

West Side Parking and Curb Study Key Findings

I-195 Redevelopment District

April 2023

We Put People First

Developing transportation systems to promote broader community goals of mobility, equity, sustainability, health, and economic development



Transit



Transit Corridors



Active
Transportation
and Safety



Cities and
Streets



Parking and
Demand
Management



Paratransit
and Community
Transit



Emerging
Mobility



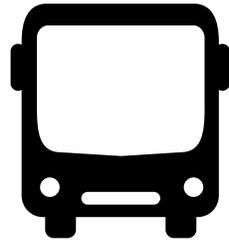
Engineering
and Design



Parking is tied to...



Local Business Health



Transit Reliability



Development Potential



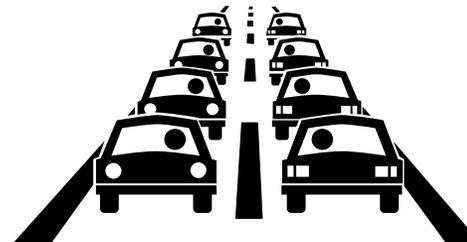
Pedestrian Environment



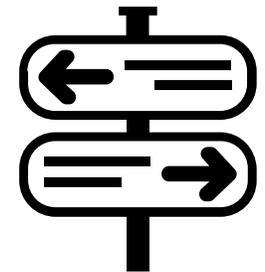
**Efficient Use of
Municipal Resources**



**Bicycling
Accommodations**



Traffic Patterns



Signage and Wayfinding

Improving and accommodating non-driving modes can help less parking go farther.



Strategic Parking Management

Encourage multimodal mobility
with right-sized supplies and
demand-based management

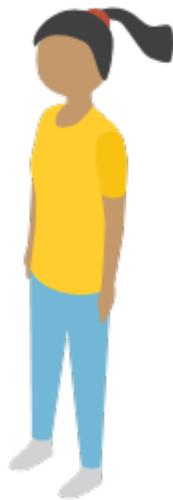
Mobility Improvements

Reduce pressure on limited parking
by providing high-quality driving
alternatives



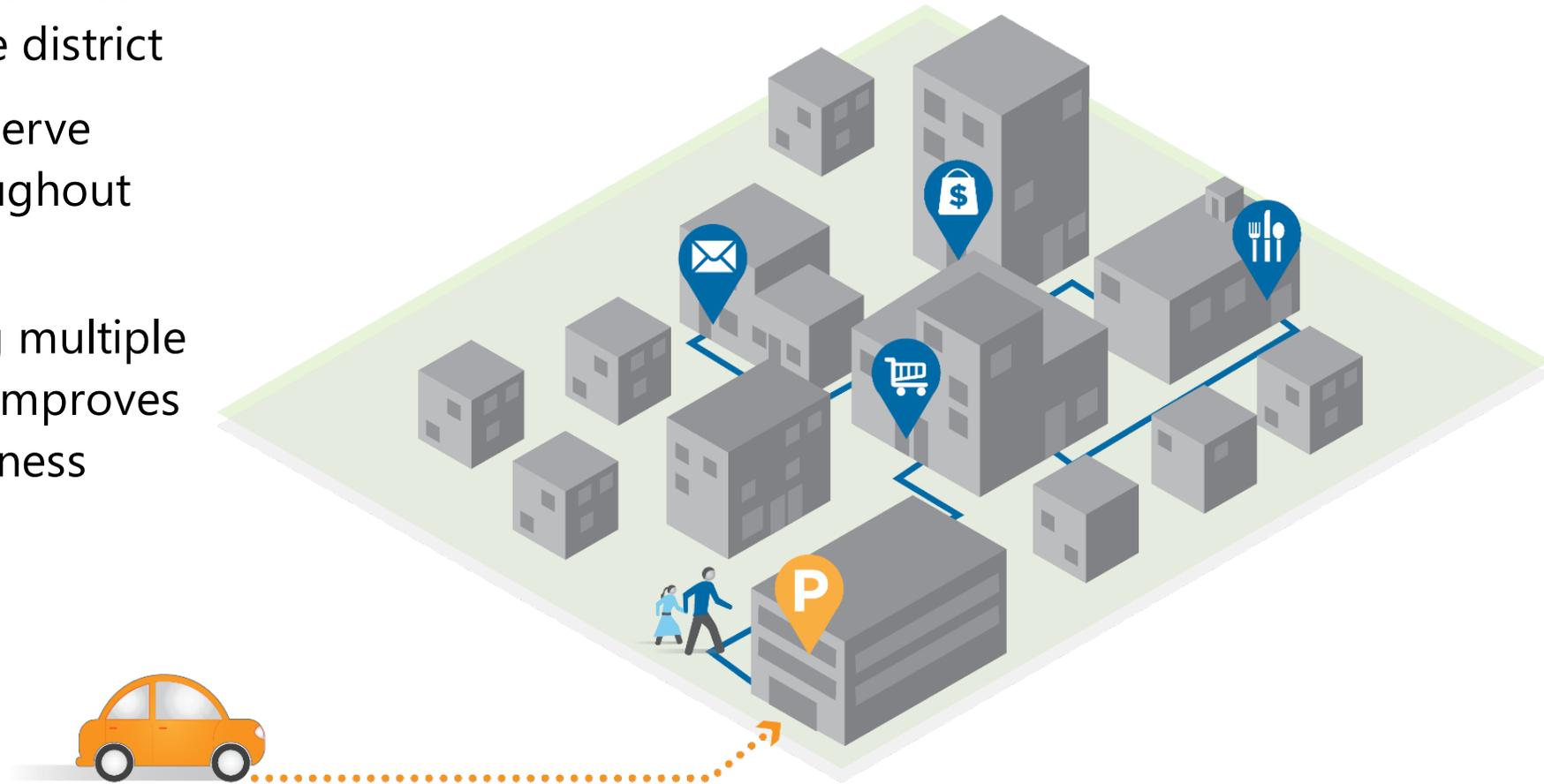
People Get Around in Different Ways

...AND INCREASINGLY HAVE THINGS COME TO THEM



Mixed Use “Park Once” Development

- Parking in an urban area serves multiple uses in a diverse district
- Each parking space can serve multiple user types throughout the day
- Parking once and visiting multiple uses reduces traffic and improves safety, livability, and business vitality



