

06-23-2021 Town Council Meeting Responses to Council Questions

ITEM #9: Call a Public Hearing on September 22, 2021 for the Future Consideration of a Parking Payment-in-Lieu System, Land Use Management Ordinance Text Amendment, and Associated Policy

Council Question:

Under the heading of unintended consequences, could putting minimum parking requirements in place lead to creation of new surface parking downtown? Can we require the PIL to be 100%? Are there other avenues to achieve our goals on this?

Staff Response:

The Town has been working with Walker Consultants to help guide the conversations around this subject since 2018. They provided four case studies when we began this conversation to guide how we discussed ideas. We met last week to review thoughts around this policy and long-term leasing of downtown parking. Based on what we are currently proposing they would only be allowed to provide 50% of the parking demand privately, so I would hope that is a deterrent for any unexpected parking. Below are comments from Walker Consulting on the system and thinking.

Walker Comments on Parking payment in-lieu:

- 1. Parking requirements act as leverage to getting participation. Given that there are no requirements at this time, it may be easier to use established requirements and indicate the Town Center requirements are at a reduced rate.*
- 2. Fees that cover only a fraction of the actual cost to build and maintain parking are more likely to be acceptable by developers. The proposed fee of \$10,000 a space represents a huge discount when compared to building structured parking.*
- 3. At \$10,000 a space, it would cost more to buy land, create surface parking, and maintain than to simply participate in the program.*
- 4. Developers know they need to provide parking for their project to be successful. They will want to provide only what they think is needed and consider all the options to add that parking, which could include providing it on surface lots they provide. Having the Fee in-lieu program can be a positive solution to providing this parking. The proposed requirements are lower than industry generation rates.*
- 5. The fees could potentially be used for more than parking, such as sidewalk improvements or bike lanes. (Suggest considering after the fund is self-sustaining.)*
- 6. The requirements can allow reductions based on proximity to transit access, bicycle and scooter parking, or other off-setting factors.*