

EXHIBIT G

Parking Plan

FAIRHAVEN NEIGHBORHOOD AND URBAN VILLAGE

Prepared for:
City of Bellingham

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Executive Summary

This section provides a summary of the Parking Plan key findings and recommendations.

Existing Parking Conditions

- **Supply.** There are approximately 1,000 on-street parking spaces and approximately 730 off-street parking spaces within the study area.
- **Demand/Utilization.** Overall the parking utilization in the study area is not considered full as the utilization is less than 85 percent. On-street parking is more utilized at 50 to 60 percent while off-street utilization is 30 to 50 percent.
- **Commercial Core.** This area was the busiest and most favored parking with peak utilization between 94 and 97 percent and very few available parking spaces.
- **Outside the Core.** On-street parking two to three blocks from the core is generally underutilized.
- **Duration of Stay.** A majority of the vehicles stayed less than one to two hours for both the on- and off-street parking.
- **Location.** Patrons prefer to park near their destination and only tolerate walking a few blocks.
- **General Parking Operations.** Overall the existing parking system within Fairhaven is working well.
 - Supply is adequate to serve the existing demand.
 - Overall parking utilization is well under 85 percent and not considered "full".
 - Higher parking utilization is experienced in the commercial core.

Future Parking Conditions

- **Demand.** Future parking demand is anticipated to be approximately 2,300 to 2,800 vehicles depending on the strategy for accommodating resident parking and without implementation of parking management strategies.
- **Supply.** The current supply is approximately 2,000 parking spaces (considering parking within the study area and residential garage parking). Without parking management strategies or building additional parking, future parking demand could not be accommodated.
- **Parking Plan.** The parking management strategies and provision of additional parking supply need to consider:
 - Loss of on-street parking due to future roadway improvements
 - Displacement of off-street parking with future development (e.g., development of "The Pit")
 - Occupancy of 85 percent full means it becomes difficult to find a space
 - Parking location relative to the uses as typically patrons only tolerate walking a few blocks to access their destination
 - Commercial core is already "full"
 - Fairhaven and Tenth Street Parking Districts and potential modifications to these Districts
 - Development that does not require parking (e.g., historical buildings)

Recommendations

A phased approach to parking management is recommended so that adjustments can be made depending on future growth and parking characteristic changes as a result of implementing management strategies. The following provides a summary of the parking management recommendations by phase. More detail on these strategies is provided in Section 6.

Phase 1 – Balance Utilization and Increase Turnover

Phase 1 is intended to better balance the utilization of parking and increase turnover for the more desired parking locations. It would also start to establish approaches to accommodate growth. Strategies would include:

- **Commercial Core Parking** – Paid on-street metered parking to open up more parking in the high demand commercial core that already experiences high levels of turnover.
- **Time Restricted Parking** – Two-hour time restricted parking to increase turnover and open up more parking along commercial frontages.
- **Enforcement** – Additional enforcement would be needed to make sure that paid, time restricted, and other parking regulations are effective.
- **Employee Parking** – Encourage employees to park in underutilized areas. This may include designating certain areas for employee parking or providing time limits in all areas where long term parking is not desired.
- **Transportation Demand Management** – Measures to reduce the dependence on the automobile should be implemented. This could include having employers provide bus pass subsidies, bike racks, and other facilities that would encourage use of alternative modes.
- **Monitoring Program** – The data collected in this study provides a benchmark for evaluating the performance of the parking system. A parking monitoring program should be established to understand parking demands and utilizations seasonally and impacts of future changes from development, management strategies, and policies changes.

Phase 2 – Expand Restrictions and Shift Modes

This phase would expand on measures recommended for Phase 1 and provide measures to address likely scenarios that may result with the implementation of Phase 1 management strategies such as:

- Higher occupancies in new areas surrounding the fringes of the time restricted or paid parking
- Increase parking demand or reduction in supply for off-street parking areas with development (reduction in parking supply could include development of the “Pit” property that is currently being used for parking)

The following measures would help address these conditions and could be implemented as necessary:

- **Expand Time Restriction Area** – As other parking areas become more utilized and more retail store fronts emerge, consideration should be given to expanding the time restriction where commercial frontages exist and occupancy exceeds 70 to 80 percent.

