WALKER CONSULTANTS

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Boston, MA 02116
617.350.5040

October 3, 2022

Mr. Wesley B. Anderson
Director of Public Works
City of Laconia
27 Bisson Ave.
Laconia, NH 03246

Re: Revised *Phase 1 Report for Downtown Urban Planning/Parking Study*
Laconia, NH
Walker Project #16-003423.00

Dear Wes:

Walker Consultants is pleased to submit for your review this revised draft report for Phase One of the Downtown Urban Planning/Parking Study, which includes findings from our parking inventory and occupancy analysis, feedback from public outreach, and projections of future parking demand. Revisions in this draft are based on feedback from you and other city staff, and include a reduction of projected future parking demand for December based on the significant percentage of seasonal residents who are not in Laconia for the winter. The peak demand in this draft report is now projected to be during the summer months, which aligns with our understanding of past experience and observations.

This revised draft also includes two alternative scenarios for the municipal garage – one with the garage deconstructed and providing no parking supply, and the other with the garage fully restored at a capacity of 215 parking spaces.

We appreciate the opportunity to be of service to you on this project. If you have any questions or comments, please do not hesitate to call.

Sincerely,

WALKER CONSULTANTS

Greg Strangeways, AICP
Project Manager

Prepared for Laconia, NH

Phase One Revised Draft Report

Downtown Urban Planning/Parking Study

October 3, 2022

WALKER CONSULTANTS

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Executive Summary

Project Understanding

The City of Laconia wishes to better understand the current and potential future factors that affect downtown parking availability for the City's residents, local businesses and visitors. To that end, the City contracted Walker Consultants (Walker) to study Laconia's existing parking supply and demand, and potential future scenarios, including the impact of new demand generators. This report is divided into four sections, including:

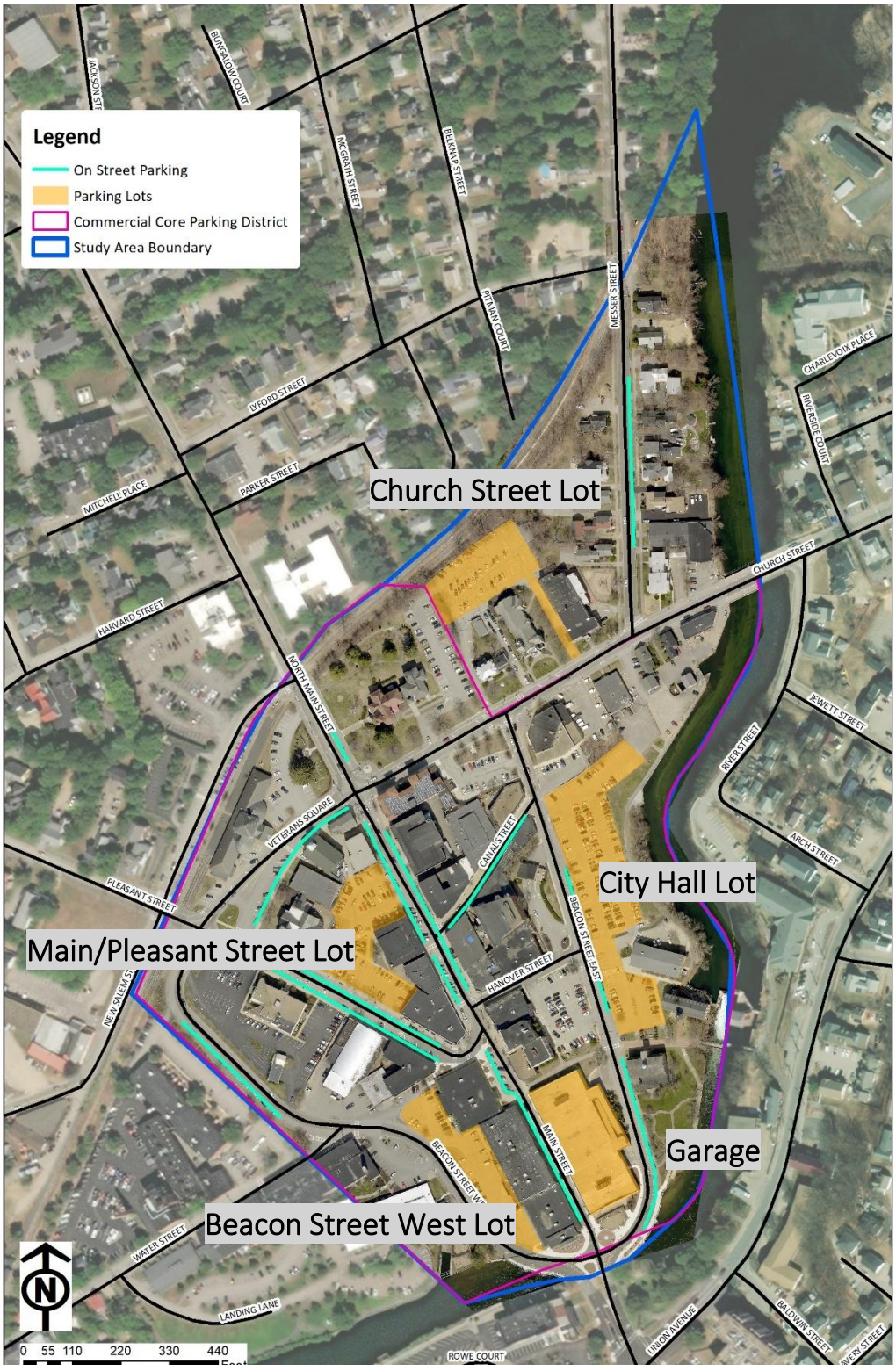
1. Existing Conditions
2. Future Conditions
3. Public Outreach
4. Findings

This Phase One report focuses on parking supply and demand, assuming that current policies and procedures remain in place. Future phases of the project will analyze potential changes to parking pricing and management, zoning and policy, and transportation demand management.

Study Area

The figure below shows the boundaries of the study area, as well as the boundary of the commercial core parking district. The study area extends beyond the parking district to the east, generally following New Salem Street and the WOW trail on the north and the river on the south. Only publicly available on- and off-street parking facilities were surveyed as part of this effort. The on- and off-street facilities have been indicated on the map.

Figure 1: Study Area



Source: Walker Consultants, 2022

Existing Conditions

Parking Supply

There are approximately 713 total parking spaces within the study area, including 514 off-street spaces and 199 on-street spaces. While there are privately-owned parking lots in the downtown restricted for use by a specific business or residential development, these facilities were not included in Walker's analysis.

Figure 2: Parking Supply Summary

Type	On Street	Off-Street	Total
No Limit	105	393	498
Time Restricted	91	86	177
ADA	2	22	24
Reserved	0	13	13
Loading	1	0	1
Total	**199**	**514**	**713**

Source: Walker Consultants, 2022

Off-Street Parking Occupancy

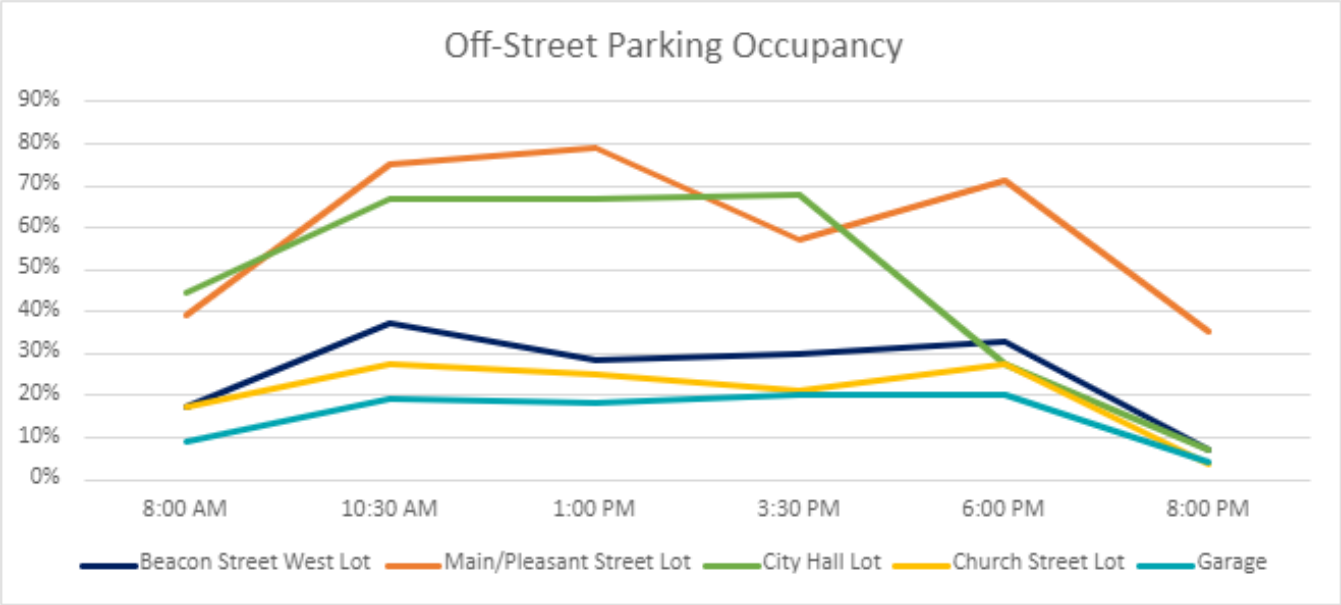
The peak occupancy for off-street parking during observations from August 2022 was 49% of spaces utilized as shown below.

Figure 3: Wednesday Off-Street Parking Occupancy Summary

Type	8:00 AM	10:30 AM	% Occupied	1:00 PM	3:30 PM	6:00 PM	8:00 PM
No Limit	119	197	50%	193	179	135	39
2 Hour	26	45	58%	38	43	29	10
15 Min	1	3	38%	7	3	1	0
ADA	0	3	14%	4	2	5	0
Colonial Residences	1	1	11%	1	2	2	1
Reserved	2	2	50%	2	1	0	2
Total	**149**	**251**	**49%**	**245**	**230**	**172**	**52**

Source: Walker Consultants, 2022

Figure 4: Hourly Off-Street Parking Occupancy by Facility



Source: Walker Consultants, 2022

On-Street Parking Occupancy

On-street occupancy peaked at 65% of spaces utilized as shown below.

Figure 5: Wednesday On-Street Parking Occupancy Summary

Type	8:00 AM	10:30 AM	1:00 PM	% Occupied	3:30 PM	6:00 PM	8:00 PM
No Limit	57	54	63	60%	55	43	32
Time Restricted	55	49	63	69%	58	41	53
ADA	2	2	2	100%	2	2	2
Loading	1	1	1	100%	1	0	0
Total	**115**	**106**	**129**	**65%**	**116**	**86**	**87**

Source: Walker Consultants, 2022

Vehicles generally parked for longer durations in off-street spaces, resulting in less turnover of those spaces as compared to on-street. Some spaces intended for stays of two hours or less were used for longer stays, and many people indicated that reparking of vehicles in those spaces was a common practice (in order to avoid citations). This indicates that a significant portion of the two-hour spaces are being used by vehicles for longer stays.

Future Conditions

While there is an adequate supply of parking today, future parking demand depends on many factors including:

- Post-pandemic patterns for office work (remote/hybrid/pre-pandemic)
- Pace of filling vacant downtown space
- Future development

- Scheduling of events at downtown venues
- Whether the garage is demolished or restored

Walker modeled multiple scenarios and generally found that if the existing garage was demolished, small potential parking shortages could be realized within the ten-year planning horizon. However, these shortages may only occur for a few hours on certain days or when there are multiple venues with simultaneous events. Should the garage be restored, surplus parking (150+ spaces) is expected.

Public Outreach

Walker received feedback from two public meetings, numerous interviews, and over 100 responses to an online survey. Input received through the various channels generally aligned with each other. Some themes from the feedback include:

- Reparking of vehicles using time-restricted spaces every two hours to avoid citations is fairly common
- Support for initiatives which incentivize all-day parkers to use spaces on the edges of the study area, allowing customers/visitors to find parking more easily in the study area core
- Some support for instituting paid parking in the study area, possibly with an initial free period for short-term parkers (e.g. first hour free)
- Finding a parking space in the study area is not difficult most of the time, but for parking stays longer than 2 hours many of the available spaces are on the edges of the study area
- Support for more bicycle racks

Findings

Based on Walker's survey of existing parking supply and demand in downtown Laconia, there is adequate public parking available to support the parking demand generated by local retail, restaurant, office, and residential uses. The parking surplus would exist today even if the garage were completely closed; however, restoring the garage would increase the surplus of parking available for employees and customers in the study area.

The table below shows the parking deficits across the entire study area at five and ten years if office parking activity returns to pre-pandemic levels of activity. Small to moderate deficits are expected during the June peak by 2032 during both weekday and weekend conditions if the garage is demolished and no additional parking supply is created. The weekend deficits, in part, are associated with church services, and the private parking lots of closed businesses may be available for churchgoers on the weekend.

