

CHAPTER 2: FORM AND CHARACTER

2.3 PARKING AND TRANSPORTATION

2.3.1 Parking Strategy

The parking structures that are essential to the Park Once strategy are imbedded in blocks or lined with shops at the street, and brightly illuminated with sunshine during the day and with lighting during the night and for cloudy weather. The degrees of intensity of the pink shaded areas in the accompanying diagram suggest the levels of cost from the lowest to the highest in the most intense areas of development.

The Park Once strategy results in significant savings in daily trips and overall number of required parking spaces for three reasons:

Park Once: Those arriving by car follow the Park Once pattern, generating just 2 vehicle movements, parking just once, and completing multiple tasks on foot.

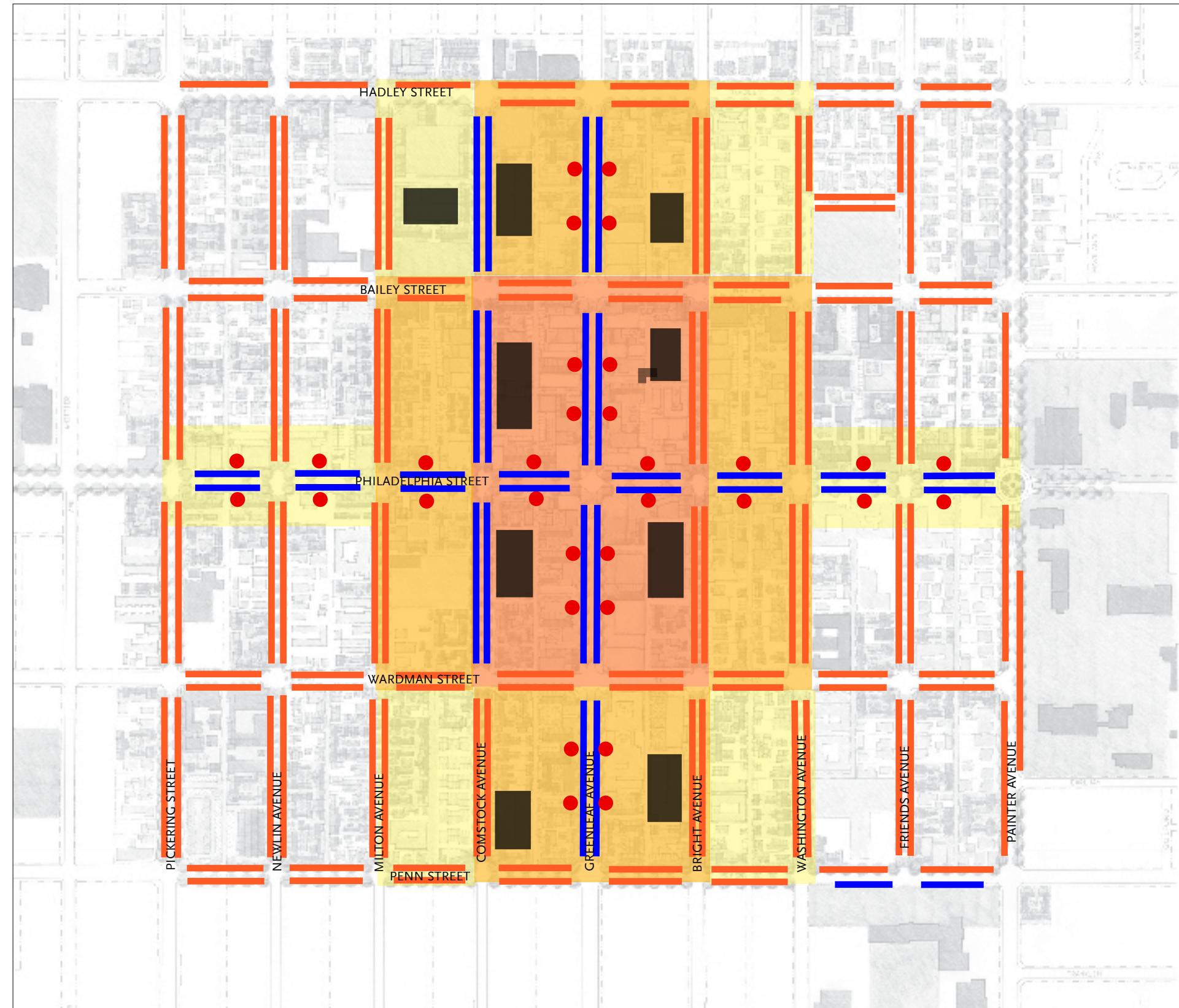
Shared Parking Among Uses with Different Peak Times: Spaces can be efficiently shared between land uses with differing peak hours, peak days, and peak seasons of parking demand (such as office, retail, restaurant, and entertainment), lowering the total number of spaces required.

Shared Parking to Spread Peak Loads: The parking supply can be sized to meet average parking loads (instead of the worst-case ratios needed for isolated suburban buildings), since the common supply of parking allows stores and offices with above-average demand to be balanced by other stores that have below-average demand or are temporarily vacant.