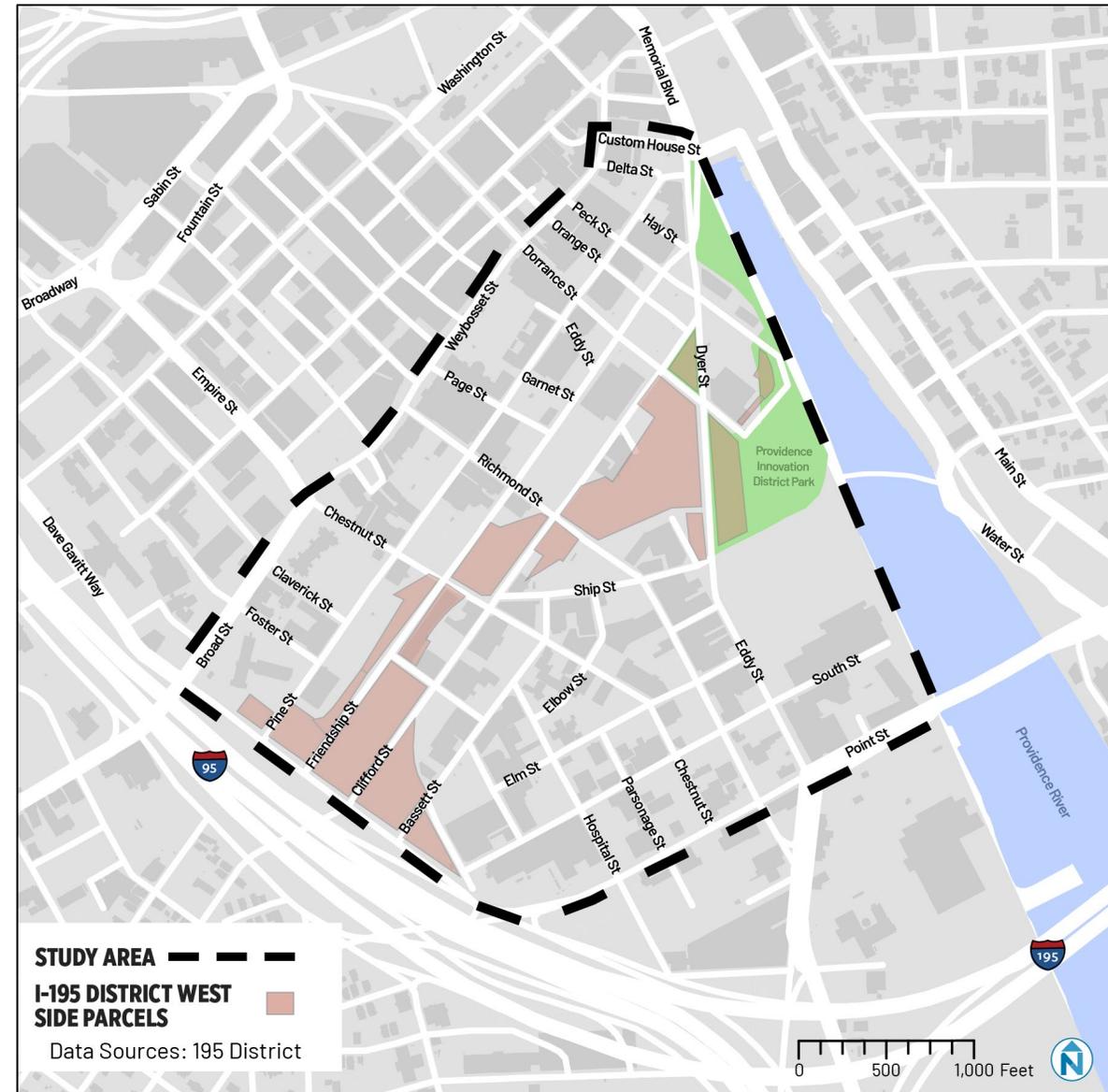


**EVERY PERSON WHO PARKS A CAR IS
A PEDESTRIAN.**

**A SHORT WALK TO AND FROM PARKING IS EXPECTED IN
AN URBAN DISTRICT.**

Parking Study Area and Approach

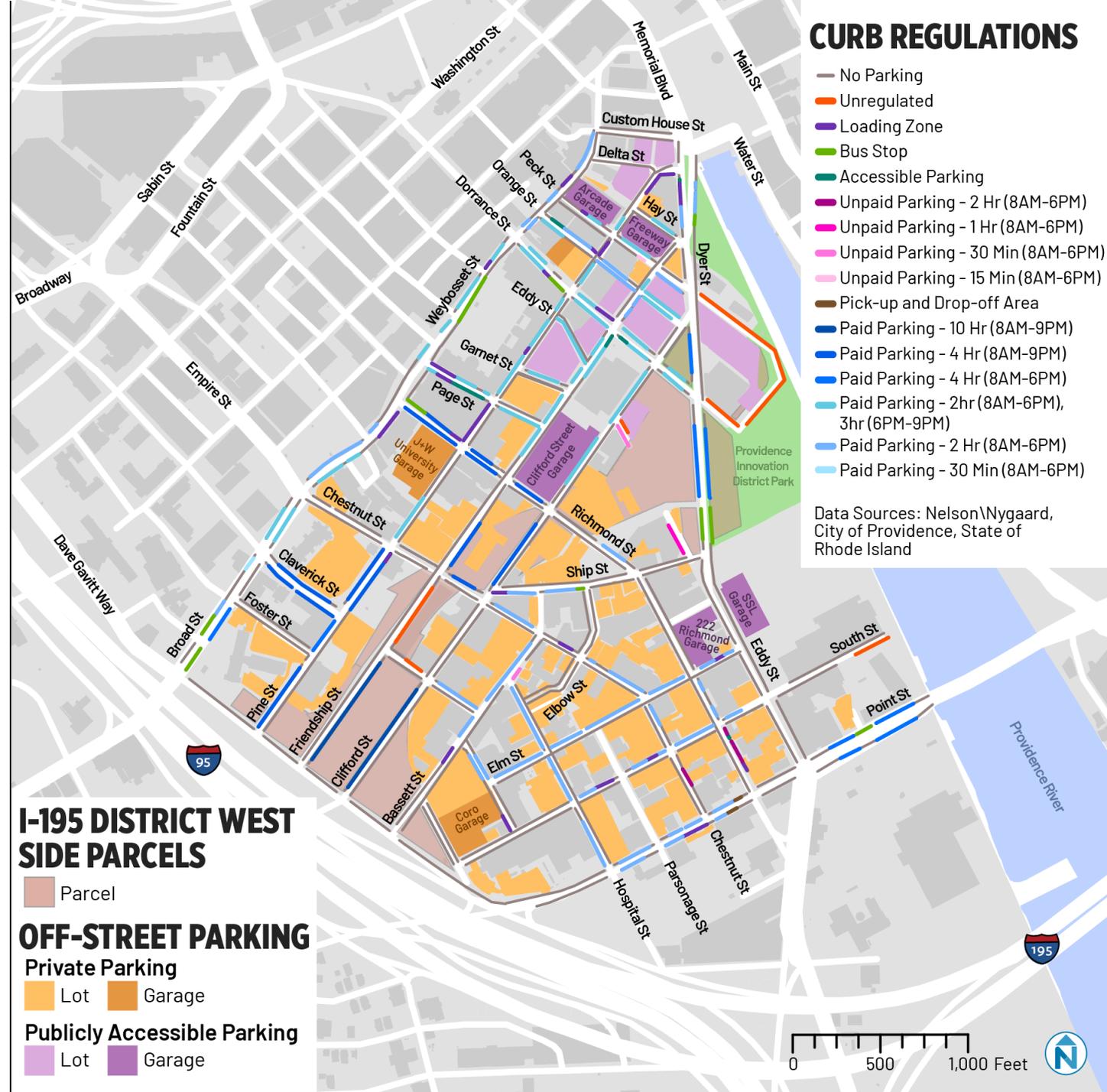
- Inventory all parking and curb regulations in the neighborhood surrounding West Side I-195 redevelopment parcels
 - Field surveys
 - Aerial imagery
 - Outreach to property owners
- Collect parking utilization data
 - Midday weekday peak (September 2022)
- Identify curb management issues
- Project future parking demand based on proposed development
- Recommend right-sized parking supply, parking management & transportation demand management strategies



