

Residential Parking Program Comment and Input Summary

Attached is a summary of the comments, questions and input provided to staff at the neighborhood meeting hosted on April 9, 2015; comments submitted by email or phone between April 2-13, 2015. The summary of comments is divided into three primary comment types; Questions, Comments/Input, and Solutions. Each comment type is then grouped by theme.

Neighborhood Meeting Results

82 citizens attend the public meeting

At sign in citizens were asked to identify if they were for or against a residential parking program:

- 28 citizens stated they are in support of a program
- 29 citizens stated they are against a program
- 24 citizens did not state whether they were for or against

Overall comments provided by email or phone

48 citizens provided comment between April 2 and April 13

Of the comment received:

- 10 citizens were in support of a program
- 38 citizens were against a program

Comments and Input 1 of 5

Existing Conditions

Government employees are taking up most of the spaces along the boulevards.

In the 1100 block 3rd parking problems exist until 7PM.

There is a problem with homes that have multiple cars, contractors, college students with their own vehicles.

There is no parking problem on 4th Ave between 7th and 8th.

Residents at 10th and 11th -- "We need this because of all the public buildings that take up our parking".

9R parking is the issue, with Big Picture HS. There is no parking and the students are ending up in the neighborhood parking and causing mischief. They were parking at the Mason Center but that Parking has been reserved for Mason Center patrons.

County employees park in front of my house. Parking near downtown provides vibrancy for our community. All these people make our community unique and vibrant. This is part of why we chose to move to town and into this neighborhood in particular.

My family has lived in Durango since 1929. Parking has been an issue the entire time. Parking was worse in the 1970's, I am not a proponent of a permit parking program.

When people come into town they park on 3rd Ave. This is about people who need free parking from morning to evening.

It is not just city or county employees causing the problem, its the construction companies taking up much of the parking.

Everyone seems to want something a bit different but there definitely appears to be a lot of folks on 3rd who think they are entitled to street parking. Living where we do comes with advantages and disadvantages. Parking spaces on the street in front of your home should not be considered a right.

Can't isolate the parking issue, it is a package deal for living in the neighborhood.

Residents need to be able to park on their block for safety and accessibility.

City needs to enforce the home occupation license, it is an issue when home owners have several vehicles who take one to the job site leaving the remaining vehicles on street.

College rentals and multi-plex units with numerous vehicles are taking up too many parking spaces.

If there was adequate parking downtown, the avenues wouldn't have a parking problem. Implementing a residential parking program will just push people a few blocks further out, spreading the problem to other neighborhoods. I'm about one block outside the proposed control area and don't currently have a parking problem but it seems obvious that anyone who doesn't have a permit or doesn't want to purchase one will start parking in my neighborhood.

I do not support residential parking permits on 4th Avenue since there really is no parking problem.

Impossible to find parking in front of my house.

Comments and Input 2 of 5

Requests

Property owners should get dedicated space in front of their homes.

City should provide options for opting out for those who have off street parking spaces.

Folks in the 1100 block of 3rd Ave want a parking permit program.

Please take into account 5th and 6th Avenues because there is not an association like the BNA to look after their interests.

If everyone who lives in the area pays for space, signage should be erected that says "belongs to residents at this location". Spaces could be painted orange.

A distinction should be made between folks that have options for off street parking, and those that do not.

The area south of College should be excluded.

The area from 2nd St to 15th St should be included.

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The City and residents need to be flexible about this issue, limit times that non-residents can park.

Paying for permits (2) should guarantee 2 spaces.

People with off street parking should be able to opt out.

Need restriction on number of vehicles associated with each residence.

The properties were purchased with the understanding that there was not off street parking - OR homeowners have chosen to use their garages for storage, studio apts. Most lots run all the way to an alley that can be used for access to their homes. If they have a problem with parking, the first and best solution is for them to solve their own problem on their own property and not try to claim the right to public streets.

County has 90+ employees from Courthouse that will be relocating in the near future this may relieve much of the problem.

Need to strongly enforce 5' driveway rule and congestion would be relieved

Comments and Input 3 of 5

Program Concerns

Shouldn't compromise public street area for properties who have made a conscious decision to remove space in their backyard.

Concerned with required participation, what if the property owner has a garage and doesn't need the space.

Should not penalized those who have provided off street parking on their own property by making them pay.

There are different sections in the area that have different impacts, there are commercial uses in the study area that need to be accounted for.

City wants to Band-Aid the issue. Permits will push the problem further east.

Before a program is hammered out, the proponents should be required to prove up that the majority of residents can not accommodate off-street parking.

I agree with Doug Lyon regarding his concern that any parking program on 3rd and 4th will only shift the problem to streets further afield to the closest non-programmed streets. That does not seem fair to the folks who may have intentionally purchased their property further from the action for this very reason, and only to the benefit of those on 3rd Ave who are making all the noise.

There will be huge consequences to this until we get the parking issue figured out. A permit program will only push the problem to the east further into the Avenues. This will continue to be an issue. All people in 5th, 6th, 7th and 8th Avenues will be paying for parking. Parking garage might be the solution, but the garage needs to be nominally priced.

