



## A G E N D A

### GARDEN GROVE PLANNING COMMISSION

#### REGULAR MEETING

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June 6, 2019

COMMUNITY MEETING CENTER  
11300 STANFORD AVENUE

#### REGULAR SESSION - 7:00 P.M. - COUNCIL CHAMBER

ROLL CALL: CHAIR LEHMAN, VICE CHAIR KANZLER  
COMMISSIONERS LE, NGUYEN, PEREZ, RAMIREZ, SOEFFNER

Members of the public desiring to speak on any item of public interest, including any item on the agenda except public hearings, must do so during Oral Communications at the beginning of the meeting. Each speaker shall fill out a card stating name and address, to be presented to the Recording Secretary, and shall be limited to five (5) minutes. Members of the public wishing to address public hearing items shall do so at the time of the public hearing.

Any person requiring auxiliary aids and services due to a disability should contact the City Clerk's office at (714) 741-5035 to arrange for special accommodations. (Government Code §5494.3.2).

All revised or additional documents and writings related to any items on the agenda, which are distributed to all or a majority of the Planning Commissioners within 72 hours of a meeting, shall be available for public inspection (1) at the Planning Services Division during normal business hours; and (2) at the City Community Meeting Center Council Chamber at the time of the meeting.

Agenda item descriptions are intended to give a brief, general description of the item to advise the public of the item's general nature. The Planning Commission may take legislative action it deems appropriate with respect to the item and is not limited to the recommended action indicated in staff reports or the agenda.

#### PLEDGE OF ALLEGIANCE TO THE FLAG OF THE UNITED STATES OF AMERICA

- A. ORAL COMMUNICATIONS - PUBLIC
- B. APPROVAL OF MINUTES: May 2, 2019
- C. MATTERS FROM COMMISSIONERS
- D. MATTERS FROM STAFF
  - D.1. SAFE ROUTES TO SCHOOL
  - D.2. DOWNTOWN PARKING MANAGEMENT STRATEGIC PLAN
- E. ADJOURNMENT

GARDEN GROVE PLANNING COMMISSION  
Council Chamber, Community Meeting Center  
11300 Stanford Avenue, Garden Grove, CA 92840

Meeting Minutes  
Thursday, May 2, 2019

CALL TO ORDER: 7:00 p.m.

ROLL CALL:

Chair Lehman  
Vice Chair Kanzler  
Commissioner Le  
Commissioner Nguyen  
Commissioner Perez  
Commissioner Ramirez  
Commissioner Soeffner

Absent: Kanzler

Vice Chair Kanzler joined the meeting at 7:02 p.m.

PLEDGE OF ALLEGIANCE: Led by Commissioner Soeffner.

ORAL COMMUNICATIONS – PUBLIC – None.

April 4, 2019 MINUTES:

Action: Received and filed.

Motion: Perez Second: Ramirez

Ayes: (6) Kanzler, Lehman, Nguyen, Perez, Ramirez, Soeffner

Noes: (0) None

Absent: (1) Le

PUBLIC HEARING – SITE PLAN NO. SP-069-2019 AND CONDITIONAL USE PERMIT NO. CUP-155-2019 FOR PROPERTY LOCATED AT 9845 CHAPMAN AVENUE, NORTH SIDE OF CHAPMAN AVENUE, WEST OF BROOKHURST STREET.

Applicant: CHRISTINE CHO (MCDONALD'S CORPORATION)

Date: May 2, 2019

Request: Site Plan and Conditional Use Permit approval to rebuild an existing 33,603 square foot McDonald's restaurant pad building with a drive-thru on the southerly portion of the existing Garden Grove Promenade

shopping center, along with site improvements that include reconfiguring of the existing parking spaces and drive-thru lane, and new landscaping. The site is in the NMU (Neighborhood Mixed Use) zone. In conjunction with the request, the Planning Commission will consider a determination that the project is categorically exempt from the California Environmental Quality act (CEQA) pursuant to Section 15302 – Replacement or Construction.

Action: Public Hearing held. Speaker(s): Christine Cho, Patti Widdicombe, Jeff Gaulrapp, David Krebs

Action: Resolution No. 5954-19 was approved.

Motion: Ramirez Second: Nguyen

Ayes: (6) Kanzler, Lehman, Nguyen, Perez, Ramirez, Soeffner

Noes: (0) None

Absent: (1) Le

**ITEM FOR CONSIDERATION - GENERAL PLAN CONFORMITY NO. GPC-007-2019 FOR PROPERTY LOCATED AT 12111 CHAPMAN AVENUE (FORMER FIRE STATION NO. 6), NORTHEAST CORNER OF CHAPMAN AVENUE AND DEBBY LANE.**

Applicant: CITY OF GARDEN GROVE

Date: May 2, 2019

Request: Report and Determination by the Planning Commission to find and report to the City Council, pursuant to Government Code 65402, that the proposed disposition of the property located at 12111 Chapman Avenue (Former Fire Station No. 6) is in conformity with the General Plan.

Action: Resolution No. 5955-19 was approved.

