



LAKE OSWEGO NORTH END DOWNTOWN REVITALIZATION



STAKEHOLDERS

LORA
Stakeholders Advisory Group
Friends of the Lake Oswego Library
Lake Oswego Chamber of Commerce
Lake Oswego Downtown Business
District Association
Lakewood Center for the Arts

STUDY TEAM

Leland Consulting Group
Myhre Group Architects
DKS Associates
KPFF Consulting Engineers Inc.
GEL Oregon Inc.
Rick Williams Consulting
Lake Oswego Library
LORA

RICK WILLIAMS CONSULTING

EXECUTIVE SUMMARY OF DOWNTOWN PARKING STUDY



LELAND CONSULTING GROUP

Rick Williams Consulting

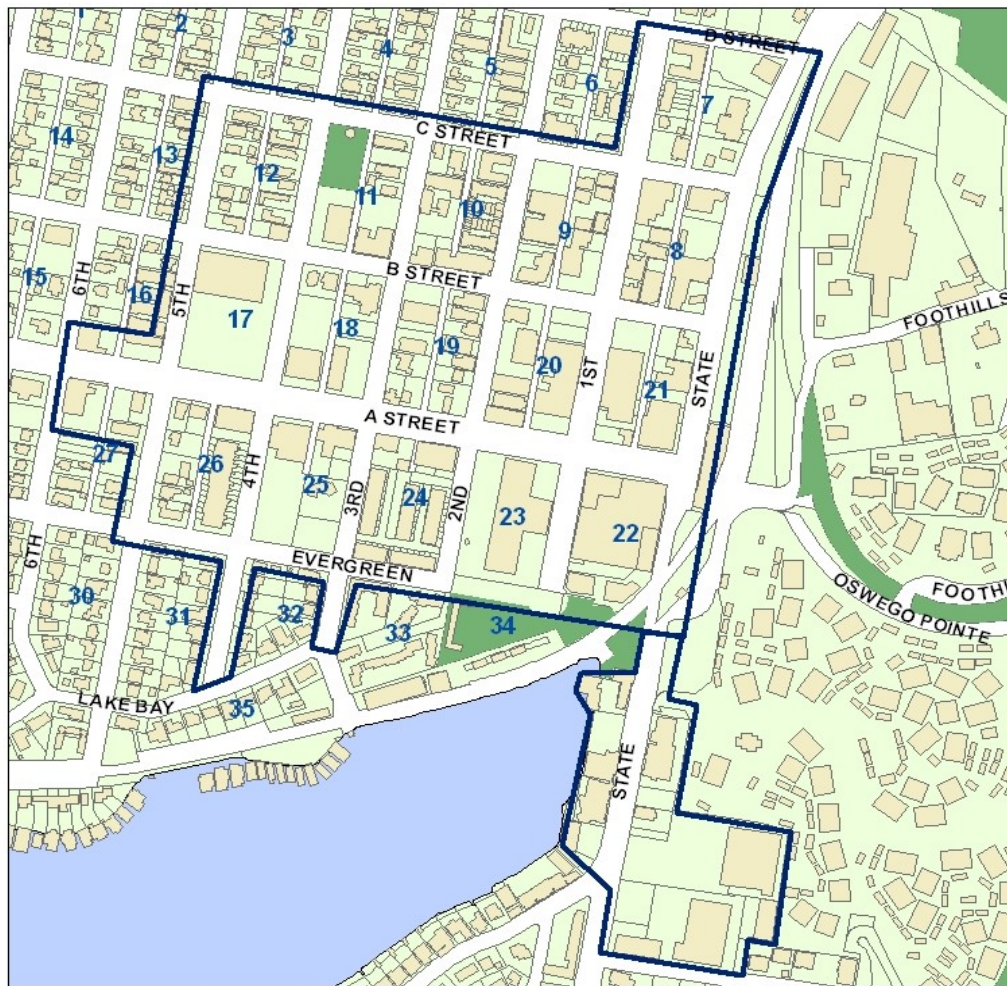
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Draft - EXECUTIVE SUMMARY - Draft 2010 Downtown Parking Study

I. PURPOSE

To derive objective information and data necessary to develop and implement a comprehensive, effective and workable parking management plan for Downtown Lake Oswego. To maximize the parking supply and strategically support the development of a vibrant, growing and attractive destination for shopping, working, living, recreation and entertainment.

