

City of Vancouver, Washington  
Parking Division  
Community & Economic Development Department

# Government Parking District Management Plan

Prepared by:

**Government Parking District Stakeholder Advisory Committee**

With assistance from:



**RICK WILLIAMS CONSULTING**  
Parking & Transportation

610 SW Alder Street, Suite 1221  
Portland, OR 97205

Rick Williams, Principal  
Owen Ronchelli, Project Manager



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## Acknowledgements

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### Vancouver City Council

Timothy Leavitt, Mayor  
Jeanne Harris, Councilmember  
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Jack Burkman, Councilmember  
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### City of Vancouver Parking Advisory Committee:

Randy Short, Chair  
Leah Jackson, Vice-Chair  
Joe Morrison  
Donna Boyer  
Nelson Holmberg  
Yolanda Morales  
Robert Figley

### Government Parking District Stakeholder Committee

Troy Crompton	Branch Manager, Airgas
Kris Hanson	Director of Affordable Housing, VHA
Mike Heckinger	General Manager, Fastenal
Leah Jackson	Vancouver Parking Advisory Committee
Viki Landsverk	Open House Ministries
Mitch Langjahr	Vice President, Airgas
Josh Oliva	Hi-School Pharmacy, HSP Properties
Ted Reavey	Owner, Briar Rose Inn
Mike Westerman	Purchasing Manager Clark County

### Project Coordinators (City of Vancouver)

Mike Merrill	Parking Manager
Sandra Towne	Planning Manager
Bryan Snodgrass	Principal Planner

### The Consultant Team

Rick Williams	Rick Williams Consulting
Owen Ronchelli	Rick Williams Consulting



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### ATTACHMENTS

- A. Current Inventory: Stall Types by Block Face
- B. Proposed Template: Stall Type by Block Face



## 2012 Vancouver Government Parking District Study & Strategies

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### I. THE ROLE OF PARKING IN THE GOVERNMENT PARKING DISTRICT

The role of parking in any business district cannot be seen as a stand-alone solution in and of itself. The key to a successful business environment is truly the land uses that comprise it. A vital business district is an area that has a clear sense of place and identity. The Government District of downtown Vancouver is comprised of unique uses and amenities. Unlike the downtown retail core, people come to this area to conduct business with governmental agencies as well as to experience an environment that has a diverse mix of street level businesses and community based institutions. As such, the true role of parking is to assure that the needs and demand of visitors, employees and residents of this area are fully supported.



Parking is just one tool in any City's economic development toolbox. Parking must be managed to assure that priority land uses are supported with an effective and efficient system of access that caters to the needs of priority users.

### II. STUDY GOALS

The purpose of this study is to develop a workable parking management plan that will improve and enhance user access to the Government District of Vancouver's downtown. The plan will need to be specific enough to accomplish the following:

- a. Establish overall parking policy guidance for the district, and initial designation of individual stall types, to be refined through ongoing plan implementation.
- b. Reflect stakeholder input derived from an active involvement process with key representatives from the district interested in the role that parking will play in the growth of the area.
- c. Address known parking and access constraints as identified through the data collection process (described in **Sections VI - VIII** below). This will assure on going improvements in access opportunities for patrons, employees and residents of the Government District.
- d. Provides flexible decision-making guidelines and triggers. This will assure that parking management strategies and programs are implemented in a manner that best serves the unique and changing nature of the Government District (see **Section IX**).

### III. STAKEHOLDER INVOLVEMENT

The study was overseen by a 9-member Stakeholder Committee of district property and business owners, and public and non-profit agency representatives, listed in the study acknowledgements section. The Committee was appointed by the City of Vancouver to represent those which have direct experience in the District and will be impacted by any future parking changes. The Committee was charged with identifying key issues regarding parking, transportation, access and impacts of parking on the continuing economic vitality of the District. The Stakeholder Committee plan was twice presented to the Vancouver Parking Advisory Committee for review and input. Also, an informational flyer, with contact information was sent to properties and occupants/residents within the district. Technical assistance was provided by the consultant team and City of Vancouver staff.

### IV. STUDY METHODOLOGY

The purpose of this report is to provide:

- a. A summary of data findings from the 2012 survey of on-street parking utilization within the Government District Parking Area of downtown Vancouver.
- b. An initial set of recommendations for enhancing on-street parking management within this unique downtown parking district.

The study is supported by a methodological data gathering approach completed by the project team, including a physical inventory of existing on-street public parking stall types in the District, and a detailed survey of observed parking activities on Friday, October 5<sup>th</sup> and Tuesday, October 9<sup>th</sup>, 2012. The days were selected in coordination with City staff and the Stakeholder Committee to better understand parking use in the district on varying days of the week, particularly any impacts that might be associated with the peak activities of County buildings and courts. Data was collected over a 10 hour period on each of the survey days, beginning between the hours of 8:00 and 9:00 AM and finishing between the hours of 5:00 and 6:00 PM. Development of the data template and collection of data was performed by Rick Williams Consulting.

The survey itself involved an hourly accounting of every occupied on-street parking stall in the study area using the first digits of the parked vehicle's license plate. The on-street study represents involved a 100% sample of the district on the survey days. *The study was not tasked with specific inventorying of off-street parking facilities, although their general impact was considered in the analysis and stakeholder discussion. Also, committee membership included the manager of the Clark County Parking Garage, the largest off-street facility in the district.*



## V. STUDY AREA

The study area boundary incorporates the Westside Government District, originally defined by the adopted Vancouver Center City Vision (VCCV) Plan, shown in Figure A. The area encompasses approximately 49 blocks, and includes all on-street parking located within the boundaries that include W. Mill Plain Blvd. (north), W. 8<sup>th</sup> Street between Jefferson and Harney, and W. Evergreen Blvd., between Harney and Columbia Street (south), Columbia Street (east) and the railroad tracks as they parallel the western edge (west).

Government facilities within the district include the Clark County Courthouse, Public Service Center, and the County Jail and Juvenile Detention Center; a U.S. Port Office and federal building; and a City of Vancouver Fire Station. There are a number of industrial uses at the east of the district, and various churches and social service organizations throughout. Commercial activity is generally limited to small office and service uses, with very little retail activity. Housing is primarily multi-family.

