

NORTH TAHOE PARKING STUDY



MAY 11, 2015 PRESENTATION

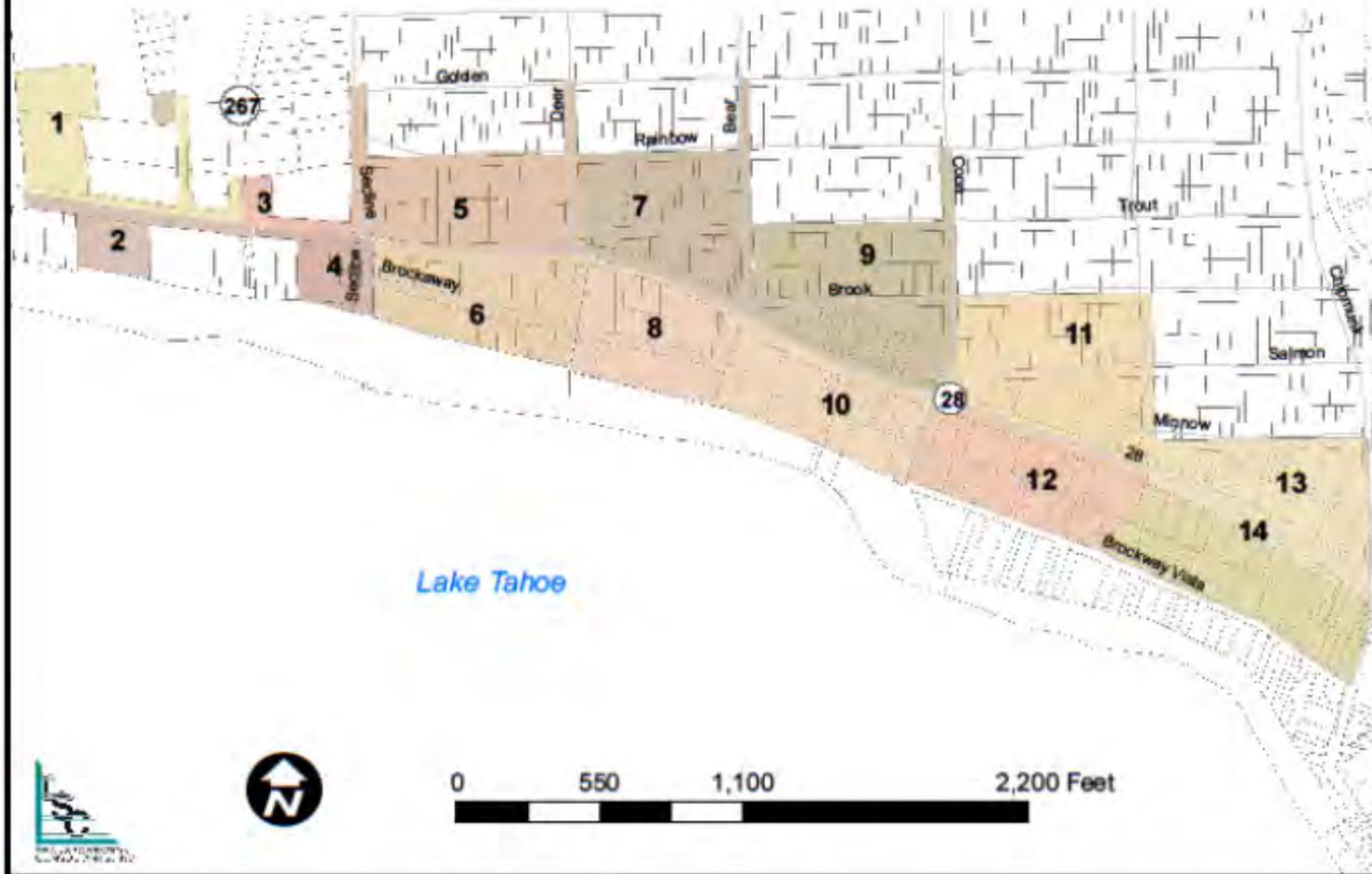
Agenda

- ▣ Welcome
- ▣ Parking Study – Goals and Purpose
- ▣ Gordon Shaw - What was Included in the Study?
- ▣ Presentation of Findings
- ▣ Recommendations and Potential Improvements
- ▣ Question/Answer
- ▣ Next Steps

Elements

- ▣ Review of Previous Studies and Plans
- ▣ Existing Parking Conditions
 - Inventory
 - Counts
- ▣ Peer Resort / Other Parking Rate Data
- ▣ Parking Rate Recommendations
- ▣ Parking Code Recommendations
- ▣ Future Parking Needs and Strategies

