



DESMAN

Winooski Parking Management Plan

Future Parking Demand and
Management Strategies

September Project Meeting

September 22, 2021

Agenda

- Introductions
- Public comment
- Near term land use and parking changes
- Parking management and policies
- Schedule & Next Steps





Public Comment



Near Term Land Use and Parking Changes

Near Term Land Use Growth



300 new housing units in the near term
(1,040 in study area today increasing to 1,343 in near term)



15ksq feet of non-residential space added
(410 ksqft existing to 425 ksqft in future)

Parking Spaces

Type of Parking Space	Existing	Near Term	Change
Commercial	860	848	-12
On Street	892	888	-4
Residential	1,515	1,711	196
Shared Off Street	261	581	320
Totals	3,528	4,028	500



Parking Demand

Change in Parked Demand	8:00 AM	2:00 PM	7:00 PM
Commercial	5	6	5
On Street	145	110	167
Residential	98	81	121
Shared Off Street	1	1	1

Percent Change in Parked Demand	8:00 AM	2:00 PM	7:00 PM
Commercial	2.4%	1.5%	3.6%
On Street	42.0%	27.0%	50.4%
Residential	24.2%	24.2%	24.5%
Shared Off Street	2.3%	2.5%	2.3%

Commercial: 100% non-residential lots unshared with other land uses.

On-Street: open and unreserved

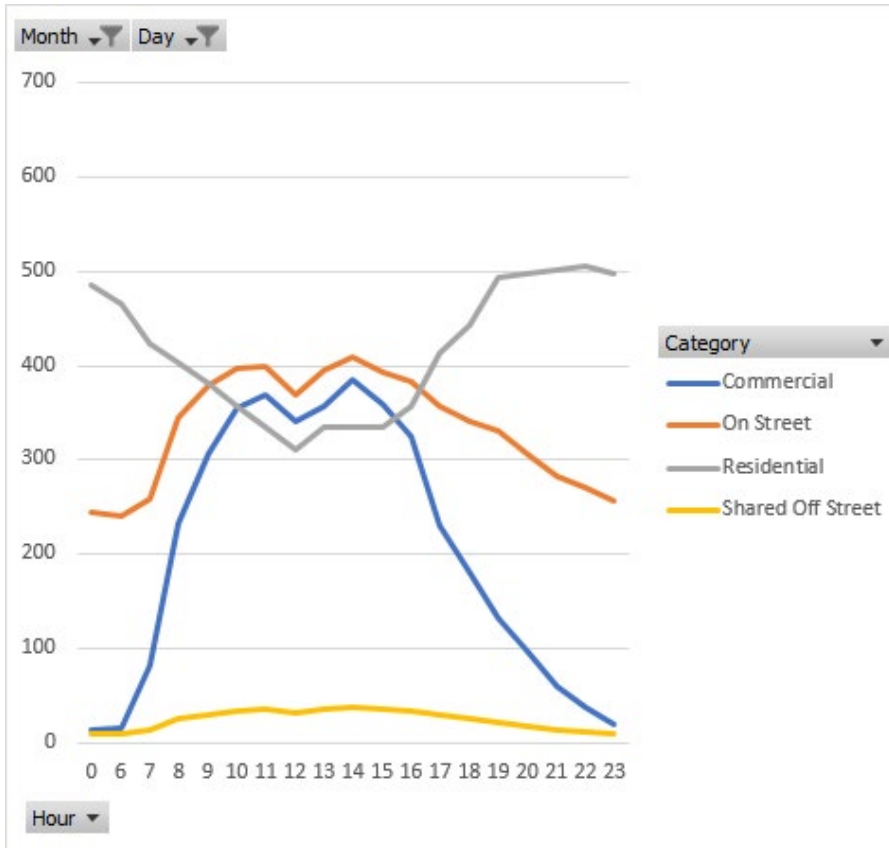
Residential: off street lots available only to residential uses.

Shared Off Street: off street lots that are shared among several land uses.

