

Memorandum

To: Mark Rackovan, P.E.
From: Matt Weir, P.E., T.E., PTOE
Re: **Technical Memorandum #1 – Existing Conditions**
Historic District Parking Implementation Plan Update
Date: October 3, 2013

This memorandum documents the recently completed inventory of existing parking supply and current parking occupancy data. **Figure 1** graphically depicts the three zones that have been established in the Historic District for the purposes of this study. **Table 1** presents the observed on-street and off-street parking supply which is also reflected in **Figure 2** and **Figure 3**.

Table 1 – Summary of Existing On-Street and Off-Street Parking Supply by Zone

Zone	Off-Street Public Parking Supply		On-Street Parking Supply		Total Existing Supply
I	Riley / Scott	75	Riley St. – Sutter St. to Figueroa St.	7	
			Sutter St. – Riley St. – Scott St.	13	
			Sutter St. – Scott St. – Bridge St.	10	
	Scalzi	51	Scott St. – Riley St. to Sutter St.	3	
			Scott St. – Sutter St. to Figueroa St.	17	
Subtotals:	126		50	176	
II	Trader Lane	116	Wool St. – Leidesdorff to Sutter St.	14	
			Wool St. – Sutter St. to Figueroa St.	16	
			Leidesdorff St. – Wool St. to Riley St.	11	
			Sutter St. – Wool St. to Riley St.	10	
	Subtotals:	116		51	
III	LRT North	66	Reading St. – Sutter St. to Figueroa St.	13	
	LRT South	31	Decatur St. – Sutter St. to Figueroa St.	18	
	Rail Block Structure	330	Gold Lake Circle	32	
	Leidesdorff / Gold Lake	28	Leidesdorff St. – Reading St. to Gold Lake Cr.	8	
	Sutter / Wool	22	Leidesdorff St. – Gold Lake Cr. to Wool St.	13	
			Sutter St. – Reading St. to Decatur St.	18	
			Sutter St. – Decatur St. to Wool St.	13	
Subtotals:	477		115	592	
Total Off-Street Spaces:		719	Total On-Street Spaces:		216
					935
<i>Source: Kimley-Horn and Associates, Inc., September 2013.</i>					

When compared to the data contained in our original study¹ and when the Light Rail off-street parking lots are removed from the calculation for consistency, the off-street and on-street parking supply has decreased by 53 and 16 spaces respectively. In total, the current parking supply is 69 spaces less than was documented in 2008.

Parking occupancy data was collected on Wednesday, September 25 and Friday September 27, 2013. This data is included as **Attachment A** to this memorandum. When compared to the data contained in our original study¹, it is apparent that parking behavior has changed in the Historic District. Unlike the 2008 data which reflected peak weekday occupancies (off- and on-street) of over 70 percent, the current data (minus the Light Rail off-street lots) peaks at 60 percent combined occupancy. Likewise, the weekend (Friday evening) data previously peaked at nearly 85 percent occupancy with the current data reflecting only 55 percent occupancy.

We acknowledge that the most recent occupancy data includes vehicles that are parked for the purposes of using Light Rail specifically, and not as a result of the land uses within the Historic District. In addition to removing the Light Rail off-street lots from the existing demand calculations, will also need to determine the proportion of the Rail Block parking structure's parked vehicles that are not specific to Light Rail.

NEXT STEPS

As conveyed in my September 19, 2013, email, we will need to collaborate on updating the existing and projected District land uses. In addition, future supply changes will also need to be incorporated. More specifically, we will need to determine the following:

- Current, existing land uses
- Future land uses, including anticipated completion dates for the Rail Block, as well as an updated linear application of infill development
- Future supply and anticipated completion dates

