



# Summary

## Parking Strategy for York Village

# YORK VILLAGE OBJECTIVES



Achievement of Village **Objectives** will require a **Balance of Uses**.



## Critical Points:

36% of current on-street parking is diagonal; 2.5x more efficient (e.g. - 20 diagonal to 8 parallel )

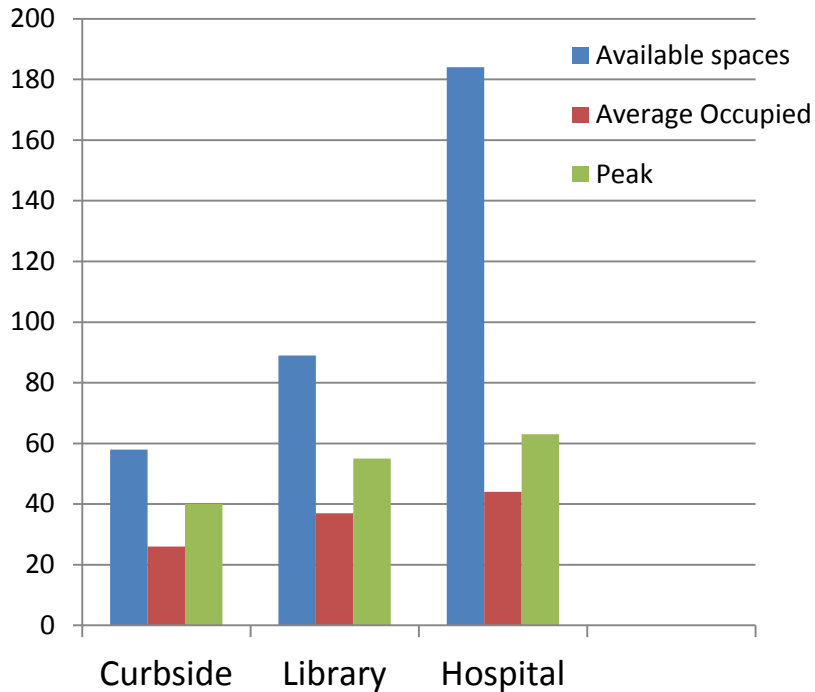
Road alignment / curvature impacts curbside parking

Narrow right of way limits space and necessitates decision-making between streetscape amenities and curbside parking

Vehicle space needs to be **Streamlined** to make way for **Pedestrians, Bicyclists and Green Space**.

# PARKING STUDY SUMMARY

**Parking Study data** suggest the following:



Sample graphic showing results of parking study conducted in late August 2014.

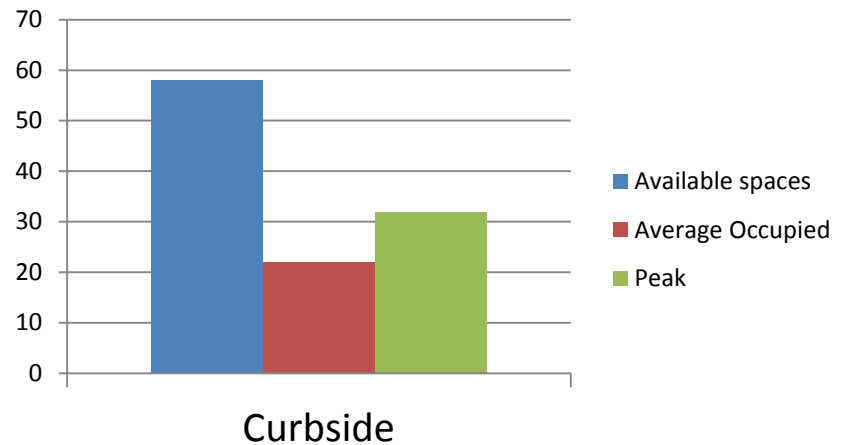
SUMMER average demand is 36% lower than existing supply

WINTER average demand is 55% lower than existing supply

BOTH SEASONS: At least 22% of curbside parking spaces are used for 4 hours or more at a time; At least 12% over 7.5 hours