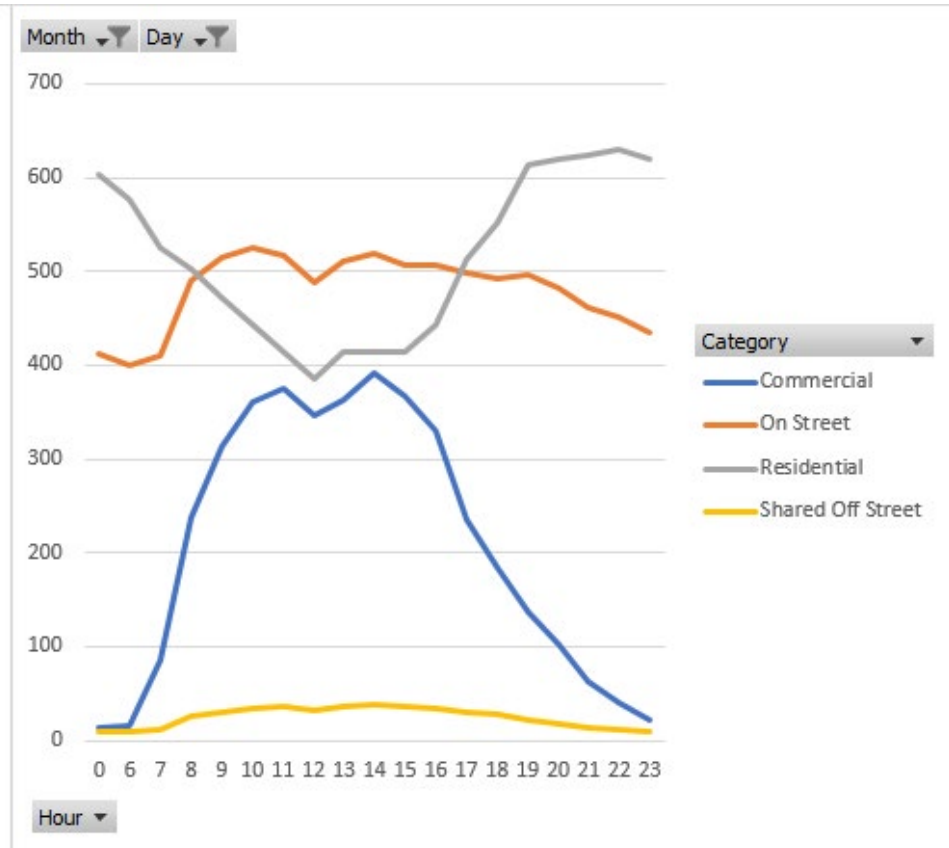


Parking Demand

Existing Parking Demand



Near Term Parking Demand



Study Area Parking Supply vs. Demand

Existing Conditions

Parking Lot Type	Parking Supply	Demand at 8am	Demand at 2pm	Demand at 7pm
Commercial	860	233	385	132
On Street	892	345	409	331
Residential	1,515	404	334	493
Shared Off Street	261	26	38	22
Grand Total	3,528	1,008	1,167	977

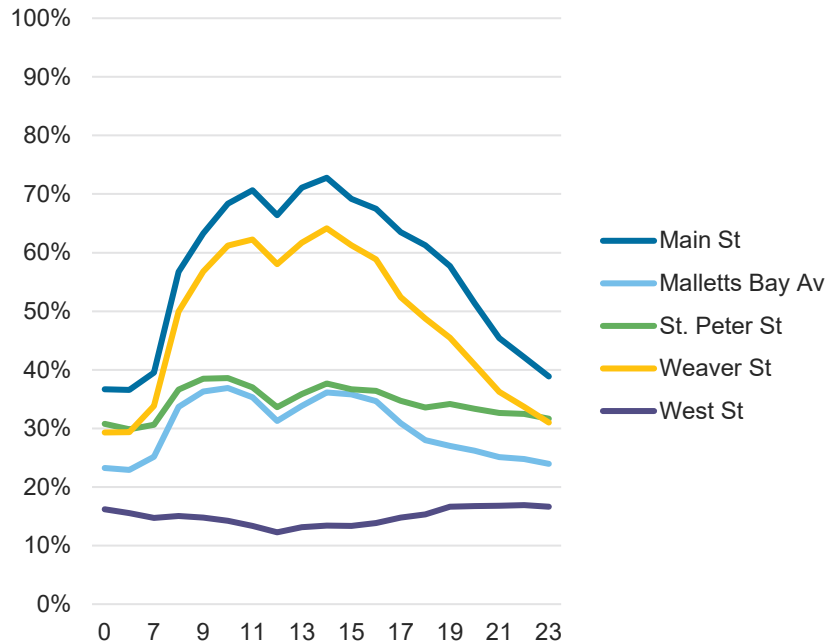
Near Term Conditions

Parking Lot Type	Parking Supply	Demand at 8am	Demand at 2pm	Demand at 7pm
Commercial	848	238	391	136
On Street	888	491	520	498
Residential	1,711	502	415	614
Shared Off Street	581	26	39	22
Grand Total	4,028	1,257	1,365	1,270