Parking Inventory

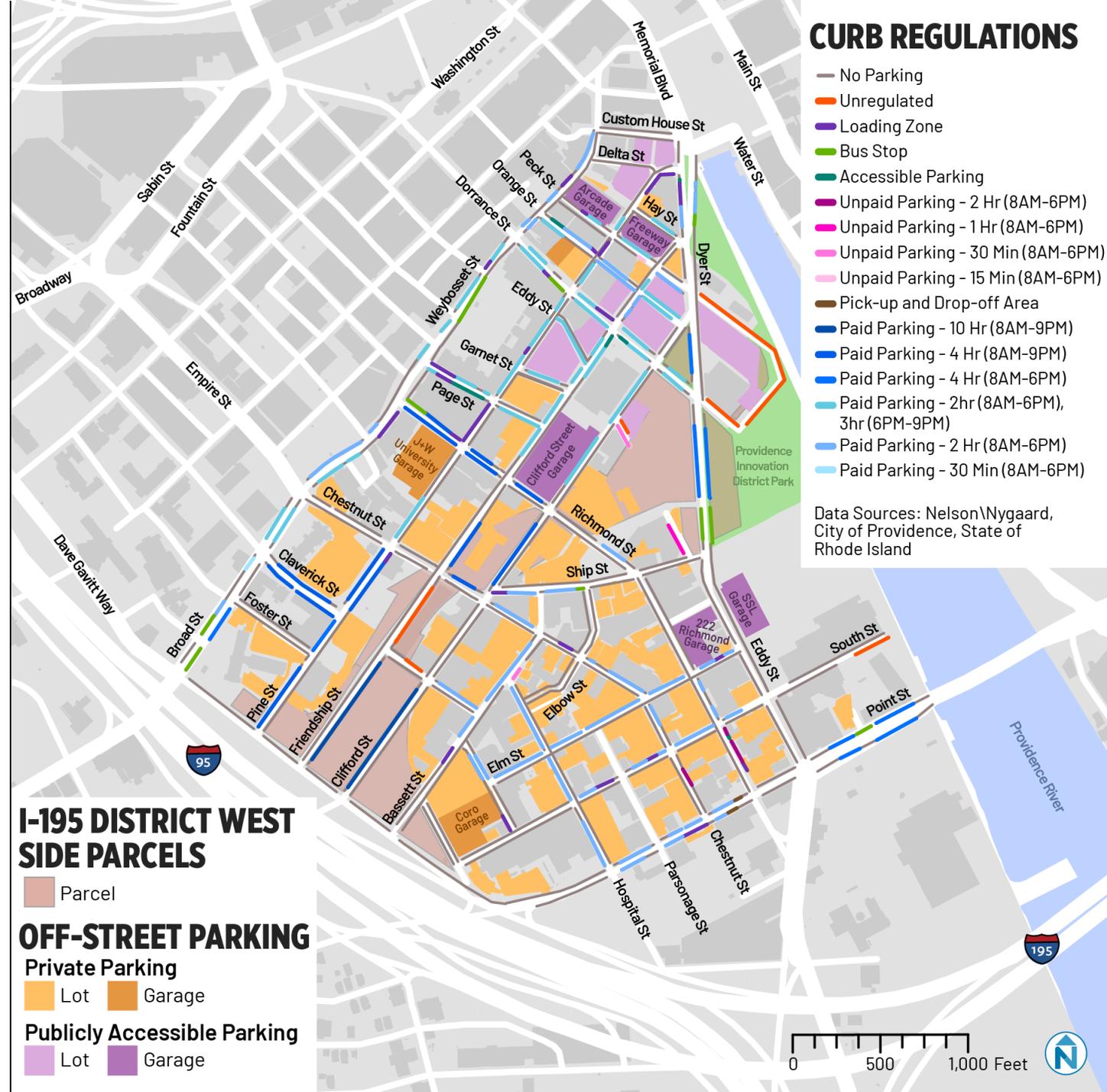
9,400 PARKING SPACES

- Nearly **900** on-street spaces
- **8,500** off-street parking spaces, with **3,900** available to the public
- **4,800 total parking spaces are available for public parking**



Parking Inventory

- Many distinct on-street regulations exist within a small area – this can lead to confusion
- 60% of curb space does not allow parking or stopping due to generally narrow rights-of-way
- Most on-street parking is metered (85%), with various time limits and hours of operation



