

ELMHURST CENTRAL BUSINESS DISTRICT
PUBLIC PARKING ANALYSIS AND PROPOSAL
TO BE EFFECTIVE JANUARY 1, 2016

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INTRODUCTION

This **Analysis and Proposal** is an update of the “Elmhurst Central Business District Public Parking Analysis and Proposal” approved by the City Council in 2010 (the “**Prior CBD Parking Plan**”).

Most basically, the currently proposed changes for the division of the Public Parking Inventory available for Commuters, Consumers and Employees as set forth in this Analysis and Proposal address on a comprehensive, integrated basis:

- (I) Establishment of initial parking allocations in the new Addison Deck,
- (II) Adjustments for evolving parking/traffic usage throughout the area, and
- (III) Implementation of a customer parking initiative.

REFERENCE MATERIALS

The following materials are attached to this Analysis and Proposal:

- A “Current Parking Designations (October 9, 2015)” parking map prepared by City staff, reflecting the most recent division of Public Parking Inventory in the three existing parking decks, the various municipal parking lots and along the streets – as is currently in force, and a “Proposed Parking Designations (October 9, 2015)” parking map prepared by City staff, reflecting the proposed division of Public Parking Inventory as set forth in this Analysis and Proposal.
- A “Detail Schedule of Current and Proposed Allocation of CBD Public Parking Inventory (October 9, 2015)” prepared by City staff, for the numerical detail of the changes reflected on the maps as referenced above and as described in the narrative sections below, setting forth the comparative numbers of the various types of parking spaces available currently and as proposed at all locations.

GENERAL ASSUMPTIONS AND PRINCIPLES:

The following general assumptions and principles were set forth in the Prior CBD Parking Plan and continue to be applicable.

- (1) The first and foremost policy goal should be that adequate Free Shopper Parking Spaces should be provided for in appropriate locations to meet Consumer demand, and where Free Shopper Parking Spaces are maintained, the spaces should actually be available for use by Consumers at all times, in order to benefit the entire CBD and the City as a whole. To achieve this goal, parking by Commuters and Employees in Free Shopper Parking Spaces should be discouraged; unless at the time of and for the duration of parking in the Free Shopper Parking Space, a Commuter or Employee is actively and immediately in the process of being a Consumer.
- (2) Parking in Daily Fee Spaces, Employee Permit Spaces and General Permit Spaces becomes available to Consumers (in fact, to everyone), at no cost, in the evenings on weekdays (generally after 5:00 p.m.) and all day during the days on Saturdays, Sundays and holidays.
- (3) The categories of Commuters, Consumers and Employees all include Elmhurst residents and non-Elmhurst residents. Commuters, whether residents or non-residents of Elmhurst, may or may not be Consumers, with varying degrees of consumption in the CBD. Employees are very likely to be Consumers, with varying degrees of consumption in the CBD.
- (4) There are parking needs of Commuters, Consumers and Employees to be satisfied through availability of Public Parking Inventory for each category throughout the entire CBD area, subject to recognition of certain geographic realities.
- (5) From a general perspective for the whole CBD, there should be a reasonable, overall equitable division of all available Public Parking Inventory between Commuters, Consumers and Employees, subject to recognition of certain geographic realities.

CURRENT ASSESSMENT OF “GEOGRAPHIC REALITIES”:

The CBD area, currently, should be appropriately viewed as having three “north/south” sub-areas for assessment of parking issues, in order to recognize certain geographic realities.

- (a) The “South Zone” sub-area is the area south of the railroad tracks. The South Zone has significant demands being placed on all of its Public Parking Inventory from all categories of users - Commuters, Consumers and Employees, with a particular focus on the Adelaide Parking Deck. There continues to be insufficient capacity in the Public Parking Inventory in the South Zone to satisfy the demand of all categories during weekday business hours, particularly as to “desired” Customer parking during weekday mid-day lunch hours.
- (b) The “Central Zone” sub-area is from the railroad tracks to Third Street. The Central Zone has significant demands being placed on almost all of its Public Parking Inventory from all categories of users - Commuters, Consumers and Employees. With the addition of the Addison Avenue Parking Deck, there would appear to be sufficient capacity in the Public Parking Inventory in the Central Zone to reasonably satisfy the demand of all categories at most times, with the possible notable exception being “desired” Customer parking during weekday mid-day lunch hours and during the 5:00 to 7:00 p.m. weekday evening period.