Figure 1
Kings Beach Parking Analysis Zones



Existing Kings Beach Parking Supply

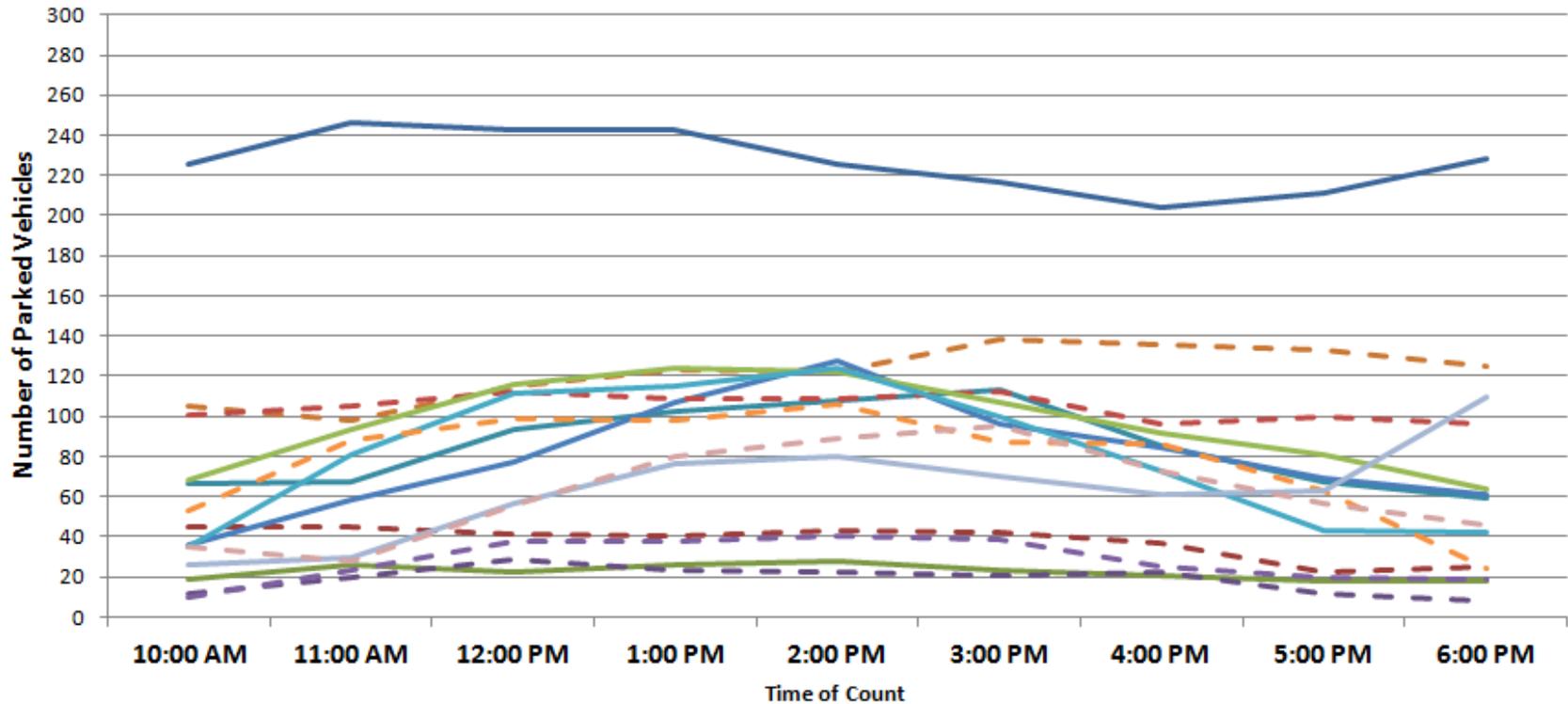
1,763 Total Spaces

- 1,031 spaces in private lots (58%)
- 221 spaces in public lots (13%)
- 511 spaces in public rights-of-way (28%)

Kings Beach Parking Utilization – Peak Summer Saturday

Percent Utilization		10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM
1	Safeway and Brockway Golf Course	84%	91%	90%	90%	84%	80%	76%	78%	84%
2	North Tahoe Beach	122%	122%	111%	108%	116%	114%	100%	59%	68%
3	267 to Secline North of 28	59%	81%	69%	81%	88%	72%	66%	56%	56%
4	267 to Secline South of 28	57%	95%	138%	110%	105%	100%	105%	57%	38%
5	Secline to Deer North of 28	35%	36%	50%	55%	58%	60%	45%	36%	32%
6	Secline to Deer South of 28	63%	59%	69%	74%	73%	83%	82%	80%	75%
7	Deer to Bear North of 28	23%	37%	49%	69%	82%	62%	54%	44%	39%
8	Deer to Bear South of 28	86%	89%	95%	92%	92%	95%	81%	85%	81%
9	Bear to Coon North of 28	37%	51%	63%	68%	67%	58%	50%	44%	35%
10	Bear to Coon South of 28	31%	72%	119%	119%	125%	122%	78%	63%	59%
11	Coon to Fox North of 28	21%	49%	67%	69%	75%	60%	44%	26%	25%
12	Coon to Fox South of 28	59%	98%	110%	109%	118%	97%	96%	70%	27%
13	Fox to Chipmunk North of 28	24%	28%	53%	70%	74%	65%	56%	58%	102%
14	Fox to Chipmunk South of 28	34%	27%	54%	77%	86%	91%	70%	55%	44%
TOTAL STUDY AREA		50%	60%	72%	78%	81%	75%	66%	57%	55%
Percent Total Study Area Utilization by Type of Parking										
	<i>Public Lot: Areas 1-4</i>	122%	122%	111%	108%	116%	114%	100%	59%	68%
	<i>Public Lot: Areas 5-14</i>	81%	86%	97%	93%	92%	93%	78%	77%	73%
	<i>Public Right-Of-Way</i>	27%	47%	68%	85%	90%	82%	61%	40%	35%
	<i>Total Public</i>	41%	58%	76%	88%	92%	86%	66%	48%	43%
	<i>Private</i>	55%	62%	69%	71%	72%	68%	65%	63%	62%