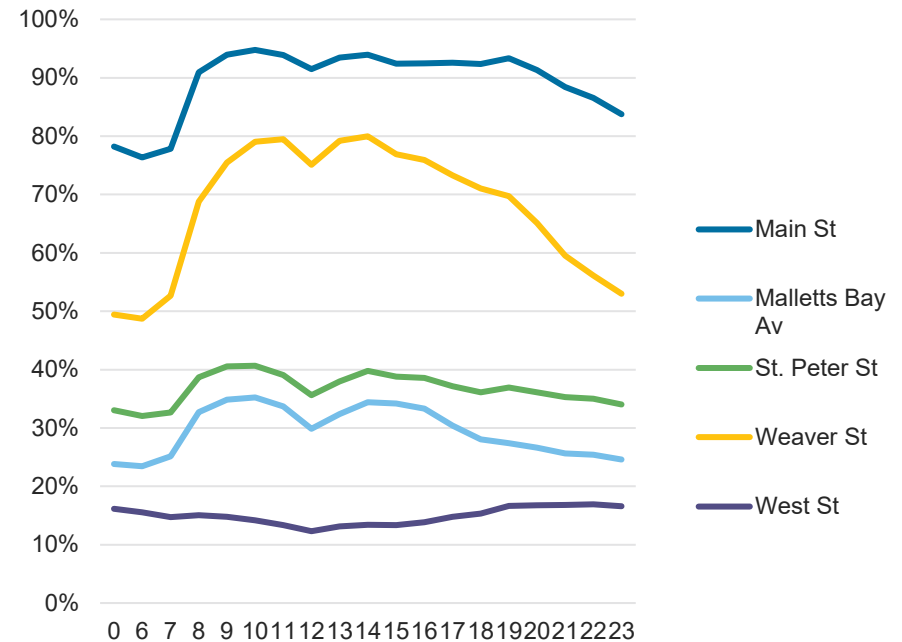


On Street Parking

Existing On Street September Weekday



Near Term On Street September Weekday

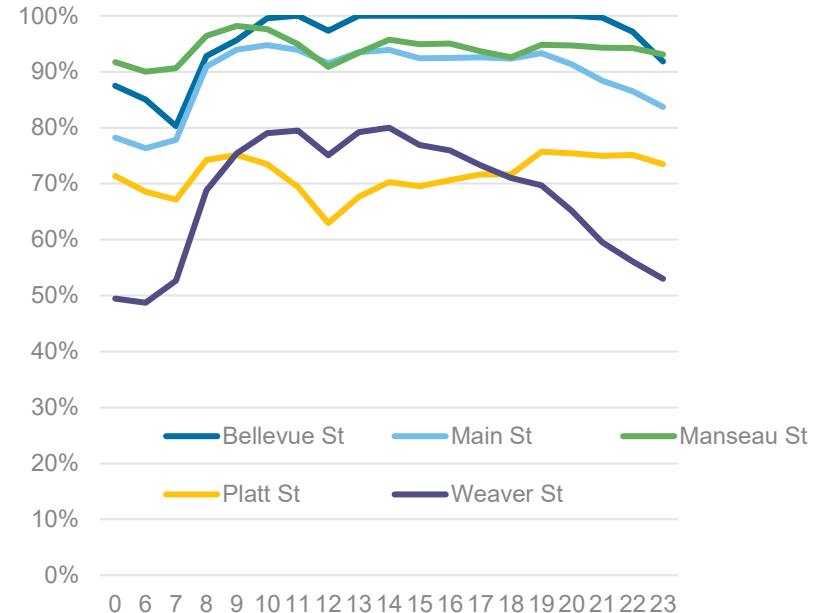


On Street – Likely Areas of Tension

These streets are seeing the highest rates of occupancy with the additional land use development.

- Bellevue Street
(>50% increase in demand)
- Main Street
(30-40% increase in demand)
- Manseau Street
(100% increase in demand)
- Weaver Street during the middle of the day (30% increase in demand)
- Platt Street
(30% increase throughout day)

Near Term On Street September Weekday



Model Findings

- In aggregate, only around 30% of the spaces are typically filled. However, some spots within the study area are in high demand and frequently are occupied more often.
- Main Street and side streets with unmanaged on-street parking start to fill up. An observed preference for easy on-street parking is retained in the future parking model.
- As street parking starts to reach higher occupancies, off street lots may increase in use, beyond what's typically observed today.
- Side streets, particularly adjacent to commercial corridors may want to explore various policies to ensure resident parking needs are met.



Next Steps

- Compare parking rates in the model to city code.
- Initiate monitoring for streets and areas which are likely to see greater parking pressure. Develop guidance and process for maintaining records.
- Monitor changing demands for non-residential land uses coming out of the pandemic.
- Identify policies to improve long term management of supply and demand.





Parking Management & Policies

Policy Options

- Maintain current regulations (require a certain amount of on-site and off-street parking which can be periodically revised)
- Reduce total demand (number of vehicles) being demanded by the users of the property by:
 - Implementing a sequence of **Parking Management Actions**.



Potential Parking Management Actions

"Low Cost" Options	Define On-Street Parking Areas	Designate Loading/TNC Areas	
Zoning Options	Incentives for intrafacility shared use	Incentives for interfacility shared use	Unbundling price to mitigate demand
On-Street Options	Institution/modification of time limits	Installation of parking meters	Institution of RPP programs
Off-Street Options	Institution/modification of parking maximums	Demand-Responsive Pricing Strategies	
Intermodal Investments	Dedicated travel lanes	Supporting infrastructure	Supporting programs
Placemaking Investments	Attraction of critical land uses	Streetscape modifications	Activated grade-level land uses