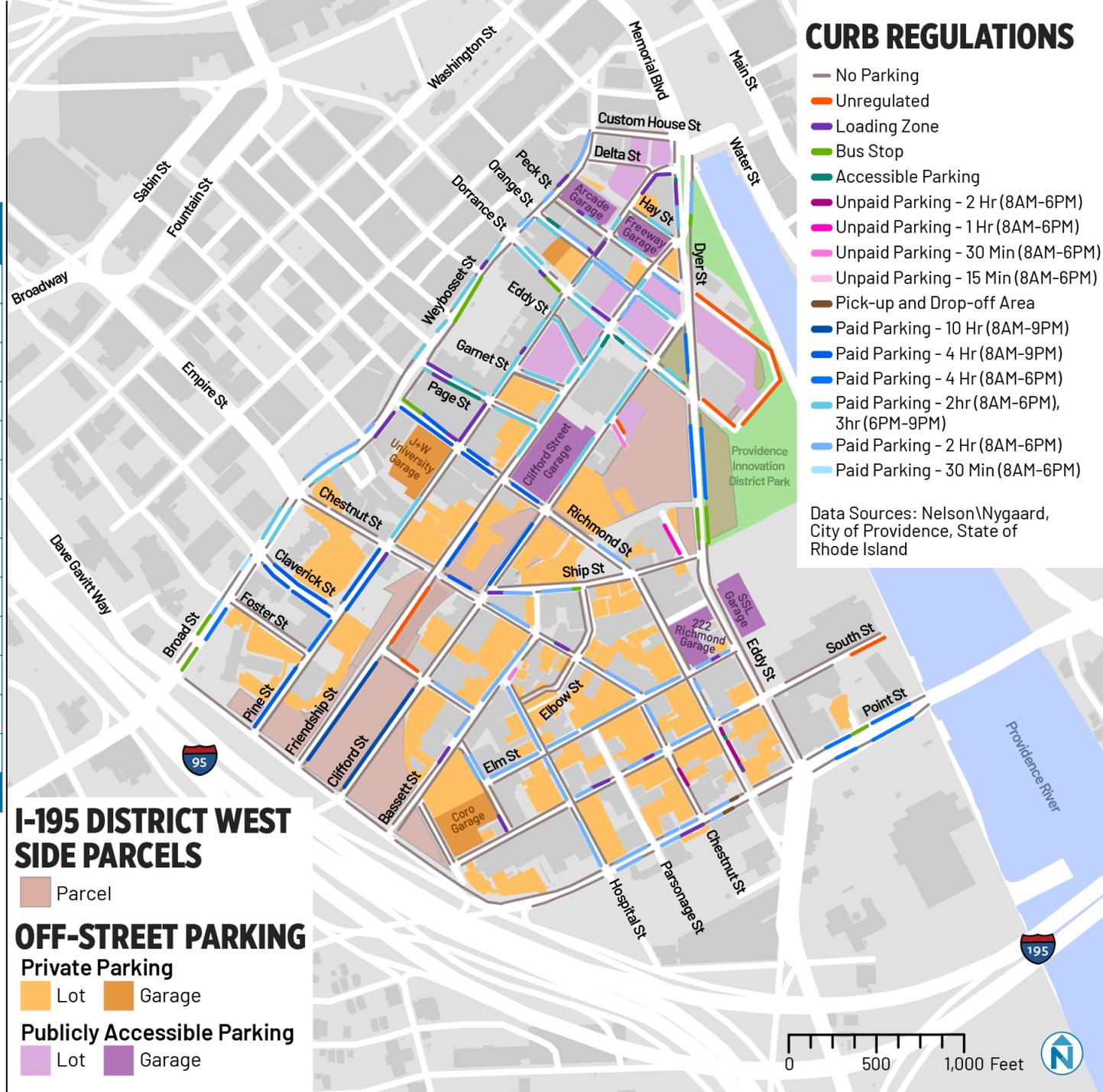
Parking Inventory

On-Street Parking Inventory in the Study Area

Regulation	Sum of Spaces	% of Curb Length
Paid Parking - 2 Hr (8AM-6PM)	246	29%
Paid Parking - 2 Hr (8AM-6PM), 3 Hr (6PM-9PM)	218	26%
Paid Parking - 4 Hr (8AM-9PM)	143	17%
Paid Parking - 4 Hr (8AM-6PM)	83	10%
Unregulated	57	7%
Paid Parking - 10 Hr (8AM-9PM)	46	5%
Accessible Parking	17	2%
Unpaid - 1 Hr (8AM-6PM)	10	1%
Unpaid - 2 Hr (8AM-6PM)	7	<1%
Unpaid - 30 Min (8AM-6PM)	6	<1%
Pick-up and Drop-off Area	3	<1%
Paid Parking - 30 Min (8AM-6PM)	3	<1%
Unpaid - 15 Min (8AM-6PM)	1	<1%
Grand Total	840	100%

Off-Street Parking Inventory in the Study Area

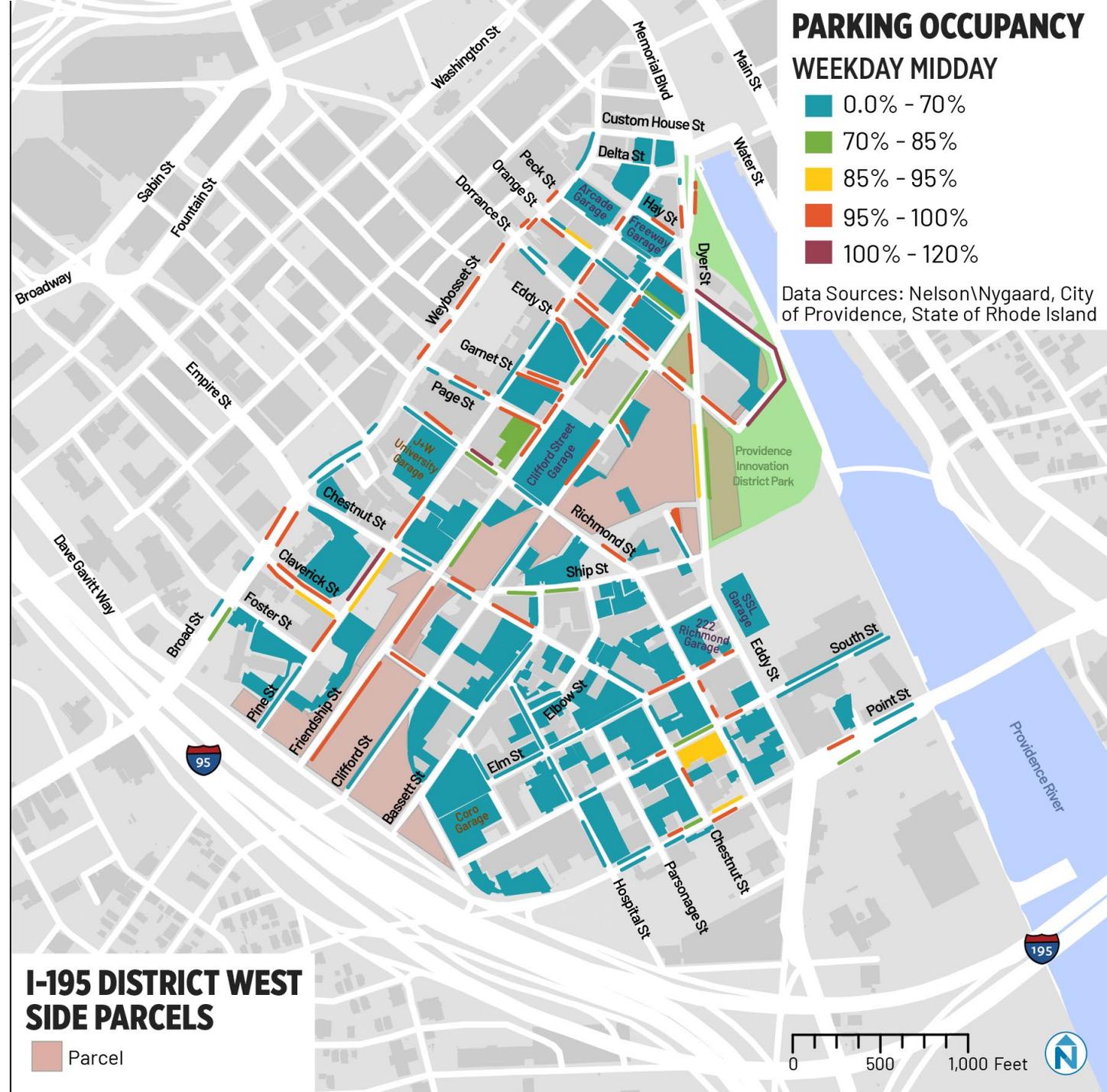
Regulation	Sum of Spaces	% of Total
Private	4,566	54%
Publicly Accessible	3,922	46%
Grand Total	8,488	100%



