

Downtown Parking Management Strategy

Goals

1. Encourage attractive, small-town development.
2. Preserve the existing fabric of the downtown.
3. Protect neighborhoods and Lafayette citizens.
4. Maintain a strong commercial retail district that is not constrained by a lack of adequate parking.
5. Foster a self-supporting parking system that does not require subsidies from the City.
6. Improve the utilization of existing underutilized parking.
7. Create a system which offers flexibility and certainty and that is easy to understand and implement.
8. Reduce parking demand by encouraging transportation options to BART and the downtown that do not require vehicle parking.

Key Concepts and Implementation Policies (IP)¹

No.	Key Concepts and Implementation Policies	Reasons	Dept. responsible for implementing policy	Fiscal Impact to City	Implementation		
					Short Term (2016-2017)	Medium Term (2017-2018)	Long Term (2019+)
Concept 1	The majority of off-street parking and all on-street parking in the downtown will be made available and accessible to the public.						
IP1.1	Provide additional public parking through private-public partnerships in areas where there is a shortage of parking. Offer incentives to new developments to partner with the City to increase the supply of parking.	Rather than buying land and constructing a public parking lot, the City pays for additional public spaces in private developments throughout the downtown.	Planning	The cost of purchasing a parking space can range from \$15,000 to \$60,000 depending on where the space is located.	X	X	X
IP1.2	Encourage new developments to build underground parking.	To retain the strong retail frontage on the boulevard and preserve the existing fabric of the downtown.	Planning	None	X	X	X
IP1.3	Build public parking lots where they are most needed and only if other Strategy measures have failed to improve access to the current parking supply.	To increase the supply of public parking.	Engineering	The cost of constructing a parking space can range from \$15,000 to \$60,000 depending on where the space is located.		X	X
IP1.4	As a standard condition of approval, require new commercial and office developments to make parking available to the public during non-peak hours.	To encourage shared use and to increase the supply of public parking.	Planning	None	X	X	X
IP1.5	Work with existing banks and similar uses to allow public access to parking after business hours.	To encourage shared use and to increase the supply of public parking.	Planning	None	X	X	
IP1.6	Increase the usage of underutilized private parking spaces for short term use by encouraging property owners to (1) allow public access to private parking and (2) permit cross access between properties. Offer incentives to participating property owners.	To increase public access to parking, improve circulation between properties and reduce congestion on the streets.	Planning	Unknown. Incentives could include the City assuming the maintenance of the lots.		X	X
IP1.7	Encourage businesses and nearby residential developments to enter into agreements which would allow parking to be shared.	To encourage shared use.	Planning	None		X	X

¹ Updated after the November 24 meeting discussions.

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IP1.8	Utilize technology, signage and advertising to identify all available parking.	To make effective use of existing underutilized spaces.	Public Works, Police	Unknown.	X	X	X
Concept 2	The City will develop tools and incentives to improve the supply, accessibility and efficiency of utilization of parking.						
IP2.1	Ensure that all parking spaces in the commercial districts have time limits. Short term measures include signage and time limits for all spaces and long term goal could include meters if needed.	To encourage turnover and to manage the parking spaces.	Engineering, Public Works	None	X		
IP2.2	In a phased manner, and when and where need is established, install smart parking meters at on-street and city-owned parking spaces within the downtown.	To assist with parking turnover and improve parking management.	Engineering, Police	The cost of a purchasing and installing a smart meter is approximately \$1,500. Maintenance and enforcement costs are extra.	X Immediate need: Lafayette Circle	X Other streets in the downtown core	X East and West Ends
IP2.3	Implement a pricing system based on demand and usage in the downtown. Adopt a fluctuated pricing ordinance to allow changes in pricing without going to Council for every change.	To assist with parking turnover and improve parking management.	Police	Unknown		X	X
IP2.4	<p>Parking in lieu fees.</p> <ul style="list-style-type: none"> a. Update the parking in lieu fees. For the Downtown Core, base the fees on the cost to purchase and construct a space in a surface parking lot (and not a parking structure). b. Allow in lieu payments to be made over a period of time; for example, to coincide with the term of a lease. c. Amend the parking ordinance to allow staff to handle payment of in lieu fees for a 25% parking reduction or a maximum of five (5) spaces, whichever is greater. 	<ul style="list-style-type: none"> a. The Committee does not recommend that the City build a centralized parking garage for the following reasons: <ul style="list-style-type: none"> i. The cost of a parking space a parking garage is two to three times the cost of a surface space. ii. The downtown's linear configuration makes a central garage less desirable than smaller scattered surface lots. iii. A parking garage would change the small town feel of the downtown. b. Allowing the in lieu fees to be paid in installments over a period of time would be beneficial to smaller businesses. c. To provide predictability in the process. 					

