



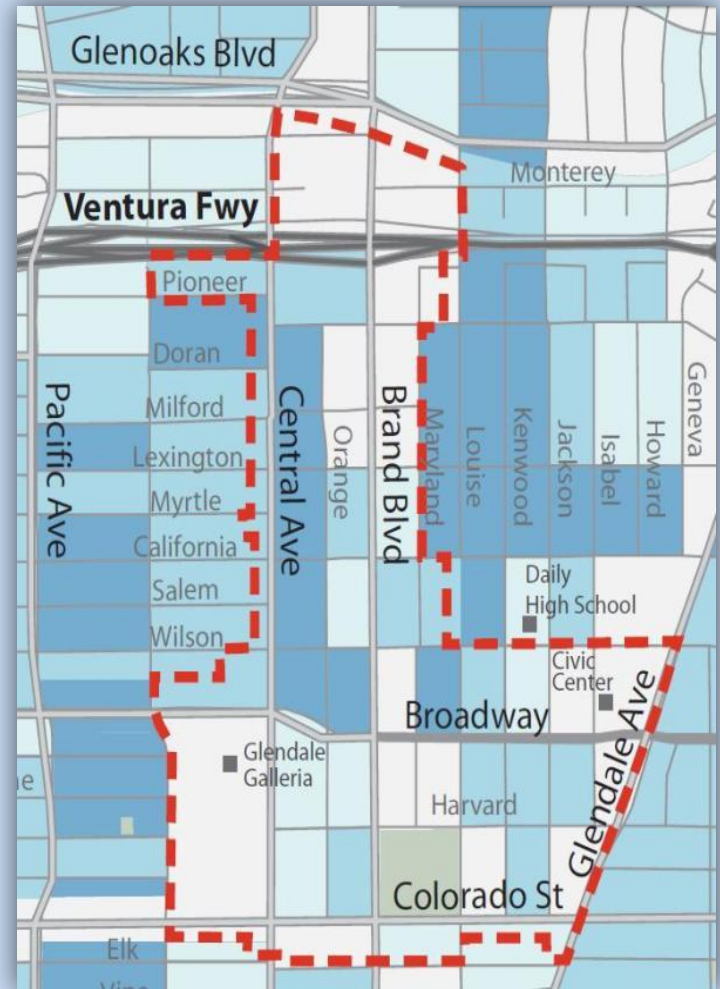
Downtown Specific Plan Parking Recommendations

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Project Background

GLENDALE DOWNTOWN MOBILITY STUDY



Parking Recommendations



- Focus is on DSP zone
- Designed to be implemented together
- Sensible adjustments to minimum parking requirements, **and...**
- Menu of options than can further adjust parking requirements
- Looked at numerous peer and best practice cities

#1: Minimum Requirements

- NOT proposing a complete overhaul, but **targeted** adjustments
- Still just “minimums,” not necessarily what will actually be built
- Focus on land uses where impact will be greatest – housing, office, retail
- Bring Glendale in line with peer and best practice cities

Land Use	Existing Standard	Proposed Standard
Multifamily in DSP		
1 bedroom	1.25 spaces	1 space
2+ bedrooms	2 spaces	2 spaces
Guest parking	.25 spaces per unit (w/ more than 4 units)	None or 1 per 10 units
Retail	4 per 1,000 sq. ft.	3 per 1,000 sq. ft.
Office	2.7 per 1,000 sq. ft.	2 per 1,000 sq. ft.
Medical/Dental Offices	5 per 1,000 sq. ft.	4 per 1,000 sq. ft.
Bars/Taverns	10 per 1,000 sq. ft.	5 per 1,000 sq. ft.
Nightclubs	28.6 per 1,000 sq. ft. or 1 per each 5 fixed seats	20 per 1,000 sq. ft.
Fast food restaurants	12.5 per 1,000 sq. ft.	5 per 1,000 sq. ft.
Restaurants	10 per 1,000 sq. ft.	5 per 1,000 sq. ft.

#2: Change of Use Regulations

- Current code requires that any “change of use” over 2,000 sq. ft. be brought up to existing code requirements.
- Current code does also offer some exceptions:
 - Historic buildings
 - Change in use of a commercial space **under 2,000 sq. ft.**
- **Proposal:** Increase exception to commercial spaces under **5,000 sq. ft.** to encourage redevelopment and lower parking burden.
- Crucial for smaller buildings on South Brand
- Allows small local businesses to absorb a next door space easily without an exception process.

#3: Toolbox to Meet Requirements



- Not *reductions* to minimums, but *tools* to allow developers to meet requirements more efficiently.
- **None of these alternatives are required.**
- Developer would utilize these tools based on the specific project and current market conditions.