Figure 6: Pre-Pandemic Office Usage Projections – No Event

	Five Year		Ten Year	
	Weekday	Weekend	Weekday	Weekend
Customer/Visitor	206	358	207	359
Employee/Resident	446	272	472	320
Total Demand	**652**	**630**	**679**	**679**
Supply without Garage	615	615	615	615
Surplus/Deficit	**(37)**	**(15)**	**(64)**	**(64)**
Supply With Garage	830	830	830	830
Surplus/Deficit	**178**	**200**	**151**	**151**

Source: Walker Consultants, 2022

It is important to note that the table above shows the peak parking demand and adequacy in June, during the tourism season. While deficits are also projected during several months through 2032, their impact is less intense.

Under the hybrid office usage scenario, a parking surplus is anticipated during peak weekday conditions over the ten-year planning horizon. However, deficits are projected during peak weekend conditions in June. Like the pre-pandemic office usage scenario, these deficits are primarily associated with church services. Most of the year, a surplus of parking is available to support future demand.

Figure 7: Hybrid Office Usage Projections – No Event

	Five Year		Ten Year	
	Weekday	Weekend	Weekday	Weekend
Customer/Visitor	209	359	210	360
Employee/Resident	343	263	369	311
Total Demand	**552**	**622**	**579**	**671**
Supply	615	615	615	615
Surplus/Deficit	**63**	**(7)**	**36**	**(56)**
Supply With Garage	830	830	830	830
Surplus/Deficit	**278**	**208**	**251**	**159**

Source: Walker Consultants, 2022

While parking surpluses are anticipated for most time periods throughout the year, it is important to consider the location of parking proximal to the destination, and how a parker's perception of walking distance impacts their opinion of adequate parking.

01 Introduction

Introduction

Project Understanding

The City of Laconia wishes to better understand the current and potential future factors that affect downtown parking availability for the City's residents, local businesses and visitors. To that end, the City contracted Walker Consultants to study Laconia's existing parking supply and demand, and potential future scenarios, including the impact of new demand generators. This report is divided into four sections, including:

1. Existing Conditions
2. Future Conditions
3. Public Outreach
4. Findings

This Phase One report focuses on parking supply and demand, assuming that current policies and procedures remain in place. Future phases of the project will analyze potential changes to parking pricing and management, zoning and policy, and transportation demand management.

Methodology

The findings of the supply and demand phase of the project will be the foundation of both management and transportation recommendations. Before we can identify opportunities to develop or improve parking or recommend changes to existing parking policies, we must first have a solid understanding of existing conditions within the study area. Our understanding of existing conditions included the project kick-off meeting. We also participated in two public outreach meetings; many interviews with Laconia residents, business owners, and employees; and developed an electronic survey in order to gain a better understanding of the community's parking habits and preferences and identify the obstacles and opportunities for improvement. These qualitative findings are combined with the parking supply and demand data collected during our field surveys to develop a comprehensive picture of parking conditions.

Using the data collected during the week of August 15th, 2022, Walker established baseline parking conditions for the study area. Public parking was inventoried and tabulated by block/facility and categorized as on-street or off-street for the entire study area. The parking supply was then adjusted to reflect the effective supply, which is slightly less than the actual parking supply. Effective supply is explained in more detail later in the report.

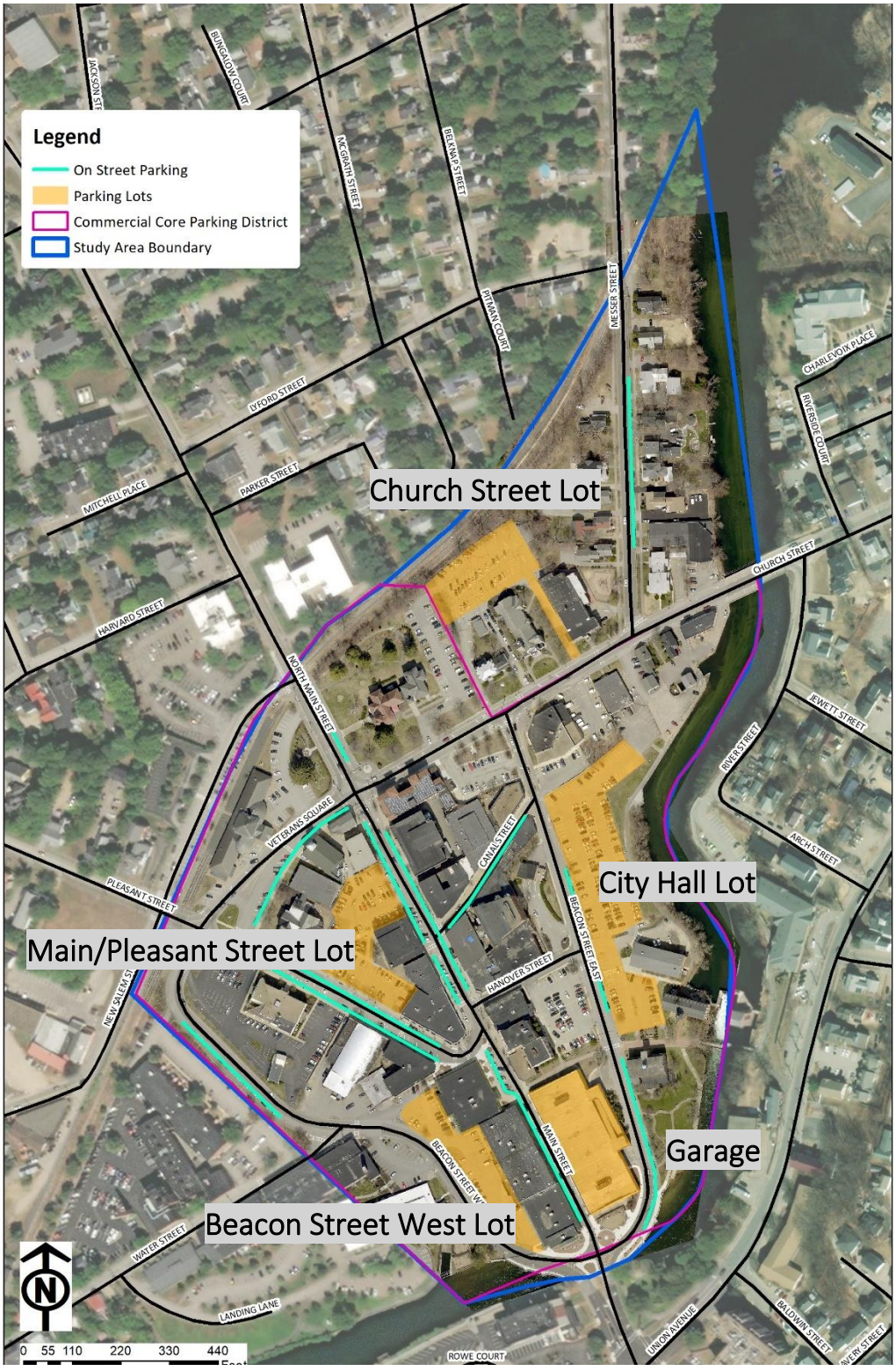
The next step is to determine the parking demand. To do this, we took parking occupancy counts in the study area during a typical summer Wednesday and Friday, resulting in a tabulation of the physical number of vehicles. We took six counts between the hours of 8:00 a.m. and 8:00 p.m. on both survey days. By comparing the supply with the observed occupancy on a block-by-block basis, we were able to determine the occupancy levels and quantify specific parking demand for each block and facility.

Walker next projected parking needs within the Study Area over the next ten years based on known projects identified by the City. Parking supply was also adjusted over the planning horizon based on known developments. Again, Walker compared the future parking supply with the projected parking demand on a block-by-block basis to determine the occupancy levels and identify any parking shortages.

Study Area

The figure below shows the boundaries of the study area, as well as the boundary of the commercial core parking district. The study area extends beyond the parking district to the east, generally following New Salem Street and the WOW trail on the north and the river on the south. Only publicly available on- and off-street parking facilities were surveyed as part of this effort. The on- and off-street facilities have been indicated on the map.

Figure 8: Study Area



Source: Walker Consultants, 2022

Existing Conditions

Parking Supply

There are approximately 713 total parking spaces within the study area, including 514 off-street spaces and 199 on-street spaces. Off-street spaces are further categorized as structured and surface. Structured parking[1] accounts for about 14% of the public parking available in the downtown. While there are privately-owned parking lots in the downtown restricted for use by a specific business or residential development, these facilities were not included in Walker's analysis.

Figure 9: Parking Supply Summary

Type	On Street	Off-Street	Total
No Limit	105	393	498
Time Restricted	91	86	177
ADA	2	22	24
Reserved	0	13	13
Loading	1	0	1
Total	**199**	**514**	**713**

Source: Walker Consultants, 2022

On-street parking accounts for about 199 spaces or 28% of the public parking supply. Surface parking accounts for the largest percentage (58%) of public parking in the study area. The figures below also show a breakdown of the allocation of on- and off-street parking by type. A more detailed summary of the parking supply is available in the appendix.

Figure 10: Parking Supply Characteristics

Source: Walker Consultants, 2022

[1] Walker assumed the current capacity of the existing garage was 98 spaces. This excludes the private spaces on the first level and the spaces on the upper levels closed for repairs.

Effective/Operational Parking Supply

The inventory of parking within the Study Area is adjusted to allow for a cushion necessary for vehicles moving in and out of spaces, and to reduce the time necessary to find the last few remaining spaces when the parking supply is nearly full. We derive the effective supply by deducting this cushion from the total parking capacity. The cushion allows for vacancies created by restricting parking spaces to certain users (reserved spaces), mis-parked vehicles, minor construction and debris removal. A parking supply operates at peak efficiency when parking occupancy, including both occasional and regular parking patrons, is 85 percent to 95 percent of the supply. When occupancy exceeds this level, patrons may experience delays and frustration while searching for a space. Therefore, the parking supply may be perceived as inadequate even though there are some spaces available in the parking system.

As a result, the effective or operational capacity is used in analyzing the adequacy of the parking system rather than the total supply or inventory of spaces. Following are some factors that affect the efficiency of the parking system:

- Capacity – Large, scattered surface lots operate less efficiently than a more compact facility, such as a parking structure, which offers consolidated parking in which traffic generally passes more available parking spaces in a more compact area. Moreover, it is more difficult to find the available spaces in a widespread parking area than a centralized parking facility.
- Type of users – Monthly or regular parking patrons can find the available spaces more efficiently than infrequent visitors because they are familiar with the layout of the parking facility and typically know where the spaces will be available when they are parking.
- On-street vs. off-street – On-street parking spaces are less efficient than off-street spaces due to the time it takes patrons to find the last few vacant spaces. In addition, patrons are typically limited to one side of the street at a time and often must parallel park in traffic to use the space. Many times, on-street spaces are not striped or are signed in a confusing manner, thereby leading to lost spaces and frustrated parking patrons.

The size of the cushion is dependent on the type of user and facility. With the exception of handicap (ADA) spaces, on-street parking is adjusted by an 85 percent effective supply factor (ESF), because of the relative difficulty of finding an open space while negotiating traffic. Time restricted off-street parking is adjusted by a 90 percent ESF to account for user unfamiliarity (e.g. visitor parking) and the challenges of safely navigating the area while searching for a space. Unrestricted off-street parking is adjusted by a 95 percent ESF because employees or repeat users are familiar with the area and generally park in the same location each day. Reserved parking is not adjusted by an effective supply factor. The study area contains a total of 713± spaces before any adjustments are made to account for an effective supply. After the effective supply factor is applied to the overall supply numbers, the study area's effective supply is 657± spaces, as shown in the following figure.

Figure 11: Effective Parking Supply

	On-Street			Off-Street			Total		
Type	Supply	Effective Supply	Cushion	Supply	Effective Supply	Cushion	Supply	Effective Supply	Cushion
No Limit	105	89	16	393	373	20	498	462	36
Time Restricted	91	77	14	86	77	9	177	154	23
ADA	2	2	0	22	22	0	24	24	0
Reserved	0	0	0	13	13	0	13	13	0
Loading	1	1	0	0	0	0	1	1	0
Total	**199**	**169**	**30**	**514**	**485**	**29**	**713**	**654**	**59**

Source: Walker Consultants, 2022

Off-Street Parking Occupancy

Walker conducted parking occupancy counts in the study area on Wednesday August 17th and Friday August 19th, 2022. A total of six counts were performed over a 12-hour period, with the first count starting at 8:00 am and the last count starting around 8:00 pm. While not all businesses were back to pre-pandemic levels of activity, the days were judged to represent typical business conditions.

While peak parking conditions occurred during the 1:00 pm count in the overall study area, off-street parking peaked during the 10:30 am count. With the exception of the two-hour time limited spaces, most off-street parking types were less than 50% occupied during the peak hour. The table below summarizes the hourly occupancy across the entire study area by type.

