



Where Life is Sweet

Mayor and Members of the City Council
STAFF REPORT
For the Meeting of July 10, 2023

Title/Subject

Resolution 2283- Establishing “No Parking” on East Fourth Street from Main Street to the alleyways on both the North and South.

Summary and Background

This resolution was considered at the June 26, 2023 meeting, and upon receiving some input from neighboring stakeholders and some general members of the public, City Council requested staff to bring the issue back with some more information regarding alternative parking additions.

Before getting in to specific alternatives, it is important to break this issue down in to its impact on the four different quadrants of the intersection of 4th & Main, because although the total impacted parking lost is 7 commercial spaces and 2 residential spaces, not all quadrants benefit equally from potential alternatives.

NORTHEAST QUADRANT (Head Start Corner)

The Chief Operating Officer for UMCHS contacted City Staff prior to the June 26 meeting to express his support for the proposed revision, which included a loss of 3 on-street parking spaces in front of their main offices. UMCHS has a significant amount of off-street parking available within the block northeast of the intersection. When City staff had mentioned the likelihood of doing angled parking on Gladys, the COO was supportive of that addition as well.

NORTHWEST QUADRANT (Former Columbia Outdoor Corner)

The property owner attended the June 26 meeting, and indicated some disappointment about losing 3 on-street parking spaces adjacent to his building, but he stated that he understood the need for the additional turn lane. As a followup, he inquired about alternatives examined, to which staff responded that the possibility of maintaining 3 spaces in the NW quadrant was examined as theoretically possible; however, it would result not only in 11’ wide driving lanes (1’ narrower than standard) and push through-traffic that much closer to the Head Start facility, but we would be left with “parking spaces” which are only the bare minimum of 6’ wide. It was determined that due to the types of vehicles in the community, combined with the speed and volume of traffic adjacent to the 6’ wide parking spaces, that they would not truly be a safe or functional alternative.

SOUTHWEST QUADRANT (Car Wash & 1 residence)

The owner of the car wash provided no input. The occupant of the residence attended, and indicated opposition to losing space for two to three vehicles to park on-street in front of their home.

SOUTHEAST QUADRANT (Horizon Project)

The CEO of Horizon project has indicated no opposition to the loss of one on-street parking space in front of her facility. This business has an off-street parking lot located on the east side of their building.

ALTERNATIVE PARKING MITIGATION SHORT-TERM RECOMMENDATION

NORTH SIDE- Gladys Angled Parking

Anderson Perry & Associates is working to mock-up a drawing of what converting all on-street parking on the north side of Gladys Ave. between 3rd & 4th would look like. This would replicate and tie-in with the existing angled parking along Gladys between 2nd and 3rd in front of the library and three residences. Since that angled parking was installed, it has been well-received. The 300 block of Gladys on the north side also appears to be a prime candidate for this change because:

- No driveway cuts
- Alleyway provides rear access/parking

The preliminary analysis of this change would result in a net-gain of 6 parking spaces within one block of the 6 parking spaces lost north of Main Street. This 1-block radius is more than reasonable for employees of those businesses in order to preserve closer parking for potential customers and clients. Additionally, historical Google Earth images show that typically only 3 to 4 vehicles park in this area at any given time, with many of the residences utilizing parking from the rear alleyway. So not only would this change add parking spaces, but the current spaces are significantly underutilized.

SOUTH SIDE- No Change

Although there will be one commercial space lost on the east side of the street, that building has an off-street parking lot to the east. The residence to the West has access to at least 3 on-street parking spaces adjacent to it to the South, within less than ½ block on 4th Street. The residence south of the alleyway has off-street parking and a garage, with a driveway on to 4th. Additionally, that residence, being a corner-lot, has on-street parking adjacent to it on both 4th and Hurlburt. The 10 most-recent historical Google Earth images show a total of 11 vehicles parked on the west side of 4th, between the alley and Hurlburt; with three of those being during the 2018 3 on 3 basketball tournament downtown. There is likely to be between 2 and 3 on-street parking spaces available between the alley and Hurlburt at any given time.

One alternative which was considered for addressing parking in the area south of 4th & Main is to designate all parking on the south side of the 300-block of Hurlburt as angled parking, similar

to the solution on Gladys. Unfortunately, this roadway is effectively much more narrow than Gladys which has a 50' width from curb to curb, whereas Hurlburt's is only 35'. However, the Right of Way is plenty large enough. An effort to convert this stretch to angled parking would require eliminating the planter-strip on both sides of the roadway between 3rd & 4th and doing infill paving. Total costs for this are likely to range anywhere from \$100,000 to \$400,000.

