four separate review bodies) to a maximum of three (by one review authority and one advisory body).



Policy #	Policy Recommendation in the Downtown Specific Plan	Task not started	Task Initiated	Task Completed	Notes on Implementation Progress
14	Designate an "Arts District" within the DSP area, with economic and/or planning incentives to encourage arts-related uses to locate in that District.		X		<p>*On November 3, 2009, the Council / Agency directed staff to prepare an action plan for a "Downtown Entertainment District" focused on Maryland Avenue between Harvard and Wilson, utilizing the Alex Theatre and Central Library as anchors. This district may include arts uses such as jazz clubs, nightclubs, museums, stage theatre and art cinema-theques. In addition, a number of arts-related programs have been initiated:</p> <p>*<u>Museum of Neon Art (MONA)</u>: The Council / Agency entered into a Letter of Intent with MONA on September 22, 2009 to bring the museum to Brand Boulevard:</p> <p>*<u>Art Gallery / Museum Incentive</u>: The Downtown Specific Plan was amended on March 24, 2009 to include a height and density bonus to new projects that include art galleries and/or museums.</p> <p>*<u>Temporary Art Galleries</u>: As a means of addressing downtown storefront vacancies, on February 2, 2010 the Council / Agency authorized an RFP to select a private contractor that will manage a "temporary art gallery" program in vacant storefronts.</p>
15	Establish a procedure for evaluating projects utilizing the Sustainable Design incentive.	X			*This procedure has not been established. However, none of the recent or pipeline projects in the downtown have proposed to utilize this incentive.
16	Prepare a report and an ordinance proposing the transfer of review authority and responsibilities currently held by the Zoning Administrator and Board of Zoning Appeals, including but not limited to variances and conditional use permits, from such review authorities to City Council or the Redevelopment Agency.			X	*Ordinance #5571, adopted on July 31, 2007, consolidated the procedures and approval authority for design review, variances and conditional use permits with the City Council or Redevelopment Agency for projects in the Downtown Specific Plan and Redevelopment Project Areas. This action has reduced the number of hearings from a minimum of four and a potential total of seven (by four separate review bodies) to a maximum of three (by one review authority and one advisory body).
17	Prepare implementation strategy for police, fire, library services for the new residents contemplated by this Plan.	X			

EXHIBIT D

# Progress on Implementation of the Mobility Study

As of March 9, 2010

## Immediate Term Action Items as outlined in Chapter 8 of the Mobility Study

Policy #	Policy Recommendation in the Mobility Study	Task not started	Task Initiated	Task Completed	Notes on Implementation Progress
<b>Chapter 2 - Street Typology</b>					
2.1a	Support and promote programs and projects that enhance Downtown's access via regional transit.		X		*Support and Coordination with Metro on Metro bus routes and studies such as the East-West Corridor.
2.1b	Implement program for adjusting local/ regional transit services to meet performance criteria for the Primary Transit Network.		X		*Dan Boyle and Associates selected in Fall 2008 to conduct the Beeline Line-by-Line Analysis. *Line-by-Line Analysis report prepared and findings, including route and fare recommendations presented to TPC in September 2009. Recommendations to be refined based on new fiscal year budget for 2010-2011.
2.3	Adopt the recommended Downtown Street Typology to provide clearer policy guidance for future decisions on street design and operation.		X		*Recent developments in the Downtown Specific Plan and street improvement projects have followed the Mobility Study's recommendations on downtown street typology.
2.4a	Use auto performance measures as a guide for Downtown streets to focus on optimizing the person-carrying capacity of streets rather than vehicle-carrying capacity.	X			*Alternative Level-of-Service measures have not been discussed or adopted in Glendale at this time. The City of Seattle is in progress of developing alternative measures to measure the carrying capacity of roads.
2.4b	Use transit performance measures as a guide for Downtown streets, with new indicator: Transit Quality and Level of Service.	X			*Alternative Level-of-Service measures have not been discussed or adopted in Glendale at this time. The City of Seattle is in progress of developing alternative measures to measure the carrying capacity of roads.
2.4c	Use pedestrian and bicycle performance measures as a guide for the design and operation of Downtown streets.		X		*Through the PLACE Grant, Bicycle and Pedestrian Counts were conducted throughout the City of Glendale in September 2009 and are projected to be completed on a year-to-year basis.
<b>Chapter 3 - Street Capacity Enhancements</b>					
3.1a	Develop and submit to Council a plan to implement the street capacity enhancement improvements not requiring the acquisition of rights-of-way identified in Appendix A of the DSP no later than July 1, 2007.		X - Central Avenue	X - Colorado Street	*Colorado Boulevard Widening project from Brand Boulevard to Glendale Avenue completed in November 2009. *Central Avenue Rehabilitation Project Kickoff February 2010.



