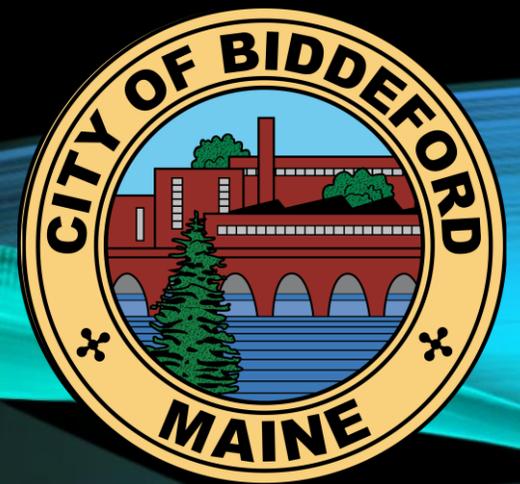


DOWNTOWN PARKING POLICY

Joint City Council and Planning Board Workshop

May 23, 2016



JANE JACOBS

APRIL 1958 FORTUNE MAGAZINE

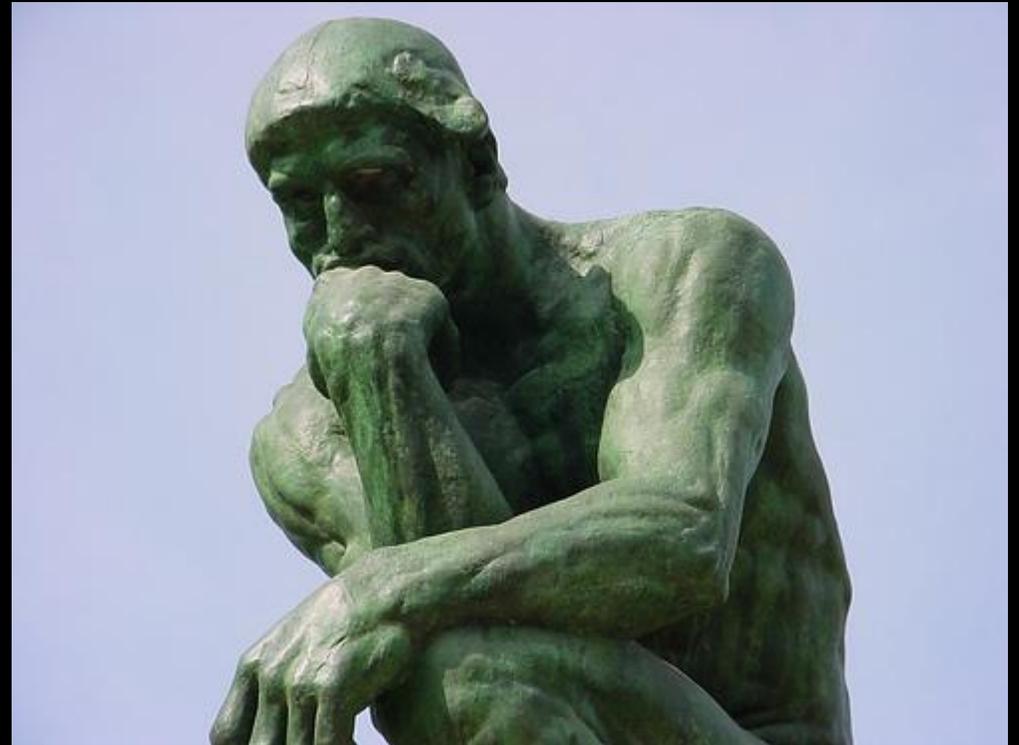
“The user of downtown is mostly on foot, and to enjoy himself he needs to see plenty of contrast on the streets.”

“... what makes a city center magnetic, what can inject the gaiety, the wonder, the cheerful hurly-burly that makes people want to come into the city and linger there...”

“The removal of the cars is important only because of the great opportunity it opens to make the streets work harder and keep downtown activities compact and centralized.”