ALTERNATIVE PARKING MITIGATION LONG-TERM CONSIDERATIONS

It was asked during the June 26 meeting, what the City's long-term plan is for parking in this area. There are a number of things to consider when considering parking.

Cost of Off-Street Parking Lots: Development of off-street parking lots are not free; even for ones which may seem to already be vacant. Not only is there the cost of building the lot, and/or acquiring the land for the lot, but it's easy to also overlook the cost to local public agencies through lost potential property tax revenue. For example, a currently un-developed area at the corner of 3rd & Main paid \$3,366.51 in local property taxes in 2022. Aside from the real estate acquisition costs, which would be significant, development of that site would also cost \$67,000 in lost property tax revenue over 20 years.

Cost of Lost Development Potential: Converting an otherwise developable lot in to a parking lot, which may not necessarily be necessary, means that the downtown core loses out on the potential for additional development. Unfortunately, the focus for developing a parking lot is the same as for other types of development; meaning that an additional downtown lot is likely to use up some of the most developable land within the downtown.

Impact to Development Pattern: A mis-placed parking lot can have an commercial development patterns, which are looking for the highest vehicle and pedestrian traffic volumes. The current development pattern of Main Street is one that you see replicated in many other communities, with storefronts on Main Street, with parking in the rear. It is probably not in the best interests of the community to develop a parking lot directly fronting on Main Street.

Solution Looking for a Problem: Invariably, any effort to put in a parking lot toward the eastern end of Main Street will be in the wrong location for any number of reasons, when frankly, for the uses there currently, there isn't a major need for additional parking. However, when an opportunity for infill development comes along, it is probably worth examining some opportunities for how the City and the Urban Renewal District, could assist a private development in creating public parking.

Opportunities

- North Side: We've already identified an ability to add 6 parking spaces to Gladys with relatively minimal costs. Development of meaningful off-street parking (40-50 spaces) appears relatively doable within the first block of 4th along Gladys given the type of property ownership in the neighborhood, however all properties appear to be currently occupied either commercially or residentially.
- South Side: There are several potential development opportunities between 3rd & 4th and between Main and Newport. Rather than self-deploy with a public parking lot, it is likely to possible to leverage one of those opportunities in conjunction with a private development proposal for one of the other sites. Meanwhile, any partnership should

keep in consideration the option to install angled parking along Hurlburt between 3rd & 4th, since it requires no real estate acquisition and would result in no net loss of property tax revenue. Meanwhile, review of the past 10 Google Earth aerial images, dating to 2011, shows exactly zero vehicles ever parked along that stretch, with the exception of the day of the 3 on 3 basketball tournament in 2018. Therefore, reconfiguring parking along that stretch could provide a potential new development in that vicinity with as many as 20 available parking spaces.

Previous Background

This resolution will formally designate both sides of East Fourth Street as “No Parking” in the vicinity of it’s intersection with Main Street, extending north and south to the alleyways. This action will eliminate seven currently marked on-street parking spaces within the area. Those spaces are shown in red on the attached sketch.

The purpose for this is to allow for installation of dedicated left-turn lanes for north and southbound traffic on 4th street. This will allow left-turning vehicles to hold in an area which is out of the main North/South travel lanes without impeding that traffic.

Recent, and ongoing, community growth is making this change necessary, including approximately 450 new housing units in development on Diagonal Road. Traffic count data collected in April, 2023 verified that the intersection is nearing capacity in it’s current configuration. Meanwhile, the traffic-sensing equipment embedded in the pavement on the north-leg of the intersection failed this Spring. Therefore, the signal has been switched to a time-based system, which is not responsive to traffic. Knowing that the intersection is already near capacity, now is the time to make the alignment changes so that the correct replacement equipment can be installed to operate this signal.

Adjacent property owners and business operators have been notified of Resolution 2283, and the opportunity for public comment.

Tie-In to Council Goals

Focus Area- Transportation: Improve mobility and transportation

Fiscal Information

Negligible fiscal impact.

Alternatives and Recommendation

Alternatives

Due to the available right of way width, the alternative is either to reconfigure the intersection as presented, with the associated 7-space loss of on-street parking, or make no intersection reconfiguration. There is simply not enough space to proceed with the addition of turn-lanes without parking elimination as-shown.

Recommended Action/Motion

Motion to approve Resolution 2283.

Submitted By:

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