II. STUDY AREA



III. FORMAT OF THE PARKING SUPPLY

On-street parking format

- Of the total 777 stalls, 415 spaces (or 53%) are No Limit stalls. This is a very high percentage of the on-street system dedicated to long-term use in a downtown setting.
- Stalls more generally associated with visitor needs (1 and 2-hours) make up just 35.6% of the on-street supply, with 122 1-hour stalls (15.7%) and 155 2-hour stalls (19.9%).
- With seven different stall designations, the relatively small supply of on-street parking in the downtown could be perceived as confusing to first time visitors to the downtown and seems to be formatted to favor long-term (possibly employee) parking.

Parking Inventory – Downtown Study Zone

Downtown Lake Oswego Parking Stall Breakout		
<i>On-Street Stalls by Type</i>	Number of Stalls	% of Total Stalls
15 minutes	3	<1%
1 hour	122	15.7%
2 hours	155	19.9%
4 hours	74	9.5%
6 hours	6	<1%
No Limit	415	53.4%
Electric Vehicles Only	2	<1%
<i>On-Street Parking Stalls</i>	777	100%
Public Off-Street Stalls (5 sites)	532	24.5%
Private Off-Street Stalls (87 sites)	1,637	75.5%
<i>Total Off-Street Parking Stalls</i>	2,169	100%
Total Supply Surveyed	2,434	

Off-street parking format

A total of 2,169 *off-street* stalls were surveyed in 92 facilities.

- Within this supply, the City owns 532 stalls distributed across 5 sites. This represents approximately 24.5% of the off-street supply.
- The remaining 1,637 stalls are dispersed throughout the downtown on 87 structures and/or surface lots that are privately owned. This puts about 75.5% of off-street supply in private control, which is not unusual, but means strategic opportunities for shared use agreements and managing existing supply through centralized and consolidated programming becomes more complex.

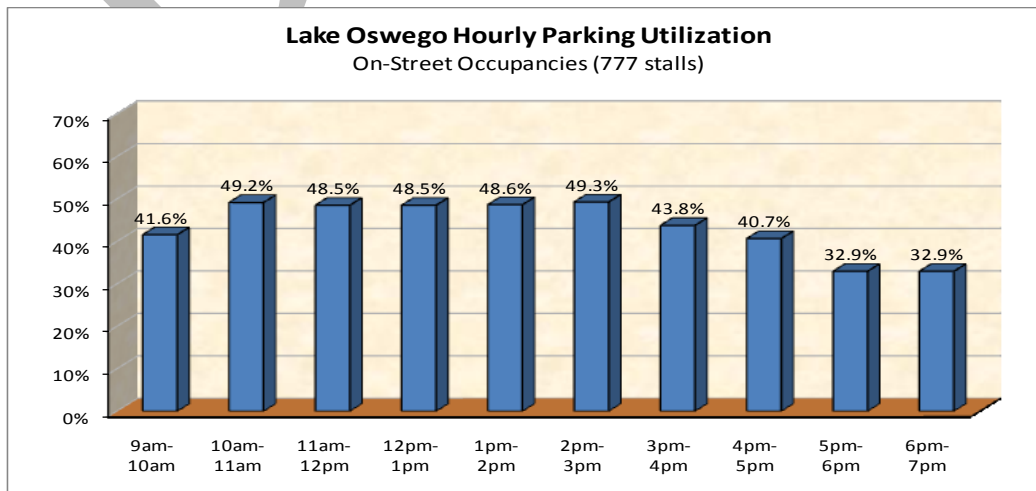
IV. UTILIZATION AND OCCUPANCY

On-street – Entire Study Zone

- The highest peak hour for the on-street inventory in the downtown was between 2:00 and 3:00 PM. At this hour, nearly half (49.3%) of the surveyed stalls in the study area were occupied.
- During the 2:00 – 3:00 PM peak hour, 383 on-street stalls are occupied leaving 394 empty stalls available within the downtown.
- The average time stay for all on-street parkers is 2 hours and 22 minutes.
- Average length of stay by users in stalls designated 1-hour (1 hr/19 minutes) exceeds the posted limit.
- Parking is readily available on-street throughout the day, with some pockets of high occupancy on specific block faces (though those block faces are generally adjacent to blocks with available parking).

