

# 5

Parking Plan ◀

## City of Downey

Downtown Specific Plan



## 5. Parking Plan

This chapter addresses the existing and future parking requirements for the Downtown Downey Specific Plan area. Parking demand varies greatly by time of day and day of week and is influenced by numerous factors, including the types and quantities of land uses within an area, the cost of parking, and the availability of alternative modes of transport to the automobile. Downtown Downey is characterized by a variety of land uses that are located in close proximity to one another. This provides an opportunity for shared parking, as the peak parking demand for different types of land use often occurs at different times of day or days of the week.



**Image:** The City-owned parking structure is located at the corner of Second Street and New Street.

Typical parking code requirements, including the City of Downey parking code, require that each individual use provide adequate parking to meet its own individual peak parking demand. This approach is appropriate for suburban or other settings where large areas of relatively homogenous land uses occur. When this approach is applied to a downtown or other mixed-use setting, it often results in an excess of land and/or infrastructure devoted to parking.

The objective of the Parking Plan is to establish an appropriate and efficient approach to providing adequate parking for the overall Downtown area and the anticipated mix of land uses within the area. In order to accomplish this objective, this section presents existing and projected future parking demand for the Specific Plan area and provides adjustments to the City of Downey parking code requirements to meet the needs of Downtown.

**Image:**  
Signage  
indicating City-  
owned parking  
lots are present  
throughout  
Downtown.

The approach used to estimate existing and future parking demand accounts for the land use specific peaking characteristics of parking demand. Parking is a key element in any project design. Shared parking occurs when a single parking space is used to serve two or more individual land uses without conflict. The shared parking concept reflects the fact that parking requirements for different land uses vary by time of day (hourly), day of the week, and seasonally (month of the year). Interactions amongst mixed land uses within a project site/area, the location of the project with respect to other potential modes of transportation and even a project's interaction with surrounding land uses can also reduce the on-site parking needs of an individual project. This concept has been applied to Downtown Downey.



**Image:**  
Signage  
indicating City-  
owned parking  
lots are present  
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Downtown.



Data contained in the publication Shared Parking 2nd Edition (Urban Land Institute, 2005) has been used to establish the hourly, daily, and monthly variation in parking demand for the various land uses currently in place or proposed in the Downtown Downey Specific Plan area. This data, combined with data collected or estimated pertaining to travel mode choice and internal capture of trips, has been used to estimate the peak parking demand for the overall Downtown area under existing conditions and future conditions with the proposed Specific Plan land uses.

The resulting information has then been used to develop a recommended strategy for accommodating the projected future parking demand through a combination of public and private parking supply.

## 5.1 Existing Conditions

Existing parking conditions in the Downtown have been evaluated in terms of a survey quantifying the existing supply of and demand for public parking spaces, an estimate of the overall Downtown parking requirement in accordance with City of Downey parking code requirements, as well as estimating the overall shared parking demand for the Downtown Downey Specific Plan area.