Parking Utilization

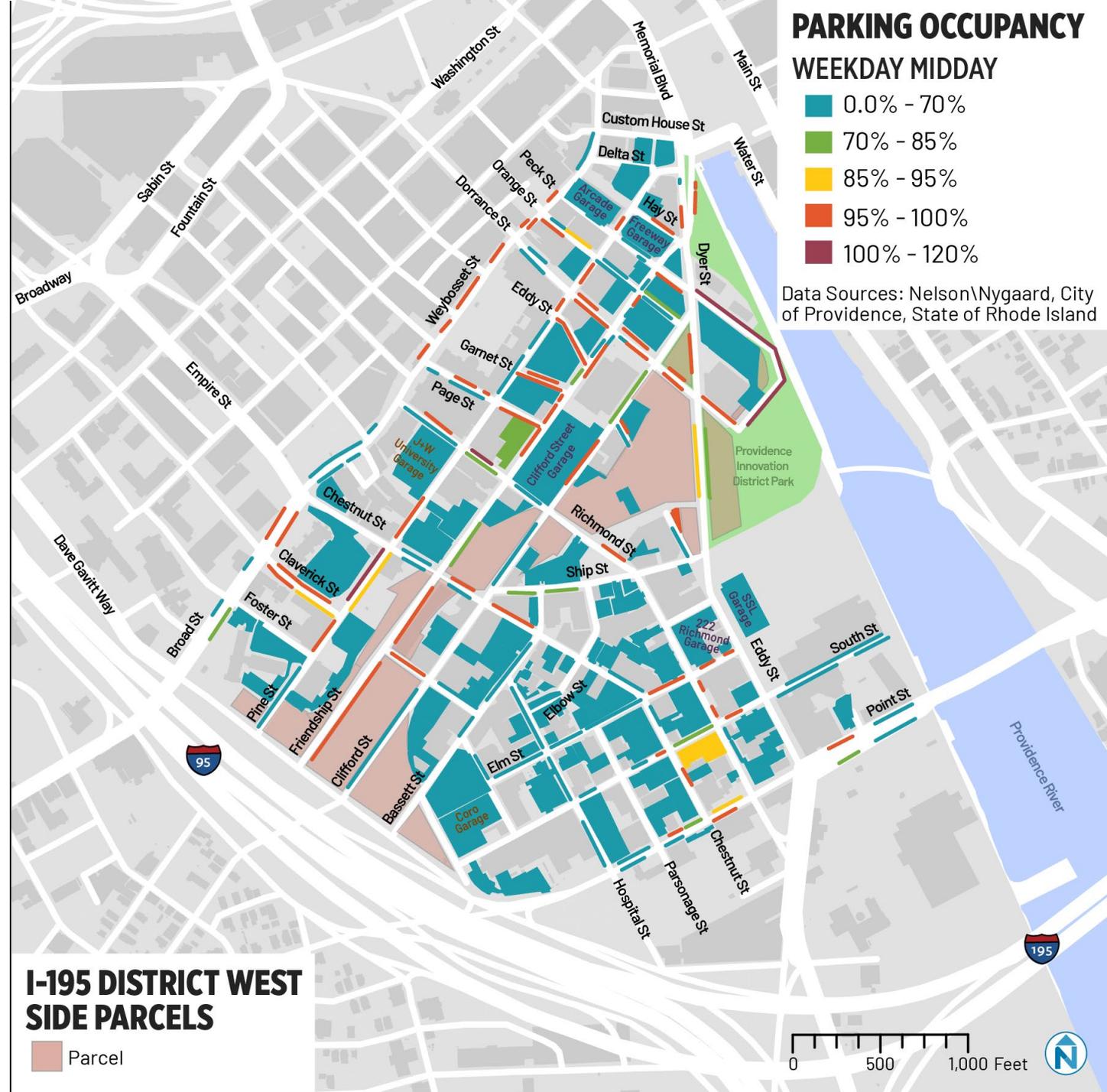
35% PARKING OCCUPANCY

- **On-street parking was 68% full**
- **Off-street parking was only 30% full**
- Unregulated street parking and short-term meters were the most popular spaces
- Both publicly accessible and private off-street facilities were equally under-utilized



Parking Utilization

- Unregulated street parking and short-term meters were the most popular spaces
- Both publicly accessible and private off-street facilities were equally under-utilized
- Large off-street garages (60% of all off-street parking) are only **38% full**
 - SSL Garage: 51%
 - J&W Garage: 49%
 - 222 Richmond: 44%
 - Clifford Street: 29%
 - Coro Garage: 28%



Garage Parking

WHAT GIVES?

- On-street spaces are more convenient
- Garages can feel confusing or intimidating
- Garages that are under-utilized create a sense that “I shouldn’t be here”
- Pricing is not always intuitive



TUESDAY, 12 PM

Public Parking

YES, THERE'S A SURPLUS

- **On-street spaces get full, but thousands of available off-street spaces remain**
- Continued remote work means off-street facilities are under-utilized
- Many garages offer evening pricing deals to incentivize use
- **Parking in garages and/or walking a short distance to your final destination is a reasonable expectation in a vibrant urban core**



SOUTH STREET LANDING GARAGE

Next to Innovation District Park

Outreach Summary

LISTENING SESSION

- 13 people attended a listening session on October 27, 2022 at District Hall
- Included study overview and interactive mapping exercise
- Key comments received:
 - There is a lack of dedicated space for delivery vehicles and rideshare app pickups and drop offs.
 - There is a lack of ADA accessible on-street parking.
 - Local garages should better accommodate residents, employees, and visitors (e.g. offer a lower evening rate for night time workers).
 - Streets are frequently blocked by delivery trucks, creating safety issues for pedestrians, bicyclists, and transit riders.
 - Consider why people prefer to park on-street versus off-street in highly underutilized facilities. How can we incentivize more garage use?



Outreach Summary

PARKING AND TRANSPORTATION SURVEY

- Online survey was distributed to tenants of CIC Providence and the general public in December 2022
- 227 community members, workers, and visitors shared thoughts on parking and curbside use in the study area
- Key findings:
 - Most respondents (54%) primarily drive alone when traveling to the study area.
 - 40% of respondents bike to, from, or within the study area at least a few times per month.
 - Most (51%) park a block or less from their final destination.
 - 72% say they find parking in 5 minutes or less.
 - Respondents ranked 'expanded walking facilities' as their highest priority for curbside street uses.



Future Development Parking Demand

PROCESS

- Determine projected development program
 - Consider incoming proposals and speculative future growth
- Apply national standard parking generation rates (Institute of Transportation Engineers)
- Adjust parking demand based on local context
 - Residential market
 - Internal capture
 - Multimodal transportation access
 - Mixed uses and central business district character

Future Development Parking Demand

KEY ASSUMPTIONS

- Residential parking demand based on target market = 0.4 – 0.5 spaces per unit
- Parking ratios for each non-residential land use are based on national standard (ITE) rates and adjusted for local context
 - General Retail, Grocery: 1.95 spaces / ksf
 - Restaurants, Food Hall, Cafes: 9.31 spaces / ksf
 - Office and Lab: 1.09 spaces / ksf
 - Reduced by 33% compared with ITE standard due to WFH trends observed in the area (see survey results)
- An internal capture effect of 15% is applied to commercial uses to represent the mixed use nature of the development, neighborhood focus of the retail uses
- In order to remain conservative, no adjustment was made for multimodal access to the area

How often do you travel to the study area?