#3.3: Implement an in-lieu fee

- Gives developers an **option to pay** a fee “in-lieu” of providing some portion of minimum parking spaces.
- Provides **flexibility**.
- Allows once financially infeasible projects to now move forward.
- **Revenue** collected can be used to:
 - Build consolidated public parking
 - Manage parking supply more effectively
 - Support mobility strategies

#4: Provide Toolbox to Reduce Requirements

- Provide additional design flexibility.
- Improve financial feasibility.
- Leverage City investments in transit and a multimodal downtown.
- **None of these alternatives are required.**
- Developer would utilize these tools based on the specific project and current market conditions.



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#6: Adopt a bicycle parking ordinance



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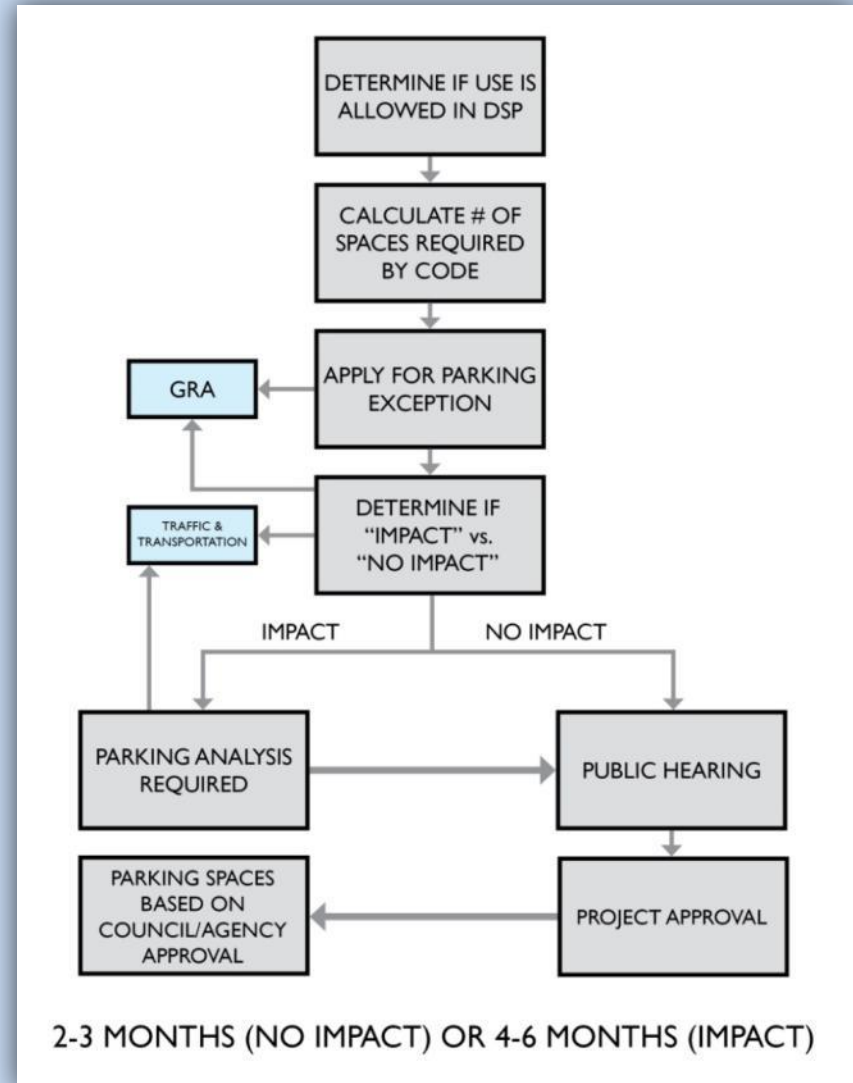
- City currently has limited requirements for bicycle parking in non-residential buildings
- **Proposal:** Adopt a comprehensive bicycle parking ordinance that applies to all land uses
- Similar to standard parking ordinances
- Allow bicycle parking to substitute for **up to 10% of required parking**

#7: Allow reductions/alternatives as of right

- Currently, City offers 2 methods to obtain a parking reduction:
 - Limited administrative exceptions
 - City Council discretionary process
- Current process has several drawbacks.
- By implementing revisions to minimums and offering alternative strategies as of right, **City can greatly reduce need for discretionary processes.**

Existing Parking Exception Process

- 6-8 step process
- Involves at least 2 City agencies and City Council
- Number of parking spaces is always **uncertain**
- Significant administrative burden
- Process takes anywhere from **2-6 months**



Proposed Process (over 5,000 sq. ft.)