Figure 3: Kings Beach Parking Count -- Saturday July 19, 2014



- Safeway and Brockway Golf Course
- 267 to Secline North of 28
- Secline to Deer North of 28
- Deer to Bear North of 28
- Bear to Coon North of 28
- Coon to Fox North of 28
- Fox to Chipmunk North of 28
- North Tahoe Beach
- 267 to Secline South of 28
- Secline to Deer South of 28
- Deer to Bear South of 28
- Bear to Coon South of 28
- Coon to Fox South of 28
- Fox to Chipmunk South of 28

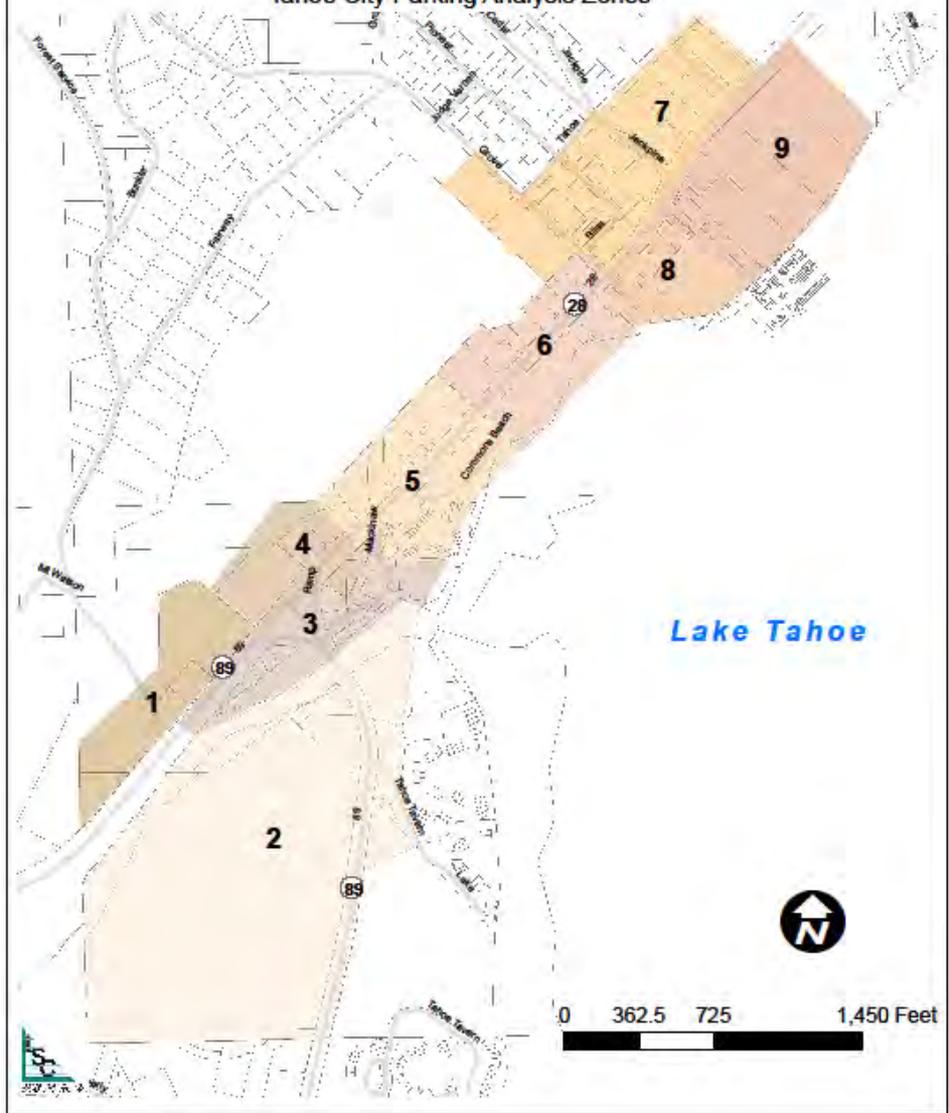
Kings Beach Weekly Parking Utilization at 2 PM

Percent Utilization		Sun	Mon	Tue	Wed	Thur	Fri	Sat
1	Safeway and Brockway Golf Course	59%	55%	69%	61%	52%	67%	84%
2	North Tahoe Beach	108%	95%	95%	100%	105%	97%	116%
3	267 to Secline North of 28	63%	28%	50%	50%	88%	69%	88%
4	267 to Secline South of 28	148%	67%	95%	43%	43%	90%	105%
5	Secline to Deer North of 28	30%	35%	43%	41%	60%	49%	58%
6	Secline to Deer South of 28	63%	54%	64%	54%	53%	64%	73%
7	Deer to Bear North of 28	30%	42%	43%	54%	62%	71%	82%
8	Deer to Bear South of 28	43%	86%	81%	86%	94%	95%	92%
9	Bear to Coon North of 28	60%	67%	60%	72%	67%	59%	67%
10	Bear to Coon South of 28	125%	25%	38%	22%	103%	125%	125%
11	Coon to Fox North of 28	35%	62%	57%	70%	57%	63%	75%
12	Coon to Fox South of 28	89%	93%	91%	86%	109%	109%	118%
13	Fox to Chipmunk North of 28	56%	30%	27%	34%	38%	60%	74%
14	Fox to Chipmunk South of 28	55%	40%	36%	44%	62%	67%	86%
TOTAL STUDY AREA		55%	55%	58%	60%	65%	70%	81%
Percent Total Study Area Utilization by Type of Parking								
	<i>Public Lot: Areas 1-4</i>	108%	95%	95%	100%	105%	97%	116%
	<i>Public Lot: Areas 5-14</i>	40%	80%	75%	74%	90%	92%	92%
	<i>Public Right-Of-Way</i>	53%	44%	46%	49%	62%	68%	90%
	<i>Total Public</i>	54%	53%	54%	56%	70%	74%	92%
	<i>Private</i>	54%	56%	60%	61%	60%	65%	72%