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IP2.5	<p>Consider a tiered system for requiring parking or in-lieu fees (or a parking management fee) as follows:</p> <ul style="list-style-type: none"> a. Eliminate the 120 day rule. b. New tenant with same parking requirement as existing tenant: No new parking required. c. New tenant with higher parking requirement: Provide the difference between existing and new parking demand and/or pay in lieu fees. d. New development: Provide required parking and/or pay in lieu fees. 	To ensure that the City's requirements are commensurate with the scope of development and to incrementally increase the supply of parking.	Planning	None		X	X
IP2.6	<p>Consider amending the code to allow parking reductions if a business or residential use meets the following criteria and it can be demonstrated that a reduced parking requirement is appropriate:</p> <ul style="list-style-type: none"> a. Provides long term employee parking off-site. b. Provides incentives to employees to carpool, use transit. c. Makes spaces available to the public. d. Provides or contributes to a shuttle service. e. If a residential use in the downtown is located within a ¼ mile from BART. 	Reduces vehicle trips, promotes alternatives modes of transport, encourages shared use.	Planning, Engineering	None		X	
IP2.7	Establish requirements in the code for bike parking, charging stations, car pool/car share arrangements. Ensure consistency with the standards in the Downtown Design Guidelines (DDG's)	Reduces vehicle trips, promotes alternatives modes of transport.	Planning	None		X	
IP2.8	Identify and assign underutilized on-street parking in the commercial districts as employee parking. Offer employees parking permits for a fee.	<p>To optimize parking usage and to allow employees to park long term without fear of being ticketed.</p> <p>Physical permits tend to be problematic for police given the way permits are displayed, checked and misused. Long-term meters may provide a solution in the short-term and License Plate Recognition (LPR) may be a longer term solution to identify employees.</p>	Planning, Engineering, Public Works	Costs of signage and permit issuance unknown. Cost of LPR also unknown.		X	X
IP2.9	Work with owners of underutilized parking lots to allow the employees to park in those lots (there's an app for that)	To optimize parking usage and to allow employees to park long term without fear of being ticketed.	Planning	None		X	X (meters)

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IP2.10	Work with BART to construct a level of parking in the north lots for downtown employees.	Increase the supply of parking; provide dedicated long term parking for employees in non-prime locations.	BART, City	Approximate costs \$50,000 a space.		X	X
IP2.11	Provide a shuttle service connecting all uses (employees, customers, BART users, etc.) along the entire length of Mt. Diablo Blvd.	To provide connections to BART and to reduce the use of personal vehicles.	Administration	Cost of shuttle unknown.			X
IP2.12	Allow employees to rent spaces on residential streets or from downtown multifamily developments for a fee and utilize the funds to improve the neighborhoods.	Provide dedicated long term parking for employees in non-prime locations.	Engineering, Police	Unknown			X
IP2.13	Consider the City assuming maintenance and liability of private parking lots for which public access has been granted.	Incentive to allow public access to private parking spaces.	Administration, Planning	Unknown		X	
IP2.14	Create a one-stop parking office to coordinate parking issues, implement the Strategy and keep information current.	To successfully implement the strategy, improve customer service, optimize the use of all spaces in the downtown. This would require additional staffing.	Undecided	Unknown		X	
Concept 3	The Strategy will be district-based using the land use districts from the Downtown Specific Plan.						
IP3.1	Facilitate cooperation between property owners in the district. Work with businesses and property owners in each district to select those tools that will improve the supply, accessibility and efficiency of utilization of parking in that district.	Each downtown district has its unique set of parking challenges and understanding the needs of that district is critical to addressing those challenges.	Planning	Unknown		X	X
IP3.2	For the East End District, per the Downtown Specific Plan, prepare on-street parking prototypes or templates. Require each development proposal to meet the following requirements ² : <ul style="list-style-type: none"> a. Provide sidewalks for pedestrians with a minimum width of six feet. b. Improve aesthetics by providing landscaping that reaches the street c. Provide safe ingress and egress from the property Parking Committee to discuss the term “sidewalks” in this DSP implementation program with the City Council to determine whether sidewalks are required or if the term “walkways” can be substituted and if there are minimum width requirements for either.	To encourage the informal pattern of development in the East End while ensuring that pedestrians have safe and convenient access.	Planning, Engineering	Unknown			
Concept 4	All new commercial space and new housing units will be required to provide the amount of parking required by code or contribute an in lieu fee. The funds collected will be used to plan and implement						