Motion: Soeffner Second: Perez

Ayes: (6) Kanzler, Lehman, Nguyen, Perez, Ramirez, Soeffner

Noes: (0) None

Absent: (1) Le

**MATTERS FROM COMMISSIONERS:** None.

**MATTERS FROM STAFF:** Staff noted the May 16<sup>th</sup> Planning Commission would be cancelled and gave a brief description of the agenda items for the June 6<sup>th</sup> meeting.

**ADJOURNMENT:** At 7:30 p.m. to the next Meeting of the Garden Grove Planning Commission on Thursday, May 16, 2019, at 7:00 p.m. in the Council Chamber of the

Community Meeting Center, 11300 Stanford Avenue, Garden Grove.

Motion: Ramirez Second: Kanzler

Ayes: (6) Kanzler, Lehman, Nguyen, Perez, Ramirez, Soeffner

Noes: (0) None

Absent: (1) Le

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Judith Moore  
Recording Secretary

**City of Garden Grove**

**INTER-DEPARTMENT MEMORANDUM**

To:	Planning Commission	From:	City of Garden Grove
Div:	Planning Services	Dept:	Community and Economic Development
Subject:	2019 GARDEN GROVE SAFE ROUTES TO SCHOOL (SRTS) PHASE 1 PLAN	Date:	June 6, 2019

**OBJECTIVE**

To provide information on the 2019 Garden Grove Safe Routes to School (SRTS) Phase 1 Plan, which includes key project objectives to improve safety, public health, and connectivity for students and their families for future implementation and grant opportunities as needed.

**BACKGROUND**

In 2016, the City applied for a statewide planning grant under the Southern California Association of Governments (SCAG) and was awarded the Sustainability Planning Grant for the Garden Grove Safe Routes to School Plan. Following a comprehensive Request for Proposal (RFP) process in 2017, KOA Corporation ("Consultant") was awarded the contract to partner with the Garden Grove Unified School District (GGUSD) and assist the City in selecting six (6) target schools to be included in the project area. The scope of work took into consideration community feedback captured from earlier RE:Imagine initiatives in which stakeholders expressed the desire to encourage more community outreach programs and advocate for student safety and health.

**DISCUSSION**

The Plan focused on six (6) schools: A.J. Cook Elementary, Donald S. Jordan Intermediate, Thomas Paine Elementary, Brookhurst Elementary, John Murdy Elementary, and Merton E. Hill Elementary.

The following table depicts the milestones associated with the preparation of the SRTS Plan.

## 2019 GARDEN GROVE SAFE ROUTES TO SCHOOL (SRTS) PHASE 1 PLAN

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<b>Timeline</b>	<b>Tasks</b>	<b>Community Workshops</b>	<b>Outreach Meetings &amp; Events</b>	<b>Advisory Team Meeting</b>
<b>2017</b>				
September	Joint event SRTS National Partnership/ Kick-off meet	x		x
November	Cook Elementary and Jordan Intermediate/ GGUSD meet	x	x	x
<b>2018</b>				
January	Pop-Up Event "Make Jordan & Cook Safer Day"		x	x
February	Paine Elementary	x		
February	Brookhurst Elementary	x		x
March	Murdy Elementary	x		x
April	Hill Elementary	x		
November	Review Draft Plan			x
<b>2019</b>				
March	Draft Plan Complete			x
May	Final Plan to City Council			
June	Final Plan to Planning Commission			

The schools were selected using a needs-based criteria, which includes student participation in free lunch programs, income, high risk bike/pedestrian collisions, and school readiness to participate in the planning process.

The community outreach offered a unique opportunity for City Council members and City Departments, including Public Works, Community Services, Police Accident Reduction Team, and Community and Economic Development, to work together with external partners such as GGUSD district staff, PTA board members, principals, teachers, crossing guards, and Orange County Health Care Agency (OCHCA), to identify challenges and problems such as childhood obesity, air quality, and traffic congestion around schools.

### CONCLUSION

The study is the first comprehensive SRTS Plan that has been conducted by the City. The recommendations identified address the "6 E's": Evaluation, Education, Encouragement, Enforcement, Engineering, and Equity, which are developed to improve safety and health, decrease pedestrian and bike collisions, encourage parents and students to walk/bike to school, and to instill an active lifestyle.

## 2019 GARDEN GROVE SAFE ROUTES TO SCHOOL (SRTS) PHASE 1 PLAN

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The SRTS Plan will serve as a road map and a guiding document to assist the City in identifying the existing conditions at each school and explore potential improvements when additional funding opportunities arise. The “tool box” components include:

1. Baseline Data Analyses
2. School Zone Traffic Control Guide
3. Engineering Toolbox
4. Programming Toolbox

Future requests will be made through the budget process to undertake follow-up tasks such as evaluating implementation of priority projects and establishing a methodology process to be utilized in future phases of the SRTS Plan.