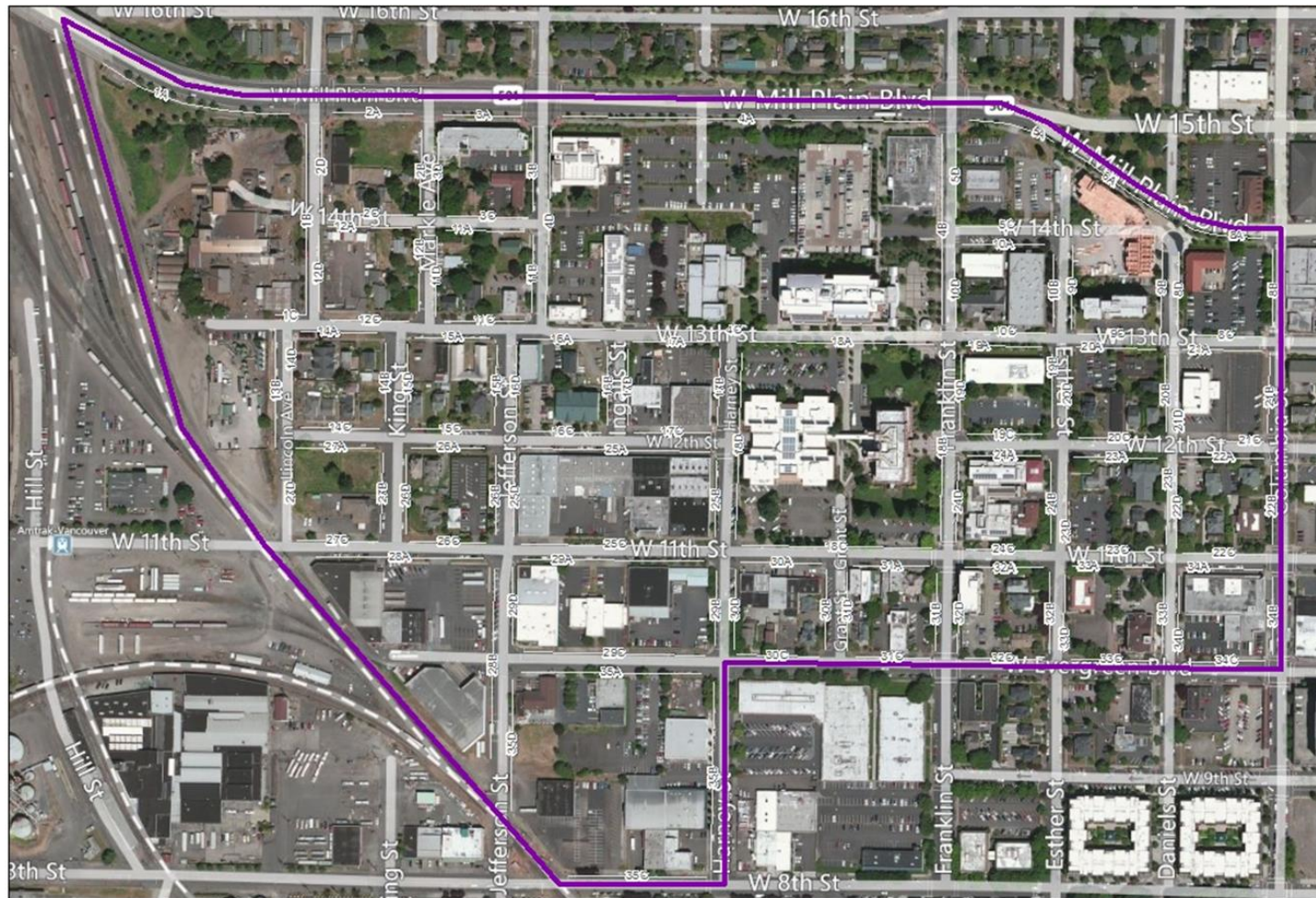
## VI. INVENTORY

The on-street parking inventory is comprised of 783 total stalls. **Table 1** provides a breakout of the supply by type of stall designation (i.e., time stay allowance), number of stalls in each designation, whether metered or not and the percentage of total supply represented by the specific stall designation.

**Table 1**  
**2012 Study Area On-Street Parking Inventory**

<b>Government District Parking Stall Breakout</b>		
<i>Stalls by Type</i>	<b>Number of Stalls</b>	<b>% of Total Stalls</b>
<b>30 minutes (metered)</b>	11	1.4%
<b>1 hour (metered)</b>	27	3.4%
<b>2 hours</b>	12	1.5%
<b>2 hours (metered)</b>	128	16.3%
<b>3 hours (metered)</b>	10	1.3%
<b>4 hours</b>	1	<1%
<b>10 hours (metered)</b>	135	17.2%
<b>No Limit</b>	398	50.8%
<b>Permit Only</b>	61	7.8%
<b><i>Subtotal non-metered stalls</i></b>	<b>472</b>	<b>60.3%</b>
<b><i>Subtotal metered stalls</i></b>	<b>311</b>	<b>39.7%</b>
<b><i>Total On-Street Stalls</i></b>	<b>783</b>	<b>100%</b>

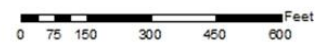
**Figure A**  
**Study Area Boundary**



Vancouver Government District  
Parking Survey



Study Area



As **Table 1** indicates there are nine types of on-street parking in the study zone. About 40% of the supply is paid meters (311 stalls) and 60% is free parking (472 stalls). The largest percentage of parking in the study zone allows unlimited (No Limit) free parking, with 398 stalls (or 50.8% of the total inventory). This is followed by 10 Hour metered parking, with 135 stalls (17.2%) and 2 Hour metered parking (16.3%). The rest of the supply is broken across a number of stall types in small quantities.

**Key Findings: Inventory**

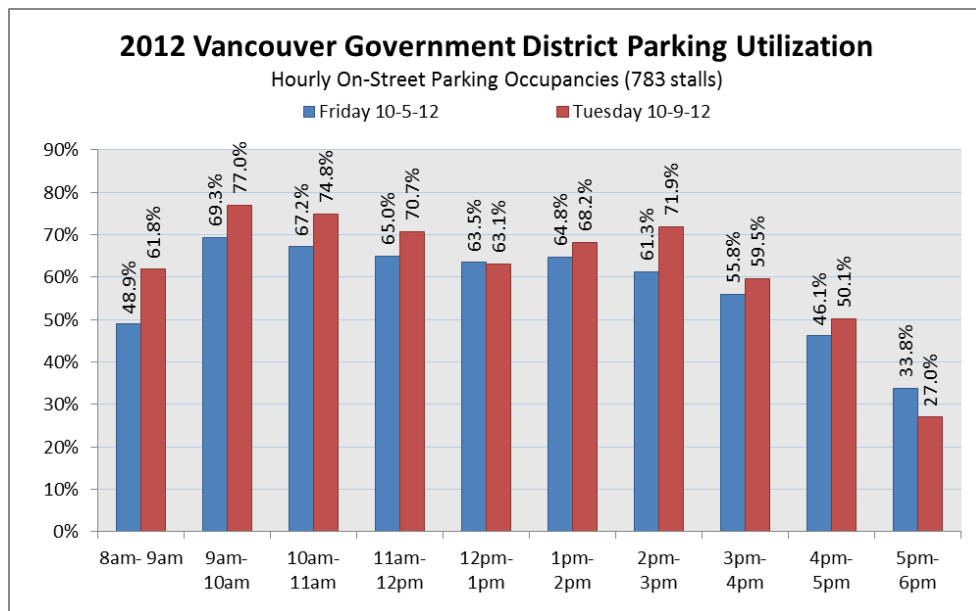
- There are too many (9) parking stall types, creating confusion for users.
- The majority of existing parking (70%) allows for long-term parking, either 10 Hour meters or free No Limit stalls.
- The majority of parking nearest to the County campus is either free no-limit parking, 10 Hour metered parking or permit only parking.
- The 70% of long-term parking provides convenient employee parking while limiting opportunity for customers/visitors to have near-in access to the government center or businesses in the area. For data see **Section VII**.

