



WALKER
CONSULTANTS

DOWNTOWN WINONA PARKING STUDY- FINAL PRESENTATION JANUARY 29, 2018



BUILDING ENVELOPE

CONSULTING

FORENSIC RESTORATION

PARKING DESIGN

PLANNING

AGENDA

Project Overview

Stakeholder
Discovery

Current Conditions

Future Conditions

Alternatives

Recommendations

WALKER PERFORMED A PARKING STUDY FOR THE DOWNTOWN CENTRAL BUSINESS DISTRICT

- Collected inventory and occupancy data for parking assets across the downtown in the Summer and Fall of 2017
- Held a series of community input sessions to document downtown users parking experience and issues
- Modeled all known future developments parking demand to evaluate future parking needs for the downtown
- Considered parking alternatives for the downtown evaluating potential sites, costs, and feasibility
- Crafted recommendations for managing downtown public parking assets



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STAKEHOLDER DISCOVERY

Issues Identified:

- Confusion over time limit areas
- 2-hr. vs. 12-hr., too many 2-hr. spaces
- Long-term parkers occupying short-term spaces
- Places for long-term parkers
- Location and accessibility of parking
- Underutilized parking lots
- Pedestrian realm enhancements needed
- Employee parking taking up customer space
- What is a reasonable walking distance between parking and destination
- Inadequate lighting in some parking areas leading to safety concerns

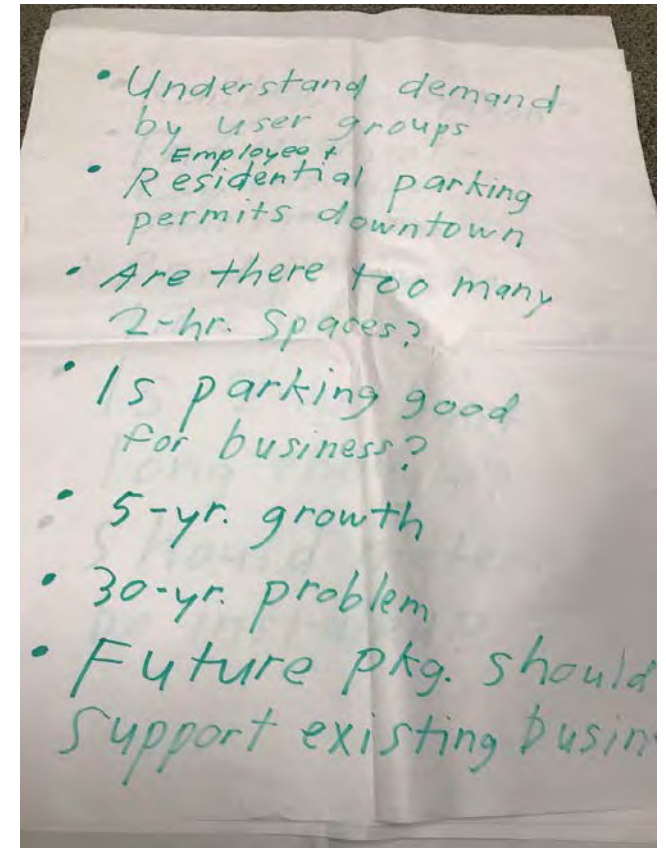


The results of a community held input session

STAKEHOLDER DISCOVERY

Issue Identified Continued:

- Enough handicap spaces in certain locations
- Winter-month parking restrictions
- Municipal lots available to downtown resident overnight parking
- loss of parking due to development
- Concern that new development should provide new parking
- Is parking supporting businesses
- Are enough resources being dedicated to parking enforcement
- How to distribute employee parking demand to perimeter areas
- The merits of paid parking and meters
- Costs of building parking facilities
- Promoting walkability and considering bicycle storage areas



Open house input session

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STUDY AREA

Boundaries:

Winona Street,
Broadway Street,
Kansas Street,
Mississippi River

Overview:

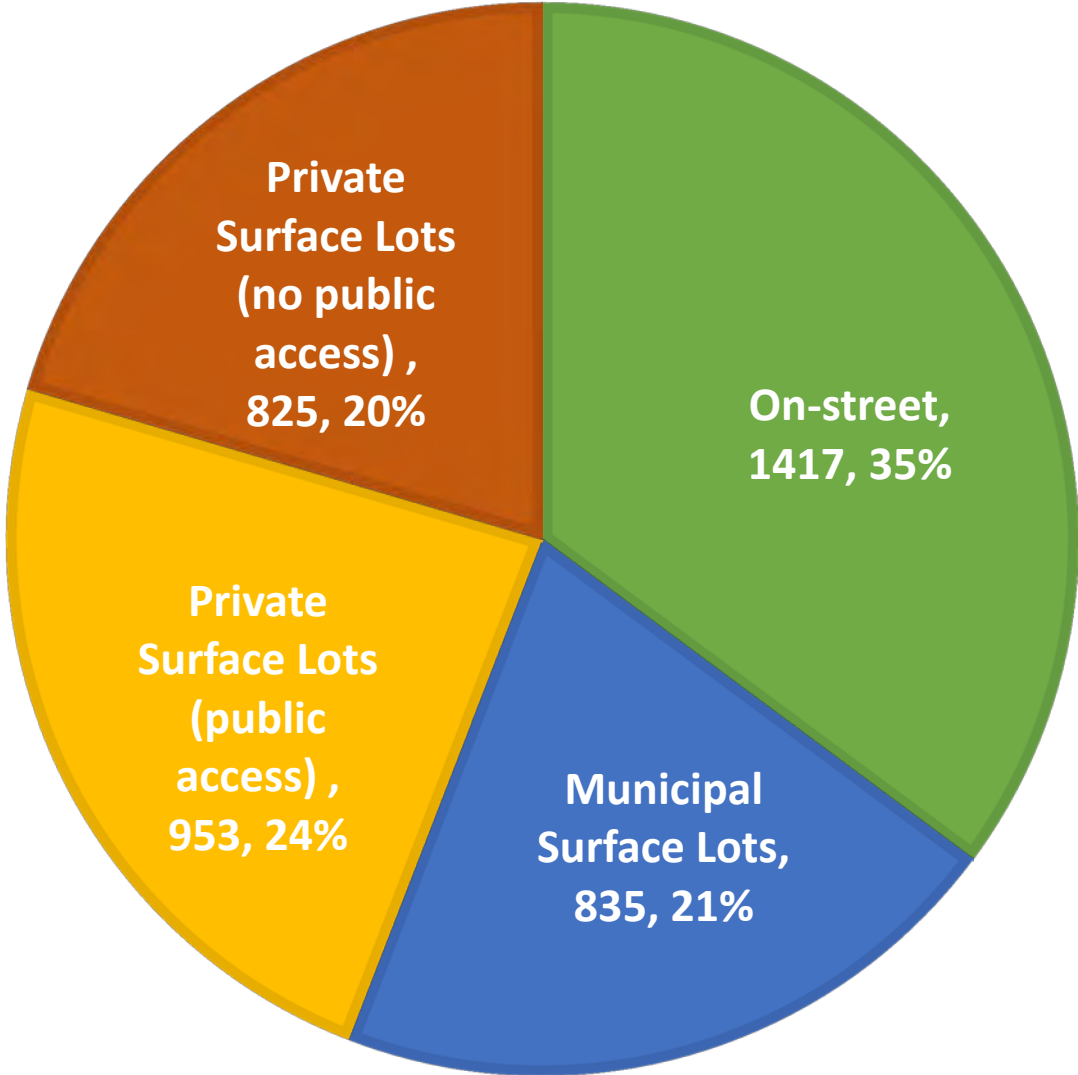
42-block CBD area

Major Uses: Industrial
(near riverfront),
Commercial Office,
Retail, Restaurant
,Residential,
Government