On-Street Parking Summary by Time Stay

Downtown Lake Oswego Parking Study Area – On-Street Stalls Only						
Type of Stall	# of Stalls	Peak Hour	Peak Occupancy	Vehicles Parked	Stalls Available (empty)	Average Length of Stay
All Stalls	777	2:00 – 3:00 pm	49.3%	383	394	2 hr/ 22 min
Usage by Time Stay						
15 minutes	3	Noon – 1 PM	100%	0	0	N/A
1 hour	122	Noon – 3 PM	44.3%	54	68	1 hr/ 19 min
2 hours	155	11 PM - Noon	51.6%	80	75	1 hr/ 26 min
4 hours	74	2 PM – 3 PM	58.1%	43	31	2 hr/ 32 min
6 hours	6	10 AM – 3 PM	100%	6	0	3 hr/ 43 min
No Limit	415	1 PM – 2 PM	52.0%	216	199	3 hr/ 51 min
Electric Vehicle	2	N/A	0%	0	2	N/A



Off-Street Parking Summary – Entire Study Area

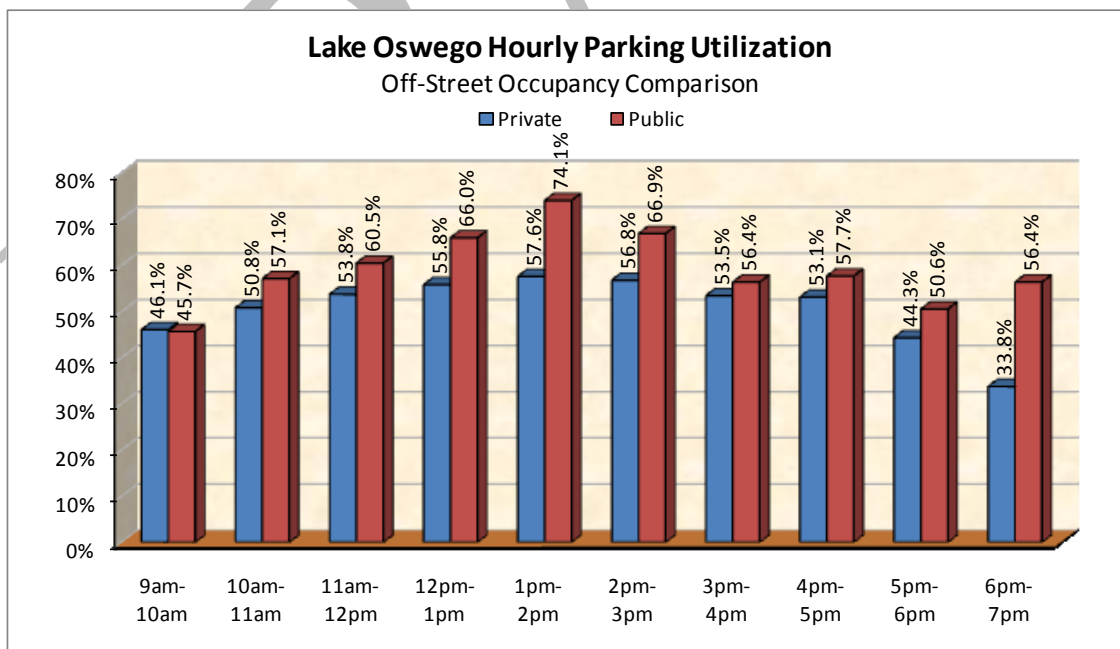
A combined total of 2,169 off-street parking stalls were surveyed hourly within the study area.