Existing Kings Beach Parking Conclusions

- ▣ At peak time (2 PM) 81 percent of all available spaces are used, for the area as a whole
- ▣ Areas where demand exceeded supply:
 - North Tahoe Beach
 - Area south of SR 28 between SR 267 and Secline
 - Area south of SR 28 between Bear and Fox
- ▣ Overall public parking utilization was 92%, while private parking peaked at 72 percent
- ▣ While greatest on Saturday, parking demand stays relatively high throughout a busy summer week.

Figure 2
Tahoe City Parking Analysis Zones



Existing Tahoe City Parking Supply

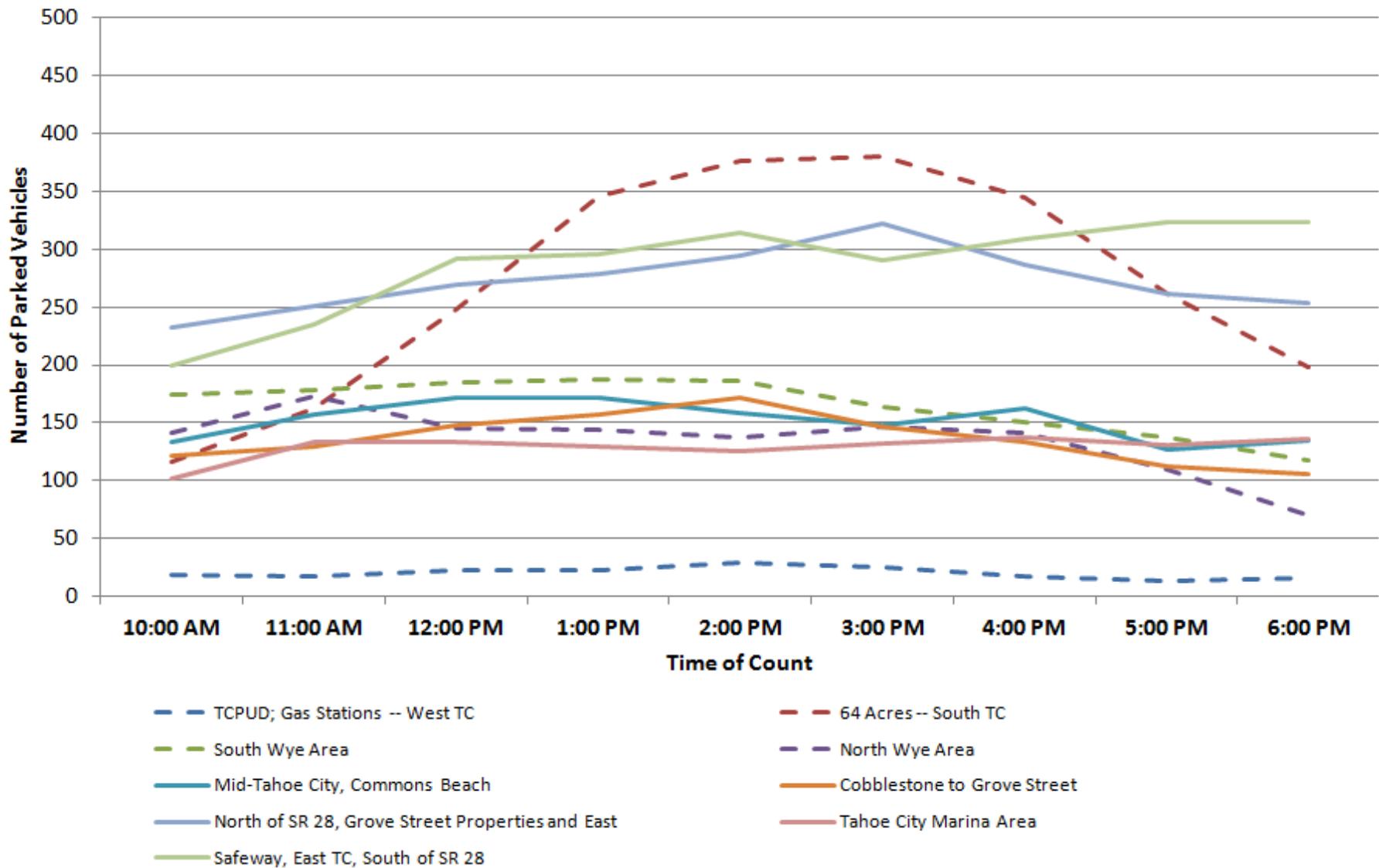
2,586 Total Spaces

- 1,763 spaces in private lots (68%)
- 550 spaces in public lots (21%)
- 273 spaces in public rights-of-way (11%)

