

GOAL M-6 PARKING

Effective supply and management of vehicle parking with minimized spillover to the local community.

M-6 Policies

- M-6.1 **Vehicle Parking Supply and Demand.** Require residential and non-residential developments to provide adequate off-street parking supply and manage short-term and long-term demand, while remaining in conformance with State requirements that may restrict the location or required supply of parking.
- M-6.2 **Secondary Effects.** Maximize the efficiency of the existing public and private vehicle parking supply and reduce parking-related vehicle traffic through parking management strategies.
- M-6.3 **Multimodal Effects:** Continue to comply with state laws addressing the effects of vehicle parking on the safety and convenience of non-vehicular travel modes.
- M-6.4 **Residential Parking.** Effectively manage the existing public and private parking supply in residential areas and consider alternative approaches to meeting existing and future demand.
- M-6.5 **Community Outreach and Engagement.** Engage with affected individuals, organizations, and other stakeholders when proposing changes to parking supply, regulations, and/or configuration along corridors.
- M-6.6 **Accessible Parking:** Provide sufficient, convenient, and accessible ADA-compliant parking at City parking lots, structures, and curbsides.

PARKING SUPPLY

The City addresses vehicle parking issues by requiring parking for private development, providing public parking within the street right-of-way, off-street in surface lots and parking structures, and managing public parking through pricing and time restrictions.

In neighborhoods that are affected by parking congestion from nearby schools, businesses, or multifamily residential buildings, the City has implemented a parking permit system. In combination with Police Department enforcement, parking is effectively managed in these neighborhoods.

M-6 Actions

- M-6a Implement parking management strategies such as residential parking permits and parking time limits in residential neighborhoods to minimize the effects of spillover commercial parking.
- M-6b Review opportunities for carshare parking and vehicles at key resident, worker, and visitor destinations.
- M-6c Periodically review the City's minimum vehicle parking requirements to determine if updates are needed to reflect shifts in parking demand, new types of parking supply, changes in State requirements, or to encourage transit-oriented development projects; consider amendments, as necessary.
- M-6d Develop and maintain a citywide parking management approach to better manage parking supply. Techniques to consider can include unbundling parking for residential uses, encouraging shared parking, and allowing for modified parking requirements in high-quality transit areas, and studying the feasibility of parking management strategies in high-demand areas. This program shall be developed through the Community Development Departments and include considerations for the City's RDP through the Public Works Department.
- M-6e Regularly monitor curbside parking utilization patterns in high-activity areas such as Downtown Glendale, including the effects of passenger and commercial loading/unloading occurring at parking spaces, to determine if changes to regulations or enforcement are necessary.
- M-6f Continue to monitor state legislation governing the ability of the City to require off-street parking for new development projects, including projects located in the City's high-quality transit areas.