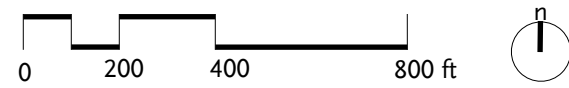
Studies indicate that parking required for a mature mixed-use district typically ranges from 1.4 to 2.5 spaces per 1,000 square feet of non-residential built space, or 1/3 to 1/2 of that required for conventional suburban development. The traditional downtown pattern also generates more pedestrian traffic accompanied by less vehicular congestion. Daily trips can be reduced by 1/2 or more.

Price Zones	On-Street	Off-Street	Total Spaces
Highest	618	1,185	1,803
Medium	962	1,047	2,009
Lowest	450	313	763
Free	1,271	-	1,251
Total Parking Spaces	3,281	2,545	5,826

Note: Numbers do not include spaces in individual residential projects.



Park Once strategy diagram, highlighting pricing zones, parking garages, parking machines, and on-street spaces.



The parking system, including the Park Once strategy, should be managed, including fees that should be charged for parking during the week all day and into the evening (7AM to 9PM to start with for example). When parking is provided without apparent cost, employees tend to occupy valuable spaces--such as those in front of their stores and offices--and spaces that could otherwise generate significant retail revenue become occupied for hours--or even all day long--by cars parked there by those who will not be shopping or patronizing restaurants and businesses.

As a start, for example, the City could charge a modest rate with a 2 hour maximum in the areas closest to the 100% corner of Philadelphia Street and Greenleaf Avenue. These rates should be adjusted over time as demand increases with more retail and residential development. Over time, all parking within the most intense zones (such as Uptown-Core and Uptown-Center in the regulating plan in Chapter 4) should become paid-for parking located on-street or in garages. The City should consider building and maintaining the parking structures using fees from these and on-street parking for Uptown enhancements.

Depending on the local development community, public/private development opportunities may also exist, where the city could enter into an agreement with entrepreneurs to construct and maintain the Uptown parking supply.

Priority	Type of parking
Most convenient spaces for customers and highest will-	2-hour on-street parking near retail destinations
Medium level of convenience for longer visits	3-hour parking in mid-block parking structures and lots
Least convenient/longest duration for employees & park-and-ride commuters	All day parking on upper garage floors or on the periphery

Above: Diagram showing the relationship between priority for providing parking, type of parking, and degree of convenience for drivers.



Left: Diagonal parking on "Main Street" type streets such as Philadelphia Street in Uptown is appropriate because it accommodates more cars than parallel parking, is easier to enter and exit each stall, and serves as traffic calming for cars which slow down due to the presence of parked cars and for pedestrians who feel a higher degree of safety and comfort with the buffer of parked cars between them and the moving traffic.

Above: Limited on-street parking on street in residential neighborhoods such as the one around Central Park in Uptown is intended for short-term use by residents and visitors, and is usually free of cost.



Above: Clear, legible, and well-designed signage makes the parking structures easy to find for visitors.

Left: Centrally located parking machines, instead of conventional parking meters, offer numerous advantages. These include an ability to more easily monitor use and to adjust parking prices according to demand, and greater convenience in collecting fees from far fewer machines rather than many more meters along a street.

Below: The heart of the Park Once system lies in the parking structures embedded within Liner building types, as shown below, and further described in Chapter 4. From an urban design perspective, retail or commercial uses on the building frontage combined with context-sensitive architecture make such structures 'good neighbors'.