Policy #	Policy Recommendation in the Mobility Study	Task not started	Task Initiated	Task Completed	Notes on Implementation Progress
<b>Chapter 4- Transit Service</b>					
4.1	Market the transit resources in Glendale as a single system.	X			
4.2a & 4.3	Create a free downtown shuttle; should connect regional transit and key downtown destinations. Begin service within existing resources. Operate shuttle as frequently as possible with unique and attractive vehicle.		X		*Investigated as an option in the recent Beeline Line-by-Line Analysis. Potential ridership of the line as well as costs to administer the shuttle were investigated. Results will be presented to Council in Spring 2010.
4.4	Implement recommendations of Short Range Transit Plan including service and capital improvements that affect downtown.		X		*Funding for a new Glendale Beeline bus facility at the Glendale Transportation Center is in progress.
4.6	Consolidate high frequency services transit on a limited number of transit priority streets; optimize these for transit operation.	X			
4.9	Create amenity standards for downtown transit stops. Maximize amenities including signage and other amenities along shuttle route and other transit priority streets.			X	*Bus Shelters and next bus equipment acquired and installed along Brand Boulevard in July 2008.
4.11	Consider utilizing new parking revenue to enhance shuttle and other transit services.		X		*Recommended as a potential policy solution requiring major changes from existing policy at the Dec 7th, 2009 TPC hearing on Multi-Family Parking Issues.
4.13	Develop performance standards for transit streets that incorporate transit quality of service, and go beyond auto level of service.	X			*Alternative Level-of-Service measures have not been discussed or adopted in Glendale at this time. The City of Seattle is in progress of developing alternative measures to measure the carrying capacity of roads.
<b>Chapter 5 - Parking Management</b>					
5.1	Create a "Park Once" district in Downtown Glendale by managing public parking as an integrated system.		X		*Downtown Wayfinding Program launched on October 27, 2009, with updated wayfinding anticipated for installation starting late 2010. In addition, parking rates and hours were adjusted downtown in November 2008.
5.2	Implement coordinated parking management policies for on- and off-street parking using demand-responsive pricing to promote parking goals of 85% occupancy and turnover of short term spaces.			X	*Pay-by-Space Parking Meters on Brand Boulevard purchased by the City in July 2008. *Meters installed in October 2008, have been operational since November 2008. *Parking Pricing System implemented downtown on November 2008. *Time limits for Parking Lot 6 revised on July 2009.