PURPOSE OF WORKSHOP

- The purpose is to:
 - Connect downtown revitalization and parking policy
 - Understand what experts say about downtown design
 - Understand better Biddeford's downtown advantages
 - Understand the true 'costs' of free on street and surface parking
- The purpose tonight is **not to**:
 - Make any decisions
 - Advocate for any solutions
- Finally...consider the information



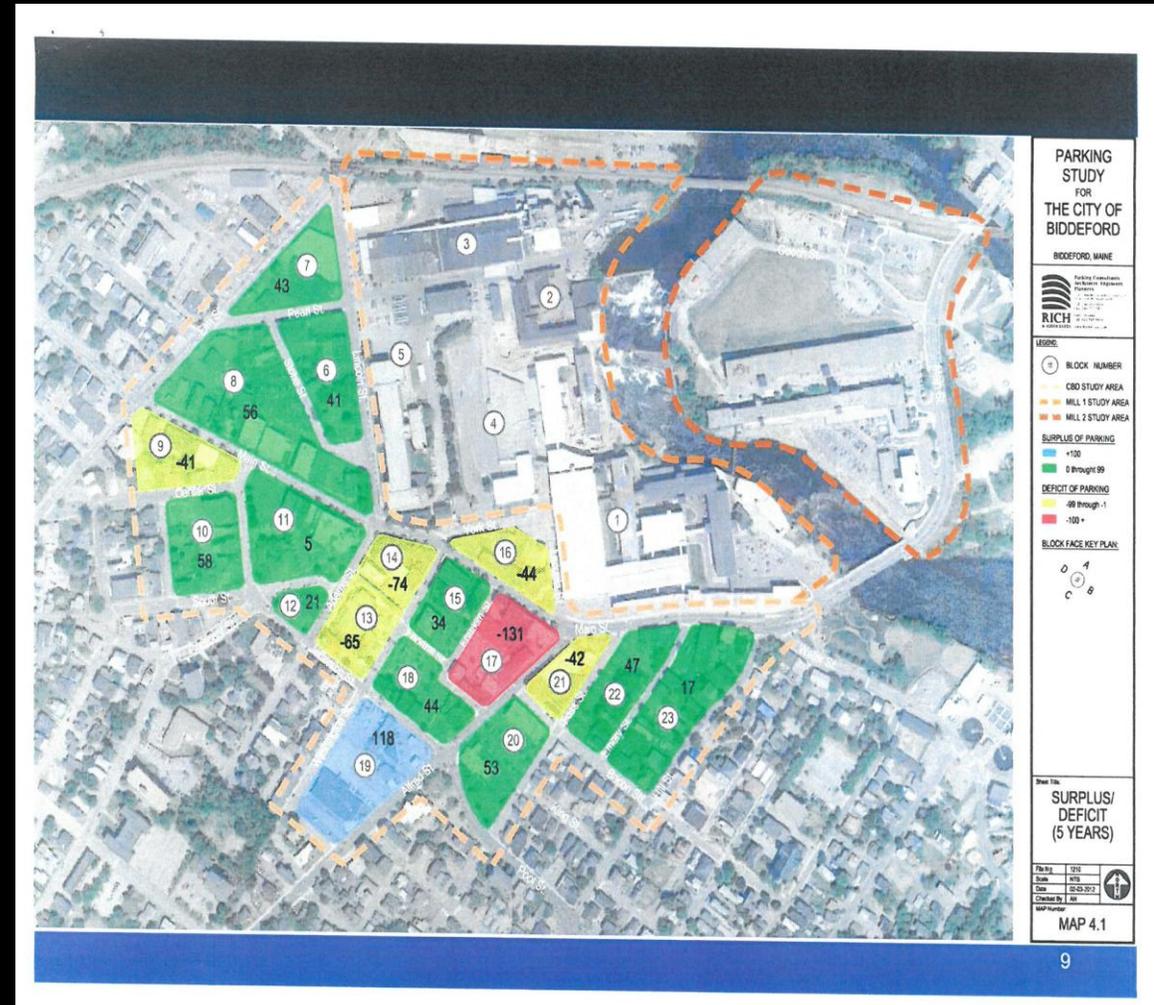
PARKING POLICY IMPLICATIONS

- Encourage those in vehicles to go downtown
- Impact on downtown revitalization
 - Perceived difficulty in finding parking
 - Impact on pedestrians
 - Impact on the *'experience'*
- City's image
- Costs
 - Who pays and how much?



INVENTORY OF SPACES

- Downtown
 - Net surplus of 200
 - Decrease to 141 (2017)
 - Decrease to 81 (2022)
 - Block by block analysis
 - Appendix B
 - Red/yellow = deficit in parking
 - Green/blue = surplus in parking



INVENTORY OF SPACES

Mill District

- Available 456
- 1,203 needed, shortfall of 753
- Total build out
 - 2,572 needed



DOWNTOWN REVITALIZATION

- Using streets/alleys part of visible activity
- Creation of downtown squares
- Importance of 'two shifts'
- Impacts neighbors adjacent
- Needs residential units in downtown of mixed social/economic spectrum
- Multi-functional downtowns; mix of economic activity
- Strong arts presence
- Leverages heritage resources
- Reinvests in underutilized buildings that create energy and feel
- Captures natural beauty of downtown
- Becomes a unique statement of place and community that people love being part of
- Creates a sense of energy
- Dynamic and organic sense of continuous activity and change