There is no benefit to a permit if it is only used in the evening, for people who drive to work and don't need parking during the day.

Concerned that a program like this would turn the public streets into a paid parking lot.

Resident of 4th Ave concerned due to the fact that on his block 2 permits per residence would equal 48 total permitted cars on his block, and the available parking on his block is but 26 spaces.

It is not a one-size-fits all neighborhood, one program will not apply to all situations/blocks.

Day use permits will not eliminate parking congestion.

A permit program comes with huge consequences and introduces a police state.

Property owners paying taxes should not pay for a permit.

City Streets are Public right of way - not limited to residents

A program like this will force employees to pay for meters taking them away from tourists in downtown.

Fix the problem for few and create problem for the majority/elitist.

Residents shouldn't have to pay for parking.

Comments and Input 4 of 5

General Concerns/Comments

Key concern is maintaining a viable downtown!! That should be top concern with any and all decisions made that affect this area. I was a downtown business owner that lived in the county. I parked in the "neighborhoods" instead of plugging meters and as a business owner I would hope to leave the parking meters outside our doors for downtown customers - not employees. AND locals that shop/eat in downtown businesses often park in our neighborhoods instead of plugging the meters and I think that is great...if it becomes too difficult to park within walking distance, downtown may suffer...if that begins to happen we all suffer as we are fortunate to have a wonderful downtown that is still central to the flavor of our town.

Cars are essential in Durango, unlike in some urban areas like NYC.

Concerned with the lack of alley plowing, this eliminates parking in alley in winter, and creates difficulty in accessing garages.

Parking in the alleys is challenging because the city doesn't plow the alleys in the winter. City should plow the alleys and shovel the sidewalks.

This is a strategy for the City to get more money from the residents.

The people who live in this area are very privileged in that they have direct access to downtown Durango, while the rest of the people who live in Durango have to commute in. You all are more privileged to have direct access.

Not allowing parking is going to alienate people and make us look like snobs.

Concerned with City taking money from BNA residents and nothing is solved, they pay taxes and have been providing free parking for downtown employees.

Parking capacity reduces as you move East and the streets and avenues get shorter.

This will push free parking chasers to other neighborhoods.

Employees need to force their employees to park in City lots.

Town residents will feel that permitted parking is unfair.

Specifically, we are against it. Aside from the elitist message it sends about Durango, it just moves the problem further out, like into the Town Plaza parking lot, and onto 5th and 6th Avenues. Already 5th Ave (where we live) sees daytime parking from downtown workers.

People on 3rd Ave have off street parking why don't they use it?

Parking is fine how it is.

A vibrant downtown needs free and employee parking near it .

Residents knew about parking issues when purchased their homes.

Other neighborhoods will want a program too.

Comments and Input 5 of 5

General Concerns/Comments

Special treatment would effect the sense of fairness the city staff and Council must maintain.

Churches use more than just Sunday parking.

At a recent public meeting presented by the city Transportation Department, it became evident that transit center and city parking lots are significantly underutilized by the local residents. In view of this, I understand why a public parking garage is not a prioritized issue at this time. As a result, I fully support the proposed permit parking program for 3rd and 4th avenues. A well researched and designed plan can become a viable template for used throughout the city. Unfortunately, we may never reach zero population growth. In turn, it may be time to encourage local businesses to subsidize parking cost for employees or require city employees to park in city lots.

I am in favor of a residential parking permit program which will make it easier for residents to access their homes and I am willing to share in its cost.

It is time to provide relief to taxpayers who have provided "free parking" to benefit the downtown and 2nd Ave offices at the expense of not having a place for their own family vehicles near their residences.

I am very much opposed to permitted parking in the avenues. As a resident I think twice to bring my business to downtown. To makethis area permitted parking creates more of a challenge. Signage may make the community seem visitor unfriendly.

Encourages Council to look at the public as a whole to decide on what would be best for Durango for residents and tourists.

Opposed to a residential parking program. Employees and HHS clients(those on limited incomes) need free parking adjacent to down town.

Public Questions 1 of 2

Use Related Questions:

How does the program work for renters? What about the change in tenants and monthly rentals?

Who pays for the permit, renters or the property owner?

How will the program work with Additional Dwelling Units (ADU)? Would ADU's be treated separately and be eligible for only one permit?

How will we get passes for visitors if we want to have a party?

What about vacation rentals ?

Why has the City approved vacation rentals without requiring parking?

Why are we issuing permits for vacation rentals without requiring parking?

How will this impact conditional use permits? A program of this nature would violate the agreement.

How will commercial parking be dealt with? (Hood Mortuary, Smiley Building, Turtle Lake, DELC, and Churches)

Permit Related Questions

Are permits non-transferrable?

How many visitor permits does each resident get?

Do homes with driveways or alleys receive fewer permits?

Can we sell extra parking permits to the city?

Can residents buy or sell permits to other residents?

Can residents sell to non-residents?

Why does the program need to be required for all residents, what if the property owner doesn't need the parking permit?

In the evening only, residents could park after 5 pm, how will this work?

Why couldn't everyone pay for one space and get a placard for that space so no one else can park there?