Tahoe City Parking Utilization - Peak Summer Saturday

Percent Utilization		10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM
1	TCPUD	16%	15%	20%	20%	25%	21%	15%	12%	14%
2	64 Acres and S of Truckee River	32%	45%	69%	96%	104%	105%	95%	72%	55%
3	South Wye Area	78%	80%	83%	84%	83%	74%	67%	62%	53%
4	North Wye Area	59%	72%	60%	60%	57%	61%	59%	46%	29%
5	Commons Beach Area - both sides of SR 28	45%	52%	57%	57%	53%	49%	54%	42%	45%
6	Mid Tahoe City to Grove Street	55%	59%	67%	71%	78%	67%	60%	51%	48%
7	North of SR 28, Grove Street Parking and East	51%	55%	59%	61%	65%	71%	63%	57%	56%
8	TC Marina Area	54%	70%	71%	69%	67%	70%	72%	69%	72%
9	Safeway and Boatworks Area	41%	49%	61%	62%	65%	60%	64%	68%	67%
TOTAL STUDY AREA		48%	56%	62%	67%	69%	68%	65%	57%	52%
Percent Total Study Area Utilization by Type of Parking										
	<i>Public Lot - Districts 1-4</i>	32%	38%	61%	88%	98%	103%	92%	67%	49%
	<i>Public Lot - Districts 5-9</i>	85%	95%	98%	96%	94%	90%	84%	73%	69%
	<i>Public Right-Of-Way - Districts 1-4</i>	64%	50%	52%	59%	57%	54%	52%	54%	55%
	<i>Public Right-Of-Way - Districts 5-9</i>	48%	58%	63%	59%	55%	62%	66%	56%	62%
	<i>Total Public</i>	52%	59%	71%	81%	83%	86%	80%	65%	58%
	<i>Private</i>	46%	54%	59%	61%	63%	60%	58%	54%	50%

Figure 5: Tahoe City Parking Count by District -- Saturday July 12, 2014



Tahoe City Weekly Parking Utilization at 2 PM

Percent Utilization		Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	TCPUD	19%	61%	56%	58%	52%	57%	25%
2	64 Acres and S of Truckee River	89%	63%	59%	52%	43%	72%	104%
3	South Wye Area	82%	77%	81%	72%	61%	75%	83%
4	North Wye Area	52%	64%	54%	61%	49%	63%	57%
5	Commons Beach Area - both sides of SR 28	73%	55%	56%	52%	54%	58%	53%
6	Mid Tahoe City to Grove Street	77%	49%	85%	80%	94%	85%	78%
7	North of SR 28, Grove Street Parking and East	56%	52%	54%	51%	47%	56%	65%
8	TC Marina Area	70%	49%	53%	74%	70%	74%	67%
9	Safeway and Boatworks Area	62%	56%	54%	60%	62%	65%	65%
TOTAL STUDY AREA		67%	58%	60%	60%	57%	66%	69%
Percent Total Study Area Utilization by Type of Parking								
	<i>Public Lot - Districts 1-4</i>	85%	58%	54%	48%	36%	66%	98%
	<i>Public Lot - Districts 5-9</i>	84%	66%	59%	53%	56%	68%	94%
	<i>Public Right-Of-Way</i>	78%	65%	73%	67%	68%	80%	55%
	<i>Total Public</i>	83%	62%	61%	56%	51%	71%	83%
	<i>Private</i>	59%	56%	59%	62%	60%	64%	63%

Existing Tahoe City Parking Conclusions

- ▣ At peak time (2 PM) 69 percent of all available spaces are used, for the area as a whole
- ▣ Areas where demand exceeded supply limited to the 64 Acre area (105 percent)
- ▣ Overall public parking utilization was 86 percent, while private parking peaked at 63 percent
- ▣ Offstreet public parking utilization reached 103% in western end of town, and 98% in eastern end of town
- ▣ While greatest on Saturday, parking demand stays relatively high throughout a busy summer week
- ▣ Vehicles overstaying the 2 hour onstreet time limit were 10% of all vehicles, and those staying more than 4 hours were 2% of all vehicles

Revising the North Tahoe Parking Demand Table

PARKING DEMAND TABLE

The following represents a minimum parking demand or requirements for projects. The maximum limit is established by multiplying the minimum number requirement by 1.1.

I. RESIDENTIAL

Employee Housing
Use Multiple Family Dwelling Rate

Mobile Home
2 spaces / unit; and
1 space / 6 units (guest parking)

Multiple Family Dwelling
1 space / 2 beds; and
1/2 space per bedroom

Multi-Person Dwelling
1 space / 2 beds; and
1 space / live-in employee; and
1 space / 10 beds (guest parking)

Nursing and Personal Care
space / 3 beds; and
1 space / employee

Residential Care
1 space / 4 beds; and
1 space / live-in employee; and
1 space / 2 other employee; and
1 space / 5 beds (guest parking)

Single Family Dwelling
Single family house - 2
other, e.g., condos, vacation rentals, guest houses, secondary residences, etc. - (Use Multiple Family Dwelling rate)

Summer Home
Use Single Family House Rate)

II. TOURIST ACCOMMODATION

Bed and Breakfast Facilities
Use Hotel / Motel Rate

Hotel, Motel, and other Transient Dwelling Units
1 space / full-time administrative employee; and
1 space / 2 other full-time employees; and