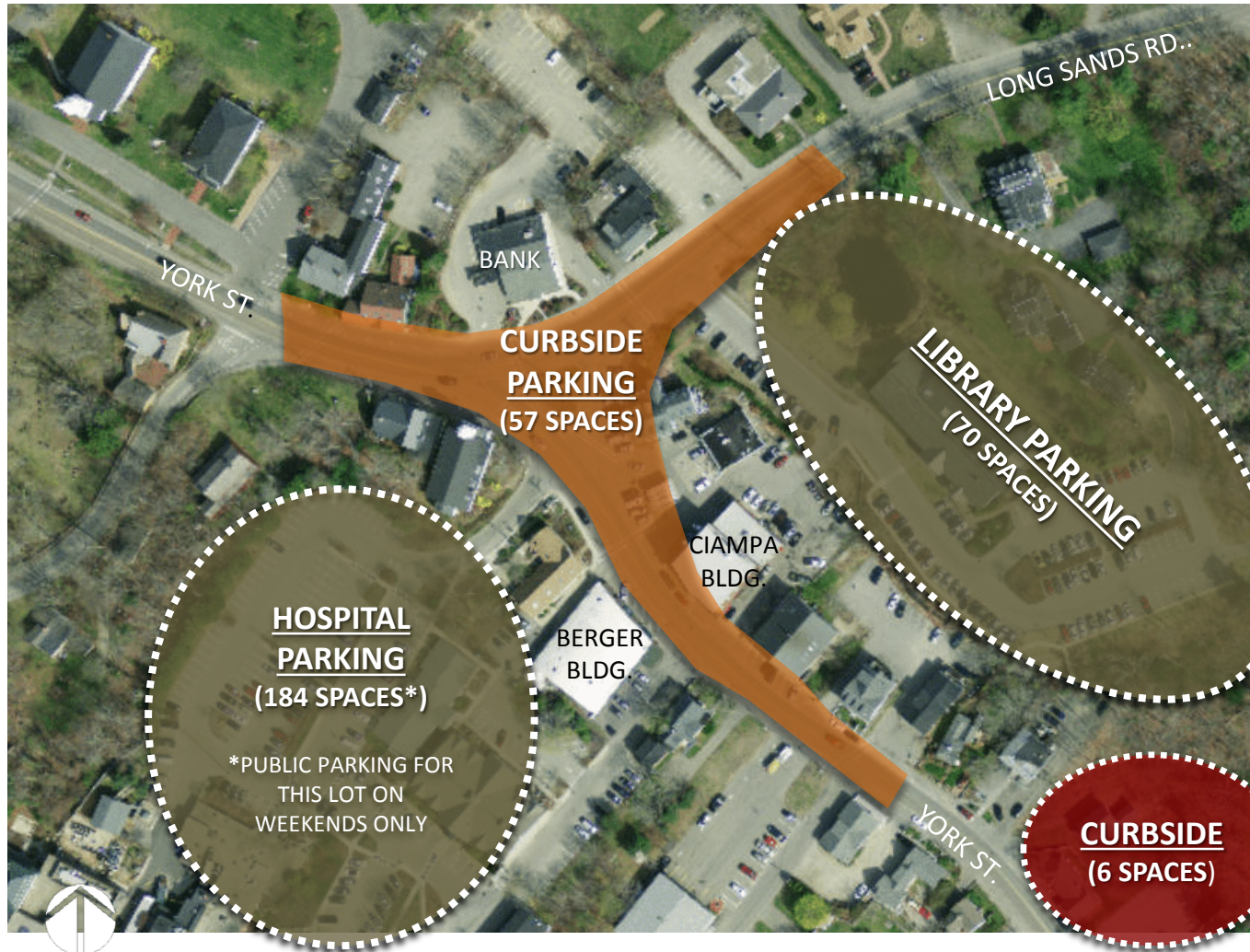
BOTH SEASONS: 10% of curbside spaces appear to be unused

ESTIMATE a 44-47% reduction in curbside parking. Meet winter demand, but not summer demand. Moving long-term parking to off-street brings demand in line with parking availability.





Sample graphic showing results of parking study conducted in late December 2014.

# EXISTING PARKING



## KEY:

-  CURBSIDE PARKING – SURVEY AREA
-  CURBSIDE PARKING – NON-SURVEY AREA
-  OFF-STREET PARKING AVAILABLE TO THE PUBLIC

**SUMMARY:**  
CURBSIDE: 63 SPACES  
OFF-STREET: 70  
WEEKDAYS,  
254 WEEKENDS

Above: Breakdown of parking spaces in the Village Center. The area of the parking survey is shown in red.