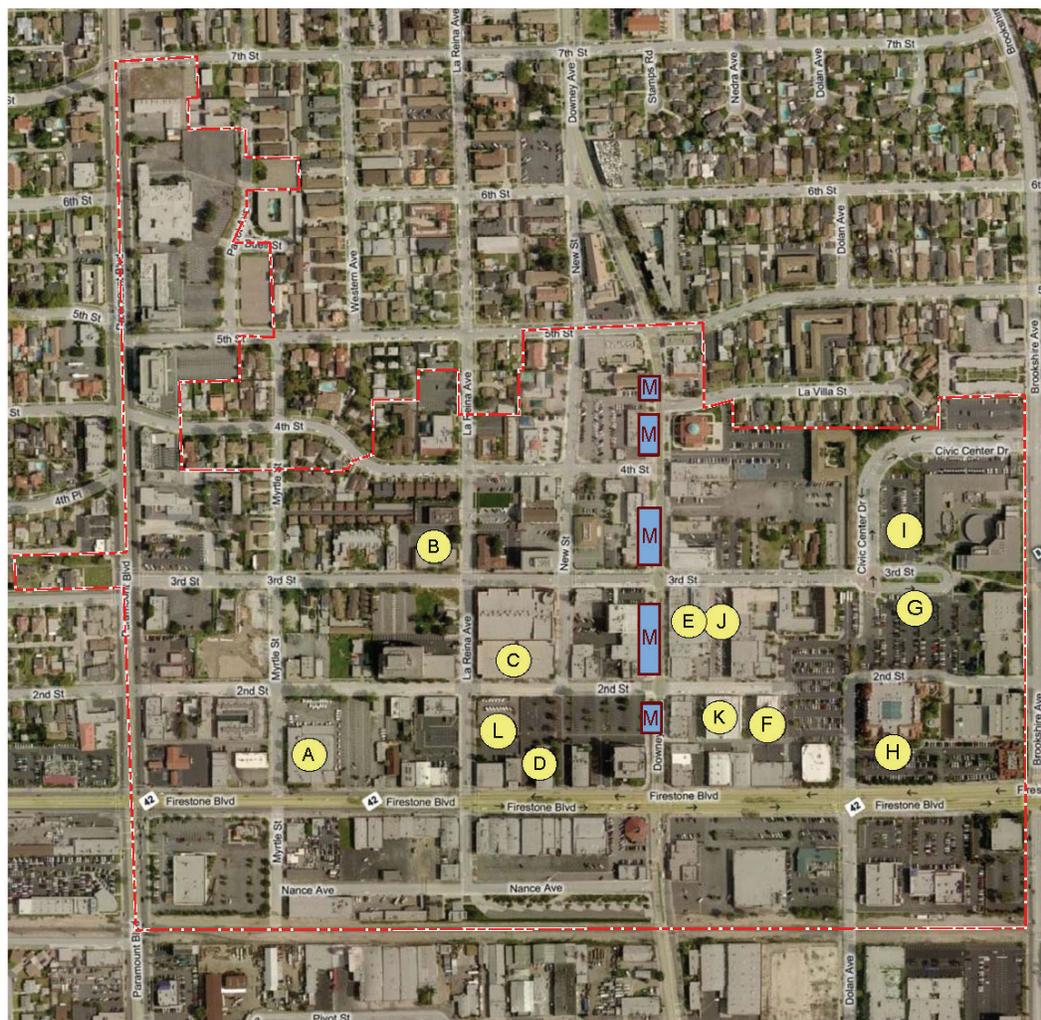
### 5.1.1 Existing Public Parking Supply

The existing public parking supply and demand data was collected under the direction of City of Downey staff (August 2008). The locations of the various public parking lots within the Downtown Specific Plan area are shown on Exhibit 5.1. The

largest public parking lot is a parking structure that includes 399 parking spaces and is located north of Second Avenue between La Reina Avenue and New Street. The other parking lots shown on Exhibit 5.1 provide between 21 parking spaces (Verizon Building lot) and 94 parking spaces (Post Office lot). The total capacity of these public parking lots is 684 parking spaces.

Additional public parking is provided along the various public streets. Exhibit 5.2 depicts the locations where parking is and is not currently allowed within Downtown. An additional 356 on-street parking spaces are also available in Downtown, resulting in a total public parking supply of 1,040 spaces.