Lisa L. Kim  
Community and Economic Development Director



By: Alana Cheng, Senior Administrative Analyst

Attachment 1: Presentation: City of Garden Grove Safe Routes to School (SRTS)  
Phase 1 Plan

**GARDEN GROVE**



# Safe Routes to School

PHASE I PLAN



City of Garden Grove | June 6, 2019





# PROJECT TIMELINE

2016 - Applied for Grant

2017 - Grant Awarded

Sept. 2017 - Project Kick-Off

March 2019 - Completion of Plan

## SCAG's Sustainability Program Grant

The screenshot displays the SCAG Sustainability Program website. At the top, there is a navigation bar with the SCAG logo and a 'Login | Register' button. Below this is a search bar with the text 'SEARCH Search this site...' and a 'GO' button. The main content area features the 'sustainability PROGRAM' logo and a list of program areas: Climate Change, Sustainable Communities Program, and Tools. A featured article titled 'Sustainability Planning Grant' is highlighted, accompanied by an image of a modern building and a car. The article text states: 'The Sustainable Communities Program (formerly known as Compass Blueprint Grant Program) was established as an innovative vehicle for promoting local jurisdictional efforts to test local planning tools. Since starting in 2005, 133 projects have been completed through the program, with another 69 projects to be completed by the end of 2016. By supporting exemplary projects, the Sustainability Planning Grants Program illustrates the value effective growth planning can bring to our regional partners and the region as a whole.'

# PROJECT SUPPORT

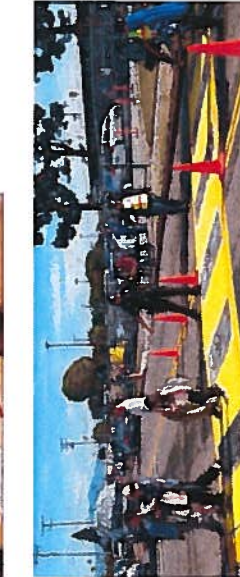
## CITY & COUNTY



## GGUSD & SCHOOLS



## COMMUNITY



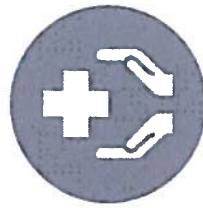


# PROJECT OBJECTIVES



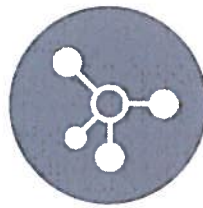
## IMPROVE SAFETY

*For walking & biking to and from school*



## IMPROVE PUBLIC HEALTH

*By providing and encouraging active transportation options*



## IMPROVE CONNECTIVITY

*By improving sidewalks, crosswalks, streets and access for all pedestrians*



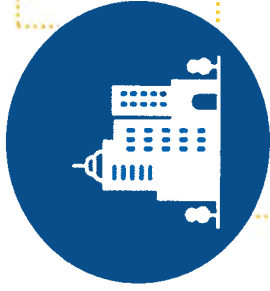




# PLAN PROCESS



## PLANNING



Study Area Analysis

Review of Relevant Plans

Collision Analysis

Project Prioritization

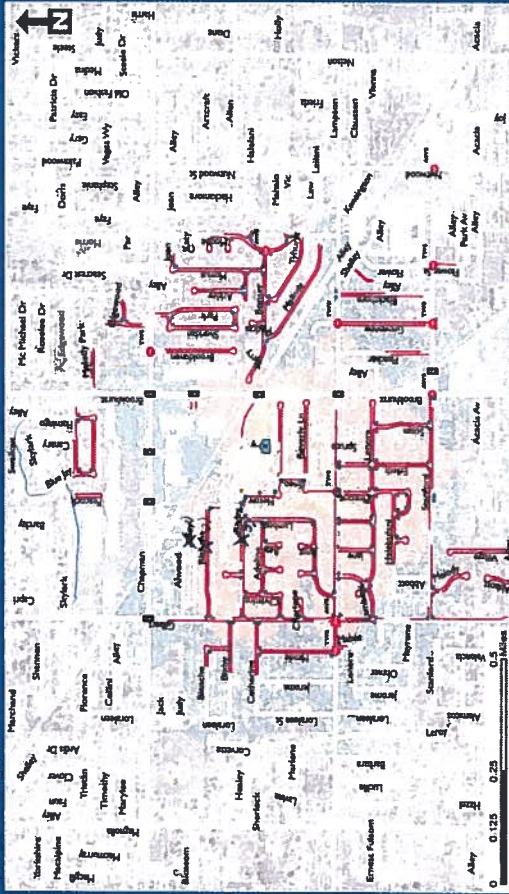
Report Writing



# PLAN PROCESS

## BROOKHURST ELEMENTARY SCHOOL | Walking Safety Assessment

Problemas de Seguridad en Seguridad  
Mapa de las Rutas Seguras  
Calle de las Rutas Seguras



### SAFETY ISSUES & CONCERNS:

Problemas de seguridad y preocupaciones.  
Veo de un total  
yo tengo 3 opciones para venir caminando a la escuela. Casi todas las veces voy caminando  
con mis hijos. La primer opción es por el Alley. Aquí el problema es que a veces hay mucha  
basura y algunas casas no respetan el límite de velocidad (15 mph max).  
La segunda opción es la calle Blanche. Aquí no me gusta porque hay fuertes ruidos no hay

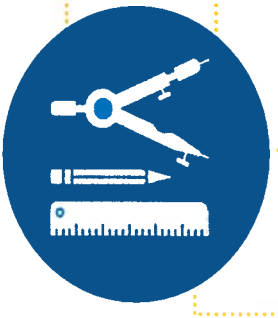
Year Name & Agency  
The Agency of Albany  
The Agency of Albany