# PARKING – MASTER PLAN



- CURBSIDE PARKING – SURVEY AREA
- CURBSIDE PARKING – NON-SURVEY AREA
- OFF-STREET PARKING AVAILABLE TO THE PUBLIC
- PROPOSED ADDED OFF-STREET PARKING

## SUMMARY:

### CURBSIDE PARKING:

MASTER PLAN: 48  
SCHEMATIC PLAN: 54  
EXISTING: 63  
NET LOSS: 9 SPACES

### OFF-STREET PARKING:

FIRE STATION: +6 SPACES

### ANTICIPATED NET PARKING ADJUSTMENTS (ALL PHASES):

NET LOSS 3 SPACES

WITH PURCHASE OF HODGIN LOT: +33:

NET GAIN 30 SPACES

Above: Breakdown of parking spaces in the Village Center. The area of the parking survey is shown in red.

# MASTER PLAN – BIG IDEAS

- Create a more flexible parking system
- Shift demand from the most desirable spaces to the under-utilized spaces

## ACTIVE PARKING MANAGEMENT COMPONENTS:

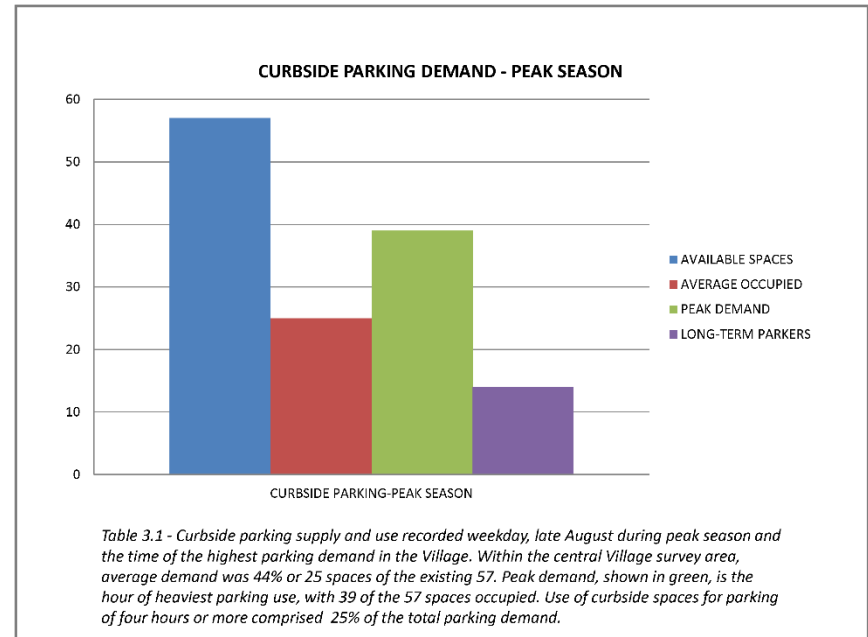
### CURBSIDE PARKING

Manage existing space more efficiently  
Treat parking as a downtown commodity  
Encourage turnover of spaces  
Set large vehicle restrictions & designate loading zones