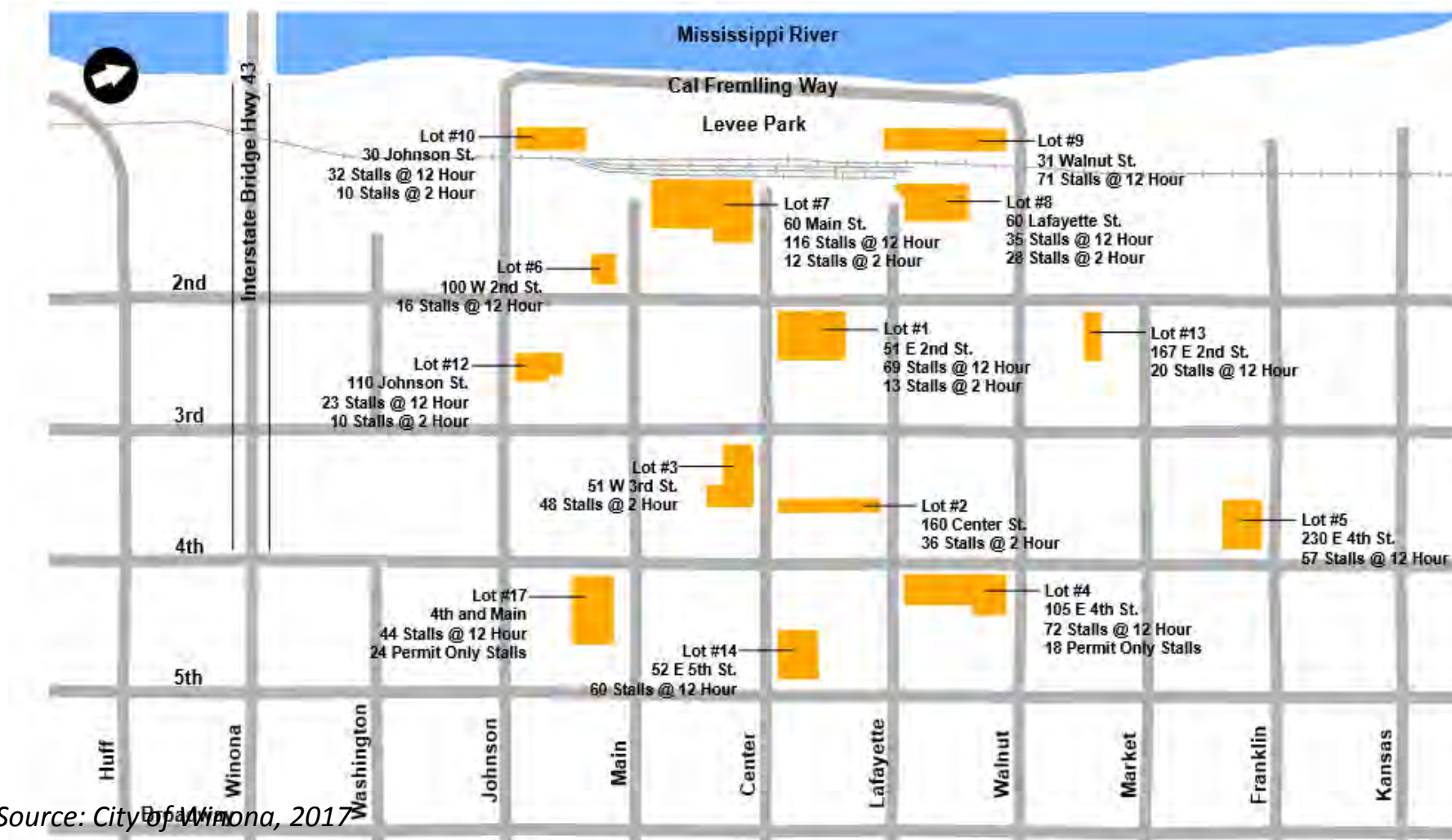


PARKING SUPPLY

- A total supply of $\pm 4,030$ spaces were identified within the Study Area.
- Approximately $\pm 3,205$ spaces inventoried are available for public use.
- Over half (56 percent) of the parking spaces inventoried are city-owned or leased spaces