1 space / 3 part-time employees; and
1 space / guest room or unit; and
1 space / 250 s.f. meeting/display area; and
1 space / 400 s.f. commercial-retail area

Time Sharing (Hotel / Motel Design)
Use Hotel / Motel Rate

Time Sharing (Residential Design)
Use Hotel / Motel Rate

III. COMMERCIAL

A. Retail

Auto, Mobile Home and Vehicle Dealers
1 space / employee; and
1 space / 500 s.f. gross sales area

Building Materials and Hardware
1 space / 300 s.f. GFA; and
1 space / 200 s.f. gross site area

Eating and Drinking Places
1 space / 100 s.f. GFA; or
1 space / 4 customers or seats

Food and Beverage Retail Sales
1 space / 150 s.f. GFA

Furniture, Home Furnishings and Equipment
Furniture 1 space / 500 s.f. non-storage area and
1 space / 1,000 s.f. storage area
Other 1 space / 300 s.f. GFA

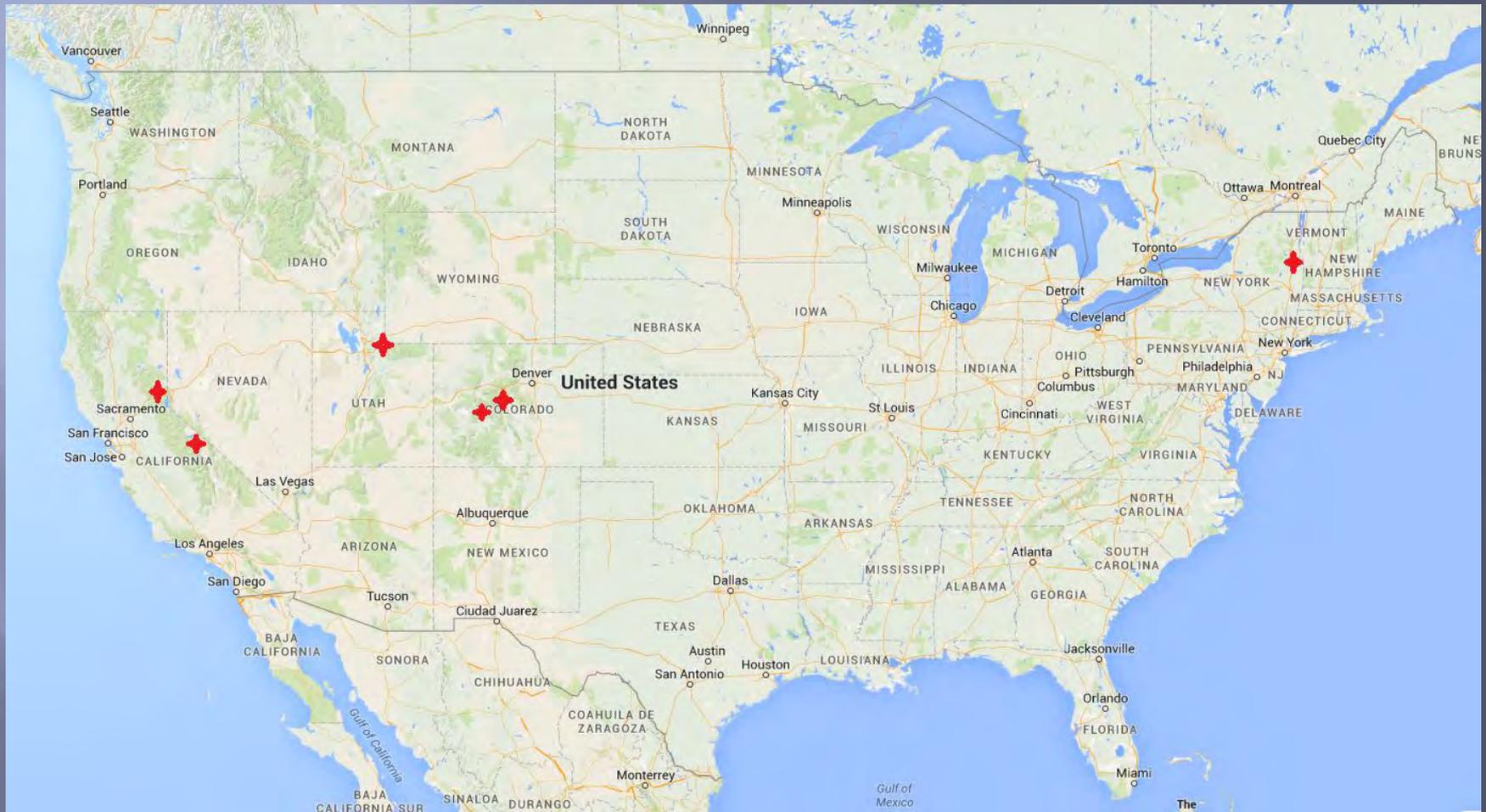
General Merchandise Stores
Convenience Store 1 space / 150 s.f. GFA
Other 1 space / 300 s.f. GFA

Mail Order and Vending
1 space / 500 s.f. non-storage area; and
1 space / 1,000 s.f. storage area