Policy #	Policy Recommendation in the Mobility Study	Task not started	Task Initiated	Task Completed	Notes on Implementation Progress
<b>Chapter 5 - Parking Management</b>					
5.4	Implement a multi-modal transportation and parking wayfinding system, including information on parking direction location, pricing, and real-time parking occupancy.		X		*Consultant selected to design updated parking signs and wayfinding signs downtown. Council approval occurred on October 27th, 2009. *Metro Call for Projects Grant awarded for Digital Wayfinding Signs in downtown Glendale and major freeway exits in Fall 2009. Implementation likely to occur in 2011.
5.5	Install networked multi-space pay stations and occupancy sensors.			X	*Pay-by-Space Parking Meters on Brand Boulevard purchased by the City in July 2008. *Meters installed in October 2008, have been operational since November 2008.
5.7a	Create a Downtown Transportation and Parking Management District managed by the Traffic and Transportation Administrator or their delegate in a newly-hired Downtown Mobility Coordinator.		X		*Recommended as a potential policy solution requiring major changes from existing policy at the Dec 7th, 2009 TPC hearing on Multi-Family Parking Issues.
5.7b	Dedicate all parking revenue to a Downtown Transportation Fund to be invested in transportation and streetscape improvements.		X		*Introduction as a potential ordinance occurred in the October 21st City Council Study Session. *Discussed at outreach meetings with local organizations in November 2008, December 2008, January 2009 and March 2009 *Recommended as a potential policy solution requiring moderate changes from existing policy at the Dec 7th, 2009 TPC hearing on Multi-Family Parking Issues.
5.12	Consider implementing a traffic congestion development impact fee based on estimated number of PM peak hour auto trips.		X		*Introduced as a potential financing mechanism to fund Mobility Projects in the March 9th, 2010 Mobility Implementation Progress Staff Report.
5.13	Allow new downtown development to reduce its "parking footprint" by legalizing more efficient parking arrangements in order to facilitate better ground-floor urban design.		X		*Recommended as a potential policy solution requiring major changes from existing policy at the Dec 7th, 2009 TPC hearing on Multi-Family Parking Issues.
5.14	Expand existing provisions in zoning code that allow new development to go below existing parking minimums, under very specific conditions.		X		*Introduced as a potential strategy to allow developers in downtown to build less parking (while providing an In-Lieu Fee) than what is required per the existing code in the March 9th, 2010 Mobility Implementation Progress Staff Report.
5.15	Prevent spillover parking as needed reforming existing Parking Preferential Program and converting into Residential Parking Benefit Districts.		X		*Recommended as a potential policy solution requiring major changes from existing policy at the Dec 7th, 2009 TPC hearing on Multi-Family Parking Issues. *January 2010 TPC Hearing advocated further study on Preferential Parking Districts, including district-based parking. *Studies on the feasibility of District-based parking districts to start February 2010.



Policy #	Policy Recommendation in the Mobility Study	Task not started	Task Initiated	Task Completed	Notes on Implementation Progress
<b>Chapter 6 - Transportation Demand Management</b>					
6.1	Adopt a new strengthened TDM ordinance including mandatory TMA membership and TDM programs.		X		<p>*Introduced strengthened TDM ordinance - City Council Study Session on October 21st, 2008</p> <p>*Discussed at outreach meetings with local organizations in November 2008, December 2008, January 2009 and March 2009</p> <p>*Recommended as a potential policy solution requiring moderate changes from existing policy at the Dec 7th, 2009 TPC hearing on Multi-Family Parking Issues.</p>
6.7	Strengthen the existing Glendale Transportation Management Associates (TMA) and define roles and responsibilities between the TMA and the City.		X		<p>*Introduced strengthened TDM ordinance - City Council Study Session on October 21st, 2008</p> <p>*Discussed at outreach meetings with local organizations in November 2008, December 2008, January 2009 and March 2009</p> <p>*Recommended as a potential policy solution requiring moderate changes from existing policy at the Dec 7th, 2009 TPC hearing on Multi-Family Parking Issues.</p>
<b>Chapter 7 - Funding and Financing</b>					
7.1	Maximize utilization of new parking revenue to fund Downtown Mobility Study recommendations by broadening eligible uses of parking funds to include a broad range of Downtown Mobility Study recommendations.		X		<p>*Introduced Downtown Mobility Fund ordinance - City Council Study Session on October 21st, 2008</p> <p>*Discussed at outreach meetings with local organizations in November 2008, December 2008, January 2009 and March 2009</p> <p>*Recommended as a potential policy solution requiring moderate changes from existing policy at the Dec 7th, 2009 TPC hearing on Multi-Family Parking Issues.</p>
7.4a	Work with downtown stakeholders to investigate formation of a downtown Business Improvement District (BID) or a Mello-Roos District.		X		*Study to form a Downtown Business Improvement District presented to Council and approved by Council on October 27th, 2009.
7.5a	Initiate a transportation impact fee nexus study to mitigate auto trips and congestion impacts of new development.	X			*Task to start if Council has interest in implementing a transportation impact fee as part of the funding and financing strategy to implement Mobility-related projects.
7.8	Work with local and regional transportation leaders to position transportation projects recommended by the Downtown Mobility Study to be eligible for funding under the state transportation bond package.	X			