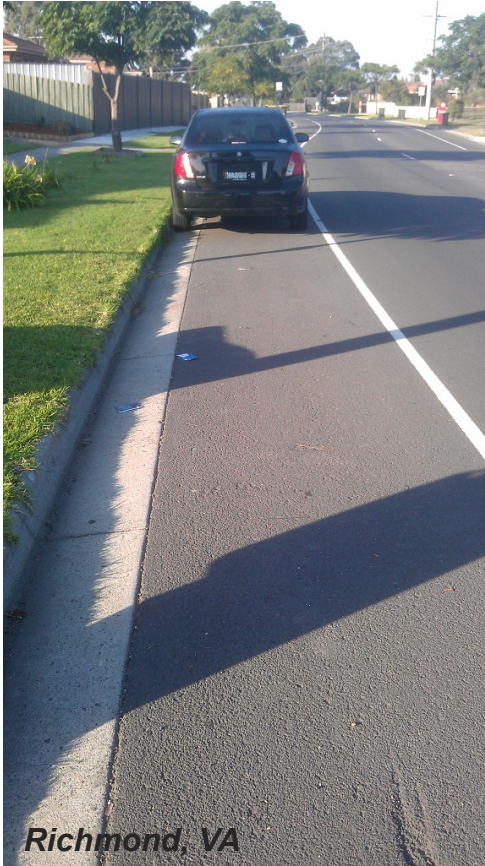


"Low Cost" Options

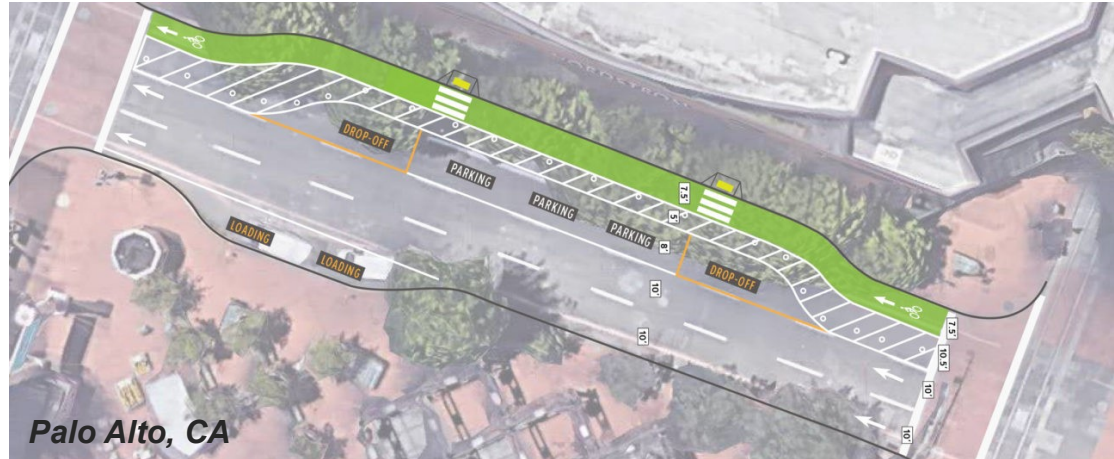
- Refers to *political cost*, not necessarily fiscal
- Commonly a '*first step*' toward formalizing parking policy/operations
- Actions are necessary to *provide clarity and order to constituents*
- Actions typically *enhance public safety* and general traffic flow
- *Fiscal* cost is generally the only 'downside' to marking out authorized parking areas on public streets; consideration should be given the benefits of marking '*parking lanes*' instead of parallel parking spaces, based on local vehicle fleet composition
- Designating parking areas for commercial vehicles (e.g., loading) and/or TNCs can reduce *double-parking* and/or 'infringement', but only works with *active enforcement* and works best with an *online reservation system*



Examples of "Low Cost" Options



Richmond, VA



Palo Alto, CA



Washington, DC



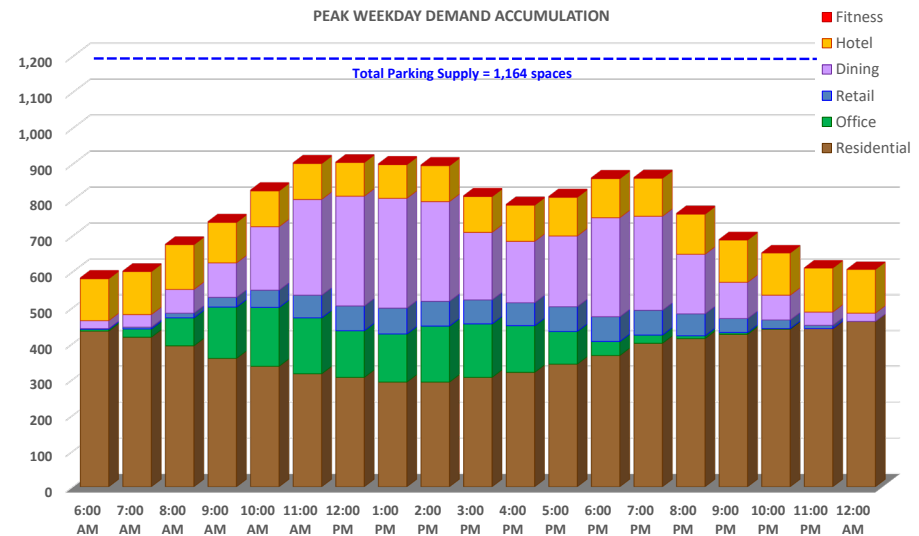
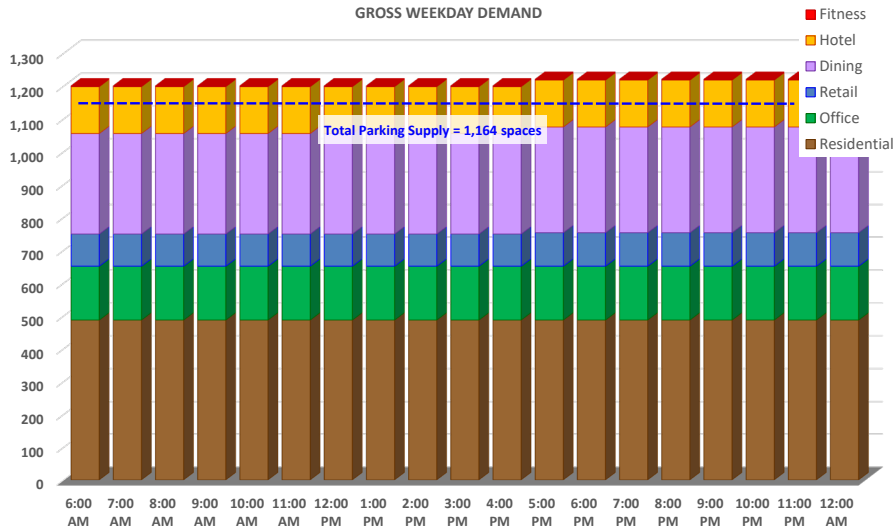
Omaha, NE