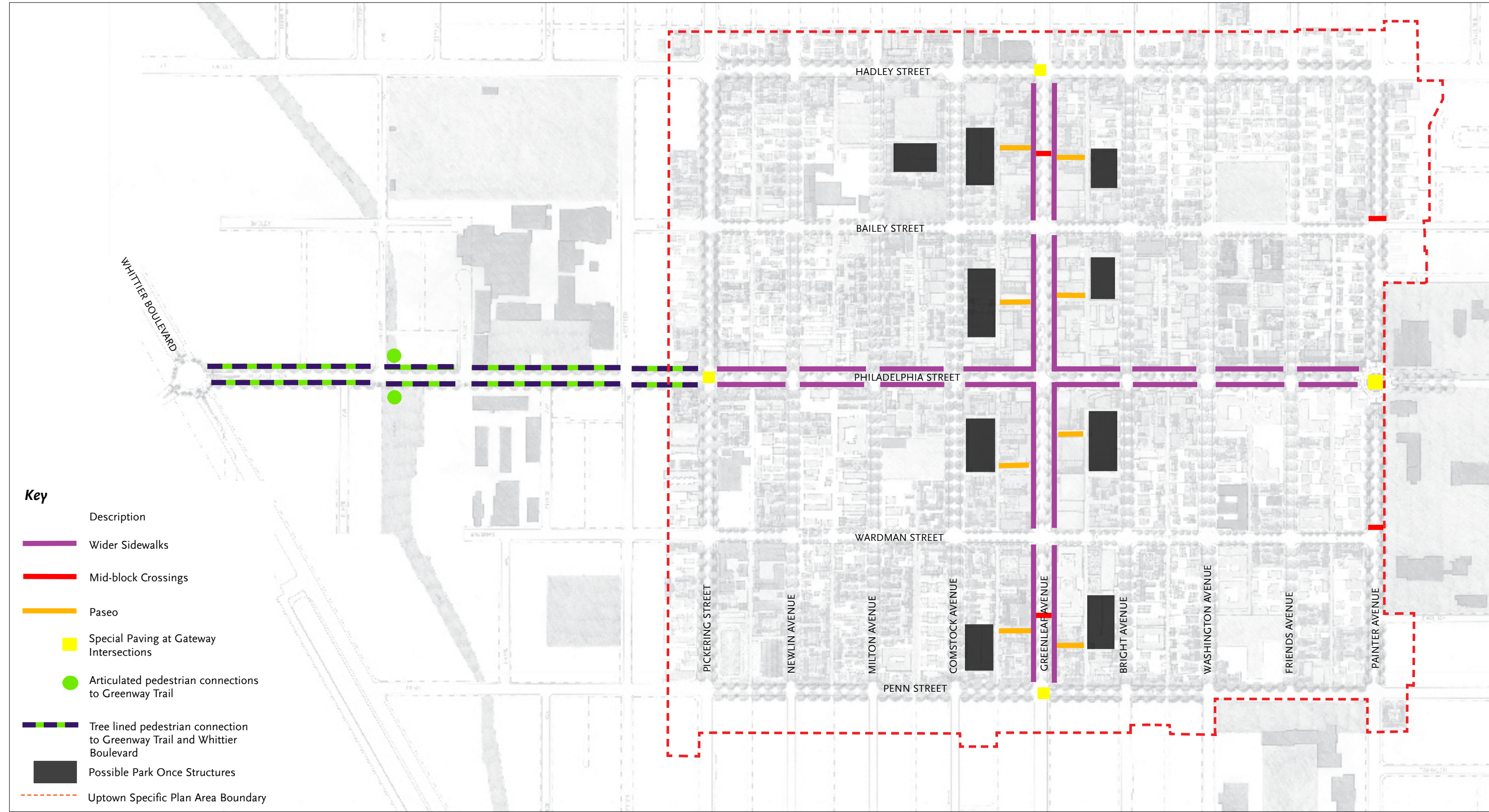


Diagram of pedestrian improvements, including wider sidewalks, mid-block crossings, paseos, special paving, and connections to Greenway Trail.

2.3.2 Pedestrian Paths

Uptown is an area that has real promise to become an even more vibrant and inviting urban alternative to the sprawling suburban development that surrounds it. To accomplish this, it will need to focus on pedestrian enhancements, because pedestrians are the lifeblood of town centers.

In a setting such as Uptown, the sidewalks are the principal pedestrian spaces, and it is important to detail them appropriately. Unfortunately at present, many of them are not well detailed from the pedestrian's perspective. Downtown sidewalks function as three areas: the window-shopping space immediately adjacent to the buildings; the walking space for pedestrians to pass through; and the curbside space where amenities such as benches, signs and parking meters or machines are located.

Vibrant downtown areas have sufficient space for pedestrian flows. The notion of "sufficient space" varies with location and intensity of adjacent land uses, but a clear walking width of 5 feet is the minimum. In many instances, obstacles in the sidewalks, including shrubs and planters, constrain the sidewalks well below this minimum, to the point that in some locations pedestrians cannot comfortably pass by each other.

In Whittier, many of Uptown's sidewalks have been detailed with shrubs and planters that occupy all three of the sidewalk areas described above, in differing degrees. This is a more of a suburban treatment and is inappropriate for all of the Uptown streets because sidewalk space is not abundant enough to allow it. In addition, the large sidewalk planters are potentially unsafe for the visually-impaired, amounting to an unexpected feature in an urban sidewalk.

Instead of increasing the sidewalk width by the moving the curbs out into the vehicular right-of-way, it is recommended that Whittier strive to make the most of its sidewalk space: remove excessively large planters and the fencing around them, place benches at the curb, not with an unusable 1-2 feet behind the bench and the curb; place signs, parking control devices and utility features at the back of curbs; and eliminate sidewalk shrub gardens.

Right: In an urban setting such as Uptown, the quality of sidewalks (width, amenities, cleanliness) correlates directly with the degree of pedestrian-friendliness and inducements for people to walk (rather than drive).



Above: A paseo (also known as a passage or breezeway) in Uptown illustrates some of its desirable elements: activity-generating land uses on one or both sides, landscape, and lighting to make it safe at night. Paseos are ideal as open public spaces that serve dual purposes: passageways on narrow lots from destinations—such as from a parking garage to a retail street, and as gathering spots for intimate food-and-drink or retail activities.



Left: An example of a mid-block crossing on Greenleaf Avenue next to the movie theater and leading into a paseo. The special paving and markings on the pavements signal to the automobile driver to slow down. In cases of higher-speed thoroughfares, such as Painter Avenue, signals are required at mid-block crossings to ensure pedestrian safety.



Right: Signage at or just above eye-level is crucial for the system of paths, because it enables wayfinding. Also important are curb levels at intersections which facilitate street crossings by senior citizens and the disabled, as well as landscape which adds character to the streetscape without creating overly-narrow sidewalks or obstacles for heavier pedestrian traffic flows.