Detailed mapping of the existing inventory by stall type, by block face can be found in **Attachment A** of this report.

**VII. ON STREET OCCUPANCY**

The survey taken over a ten hour period on each day surveyed – Friday 10/5/12 and Tuesday 10/9/12 - provided the percentage of hourly on-street parking occupancies shown in **Figure B** below.

**Figure B**  
Existing Government District Parking on-street Occupancies



## Key Findings: On Street Occupancy

### A. General

- Combined occupancies for the two days surveyed were shown to be very robust with the highest levels of activity occurring between 9:00 and 10:00 AM.
- Friday total occupancy has little variation between 9:00 AM and 3:00 PM, ranging from a low of 61.3% to a high of 69.3%.
- Tuesday has steady occupancies between 9:00 AM and 2:00 PM and experiences a second peak hour from 2:00 to 3:00 PM, when occupancy rises to 71.9%.
- Tuesday (10/9/12) demonstrated the highest peak hour usage at 77.0% with Friday (10/5/12) peaking during the same hour at 69.3%.
- The drop in occupancy at the noon hour on both days indicates that employees may be leaving to find lunch destinations outside the district and/or fewer business related appointments are made during lunch hours.
- There is a pattern of quickly declining occupancies beginning at 3:00 PM for both days.

*In total, there are 89 block faces that allow parking within this node. Of that total, 62 block faces are at or above 85%, resulting in 70% of this area operating at a congested or constrained level.*

An early peak hour tends to indicate high use of the on-street system by employees as opposed to a traditional retail visitor peak that would occur between noon and 1:00 PM. Given that the district is (a) non-retail with governmental institutions and (b) the format of the on-street supply is primarily long-term parking (10 Hour and No Limit), this type of utilization “curve” is to be expected.

### B. Peak Day Congestion

Within the parking industry, an inventory of parking is considered “at capacity” or congested when block face occupancies reach or exceed 85% in the peak hour. Where more than 85% of parking stalls are occupied, business patrons or other users may be discouraged from visiting local land uses, or may add to area congestion by circling the area in search of available spaces.

Because the Government District study area is very large, totaling the equivalent of 49 city blocks, the overall peak hour occupancy number can understate constraints within portions of the District.

To this end, the peak hour (9:00 AM – 10:00 AM) of the peak day was examined more thoroughly to identify areas of constraint using the 85% occupancy standard. To accomplish this, each block face in the district was evaluated within the peak hour. The results of the evaluation show that within the larger 49 block study area, a 31 block node is exceedingly congested.

This high occupancy “node” represents 63% of the total district or about 493 of the 783 stalls in the inventory. The node is generally bounded by W. 14<sup>th</sup> on the north, W. Evergreen Blvd on the south, Lincoln Avenue on the west and Esther Street on the east (outlined in brown in **Figure C** below). As noted in **Figure C**, a majority of the block faces are colored red indicating occupancy of 85% or greater. There are 89 block faces that allow parking within this node. Of that total, 62 block faces are at or above 85%, resulting in 70% of this area operating at a congested or constrained level. An additional nine (9) block faces are orange, indicating occupancies of 70 – 84%.

With such a high occupancy rate in the area of Figure C it is likely that users sense the constraint in the inventory and experience difficulties in finding parking, particularly in areas in general proximity to County Administration or Court Buildings.

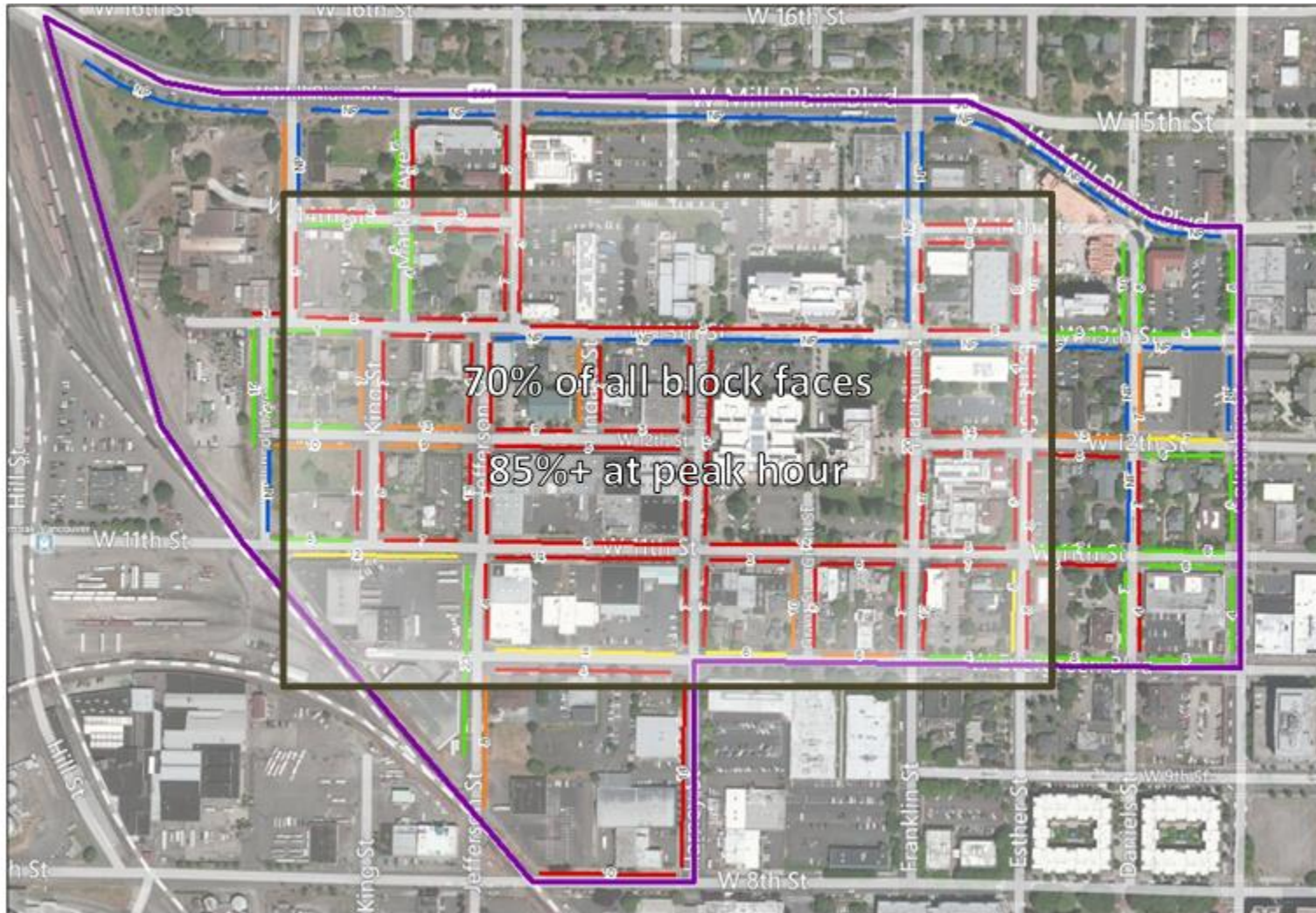
### **C. Utilization Summary by Time Stay**

**Table 2** below provides a brief comparative summary of the two survey days. The table also provides a detailed summary of usage by time stay, which uses data derived from the peak day (Tuesday). Peak day data is significant because it is the data used in developing recommendations for improving parking conditions in the Government District area (see **Section VIII** below).