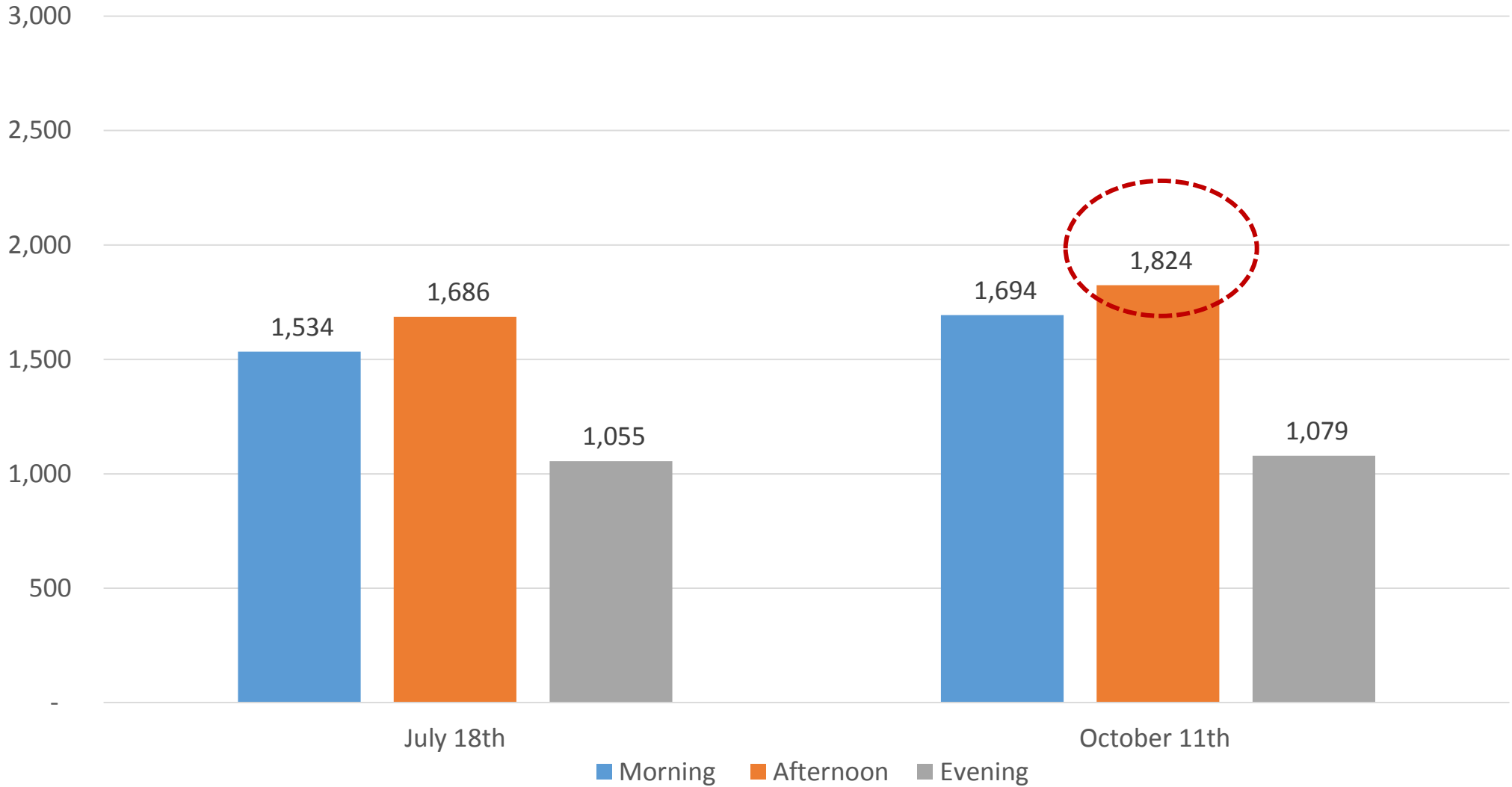


OVER A DOZEN MUNICIPAL LOTS ARE AVAILABLE FOR PUBLIC PARKING DISTRIBUTED ACROSS DOWNTOWN

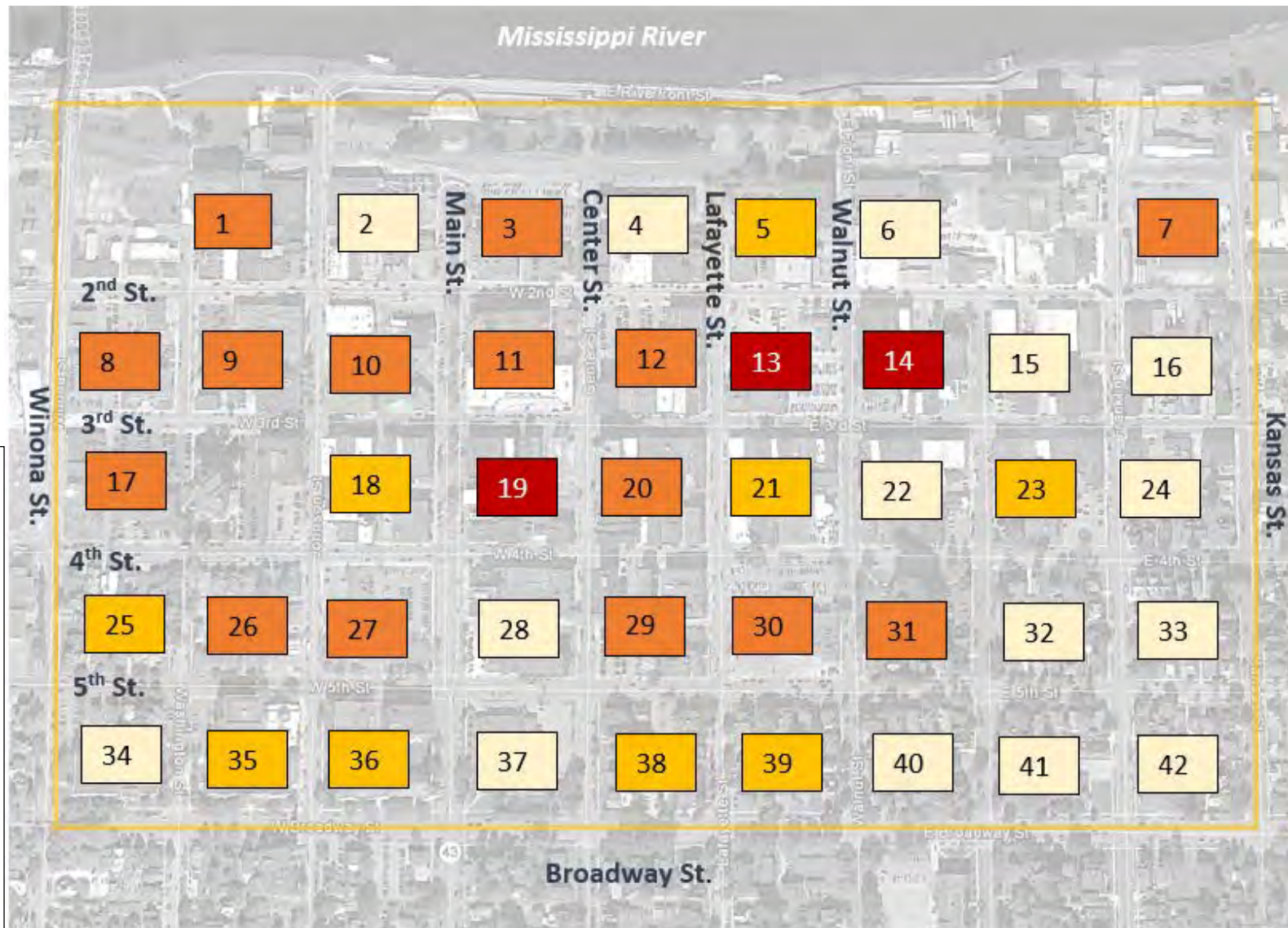


Source: City of Winona, 2017

PARKING OCCUPANCY PEAKED IN THE AFTERNOON FOR ALL PUBLICALLY AVAILABLE SPACES WITH 57 PERCENT TOTAL OCCUPANCY



“HOT-SPOTS” EXISTS ALONG 3RD STREET BETWEEN LAFAYETTE AND MARKET ST. WHERE PARKING OCCUPANCY BY BLOCK EXCEEDS 80%



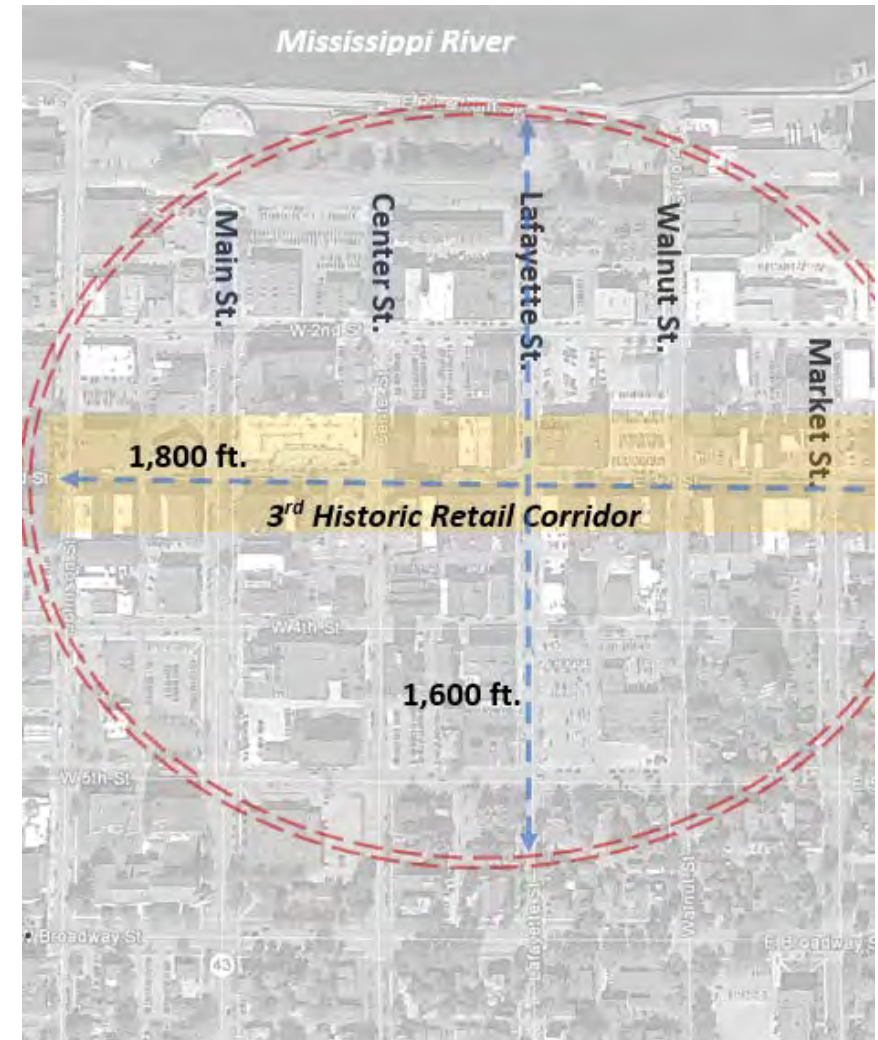
Legend	
Red	80-100%
Orange	60-80%
Yellow	40-60%
Peach	< 40%

PERIPHERY LOTS ARE BEING UNDERUTILIZED WITH HIGHER DEMAND FOUND IN THE CBD CORE AREA



DOWNTOWN WINONA IS COMPACT AND HIGHLY WALKABLE WITH MUCH OF THE PARKING LOCATED WITHIN A 5-MINUTE WALKING DISTANCE OF MOST MAJOR LAND USES

- The Five Minute Walk is a standard for walking in a downtown and is the average distance a pedestrian is willing to walk before electing to drive
- This equates to $\frac{1}{4}$ mile, or 1,320 feet, for an average 5 min. walk
- An average block face size in downtown is ± 370 feet which means an average person can walk about 3-4 blocks in 5 minutes
- Many shops, restaurants and bars located along 3rd are located within 800 feet of many municipal lots
- Because the destination cannot be seen from several of these municipal lots, the walking distance may be perceived as too far



EVENING PARKING UTILIZATION IS LOW

- Walker observed high parking space vacancy throughout much of the downtown across evening hours
- Typically, evenings and weekends is when parking for entertainment peaks
- Walker observed over 160-publically available spaces within a 1-2 block radius of the theatre with public space availability and low occupancy (Municipal Lots 1, 6, and 9)



OVER A TEN YEAR HORIZON, DEMAND FOR ANOTHER ±400 SPACES IS ANTICIPATED

- A common interim use for future development sites is surface parking
- Surface parking is often not the highest and best use for scarce urban land
- Under a modeled future scenario of lost public parking, **there is a sufficiency of supply within the Study Area** to absorb new development
- By 2027, 70 percent of available spaces are expected to be occupied which is a manageable level of parking space occupancy, this figure could be even lower if parking is shared across multiple uses

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ALTERNATIVE ONE: A 223-SPACE RAMP ON MUNICIPAL LOT #1

Pros:

- Existing City owned parcel
- Close proximity to current and anticipated future development demand drivers

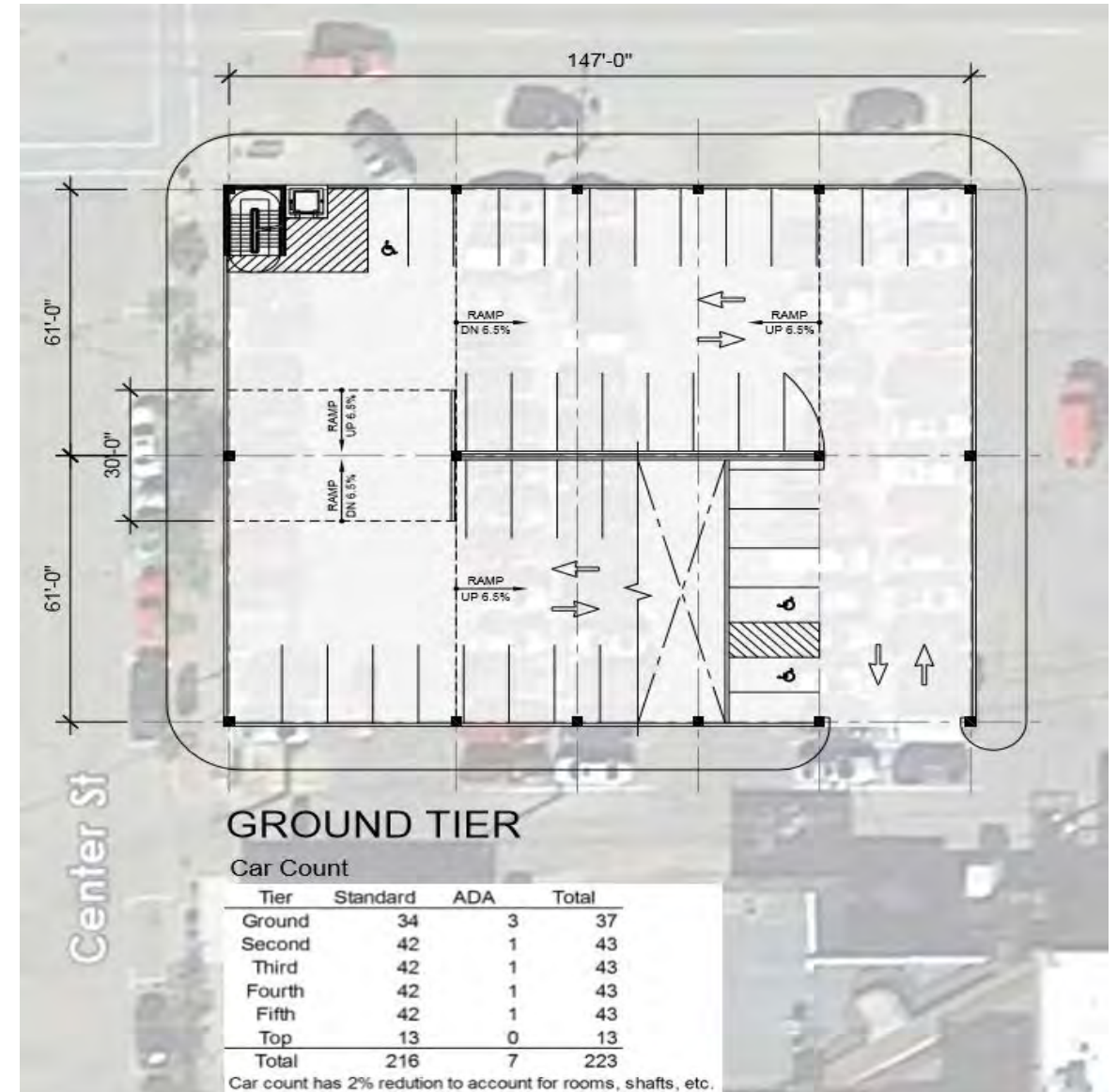
Cons:

- Total site area is too small to support optimal ramp efficiency
- Six levels would be required to achieve a net capacity of only 141 spaces (proposed minus existing)
- A probability of high water tables would require added foundation reinforcement