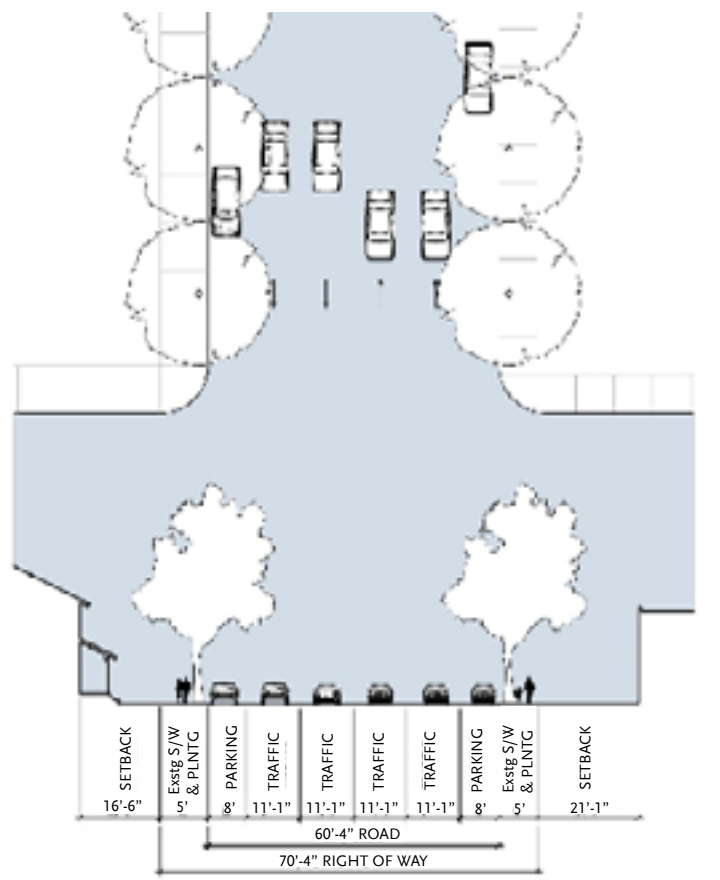
2.3.3 System of Streets

Uptown has a grid of east-west and north-south streets which provide multiple access points, and thus have the ability to absorb and move through surprisingly high amounts of vehicular traffic. Philadelphia Street and Greenleaf Avenue are the two primary streets through the heart of Uptown, as seen in the higher-intensity land uses bordering them and landscape treatments, such as planters and trees. On the edges Painter and Hadley are the widest, with Pickering and then Penn in descending order.

Key		Description	
		Add tree-well bulbouts	
		Uptown Specific Plan Area Boundary	
Street Types			
Name / Type	R.O.W.	Design Speed	
Painter Avenue	70'-4"	30 mph	
Hadley Street	80'	25 mph	
Greenleaf Avenue	80'	25 mph	
Philadelphia Street	80'	25 mph	
Typical Alley	20'	10 mph	
Typical Paseo (not shown)	20'-40'	n.a.	



1 PAINTER AVENUE



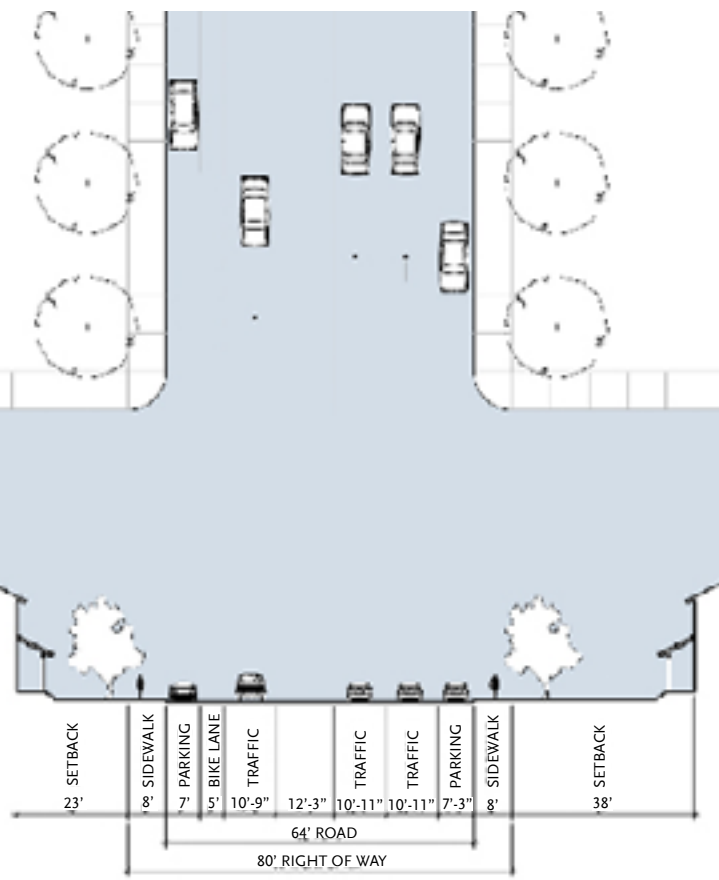
Illustrative Photo of Painter Ave at Wardman St