As **Table 2** indicates, the two survey days share the same peak hour (9:00 – 10:00 AM). However, Tuesday occupancies are much more robust, reaching 77% in the peak hour compared to 69.3% on Friday. At the peak hour, there are just 179 empty stalls in the study zone, spread across an area of approximately 49 city blocks. On Friday, this number totals 240 stalls. Importantly, the overall average length of stay ranges from 2 hours and 53 minutes (Friday) to 3 hours and 5 minutes (Tuesday).



Figure C  
Current High Occupancy Node – Peak Day (Tuesday)



Vancouver Government District  
Parking Survey  
9:00 - 10:00 AM



- >85%
- 84% - 70%
- 69% - 55%
- <55%

- No Parking
- Study Area



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**Table 2**  
**2012 On-Street Parking Summary by Time Stay**

Vancouver Comparative Parking Summary						
Type of Stall	# of Stalls	Peak Hour	Peak Occupancy	Stalls Available	Average Length of Stay	Violation Rate
<b>Friday On-Street Peak</b>	<b>783</b>	<b>9:00 – 10:00 AM</b>	<b>69.3%</b>	<b>240</b>	<b>2 hr./ 53 min</b>	<b>7.3%</b>
<b>Tuesday On-Street Peak</b>	<b>783</b>	<b>9:00 – 10:00 AM</b>	<b>77.0%</b>	<b>179</b>	<b>3 hr./ 5 min</b>	<b>9.4%</b>
Usage by Time Stay <sup>1</sup>						
<b>30 minutes (meters)</b>	11	9:00 – 10:00 AM 2:00 – 3:00 PM	100%	0	N/A	8.1%
<b>1 hour (meters)</b>	27	9:00 – 10:00 AM	100%	0	1 hr./ 10 min	15.3%
<b>2 hour</b>	12	8:00 – 10:00 AM 2:00 – 3:00 PM	66.7%	4	3 hr./ 30 min	62.5%
<b>2 hours (meters)</b>	128	2:00 – 3:00 PM	61.7%	49	1 hr./ 47 min	16.5%
<b>3 hours (meters)</b>	10	9:00 – 10:00 AM 11:00 AM – 12:00 PM	100%	0	2 hr./ 6 min	12.9%
<b>10 hours (meters)</b>	135	9:00 – 10:00 AM	72.2%	39	5 hr./ 0 min	0%
<b>No Limit</b>	398	10:00 – 11:00 AM	80.9%	76	4 hr./ 44 min	N/A
<b>Permit Only</b>	61	9:00 – 10:00 AM	83.6%	10	5 hr./ 6 min	N/A

The lower portion of **Table 2** summarizes peak occupancy, average length of stay and violation rate for each unique time stay category (i.e., 30 MIN, 1 HR, 2 HR, etc.). Given the variety of time stays located in the district, a few conclusions can be derived:

- The overall rate of violation in the district ranges between 7.3% (Friday) and 9.4% (Tuesday) for all parking use in the study zone.<sup>2</sup> Industry best practices target a violation rate of between 3% and 7%. In this range, parking activity is turning over at efficient levels and instances of abuse of intended time stays are low, manageable and not adversely impacting the ability of priority users to find a parking space in a reasonable time frame proximate to their destination. In the Government District violations are on the high end of where the City would want them to be,

<sup>1</sup> Figures for usage by time stay were derived from the Tuesday study which demonstrated higher occupancies in 8 out of the 10 hours surveyed.

<sup>2</sup> "Violations" can only occur at stalls that have time stay restrictions (i.e., 1HR, 2HR, 3HR, etc.). In other words, a user cannot overstay a "no limit" stall.

particularly as a measure of promoting a certain rate of turnover in spaces to assure access by visitors to the area.

- It is clear that 1 Hour metered stalls are not effective, given an average duration of stay of over 1 hour. Though there are only 27 stalls in the district, the average user needs a longer time stay.
- The range of time stay “need” at 2 Hour stalls ranges from 1 hour and 47 minutes to 3 hours and 30 minutes. Given the high number of long-term stalls in the district, it would likely be more “customer friendly” to convert all existing short-term stalls (30MIN, 1HR and 2HR) to 3 Hours. This would (1) simplify the parking system for the customer and (2) provide a visitor time stay more conducive to the needs of a government district.

#### D. Use Characteristics – Comparative

Because data was assembled through hourly recording of the first four digits of a license plate (i.e., unique vehicle) a number of informative use metrics can be derived. These are summarized in **Table 3**

**Table 3**  
**Summary of Existing On-Street Parking Use Characteristics**

Use Characteristics	Friday October 5 <sup>th</sup> 2012	Tuesday October 9 <sup>th</sup> 2012
Average length of stay per vehicle per occupied stall	2 hours/ 53 minutes	3 hours/ 5 minutes
Actual number of unique vehicles	1,561	1,577
Actual turnover rate (number of cars to use a single occupied stall over a 10 hour period)	3.46	3.24
% of unique vehicles violating the posted time stay	7.3%	9.4%

#### Duration of Stay

The average duration of stay within the Government District of approximately 3 hours is longer than other areas of the downtown. A 2008 study of the downtown Vancouver core parking area indicated an average duration at all stalls allowing a time stay of 10 hours or less was 1 hour/46 minutes<sup>3</sup> As **Table 2** indicates, lengthier stays in the Government District are observed at 1 and 2 Hour stalls as well as longer term options.

Overall, visitor stays in this district likely require more time than would be needed by a user in the downtown core. The “customer” of the Government District needs a longer duration of stay, which 3 Hour stalls would provide.

<sup>3</sup> See: Rick Williams Consulting, Parking Capacity and Utilization Study (On-street) Downtown ‘Core’ Zone FINAL REPORT, August 2008.



## Volume

Volume relates the number of unique vehicles parked on - street in the study area over a 10 hour period. Unique vehicles represent the number of individual license plates recorded by surveyors on the survey days. In the Government District, unique vehicles ranged from 1,561 (Friday) to 1,577 (peak day, Tuesday. Just over 150 vehicles per hour access the district's on-street parking system on a typical day.

*Visitor stays in this district likely require more time than would be needed by a user in the downtown core. The "customer" of the government district needs a longer duration of stay, which 3 Hour stalls would provide.*

There is not a significant difference in volume between the two survey days, just 16 cars over the entire day. However, occupancies on the peak day (Tuesday) were significantly higher. Given that the peak day had both a higher violation rate and a higher average duration of stay; this would suggest the need for longer stay options (i.e., 3 Hour stalls) for customer/visitors.