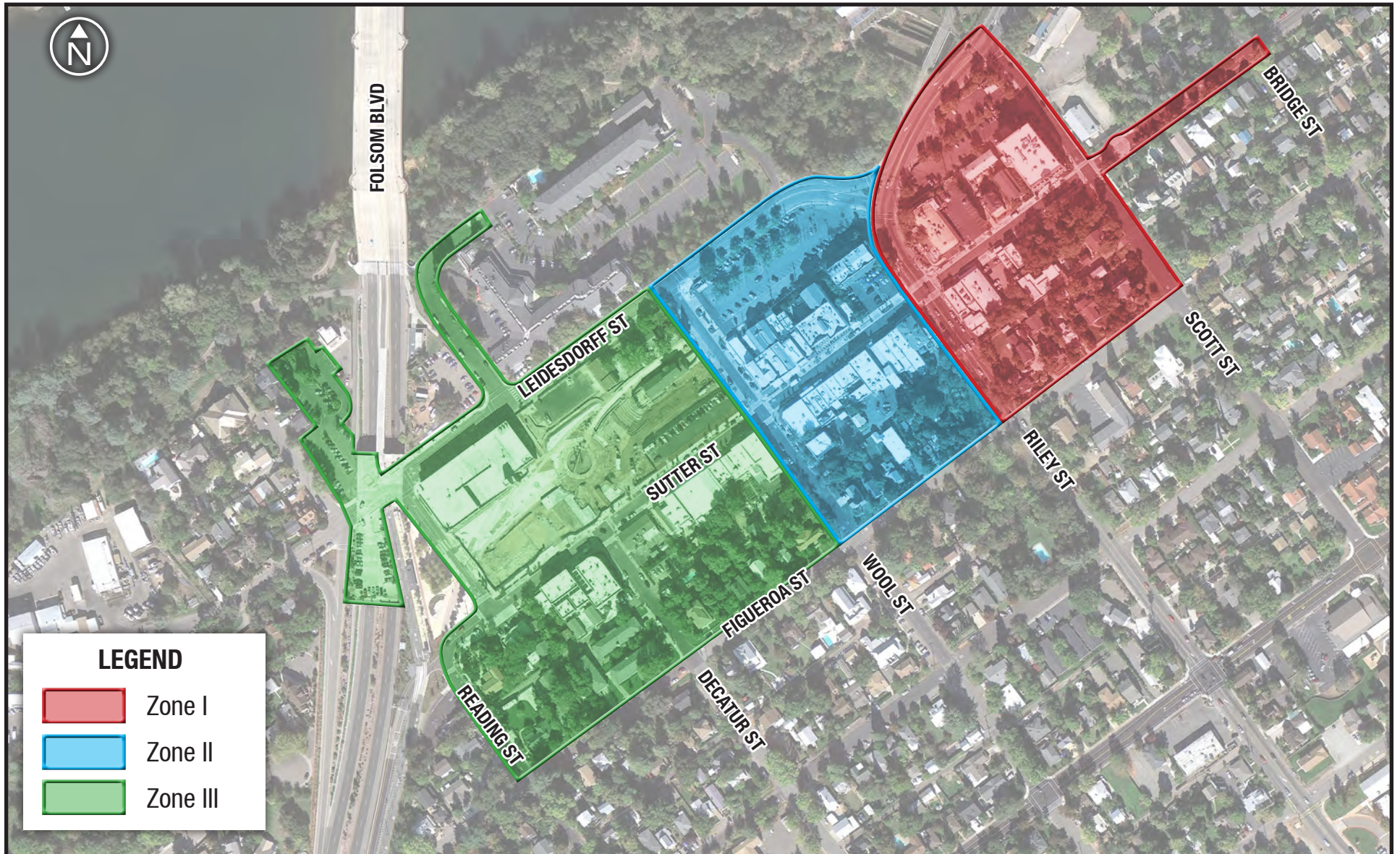
Attachments:

A – Parking Occupancy Data

¹ *Historic District Parking Implementation Plan Update*, Kimley-Horn and Associates, Inc., January 16, 2009.