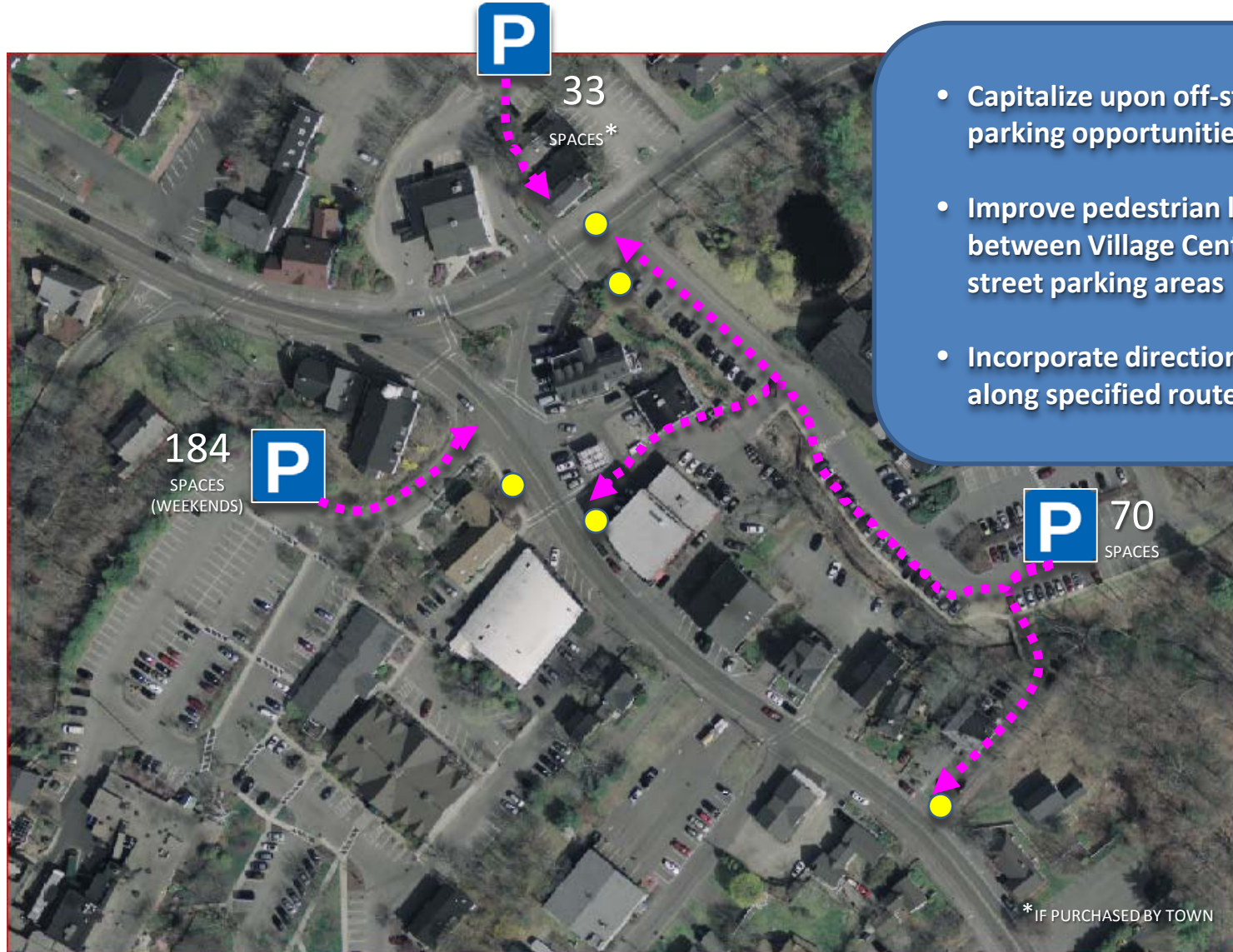
### OUTCOMES:

Balance demand with the fixed supply  
Achieve a 15% vacancy rate

*Active parking management helps to reduce the perception that it is difficult to find customer parking in the village center and balances the use of available parking resources.*



