

**DOWNTOWN PARKING**

**MANAGEMENT PLAN**

**CITY OF WOODLAND**

**DECEMBER 4, 2001**

# Executive Summary

## Background

On October 3, 2000, the City Council directed staff to proceed with the purchase and development of the College/Court Street property as a surface parking lot. The development of the College/Court Street parking lot is the first of a multi-phase program designed to address the Council's goal of improving parking in Downtown Woodland. The Council also directed staff to begin preparation of a Downtown Parking Management Plan.

A Draft Policy Framework for the Downtown Parking Management Plan was subsequently presented to the City Council on March 20, 2001. The purpose of the Draft Policy Framework was to highlight key policy issues for City Council and public input as the Downtown Parking Management Plan is developed.

On July 3, 2001, the City Council received and reviewed the Draft Downtown Parking Management Plan. The City Council directed staff to schedule a public workshop and receive community input on the Draft Plan. On December 4, 2001, the City Council adopted the Downtown Parking Management Plan and directed staff to proceed with Phase 1.

## Goal of Parking Management Plan

The goal of the Parking Management Plan is to effectively manage the use of the parking facilities in Downtown Woodland so that an adequate supply is available for retail patrons, visitors to government and private offices, and employees.

## Parking Management Plan Framework

The following framework provides an overview of how that will be accomplished.

- Provide peripheral parking for employees;
- To encourage employees to park in peripheral parking areas, modify public parking in the downtown core by shortening time limits and/or charging a monthly fee to park;
- To make new development contribute to the supply of parking in the downtown, eliminate the parking district exemption and implement in-lieu fees for those who can't or don't want to provide on-site parking; and
- Establish a Downtown Parking Capital & Maintenance Fund to hold revenues generated to pay for parking facilities.

## Parking Management Strategy

### Peripheral Lots for Employees

Peripheral lots are currently provided for employee parking by the City of Woodland, the County of Yolo/State Court Complex, and the U.S. Post Office. A new parking lot at the corner of College/Court Streets being constructed by the City of Woodland will add another 150 parking stalls for peripheral employee parking.

### Modification of Time Limits

To encourage employees to park in peripheral parking areas, many of the public parking spaces (i.e. both on-street and off-street) in the area bounded by College Street, North Street, Fourth Street, and Main Street would be converted to short-term time limits. Up to 311 parking spaces (i.e., 208 off-street, 103 on-street spaces), or a little less than 25% of the City's public parking spaces in this area, could be affected by these changes in time limits.

### Elimination of Downtown Parking Exemption

The current parking exemption for new development in the Downtown Parking District would be eliminated.

### Establishment of In-Lieu Fees for New Development

To provide an alternative for developers who wish to construct new projects or do major renovations to existing buildings, an in-lieu fee should be established for those cases where it is either not feasible or undesirable to construct on-site parking. The in-lieu fee provisions could also establish a process that would provide an exemption, or a possible reduction in fees, for renovation of historic buildings and special sites (i.e., small parcels, etc.) that would otherwise not be developed.

### Establishment of User Fees for Long-term Parkers

Should it prove necessary to either manage parking and/or to raise the necessary revenue to build facilities, user fees (i.e., monthly parking permits) could be implemented for employees and/or visitors wishing to park long-term (i.e., longer than two hours) in designated city lots. Monthly or daily permits could be purchased through the City allowing employees or long-term visitors to park all day at these locations.

### Parking Permits for Adjacent Residential Areas

Future development in the downtown area has the potential to impact parking demand in residential areas adjacent to the commercial and government core area. The residential areas shown on Figure 8 are candidates for a future residential parking permit (RPP) program should this occur.

### **Parking Management Plan Phasing**

Table 2 illustrates how the parking management plan would be phased in over time. Implementation of various elements of the plan would occur as required by increases in parking demand.

### **Revenue Strategy**

Any increased revenues generated from enforcement fees will be placed in the City's existing Downtown Parking Operations & Maintenance (O&M) Fund. Any revenues derived from potential future user fees (i.e., monthly permit, daily pay & display revenues) would also be placed in the O&M fund, but would be earmarked primarily for future capital improvements. A new Downtown Parking Capital Fund would be established. Any revenues generated from in-lieu fees, as well as any potential user fees, would be placed in the new Parking Capital Fund.

**Table 2**  
**PARKING MANAGEMENT PLAN PHASING**

PHASE	PLAN ELEMENT	IMPLEMENTATION ISSUE	SCHEDULE
1	<ul style="list-style-type: none"> <li>❑ Adopt Parking Management Plan</li> <li>❑ Eliminate parking district exemption</li> <li>❑ Establish Downtown Parking Capital Fund</li> <li>❑ Increase parking violation fines</li> <li>❑ Portions of City Lots 3, 6, 7 and 3<sup>rd</sup> Street (Main Street to Court Street) – convert 70 unlimited stalls to two-hour limits</li> </ul>	None	Fall, 2001
2	<ul style="list-style-type: none"> <li>❑ Portions of City Lots 3 and 5 – convert from 26-56 unlimited stalls to two-hour limits (depending on occupancy levels)</li> </ul>	Upon completion of College/Court lot	Summer, 2002
3	<ul style="list-style-type: none"> <li>❑ Convert two-hour limits to 90-minute limits north of Main Street as needed</li> <li>❑ Implement user fees as needed (monthly permits, pay-and-display, etc.)</li> </ul>	As occupancy levels require	To be determined
4	<u>New Police Station Area</u> <ul style="list-style-type: none"> <li>❑ Adjacent On-street - implement short-term parking limits</li> </ul>	Upon completion of new police station	To be determined
5	<u>South of Main Street</u> <ul style="list-style-type: none"> <li>❑ Lots 8-10 &amp; on-street - implement short-term parking limits</li> </ul>	As demand requires	To be determined
6	<u>Eastern &amp; Western Peripheral Zones</u> <ul style="list-style-type: none"> <li>❑ On-street - implement short-term parking limits</li> </ul>	As demand requires	To be determined