Zoning Options

- Create incentives for private developers to adopt more 'smart' and sustainable practices through zoning regulations
- '*Intrafacility*' shared use is often encouraged by granting waivers if a developer can demonstrate all their parking need can be satisfied internally
- '*Interfacility*' shared use allows developers to meet their requirements with the execution of an agreement to share parking with a nearby land use which has adequate capacity (“shared off street” in above examples)
- Developers which pledge to unbundle (and charge separately) for on-site parking may also qualify for a waiver



Shared Parking (Intrafacility) Example



Shared Parking (Interfacility) Example



THE CITY OF SAN DIEGO

RECORDING REQUESTED BY:
THE CITY OF SAN DIEGO
AND WHEN RECORDED MAIL TO:

(THIS SPACE IS FOR RECORDER'S USE ONLY)

SHARED PARKING AGREEMENT

This SHARED PARKING AGREEMENT ("Agreement") is entered into and effective _____, 20____, by and between _____ and the City of San Diego.

RECITALS

WHEREAS, pursuant to sections 142.0535 and 142.0545 of the Land Development Code, the City of San Diego specifies criteria which must be met in order to utilize off-site shared parking agreements to satisfy on-site parking requirements.

NOW, THEREFORE, in consideration of the recitals and mutual obligations of the parties as herein expressed, _____ and the City of San Diego agree as follows:

1. _____ the owner of the property located at _____, agrees to provide _____ the owner of the property located at _____ with the right to the use of () parking spaces _____ from _____ as shown on Exhibit A to this Agreement on property located at _____.

1.1 Applicant: _____ Co-Applicant: _____
Assessor Parcel No: _____ Assessor Parcel No: _____
Legal Description: _____ Legal Description: _____

2. The parking spaces referred to in this Agreement have been determined to conform to current City of San Diego standards for parking spaces, and the parties agree to maintain the parking spaces to meet those standards.

3. The Parties understand and agree that if for any reason the off-site parking spaces are no longer available for use by _____, _____ will be in violation of the City of San Diego Land Development Code requirements. If the off-site parking spaces are no longer available, Applicant will be required to reduce or cease operation and use of the property at Applicant's address to an intensity approved by the City in order to bring the property into conformance with the Land Development Code requirements for required change for required parking. Applicant agrees to waive any right to contest enforcement of the City's Land Development Code in this manner should this circumstance arise.

Although the Applicant may have recourse against the Party supplying off-site parking spaces for breach of this Agreement, in no circumstance shall the City be obligated by this agreement to remedy such breach. The Parties acknowledge that the sole recourse for the City if this Agreement is breached is against the Applicant in a manner as specified in this paragraph, and the City may invoke any remedy provided for in the Land Development Code to enforce such violation against the Applicant.

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Upon request, this information is available in alternative formats for persons with disabilities.
DS-267 (03-09)

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City of San Diego • Development Services Department • Shared Parking Agreement

- The provisions and conditions of this Agreement shall run with the land for those properties referenced in paragraph 1 of this document and be enforceable against successors in interest and assigns of the signing parties.
- Title to and the right to use the lots upon which the parking is to be provided will be subservient to the title to the property where the primary use it serves is situated.
- The property or portion thereof on which the parking spaces are located will not be made subject to any other covenant or contract for use which interferes with the parking use, without prior written consent of the City.
- This Agreement is in perpetuity and can only be terminated if replacement parking has been approved by the City's Director of the Development Services Department and written notice of termination of this agreement has been provided to the other party at least sixty (60) days prior to the termination date.
- This Agreement shall be kept on file in the Development Services Department of the City of San Diego in Project Tracking System (PTS) Project Number: _____ and shall be recorded on the titles of those properties referenced in paragraph 1 of this document.

In Witness whereof, the undersigned have executed this Agreement.