## Turnover

Given the average stay of 3 hours/5 minutes (3.08 hours) over the course of a peak day, a typical on-street stall in the Government District will turn 3.24 times (10 hour day/3.08 hours duration = 3.24 turns). On an off-peak day, the average rate of turnover is slightly higher at 3.46.



In most cities striving to attract street level retail and entertainment based land uses, a turnover rate of 5.0 per day is considered a minimum standard for an attractive and ground level business supportive on-street parking system. However, the nature of business in the Government District suggests that the current rate of turnover is likely sufficient for the needs of the user of this district. The constrained occupancy within the zone outlined in Figure C would suggest the need to reduce the number of 10 Hour and No Limit stalls in areas closest to the County Courthouse. This would provide more "short-term" stalls (i.e., 3 Hour) to customers/visitors needing access to County services and move longer-term stays to the fringes of the district (where on-street parking is less utilized) or into off-street lots, where visual observations indicate an underutilized resource.

## Exceeding time stays

Between 7.3% (Friday) and 9.4% (Tuesday) of users violate the posted time stays in the study area. Industry standards would strive toward rates closer to 3% - 7%. Often times, when violation rates exceed industry standards, the issue is not the number of enforcement officers or the "intensity of

enforcement.” Rather, the issue may be that time stay allocations are not appropriate to user need. When this is the case, it is important for cities to “re-calibrate” time stays to assure that customers/visitors are given an appropriate amount of time based on the nature of “business” in the area. As stated earlier, this measure and other data derived from the study suggest a need to re-calibrate customer/visitor time stay allowances in this parking district.

## VIII. CONCLUSIONS: DATA COLLECTION

Overall the format of parking in the Government District has not been strategic. Nearly 70% of the parking on-street allows for 10 Hour and No Limit time stays. The remainder of parking options is a jumble of 30 Minute, 1 Hour, 2 Hour and 3 Hour alternatives. Similarly, the majority of parking closest to the County campus is long-term parking that is heavily used by employees.

Parking occupancies are very robust in the Government District. On the peak day (Tuesday) occupancies reach 77%, with a “high occupancy node” of 31 city blocks that exceeds 85% peak hour occupancy. Peak hour occupancy exceeding 85% is considered highly constrained by parking industry standards.

*Parking occupancies are very robust in the Government District... with a “high occupancy node” of 31 city blocks that exceeds 85% peak hour occupancy. Peak hour occupancy exceeding 85% is considered highly constrained by parking industry standards.*

Average durations of stay in the district are about 3 hours. Coupling this finding with a high rate of time stay violations (7.3 – 9.4%) indicates a need to replace 1 Hour and 2 Hour stalls with 3 Hour stalls. Also, the use of 30 Minute stalls should be limited, allowing them as an exception to a 3 Hour “short-term” standard.

## IX. STRATEGY RECOMMENDATIONS

As a result of the data inventory process and continuing discussions with the City and the Stakeholder Committee, specific parking management strategies have been identified and are recommended for implementation. Recommendations for changes in current policy/code and initiation of strategies will optimize the efficiency of the *existing* parking supply in the Government District area. The consultant team believes all of the recommendations presented in the report are consistent with the study goal of improving and enhancing the parking system in the Government District. We believe all the strategies recommended in this report will assist the City to more effectively manage its parking supply.



These recommendations are organized as follows:

- A. Recommended Policy Actions
- B. Parking Management Strategies
- C. Recommended Code Changes
- D. Implementation Schedule
- E. Budget

**A. RECOMMENDED POLICY ACTIONS**

- **Formally establish the Government Parking District area as a new parking meter district within the downtown.**

Establishing the area (**Figure A**) as a meter district, City Council would then authorize the City Manager and City Parking Manager to expand paid parking (meters or pay stations) as necessary and appropriate.

- **Reaffirm the 85% Rule as the optimum occupancy standard for the parking management zone and the “trigger” point for decision-making.**

The Government Parking District Stakeholder Committee endorses the 85% Rule as the best measure of system performance. More aggressive actions for managing parking should be implemented when significant areas of the parking management district exceeds 85% peak hour occupancy as determined in routine occupancy surveys of the district (see Strategy B.9 below).

- **Encourage private sector owners of off-street parking in the district to “share” underutilized parking resources to accommodate employee parking.**

Though not a task within this study effort, anecdotal observations of off-street parking lots and garages in the Government District indicate significant unused parking resources. This may stem from a number of factors, including:

- A significant amount of free on-street parking that allows employees close access to worksites (though possibly at the expense of customers/visitors).
- Accessory parking restrictions on private lots that limit access to only users of a specific business (even though parking is underutilized).
- Lack of data that objectively quantifies and locates available off-street parking surpluses.
- Lack of communication between owners of parking and users seeking access.

Business and property owners generally provide and manage parking to serve exclusive accessory uses to their particular site. As such, sites are often developed without benefit of a

process or policy that would allow for discussions to maximize both the accessory and public supply of parking in a given private project.

Given the cost of parking development, it would be important and useful for the City to encourage shared parking agreements between owners of off-street parking and user groups. The opportunity to provide incentives for more flexible management of private supplies (allowing general public access) or additional supply for public use within a private project should be explored.

## **B. PARKING MANAGEMENT STRATEGIES**

The following strategies are recommended for implementation within the Government Parking District:

### **1. Simplify the parking format in the district to include two “base standard” time stays: 3 Hour and 10 Hour.**

The recently completed parking inventory of the Government District study zone identified nine different parking types in the district. Data analysis also found that 30MIN, 1 Hour and 2 Hour parking stalls were not well calibrated to average duration of stay data. The number of stall types and duration of stay information indicates a district that is likely confusing to users and out of sync with the time stay needs of the priority short-term customer/visitor trips.

To this end, it is recommended that:

- All current 30 Minute, 1 Hour, 2 Hour and 4 Hour stalls are converted to a 3 Hour base standard stall.
- All current No Limit and Permit Only stalls are converted to a 10 Hour base standard stall.

### **2. Implement pay to park throughout the Government District Parking Area**

Currently 40% of all on-street parking in the district is metered (pay to park) and 60% is provided as free parking. This creates disparities by location and equity issues between those who fill the free spaces early and those who arrive later in the day. Also, parking occupancy data suggests that the district is highly occupied, particularly in the large “high occupancy node” which centers on the County Courthouse campus.

It is recommended that:

- All on-street parking in the district be pay to park.

- As possible, utilize pay station technology that is in current use by the City (i.e., pay and display, multi-space meters). This is particularly important for users of 10 Hour stalls, where use of a credit card (versus coin) will be particularly convenient.
- Maintain current City hourly rates.
- Allow for on-street permits in underutilized areas of the district (e.g., along residential “buffer” streets).

**3. Develop “exception criteria” to guide approval of parking stall time stays that do not meet the base standard.**

A specific set of criteria should be established to control the number and approval of 15MIN, 30MIN, 1 Hour and 2 Hour stalls in the area. All “exceptions” to the base standard would be evaluated by type of business (e.g., businesses that actually options that are not within the base standards<sup>4</sup>) and reviewed by the City Parking Manager and the Vancouver Parking Advisory Committee. Develop framework criteria for considering adjustments to the individual stall time stay designations, based on factors such as turnover, rate, occupancy, and availability of nearby off-street parking.