**Exhibit 5.1: Existing Parking Lots/Structures**



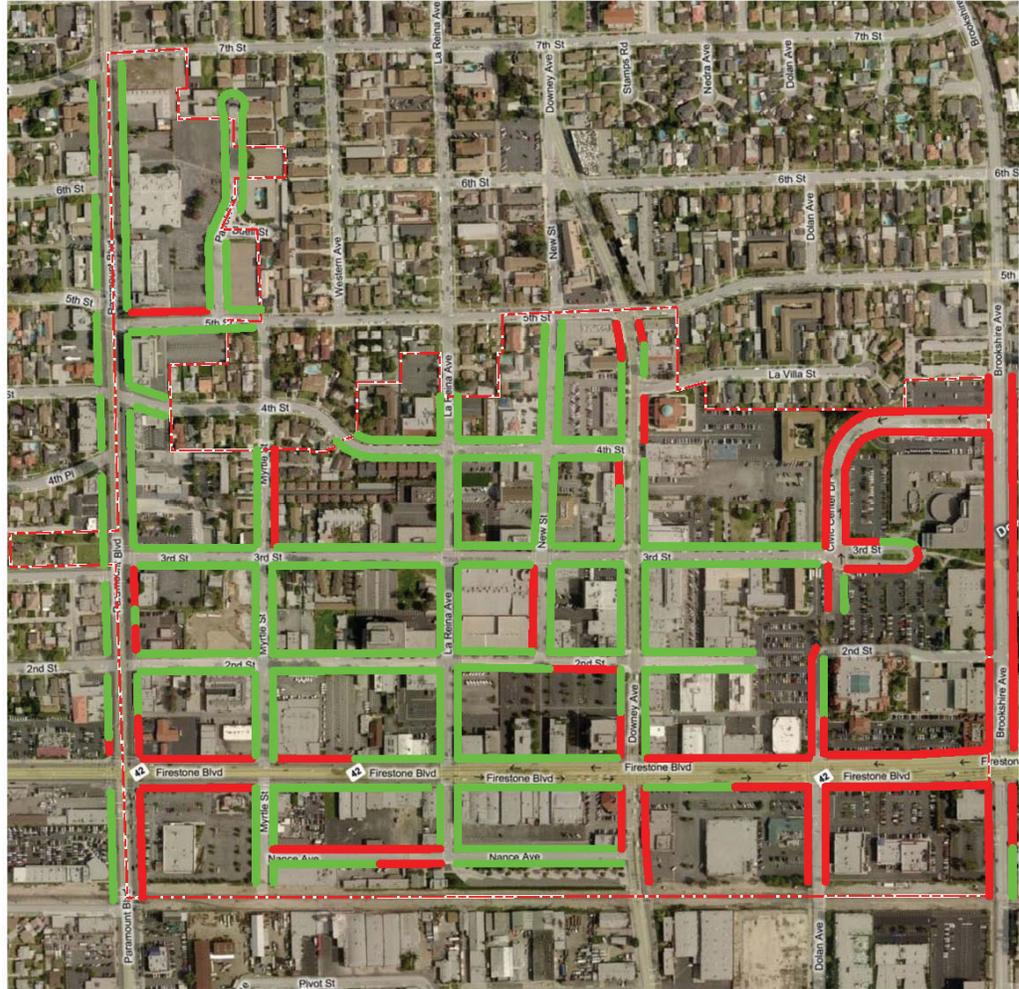
**LEGEND:**

- |                                   |                           |   |
|-----------------------------------|---------------------------|---|
| <b>A</b> POST OFFICE              | <b>C</b> PARKING LOT # 3  | <b>M</b> DOWNEY AVENUE ON-STREET PARKING                                      |
| <b>B</b> BANK OF AMERICA BUILDING | <b>H</b> EMBASSY          | (SEE EXISTING ON-STREET PARKING LOCATIONS DETAILED DOWNEY AVENUE INFORMATION) |
| <b>C</b> KRICKORIAN STRUCTURE     | <b>I</b> PARKING LOT # 2  |   |
| <b>D</b> AAA                      | <b>J</b> PARKING LOT # 5  |   |
| <b>E</b> AVENUE THEATER           | <b>K</b> PARKING LOT # 10 |   |
| <b>F</b> VERIZON BUILDING         | <b>L</b> PARKING LOT # 9  |   |



**Exhibit 5.1**  
**Existing Parking Lots/Structures**  
Section 5 Parking Plan

Exhibit 5.2: On and Off Street Parking



**LEGEND:**

- ON-STREET PARKING PERMITTED
- ON-STREET PARKING PROHIBITED



**Exhibit 5.2**  
**On and Off Street Parking**  
Section 5 Parking Plan

## 5.1.2 Existing Parking Requirements

The overall supply of parking within Downtown is regulated by the City of Downey Zoning Code and Downtown Plan (October, 2000). Table 5.1 summarizes the City of Downey Zoning Code and Downtown Plan parking requirements.

The Downtown Plan does not specifically address residential parking requirements. The Downtown Plan parking requirements for non-residential uses are generally reduced compared to the overall City of Downey parking code. The reduction is generally in the range of 15-20% for office and industrial uses. The Downtown Plan parking requirement for general commercial and restaurant uses reflects a 50% reduction in the required parking.