# PARKING MANAGEMENT – OFF STREET



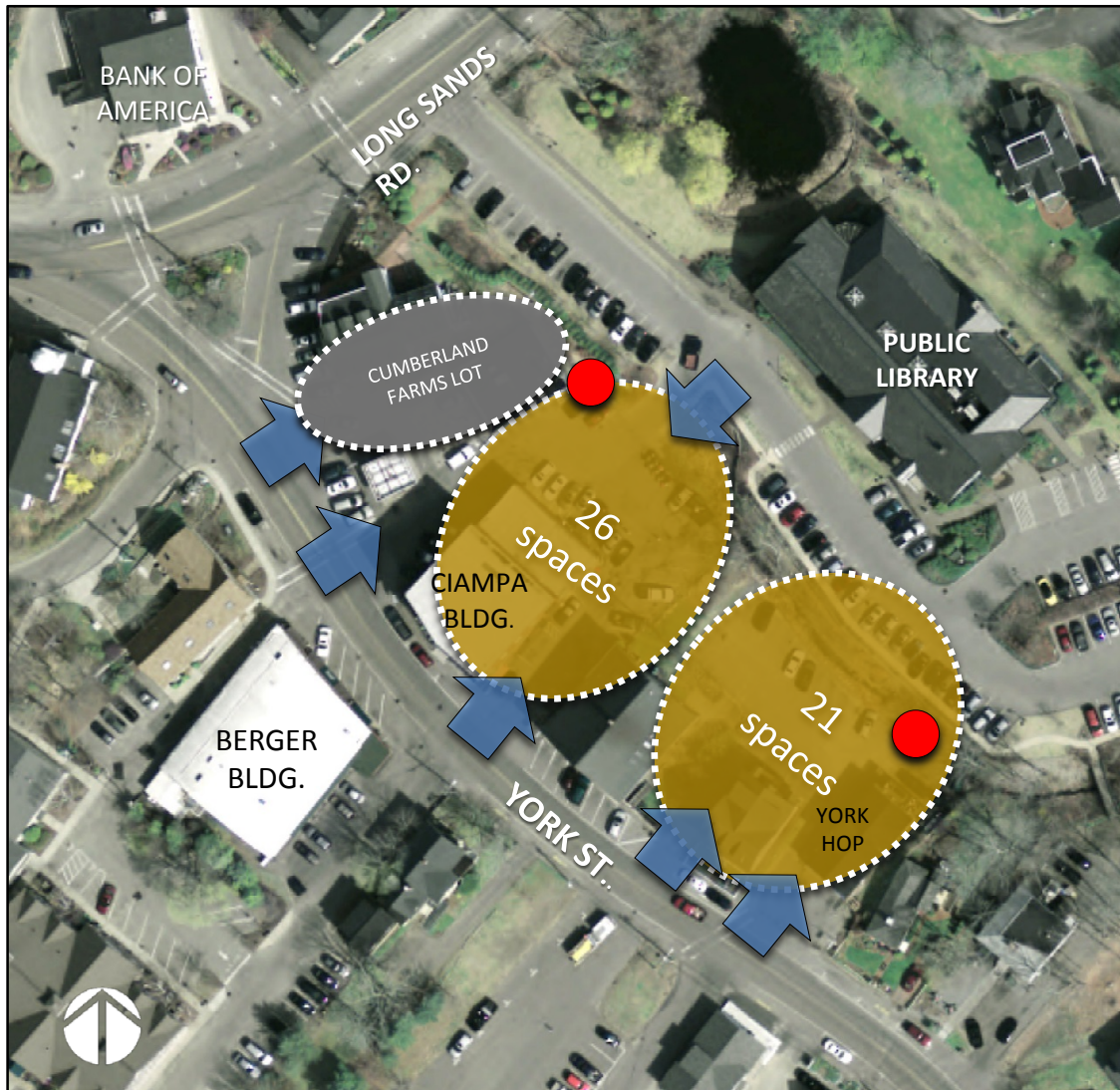
# PARKING MANAGEMENT – ON STREET



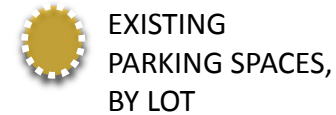
- Reduce curb cuts to maximize curbside parking opportunities & improve pedestrian connectivity
- Encourage use of off-street lots for long-term parking
- Consolidate parking lots, where practical, to improve efficiency & limit vehicle access points
- Consider shared public-private parking opportunities.



# PARKING MANAGEMENT – SHARED PARKING



## SYMBOL KEY:



## SUMMARY:




- Total spaces: 47
- Paved area 24,000 sf +/-
- No dedicated pedestrian space
- Curb cuts: 6
- No dedicated service vehicle parking

Above: Summary of existing conditions of the York Street business block parking lots.

# PARKING MANAGEMENT – SHARED PARKING



## SYMBOL KEY:

- 4** PROPOSED PARKING SPACES, BY LOT
-  VEHICLE ACCESS POINTS
-  SERVICE UTILITY AREAS
-  DEDICATED SERVICE VEHICLE PARKING

## SUMMARY:

- Total spaces: 44
- Pavement reduced 50%
- Pedestrian space 12,000sf
- Reduced curb cuts 50%
- Added curbside parking spaces: 3
- Dedicated service parking
- **No net loss of parking**

Above: Conceptual plan showing a shared parking lot with repurposed alleys and generous pedestrian space.

# PARKING MANAGEMENT – ZONING

- Rethink off-street parking requirements for zoning
  - **Reduction** of parking standards for the village center (like York Beach)
  - **Deregulation** of parking standards all together (market-driven)
  - **Prohibition** of off-street parking (Carmel, CA)
- **Unbundle off-street parking:** rental units pricing separate from parking spaces
- Encourage **shared parking** & convert single use parking to public parking where possible



# PARKING MANAGEMENT – ZONING

- Define **existing public parking** within the Public Library lot
- Renovate Fire Station lot to improve efficiency and **add public parking spaces close to center**
- Establish a **Parking Benefit-Business Improvement District**
  - Curb parking revenue benefits village infrastructure & maintenance



# Questions