It is also recommended that once specific criteria are established that the City Manager would be empowered with administrative authority to approve/deny requests based on input from the Parking Manager/Coordinator and Parking Advisory Committee.

**4. Use the proposed format map (Attachment B) for parking developed by the consultant and the Government Parking District Stakeholder Committee as a template for “re-calibrating” parking time stays within the Government District. This recalibration (Attachment B) identifies locations for 3 Hour, 10 Hour and “10 Hour or by Permit” stalls..**

The template developed by the Consultant and Stakeholders Committee is consistent with the intent to simplify parking in the district to two base standards and makes efforts to strategically locate 3 Hour visitor stalls. The template provides recommendations for time stay format for each block face in the Government District Parking Area. Most importantly, the template strategically increases the number of 3 Hour stalls in close proximity to the County Courthouse campus to improve access and convenience for customers/visitors.

It is recommended that:

- The City Parking Manager works with staff and area businesses to refine the proposed format, remaining consistent with the base time stay standard.
- The City strives to improve customer/visitor access near the County campus and for street level businesses.

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<sup>4</sup> For example: dry cleaners, post office, ticketing outlets, etc.

**5. Expand residential permit program as necessary to create an efficient “buffer” between neighborhood(s) and Government District Parking Area.**

Expanding the on-street pay to park program in the district may cause some employees, currently parking free on-street, to “flee” to adjacent neighborhood parking areas. The City currently provides for residential permits in the Houck and Arnada neighborhoods.

It is recommended that the City:

- Involve potentially impacted neighborhood associations in discussions related to finalizing and implementing the recommendations of this plan.
- Be prepared to expand existing programs to ensure that overspill into neighborhoods is not exacerbated as a result of this plan.
- Provide adequate enforcement to protect neighborhood areas.

**6. Explore alternative on-street permit rate options within the district.**

The Government District Parking Plan Stakeholders Committee recognized that there are many users within the district and that some users maybe more impacted by changes than others.

**7. Stripe/re-stripe public inventory of on-street parking.**

The majority of on-street parking within the study area is striped. Striping is effective because it assists the customer in identifying a parking stall, thereby creating a sense of order and convenience. Effective striping also reduces incidents of damage to vehicles and facilitates compliance.

The recent inventory of parking revealed that in many areas the striping is faded and difficult to discern. Many vehicles are parked improperly, most likely because the customer was unable to clearly identify the parking stall. Some areas in the district are not striped at all.

It is recommended that the City:

- Include routine and periodic re-striping of the public parking supply in the on-going City’s capital improvement budget.

**8. Routinely conduct parking occupancy analyses in the Government District Parking Area.**

The recently completed analysis of the Government District’s parking inventory provides excellent information on parking utilization and peak hour capacity.

The need for this data is very important as a foundation piece for determining actions to maximize parking supply. Periodic monitoring of parking activity will allow the City and district stakeholders to

(a) better coordinate enforcement (b) assure maximum utilization based on intended uses and (c) provide solid evidence for the need to move to higher and/or more aggressive levels of parking management.

It is recommended that:

- A parking occupancy analysis is conducted at least every two years. Information from these updates would be forwarded to the City Parking Manager, the Downtown Parking Advisory Committee and Government District stakeholders for review, evaluation and development/refinement of strategy recommendations. Recommendations would be forwarded to the City Manager, City staff and City Council (as appropriate) for consideration for implementation.
- A parking occupancy analysis may be conducted sooner than two years if a large development project were to occur within the district and/or at the request of Government District stakeholders.
- If parking occupancies within significant portions of the parking management zone exceed 85%, the City may implement additional parking enforcement measures to promote desired turnover and space availability within the zone.

### C. RECOMMENDED CODE CHANGES

To support changes recommended in this plan, certain changes to the existing VMC will need to be made. These changes would take place in VMC 9.68 Parking Meters. Specific recommendations include the following (with changes in red):

#### **VMC Section 9.68.022 Additional zones established and designated**

Introductory paragraph: "The following are established as parking meter zones in the central city. Such zones shall be known as Zone 1, Zone 1A, Zone 2, ~~and~~ Zone 3, ~~and~~ Zone 4. The boundaries are as follows, as shown on the map attached to the ordinance codified in this section as "Exhibit A":

9.68.002 Paragraph d. "Zone 3: bounded by the I-5 Freeway, the north line of 16th Street, Broadway between the north line of 16th Street and the north line of 17th Street, the north line of 17th Street between Broadway and Main Streets, Main Street, the north side of 16th to Columbia, the first two parking spaces on the south side of 16th Street, west of Columbia Street, the three parking spaces on the east side of Daniels north of 16th Street, 16th Street, the east line of Harney Street, the north line of 8th Street, the east line of Grant Street, the railroad right-of-way and 5th Street to Columbia, except those areas covered by Zones 1, 1A, ~~and~~ 2, ~~and~~ 4 as described in this section. (Ord. M-2869 § 12, 1990: Ord. M-2698 § 1, 1987: Ord. M-2209 § 1, 1981: Ord. M-2143 § 1, 1980: Ord. M-2129 § 1, 1980: Ord. M-2108 § 1, 1980)"

**New Paragraph:** “e. Zone 4. (Government District) bounded by W Mill Plain Blvd, to the north, W 8th St and W Evergreen Blvd to the south, Columbia St. and Harney St. to the east, and the railroad right-of-way to the west.”

### **Section 9.68.150 Zone 3--Parking**

“Parking Zone 3, as shown on Exhibit B to Ordinance M-2416, is the area of the city so established by Ordinance M-2108, as amended most recently by Ordinance M-2209, and which is bounded by the I-5 Freeway, 17th Street, the east side of Harney Street, 5th Street, Grant Street and the railroad right-of-way, except those areas therein covered by Zones 1, 1A ~~or~~, 2 or 4, all as shown on said Exhibit B.

In that part of Parking Zone 3 bounded by 18th Street, 15th Street, Harney Street and Columbia Street, and on both sides of Harney Street between 16th and 13th Streets and on both sides of 15th Street between Harney and Kauffman Streets, on the north side of McLoughlin between Harney and Columbia, and also on the north side of East 15th Street from Reserve Street to the east side of "E" Street, hereinafter established as Parking Buffer Zone 3A, signs shall be installed to limit all parking subject to the provisions in Section 9.68.190. (Ord. M-2869 § 18, 1990: Ord. M-2416 § 1 (part), 1983: Ord. M-2312 § 2 (part), 1982) (M-3852, Amended, 11/19/2007, Sec 3-Effective 12/19/2007, Prior Text; M-3552, Amended, 05/07/2001, Prior Text)”

## **D. IMPLEMENTATION SCHEDULE**

Implementation tasks already identified are as follows:

- March 18, 2013: Vancouver City Council Work session, 4-6 p.m.
- April 15, 2013: Vancouver City Council Public Hearing, 7 p.m.
- Remainder 2013: Pending adoption, update and/or install signage, meters, striping as needed
- 2014 and beyond: Phased implementation schedule with notice. As needed procure additional meters and pay stations, install and program additional equipment, complete code changes
- 2014 and beyond: Explore residential parking programs and alternative on-street permit rate options within the district.