BIDDEFORD'S DOWNTOWN ASSETS

- Historically significant structures
- City blocks of different sizes and shapes
- Growing residential presence with social-economic mix
- Riverfront with majestic falls; river walk
- A growing 'arts' presence
- Economic upturn; encouraging investments making difficult restoration projects viable
- 3 Lincoln St owned by city; could become signature and catalytic project

PARKING POLICY HISTORY

- '*laissez faire*' – no direct city government
- Traditional mill housing; limited or no land for parking
- Some surface parking lots
 - Driven primarily by blight removal
- Free parking
- Some limited time zones
- Parking enforcement by ticketing and towing

FREE PARKING

- *'The High Cost of Free Parking'*
 - 2002 study \$127 billion to \$374 billion
 - 945,000 mile driven in LA looking for free parking 15 block section
- Land use regulations
 - Often driven on limited or no actual analysis
 - Increase cost of development
 - Diminishes economic viability of downtown
 - Decreases housing options



BIDDEFORD'S COSTS OF PARKING

- Maintenance
 - \$32,125 average cost or \$0.21
 - Does not include snow removal/sweeping of on street parking (\$228,997)
- Annual costs for new spaces:

• 20 spaces	\$2,688
• 55	\$4,822
• 226	\$18,960
• 296	\$24,227
• 1,904	\$143,448
• 1,926	\$146,200



CONSTRUCTION COSTS

Costs consist of:

- Construction of lot
- Cost of land
- Cost of any structure on lot
- Cost of demolition of structure
- Lost property taxes

Assumptions:

- No drainage issues, no bedrock, no hazardous waste, etc



CONSTRUCTION ONLY

# Spaces	Dimensions (ft)	Cost/Space	Total
20	128 x 100	\$6,250	\$125,000
55	164 x 140	\$6,250	\$343,750
226	418 x 216	\$6,540	\$1,478,040
296	418 x 276	\$6,540	\$1,935,840
1,904	1,284 x 532	\$5,945	\$11,319,280
1,926	1,176 x 592	\$5,945	\$11,450,070

ESTIMATED LAND COSTS

Spaces	Commercial	Industrial	Multi-family	Residential
20	\$ 521,728	\$ 331,776	\$ 433,792	\$ 318,848
55	\$ 935,850	\$ 595,123	\$ 778,114	\$ 571,934
226	\$ 3,680,139	\$ 2,340,265	\$ 3,059,860	\$ 2,249,074
296	\$ 4,702,400	\$ 2,990,339	\$ 3,909,822	\$ 2,873,817
1904	\$ 27,842,667	\$ 17,705,641	\$ 23,149,852	\$ 17,015,722
1926	\$ 28,376,786	\$ 18,045,297	\$ 23,593,947	\$ 17,342,143

ESTIMATED DEMOLITION COSTS

Spaces	Commercial	Industrial	Multi-family	Residential
20	\$ 7,500	\$ 7,500	\$ 7,500	\$ 7,500
55	\$ 10,000	\$ 10,000	\$ 10,000	\$ 7,500
226	\$ 30,000	\$ 30,000	\$ 32,500	\$ 22,500
296	\$ 37,500	\$ 37,500	\$ 40,000	\$ 27,500
1,904	\$ 207,500	\$ 200,000	\$ 220,000	\$ 140,000
1,926	\$ 210,000	\$ 205,000	\$ 225,000	\$ 142,500

DISPOSAL COSTS

Spaces	Commercial	Industrial	Multi-family	Residential
20	\$ 30,055	\$ 29,224	\$ 32,249	\$ 20,058
55	\$ 53,911	\$ 52,421	\$ 57,846	\$ 35,980
226	\$ 212,002	\$ 206,142	\$ 227,475	\$ 141,487
296	\$ 270,891	\$ 263,404	\$ 290,663	\$ 180,789
1904	\$ 1,603,932	\$ 1,559,599	\$ 1,720,999	\$ 1,070,440
1926	\$ 1,634,701	\$ 1,589,518	\$ 1,754,014	\$ 1,090,975

ESTIMATED LOST TAX REVENUES

Spaces	Commercial	Industrial	Multi-family	Residential
20	\$ 10,159	\$ 6,460	\$ 8,447	\$ 6,208
55	\$ 18,223	\$ 11,588	\$ 15,151	\$ 11,136
226	\$ 71,662	\$ 45,568	\$ 59,581	\$ 43,790
296	\$ 91,568	\$ 58,226	\$ 76,131	\$ 55,953
1904	\$ 542,167	\$ 344,755	\$ 450,770	\$ 331,298
1926	\$ 552,568	\$ 351,368	\$ 459,417	\$ 337,653