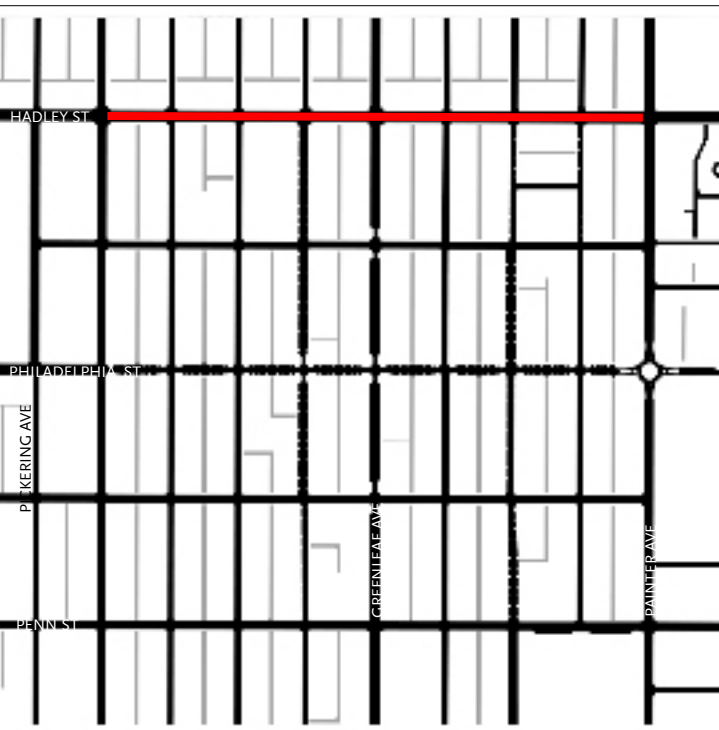
MOVEMENT / SPEED Free/ 30 mph
 CROSSING TIME 12 seconds
 ROW WIDTH 70'-4"
 TRAVEL LANES 44'-4"
 PARKING Both sides - parallel parking
 CURB TYPE Vertical
 CURB RADIUS 10'
 SIDEWALK WIDTH 5' west & 5' east side
 PLANTER TYPE tree-well
 PLANTING tree in planter
 MODIFICATIONS Add signaled mid-block crossing on Painter Avenue between Penn and Hadley Streets.

Key
 STREET SECTION

2 HADLEY STREET



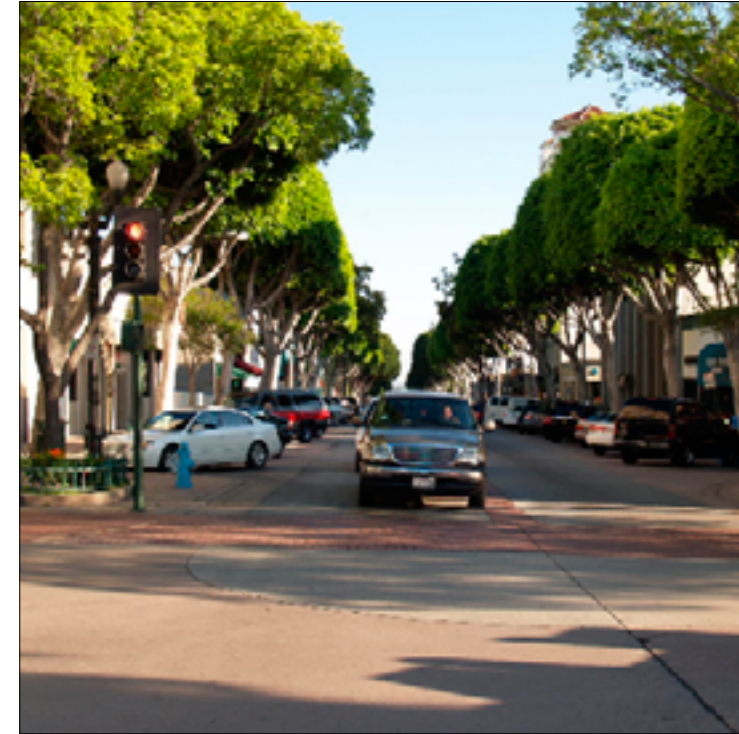
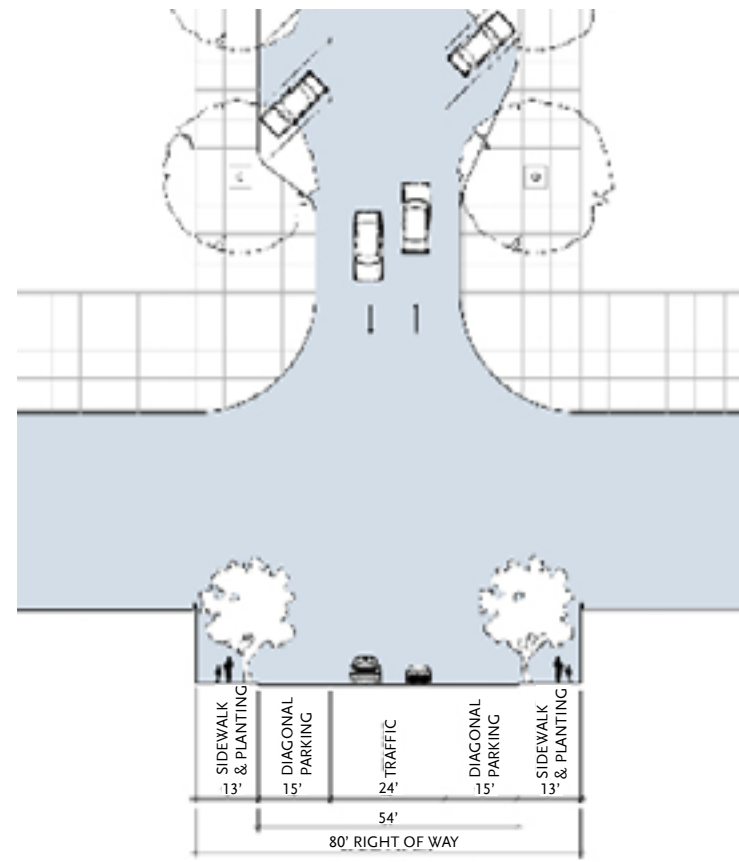
Illustrative Photo of Hadley St. west of Friends Ave