- (c) The “North Zone” sub-area is from Third Street to North Avenue. In light of the closing of the parking lot in proximity to the Hahn Street project, the North Zone has very significant demands being placed on all of its Public Parking Inventory, by Consumers and Employees (there does not appear to be any significant demand being made by Commuters on Public Parking Inventory in the North Zone).

CURRENTLY APPLICABLE DEFINITIONS:

“Public Parking Inventory” means parking spaces along the streets, in the four parking decks (three existing and new Addison Avenue deck) and in the various municipal parking lots (currently ten, after taking into account closing of Addison Avenue lot) within the Elmhurst Central Business District (“CBD”), as owned or leased by or under contract with the City to make parking available to Commuters, Consumers and Employees.

“Commuters” mean individuals requiring parking in proximity to the METRA station, in order to utilize public transportation for their personal employment purposes, and include Elmhurst residents and non-Elmhurst residents.

“Consumers” mean individuals (a) patronizing food, drink and entertainment establishments in the CBD, (b) shopping in the retail businesses in the CBD, and (c) utilizing services provided by businesses in the CBD.

“Employees” mean individuals working in and for the various businesses in the CBD providing (a) food, drink and entertainment, (b) retail shopping and (c) services.

“Daily Fee Spaces” mean parking spaces in the Public Parking Inventory (along streets, in the parking decks and in the municipal lots) which are numbered and for which a daily fee amount (currently \$2.00) is to be paid for daily parking.

“Employee Permit Spaces” mean parking spaces in the Public Parking Inventory reserved for parking by Employees who have purchased a permit for such purpose.

“Employee Parking Permit” means a permit which may be purchased only by an Employee, on a monthly, quarterly or annual basis, to park in any Employee Permit Space, any General Permit Space or any Daily Fee Space, whether the Employee Permit Space, General Permit Space or the Daily Fee Space is located in a parking deck or municipal lot or along a street.

“Free Shopper Parking Spaces” mean parking spaces in the Public Parking Inventory (along streets, in the parking decks and in the municipal lots) which (i) are intended for use primarily by Consumers, (ii) are subject to time usage restrictions (for the most part, three hours, with a limited number of ten minute spots), and (iii) do not require any payment for parking.

“General Permit Spaces” mean parking spaces in the Public Parking Inventory reserved for parking by Commuters, Employees or other persons who have purchased a permit for such purpose.

“General Parking Permit” means a permit which may be purchased by anyone on a monthly, quarterly or annual basis, to park in any General Permit Space or in any Daily Fee Space, whether the General Permit Space or the Daily Fee Space is located in a parking deck or municipal lot or along a street.

CURRENT SYSTEM:

Uses and Costs of Permits/Spaces:

General Parking Permits. Commuters are the primary purchasers of General Parking Permits. The cost of a General Parking Permit is \$35 if purchased on a monthly basis, \$105 if purchased on a quarterly basis and \$400 if purchased on an annual basis.

Employee Parking Permits. The cost of an Employee Parking Permit is the same as the cost of a General Parking Permit - \$35 if purchased on a monthly basis, \$105 if purchased on a quarterly basis and \$400 if purchased on an annual basis.

Daily Fee Spaces. Daily Fee Spaces are used by three constituencies – (a) non-daily Commuters who do not desire to invest in General Parking Permits, (b) individuals taking the trains for non-employment purposes, and (c) Consumers who need to park for more than three hours. The cost of a Daily Fee Space is \$2 per day.

Locations for Categories of Parking:

Reference should be made to the attached “Current Parking Designations (October 9, 2015)” parking map prepared by City staff, reflecting the most recent division of Public Parking Inventory in the three existing parking decks, the various municipal parking lots and along the streets – as is currently in force.