**Table 5.1: City of Downey Parking Code Summary**

| Land Use                  | Downey Municipal Code Standards<br>Chapter 7 - Parking |                                    |   | Downtown Plan<br>(October 24, 2000) Requirements |                                    |  |
|---------------------------|--|------------------------------------|---|--|------------------------------------|--|
|                           | Required #<br>Parking<br>Spaces                        | Per<br>Listed<br>Unit <sup>1</sup> | Notes   | Required #<br>Parking<br>Spaces                  | Per<br>Listed<br>Unit <sup>1</sup> | Notes  |
| Single Family Residential | 2 to 4   | DU                                 | Parking space requirement depends on square footage (2 spaces required for < 2,999 SF). Assume 2 spaces/DU is generally applicable to single family homes in Downtown | NA   | NA                                 | No Residential rates provided  |
| Multifamily Residential   | 2.5  | DU                                 | Requirement is 2 covered spaces within a garage; plus 0.5 guest parking spaces per unit   | NA   | NA                                 | No Residential rates provided  |
| General Commercial        | 1  | 250 SF                             | --  | 1  | 500 SF                             | --   |
| Hotel                     | See notes  | Room                               | 1 per each room; plus 1 per each 5 rooms  | see notes  | ROOM                               | 1 per room; plus 1 per 5 rooms. For rooms with kitchens, 2 per room.                     |
| Movie Theatre             | 1  | per 4 seats                        | --  | 1  | 5 seats                            | --   |
| Restaurant                | 1  | 100                                | For Restaurants > 200 SF  | 1  | 200 SF                             | Outdoor dining = 1 space for every 300 SF  |
| Church                    | 1  | 4 seats                            | Churches should ideally have their own parking lots and should not be considered for this calc.   | See notes  | See notes                          | 1 per 5 persons allowed within the maximum occupancy load for the assembly/activity area |

| Land Use            | Downey Municipal Code Standards<br>Chapter 7 - Parking |                                    |       | Downtown Plan<br>(October 24, 2000) Requirements |                                    |                  |
|---------------------|--|------------------------------------|-------|--|------------------------------------|------------------|
|                     | Required #<br>Parking<br>Spaces                        | Per<br>Listed<br>Unit <sup>1</sup> | Notes | Required #<br>Parking<br>Spaces                  | Per<br>Listed<br>Unit <sup>1</sup> | Notes            |
| Medical Office      | 1  | 200                                | --    | 1  | 250 SF                             | Minimum 3 spaces |
| Professional Office | 1  | 300                                | --    | 1  | 350 SF                             | Minimum 3 spaces |
| Industrial          | 1  | 300                                | --    | 1  | 350 SF                             | Minimum 3 spaces |

<sup>1</sup> DU = Dwelling Units; SF = Square Feet

## 5.2 Existing Public Parking Supply and Demand

Existing parking demand for the various public parking facilities previously presented on Exhibit 5.1 and Exhibit 5.2 was collected in August, 2008. Data was collected during representative hours of the day for both weekday and weekend conditions. Data was collected for mid-morning (10:00 AM), mid-afternoon (3:00 PM) and evening (8:00 PM) conditions.

Table 5.2 summarizes the existing public parking supply and demand for both weekday and weekend conditions. The total supply of public parking surveyed is 1,040 parking spaces.

**Table 5.2: Existing Public Parking Supply and Demand Summary**

| All Public Parking<br>Lots and Structures | WEEKDAY Time of Day |        |        | WEEKEND Time of Day |        |        |
|---|---------------------|--------|--------|---------------------|--------|--------|
|   | 10-11<br>AM         | 3-4 PM | 8-9 PM | 10-11<br>AM         | 3-4 PM | 8-9 PM |
| Available Spaces                          | 1040                | 1040   | 1040   | 1040                | 1040   | 1040   |
| Occupied Spaces                           | 299                 | 442    | 213    | 331                 | 314    | 265    |
| % Occupied                                | 28.75%              | 42.50% | 20.48% | 31.83%              | 30.19% | 25.48% |

The peak weekday demand occurs during the early afternoon, with a total demand of 442 parked vehicles. This represents approximately 42.5% utilization of the overall public parking supply. A surplus of at least 598 public parking spaces is present in the downtown area throughout the typical weekday.

The peak weekend demand occurs during the morning time frame, with a better balance of demand occurring throughout the day. The peak (morning) total demand is 331 parked vehicles in public parking spaces. This represents approximately 32% utilization of the overall public parking supply during peak weekend conditions.

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## 5.3 Future Conditions

Future parking conditions in the Downtown with implementation of the Downtown Downey Specific Plan have been evaluated in much the same manner that was used to evaluate existing conditions. The parking requirement per the City Downey Zoning Code and Downtown Plan has been calculated. The future parking demands based upon the ULI shared parking methodology have also been evaluated for the Downtown Downey Specific Plan land uses.