TOTAL COSTS (BY PARKING LOT SIZE)

Spaces	Commercial	Industrial	Multi-Family	Residential
20	\$ 694,443	\$ 499,961	\$ 606,988	\$ 477,614
55	\$ 1,361,734	\$ 1,012,882	\$ 1,204,862	\$ 970,299
226	\$ 5,471,842	\$ 4,100,015	\$ 4,857,457	\$ 3,934,890
296	\$ 7,038,198	\$ 5,285,308	\$ 6,252,456	\$ 5,073,899
1904	\$ 41,515,545	\$ 31,129,275	\$ 36,860,901	\$ 29,876,740
1926	\$ 42,224,124	\$ 31,641,252	\$ 37,482,448	\$ 30,363,340

TOTAL COSTS (PER SPACE)

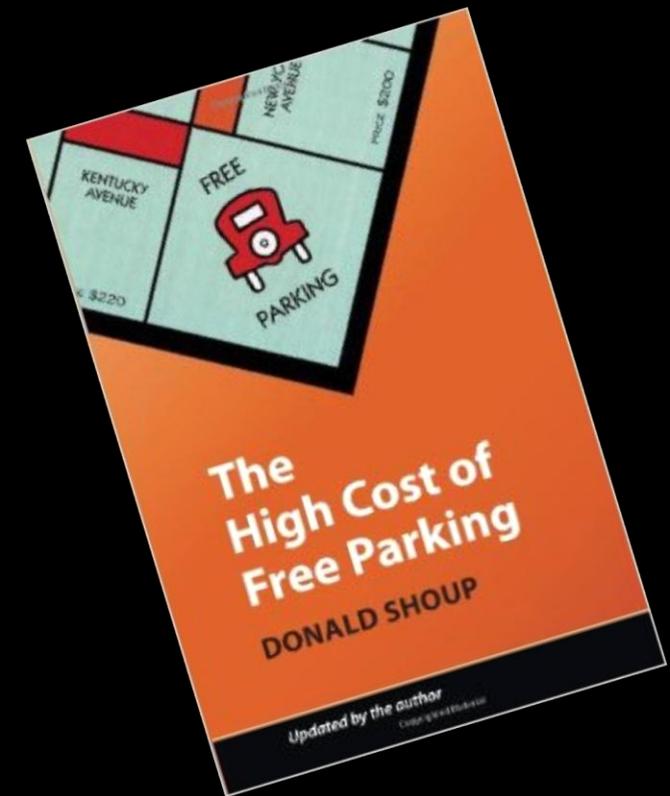
Spaces	Commercial	Industrial	Multi-Family	Residential
20	\$ 34,722.13	\$ 24,998.03	\$ 30,349.38	\$ 23,880.72
55	\$ 24,758.81	\$ 18,416.04	\$ 21,906.58	\$ 17,641.80
226	\$ 24,211.69	\$ 18,141.66	\$ 21,493.17	\$ 17,411.02
296	\$ 23,777.70	\$ 17,855.77	\$ 21,123.16	\$ 17,141.55
1904	\$ 21,804.38	\$ 16,349.41	\$ 19,359.72	\$ 15,691.56
1926	\$ 21,923.22	\$ 16,428.48	\$ 19,461.29	\$ 15,764.97

ANNUAL MAINTENANCE & LOST TAXES

Spaces	Commercial	Industrial	Multi-Family	Residential
20	\$ 12,847	\$ 9,148	\$ 11,135	\$ 8,896
55	\$ 23,045	\$ 16,410	\$ 19,973	\$ 15,957
226	\$ 90,622	\$ 64,529	\$ 78,542	\$ 62,750
296	\$ 115,795	\$ 82,454	\$ 100,359	\$ 80,181
1904	\$ 685,615	\$ 488,203	\$ 594,218	\$ 474,746
1926	\$ 698,768	\$ 497,568	\$ 605,617	\$ 483,853

WHAT 'SHOUP' SUPPORTERS SAY

- On street parking for guests, visitors and shoppers
- All day parking, i.e. employees at more remote locations (but still walkable)
- Establish premiums for on street parking
- Encourage projects to pay into parking fund instead requiring parking spots
- Shift costs to users instead of property taxpayers
- If parking charges establish, consider returning some to groups like downtown municipal corporation



YOUR TURN

- Door prizes for all
 - To scale maps and surface parking lots of different sizes
 - Also parking structure sizes as well