## **X. BUDGET**

There are currently 783 stalls in the district. Currently 471 are free and unmetered and 312 are metered. More work needs to be completed to determine a final plan for purchase and installation of new pay stations and or wireless single head meters and whether existing meters would be upgraded to pay stations or wireless single space meters. As such, a detailed budget of the costs for installing a pay-to-park system will be developed after approval of the recommended plan. However, the City does



have a listing of individual unit costs which provides a base level outline of potential costs to upgrade the parking system in the district. **Table 4** summarizes these unit costs.

**Table 4**  
**Unit Costs – Pay to Park Systems**

Task/Equipment	Unit cost
Prepare and install meter posts	\$84 material and labor
Paint parking T's on pavement	\$25 material and labor
Paint parking stalls on pavement	\$25 per stall material and labor
Make and install appropriate signage	\$90 each, material, labor and printing
Smart single space meter heard (IPS)	\$750 each, purchase, install, back office
Pay station (Cale)	\$8,000 each, purchase, parts, install, back office

**Table 5** provides estimates for four potential metering options, two with pay stations and two utilizing smart single space meters. Costs range from \$434,768 (Option 3) to \$691,618 (Option 2).

**Table 5  
Pay to Park Options – Government Parking District**

<b>OPTION 1:</b> Add new signage to all 196 block faces and procure and install new pay stations to serve all metered parking stalls.		
Assumption: 3 signs per block face; 1 pay station for each 10 meter spaces		
588 signs	\$52,920	(588 x \$90 make and install each sign)
78 pay stations	\$624,000	(78 x \$8,000 purchase, install, program, software and hardware for each pay station)
Paint 472 parking stalls	\$11,800	(472 x \$25 material and labor to paint new parking stalls)
<b>Total Estimate</b>	<b>\$688,720</b>	
<b>OPTION 2:</b> Add new signage to all 196 block faces and procure and install new smart single space meters to serve all metered parking stalls.		
Assumption: 3 signs per block face; use all new smart meters in the district use existing meter posts for 311 existing metered spaces		
588 signs	\$52,920	(588 x \$90 make and install each sign)
472 smart metered parking stalls	\$587,250	(472 x \$700 purchase, install, program, software and hardware per smart single space meter)
472 meter posts	\$39,468	(472 x \$84 prepare and install meter posts for currently unmetered spaces)
Paint 472 parking stalls	\$11,800	(472 x \$25 material and labor to paint new parking stalls)
<b>Total Estimate</b>	<b>\$691,618</b>	
<b>OPTION 3:</b> Add new signage to all 196 block faces and procure and install new smart single space meters to serve currently unmetered parking.		
Assumption: 3 signs per block face; use all new smart meters in the district use existing meter posts for 311 existing metered spaces.		
588 signs	\$52,920	(588 x \$90 make and install each sign)

472 smart metered parking stalls	\$330,400	(472 x \$700 purchase, install, program, software and hardware per smart single space meter)
472 meter posts	\$39,468	(472 x \$84 prepare and install meter posts for currently unmetered spaces)
Paint 472 parking stalls	\$11,800	(472 x \$25 material and labor to paint new parking stalls)
<b>Total Estimate</b>	<b>\$434,768</b>	
<b>OPTION 4:</b> Add new signage to all 196 block faces and procure and install pay stations to serve currently unmetered parking.		
Assumption: 1 pay station for 10 metered parking stalls; 3 signs per block face; use pay stations at new metered parking stalls in the district		
588 signs	\$52,920	(588 x \$90 make and install each sign)
47 pay stations	\$376,000	(47 x \$8,000 purchase, install, program, software and hardware per pay station)
472 meter posts	\$39,648	(472 x \$84 prepare and install meter posts for currently unmetered spaces)
Paint 472 parking stalls	\$11,800	(472 x \$25 material and labor to paint new parking stalls)
<b>Total Estimate</b>	<b>\$480,368</b>	

**XI. SUMMARY**

The City of Vancouver and the stakeholders of the Government District are striving to promote growth that fits into the future vision of downtown. A strong parking management plan is one tool that can assist the City and stakeholders in attaining its vision.

A strong parking management plan:

- Defines the intended use and purpose of the parking system.
- Manages the supply.
- Enforces parking policies.
- Monitors use and responds to changes in demand.
- Maintains the intended function of and priorities for the overall system.

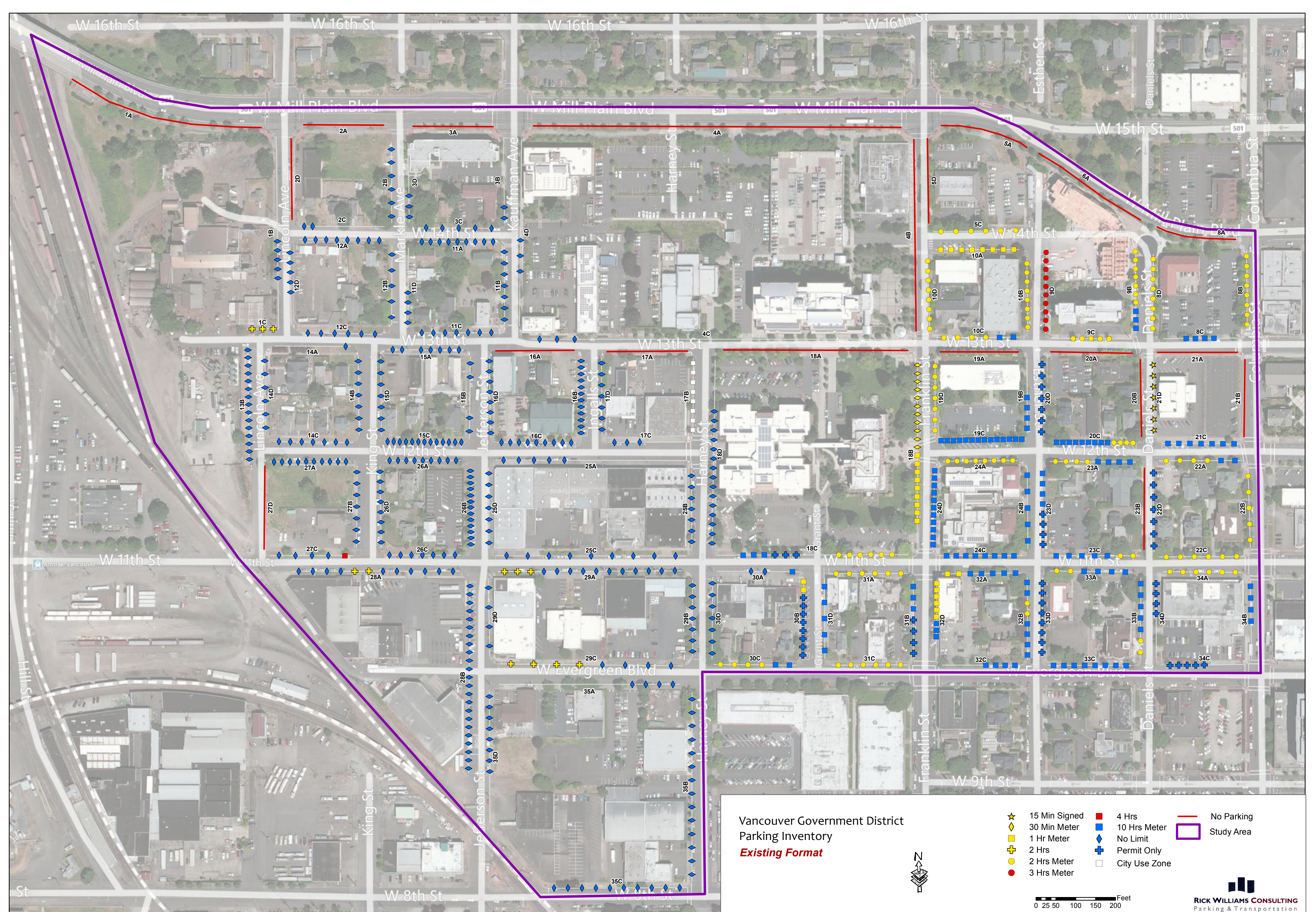
The parking management strategies recommended here were developed to optimize the use of existing parking resources in the Government and realistically prepare for future new supply. These strategies include policy recommendations and on-going management recommendations.