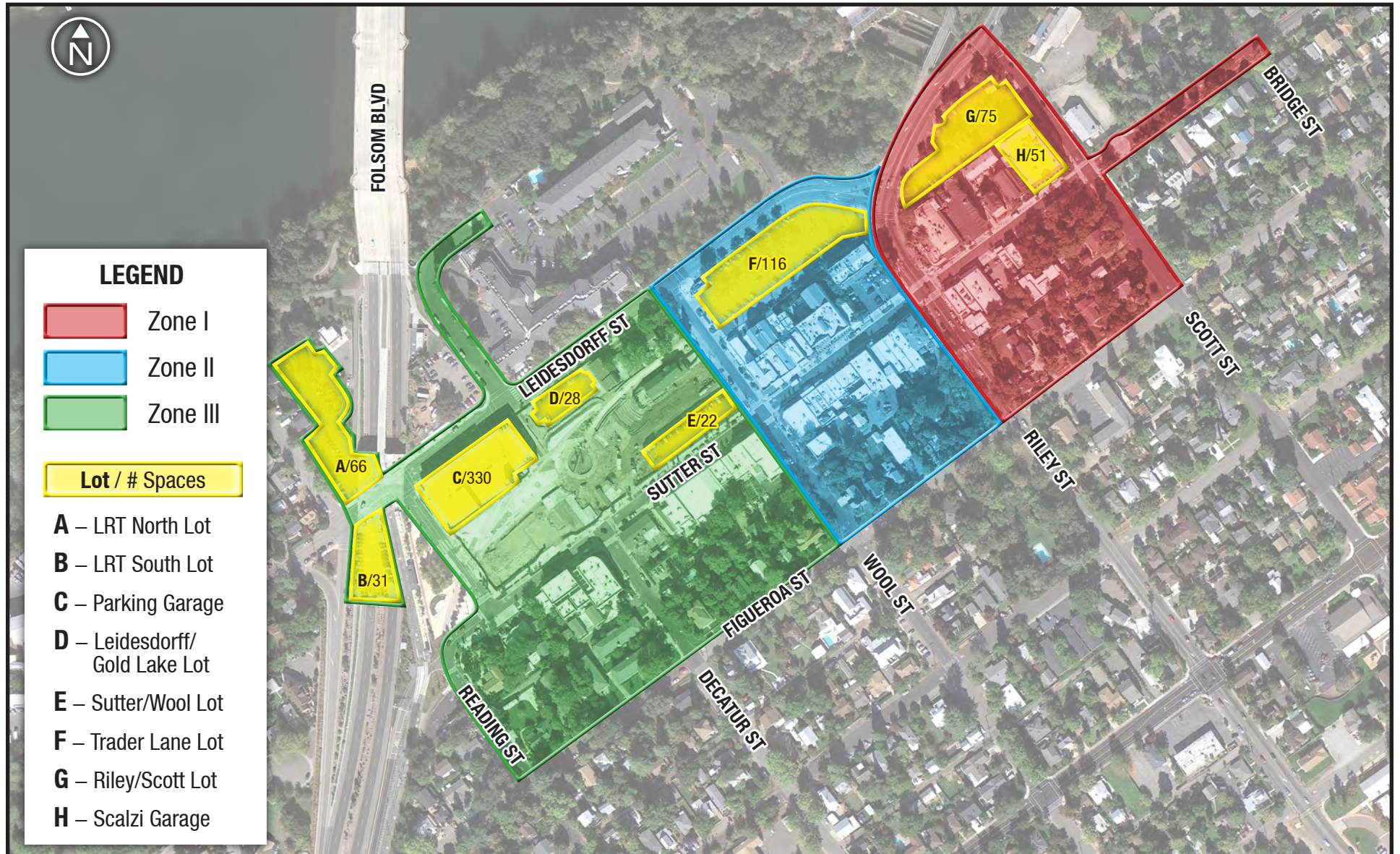
FOLSOM HISTORIC DISTRICT PARKING IMPLEMENTATION PLAN UPDATE

FIGURE 1 — Parking Zones



FOLSOM HISTORIC DISTRICT PARKING IMPLEMENTATION PLAN UPDATE

FIGURE 2 — Existing Off-Street Parking Lots



FOLSOM HISTORIC DISTRICT PARKING IMPLEMENTATION PLAN UPDATE

FIGURE 3 — Existing On-Street Parking Spaces