### LEGEND / LEYENDA / Chú Dín

- Red line: Existing Sidewalk
- Blue line: New Sidewalk
- Green line: School Crosswalk
- Yellow line: Proposed Pedestrian Pathway
- Purple line: Regular Crosswalk
- Orange line: Crosswalk with Regular Sidewalk
- Light Blue circle: School / Escuela / Escuela
- Dark Blue circle: Bus Stop / Parada de Autobús
- Red circle: Existing ADA Curb Ramp
- Blue circle: New ADA Curb Ramp
- Green circle: Street Light / Luz de Calle
- Yellow circle: Street Light with ADA Curb Ramp
- Purple circle: Street Light with ADA Curb Ramp and Regular Sidewalk
- Orange circle: Street Light with ADA Curb Ramp and Regular Sidewalk
- Light Blue square: Pedestrian Hybrid Beacon
- Dark Blue square: Pedestrian Hybrid Beacon
- Green square: Street Light with ADA Curb Ramp
- Yellow square: Street Light with ADA Curb Ramp
- Purple square: Street Light with ADA Curb Ramp
- Orange square: Street Light with ADA Curb Ramp
- Light Blue square: Two Way Stop Control
- Dark Blue square: Two Way Stop Control
- Green square: All Way Stop Control
- Yellow square: All Way Stop Control
- Purple square: Traffic Signal
- Orange square: Traffic Signal
- Light Blue square: 5-Stroke Walkway
- Dark Blue square: 5-Stroke Walkway
- Green square: 10-Minute Walkway
- Yellow square: 10-Minute Walkway
- Purple square: 15-Minute Walkway
- Orange square: 15-Minute Walkway



## ENGINEERING



Field Work

Engineering Assessment

Concept Design

Cost Estimates





# (SRTS) PHASE I PLAN

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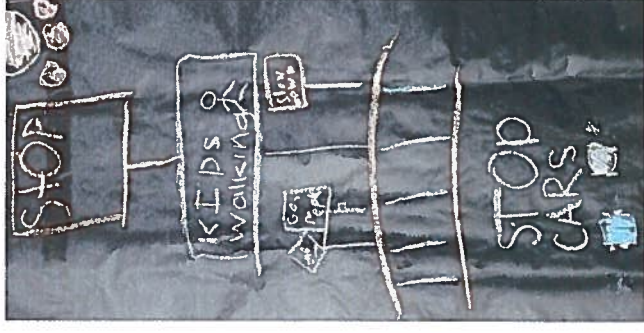
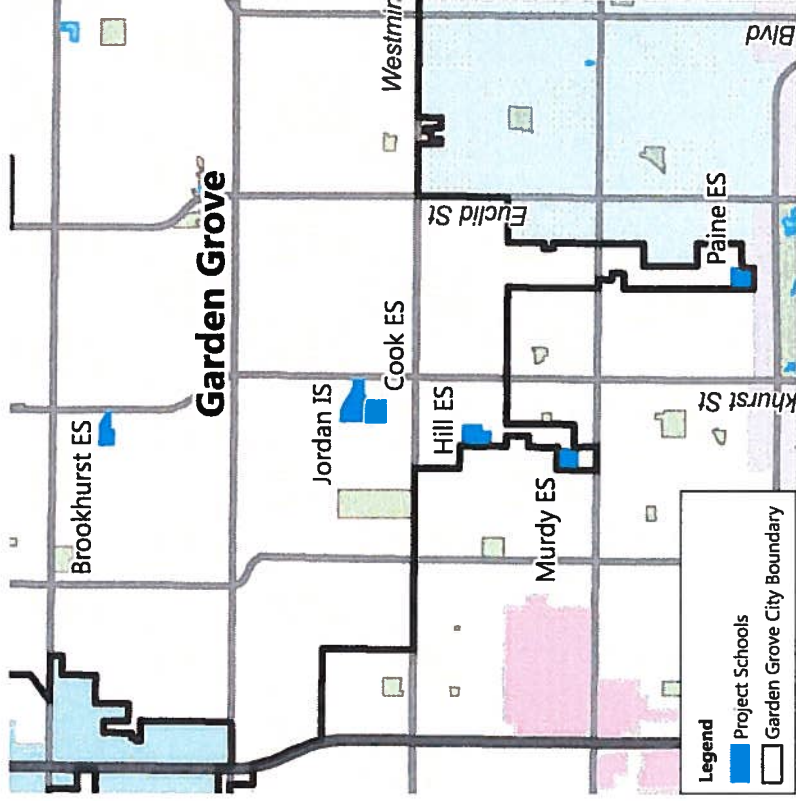
<b>1</b>	<b>Introduction</b>	1.1 Plan Purpose (Parent to School Planning) 1.2 School Context 1.3 Needs of SRA (Issues to School) 1.4 Goals of the Plan 1.5 Garden Street Safe Routes to School Partners 1.6 How to Use This Plan
<b>2</b>	<b>Project Context</b>	2.1 Introduction 2.2 Existing Conditions 2.3 Entry Conditions
<b>3</b>	<b>Community Engagement</b>	3.1 Introduction 3.2 Planning 3.3 Marketing and Distribution 3.4 Community Workshops 3.5 Make Call and Jordan Silver Day 3.6 Parent Surveys 3.7 Students' Arrival and Departure Tables 3.8 Consultation with Nearby Jurisdictions
<b>4</b>	<b>SRTS Toolkit</b>	4.1 Introduction 4.2 Existing Conditions 4.3 School and Site Infrastructure 4.4 Engineering Toolkit 4.5 Programming Toolkit
<b>5</b>	<b>A. J. Cook Elementary</b>	5.1 Introduction 5.2 Existing Conditions 5.3 Entry Conditions 5.4 Observed Behavior 5.5 Community Engagement 5.6 Programming Recommendations 5.7 Infrastructure Recommendations 5.8 Infrastructure Recommendation Details
<b>6</b>	<b>Brookhurst Elementary</b>	6.1 Introduction 6.2 Existing Conditions 6.3 Entry Conditions 6.4 Observed Behavior 6.5 Community Engagement 6.6 Programming Recommendations 6.7 Infrastructure Recommendations 6.8 Infrastructure Recommendation Details
<b>7</b>	<b>Jordan Intermediate</b>	7.1 Introduction 7.2 Existing Conditions 7.3 Entry Conditions 7.4 Observed Behavior 7.5 Community Engagement 7.6 Programming Recommendations 7.7 Infrastructure Recommendations 7.8 Infrastructure Recommendation Details
<b>8</b>	<b>John Murdy Elementary</b>	8.1 Introduction 8.2 Existing Conditions 8.3 Entry Conditions 8.4 Observed Behavior 8.5 Community Engagement 8.6 Programming Recommendations 8.7 Infrastructure Recommendations 8.8 Infrastructure Recommendation Details
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<b>11</b>	<b>Implementation</b>	11.1 Introduction 11.2 Project Prioritization 11.3 Funding Opportunities
<b>12</b>	<b>Conclusion</b>	12.1 Conclusion