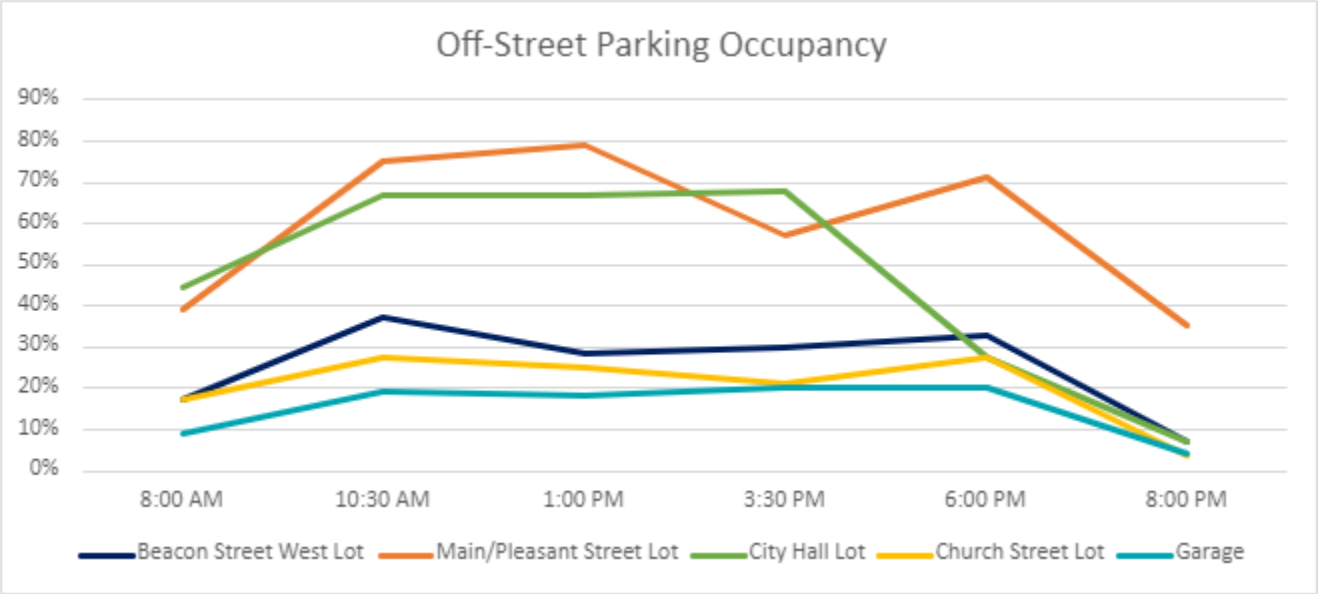
Figure 12: Wednesday Off-Street Parking Occupancy Summary

Type	8:00 AM	10:30 AM	% Occupied	1:00 PM	3:30 PM	6:00 PM	8:00 PM
No Limit	119	197	50%	193	179	135	39
2 Hour	26	45	58%	38	43	29	10
15 Min	1	3	38%	7	3	1	0
ADA	0	3	14%	4	2	5	0
Colonial Residences	1	1	11%	1	2	2	1
Reserved	2	2	50%	2	1	0	2
Total	**149**	**251**	**49%**	**245**	**230**	**172**	**52**

Source: Walker Consultants, 2022

As noted previously, peak off-street conditions occurred during the 10:30 am count. The Main/Pleasant Street and City Hall Lots were greater than 60% occupied during the peak hour, with the Main/Pleasant Street Lot reaching 80% utilization during the 1:00 pm count. The remaining lots, and the garage were less than 40% occupied throughout the day. Utilization after 6:00 pm was greatly reduced in all facilities.

Figure 13: Hourly Off-Street Parking Occupancy by Facility



Source: Walker Consultants, 2022

During the Friday survey, peak off-street parking conditions occurred during the 10:30 am count, with 216 spaces or 42% of the available off-street parking utilized.

Figure 14: Friday Off-Street Parking Occupancy Summary

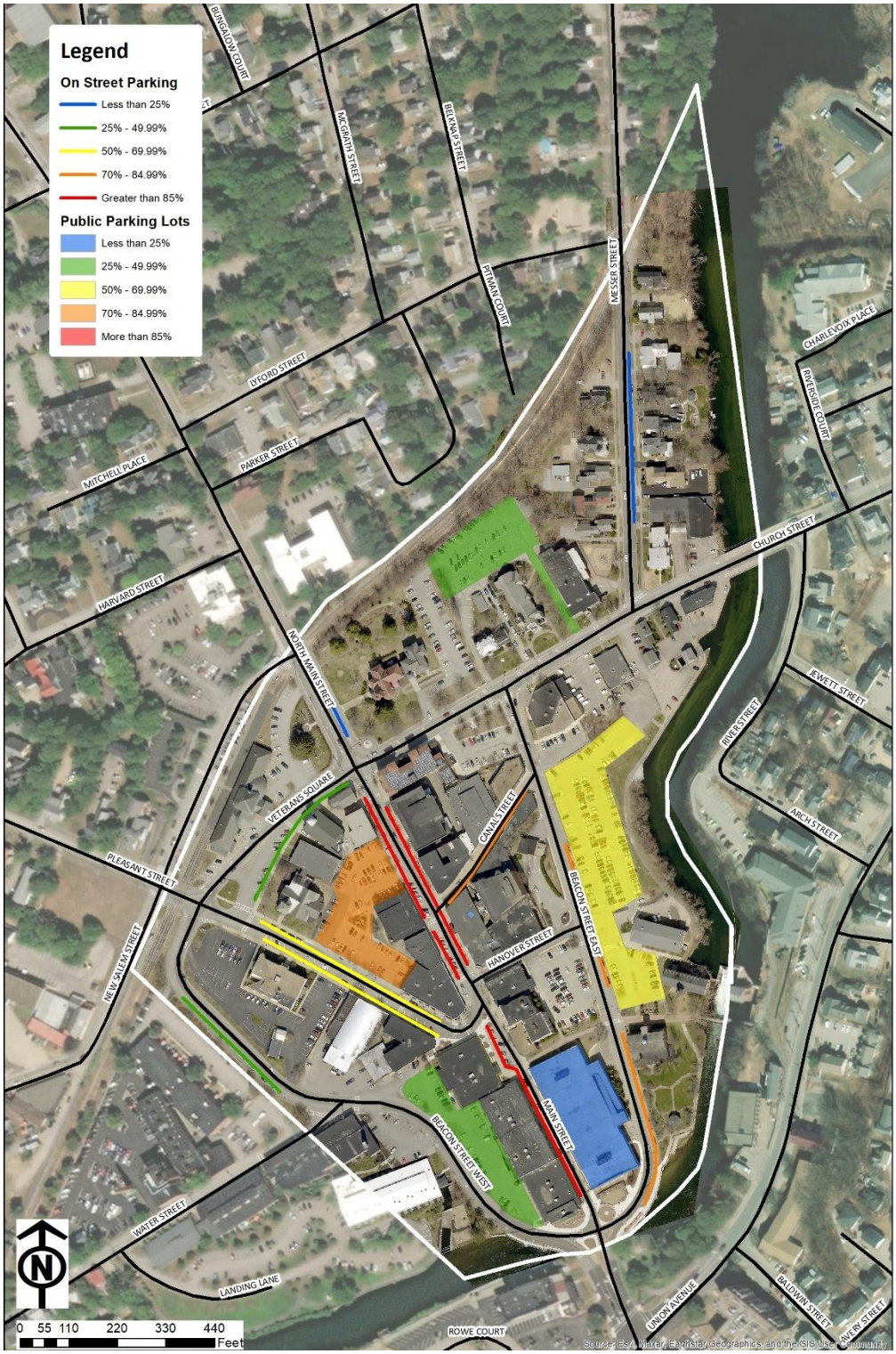
Type	8:00 AM	10:30 AM	% Occupied	1:00 PM	3:30 PM	6:00 PM	8:00 PM
No Limit	161	174	44%	141	113	47	29
2 Hour	26	35	45%	41	23	14	15
15 Min	2	0	0%	4	2	0	0
ADA	3	3	14%	5	1	0	0
Colonial Residences	2	3	33%	4	2	1	2
Reserved	1	1	25%	1	0	0	0
Total	**195**	**216**	**42%**	**196**	**141**	**62**	**46**

Source: Walker Consultants, 2022

Current occupancy rates, as a whole, do not indicate a shortage of parking; however, there are a few "hot spots" of activity where occupancy rates on certain blocks or for a specific facility or parking type exceeded 85 percent of capacity. When occupancy exceeds this level, patrons may experience delays and frustration while searching for a space. Therefore, the parking supply may be perceived as inadequate even though there are some spaces available in the parking system.

The following figure shows the on- and off-street occupancy rate by facility/street during the 1:00 pm peak on Wednesday, August 17th. With the exception of Main Street (indicated in red), very few on- or off-street facilities were heavily utilized during the peak hour.

Figure 15: Peak Hour Occupancy



Source: Walker Consultants, 2022

On-Street Parking Occupancy

Within the study area, there are four primary types of on-street parking: unrestricted spaces (i.e. those without a posted time limit), time limited spaces (including both two hour and 15 minute spaces), handicap/ADA spaces, and loading spaces.

To better understand how these restrictions impact parking, Walker analyzed activity specific to the type of space. For spaces where there are no posted restrictions, the occupancy rate was approximately 60% during the peak hour. Time restricted spaces were slightly more utilized during the peak hour with a 69% occupancy rate. As noted previously, occupancy rates at these levels do not indicate a shortage of parking. The ADA and loading spaces were 100% utilized; however, there are only three spaces with these restrictions.

Figure 16: Wednesday On-Street Parking Occupancy Summary

Type	8:00 AM	10:30 AM	1:00 PM	% Occupied	3:30 PM	6:00 PM	8:00 PM
No Limit	57	54	63	60%	55	43	32
Time Restricted	55	49	63	69%	58	41	53
ADA	2	2	2	100%	2	2	2
Loading	1	1	1	100%	1	0	0
Total	**115**	**106**	**129**	**65%**	**116**	**86**	**87**

Source: Walker Consultants, 2022

On-street peak parking conditions occurred during the 8:00 am count on Friday, August 19th, although midday usage was only slightly less. On-street parking was somewhat less utilized on Friday as compared to Wednesday, with only 62% of spaces occupied, as shown in the figure below.

Figure 17: Friday On-Street Parking Occupancy Summary

Type	8:00 AM	% Occupied	10:30 AM	1:00 PM	3:30 PM	6:00 PM	8:00 PM
No Limit	72	69%	68	62	47	17	9
Time Restricted	51	56%	50	46	37	34	32
ADA	1	50%	0	0	0	0	0
Loading	0	0%	0	0	0	0	0
Total	**124**	**62%**	**118**	**108**	**84**	**51**	**41**

Source: Walker Consultants, 2022

More detail about hourly occupancy by block is available in the appendix.

Duration of Stay

In addition to the occupancy counts, Walker performed a license plate survey of on- and off-street public parking facilities within the study area to better understand how parking is utilized. Six surveys were completed between 8:00 am and 8:00 pm to determine the average length of stay and turnover of spaces.

On-Street Spaces

During the Wednesday survey, the average length of stay at an on-street space ranged from 1.25 hours on portions of Messer and Pleasant Streets to nearly 9 hours on Messer Street. On average, vehicles were parked for 2.57 hours, with spaces turning over about twice per day.

Figure 18: Wednesday On-Street Turnover and Duration

Facility	Side	Type	Between	Between	Total Cars	Total Vehicle Hours	Average Length of Stay	Turnover
Beacon Street East	North	No Limit	Canal Street	Mill Plaza	26	112	4.32	1.73
Beacon Street East	South	No Limit	Mill Plaza	Main Street	48	129	2.69	2.29
Main Street	West	2 Hr, No Overnight	Beacon Street	Pleasant Street	37	56	1.52	3.70
Main Street	West	No Limit	Beacon Street	Pleasant Street	26	60	2.31	3.25
Canal Street	South	2 Hour	Main Street	Beacon Street	36	82	2.28	3.00
Messer Street	East	2 Hour	WOW Trail	Church Street	1	1	1.25	1.00
Messer Street	East	Loading	WOW Trail	Church Street	1	9	8.75	1.00
Messer Street	East	Unstriped	WOW Trail	Church Street	0	0	0.00	0.00
Main Street	East	2 Hour	Church	Hanover	32	53	1.64	4.57
Main Street	West	2 Hour	Pleasant Street	Canal Street	42	78	1.85	4.20
Main Street	West	ADA	Pleasant Street	Canal Street	2	13	6.25	2.00
Main Street	West	2 Hour	Canal Street	Church Street	56	112	2.00	3.73
Pleasant Street	North	2 Hour	Beacon Street W	Main Street	17	51	3.00	1.42
Pleasant Street	South	No Limit	Beacon Street W	Main Street	47	133	2.83	1.68
Pleasant Street	South	ADA	Beacon Street W	Main Street	6	8	1.25	6.00
Beacon Street West	South	No Limit	New Salem Street	Water Street	12	108	9.00	0.50
Main Street	East	2 Hour	New Salem Street	Church Street	0	0	0.00	0.00
Church Street	South	2 Hour	Pleasant Street	Main Street	20	47	2.36	1.25
Total					**409**	**1,051**	**2.57**	**2.06**

Source: Walker Consultants, 2022

On several of the streets with a posted two-hour time limit, the average length of stay exceeded two hours during the Wednesday survey; however, during the Friday survey, the average length of stay in the two-hour spaces was below two hours. If paid parking is not an option, Walker recommends the City continue to monitor these spaces and enforce the two-hour time limit to ensure the spaces are available for customers. It is also important to note that Walker's analysis did not include observation of re-parking behavior (i.e. vehicles relocating to new two-hour spaces within the same block to avoid ticketing). Walker recommends the City also monitor for this pattern of activity, again to ensure the most convenient on-street parking spaces remain available for customers and visitors, and are not being occupied by employees.