Nursery
1 space / full-time employee; and
1 space / 300 s.f. GFA

Outdoor Retail Sales
1 space / employee; and

Peer Communities



Peer Parking Codes

- ▣ Multifamily Residential – N. Tahoe rate is higher than peers for larger (3+) units
- ▣ Lodging – Peer rates are lower than N. Tahoe
- ▣ Office – Peer rates are lower than N. Tahoe
- ▣ Schools – Peer rates lower than N. Tahoe
- ▣ Rates for other key uses are generally consistent
- ▣ Design requirements are generally consistent with N. Tahoe, though a shorter stall length is typically required

Review of Other Parking Data

- ▣ Institute of Transportation Engineers' *Parking Generation* and Urban Land Institute's *Shared Parking*
- ▣ Current N. Tahoe rates **higher** for the following: larger multifamily units, office, retail, schools, industrial, public assembly
- ▣ Current N. Tahoe rates **lower** for the following: restaurant, spa/gym, rec center, studio/1br apartments, marina

Evaluation of Current N. Tahoe Code to Kings Beach

- ▣ Land uses were inventoried for KB and TC and the current parking codes applied (along with peak hour factor) in order to compare observed parking with code requirements.
- ▣ In KB, the code requires 12 percent more spaces than observed to be used at peak.
- ▣ Retail rate is higher than observed in some areas, though generally consistent at Rite Aid and Safeway. Some areas indicate restaurant rate is too high, others that it is too low. Use at Sierra Country Tire exceeds code.

Evaluation of Current N. Tahoe Code to Tahoe City

- ▣ Inventory of land use reflects current occupancy / renovation projects.
- ▣ Current code results in parking requirements 51 percent over observed peak parking use.
- ▣ Rates for retail and restaurant are higher than necessary in most areas.
- ▣ Observed parking in Marina area indicates current marina rate is appropriate.
- ▣ Strict application of current Code would result in many spaces never needed to accommodate demand.

Key Planning Assumptions

- ▣ It is in the public interest to minimize parking where possible, to reduce environmental effects, reduce costs, and help create better communities.
- ▣ However, the private auto will remain the predominant transportation mode for the foreseeable future. Too little parking would result in community and economic impacts.
- ▣ In light of the very limited days and times of peak demand, it is appropriate to plan for 100 percent parking utilization at peak.

Recommended Parking Rates

Increase rates for:

- Auto repair/service or service station
- Recreation Center

Decrease rates for:

- Multiple Family Dwelling Units of 2 or More Bedrooms
- Residential Care
- Theater
- Auditoriums/Meeting Space With Fixed Seating
- Financial Services
- Health Care Services
- Professional Offices
- Food and Beverage Retail Sales
- General Merchandise – Convenience Store
- Small Scale Manufacturing
- Warehousing / Mini-Warehousing
- Colleges

Other Parking Code Recommendations

- ▣ Provide a reduction in parking rates in commercial core areas (excluding residential or lodging)
- ▣ Maintain the current maximum rates set at 10% over minimum
- ▣ For restaurants, allow areas used for snow storage to count towards parking required for unenclosed patio dining areas
- ▣ Increase the maximum walk distance for off-site parking distance from 300' to 500', and consider on a case-by-case basis beyond that

Fee-In-Lieu Program

- ▣ As an alternative to providing parking on individual sites, developers are provided an opportunity to pay an in-lieu fee based on the cost of providing an off-site public parking space.
- ▣ Increases development potential of small lots
- ▣ Increases the urban design and walkability of commercial cores
- ▣ Increases the effective utilization of parking (shared parking), reducing overall need for new parking
- ▣ In-lieu parking fee programs already exist in Truckee, Breckenridge, Aspen (and lots of non-resort communities, too)

8 Criteria for a Successful In-Lieu Fee Program

1. Small or irregular shaped parcels making on-site parking difficult? **Yes**
2. Sufficient demand to ensure multiple participants to fund parking in a timely manner? **Probably**
3. Feasible opportunities to build new public parking within walk distance? **Yes**
4. Would the commercial district benefit from an improved window-shopping pedestrian environment? **Definitely**

8 Criteria for a Successful In-Lieu Fee Program

5. Active efforts to expand public parking that could be aided by fees? **Yes**
6. Staff resources available to administer the program? **Yes**
7. Other funding sources available to augment in-lieu fees? **Yes**
8. Would the program make a substantial difference in making redevelopment projects possible? **Yes**

Recommendation: In-Lieu Fee Program

- ▣ Establish In-Lieu Fee Programs for both Kings Beach and for Tahoe City core areas
- ▣ A flat fee of \$37,000 per space should be applied (based on recent actual costs), though public funds could “buy down” this rate
- ▣ Non-residential uses only
- ▣ Smaller projects may provide up to 100% in-lieu parking, though larger projects may be required to provide a portion of parking on-site
- ▣ Avoid variances, as the in-lieu program addresses site specific limitations typically requiring a variance

And to Quote...

*“Off-site parking often can have its greatest application in older developed areas where small lots, multiple landowners, and physical constraints prevent the construction of on-site parking”
(Flexible Parking Requirements)*

*“In-lieu fees allow us to create vibrant and great new developments without having to screw up the urban form for the automobile, when we really want to design these places for people!” John McLaughlin,
Truckee Community Development Director*

Other Recommendations

- ❑ Do not pursue a paid parking program, given implementation costs and impacts (\$800,000 of capital costs plus \$210,000/year of ongoing costs)
- ❑ Bicycle parking – require 10 percent of auto spaces, with a minimum of three, for all new construction or addition to commercial, public, industrial uses as well as multifamily dwelling units. If exceeding 10 bicycle spaces, this requirement may be reduced by the Planning Department.
- ❑ Continue to allow up to 20 percent of spaces to be compact spaces, for lots of at least 20 spaces.
- ❑ Wheel stops should only be used in locations where necessary to protect pedestrian or landscaping areas.
- ❑ Stacked parking should continue to be allowed.