# Progress on Implementation of the Mobility Study

As of March 9, 2010

## Short Term Action Items as outlined in Chapter 8 of the Mobility Study

Policy #	Policy Recommendation in the Mobility Study	Task not started	Task Initiated	Task Completed	Notes on Implementation Progress
<b>Chapter 2 - Street Typology</b>					
2.2	Create a Downtown Streetscape Plan, consistent with this Downtown Mobility Study to guide improvements such as enhanced lighting, street landscaping, crosswalks, and signage.	X			*Streetscape improvements consistent with the Downtown Mobility Study have occurred through individual development projects within the Downtown Specific Plan Area as well as improvements to Colorado Boulevard. Improvements to streetscape are also anticipated for the rehabilitation of Central Avenue.
<b>Chapter 3- Street Capacity Enhancements</b>					
3.1b	Implement a street capacity enhancement and freeway access improvement program for improvements not requiring acquisition of rights-of-way no later than Dec. 31, 2010 .		X		
<b>Chapter 4 - Transit Service</b>					
4.5	Bring transit fares closer together: ≥ \$0.50 on Beeline. Negotiate with MTA for a local Glendale fare.		X		*Line-by-Line Analysis report prepared fare recommendations - presented to TPC in September 2009. Recommendations to be refined based on new fiscal year budget for 2010-2011.
4.7	Signal priority and operational enhancements on streets with 10 minute frequency at peak periods.	X			
4.8	Work with MTA for "east-west" connector service with convenient connections to downtown shuttle.		X		*An East-West Corridor Study was drafted by Metro, investigating the feasibility of transit and/or bus lines through the corridor.
4.10	Incorporate real time information in all high amenity bus shelters using Next Bus technology.			X	*Next bus information incorporated into all recently installed Brand Boulevard bus shelters. Operational since 2009.
4.12	Provide Universal Transit Passes to residents of all new downtown development.	X			*One of the potential programs that can be funded by an enhanced TDM Ordinance. A proposal for a strengthened TDM Ordinance has been introduced to Council at a Study Session on October 21, 2008 as well as to the TPC on December 7, 2009.



Policy #	Policy Recommendation in the Mobility Study	Task not started	Task Initiated	Task Completed	Notes on Implementation Progress
<b>Chapter 5 - Parking Management</b>					
5.3	Implement parking pricing system for Glendale Transportation Center (train riders park free all day, all others pay).			X	*Parking pricing system for the GTC introduced to City Council on December 2007. City Council approved and parking pricing system has been implemented.
5.6	Continue protocols that dedicate adequate parking spaces throughout downtown for loading zones, taxi stands, and ADA-accessible parking.			X	*Parking spaces throughout downtown have been dedicated for loading zones, taxi stands and ADA-accessible parking since approval of the Downtown Specific Plan and the Downtown Mobility Study.
5.8	Authorize Traffic and Transportation Administrator to adjust parking rates, hours, and time limits over time to achieve 85% occupancy.	X			
5.9	Pursue study of single valet parking operator for all of downtown valet parking events.	X			
<b>Chapter 6 - Transportation Demand Management</b>					
6.2a	Create a Universal Transit Pass Program for the Glendale Beeline by negotiating a deep bulk discount for both residents and employees.	X			*One of the potential programs that can be funded by an enhanced TDM Ordinance. A proposal for a strengthened TDM Ordinance has been introduced to Council at a Study Session on October 21, 2008 as well as to the TPC on December 7, 2009.
6.2b	Require employers to provide Beeline passes to all new and existing downtown employees as part of TMA membership.	X			See Note on Recommendation 6.2a
6.2d	Negotiate with the MTA for a deeper discount on universal transit pass cost. Require MTA passes to be provided to all downtown employees and residents, funded by the same mechanisms described above for Beeline passes.	X			See Note on Recommendation 6.2a
6.3a	Begin an education/ enforcement program for existing state parking cash-out law.	X			See Note on Recommendation 6.2a