Off-Street Spaces

Walker also collected license plate data for off-street parking spaces in the four public lots and on the second level of the parking garage. The average length of stay at an off-street space was 3.28 hours, with spaces turning over about once per day. Like the on-street spaces, the two-hour off-street spaces also experienced lengths of stay exceeding two hours.

Figure 19: Wednesday Off-Street Turnover and Duration

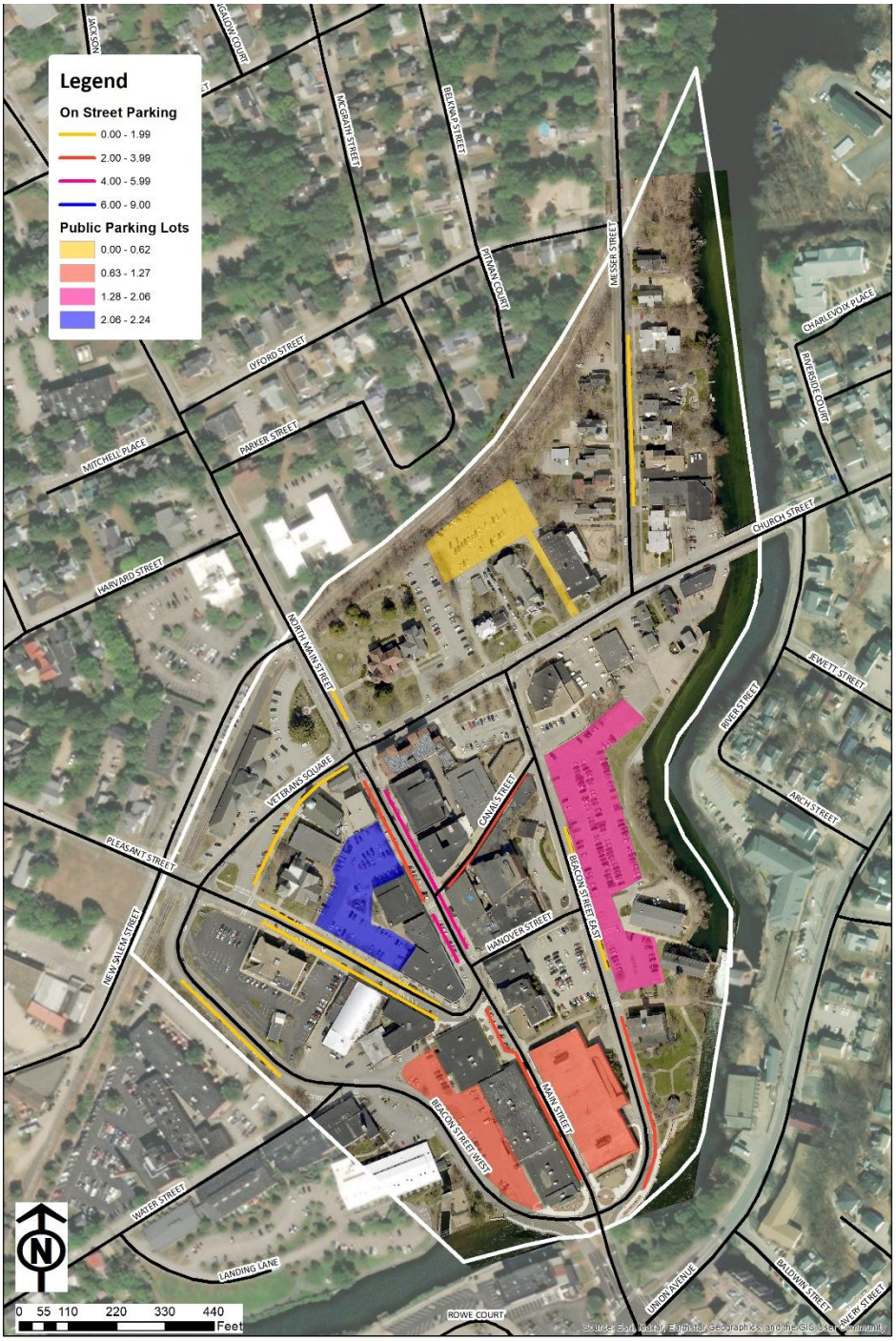
Facility	Type	Total Cars	Total Vehicle Hours	Average Length of Stay	Turnover
Beacon West Lot	No Limit	20	60	2.98	0.69
Beacon West Lot	2 Hour	40	132	3.31	1.05
Beacon West Lot	ADA	0	0	0.00	0.00
Main/Pleasant Lot	No Limit	154	404	2.62	2.61
Main/Pleasant Lot	2 Hour	4	20	5.00	2.00
Main/Pleasant Lot	ADA	7	14	1.96	2.33
Main/Pleasant Lot	Colonial Residences	4	15	3.75	0.44
Main/Pleasant Lot	Reserved	4	18	4.38	1.00
City Hall Lot	No Limit	167	779	4.66	1.26
City Hall Lot	2 Hour	66	188	2.84	1.74
City Hall Lot	15 Min	45	8	0.17	5.63
City Hall Lot	ADA	4	8	1.88	0.40
Church Lot	No Limit	36	183	5.09	0.49
Church Lot	ADA	0	0	0.00	0.00
Garage	No Limit	61	149	2.43	0.62
Total	No Limit	440	1,602	3.64	1.12
Total	2 Hour	110	340	3.09	1.41
Total	15 Min	45	8	0.17	5.63
Total	ADA	11	21	1.93	0.50
Total	Colonial Residences	4	15	3.75	0.44
Total	Reserved	4	18	4.38	1.00
Total		**614**	**2,014**	**3.28**	**1.19**

Source: Walker Consultants, 2022

Note: Some data for 15-minute spaces was extrapolated from actual observations

Figure 20 and Figure 21 below illustrate the turnover and duration by facility/street on Wednesday, August 17th. Ideally, space in the downtown core should turnover multiple times per day, while those spaces around the perimeter are used for long-term parking by employees and business owners.

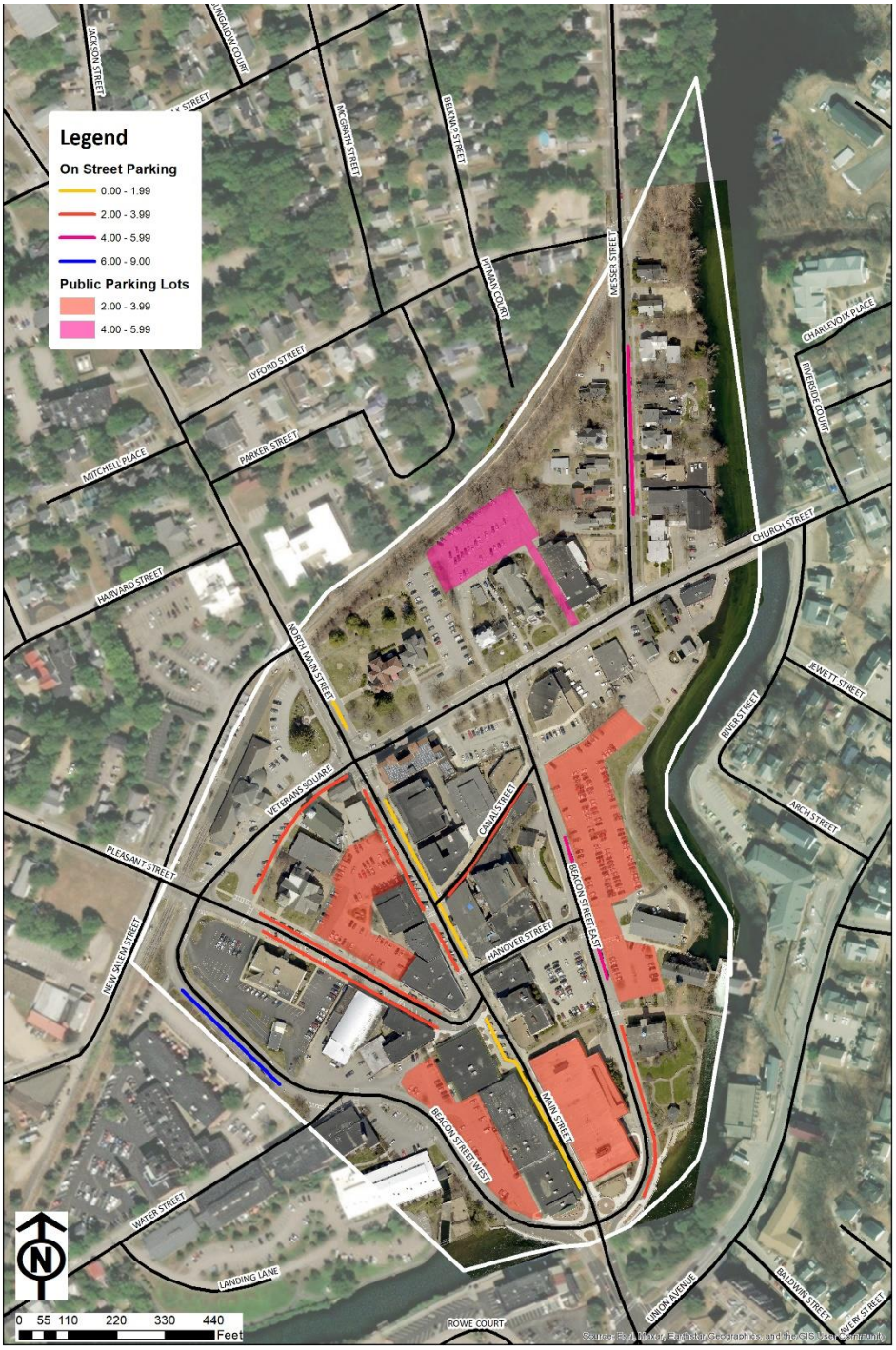
Figure 20: Wednesday Turnover Map



Source: Walker Consultants, 2022

On-street parking is generally the most convenient and therefore highly desirable parking in a downtown setting. Long-term parkers should be directed to off-street facilities. During Walker's survey, cars remained parking for more than two hours on several streets within the downtown core.

Figure 21: Wednesday Length of Stay Map



Source: Walker Consultants, 2022

Future Conditions

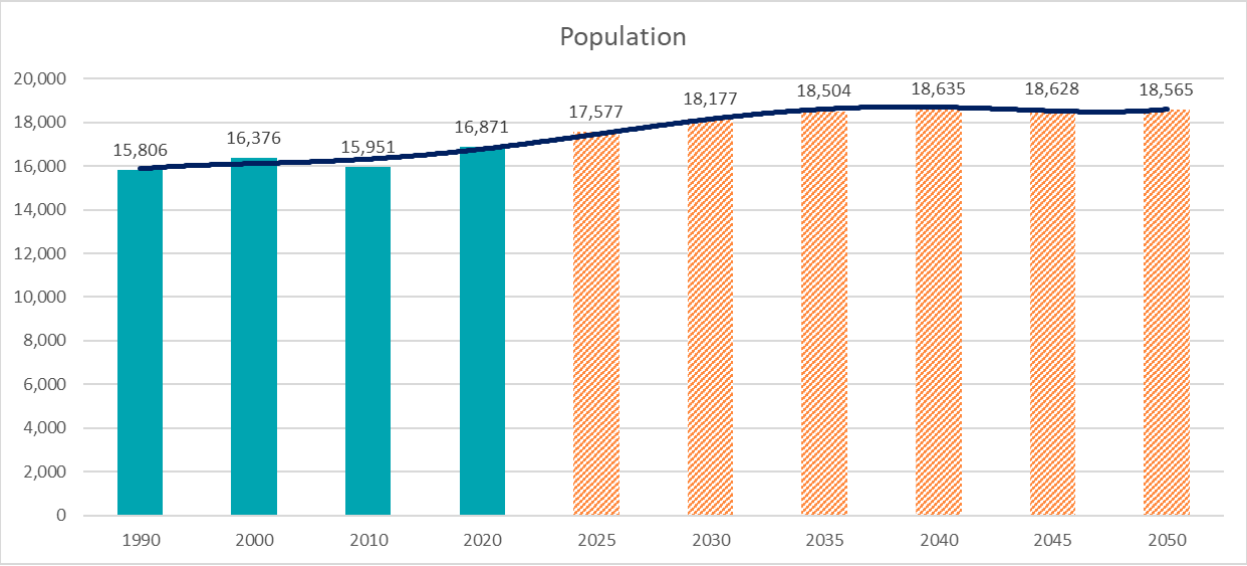
New Development

Based on discussions with City of Laconia leadership, Walker understands there are only limited residential development projects on the horizon. Within the next five years, 20 units of residential development are planned within the study area. Walker assumed approximately half of these units would be one-bedroom, with the other half as two-bedroom units. The housing supply is expected to increase by an additional 50 units by 2032. For planning purposes, Walker assumed a 23/22/5 split between one-, two-, and three-bedroom units.