# (SRTS) PHASE I PLAN

## 6 Schools

- A.J. Cook Elementary
- Brookhurst Elementary
- Jordan Intermediate
- John Murdy Elementary
- Hill Elementary
- Thomas Paine Elementary





# IMPLEMENTABLE PLANS

## 5.7 A. J. COOK ELEMENTARY INFRASTRUCTURE RECOMMENDATIONS



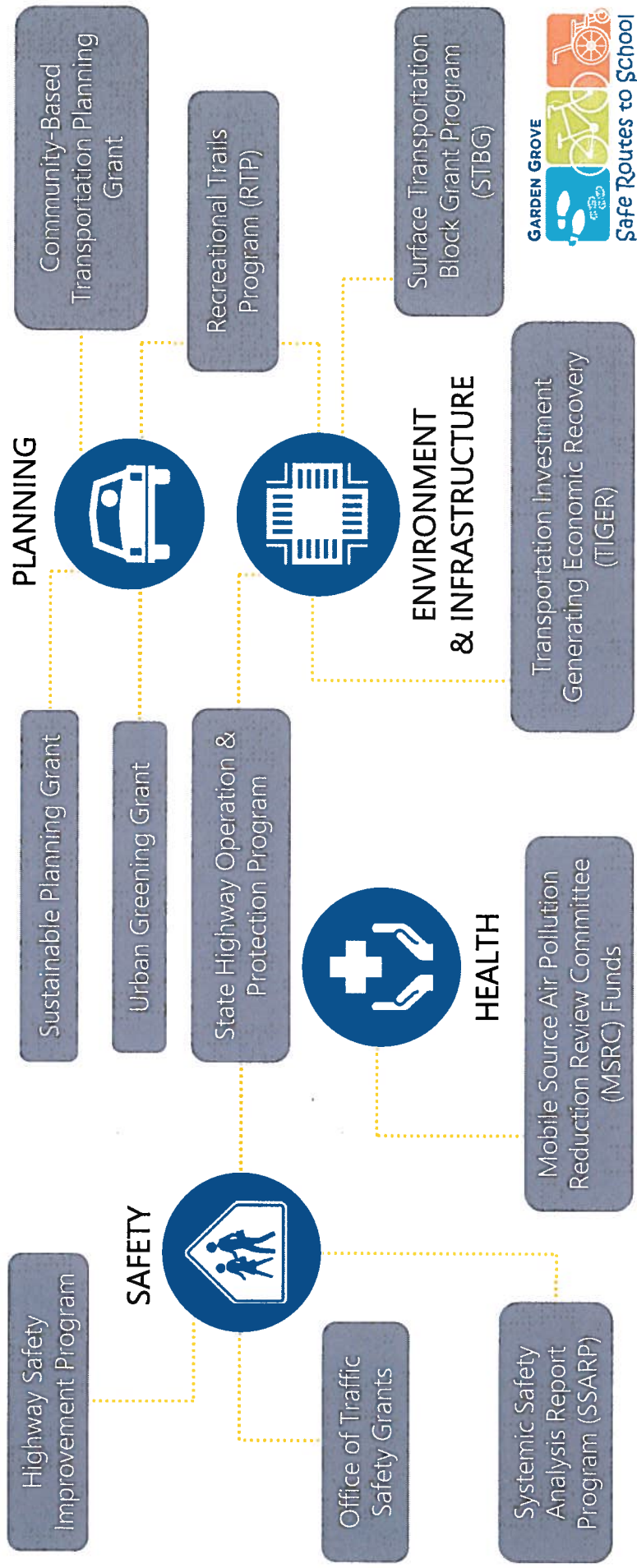
### COST SUMMARY BY SCHOOL AREA

SCHOOL AREA	ESTIMATED COST
A.J. COOK ELEMENTARY & JORDAN INTERMEDIATE	\$228,184*
BROOKHURST ELEMENTARY	\$244,182
JOHN MURDY ELEMENTARY	\$373,592
HILL ELEMENTARY	\$225,596
THOMAS PAINE ELEMENTARY	\$206,341
<b>TOTAL</b>	<b>\$1,277,895</b>