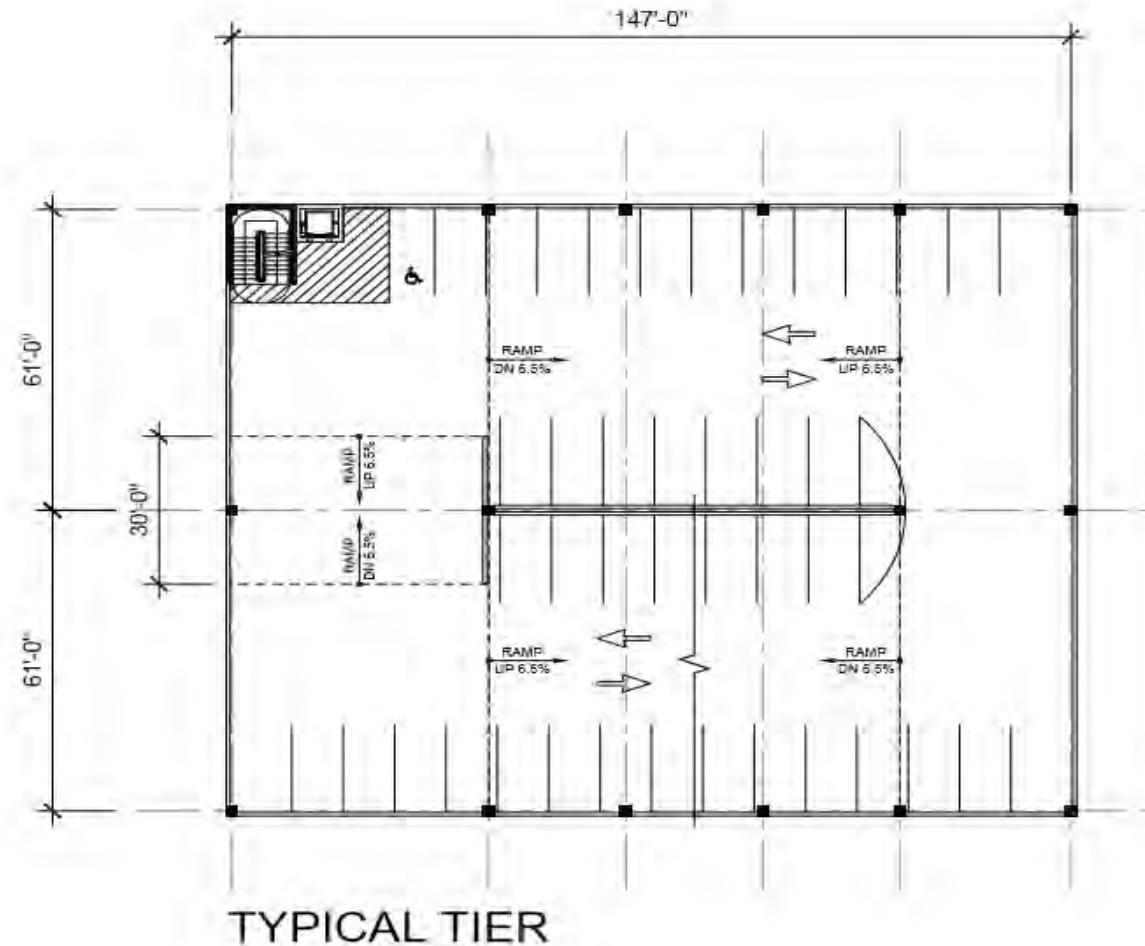
ALTERNATIVE ONE CONCEPTUAL RAMP- GROUND TIER

- Ingress/egress located off alley from Center Street
- Lane-in entry/exits “L” shaped to ramp slope
- Ramp slope is 6.5%
- Elevator and Core Stairwell on the NW corner of the site with access to Center and 2nd Street
- Ground Tier will support 37 spaces