Future Growth

The New Hampshire Office of Strategic Initiatives produced population projections through 2050 at the state, county, regional and municipal level based on data collected during the 2020 decennial census. Historically, population levels in Laconia City have been relatively flat; between 1990 and 2020, population increased by about 6.7%. Over the next 30 years, the population in Laconia is expected to increase to approximately 18,600 people, a 10% increase over the 2020 census.

Figure 22: Historic and Projected Population



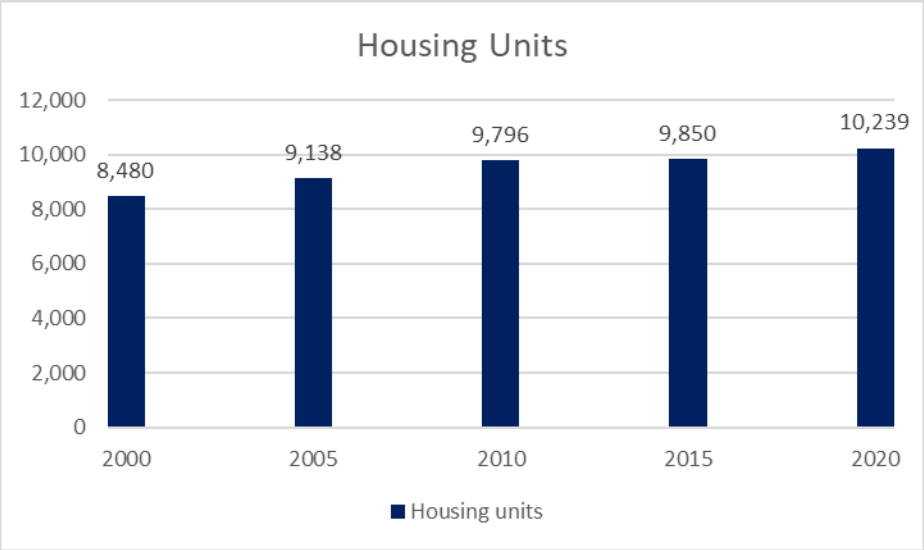
Source: https://www.nh.gov/osi/data-center/documents/2022-state-county-municipality-projections-tables.pdf

Walker also considered historic data from the American Community Survey regarding the housing stock[2] in Laconia City. Housing units have increased faster than population. Over the last 20 years, the number of housing

[2] ACS 2000 – 2020, B25001: Housing Units

units in Laconia has grown from about 8,500 in 2000 to 10,200 in 2020, a more than 20% increase. The table below shows the change in housing stock in Laconia City.

Figure 23: Historic Housing Units



Source: American Community Survey Table B25001, 2000-2020

While there are a limited number of mixed-use development projects on the planning horizon, Laconia has a surplus of vacant and under-occupied buildings within the downtown core. Walker obtained public records from the Laconia Assessing Office pertaining to existing building land uses and associated quantities on a parcel-by-parcel basis in the study area to better understand existing demand generators. Several of the parcels noted if the existing building was vacant; however, in multi-story buildings, especially those along Main Street, the utilization of upper floors was not well documented. Walker made assumptions about occupancy based on discussion with community stakeholders and our own observations of downtown activity during the site visits.

Based on historical and projected housing and population trends, Walker assumed the vacant and under-occupied building stock in Laconia would be backfilled over the next five to ten years. This includes approximately 38,000 square feet of retail/restaurant space, about 24,700 square feet of office space, and an additional 40 residential units.

Future Supply

There are currently about 713 publicly available parking spaces in the study area, including the 98 spaces in the garage. Based on the understanding that the future of the garage is in question, Walker modeled two future parking supply scenarios. In the first scenario, we assumed the garage is torn down, reducing the downtown public parking capacity to about 615 spaces. In the second scenario, we assumed the garage was restored and the capacity of the garage increased by 117 spaces. This would increase the overall public parking supply in downtown Laconia to about 830 spaces.

Future Demand Modeling

In order to model for future parking demand, Walker utilized Shared Parking methodology to project approximate parking demand for each proposed development project (and vacant spaces) in the study area. The shared parking analysis and corresponding conclusions presented below are based on recommendations and data presented by the Urban Land Institute (ULI), the Institute of Traffic Engineers (ITE), the International Council of Shopping Centers (ICSC), and specifically ULI's shared parking methodology, using ITE- and ULI-supplied data as presented in *Shared Parking,* as well as Walker's experience in similar municipalities.

The shared parking methodology was developed in the 1980s and has been a widely-accepted industry standard for rightsizing parking facilities over the past 30+ years. Adopted by municipalities and developers throughout the United States, and codified in zoning ordinances as acceptable practice, shared parking is endorsed by the ULI, the ICSC, the American Planning Association (APA), and the National Parking Association (NPA), as an acceptable method of parking planning and management. Shared parking allows for the sharing of parking spaces among uses in a mixed-use environment in lieu of providing a minimum number of parking spaces for each individual land use. Shared parking commonly results in a reduction of required parking spaces. This reduction, which can be significant, depends on the quantities and mix of uses and local code requirements.

Shared parking is defined as the ability to use the same parking resource by multiple nearby or adjacent land uses without encroachment. The basic premise is that in a mixed-use area, the combination of land uses will usually result in less parking being needed than would be the case if those same land uses were all stand-alone developments building to their individual peak needs. The reason for the reduction is two-fold:

- Different types of land uses have different usage patterns. If an office (active during the day on weekdays) needs 500 spaces and a cinema (busy during the evening and on weekends) needs 500 spaces, they don't need 1,000 spaces if they are near each other because they will never be full simultaneously.
- Land uses that benefit from a "captive market" of people already parked in the area who create demand for the land uses without creating parking demand. For example, a sandwich shop located in an office tower generates very little, if any, parking demand even if it's crowded, since its customers are employees in the building who are already parked for the day.

Shared parking takes into account the parking demand for more than 45 different land uses; the availability and use of alternative modes of transportation; captive market effects; and daily, hourly, and seasonal variations. In the case of the developments and vacant space proposed for Laconia, the shared parking analysis recognizes the interrelationship of parking among retail, food and beverage, residential, and office land uses, as well as entertainment uses.

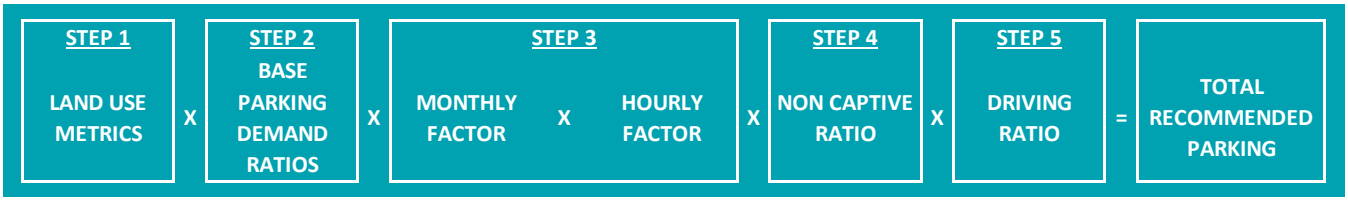
A shared parking analysis begins first by taking the land use quantities of a development, e.g. number of residential dwelling units, and multiplying by a base demand ratio. Base parking demand ratios, as found in the ULI Shared Parking model and in some cases refined through additional research by Walker, are used as a starting point in the analysis. Based on research on the parking generation rates for free-standing developments, these industry standards are later adjusted to reflect site-specific conditions. While industry standard typically recommends the use of 85th percentile parking ratios, in the case of Laconia, the base parking ratios were reduced to represent 50th percentile activity levels. Using 50th percentile ratios, Walker was able to calibrate a

model that more closely aligned with our observation of parking activity in downtown Laconia during the August 17th and 19th surveys.

The base ratios are next adjusted to account for time of day and seasonality. It is expressed as a percentage of potential demand modified for time of day and time of year. The parking demand for each land use may peak at different times, which generally means that fewer parking spaces are needed for the combination of land uses in a project than would be required if each land use were considered separately.

Walker also applies two additional adjustments to the base parking demand ratios; one to reflect an estimate of the local transportation modal split (called the drive ratio) and another to account for the best estimate of captive market effects (called the non-captive ratio). The following graphic provides an illustrative view of the steps involved in the shared parking analysis.

Figure 24: Steps of Shared Parking Analysis



Source: Walker Consultants, 2022

The key goal of a shared parking analysis is to find the balance between providing adequate parking to support a development or downtown from a commercial and operational standpoint and protect the interests of neighboring property owners, while minimizing the negative aspects of excessive land area or resources devoted to parking. The ultimate goal of a shared parking analysis is to find a reasonably predictable, peak period scenario, or design day condition.

Allowing multiple land uses and entities to share parking spaces has allowed for and led to the creation of many popular real estate developments and areas, resulting in the combination of office, residential, retail, hotel, and entertainment districts that rely heavily on shared parking for economic viability while providing parking accommodations to meet the actual demand generated by the development. Traditional downtowns in large and small cities alike have depended on the practice in order to be compact, walkable, and economically viable.

Drive Ratio Assumptions

The drive ratio for office and service employees was adjusted based on data from the 2020 American Community Survey[3]. Currently, approximately 88 percent of employees in the area around Laconia drive or ride to work in a personal vehicle. However, office/professional employees tend to have different commuting behaviors than commercial/non-professional employees. For our purposes, Walker assumed 80 percent of commercial employees would drive or ride to work in a personal vehicle that requires parking, while the other 20 percent would utilize another means of transportation, such as being dropped off, bicycle or walking. Office employees were assumed to have an 88 percent drive ratio.

[3] Table B08601: Means of Transportation to Work for Workplace Geography, 2020 ACS Five-Year Estimates

Walker also adjusted the drive ratio for commercial and entertainment customers in downtown Laconia. Walker assumed between 90% and 95% of customers would drive or ride to their downtown destination via a personal vehicle.

Existing Building Program Assumptions

When identifying the existing building program in downtown Laconia, Walker excluded four parcels located within the study area, as they did not rely on public parking to meet their parking needs. These parcels, shown on the following map, include:

- the post office at 33 Church Street,
- the medical office space at 40 Beacon Street East
- the bank at 62 Pleasant Street, and
- the retail/restaurant space at Veterans Square.

Figure 25: Laconia Parcels with Private Parking

Source: https://www.axisgis.com/LaconiaNH/

Work From Home Assumptions

Remote work is likely to reduce the office parking requirement. Although this is still playing out and conclusions cannot yet be data-driven, opinion surveys suggest that remote work is here to stay for significant portions of the workforce. Employees will not work remotely 100 percent of the time. Some companies expressly forbid it. Some employees will work remotely all the time. Others will work a hybrid schedule, with a mixture of time spent working remotely and in the office. Also, remote work policies at organizations may evolve over time due to

factors including changes in organization leadership, labor market dynamics (where the current tight labor market provides employees leverage granting them more flexible work arrangements), and the nature of work performed.

Based on our observations and our understanding of existing office space in the downtown, Walker estimates that approximately 40% of office employees have returned to the office on a regular basis in Laconia. This is a trend seen across many regions in the US and supported by external research. Kastle Systems maintains a ten-city back-to-work barometer that compares office occupancy rates as a percentage of pre-pandemic levels. Its ten-city average has been relatively steady at 43% over the last 12 weeks.

While the percentage of office employees returning to the office is unlikely to return to pre-pandemic levels, it is equally unlikely to remain at the levels observed today. For purposes of this analysis, Walker modeled two "work from home" scenarios, one where office usage returns to pre-pandemic levels of activity (i.e. worst case) and a hybrid work scenario where office usage returns to 60% of pre-pandemic levels of activity.