Policy #	Policy Recommendation in the Mobility Study	Task not started	Task Initiated	Task Completed	Notes on Implementation Progress
<b>Chapter 6 - Transportation Demand Management</b>					
6.3b	Adopt an expanded parking cash-out law for all downtown employers.	X			See Note on Recommendation 6.2a
6.3c	Formalize annual compliance reporting, monitoring, and enforcement program for local cash-out requirements	X			See Note on Recommendation 6.2a
6.4	Revise development standards to include bicycle facility requirements for new downtown development.	X			See Note on Recommendation 6.2a
6.5	Encourage car-sharing by converting city fleet to car-sharing program and/or directly subsidize start-up costs of an existing car share provider.	X			See Note on Recommendation 6.2a
6.6	Establish Downtown Transportation Resource Center managed by Traffic and Transportation or their delegate.	X			See Note on Recommendation 6.2a
<b>Chapter 7 - Funding and Financing</b>					
7.3	Pursue implementation of a gross receipts parking tax on commercial parking.	X			
7.4b	Implement Business Improvement District (BID) or Mello-Roos District. Once implemented, work with the District to advance public/private funding of significant streetscape capital projects or long-term transit capital projects.		X		*Study to form a Downtown Business Improvement District presented to Council and approved by Council on October 27th, 2009.
7.5b	If traffic impact fee nexus study finds a nexus, (per Rec. 7.5a), implement an impact fee for new downtown development. Dedicate fee revenues to a Downtown Transportation Fund.	X			

Policy #	Policy Recommendation in the Mobility Study	Task not started	Task Initiated	Task Completed	Notes on Implementation Progress
<b>Chapter 7 - Funding and Financing</b>					
7.6	Increase transit service to schools via a cost-share arrangement between City and School District and/or a Universal School Transit Pass program.	X			*See Recommendation 6.2a
7.7	Position new projects to receive federal, state, and regional grant funds and change budget process to recognize grant funds as revenue.				*Received the following grants since adoption of the Mobility Study - 1) Metro Call for Projects - Digital Wayfinding Grant 2) New buses for Beeline System 3) Public-Private Partnership for constructing/operating a Compressed Natural Gas Fueling Facility 4) Safe Routes to School Grant 5) Economic Stimulus Projects for Road/Infrastructure Improvements to incorporate bike/pedestrian elements Citywide
7.9	Apply for state grants like Safe Routes to Schools.				*Received Safe Routes to School Grant in August 2009. The Traffic/Transportation Division is currently working with Ryan Snyder and Associates to implement grant.
7.11	Work with Congressional delegation to secure federal funding for large-scale capital projects in the next transportation bill (2009).				



# Progress on Implementation of the Mobility Study

As of March 9, 2010

## Medium and Long Term Action Items as outlined in Chapter 8 of the Mobility Study

### Medium Term Action Items

Policy #	Policy Recommendation in the Mobility Study	Task Not Started	Task Initiated	Task Completed	Notes on Implementation Progress
<b>Chapter 5 - Parking Management</b>					
5.16	If and when total demand cannot be met with existing supply, build new public shared parking.	X			
<b>Chapter 6 - Transportation Demand Management</b>					
6.8	Monitor effectiveness of existing and new TDM programs; implement new measures as needed.	X			
<b>Chapter 7 - Funding and Financing</b>					
7.1	Work to make Mobility Study projects a priority in the next update of the Regional Transportation Plan.	X			
<i>Long Term Action Items</i>					
<b>Chapter 4 - Transit Service</b>					
4.2c	Implement a new technology for shuttle and other lines.	X			