\*The cost estimation for A.J. Cook Elementary & Jordan Intermediate are the same as they are for the same locations.



# FUNDING OPPORTUNITIES





**GARDEN GROVE**

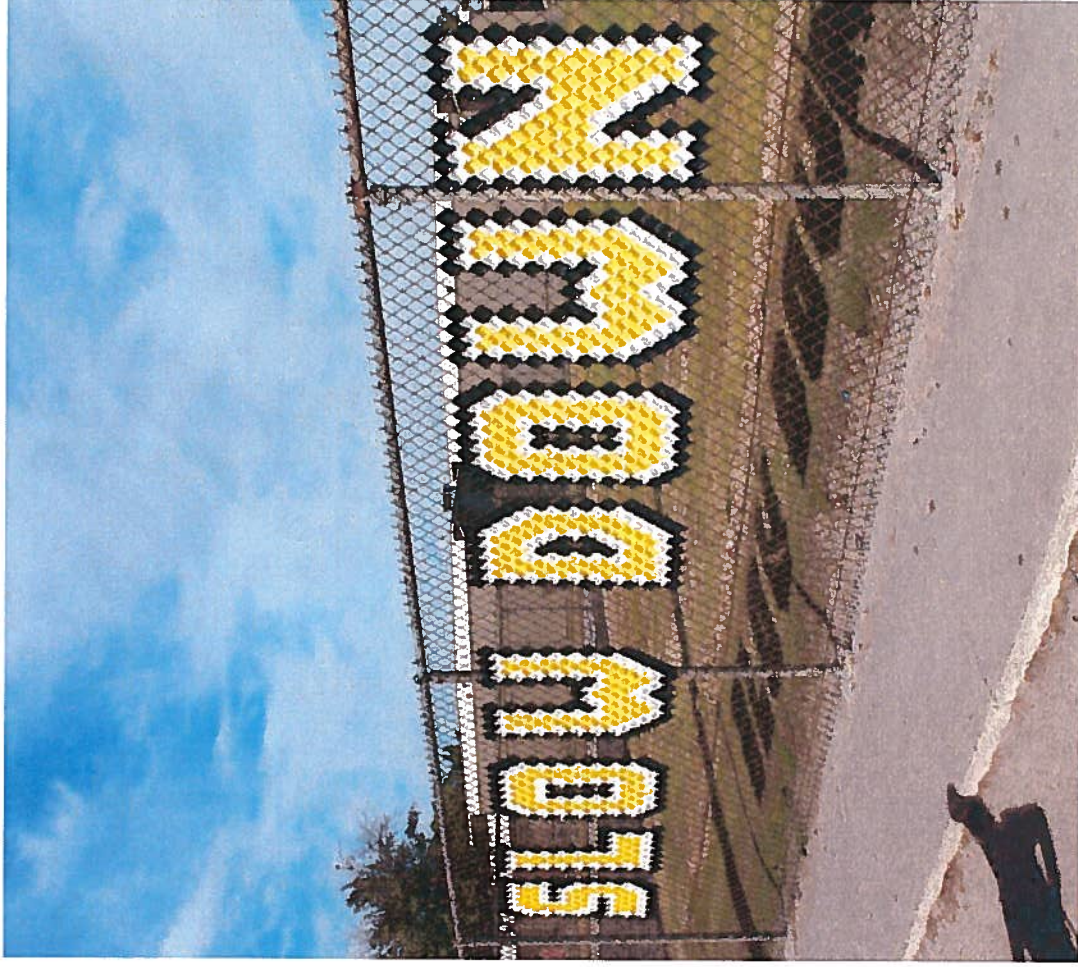


# Safe Routes to School

PHASE I PLAN



City of Garden Grove





# DOWNTOWN PARKING MANAGEMENT STRATEGIC PLAN UPDATE

June 6, 2019

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<b>2019</b>			
March	Downtown Commission presentation/draft data	<b>x</b>	
April	Review Executive Summary/recommendations		<b>x</b>
May	Final Plan to City Council	<b>x</b>	

## DISCUSSION

In summary, the Consultant completed a series of tasks in preparation of the DPMSP, which are detailed as follows:

### **1. Parking Count**

Parking utilization count days took place on Tuesday, June 13, 2017 and Friday June 16, 2017 from 8:00 a.m. to 8:00 p.m. Significant findings concluded:

- Peak parking utilization was at 10:00 a.m. (49%) on Tuesday.
- Friday peak was identified at 10:00 a.m. (41%).
- Main Street west lot had a maximum utilization of (49%), when the car show was not occurring.
- The highest parking utilization for both count days surrounded the Civic Center area.

