



WALKER
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Neighborhood Parking Project

Draft Recommendations
MSFI - June 26, 2024

Project Overview

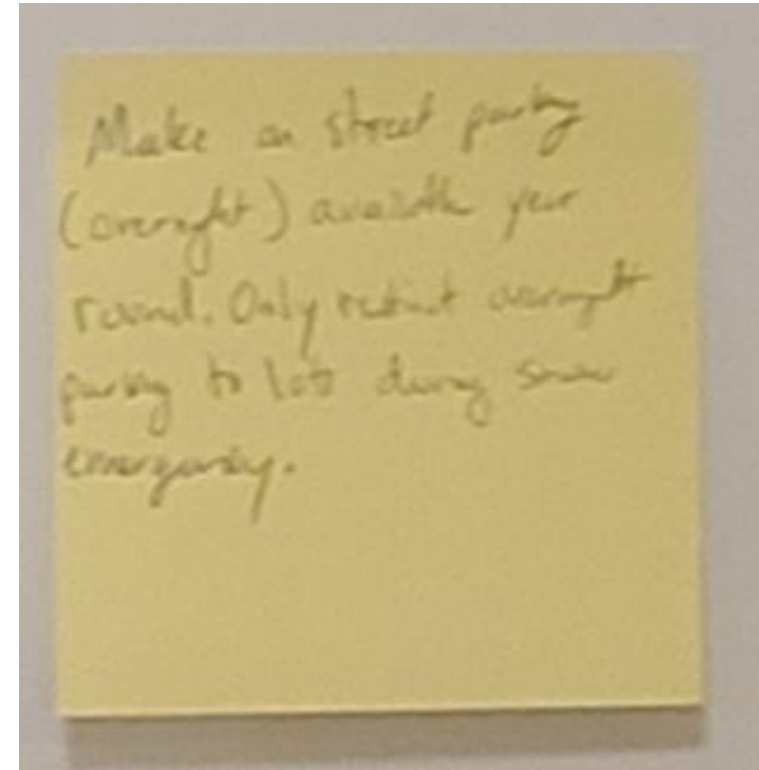
- Grant-funded
- Not including downtown
- Adjacent neighborhoods
 - Facilitate housing growth where allowed
 - Explore additional on-street parking to add supply
 - Update ordinances where applicable



Outreach

- On-line surveys, Open House, Community Night
- Advisory Committee
- Most residents don't need or use on-street parking
 - Almost all within study area have access to private off-street parking
 - Winter on-street overnight ban is still a significant inconvenience for those few who do need on-street parking

“Sometimes I have guests who use street parking.”