The Current Parking Designations parking map as referenced above reflects several recent developments:

- The implementation of a “customer only” parking initiative, for a trial period effective April 1, 2015 through December 31, 2015, applying to parking spaces in the North Zone on the east side and to the east of York Street. This affected 72 parking spaces.
- Use of 12 spaces on the eastern side of the City Hall parking lot for Employee Permit parking (previously being City Hall customer parking), and use of the Michigan Street parking lots to include discounted part-time Employee parking (at a \$10 monthly cost), both implemented in conjunction with the implementation of the “customer only” parking initiative as above and the closing of the municipal lot as below.
- The closing of the municipal lot on the northeast corner of Addison Avenue and Hahn Street, in July 2015, due to the start of construction on the Hahn Street development project. This resulted in the loss of 106 total parking spaces (57 Free Shopper, 25 Daily Fee and 24 Employee Permit).
- Implementation of signage on Addison Avenue, north of Third Street, in conjunction with the closing of the municipal lot as above – to create 7 Free Shopper Parking Spaces on the east side and 7 Employee Permit Spaces on the west side.

FORTHCOMING INFRASTRUCTRE CHANGES

The Addison Parking Deck is scheduled to become operational in December 2015. This will result in an estimated 689 new parking spaces becoming available.

New street parking configurations and streetscaping being undertaken on Addison Avenue, in connection with the construction of the Addison Parking Deck, will result in the loss of 19 Free Shopper Parking Spaces on the east side of Addison Avenue between First and Second Streets.

The municipal lot on the west side of Addison Avenue, across from the new Addison Avenue parking deck will be closed, anticipated to be effective January 1, 2016, due to the City's sale of the municipal lot for development purposes. This will result in the loss of 58 total parking spaces (51 Employee Permit, 7 Free Shopper).

This Analysis and Proposal does not take into account or anticipate impact from either (A) parking spaces that will become available in the parking deck that will be part of the Hahn Street project, (B) detailed analysis of possible parking demand that may be created by the proposed "FFC" development of the municipal lot on the west side of Addison Avenue across from the new Addison Avenue parking deck, or (C) request recently made to the City by Panera/CVS to implement and enforce timed Customer Only Parking Spaces in a portion of their privately owned parking lot on the northwest corner of York Street and North Avenue, similar to the negotiated agreements the City currently maintains with respect to designated Free Shopper Parking Spaces in the privately owned parking lots at the northeast corner of York Street and Adelaide Street ("Fifth Third Lot") and the northwest corner of Robert Palmer Drive and Schiller Street ("Walgreens Lot").

CHANGES PROPOSED TO CURRENT SYSTEM:

New Definitions

"Customer Only Parking Spaces" means parking spaces in the Public Parking Inventory (along streets, in the parking decks and in the municipal lots) that employees and owners of businesses are prohibited by City ordinance from utilizing for personal parking while working at their businesses.

"Part-Time Employee" means an Employee working on average less than 25 hours per week (employees and/or their employers may be requested to provide proof of employment and average number of hours worked).

"Part-Time Employee Parking Permit" means a permit which may be obtained only by Part-Time Employees, on a monthly or quarterly basis, to park in any Part-Time Employee Permit Spaces as located in a parking deck or municipal lot.

Uses and Costs of Permits:

The uses and costs of General Parking Permits and Employee Parking Permits would not be changed.

A new Part-Time Employee Parking Permit would be created - allowing for parking by Part-Time Employees, at no cost, in a limited number of designated Part-Time Employee Spaces to be currently available (a) on top floor of Addison Parking Deck and (b) in municipal lot P-5.

Locations for Categories of Parking:

Reference should be made to the attached “Proposed Parking Designations (October 9, 2015)” parking map prepared by City staff, reflecting the proposed division of Public Parking Inventory in the three existing parking decks, the various municipal parking lots and along the streets as set forth in this Analysis and Proposal.

Reference should also be made to the attached “Detail Schedule of Current and Proposed Allocation of CBD Public Parking Inventory (October 9, 2015)” prepared by City staff, for the numerical detail of the changes reflected on the map as above and as described below, setting forth the comparative numbers of the various types of parking spaces available currently and as proposed at all locations.

Note - the currently proposed system/changes do not go towards addressing any changes to the existing parameters for time usage restrictions for Free Shopper Parking Spaces and will maintain existing parameters for time usage restrictions with respect to all of the newly created Customer Only Parking Spaces (such time usage restrictions generally being **three (3) hours**).

Specifics of Proposed Changes:

➤ Specific North Zone Changes:

- Continue customer only parking initiative in municipal lots P-2 and P-24.
- Continue recently revised designations on east and west sides of Addison Avenue between Third and North (as currently in place on trial basis).