Table 5
Off-Street Parking Summary

Type of Stall	# of Lots	# of Stalls	Peak Hour	Peak Occupancy	Stalls Available (empty)
All Stalls	92	2,169	1:00 – 2:00 pm	61.6%	832
Usage by Type					
Private Lots	87	1,637	1:00 – 2:00 pm	57.6%	694
Public Lots	5	532	1:00 – 2:00 pm	74.1%	138

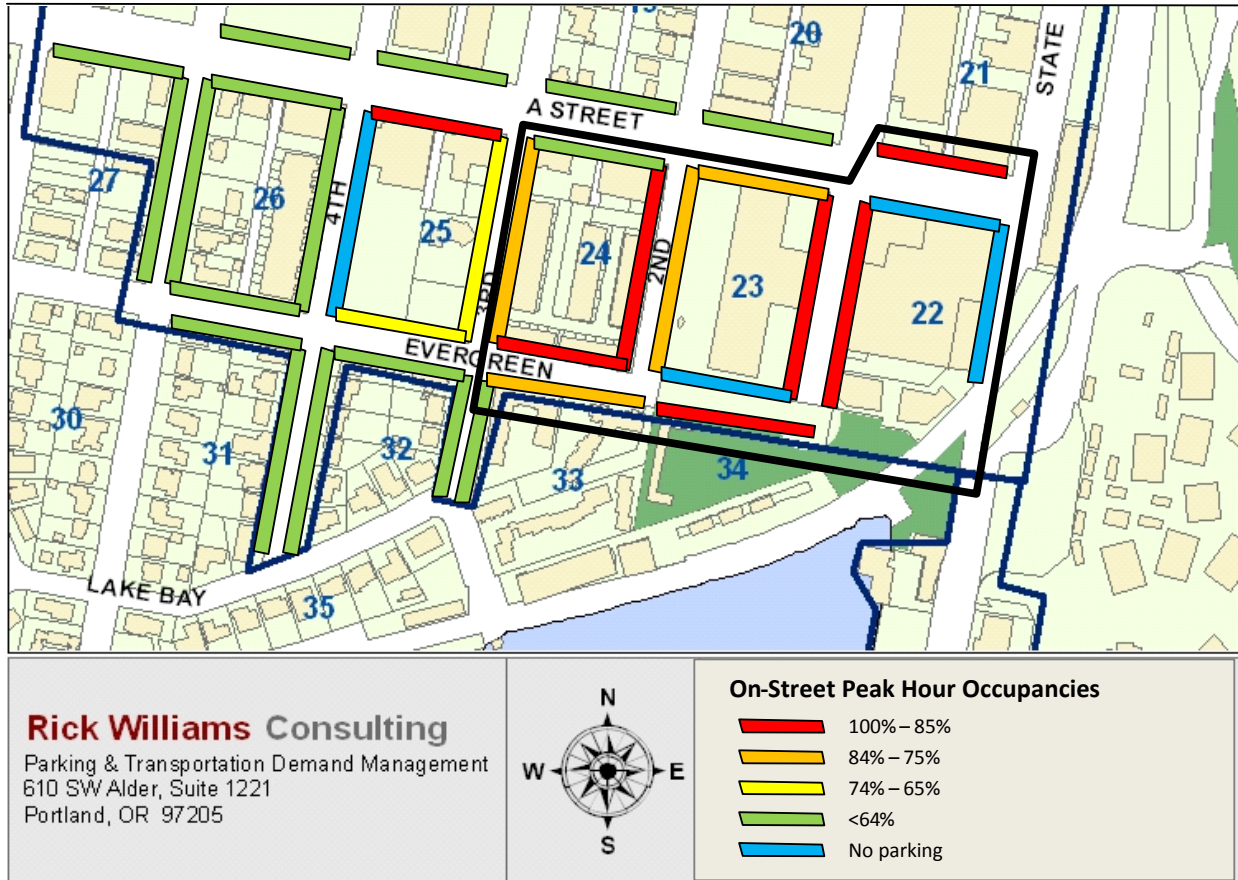
- The overall occupancy of the off-street system within the downtown study area is 62% at the peak hour of 1:00 – 2:00 PM.
- The combined off-street system is underutilized, having an abundance of available parking, totaling 832 stalls during the peak hour.¹
- The majority of available supply is in private ownership, which may involve conversations and partnerships with private owners to manage underutilized parking into a system of more efficient use (e.g., shared use agreements).