### **2. On-line Parking Survey**

An on-line parking survey was created as an additional source of anecdotal information from the community and visitors in the study area to determine parking preferences. The survey went live beginning October 2017 through December 2017. Significant highlights were shared with the Downtown Commission members at the March 2018 meeting which included:

- 234 responses collected from the survey.
- The majority of users of the parking were downtown diners/shoppers.
- 68% confirmed they were satisfied with the current parking in the Downtown.
- The most important factor was "the distance to the destination from their parking space".

### **3. Supplemental Data/Future Projection**

Supplemental data was collected to complete a shared parking model. The data focused on existing land uses, building square footages, percent vacancy, proposed General Plan build-out, previous parking studies, development standards, parking requirements, and future development which will project future demand.

The model uses data collected in the study area and national parking data collected by the Urban Land Institute (ULI). While parking demand is expected to increase

as development occurs, the anticipated demand could be accommodated with the existing supply and development of additional parking, which would be a part of the planned and possible projects.

#### **4. Parking Management Strategies**

The Plan recommends a variety of strategies that could be implemented either in isolation or combined as part of a larger management strategy. The proposed summary of parking management strategies and recommendations to mitigate disruptive parking trends were shared with the Downtown Commission and the advisory committee members at the March 2019 meeting. The goal was to incorporate feedback from the Commission and advisory committee members into the Draft Plan. A few strategies, which are cost and time effective include:

- Static Signage (update current restricted signage, uniformity, directional)
- Temporary Use Agreements (currently used for special events)
- Project Specific Valet Programs
- Increased Use of Shared Parking (a.m./p.m. and weekday/weekend)
- Accommodating Transportation Network Companies (UBER/LYFT drop-off)
- Promoting Other Modes of Transportation (walk, bike, micro-transit, scooter)
- Restriping On-Street Spaces

#### **FINANCIAL IMPACT**

The DPMSM would be utilized as a “tool box” or guiding document that will assist the City in evaluating future Downtown development and related parking. Future requests will be made through the budget process to undertake follow-up tasks such as updating baseline data and evaluating implementation of parking strategies in greater detail.

#### **CONCLUSION**

While the baseline data noted certain time periods show parking is typically underutilized, there are periods throughout the year when parking demand is greater than the surveyed data. The City hosts several events in the downtown area that create a higher demand, including the Strawberry Festival and musical performances at both the Amphitheater and the GEM Theater. Parking data was not collected during these events, as these events are temporary and do not reflect typical daily parking operations in Downtown.

The study is a ‘point in time’ count to determine a baseline of parking spaces within the Downtown. The DPMSM is the first comprehensive study the City has conducted of parking utilization in the Downtown and Civic Center area. Previous parking studies were directed for the purpose of a particular project, or zone change. The data shows that the study area currently has sufficient parking supply. Although the demand exceeds 90% utilization in certain lots and streets for short periods of

DOWNTOWN PARKING MANAGEMENT STRATEGIC PLAN UPDATE

June 6, 2019

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time, there is generally parking available at nearby facilities within convenient walking distance. In conclusion, according to the Consultant, the current parking supply can accommodate the demand generated by existing land uses in the study area.



Lisa L. Kim

Community and Economic Development Director



By: Alana Cheng

Senior Administrative Analyst

Attachment 1: Executive Summary: City of Garden Grove Downtown Parking Management Strategic Plan





# EXECUTIVE SUMMARY



# Executive Summary

The City of Garden Grove has undertaken the development of a Downtown Parking Management Strategic Plan (Plan) in collaboration with City staff, the Downtown Parking Advisory Committee, the downtown community, and with consultation from Fehr & Peers. The purpose of the Plan is to identify the parking issues, concerns, and needs—both current and future—and to outline recommendations and strategies for improved and effective management of parking in the downtown area.

**Purpose:** The parking demand in Downtown Garden Grove is generated by a variety of users, including employers/employees, residents, restaurant/bar patrons, and visitors for special events such as the Main Street Classic Car Show and annual Strawberry Festival. All users share the common desire for both convenient on- and off-street parking in the area.

**Study Area:** The study area includes on-street and off-street parking encompassed by Grove Avenue and Main Street to the west, Euclid Street and Stanford Avenue to the north, 9<sup>th</sup> Street to the east, and Garden Grove Boulevard to the south. Existing data was collected through a combination of parking inventory and occupancy counts, field observations, online survey (from October 2017 through February 2018), and City staff support.

**Existing Parking Supply and Management:** Parking is provided both on- and off-street in the study area. There are 7 city-owned and 12 private off-street parking lots. The total parking supply in the study area is 2,786 stalls (both on- and off-street) of which 1,129 stalls are city-owned (both on- and off-street) and 1,657 stalls are privately-owned (off-street). This excludes residential off-street parking in the area.