MOVEMENT / SPEED Free/ 25 mph
 CROSSING TIME 12.5 seconds
 ROW WIDTH 80'
 TRAVEL LANES 36'
 PARKING Both sides
 CURB TYPE Vertical
 CURB RADIUS 10'
 SIDEWALK WIDTH 13'
 PLANTER WIDTH 6'
 PLANTER TYPE tree-well
 PLANTING tree in planter
 MODIFICATIONS tree in planter

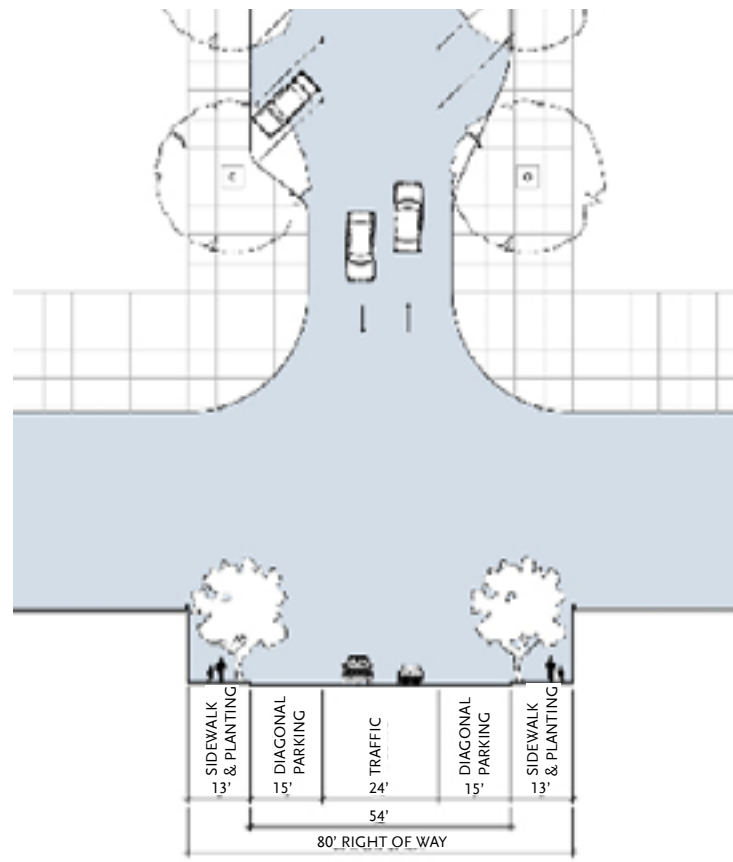
Key
 STREET SECTION

3 GREENLEAF AVENUE



Illustrative Photo of Greenleaf Ave South of Philadelphia St

4 PHILADELPHIA STREET



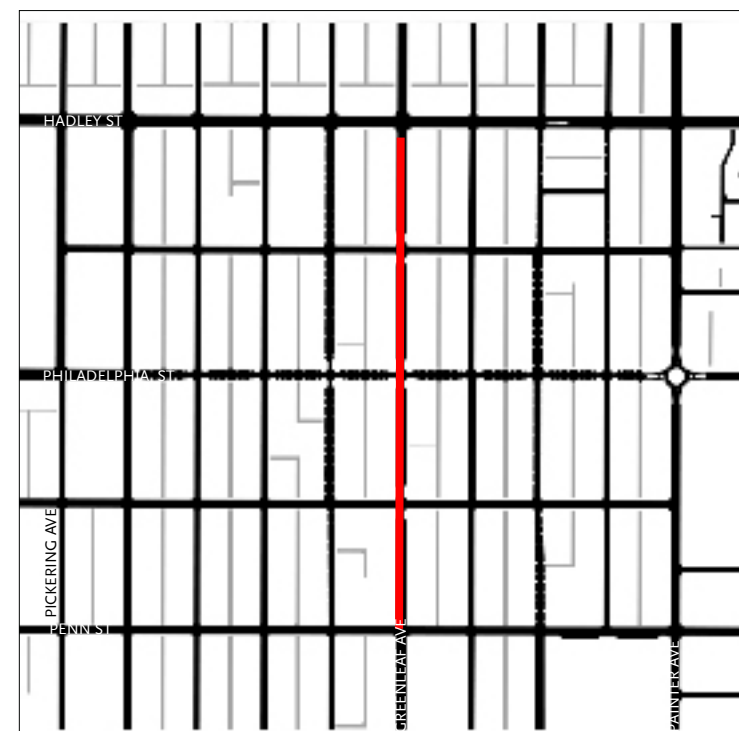
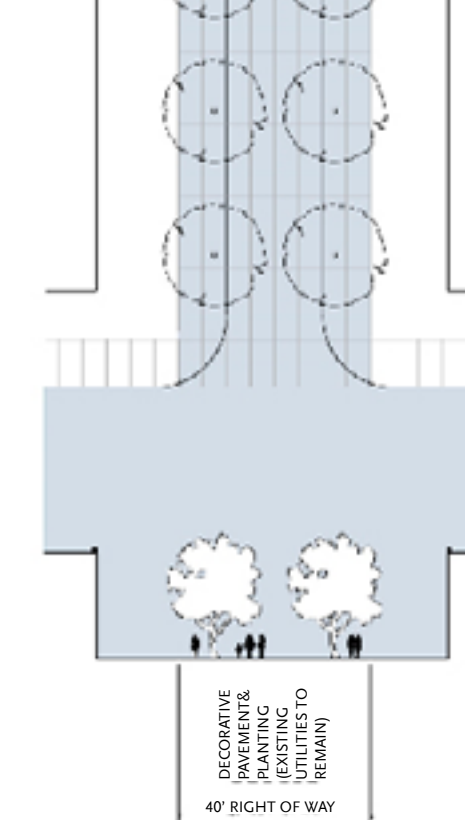
Illustrative Photo of Philadelphia St East of Greenleaf Ave