Applicant

Date: _____

Party/Parties Supplying Spaces

Date: _____

Deputy Director

Business and Process Management, Development Services

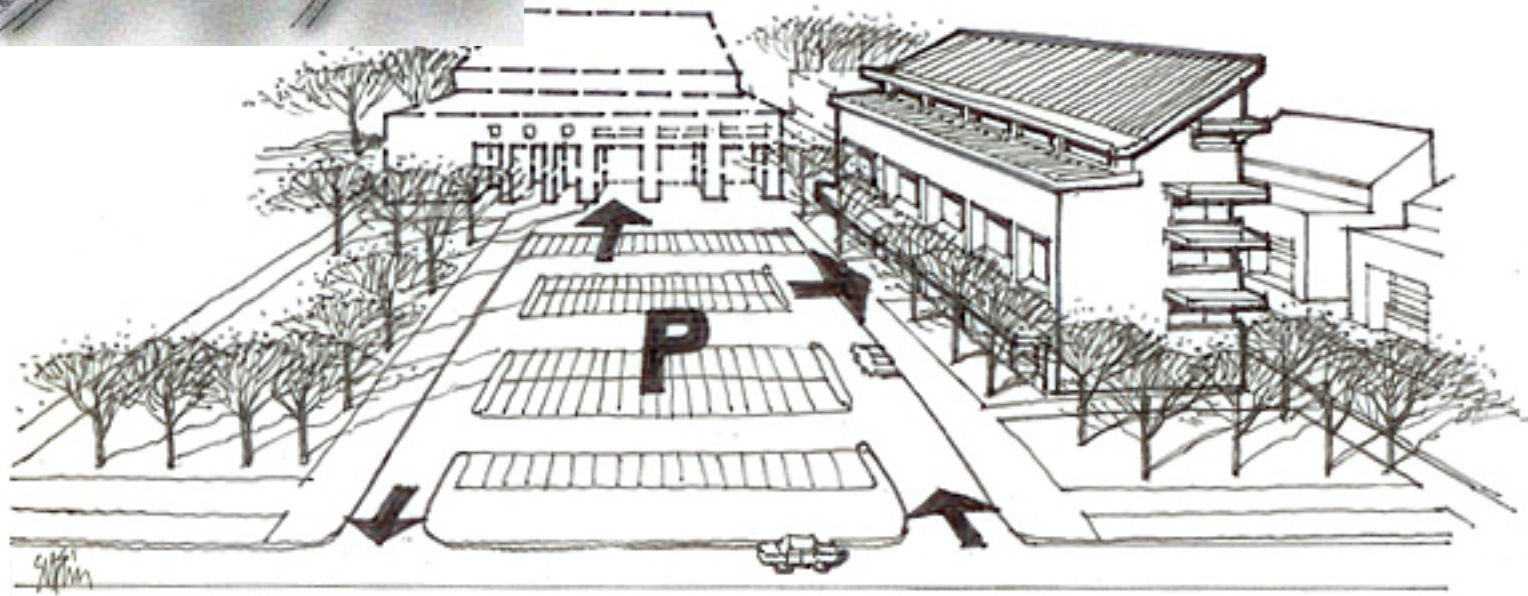
Date: _____

NOTE: ALL SIGNATURES MUST INCLUDE NOTARY ACKNOWLEDGMENTS PER CIVIL CODE SEC. 1180 ET SEQ.