### 5.3.1 Projected Future Parking Supply and Requirements

The parking that would be required for non-residential, non-church uses in the overall downtown area under proposed Downtown Downey Specific Plan conditions is 14,066 spaces. This represents an increase of 8,100 parking spaces compared to the existing requirement of 5,966 parking spaces. The majority of the increased parking requirement is attributable to general commercial (over 1.6 million square feet) and restaurant (over 293,000 square feet) land uses.

When the ULI maximum parking supply requirements for either weekday or weekend is considered, the overall maximum for Downtown non-residential uses (excluding churches) is 16,427 parking spaces.

Similar to the result for existing conditions, the overall City of Downey parking requirement is similar to the weekday and weekend maximum supply requirement per ULI. For this reason, the ULI parking ratios, which are slightly more conservative, have been used to calculate the overall shared parking demand.

## 5.4 Requirements and Recommendations

This section of the Specific Plan presents recommendations to modify parking requirements for Downtown Downey and the design, management and operation of parking facilities to maximize the opportunities for shared parking and to accommodate special events in Downtown.

### 5.4.1 Downtown Downey Specific Plan Parking Requirements

The parking requirements for the Downtown Downey Specific Plan are shown in Table 5.3. The Downtown Downey Specific Plan requirements are based on the benefits of shared (joint use) parking and the existing surplus of parking available within the Specific Plan area. Since the recommended parking requirements included in the Downtown Specific Plan Parking Study for general commercial

and restaurant uses are more stringent than the requirements included in the Downtown Plan (October, 2000), it may be necessary to provide additional public parking beyond that funded through parking assessment districts to address the eventual shortfall in parking supply. It is necessary to monitor the downtown parking and supply on a regular basis.

**Table 5.3 Downtown Downey Specific Plan Parking Requirements**

| Land Use                         | Required # Parking Spaces | Per Listed Unit <sup>1</sup> | Notes  |
|----------------------------------|---------------------------|------------------------------|--|
| Single Family Residential        | Per City Std.             | DU                           | Refer to Municipal Code Section 9708   |
| Multifamily Residential (owned)  | 1.7                       | DU                           | Tandem parking should be allowed in cases where multiple spaces are assigned to a single unit. Guests will utilize off-site (public) parking |
| Multifamily Residential (rental) | 1.5                       | DU                           | Tandem parking should be allowed in cases where multiple spaces are assigned to a single unit. Guests will utilize off-site (public) parking |
| General Commercial               | 1                         | 500 SF                       |  |
| Hotel                            | 1                         | Room                         | --   |
| Movie Theatre                    | 1                         | 5 seats                      | --   |
| Restaurant                       | 1                         | 200 SF                       |  |
| Church                           | See notes                 |                              | 1 per 5 persons allowed within the maximum occupancy load for the assembly/activity area   |
| Medical Office                   | 1                         | 250                          |  |
| Professional Office              | 1                         | 350                          |  |

### 5.4.2 Downtown Parking Credits\*

*Notwithstanding other provisions of this Specific Plan, all or a portion of the off-street parking required for non-residential uses may be accommodated using one of the following alternatives. For the purposes of this section, when a new use occupies space in an existing building, the new use shall provide for any increase in parking demand above the previous use in the building*

#### **Parking Waiver**

*The City Planner may waive the parking requirement if all the following findings are made:*

- ▶ *The owner or occupant of the property, on which the waiver is to be applied, agrees to pay to the City an amount to be determined by the City Council for each automobile storage space to be waived and,*
- ▶ *That the development of parking on the property for which the waiver is sought, in accordance with the requirements of this article for off-street parking, would preclude the development or use of such property; and,*
- ▶ *Granting the waiver to allow the development or use is necessary to achieve the goals of the Specific Plan.*

*All money received by the City pursuant to the provisions of this section shall be used for the purpose of providing for, or facilitating the use of, public off-street parking within the boundaries of the Downtown Downey Specific Plan.*

### **Off-Site Parking**

*The Planning Commission may approve a Conditional Use Permit to allow a substitute location within 1,320 feet from the property for which the parking is being provided and which meets all of the following conditions:*