² DSP Implementation Programs 2.23.1 and 2.23.2

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parking management solutions.							
IP4.1	Create a procedure early in the discretionary review process to act on requests for payment of fees in lieu of providing parking spaces.	Provides certainty to the businesses early in the process.	Planning	None	X		
IP4.2	Study the feasibility and appropriateness of establishing parking maximums for residential development in the downtown.	Reduces traffic on the streets, recognizes proximity to BART and services.	Planning	Cost of study unknown.		X	
IP4.3	Study the feasibility and appropriateness of establishing parking reductions for properties that are in close proximity to public transportation	Reduces traffic on the streets, recognizes proximity to BART and services.	Planning	Cost of study unknown.		X	
Concept 5	The Strategy will address the long term parking needs of downtown employees.						
IP5.1* ³	Identify and assign underutilized on-street parking in the commercial districts as employee parking. Offer employees parking permits for a fee.	To encourage turnover and to manage the parking spaces. Physical permits tend to be problematic for police given the way permits are displayed, checked and misused. Long-term meters may provide a solution in the short-term and License Plate Recognition (LPR) may be a longer term solution to identify employees.	Planning, Engineering, Public Works	Costs of signage and permit issuance unknown. Cost of LPR also unknown.		X	X
IP5.2*	Work with owners of underutilized parking lots to allow the employees to park in those lots (there's an app for that)	To optimize parking usage and to allow employees to park long term without fear of being ticketed.	Planning	None		X	X (meters)
IP5.3*	Work with BART to construct a level of parking in the north lots for downtown employees.	Increase the supply of parking; provide dedicated long term parking for employees in non-prime locations.	BART, City	Approximate costs \$50,000 a space.		X	X
IP5.4*	Provide a shuttle service connecting all uses (employees, customers, BART users, etc.) along the entire length of Mt. Diablo Blvd.	To provide connections to BART and to reduce the use of personal vehicles.	Administration	Cost of shuttle unknown.			X
IP5.5*	Allow employees to rent spaces on residential streets or from downtown multifamily developments for a fee and utilize the funds to improve the neighborhoods	Provide dedicated long term parking for employees in non-prime locations.	Engineering, Police	Unknown			X
IP5.6	Develop a system to track type of businesses and the number of employees per downtown business and changes in tenancy.	The City needs better and current data in order to implement the parking management strategy. There is currently no way to keep track of the number and types of businesses	Finance	Unknown		X	

³ Asterisk indicates that IP has been repeated.

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		and the number of employees in the Downtown. This information is useful for many reasons: <ol style="list-style-type: none"> 1. Emergency contact information for Fire and Police 2. Determination of parking adequacy 3. Publicizing carpool, vanpool, rideshare and other Transportation Demand Management incentives 4. Identification of businesses that are lacking in the Downtown (Economic Development) 5. Outreach to businesses, employers and employees for various City activities (surveys, studies, informational campaigns, etc.) 					
Concept 6	The Strategy will address the impact of BART on downtown parking as well as the parking needs of local BART patrons.						
IP6.1	Establish two to four hour parking limits for all spaces not reserved for long term parking near BART. Install meters where appropriate.	To discourage BART users from parking long-term near the downtown core and nearby residential streets.	Engineering, Police	Cost of enforcement	X		
IP6.2	Build a parking structure or underground parking on the north BART lots.	Increase parking supply for local residents and downtown employees.	BART, City	Approximate costs \$50,000 - \$60,000 a space.			X
IP6.3	Work with BART to install sensors in the spaces farthest from the station. Work with CalTrans to alert Highway 24 drivers when the Lafayette parking lots are full.	Reduce traffic congestion on local streets.	BART, City	Unknown		X	
IP6.4	For a test period of six months, reserve the on-street spaces on Happy Valley Road near the BART station to Lafayette residents and install "Permit Parking Only" signs. If the spaces are fully occupied during that period, consider making the arrangement permanent.	Provide easy access to BART for local residents.	Planning, Police	Cost of enforcement	X		