Figure E
Off-Street Occupancy by Hour of Day



¹ When combined with the on-street system, approximately 1,250 total stalls are empty and available at the peak hours in downtown Lake Oswego.

VI. HIGH OCCUPANCY NODE



On-street – High Occupancy Node

The High Occupancy Node is very small (92 stalls total) and like the larger downtown favors No Limit Parking stalls (which comprise 63% of all on-street parking in this node). One-hour stalls make up 29.3% of the remaining on-street supply (27 stalls) and there are two, 2-hour stalls. The high number of No-Limit stalls is unusual in an area that appears to strive for high retail activity and active street frontage for business.

Downtown Lake Oswego Parking Stall Breakout – High Occupancy Node		
<i>On-Street Stalls by Type</i>	Number of Stalls	% of Total Stalls
1 hour	27	29.3%
2 hours	2	7.6%
No Limit	58	63.0%
<i>On-Street Parking Stalls</i>	92	100%

- The peak hour is between 12:00 to 1:00 PM for the on-street system in this node. At this hour, 84.8% of the 92 parking stalls are occupied.

- Even though this is a very small node, this is a significant increase in peak occupancy when contrasted to the larger study area, which tops out at 49.3.
- The overall node maintains an average length of stay of 2 hours and 17 minutes, which is a little less than the overall downtown average of 2 hours and 22 minutes.
- As with the larger study zone, the overall duration of stay average is influenced by the number of No-Limit stalls, which actually have a much longer average than the rest of the downtown (4 hours and 17 minutes versus 3 hours and 51 minutes). This may not be compatible with the type of downtown retail/restaurant uses that characterize this sector of the downtown.
- Despite the small number of stalls on-street, this node contains two off the largest off-street facilities within the study zone, comprising a combined 492 stalls. The ability to capture more of this supply for longer term stays would likely facilitate turnover rates that are more supportive of retail.

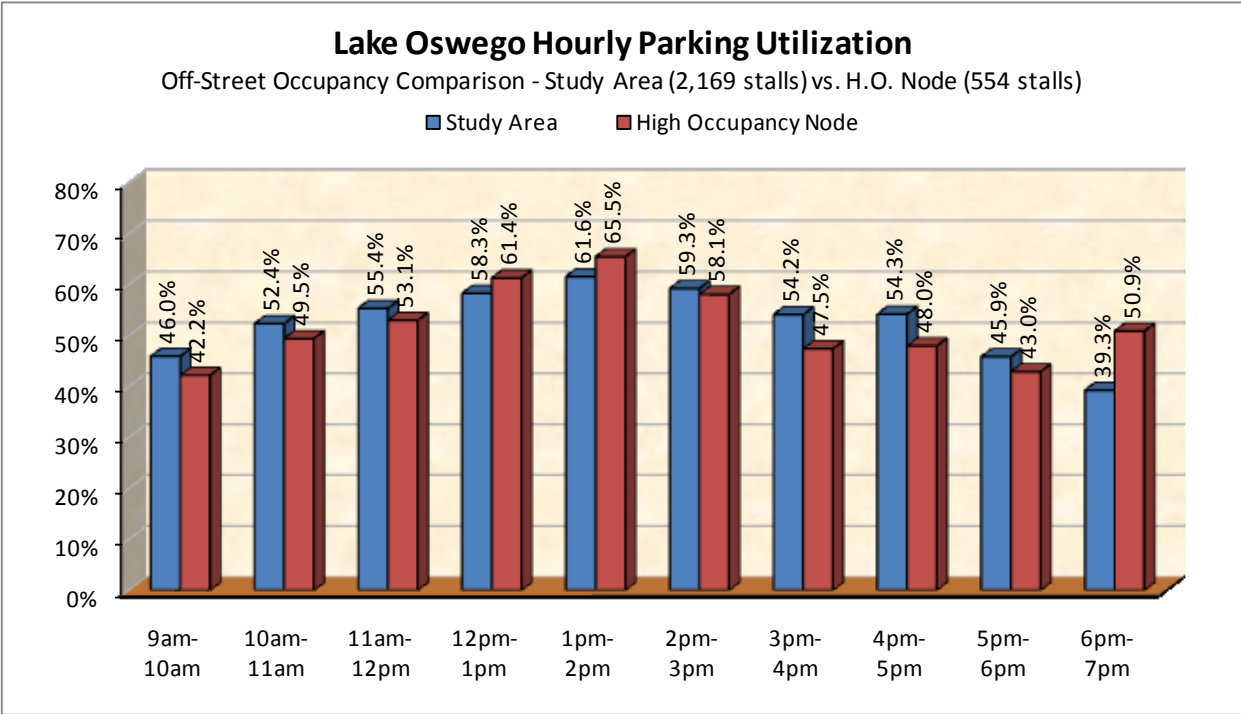
Downtown Lake Oswego Parking Study Area – High Occupancy Node					
Type of Stall	# of Stalls	Peak Hour	Peak Occupancy	Stalls Available (empty)	Average Length of Stay
All Stalls	92	12:00 – 1:00 PM	84.8%	14	2 hr/ 17 min
Usage by Time Stay					
1 hour	27	12:00 – 1:00 PM 2:00 – 3:00 PM 4:00 – 5:00 PM	88.9%	3	1 hr/19 min
2 hours	7	3:00 – 4:00 PM 6:00 – 7:00 PM	85.7%	1	1 hr/ 23 min
No Limit	58	12:00 – 1:00 PM	84.5%	9	4 hr/ 17 min