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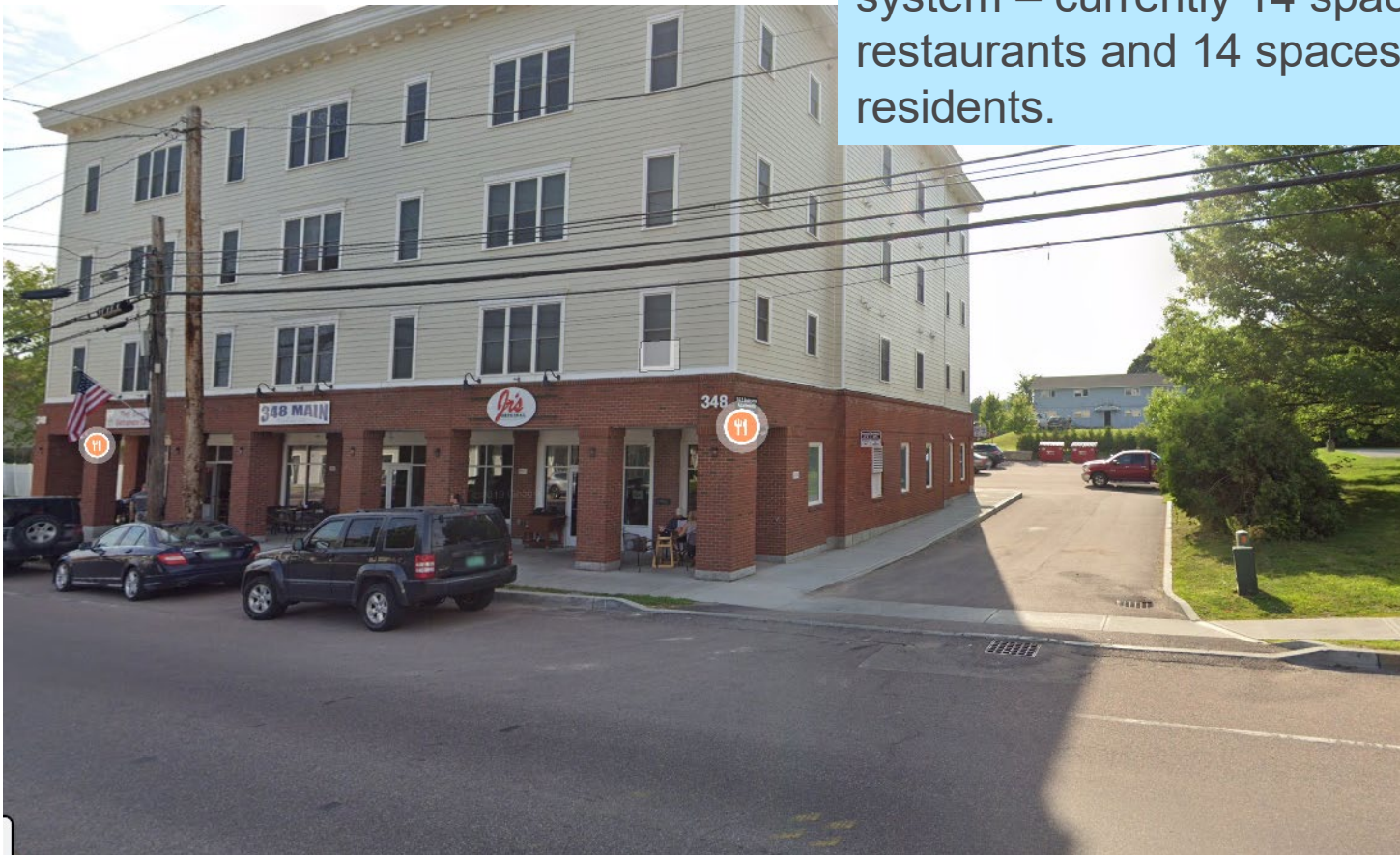


Shared Parking (Interfacility) Example



Shared Parking (Interfacility) Example

Could implement an improved sharing system – currently 14 spaces for restaurants and 14 spaces for residents.



Unbundled Parking Incentives

- Oakland, CA; Santa Monica, CA; Berkeley, CA; San Francisco, CA; and Seattle, WA have all passed zoning requirements mandating that any new multi-family residential units must rent/lease parking separately or allow residents to opt out
- Santa Monica has started to apply this to commercial developments as well
- Seattle has applied this to existing buildings when leases turn over
- Los Angeles's Adaptive Reuse Ordinance (ARO) permits developers to unbundle parking to encourage converting/redeveloping old buildings
- In communities of Winooski's size and scale, unbundling is allowed as an option to developers and may provide some credit towards parking requirements waivers associated with a larger TDM program



On-Street Options

- Commonly triggered when curbside *occupancy is at 85% or greater capacity along a blockface for three or more consecutive hours on multiple days each week*
- All mechanisms (time limits, metering, permit zones) exist to manage competing demands for available space
- Time limits and metering work to compel awareness of length of stay and encourage turnover
- Parking permit programs prevent migration from commercial to residential areas and improve the efficiency of enforcement efforts
- Active, consistent parking enforcement is critical

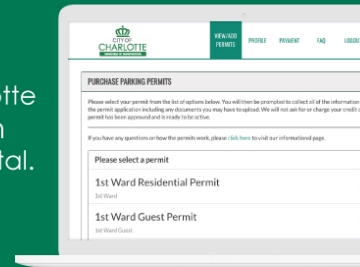


Examples of On-Street Options



Hey Permit Holders!

The City of Charlotte transferred to an online permit portal.



Permits Made Easy!