As with any parking management program, the success of the plan is dependent upon its adoption into City policy. Parking management is an on-going process that requires the commitment of time, resources and public/private effort. The plan and its associated policies and strategies are recommended for formal endorsement by the Downtown Parking Advisory Committee and City Council. Formal acceptance of these recommendations will ensure implementation and on-going management of the parking system.

**ATTACHMENT A**  
**Current Inventory: Stall Type by Block Face**

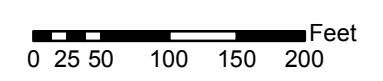
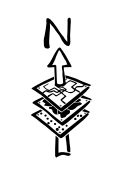






Vancouver Government District  
 Parking Inventory  
*Existing Format*

- |   |               |   |               |   |            |
|---|---------------|---|---------------|---|------------|
| ★ | 15 Min Signed | ■ | 4 Hrs         | — | No Parking |
| ◇ | 30 Min Meter  | ■ | 10 Hrs Meter  | □ | Study Area |
| ■ | 1 Hr Meter    | ◇ | No Limit      |   |            |
| + | 2 Hrs         | + | Permit Only   |   |            |
| ● | 2 Hrs Meter   | □ | City Use Zone |   |            |
| ● | 3 Hrs Meter   |   |               |   |            |





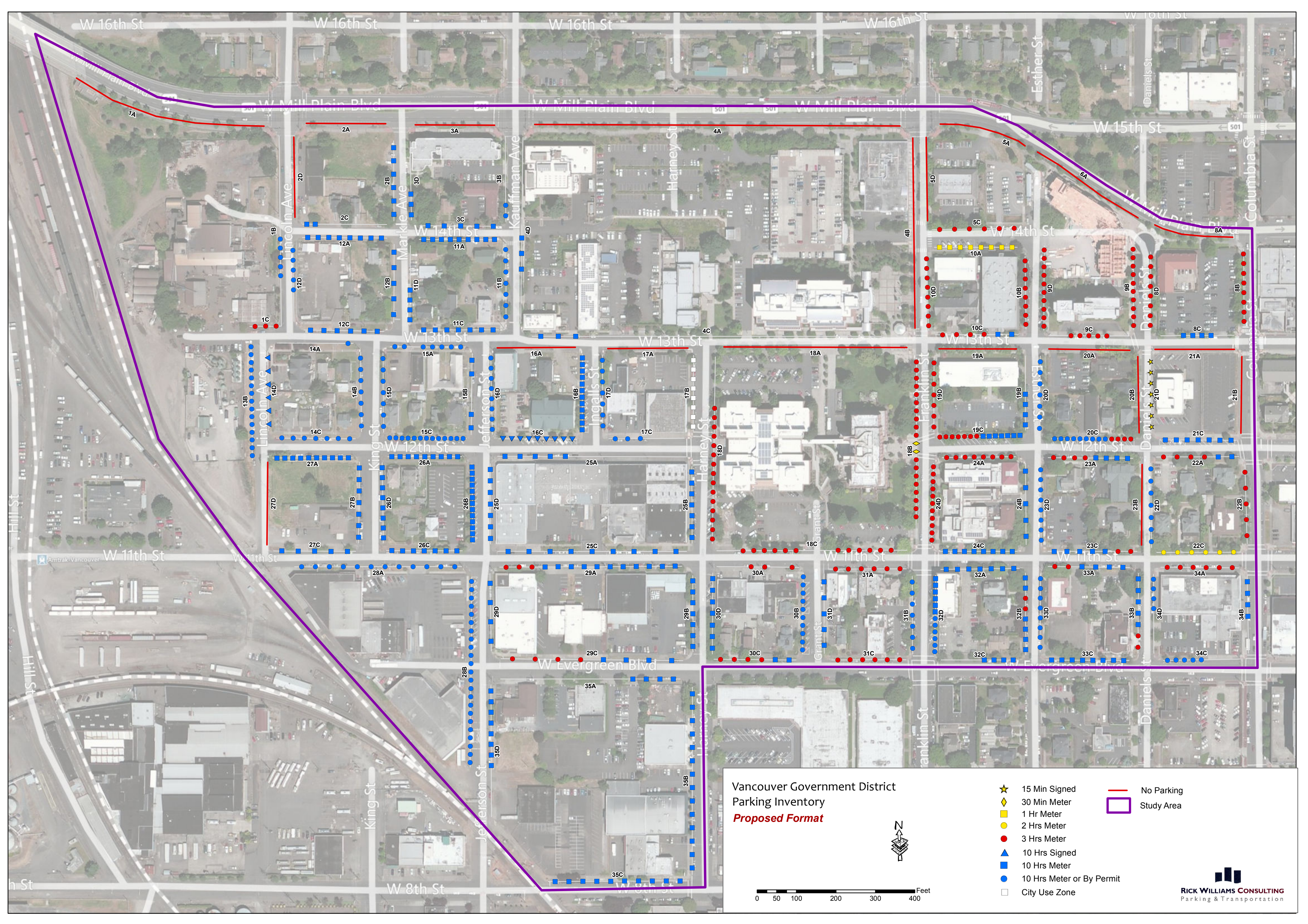




**ATTACHMENT B**  
**Proposed Parking Format Template: Stall Type by Block Face**







Vancouver Government District  
 Parking Inventory  
**Proposed Format**

- ★ 15 Min Signed
- ◇ 30 Min Meter
- 1 Hr Meter
- 2 Hrs Meter
- 3 Hrs Meter
- ▲ 10 Hrs Signed
- 10 Hrs Meter
- 10 Hrs Meter or By Permit
- City Use Zone
- No Parking
- ▭ Study Area