Answer Choices	Responses	
Less than one day per week	6.67%	7
1 – 2 days per week	20.95%	22
3 – 4 days per week	38.10%	40
5+ days per week	34.29%	36

Future Development Parking Demand

PROJECTED DEVELOPMENT PROGRAM

- Projected development program for each parcel was selected to be more conservative (generating more demand)
- Retail spaces include a mix of restaurants, general retail
 - 30% restaurant, café, food hall
 - 70% grocery store and mixed retail
- Key parking assumptions
 - 1 - 3 levels of basement parking for office/lab use (Parcels: P22-L5, P22/25-L4, P27, P34, P35, P42)
 - 1 - 3 level of at-grade parking for residential use (Parcels: P14+15, P37, P41)
 - A free standing self-ramping 8-story garage on Parcel 35 with 496 spaces that would serve as a shared parking resource
 - Residential parking facilities smaller than 50 spaces are assumed to be fully reserved, without sharing

PROJECTED DEVELOPMENT PROGRAM*

Parcel Number	Primary Use	Status	Project Name/ Developer	Parcel SF	Total GSF	Residential	Hotel	Lab	Office	Retail	Parking	
						Units	Rooms	GSF	GSF	GSF	Parking Spaces	Residential Parking Ratio
P14+15 (incl. part of Brown U. parcel)	Residential	Under Review	CV Properties	13,817	159,300	149				3,540	56	0.16
P22-L5 (incl. 1 Ship St.)	Lab/Office	Projected		40,235	231,600			231,600			65	N/A
P22/25-L4 (incl. 60 Clifford St.)	Lab/Office	Projected		58,915	287,680			287,680			83	N/A
P27	Lab/Office	Projected		22,162	150,940			137,475		3,000	30	N/A
P34	Office over Lab	Projected		63,821	677,085			281,160	386,925	9,000	228	N/A
P35	Office over Lab	Projected		93,746	1,212,080			511,140	689,400	11,540	940	N/A
P37	Residential	Projected		21,408	527,800	600				3,000	114	0.19
P41	Residential	Projected		12,542	54,885	49				2,000	12	0.24
P25-L3	Lab	Under Review	Ancora GRE	46,816	208,628			208,628		1,468	N/A†	N/A
P42	Lab	Projected		45,194	345,080			333,170		11,910	106	N/A
Total				418,656	3,855,078	798		1,990,853	1,076,325	45,458	1,634	0.22
P22/25-L1	Office	Complete	Point 225	67,258	196,000				196,000		N/A†	N/A
P22-L2	Hotel	Complete	Aloft Hotel	33,165	101,000		175			5,000	N/A†	N/A
P28	Residential	Complete	Emblem 125	54,540	256,600	248				22,700	24	0.1
P30	Residential	Complete	Chestnut Commons	25,653	111,000	92				5,800	27	0.29
P31+36	Institution	Complete	Bowen Center	71,386	71,000						N/A	N/A

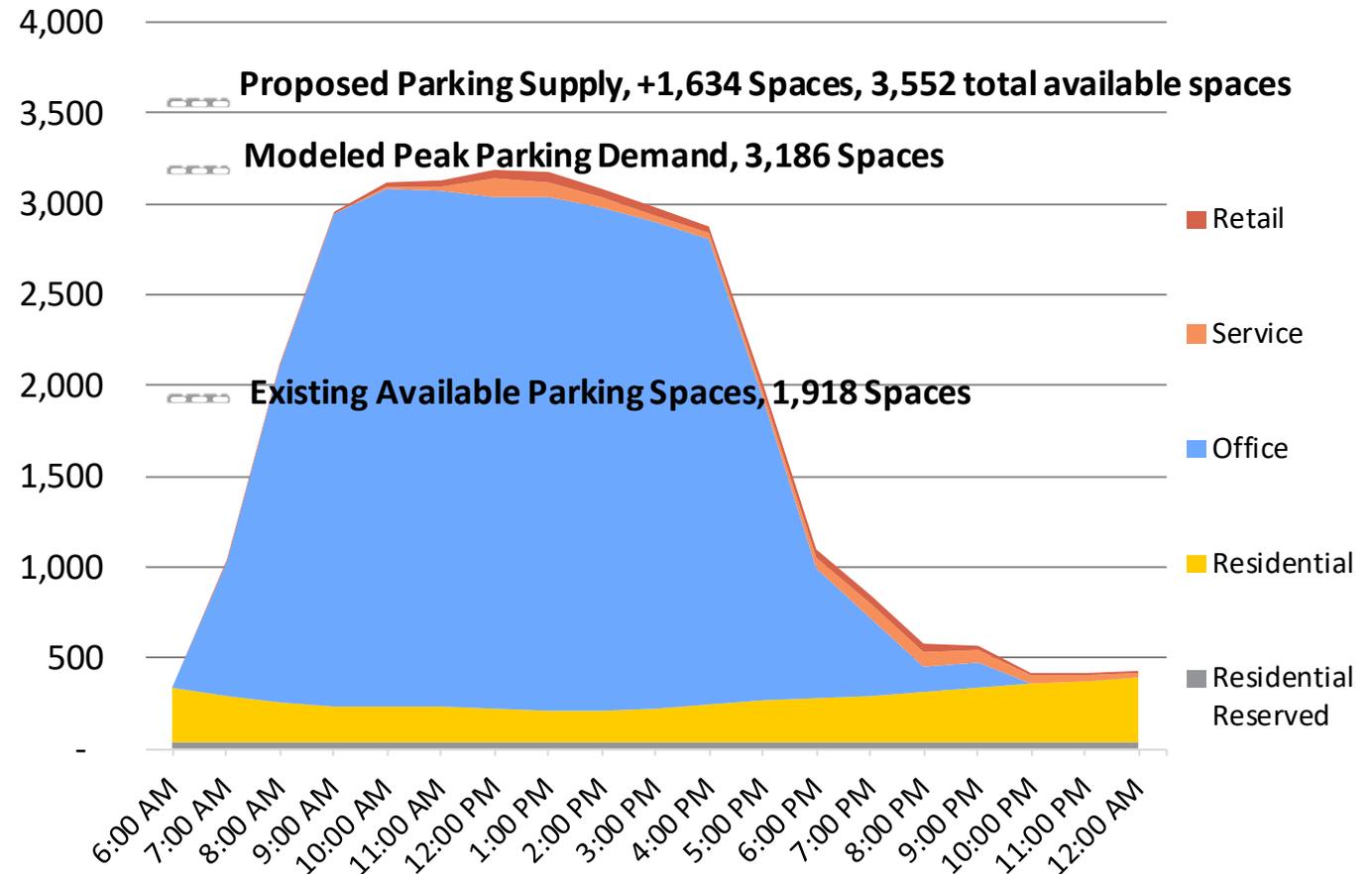
*Land uses listed here were selected to provide the most conservative parking assumptions and do not make any determinations regarding actual future uses.

†These developments have parking agreements with the Clifford Street Garage.