Other Recommendations

- ▣ Investigate opportunities to provide funding to private parking lot owners to allow public use during non-peak periods (such as beach parking on lodging property lots)
- ▣ Parallel onstreet parking should be encouraged in activity centers as a means of improving the sidewalk environment, providing additional public parking and enhancing street life. Angled parking should be discouraged along arterial and collector streets.
- ▣ A minimum driveway length of 40 feet should only be required on busier road and for lots exceeding 10 spaces.

Additional Public Parking – Current Need

In order to provide maximum 100% utilization of public parking, the following additional public spaces are needed:

Kings Beach

District 1 – Safeway/Brockway	13
District 2 – North Tahoe Beach	8
District 4 – 267 to Secline South of 28	8
District 10 – Bear to Coon South of 28	8
District 12 – Coon to Fox South of 28	16
District 13 – Fox to Chipmunk North of 28	<u>2</u>
Total	55

Tahoe City

District 2 – 64 Acres / S. of Truckee River	10
---	----

Additional Parking – Future Need

- ▣ Based upon a reasonable scenario of future development, an additional 276 additional parking spaces will be needed in Kings Beach, and 342 in Tahoe City
- ▣ The proportion provided in public facilities will depend upon design of individual sites

Locating New Public Parking

- ▣ A strategy of **integrated** public parking is recommended, rather than **intercept** parking. Motorists are willing to walk, but not to wait for a shuttle bus.

- ▣ Key factors in locating public parking:
 - Availability of land, and of willing sellers or partners
 - Visibility and accessibility to motorists
 - Potential for joint development
 - Cost of land, and cost of construction
 - Proximity to developments choosing to use the in lieu parking program
 - Pedestrian travel routes, as well as the interaction between motorists and pedestrians crossing the state highways
 - Overall consistency with community land use, mobility and urban design plans

Parking Location Factors: Kings Beach

- The greatest need for additional public parking is in the three key blocks between Deer Street and Fox Street, due to both beach demand and commercial demand.
- At least in 2014, there was a strong need for additional public parking in the North Tahoe Beach / Secline Beach area. Assuming that counts in future years confirm this use pattern, additional public parking serving this western end of the commercial core area would be warranted.
- Additional public parking on the block between Secline Street and Deer Street, as well as in the area east of Fox Street, will largely be a function of potential future development.

Potential opportunities for additional public parking in the Kings Beach area:

- The old redevelopment site on the south side of SR 28 opposite Caliente.
- The parcels previously considered under the “Town Center” proposal, including the old KFC site on the north side of SR 28 west of Fox Street.
- The area to the north of Rite-Aid.
- Joint redevelopment of one or more of the older lodging properties west of Deer Street.
- Improvements (including parking improvements) to the Secline Beach area, including potential use of the existing Beacon gas station site.

Parking Location Factors: Tahoe City

- ▣ Available spaces at peak times are limited to private lots, as public lots fill to capacity
- ▣ Public parking is in particularly short supply in the core area between roughly Cobblestone on the west and Jackpine Street on the east
- ▣ Even with the addition of 131 parking spaces at the Tahoe City Transit Center, a parking deficit still occurs in the 64-Acre area on peak summer days

Potential opportunities:

- ▣ Lower TCPUD lot
- ▣ The vicinity of the Bechdolt Building and Tahoe City Golf Course access road
- ▣ Provision of a modest amount of public parking on the old Fire Station site, perhaps beneath a public plaza deck
- ▣ Extension of the existing Grove Street lot southwestward to connect with Cobblestone Center parking
- ▣ The private vacant lot on the southwest corner of Jackpine Street and Tahoe Street
- ▣ Joint development that includes new public parking in the Lighthouse Center area

Area Plan Status

TRPA Review of Administrative Draft Plan	Ongoing
NOP and Public Review Draft Area Plan	June
Draft EIR/EIS - Public Review	Fall 2015
Plan Refinement	Summer/Fall 2015
Placer County Board Hearings/Adoption	Early 2016
TRPA Submittal & Conformance Review	Early 2016

Questions / Comments

Gordon Shaw, PE, AICP
LSC Transportation Consultants, Inc.

County Staff

Next Steps

Travel Mode Data

TABLE 16: Travel Mode Survey Results

Trip Category	Travel Mode					Total Survey Responses
	Auto	Bike	Walk	Transit	Other	
Tahoe City	76%	10%	7%	2%	4%	143
- Commercial / Other	79%	9%	5%	2%	5%	86
- Recreation	71%	13%	11%	2%	4%	56
Kings Beach	81%	2%	11%	3%	3%	139
- Commercial / Other	75%	2%	14%	7%	3%	59
- Recreation	86%	3%	9%	0%	3%	78
Placer County - Other Locations	75%	13%	4%	0%	8%	52
Total North Tahoe	78%	7%	8%	2%	4%	334

SOURCE: TRPA 2010 Summer Surveys

Tahoe2010_Data for NTParking.xlsx

The data does not support a reduction in parking rates in the commercial core areas reflecting lower auto use