➤ Specific Central Zone Changes:

- Addison Parking Deck initial allocations for implementation – 328 Free Shopper Parking Spaces at three hours, 230 spaces for Employee Parking Permits including 115 Spaces on rooftop available for use with Part-Time Employee Parking Permits, and 115 Daily Fee Spaces.

<u>Floors of Available Parking:</u>	<u>Usage Designation</u>
First Three Floors:	Free Shopper Parking Spaces.
Fourth Floor:	Employee Parking Permits
Fifth Floor:	Daily Fee Spaces
Rooftop	Employee and Part-Time Employee Permits

- Schiller Parking Deck revised allocation – add 13 Employee Permit Spaces, subtract 13 General Permit Spaces.
- City Hall municipal lot – continue 12 Employee Permit Parking Spaces as recently implemented.

➤ Specific South Zone Changes:

- Adelaide Parking Deck revised allocation – change 12 Free Shopper Parking Spaces on first floor, south side, to Customer Only Parking Spaces (under Customer Only Parking Initiative as set forth below).

- Implement Customer Only Parking Initiative – As set forth below (and as referenced above as currently being tested for a trial period through December 31, 2015 applying to parking spaces in the North Zone on the east side and to the east of York Street) - applying to all parking spaces along the following streets, as running across/through all three “north/south” sub-areas (North Zone, Central Zone and South Zone):

Major North/South Streets

- York Road from Robert Palmer Drive to North Avenue.
- Addison Avenue from First Street to Second Street.

East/West Streets – Central Zone

- First, Second and Third Streets between York Road and Addison Avenue.
- First Street – north side between York Road and Robert Palmer Drive.
- Schiller Street between York Road and Robert Palmer Drive.

South Zone Streets (other than York Road as above)

- Park Avenue between York Road and Cottage Hill Avenue.
- Adelaide Street between York Road and Adell Place.
- Adell Place between Adelaide Street and Park Avenue.

DETAIL OF CUSTOMER ONLY PARKING INITIATIVE

The City of Elmhurst would adopt a “Customer Parking Only” Ordinance, similar to ordinances currently in effect in Wheaton and Glen Ellyn, to apply to spaces within designated locations as are currently designated as Three Hour timed spaces, as follows:

- (a) *No person who owns, operates, manages or is employed at a place of business within the boundaries of Special Service Area #6 (“SSA #6”) shall park in spaces designated as “customer parking only,” while the person is working at that business.*
- (b) *It shall be a rebuttable presumption that any person who owns, operates, manages or is employed at a place of business within the boundaries of SSA #6 shall be deemed to be working at that place of business from 9:00 a.m. to 5:00 p.m., Monday through Saturday.*
- (c) *Only those persons seeking to purchase merchandise or services within SSA #6 shall be allowed to park a vehicle in designated “customer parking only” spaces. All other vehicles, including those parking for train commuting purposes, are prohibited.*
- (d) *No person may park in a “customer parking only” designated space for more than three hours.*
- (e) *All parking spaces within the following locations within the boundaries of SSA #6, other than spaces designated for handicapped or ten minute parking, shall be designated as “customer parking only” spaces:*

IMPLEMENTATION OF PROPOSED SYSTEM/CHANGES:

The proposed system/changes would be made effective **January 1, 2016** (with some changes of space configurations in some locations possibly being phased in earlier if desirable and practical).

In light of (a) the extensive nature of current changes involving the new parking deck and the new customer parking initiative, (b) continually evolving traffic patterns and parking usages due to the impact of various construction and development projects throughout the area, and (c) the fact that this Analysis and Proposal will need to be reviewed and updated by the City Council, within the next year or so, to take into account parking spaces that will become available in the parking deck that will be part of the Hahn Street project and parking demand that will be created by the “FFC” development:

- The **City Manager** would have authority and discretion, until the City Council acts upon an update of this Analysis and Proposal or otherwise acts, to make minor adjustments to the various allocations of the Public Parking Inventory available for Commuters, Consumers and Employees as set forth in this Analysis and Proposal.

The City would work with City Centre to effectuate **(i)** enhanced signage and marking of various types of parking spaces, **(ii)** clear and timely communication of changes to all categories of users and **(iii)** a “marketing campaign” to promote awareness, the benefits and utilization of the new system to and for all categories of users.