Future Development Parking Demand

KEY FINDINGS

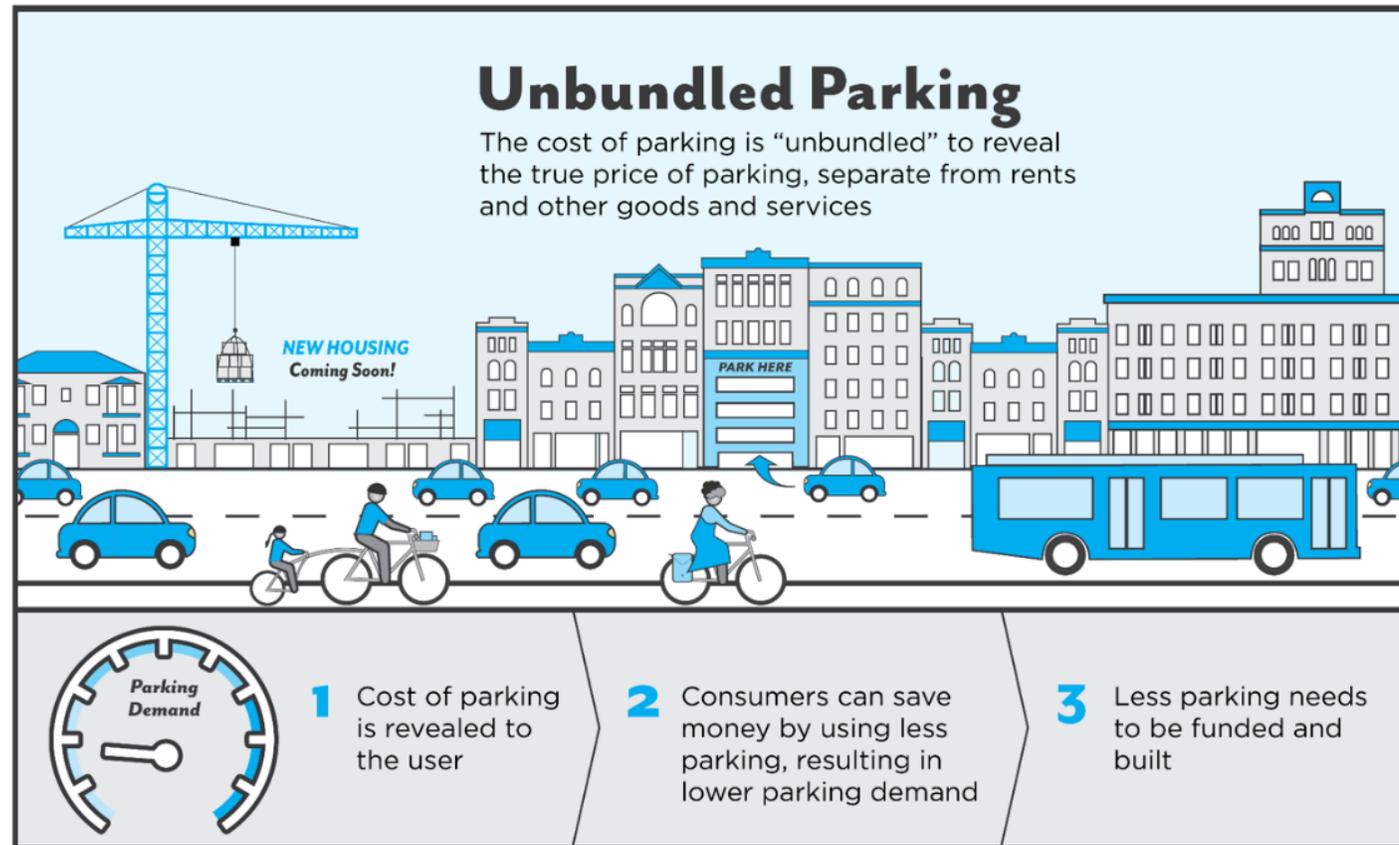
- Peak parking demand is **3,186 spaces**
- Proposed new on-site parking is **1,634 spaces**
 - **1,552 vehicles** will not use new on-site parking
- **2,906 unoccupied public spaces** exist now (primarily within garages)
 - We assume 66% of these (1,918) remain unoccupied in the future and can support new demand
 - Remaining spaces are assumed to redevelop or serve other demands
- **The 1,552 remaining vehicles easily fit within the 1,918 unoccupied spaces**



Recommendations

Unbundled Parking

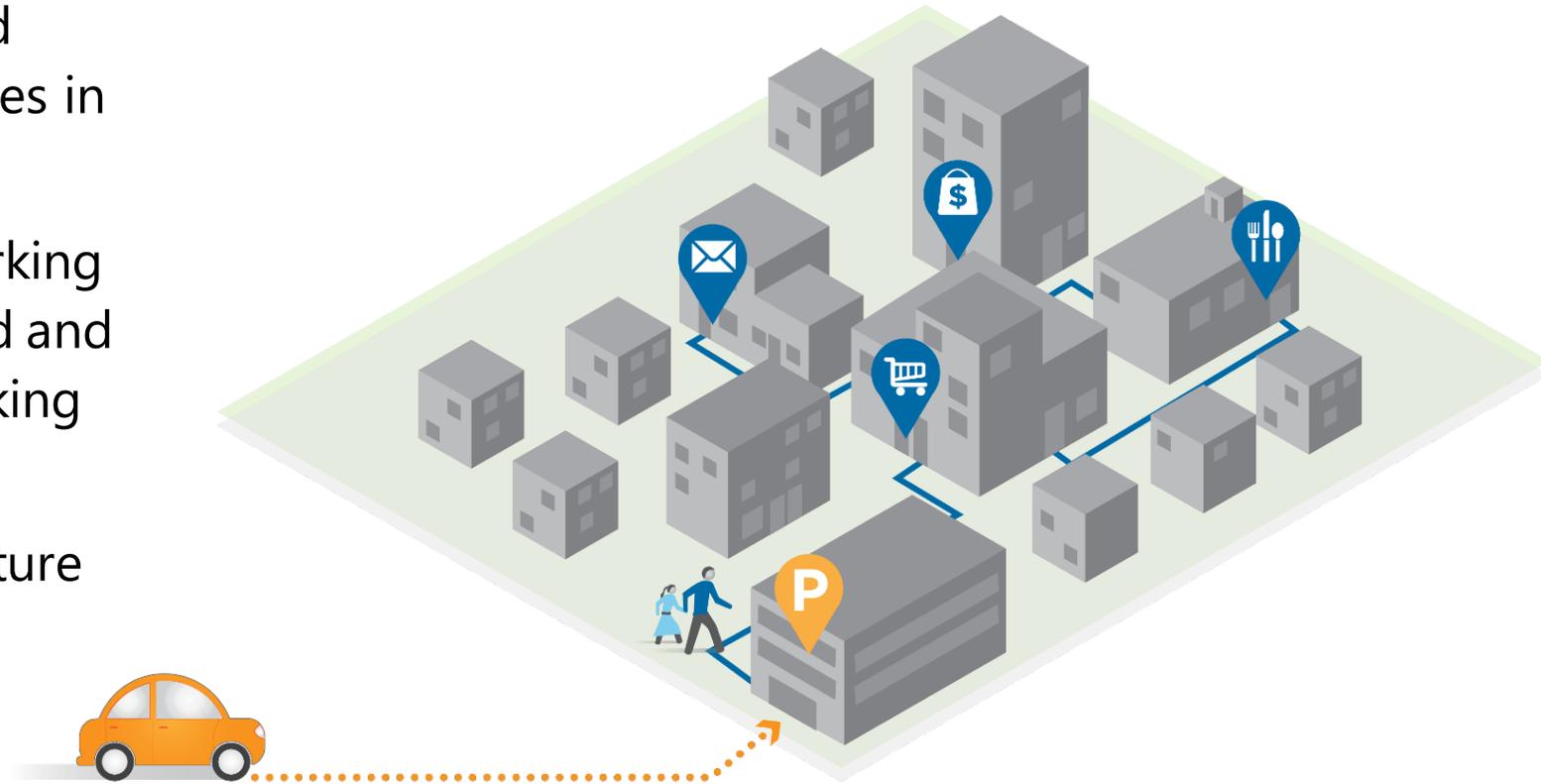
- Unbundled parking can reduce overall parking demand by 5% - 15% in dense urban areas
- The I-195 District should require parking to be unbundled in all new developments