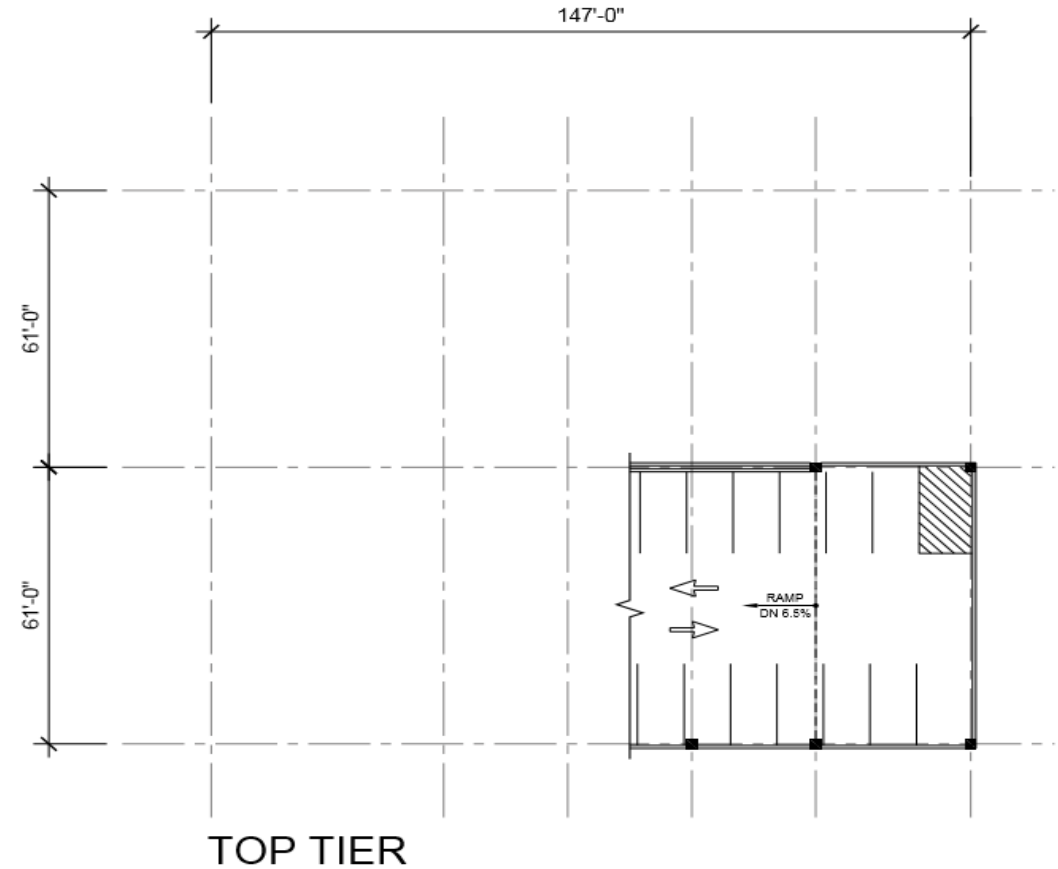
ALTERNATIVE ONE CONCEPTUAL RAMP- TYPICAL TIER

- The typical tier is 2-bay
- Based upon the given site dimensions and space requirements, a typical tier will support 43 spaces



ALTERNATIVE ONE CONCEPTUAL RAMP- TOP TIER

- Based upon the given site dimensions and space requirements, a top tier will support 13 spaces



OPINION ON PROBABLE CONCEPTUAL RAMP COSTS

- Walker assumed the use of precast concrete as a construction type factoring in the given ramp efficiency and construction costs (in 2017 dollars) across the regional market.
- \$23,000 per space is estimated for construction costs
- Walker estimates soft costs to be 20 percent of construction costs
- Total project costs of \$6.1 million to construct 223 spaces
- Costs per added space are even higher at \$36,375 per space (total costs/ 141 net spaces)

PROJECTED DEBT SERVICE ON CONCEPTUAL RAMP

- Walker considered a probable debt service payment amount for the proposed ramp assuming the \$6.1 million parking structure would be financed at a tax-exempt rate of 3.5 percent for 25 years
- An annual debt service payment is estimated to be \$370,000 annually (rounded)
- In addition to monthly debt service payments, Walker estimates an operating expense of nearly \$300 per space per month

Proposed Parking Structure		223 spaces
Construction Cost per Space	\$	23,000.00 per space
Construction Costs	\$	5,129,000.00
Soft Costs	<input type="text" value="20%"/> \$	1,025,800.00
Total Project Costs	\$	<u>6,154,800.00</u>
Downpayment	\$ -	
Annual interest rate	<input type="text" value="3.50%"/>	tax-exempt
Term	<input type="text" value="25"/>	years
Annual Debt Service	\$	369,744.00
Monthly Payment	\$	30,812.00
Monthly Debt per Space	\$	138.17

ALTERNATIVE TWO: MUNICIPAL LOT #9 IMPROVEMENTS

- Lot 9, the “Godfathers Pizza Lot”, is a 76-space lot that is currently underutilized (below 50 percent across peak times)
- Walker heard from the community that this lot would be utilized more if improvements to lighting, security, and the streetscape were made
- Consider improving 1-2 blocks of Walnut Street as a pedestrian corridor between 3rd and Levee Park
- While unknowable without design specifications, streetscape enhancement projects can typically range \$350,000 (thousands) per 300-foot block



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WALKER RECOMMENDS THE CITY ADOPT A PARKING MANAGEMENT PLAN TO HELP IMPROVE THE PARKING SYSTEM PERFORMANCE AND USER EXPERIENCE

1. Conduct routine and consistent parking enforcement which will encourage greater space turnover and availability, Walker recommends the City have, at a minimum one FTE Enforcement Officer solely dedicated to parking enforcement
2. Conduct a public relations campaign explaining the benefits of changes to parking enforcement
3. Induce employees to park at currently underutilized periphery lots freeing up space for customers and visitors in the Core Area
4. Designate municipal lots 5,9, 10 long-term parking areas
5. Improve parking directional wayfinding and signage throughout the downtown
6. Enhance the quality and safety of existing facilities
7. Promote greater walkability
8. Review distribution of ADA spaces for on-street and municipal lots
9. Market the location and availability of public parking
10. Pursue shared parking opportunities with privately-owned parking facilities

WAYFINDING AND SIGNAGE HELPS USERS IDENTIFY AVAILABLE PUBLIC PARKING AREAS

- Choose a graphic that is easy to see and read and that is visible to motorists
- Keep the design consistent and decide what corridors to locate directional signage



THE CITY OF WINONA HAS INVESTED HEAVILY IN PROVIDING PARKING DOWNTOWN, THE FOLLOWING REPRESENT OUR KEY TAKEAWAYS:

- More than half of all of the downtown public inventory is city-owned and/or leased
- The public supply is adequate to meet both current and future needs
- Providing parking for downtown users must be a shared responsibility between the public and private sector
- It is unreasonable to assume front-door parking in a downtown; downtowns rely upon walkability for greater vibrancy and activation
- Ramps are costly and represent a significant long-term capital investment
- Parking management solutions are available to the community that are “lower-hanging fruit” opportunities to improve the existing system