Off-street – High Occupancy Node

- The Node contains 554 of the total 2,169 off-street parking stalls in the larger study area, approximately 26% of the total off-street supply.
- The combined public/private off-street peak hour occupancy in the Node of Highest Occupancy is 65.5%, leaving 191 stalls empty and available.
- One-quarter of all off-street parking is located within the boundaries of the High Occupancy Node, presenting an opportunity to move employees currently parking on-street in the Node to conveniently located and proximate off-street options.

High Occupancy Node - Off-Street Parking Summary

Type of Stall	# of Lots	# of Stalls	Peak Hour	Peak Occupancy	Stalls Available (empty)
All Stalls	6	554	1:00 – 2:00 PM	65.5%	191
Usage by Type					
Private Lots	5	199	9:00 – 10:00 AM	63.8%	72
Public Lots	1	355	1:00 – 2:00 PM	68.5%	112



VI. KEY FINDINGS

On-street

- ✓ The time stay format of on-street parking tends to favor long-term parking. This may not be the ideal format in the future as efforts to grow/expand ground level retail/restaurant activity are pursued.
- ✓ The peak hour is between 2:00 – 3:00 PM. At this time, 383 on-street stalls are occupied leaving 394 empty stalls available within the downtown.
- ✓ The average time stay for all on-street parkers is 2 hours and 22 minutes.
- ✓ The average duration of stay by user in stalls designated 1-hour (1 hr/19 minutes) exceeds the posted limit. This suggests that 1-hour stalls may not be appropriate for on-street parking downtown.
- ✓ Parking is readily available on-street throughout the day, with some pockets of high occupancy on specific block faces (though those block faces are generally adjacent to blocks with available parking).

Off-street

- ✓ There is an abundance off-street parking within the downtown at this time. In the peak hour, 832 stalls are empty and available in lots throughout the study area.
- ✓ Within the High Occupancy Node, there are 191 empty and available stalls during the peak hour.

- ✓ The overall occupancy of the off-street system within the downtown study area is 62% at the peak hour of 1:00 – 2:00 PM.
- ✓ The majority of available supply is in private ownership, which may involve conversations and partnerships with private owners to manage underutilized parking into a system of more efficient use (e.g., shared use agreements).

VI. SUMMARY

The data analysis of the Lake Oswego parking inventory indicates that the system is operating at a moderate level of capacity. Turnover falls below the standard generally established for an area aggressively supporting ground level retail. Also, data suggests that there is an abundant supply of available parking distributed throughout the downtown. At the peak hour there are approximately 1,250 empty stalls in the combined on/off-street supply.

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