- 4 step process
- Number of parking spaces is **certain**
- Reduced administrative burden
- Process takes **6-8 weeks**

DETERMINE IF USE IS
ALLOWED IN DSP



CALCULATE # OF SPACES
BASED ON REVISED
CODE AND POTENTIAL
REDUCTIONS



PUBLIC HEARING



PROJECT APPROVAL

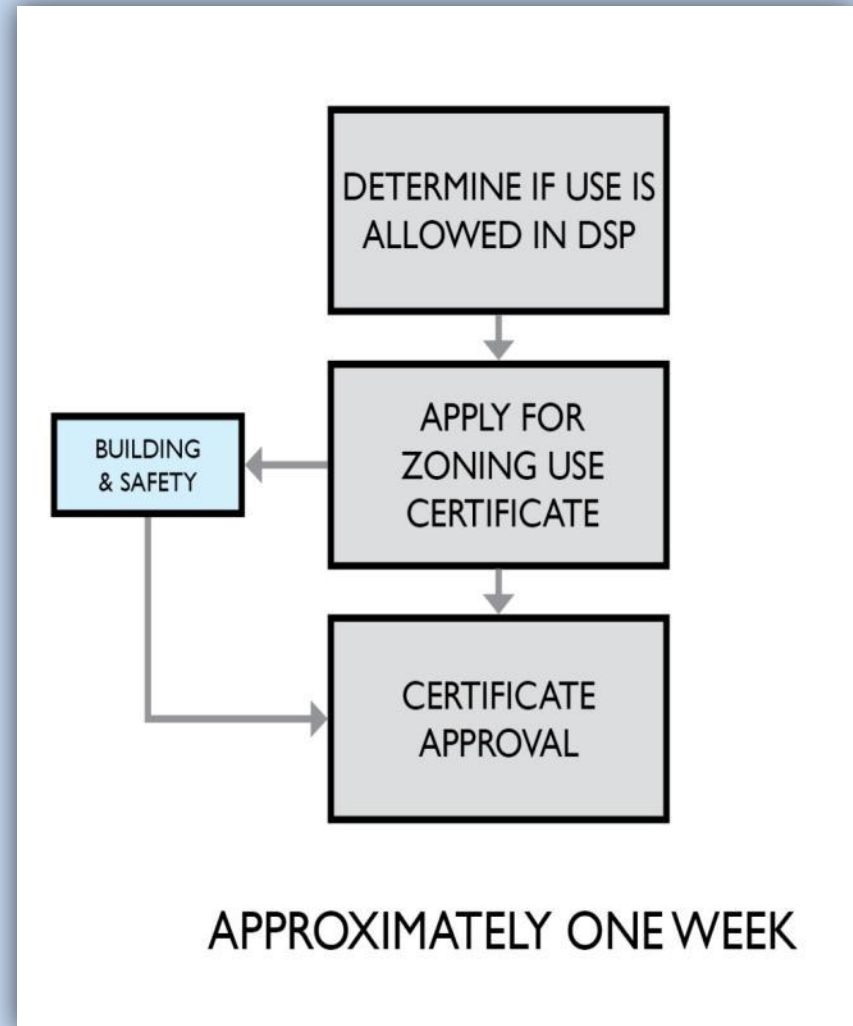


NUMBER OF
SPACES IS
CERTAIN

APPROXIMATELY 6-8 WEEKS

Proposed Process (under 5,000 sq. ft.)

- 3 step process
- Number of parking spaces is **certain**
- Very limited administrative burden
- Process takes about **1 week**



Addressing Stakeholder Concerns

- Ensuring adequate residential supply
 - Proposing a minimum 1-space per unit
- Existing and future parking demand
 - Recently completed downtown parking study to assess parking supply and occupancy
 - 3 days of data highlighting wide range of parking conditions
- Limit parking spillover
 - Revised residential permit program
 - Improved wayfinding for existing off-street parking supply

One “Hypothetical” Example

Proposed Project: 100-unit (50 1 bdrm, 50 2+ bdrm) multifamily residential project; Located in DSP zone		
	Existing Requirement	With Proposed Recommendations
50 1 bedroom units	62.5	50
50 2+ bedroom units	100	100
Guest Parking	25	0
Baseline Requirement	187.5	150
Potential Reductions Using Proposed "Reduction Toolbox"		
15-point TDM program (-30%)	n/a	45 space reduction
Bicycle parking beyond minimum (-10%)	n/a	15 space reduction
Additional Methods to Meet Baseline Requirement		
Use of tandem/stacked	n/a	Up to 100%
Use of shared parking, if applicable	n/a	Up to 100%
Use of an in-lieu fee	n/a	Up to 50%

DISCUSSION...