Can the spaces be dedicated to a specific residence?

Are there plans to expand this program to 5th and 6th Ave?

Would the remaining permits (if any) be sold to residents only or to anyone on a first come, first served basis?

Infrastructure Related Questions

Who is responsible for the cost of installing curb and gutter if it doesn't exist, if the resident pays for the space in the program?

Enforcement Questions

What would the penalty be for offenders parking without a permit?

Public Questions 2 of 2

Legal Questions

What are the legal requirements associated possessory interest -- the limits of private use in public right of way?

Parking Structure/Off Street City Provided Parking Questions

Has there been thought to using the public parking lot at the Train?

Can the City make the Transit Center parking lot free?

When does the City renew the lease with Al Harper for the train parking lot? Could this be used for the City to provide free employee parking?

How much effort/ discussion has the City had regarding a parking garage for free parking?

Could the City manage parking on a lot that is free?

Other

What about parade events and oversized vehicles?

Is there data on the amount of off street parking available in this area? **No.**

Could you please let me know who removed the idea of a potential parking garage from the 1/2 cent sales tax use?

Solutions 1 of 2

Program Suggestions-Solutions

The City and residents need to be flexible about this issue, limit times that non-residents can park.

We could model this after Telluride's program- if you live on the street you get a residential permit and everyone else has 2 hour free parking.

Santa Fe has a method of permitting that allows dedicated spaces to each house.

Before a program is hammered out, the proponents should be required to prove that the majority of residents could not accommodate off-street parking.

Use citation revenues generated by the program to assist in funding the program.

Limit time of day non-residents can park.

Allow opting-out of residential permits.

Allow permits to be sold back to City if the resident doesn't need it.

Allow one free designated spot per 15' of curb length to property owner.

City should fix and install all curb and gutter where it doesn't exist in the area, in return for the residents taking care of landscape median and sidewalk and providing free parking to the employees in their neighborhood.

Allow residents to pay for their own allocated space.

No permits should be sold or available to any non-resident.

Parking should be incentivized by limiting the number of hours allowed for non-residents to park in the neighborhood.

The city should provide free permits at 1 car per 15' curb facing the front of the house. Free permits offer some compensation for the requirement to maintain the verge and associated trees & landscaping irrigation, mandatory sidewalk maintenance costs & shoveling; clear snow from the street so we can continue to park there during the winter.

With respect to parking on streets (not avenues) that have lower densities, additional parking could be allocated to multi-family units within a 1 block radius.

I think the idea of two permits and a visitor tag is absolutely needed; and I would like to see one of the permits be committed to a marked place in front of each residence.

Since this is an issue for several of the residents, perhaps, the City could require them to provide one off street parking space on their own property off of the alley. They are accustomed to non-covered space on the street, so there would be no need to require a carport or garage. The space could be as small as a car length and width and could run either parallel or perpendicular to the alley. That way when they have to run errands, they could use the car in their off street spot and return to their own back door.

Have 3rd, 4th AND 5th, as well as side streets, be 3 hour parking during the day. Residents would purchase parking passes for 24/7 use

Make it inconvenient to park in the neighborhoods and encourage the use of city municipal lots for non-residents.

Do not allow day use permits, pay for program with resident passes and fines.

Mark parking spaces with paint to improve parking behavior.

Please support the **residents** of Third and Fourth Avenues with residential parking permit program. This support will not only benefit the City by protecting its treasured Historic District, it will also protect the lives of its residents. It may even reduce some of the parking demand by encouraging commuters carpool, use the City's bus system, or park in the currently underutilized city lots.

Sections dedicated for residents every other block

May be a need for more HC spaces in neighborhood

Solutions 2 of 2

Enforcement

One participant suggested that windshield notes might be an effective method for notifying people who park in the wrong spot.

Enforcement - would mean chalking tires for 3 hour time limit. Free to the public.

Fines should be similar to those that currently exist.

Alternatives

Parking garage might be the solution, but the garage needs to be nominally priced.

Reduce fee for existing permitted parking so more people use it.

If the sewer plant moves, build a two story parking structure, there with a shuttle to town, and make incentives for employees to park there.

Widen and pave along Roosa Ave to allow for free diagonal parking on the west side.

Allow government employees to park for free in City lots.

Advertise City lots.

Shuttle (satellite lot) from Santa Rita Park so employees can park there instead.

Change use of Train parking lot to City managed facility.

Allow parking for visitors after 5:30 in the permit zone.

City should build a parking garage that is free to all.

City should do a better job of plowing the alleys to allow for more alley parking in the winter.

Utilize DATO, BID, and other organizations to help market exiting parking lots and programs.

The only real solution is additional parking convenient to downtown – such as converting existing city lots to parking structures.

Parking garage? Close enough to allow easy walking to town and AFFORDABLE for those town employees not making much money!

If parking off the alley is a problem in the winter, then the City should make plowing the alleys more of a priority.

Use the residential permit requirement to meet ADU parking requirements.

Eliminate Church Parking on Sundays, there should not be special parking for them.

Ban all loud diesel trucks from the Avenues.