5 ALLEY
Typical



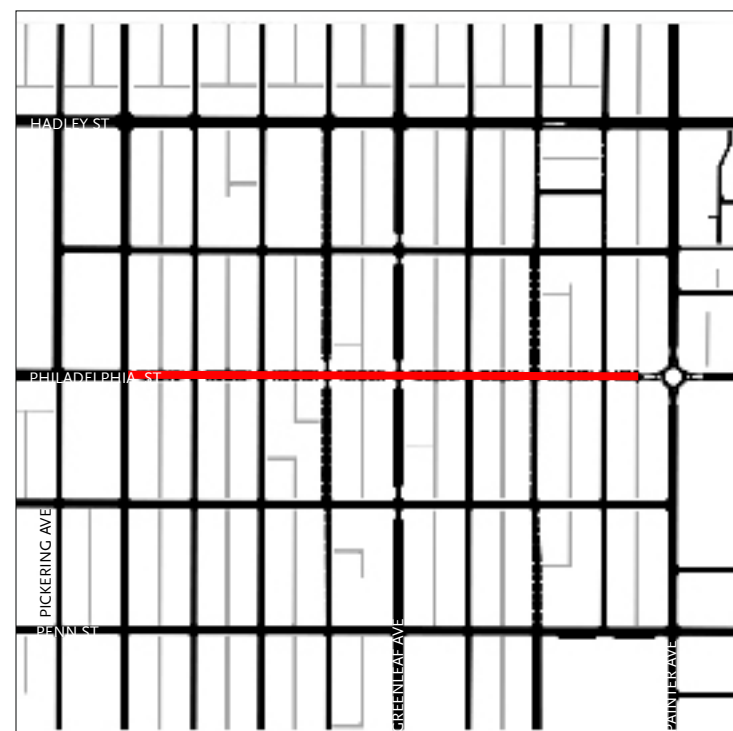
Illustrative Photo of Typical Alley

6 PASEO
Typical



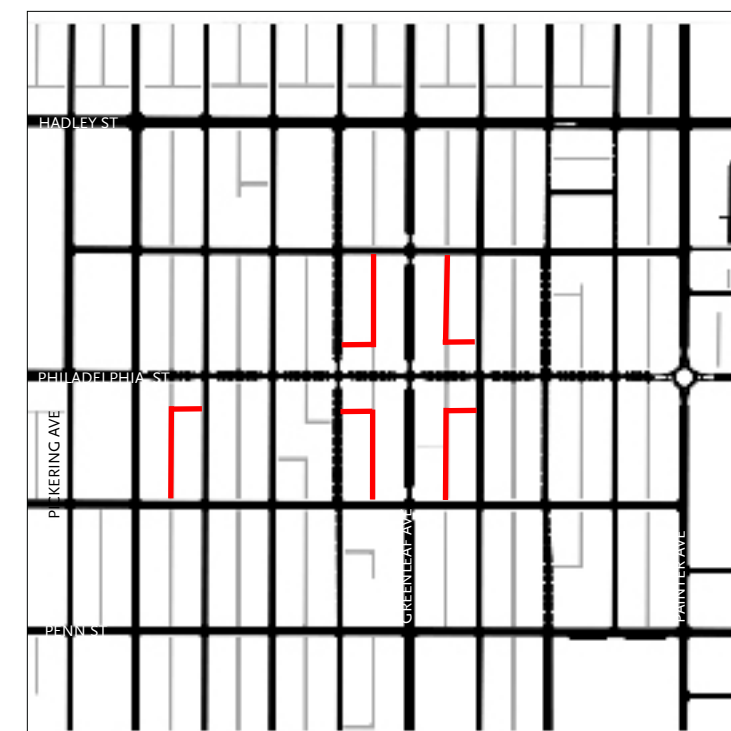
MOVEMENT / SPEED Free/25 mph
CROSSING TIME 12.5 seconds
ROW WIDTH 80'
TRAVEL LANES..... 24'
PARKING Diagonal both sides
CURB TYPE Vertical
CURB RADIUS 10'
SIDEWALK WIDTH 8'
PLANTER WIDTH 5'
PLANTER TYPE Tree-well
PLANTING Trees in planter
MODIFICATIONS..... Add pedestrian crossing with signs on Greenleaf Ave. between Penn st. and Hadley st. Remove planters to increase sidewalk are; Plant trees in triangular and diagonal parking spots; Keep lighting below tree level.