- **Modify Time Restricted Area** – If turnover and available spaces are still difficult to find after implementing a 2-hour time restriction, provide a shorter 60- to 90-minute restriction or add a couple 30-minute-limit parking spaces per block.
- **Updated Development Regulations** – The Fairhaven and Tenth Street Parking Districts are limited in scope and the areas that they serve are primarily built-out. The parking districts should be updated and expanded or City development regulations should be modified for the Fairhaven Urban Village to respond to emerging parking issues. Development parking requirements should be based a parking demand study to assess actual needs as part of the development application.
- **Private Development Contributions** – Consider incentives for developers to implement management strategies or provide shared public parking. Require that parking needs be evaluated as part of development applications.
- **Shared Parking** – Establish shared parking agreements with off-street lots. A pilot project could be conducted where property owners are most cooperative to demonstrate the benefits of shared parking and help establish a protocol for how this would be implemented.
- **Parking Information** – Improve parking information through additional wayfinding signage, community or tourist maps that identify parking areas, and website communication regarding parking.
- **Non-Motorized Improvements** – Through the development of the pedestrian master plan and other non-motorized plans, consideration should be given to identifying improvements that would benefit the walkability of Fairhaven within the parking influence area.
- **Reconfigure Parking** - Opportunities to add more parking or make parking configurations more efficient should continue to be explored. This could include providing curb areas for smaller motorcycle parking or additional angled parking.

Phase 3 – Aggressive Management and Increase Supply

This phase would include more aggressive measures to implement as parking occupancies throughout the area increase to levels above 70 to 80 percent. The following measures would help address this condition and could be implemented as necessary:

- **Paid Parking** – Metered parking would more strongly be encouraged or expanded at this point if not implemented in Phase 1 or 2.
- **Expand Transportation Demand Management** – Improve and expand transportation demand management strategies that support shifting modes of travel and reduce parking demands during peak periods.
- **Expand Non-Motorized Improvements** – Improve walkability and security through greater improvements to the pedestrian and bike realms through improved lighting, access through developments, and more regional connections.

Phase 4 – Long Term Strategies

This phase would include long term considerations after the majority of other management strategies are exhausted or not desired. Some of the likely scenarios that could be addressed with these measures include:

- Higher level of development occurs and the majority of off-street parking is developed
- Demands exceed supply
- Parking spills over into neighboring residential areas

The following measures are longer term considerations:

- **Public Garage** – A public parking garage could be explored further if there are significant reductions in the parking supply or there is reluctance to do some of the more aggressive parking management strategies.
- **Satellite/Remote Parking** – Additional remote parking areas outside of the urban village area could be developed and served by shuttles or transit.
- **Residential Parking Zones** – If parking problems spill over into neighboring residential areas, a residential parking zone could be established to allow residents convenient on-street parking. Residential areas should be included in the parking monitoring program recommended for Phase 1 to track overflow parking that may be occurring along these streets. Consideration should be given to a residential parking zone if an area experiences at least 75 percent on-street utilization with 25 percent of the parked vehicles owned by nonresidents.

Table E-1 provides a summary of the recommended management strategies by phase.

Phase	Trigger	Strategies
Phase 1 – Balance Utilization and Increase Turnover	Immediately	<ul style="list-style-type: none"> • Impose paid parking in the commercial core and 2-hour time limits along other commercial frontages • Improve enforcement of parking regulations • Encourage employees to park in underutilized areas • Use Fairhaven Village Association as a central point of contact for the Smart Trips program • Establish monitoring program
Phase 2 – Expand Restrictions and Shift Modes	As Needed based on Monitoring Study	<ul style="list-style-type: none"> • Expand 2-hour time limits to areas exceeding 70% occupancy or where turnover is desired • Add 30-minute spaces and/or consider 90-minute restrictions if 2-hour areas reach 70 - 80% occupancy • Improve parking information and signage. • Establish shared parking agreements with off-street lots • Require a parking demand study as part of development applications and measures to reduce demand and increase public parking supply as needed. • Base development parking requirements on parking demand study • Improve walking, biking, and transit facilities to encourage mode shifts and expand parking range. • Consider fee-in-lieu or other parking fees to fund public parking improvements.
Phase 3 – Aggressive Management and Increase Supply	Peak Occupancy Exceeds 80%	<ul style="list-style-type: none"> • Provide incentives to develop shared public parking. • Consider extending paid parking to high demand areas. • Expand transportation demand management strategies. • Improve walkability, security, and pedestrian realm.
Phase 4 – Long Term Strategies	Parking Supply Problems Continue after Other Strategies Implemented.	<ul style="list-style-type: none"> • Consider developing a public parking garage. • Consider providing remote parking with shuttle services. • Consider establishing residential parking zones.