Existing parking supply is sufficient for the current parking demand in the area. At 10:00 AM on a Tuesday, the peak parking demand is 49% and at 10:00 AM on a Friday the peak parking demand is 41%. The surveyed parking demand exceeds 90% utilization in some lots and street segments for short periods of time. However, there is generally parking available in other nearby facilities within convenient walking distance. There are periods throughout the year the special events held within the study area which result in parking demand that is greater than the surveyed data, but data at these events was not collected because they are temporary in nature and do not reflect typical daily conditions.

**Meeting the Future Parking Demand:** A parking demand model was developed to estimate the future parking conditions of the study area. The parking model uses data collected in the study area and national parking data collected by the Urban Land Institute. Planned and possible projects were identified by City staff to estimate future parking demand with the model. While parking demand is expected to increase as

development occurs in the study area, the anticipated demand could be accommodated with the existing supply and development of additional parking, which would be part of the planned and possible projects.

**Parking Management Strategies:** The Plan recommends a variety of strategies that could be implemented either in isolation or combined as part of a larger management strategy. A summary of the strategies are as follows:

- **Static Signage** directs users to parking facilities to fill up parking resources evenly.
- **Temporary Use Agreements** allows the City to approve time-limited use of property to provide parking for a land use, building, or structure without meeting parking code requirements.
- **Implementing Time Limits and Restrictions** prohibits parking for certain periods of time for particular user groups in high-demand locations. For example, parking time limits in the residential areas near commercial areas discourage long-term parking by commercial employee.
- **Parking Enforcement** is administered by the City to stringently enforce time limits, parking laws, and regulations.
- **Project Specific Valet** allows visitors to drop off their vehicle with an attendant resulting into greater density of parking and reduced time of searching for parking.
- **Assigning Parking Locations** maximizes the efficient use of existing parking depending on the use and the need. For example, retail employees could park farther to free up closer parking for customers.
- **Increasing Use of Shared Parking** makes efficient use of same parking spaces by hour, day, or season depending on the need. For example, parking lots of religious institutions that are usually empty on weekdays could be utilized by other users.
- **Accommodating Transportation Network Companies** encourages provision of convenient drop-off and pick-up locations reducing the need for parking spots.
- **Promoting Other Modes of Transportation** incentivizes the use of other modes such as transit, walk, bike, etc. that can reduce overall parking demand.
- **Restriping On-Street Spaces** increases the overall parking supply by allowing for increased parking on public streets.
- **Improving Facility Design** increases parking supply and improves flow of traffic in parking facilities.
- **Coordinating Valet Operations** allows users of a broader area to drop off and pick up their vehicles at different locations to meet their needs.
- **Permit Parking Programs** designate a particular area as parking district or permit parking street segments by allowing permitted users to park in those areas.

- **Charging for Parking** can direct drivers to park long-term in less convenient spaces and short-term in more desirable spaces.
- **Implementing Urban Design and Traffic Calming Strategies** can encourage people to walk between adjacent destinations in an area without driving to each destination and parking there.
- **Updating Parking Standards** provide developers more flexibility with parking standards based on a development's location and circumstances. For example, developments near transit could have a lower parking supply.
- **Intelligent Signage** assist users to easily find available parking spaces by providing real-time information about availability.
- **Encouraging Smart Growth** includes creating more mixed-use developments, fostering walkable neighborhoods, and concentrating new developments in or around an existing developed area. Combination of these strategies can reduce the need for driving and decrease the overall parking demand.
- **Adding Off-Street Parking** alleviates parking pressure by providing parking at additional locations.

**Funding Options:** The strategies listed in the Plan are currently unfunded. Several potential funding strategies for Downtown Garden Grove identified as options include:

- **In-Lieu Fees** allow the city to require developers to pay a fee in-lieu of constructing some or all of the minimum amount of parking that is required for all new developments. The fees are voluntary and can be applied to new development, change of use, or redevelopment of an existing land use.
- **Parking Fees** provide a consistent revenue from different parking locations, but they should be set at a price that do not deter people from using the parking facilities.
- **Property-based Business Improvement District (PBID)** is a private sector initiative to manage and improve the environment of a business district. The funds raised can supplement services offered by the City.
- **Bonds** assist cities to construct city-owned parking facilities the issuing of bonds. The bonds are paid back through either the general fund or on revenue generated by the parking.
- **General Fund** provides cities funding to implement parking management strategies but may be limited in nature.

**Recommendations:** The survey data shows that existing parking supply can accommodate the current typical parking demand in Downtown Garden Grove. While parking demand is expected to increase as new development occurs in Downtown Garden Grove, the anticipated demand should be accommodated by the existing parking supply and development of parking in new projects. As development occurs and technology changes in Downtown Garden Grove, parking management strategies identified in this report should be reviewed and implemented as needed under the following scenarios.

- **Parking Management Strategies Based on Regular Parking Demand Review** allows for the collection and documentation of changes in parking demand due to new development or changes to existing development. Regular data collection will allow City staff to better understand changes in parking demand and identify parking management strategies as needed.
- **Parking Management Strategies for New Development** allows new developments to implement parking management strategies if they are unable to meet parking supply or demand requirements.
- **Requested Parking Management Strategies** can be applied to Downtown Garden Grove to address specific parking related concerns identified.
- **Parking Management Strategies for Future Changes** allows Downtown Garden Grove to collaborate with developers, business owners, and residents to identify potential parking strategies to address concerns that may arise as part of future development.