Key
STREET SECTION



MOVEMENT / SPEED Free/25 mph
CROSSING TIME 12.5 seconds
ROW WIDTH 80'
TRAVEL LANES..... 24'
PARKING Diagonal both sides
CURB TYPE Vertical
CURB RADIUS 10'
SIDEWALK WIDTH 8'
PLANTER WIDTH 5'
PLANTER TYPE Tree-well
PLANTING Tree in planter
MODIFICATIONS..... Add roundabout at Philadelphia St. and Painter Ave., remove planters to increase sidewalk area, plant trees in triangular end of diagonal parking spots, keep street lighting below tree level.

Key
STREET SECTION



MOVEMENT / SPEED Slow/10 mph
CROSSING TIME 5.5 seconds
ROW WIDTH 20'
TRAVEL LANES..... 20'
PARKING none
CURB TYPE Vertical
CURB RADIUS 10'
SIDEWALK WIDTH none
PLANTER WIDTH none
PLANTER TYPE none
PLANTING none
MODIFICATIONS..... Turn alleys near the Greenleaf and Philadelphia intersection onto Bright and Comstock to avoid further congestion at this intersection and to prevent the use of alleys as short-cut/thoroughfare alternatives to Greenleaf

Key
STREET SECTION

MOVEMENT / SPEED n.a.
CROSSING TIME n.a.
ROW WIDTH 20' min., 40' max.
TRAVEL LANES..... n.a.
PARKING n.a.
CURB TYPE n.a.
CURB RADIUS n.a.
SIDEWALK WIDTH n.a.
PLANTER WIDTH 5' x 5'
PLANTER TYPE wells
PLANTING as appropriate
GUIDELINES:

- Every Park Once structure should have a paseo attached to it.
- Paseos should be negotiated on a project by project basis.
- Design elements should be based on these considerations:
 - Specialized paving treatment
 - Storefront frontage types
 - Niche planters along blank walls
 - Awnings that project no more than 8 feet into the right of way
 - Accommodating bicycle racks wherever possible



Left: Lower-intensity residential streets provide landscaping between the street curb and narrow sidewalks.

Right: A recessed storefront on higher-intensity streets with zero setbacks allows for restaurant seating.

Below: Wide sidewalks allow for restaurant seating within the public realm.



Left and Above: Paseos tend to be narrow and provide pedestrians with a quieter setting than the street where automobiles are present.

An important aspect of the street system and street improvements is the public realm of the town center that is Uptown Whittier, as constituted by sidewalks and paseos. Sidewalk treatment can vary from lower-intensity residential areas filled with landscaping such as trees, grass, and plants to higher-intensity retail, commercial, and mixed-use areas with outdoor seating. Street furniture should be carefully selected to be both durable and aesthetically pleasing: benches, planters, bicycle racks, trash cans, lamp posts, and paving materials. A town center is used at different times of the day and night, and thus the lighting of storefronts, landscape, and pedestrian areas is crucial in creating a safe and lively environment.

Paseos should be similarly treated as an integral part of the public realm, even though they are narrower, shaded passages which may be quieter than sidewalks. Paseos should be encouraged and negotiated on a project by project basis.



2.3.4 Transit

Uptown is presently served by several bus systems and routes, including from its own service, by neighboring cities such as Montebello and Norwalk, and the regional Metropolitan Transit Authority (MTA). As many of the Specific Plan features are implemented, residential densities will increase, and more pedestrians will be found in Uptown. And as the Uptown area becomes more urban in its development intensities, all forms of transit will be more viable as dense walkable areas have the highest transit ridership potentials. Uptown will attract those—younger singles and professionals, empty nesters—who have lower levels of automobile ownership and who prefer the more walkable transit-oriented urban lifestyle. Thus, at least a part of Uptown's success will be correlated with two-fold improvements in the transit service: a greater choice of routes, especially to regional destinations such as larger retail centers or entertainment venues, and more frequent service to regular destinations such as centers of employment, including the hospital.



Above: As the cost of automobile ownership increases in terms of gasoline and operating costs, and in terms of increasingly longer commutes, transit—such as the bus services to Uptown—will be seen as a viable alternative. This requires additional investment in transit to improve the frequency and quality of services to town centers such as Uptown.



Above: A critical design feature of providing convenient transit is improving the layout and amenities at existing bus stops, which should include covered and lit shelters, amenities such as benches and trash containers, and additional offerings such as newspaper kiosks and public telephones.

Key:	Public Transit Bus Routes
	Description
	Norwalk Transit Route 6
	Norwalk Transit Route 7
	Norwalk Transit Route 8
	MTA Metro Local Route 270
	Montebello Bus Lines Route 10
	Montebello Bus Lines Route 50