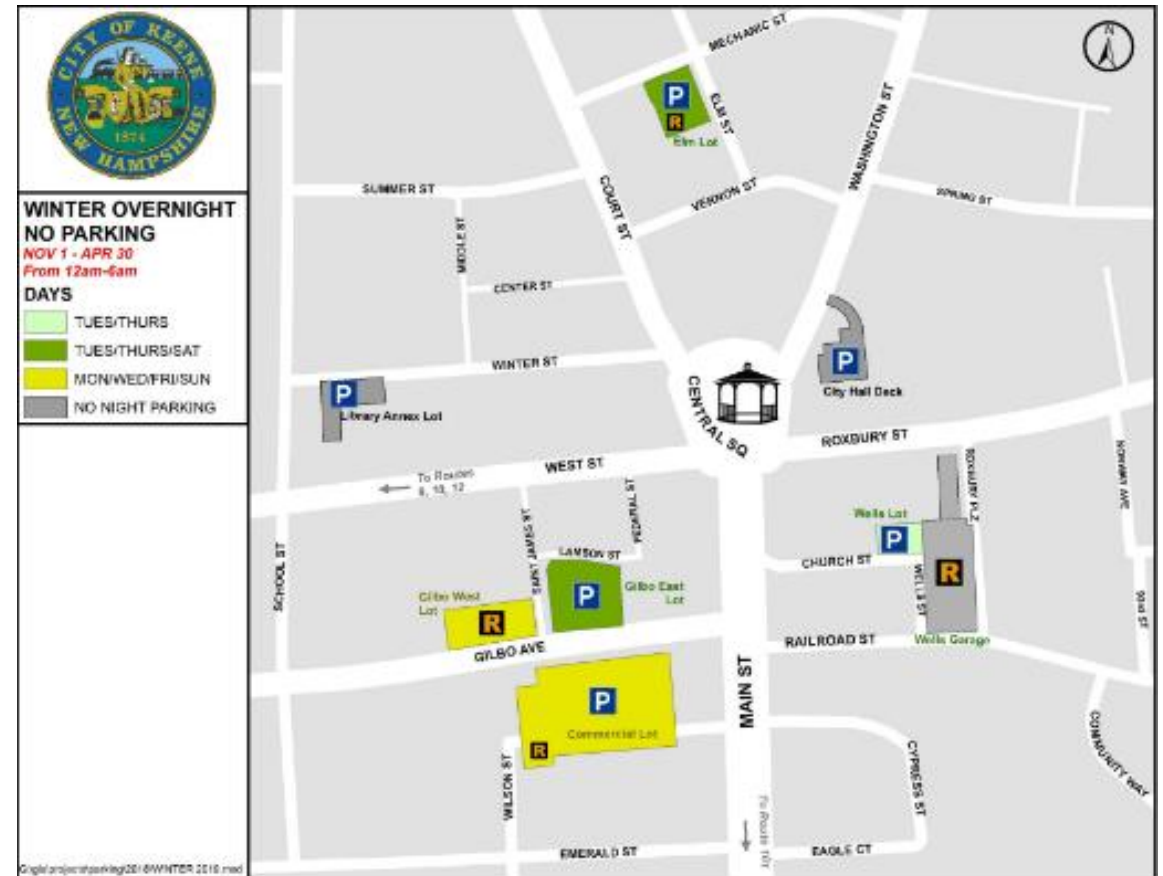


“Winter parking ban is excessive, overnight parking options in city lots is confusing & inconvenient.”

On-Street Parking Policy Recommendations



- Transition to New Winter Snow/Ice Plan; Replace Parking Ban with Emergency Weather Plan
 - City is already moving forward with transition to this type of plan
 - Only ban parking during weather events
 - Provides more access to on-street parking
 - Requires more communication with community
 - Draft ordinance in progress



On-Street Parking Policy Recommendations



- Update Residential Parking Permit Program
 - Mitigate spillover in residential neighborhoods from commercial or institutional uses
 - Keene's ordinances already include information about a RPP program, but program is dormant
 - Proactively reform guidelines to ensure a plan is ready to address future issues
- Draft ordinance in progress



Zoning Requirement Recommendations



- Allow Reduced Minimum Parking Requirements for Senior and Affordable Housing
 - 2023 Housing Needs and Assessment Strategy Report found 29% of total population over 55, 60% of those 65 and older live alone and 42% of renters are cost-burdened

RESIDENTIAL TYPE	DOWNTOWN GROWTH, DT-LIMITED DISTRICTS	ALL OTHER DISTRICTS
Senior Housing	0.7 spaces per unit	0.85 spaces per unit
Affordable Housing (means-tested)	0.75 spaces per studio 0.9 spaces per one-bedroom 1 space per two-bedroom+	0.9 spaces per studio 1 space per one-bedroom 1.25 spaces per two-bedroom 1.75 spaces per three-bedroom+

Zoning Requirement Recommendations



- Modify Parking Minimums for Multi-family Residential Uses
 - 2023 Housing Needs and Assessment Strategy Report found 40% of population lives alone, with an average household size of just 2.2 people
 - Modifying the minimum requirement helps support new housing development in the community

EXISTING REQUIREMENT	PROPOSED REQUIREMENT
2 per unit in all other zones	1 space per studio and one-bedroom 1.5 spaces per two-bedroom 2 spaces per three-bedroom+
1 per unit in DT-G and DT-L zones	0.9 spaces per studio 1 space per one-bedroom+
0 per unit in the DT-C zone	No Change

TDM Recommendations



- Require TDM in new developments
- Upgrade lighting as needed
- Improve sidewalks/crosswalks
- Add bike lanes and racks
- Enhance transit service – either fixed-route or on-demand
- Encourage employers to incentivize items which help manage parking demand



Future Parking Supply

- All new parking needed for development could potentially be supplied on-street
 - Would require some traffic direction changes
 - Account for driveways, hydrants, setbacks
 - Some off-street parking may still be desirable in order to provide more convenient parking



LEGEND

- Public Street
- Private Driveway
- Sidewalk/Crosswalk
- Fire Hydrant

Parallel On-Street Parking Space

22'-0"

8'-0"

Recommendations – Parking Ops/Mgmt

- Slowly expand hours and areas of paid parking/enforced time limits as needed
 - Financially self-sustaining; user fees should cover operating expenses



Next Steps

- Get feedback on recommendations
 - Tech Advisory Committee
 - Online
 - MSFI – Today
- Finalize recommendations
 - Report will include draft ordinance language where applicable



Questions?



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