Pre-Pandemic Office Usage Assumptions

The projected parking demands shown in the section below assume a return to pre-pandemic office usage in downtown Laconia.

Five Year Planning Horizon

Walker's five-year future scenario assumes full build-out of the proposed 20 residential units as well as backfill of the existing vacant space. Note, Walker conservatively assumed all of the vacant and under-occupied buildings in downtown would be backfilled within the next five years. The parking supply, demand, and adequacy of the overall study area are summarized in the figure below. The future parking supply for both scenarios, with and without the garage, is shown.

While Walker's survey was completed in August, the model shows peak parking conditions in downtown Laconia occurring in June. Without any events at any of the three event venues in Laconia, the weekday peak is expected to occur around 2 pm, while a weekend peak is projected to occur around noon. The two churches in the study area are projected to generate about 12% (76 spaces) of the weekend parking demand; because this activity generally occurs on a Sunday when other businesses are closed, we understand private parking lots are used to mitigate any localized shortages.

Figure 26: Pre-Pandemic Office Usage 2027 Projections

	Typical Downtown Activity Without a Music Event		Worst Case Scenario Music Venue Event[1]	
	Weekday	Weekend	Weekday	Weekend
Customer/Visitor	206	358	736	830
Employee/Resident	446	272	350	362
Total Demand	**652**	**630**	**1,086**	**1,192**
Supply without Garage	615	615	615	615
Surplus/Deficit	**(37)**	**(15)**	**(471)**	**(577)**
Supply With Garage	830	830	830	830
Surplus/Deficit	**178**	**200**	**(256)**	**(362)**

Note:[1]Assumes evening events held simultaneously at all three downtown event venues.

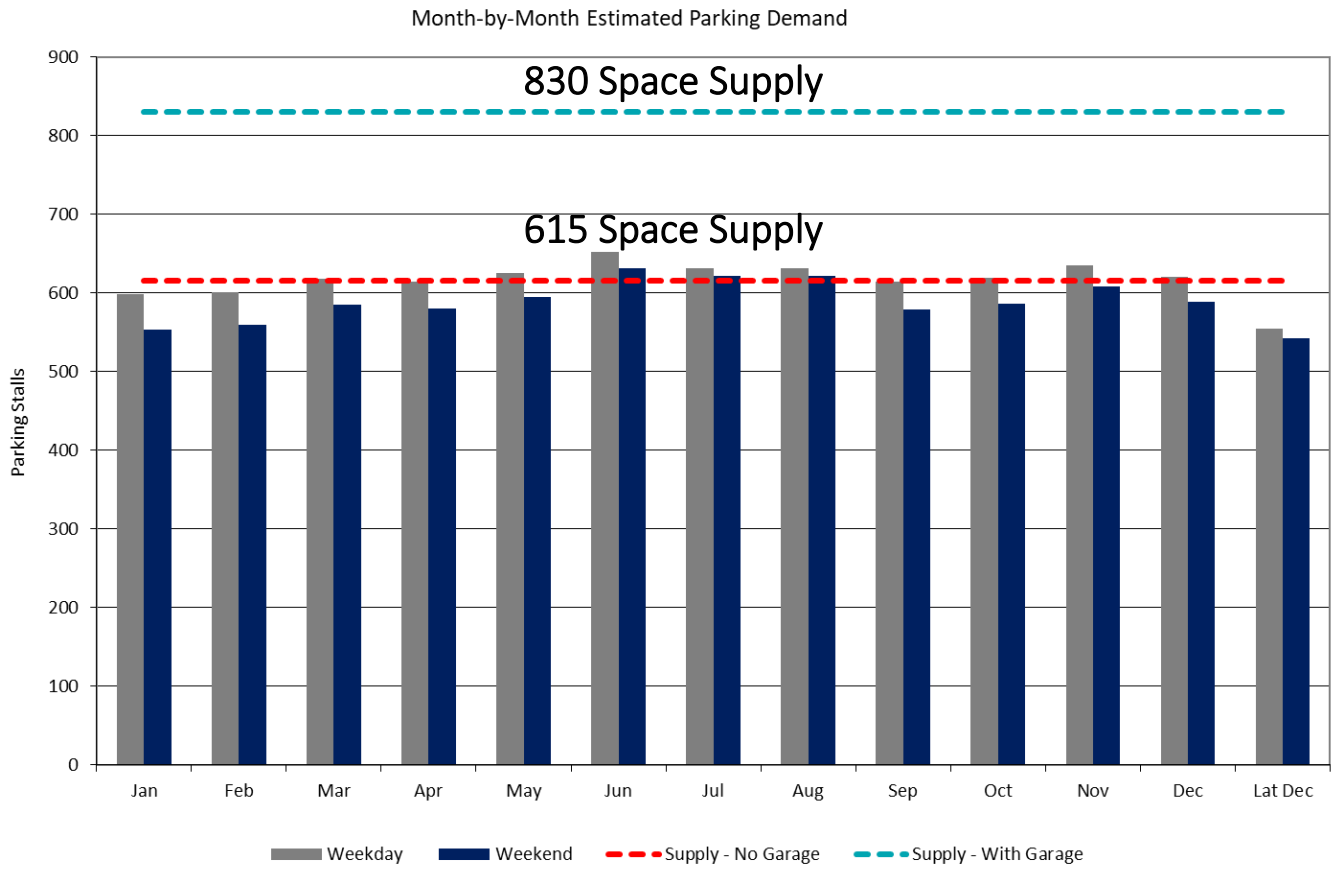
Source: Walker Consultants, 2022

Walker also modeled a five-year planning scenario with simultaneous music events held at The Cake, Colonial Theater, and Granite State Music Hall. Together, these three live music venues can accommodate over 2,000 attendees. While simultaneous events are unlikely, the model presents a worst-case scenario. As expected, events at these venues shift the peak hour parking demand from 2:00 pm in December to 8:00 pm. With simultaneous events, significant parking deficits are expected during both weekday and weekend conditions, even with the restored garage.

The figure below shows the peak hour parking demand by month during both weekday and weekend conditions compared to the total parking supply(s) when no events are scheduled at the music venues. The horizontal lines show the parking supply under both future scenarios (i.e., with and without the existing garage). Assuming office needs return to pre-pandemic levels of activity and the garage is demolished, there is a small projected parking shortage (largest deficit is 37 spaces) during several months of the year during both weekday and weekend conditions. These shortages might only occur for a few hours during the busiest parts of the day.

If the garage is restored and an additional 117 public parking spaces are returned to the supply, a surplus of parking is anticipated during peak conditions throughout the year.

Figure 27: Pre-Pandemic Office Usage - 2027 Monthly Projections – No Events



Source: Walker Consultants, 2022

Ten-Year Planning Horizon

Over the next ten years, an additional 50 residential units are expected to be developed. Again, Walker's analysis of future demand assumes all of the vacant space in downtown Laconia would be occupied by 2032. Two future parking supply scenarios are shown, one where the garage is demolished and the second with the garage restored.

The parking supply, demand, and adequacy of the overall study area are summarized in the figure below. Peak weekday parking demand is expected to occur in June around 2 pm, while peak weekend parking demand is projected to occur around noon. Walker also modeled a ten-year planning scenario with simultaneous music events held at The Cake, Colonial Theater, and Granite State Music Hall. As expected, events at these venues shift the peak hour parking demand from 2:00 pm in June to 8:00 pm in December and create large deficits. As noted previously, simultaneous events at all three venues are unlikely; however, Walker assumes alternative parking management strategies would be implemented, such as remote parking and shuttle buses, to offset the increased activity.

Figure 28: Pre-Pandemic Office Usage 2032 Projections

	Typical Downtown Activity Without a Music Event		Worst Case Scenario Music Venue Event[1]	
	Weekday	Weekend	Weekday	Weekend
Customer/Visitor	207	359	739	834
Employee/Resident	472	320	407	421
Total Demand	**679**	**679**	**1,146**	**1,255**
Supply without Garage	615	615	615	615
Surplus/Deficit	**(64)**	**(64)**	**(531)**	**(640)**
Supply With Garage	830	830	830	830
Surplus/Deficit	**151**	**151**	**(316)**	**(425)**

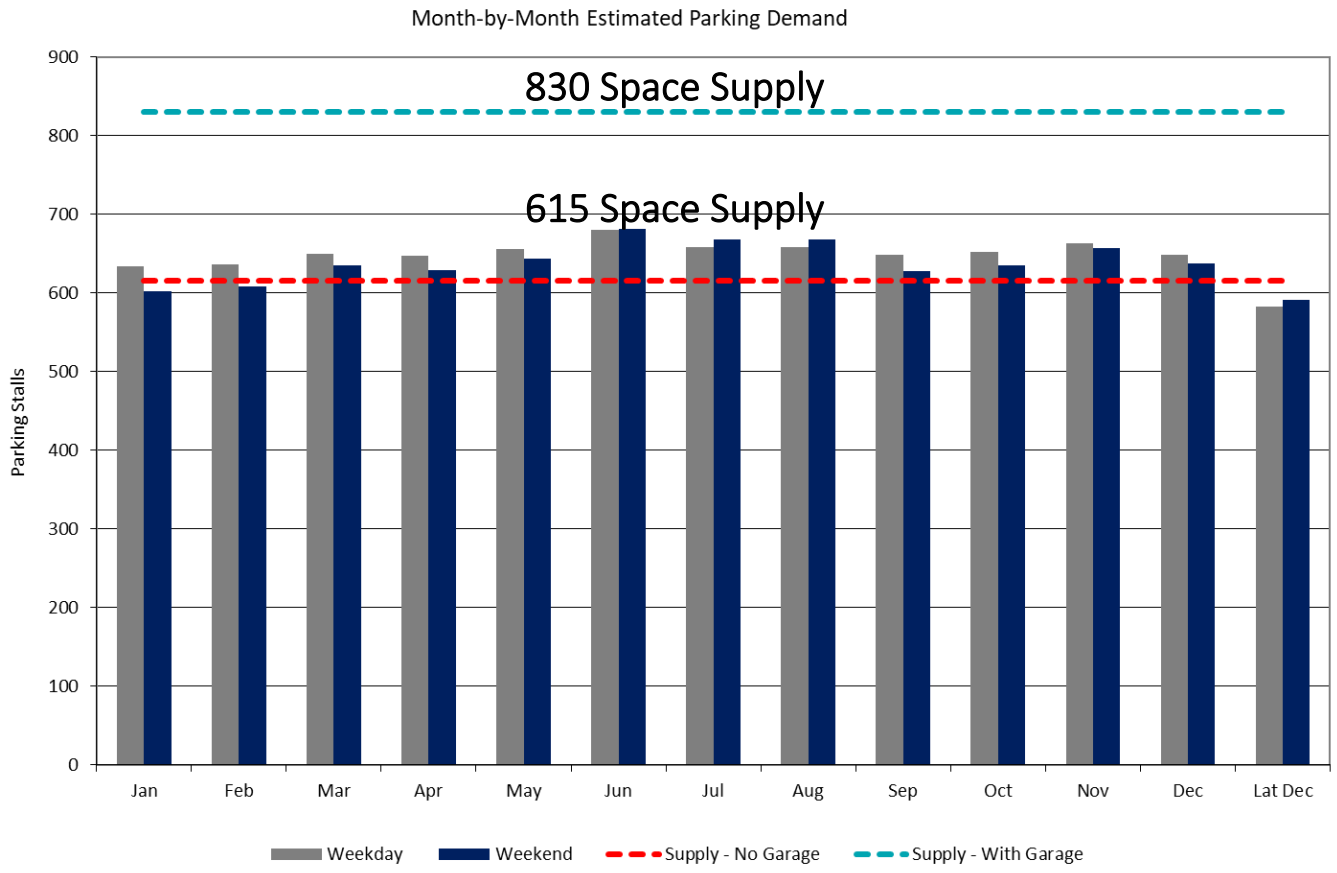
Note:[1]Assumes evening events held simultaneously at all three downtown event venues.

Source: Walker Consultants, 2022

The following figure shows the peak hour parking demand by month during both weekday and weekend conditions compared to the total parking supply when no events are scheduled at the music venues in 2032. The horizontal lines show the parking supply under both future scenarios (i.e., with and without the existing garage). With the garage demolished, parking shortages are projected during the peak hour for most of the year. However, because the deficits are moderate, the city could acquire/lease another parking facility to meet the projected shortages. This may already unofficially happen on Sundays in relation to church services, with members parking in private parking lots of closed businesses.

Alternatively, with the garage restored, there would be adequate parking to meet future parking needs during peak conditions.