Recommendations

Shared Parking

- Our future parking demand model assumes that most parking will be in a shared environment (excluding small facilities in residential buildings)
- The I-195 District should require parking facilities over 50 spaces to be shared and open to the public for transient parking
- **This is the most important recommendation** to ensure that future parking demands are met



Recommendations

Provide a Large-Scale Shared Parking Garage as Part of New Development

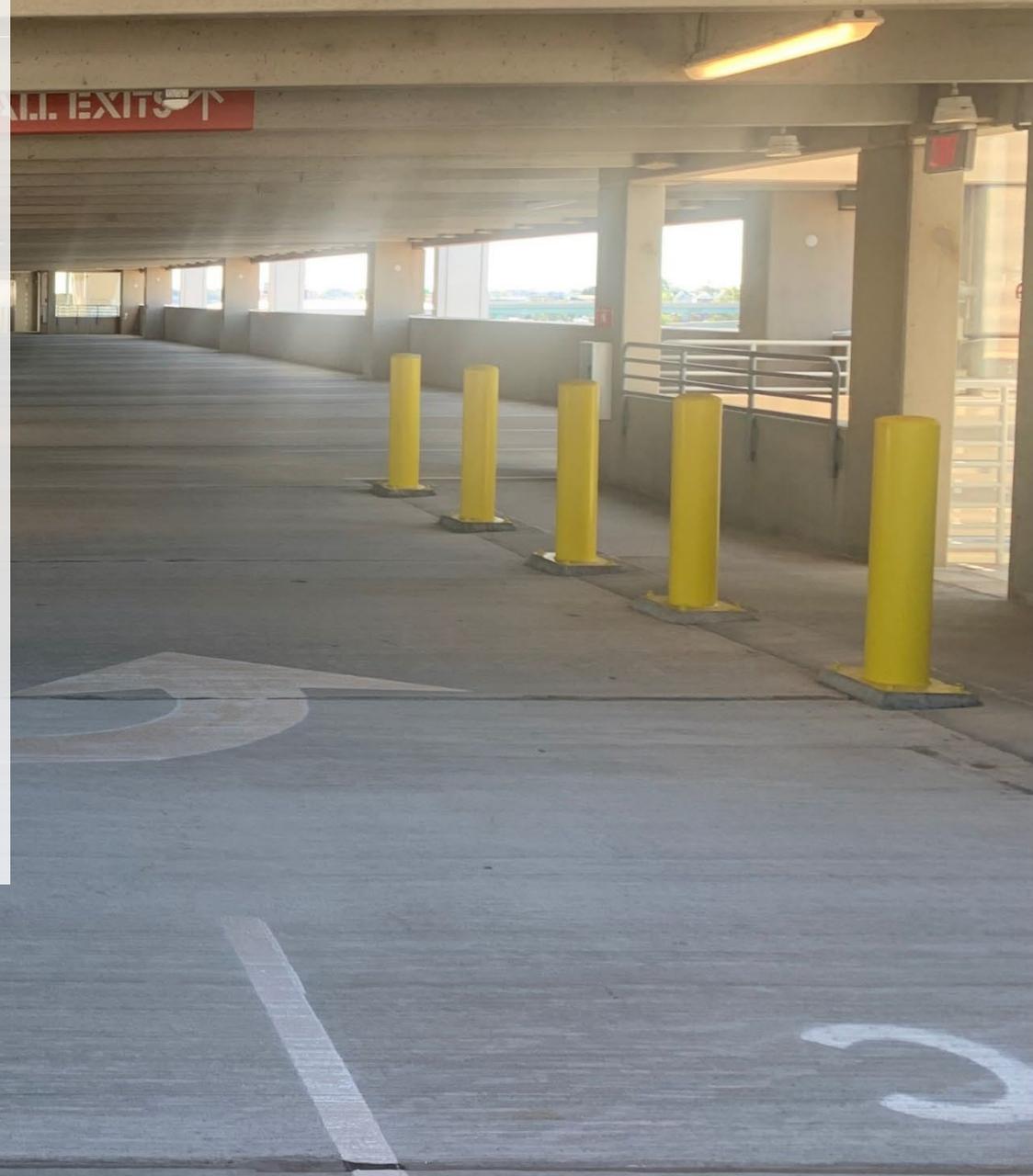
- Roughly 500 spaces desired to support the development program modeled for this report
- Parcel 35/34 offer viable locations, but other potential locations may be preferred based on incoming proposals
- Specific location, size, and configuration of this facility must be based on needs of incoming development proposals
- This facility **must be shared** to support I-195 Redevelopment District needs



Recommendations

Improve Utilization of Existing Off-Street Parking

- Improve wayfinding and information
- Incentivize use through effective pricing
- Reduce or eliminate time-of-day restrictions to appeal to more users
- Improve safety and comfort through lighting, staffing, etc.
- I-195 District / City of Providence can coordinate a wayfinding campaign to publicly accessible facilities



Recommendations

Require Additional Transportation Amenities to Reduce Parking Demand

- On-site car sharing
- On-site bike and pedestrian amenities
 - Indoor and outdoor bike parking
 - Showers and lockers
 - Bike lanes adjacent to new buildings
- Subsidized transit and micromobility passes
- Valet-style parking to increase capacity
- Micromobility integration



Recommendations

Require Curb Infrastructure and Loading Studies

- Developers complete a straightforward analysis of internal and curbside loading needs
- Curbside needs are shared with the I-195 District and City of Providence
- City of Providence works with developers to install necessary mitigation (loading zones)



Recommendations

Invest in Multimodal Infrastructure



Recommendations

Improve On-Street Operations and Enforcement (City of Providence)

- Invest in enforcement personnel
- Simplify regulations and extend meter times
- Enforce loading zones
- Add more loading zones to meet demand
- Monitor and expand passenger loading zones



Next Steps

Short-Term

- Integrate feedback from this meeting
- **Send comments to questions@195district.com by COB on 4/26 for further consideration**
- **A final report will be made publicly available once feedback is integrated**

Long-Term

- Implement priority recommendations
- Continue to adjust recommendations and future projections as new development proposals arrive
- Many recommendations are under the jurisdiction of the City of Providence

Thank you!



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