Easily manage virtual permit accounts



No more office visits or standing in line



Track Permit History

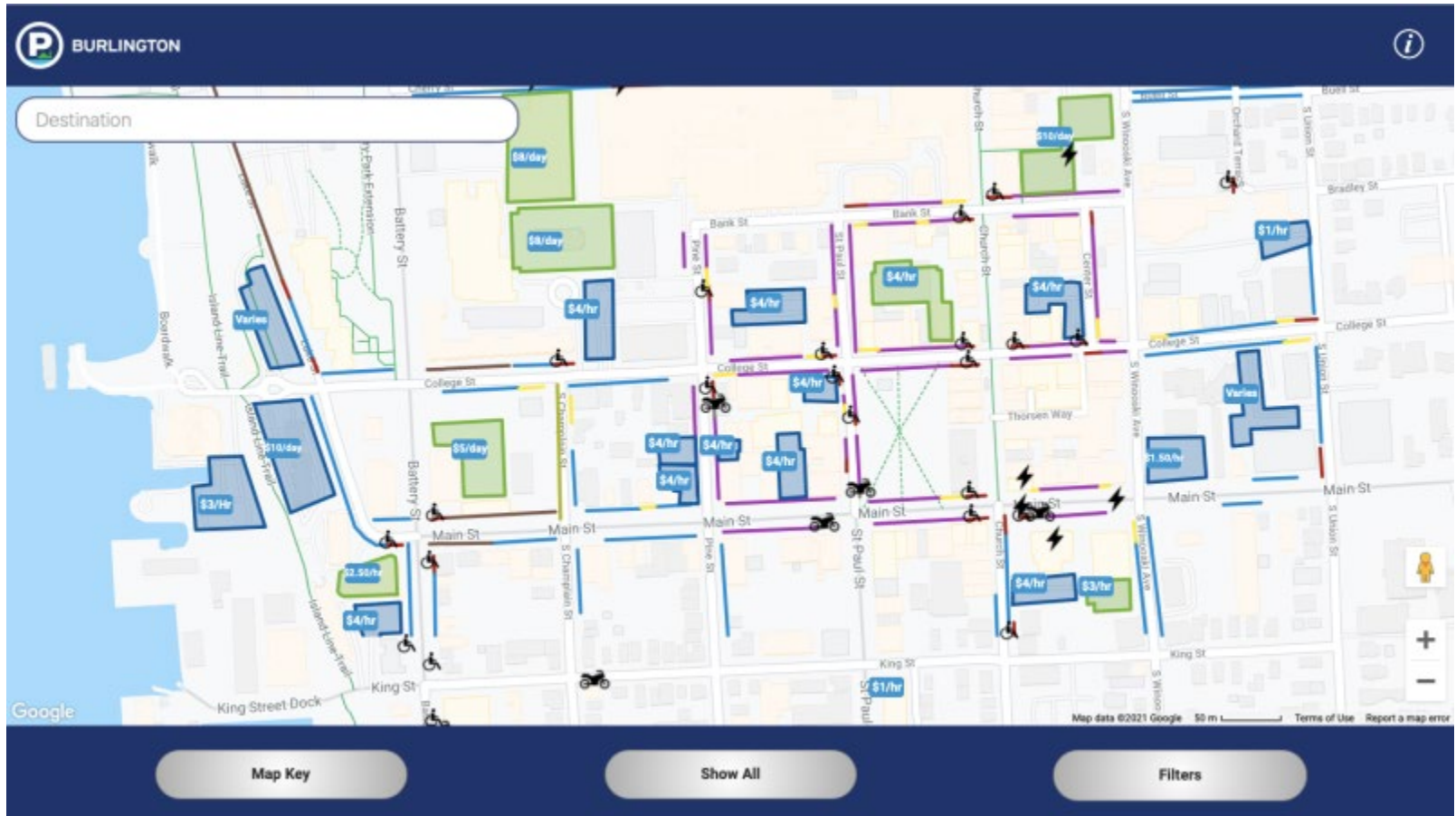


Off-Street Options

- *Parking maximums* limit the amount of parking a developer can build on their site
- *Demand-responsive pricing* seeks to push parkers from areas of intense demand to areas of lesser demand (or into alternative modes)
- Both approaches assume a *high degree of inelasticity in demand* for area goods and services
- Both approaches are common in *larger urban centers* with inflated parking markets and substantial alternative mode infrastructure and offerings
- Most municipalities start with demand-responsive pricing adjustments reflecting the difference in demand for on- and off-street parking



Examples of Off-Street Options



Intermodal Investments

- Focus of these initiatives is often on how to get people into the district/area by more sustainable means
- Programs which provide for *dedicated travel lanes for alternative modes* (i.e., bicycles, BRT, HOV, etc.)
- Programs which provide *critical infrastructure to support alternative modes* (e.g., park-and-ride facilities, bus stations/shelters, bicycle storage, changing/showering facilities, etc.)
- *Supporting programs* which address logistical issues (i.e., ridematching, car-sharing services, etc.) or barriers to use (e.g., 'free ride home' vouchers, bicycle repair systems/services, etc.)
- In all cases, a funding source must be identified and **vetted** with the community



Placemaking Investments

- Focus of these initiatives is often on how to get people to move across a district/area by more sustainable means
- Many studies cite the lack of *grocery stores* (i.e., ‘food deserts’) as a critical concern for developing urban centers into mixed-use environments
- Other critical land uses include *childcare centers*, *schools*, and *medical/clinical service facilities*
- *Streetscape improvements* support walking (e.g., wide sidewalks, effective lighting, etc.) and activity (e.g., space for curbside dining/shopping, events, etc.)
- *Any kind of active grade-level uses* improve perceptions of security and safety as well as vitality in a district (e.g., porches, benches, commercial kiosks, food trucks, etc.)





Schedule & Next Steps

Schedule and Next Steps

Tonight – 21 Sept.

- Review parking model and where demand changes
- Review and discuss policies and
- Where those policies may be needed
- Feedback on policies

Upcoming Committee Meeting - TBD

Deliverable: Draft Parking Management Plan

- Comments on where and how policies may be enacted
- Process and approach for implementing
- Process for changing parking standards
(how many spaces are required, etc.)

Final Parking Management Plan and City Council Meeting





DESMAN

Jonathan Slason

Director

Jonathan.slason@rsginc.com

Andy Hill

Director of Consulting Services

President of New England Parking Council

ahill@desman.com