Figure 29: Pre-Pandemic Office Usage - 2032 Monthly Projections - No Events



Source: Walker Consultants, 2022

Hybrid Office Work Assumptions

The COVID-19 pandemic created an unprecedented disruption to daily life beginning in March 2020. While many behaviors have reverted to pre-pandemic levels, such as shopping, dining out, and leisure travel, remote work for those who work in offices has persisted. The inertia of 2.5 years with at least partial remote work appears increasingly difficult to overcome. Therefore, Walker has also developed scenarios that assume long-term hybrid office work, where those who work in offices work part of the week remote and part of the week at their office. For planning purposes, Walker assumed office usage would return to 60% of pre-pandemic activity levels. By comparison, Walker survey day observations suggest activity is closer to 40% as of August 2022.

Five Year Planning Horizon

Conservatively, Walker's five-year projections assume a small number of new residential units are developed and all of the currently vacant retail and office space in downtown is leased. Walker estimates there is approximately

62,000 SF of vacant or under-occupied square footage within the study area. This includes the upper floors of several buildings along Main Street.

The figure below compares both public parking supplies to the projected parking demand for the overall study area with and without events at the downtown music venues. The model projects peak parking activity to occur in June around 2:00 pm on a weekday and around noon on the weekend.

Figure 30: Hybrid Office Usage 2027 Projections

	Typical Downtown Activity Without a Music Event		Worst Case Scenario Music Venue Event[1]	
	Weekday	Weekend	Weekday	Weekend
Customer/Visitor	209	359	737	830
Employee/Resident	343	263	345	362
Total Demand	**552**	**622**	**1,082**	**1,192**
Supply without Garage	615	615	615	615
Surplus/Deficit	**63**	**(7)**	**(467)**	**(577)**
Supply With Garage	830	830	830	830
Surplus/Deficit	**278**	**208**	**(252)**	**(362)**

Note:[1]Assumes events held simultaneously at all three downtown event venues.

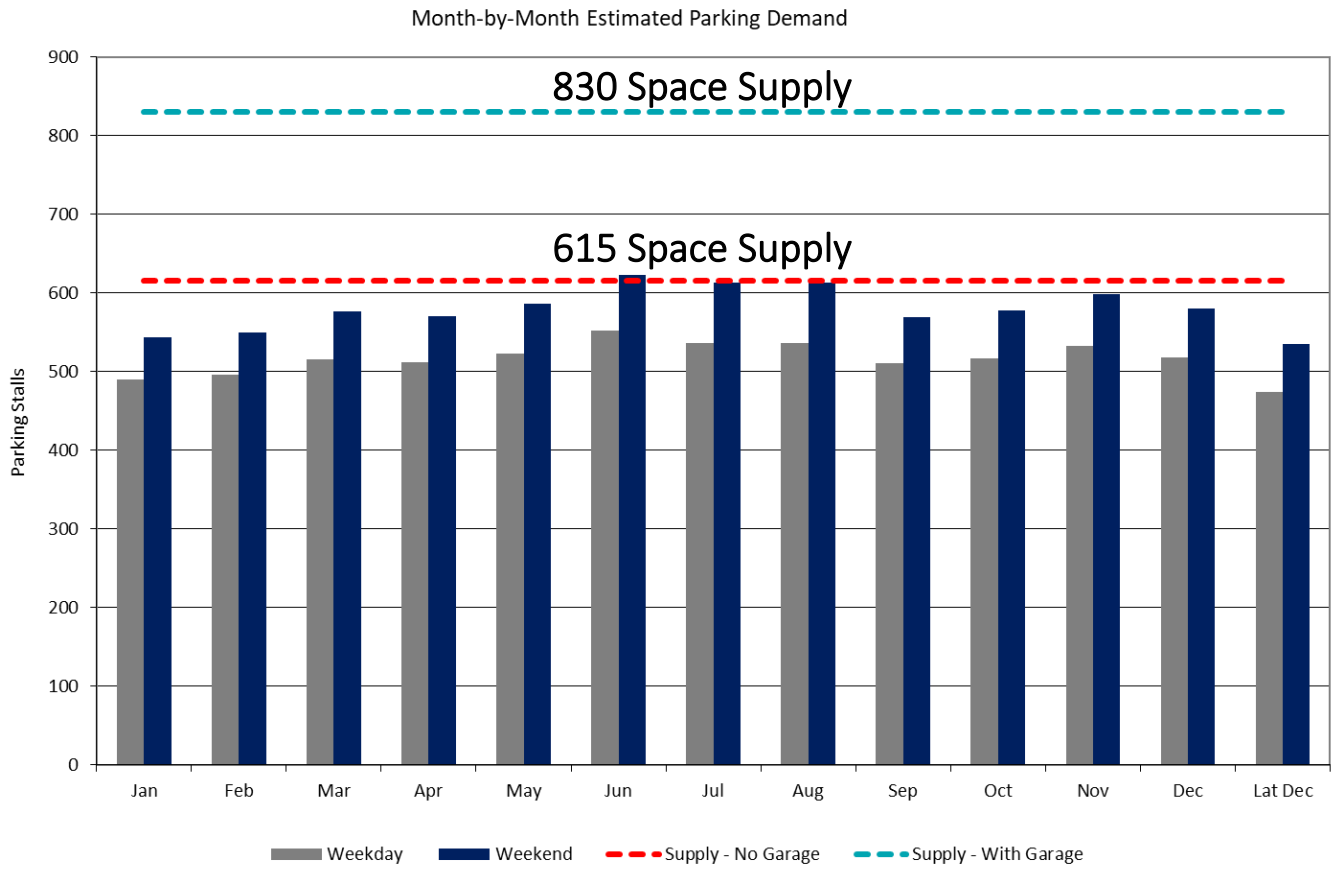
Source: Walker Consultants, 2022

During peak weekday conditions a 63-space surplus is projected, but during peak weekend conditions a small seven-space deficit is anticipated. If simultaneous events are held at The Cake, Colonial Theater, and Granite State Music Hall, large deficits are expected. While simultaneous events are unlikely, the model presents a worst-case scenario. As expected, events at these venues shift the peak hour parking demand from a daytime peak to an evening peak (December 8:00 pm).

The figure below shows the peak hour parking demand by month during both weekday and weekend conditions compared to the total parking supply when no events are scheduled at the music venues. The supply with and without the garage is shown. Because peak parking conditions may only occur a few times a year, it is important to understand parking demand and adequacy throughout the year to better develop a parking management approach that meets the needs of the community without oversupply of parking or placing undue financial burdens on residents by building additional parking that may only be used a handful of times a year. The small seven-space deficit during the busiest season could be mitigated with alternative strategies.

As shown below, there is adequate parking in the downtown study area to meet weekday and weekend parking needs during most months of the year, even without the garage. Projected shortages are expected to occur in June, during high tourist season. The weekend peak is also likely associated with religious services. Walker understands private parking facilities are available to supplement the public supply during services. While parking surpluses are anticipated for most time periods throughout the year, it is also important to consider the location of parking proximal to the destination, and how a parker's perception of walking distance impacts their opinion of adequate parking.

Figure 31: Hybrid Office Usage 2027 Monthly Projections



Source: Walker Consultants, 2022

Ten-Year Planning Horizon

By 2032, another 50 residential units are expected to be developed in downtown Laconia in addition to the earlier 20-unit development. Additionally, Walker assumes the vacant square footage in existing buildings will be leased and occupied.

The figure below shows the parking supply, demand, and adequacy of the overall study area. During weekday conditions, and assuming the garage is demolished, a small surplus of approximately 36 spaces is anticipated; the surplus increases to 251 spaces if the garage is restored. A 56-space deficit is projected during weekend conditions without the garage. This deficit is primarily associated with church services, as there are two places of worship in the study area. Private parking facilities may be available to mitigate the shortage associated with church services.

Walker also modeled a ten-year planning scenario with simultaneous music events held at The Cake, Colonial Theater, and Granite State Music Hall. As expected, events at these venues shift the peak hour parking demand to the evening hours and create large deficits.

Figure 32: Hybrid Office Usage 2032 Projections

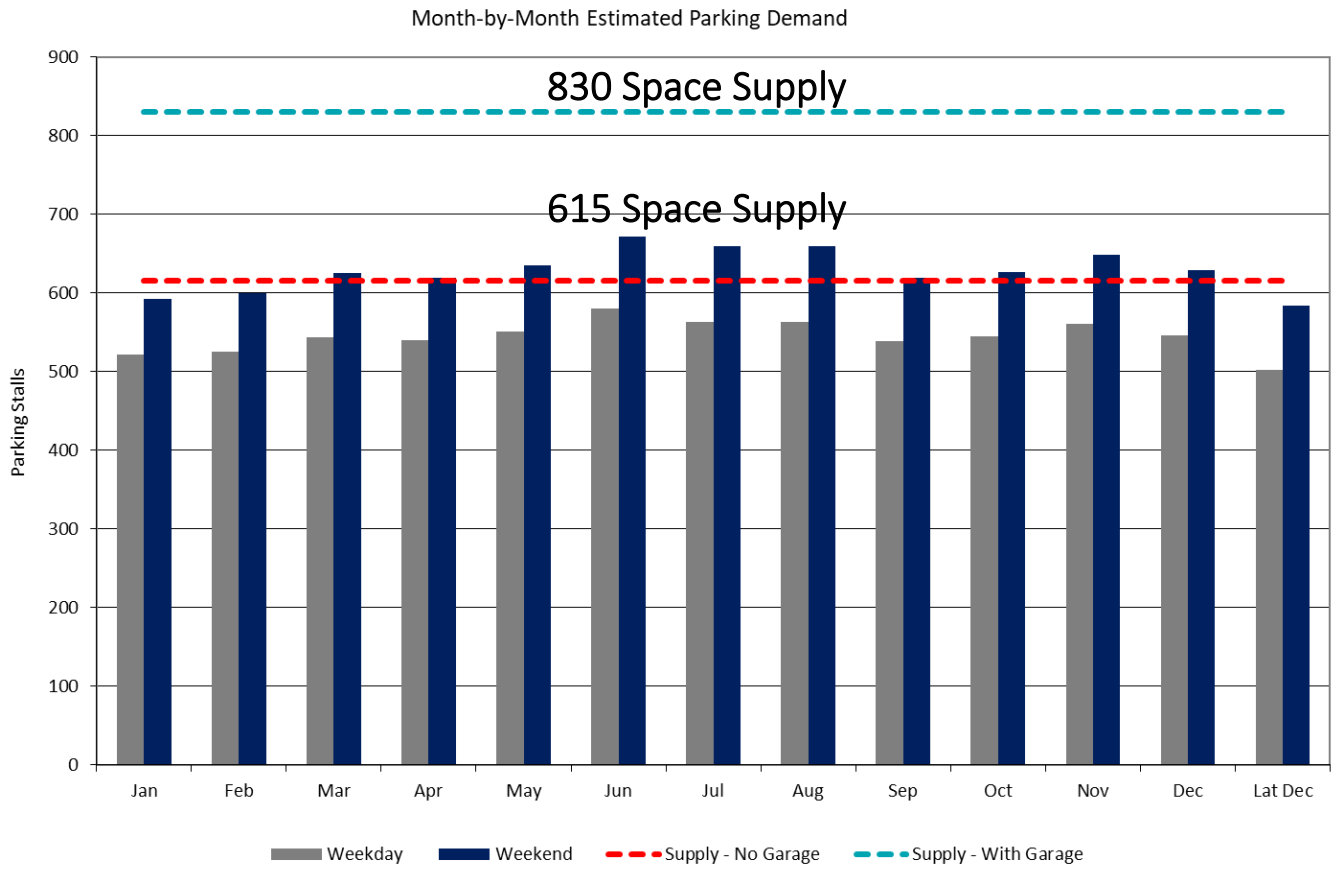
	Typical Downtown Activity Without a Music Event		Worst Case Scenario Music Venue Event[1]	
	Weekday	Weekend	Weekday	Weekend
Customer/Visitor	210	360	740	834
Employee/Resident	369	311	402	421
Total Demand	**579**	**671**	**1,142**	**1,255**
Supply without Garage	615	615	615	615
Surplus/Deficit	**36**	**(56)**	**(527)**	**(640)**
Supply With Garage	830	830	830	830
Surplus/Deficit	**251**	**159**	**(312)**	**(425)**

Note:[1]Assumes evening events held simultaneously at all three downtown event venues.

Source: Walker Consultants, 2022

The following figures shows the peak hour parking demand by month during both weekday and weekend conditions compared to the total parking supply when no events are scheduled at the music venues in 2032. The parking supply with and without the restored garage is shown for comparison. With the garage torn down, an anticipated parking deficit would occur during weekend conditions during several months of the year. Once again, mitigation for this seasonal shortage may be preferable to creating additional parking supply that would not be needed during most of the year.