- ▶ *The total number of parking spaces shall not be less than the sum of the requirements for each of the individual uses on all of the parcels or lots, as required by this Specific Plan; and,*
- ▶ *All of the parcels involved are within the boundaries of the Downtown Downey Specific Plan; and,*
- ▶ *One of the following shall apply:*
  - (1) *A reciprocal parking easement is recorded to all of the properties involved. Said easement shall be approved by the City Attorney and shall not be terminated without the approval of the City; or,*
  - (2) *The property owners of the parcels involved shall enter into an off-site parking agreement. The agreement shall be reviewed and approved by the City Attorney before approval of the Conditional Use Permit. On an annual basis, the applicant shall provide the City Planner proof the agreement is still in effect and full force. Should the off-site parking agreement expire, be canceled, or voided in any manner, the applicant shall either cease operations of the use requiring parking or obtain a parking waiver from the City Planner, as outlined above. If approved, the parking waiver shall be effective the date the off-site parking agreement was expired, canceled, or voided.*

(\*Section 5.4.2 was amended by Ordinance 15-1345)

### 5.4.3 Downtown Downey Parking Facility Design, Management, and Operation Recommendations

The City of Downey already manages a supply of public parking in the form of on-street and off-street parking. Additional parking should be located in close proximity to the associated land uses wherever possible. In general, visitors to the Downtown will prefer parking the shortest possible distance from their destination.

The City of Downey should initiate long range planning and property acquisition efforts to provide for additional parking structures located in both the east and west areas of the Downtown Downey Specific Plan. A potential east end site is the civic center complex, where surface parking could be converted to a parking structure that could provide additional shared parking. A potential west end site would be the existing Post Office surface parking lot, which appears large enough to allow conversion to a parking structure. Additionally, the City shall conduct a parking study to determine additional public parking needs when the number of parking waivers granted exceed 60% of the available public parking.

Parking management and operation includes making the effort necessary to ensure that various users are using appropriate parking areas. For the Downtown Downey Specific Plan area, it will be important to encourage employees to park in the less convenient locations, allowing visitors access to the more convenient parking. This will in turn enhance the visitor's experience by minimizing the amount of time and effort spent walking to and from their destination. It is also recommended that future parking facilities include provisions for neighborhood electric vehicles (NEVs) see Section 4.7. Initially, approximately 2 – 5% of the overall parking should be designed to accommodate NEVs. This should include charging facilities. The parking spaces can also be reduced in size due to the smaller dimensions of the vehicles themselves. NEV parking should also be conveniently located to encourage use of this emerging mode of transport.

The design of the pedestrian system also plays an important role in the overall success of a shared parking system. The pedestrian system should be well designed taking into consideration: signage, safety, an attractive environment, and short direct routes to key destinations.

The parking space design requirements for the Downtown Downey Specific Plan are shown in Tables 5.4 and 5.5. Parking spaces and drive-aisles shall meet the following minimum standards:

**Table 5.4: Parking Space Design Standards**

| Angle of Parking (degrees) | Stall Width (feet/inches) | Stall Depth (feet/inches) | Driveway Width One-Way (feet/inches) | Driveway Width Two-Way (feet/inches) |
|----------------------------|---------------------------|---------------------------|--------------------------------------|--------------------------------------|
| 0                          | 22'0"                     | 9'6"                      | 12'0"                                | 25'0"                                |
| 30                         | 8'6"                      | 18'0"                     | 15'0"                                | 25'0"                                |
| 45                         | 8'6"                      | 18'0"                     | 15'0"                                | 25'0"                                |
| 60                         | 8'6"                      | 18'0"                     | 18'0"                                | 25'0"                                |
| 90                         | 8'6"                      | 18'0"                     | 25'0"                                | 25'0"                                |

Additionally, for parking spaces within a parking structure up to fifteen (15%) percent of the parking provided may be compact spaces. Compact spaces shall meet the following minimum standards:

**Table 5.5: Compact Parking Space Design Standards**

| Angle of Parking (degrees) | Stall Width (feet/inches) | Stall Depth (feet/inches) | Driveway Width One-Way (feet/inches) | Driveway Width Two-Way (feet/inches) |
|----------------------------|---------------------------|---------------------------|--------------------------------------|--------------------------------------|
| 0                          | Not Allowed               | Not Allowed               | Not Allowed                          | Not Allowed                          |
| 30                         | 8'0"                      | 15'0"                     | 15'0"                                | 25'0"                                |
| 45                         | 8'0"                      | 15'0"                     | 15'0"                                | 25'0"                                |
| 60                         | 8'0"                      | 15'0"                     | 18'0"                                | 25'0"                                |
| 90                         | 8'0"                      | 15'0"                     | 25'0"                                | 25'0"                                |

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