Figure 33: Hybrid Office Usage 2032 Monthly Projections



Source: Walker Consultants, 2022

Public Outreach

In addition to our quantitative analysis of parking in downtown Laconia, Walker also sought qualitative feedback from community stakeholders to better inform our parking management and transportation recommendations in the future. A public meeting was held August 17th to solicit feedback from the community; a second meeting was also held on September 1st for the Rotary Club. As part of these forums, Walker gave a short presentation outlining the project's goals and objectives before giving community members the opportunity to speak about their concerns and hopes for the community in relation to parking. The discussion was focused around the following statements in order to gain meaningful feedback about current and future parking needs in the community:

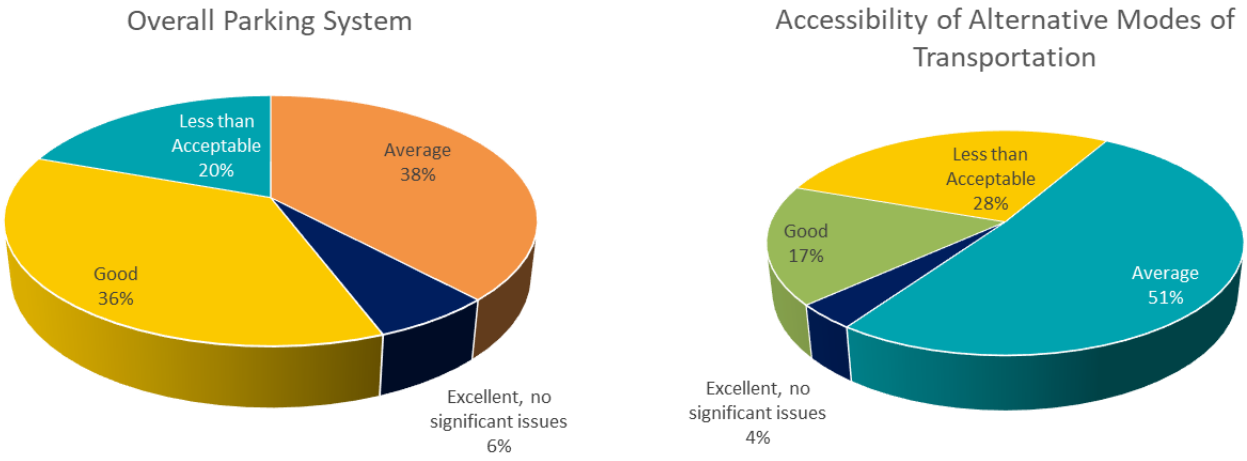
Walker also conducted informal interviews, mostly in-person, with residents, business owners, and downtown employees. From the meetings and conversations, some major themes that emerged include:

- Reparking of vehicles using time-restricted spaces every two hours to avoid citations is fairly common
- Support for initiatives which incentivize all-day parkers to use spaces on the edges of the study area, allowing customers/visitors to find parking more easily in the study area core
- Some support for instituting paid parking in the study area, possibly with an initial free period for short-term parkers (e.g. first hour free)
- Finding a parking space in the study area is not difficult most of the time, but for parking stays longer than 2 hours many of the available spaces are on the edges of the study area
- Support for more bicycle racks

In addition to in-person meetings with key community leaders, Walker developed a short electronic survey to garner participation and input from the community at large. The survey was made public the week of August 8th and ran for about a month, soliciting nearly 130 responses.

When asked about how they would rate the overall parking system and current accessibility of alternative modes and transportation, approximately 42% of respondents rated the parking system as good or excellent, while only 21% gave the same rating when asked about accessibility to alternative modes of transportation.

Figure 34: Overall Parking and Transportation Rating



Source: Walker Consultants, 2022

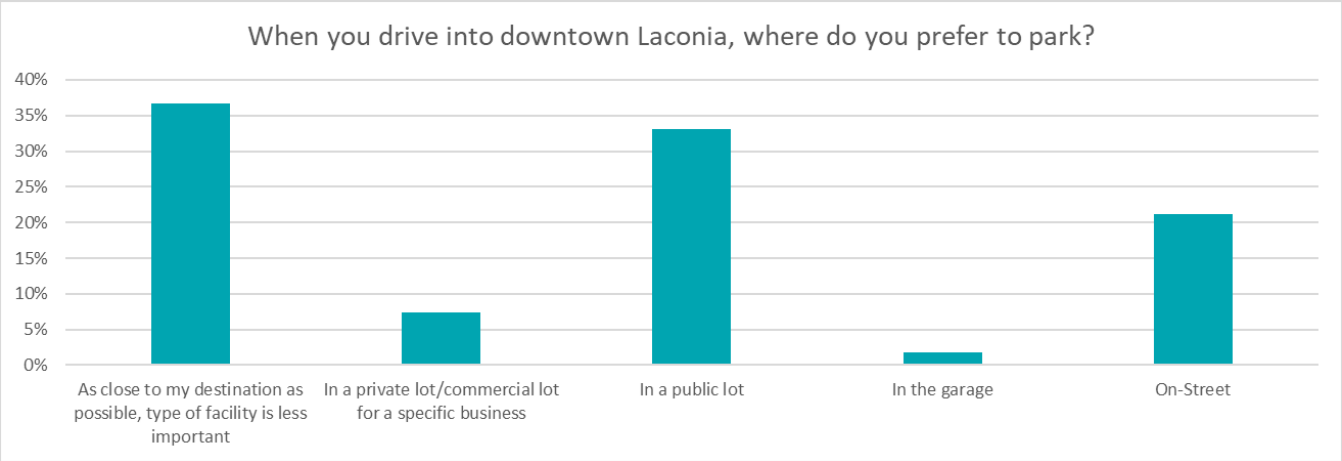
The underwhelming opinion on the accessibility of alternative transportation modes is mirrored in the community's response to the question about how they most frequently travel to the downtown area. Nearly 90% of respondents indicated that they drive their personal vehicle downtown.

Figure 35: Means of Transportation

Source: Walker Consultants, 2022

Walker also queried respondents about where they ACTUALLY park versus where they PREFER to park when visiting a downtown destination. For nearly 40% of respondents, proximity to their destination was more important than whether they parked on- or off-street, in a public or private facility. Surprisingly, the second most preferred parking location was a public lot and not an on-street space.

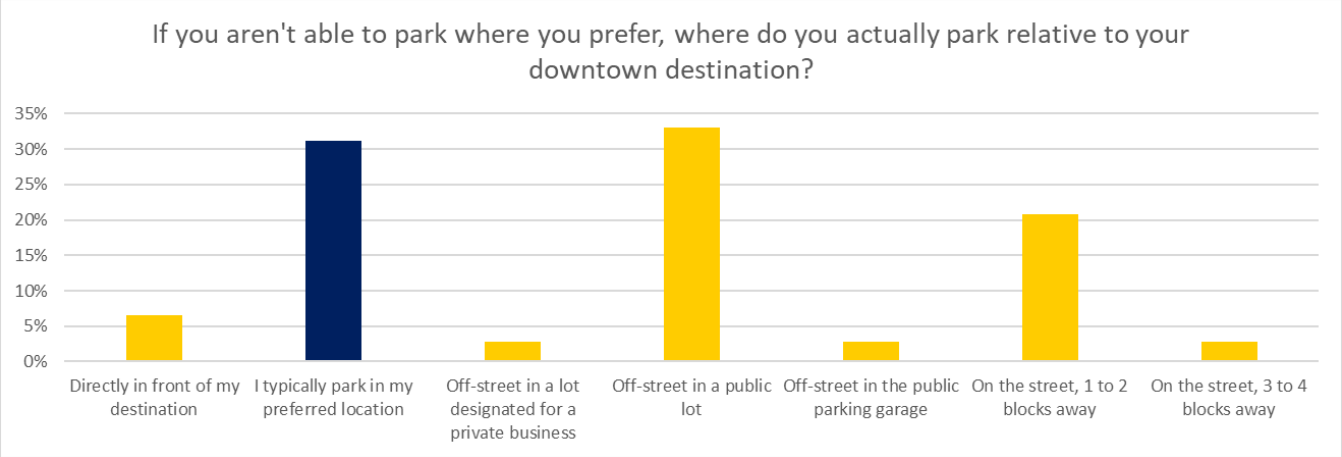
Figure 36: Preferred Parking Location



Source: Walker Consultants, 2022

About 30% of respondents indicated that they are generally able to park in their preferred parking location. If they weren't able to park in their preferred location, then they parked in an off-street public lot or on-street up to two blocks from their destination.

Figure 37: Actual Parking Location



Source: Walker Consultants, 2022

Most interestingly, when the question about actual parking locations is cross tabulated with the estimated time it takes to find a parking spot, most respondents indicate that they can immediately find a spot at their preferred location. And, if they can't find a spot at their preferred location, there is space available in a public parking lot. In fact, nearly 50% of respondents indicated they can immediately find parking, with nearly 90% indicating it takes them less than five minutes to find a parking spot.

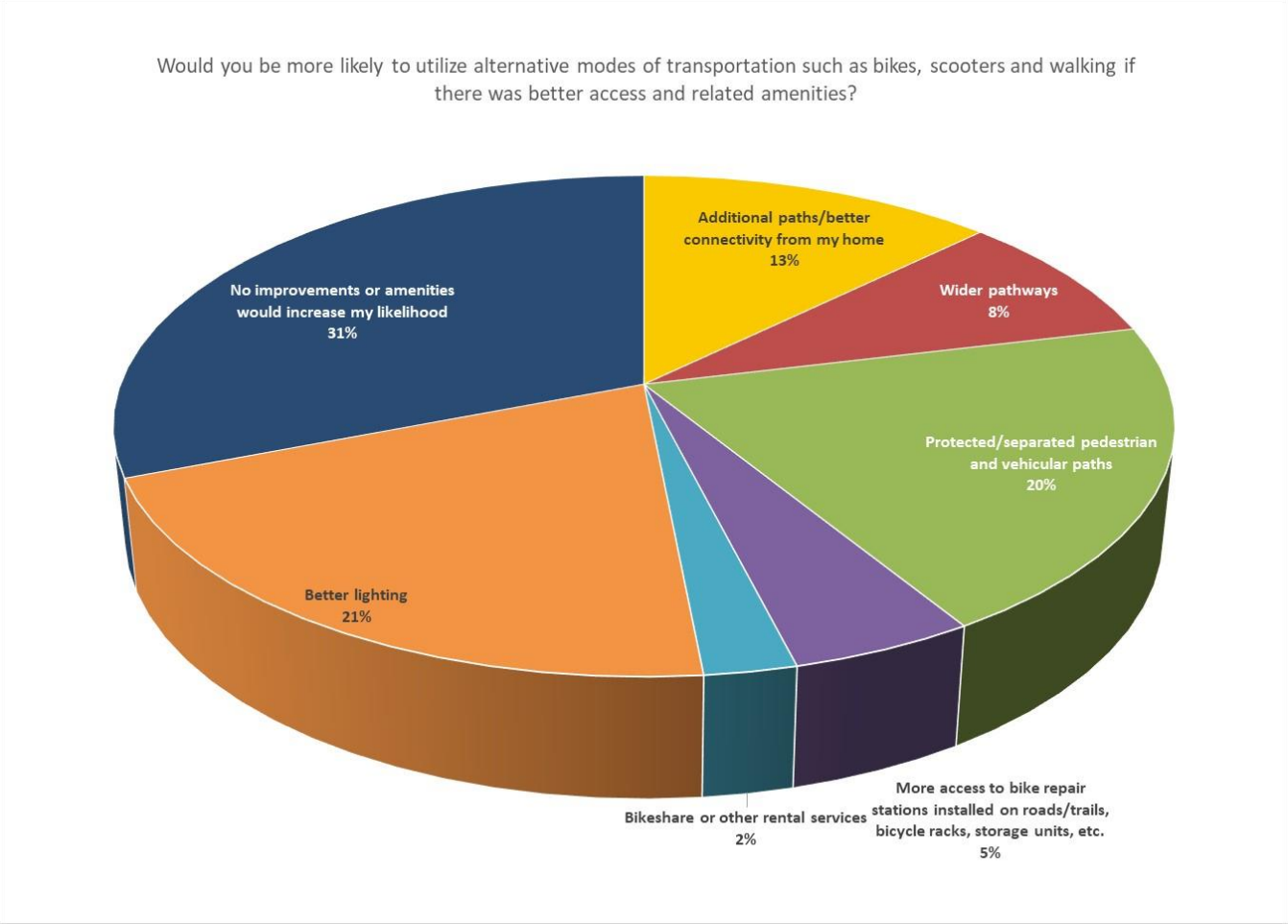
For those that do choose an alternative mode of transportation such as walking or riding a bike or scooter downtown, most ride on sidewalks or streets without bike lanes. About 11 respondents indicated they used an alternative mode of transportation, of which 55% travel less than a half mile and about 20% travelled between

one and five miles. While only two respondents indicated that they biked into the downtown, both respondents also indicated that they didn't park their bike at a bike rack.

Potential Solutions

Walker also queried respondents about different strategies or approaches to addressing current and future parking and transportation concerns. While some indicated there were no improvements to be made that would change their commuting behaviors, at least 20% said better lighting and protected or separate pedestrian/vehicular paths may encourage the use of alternative transportation modes.

Figure 38: Alternative Transportation Mode Incentives

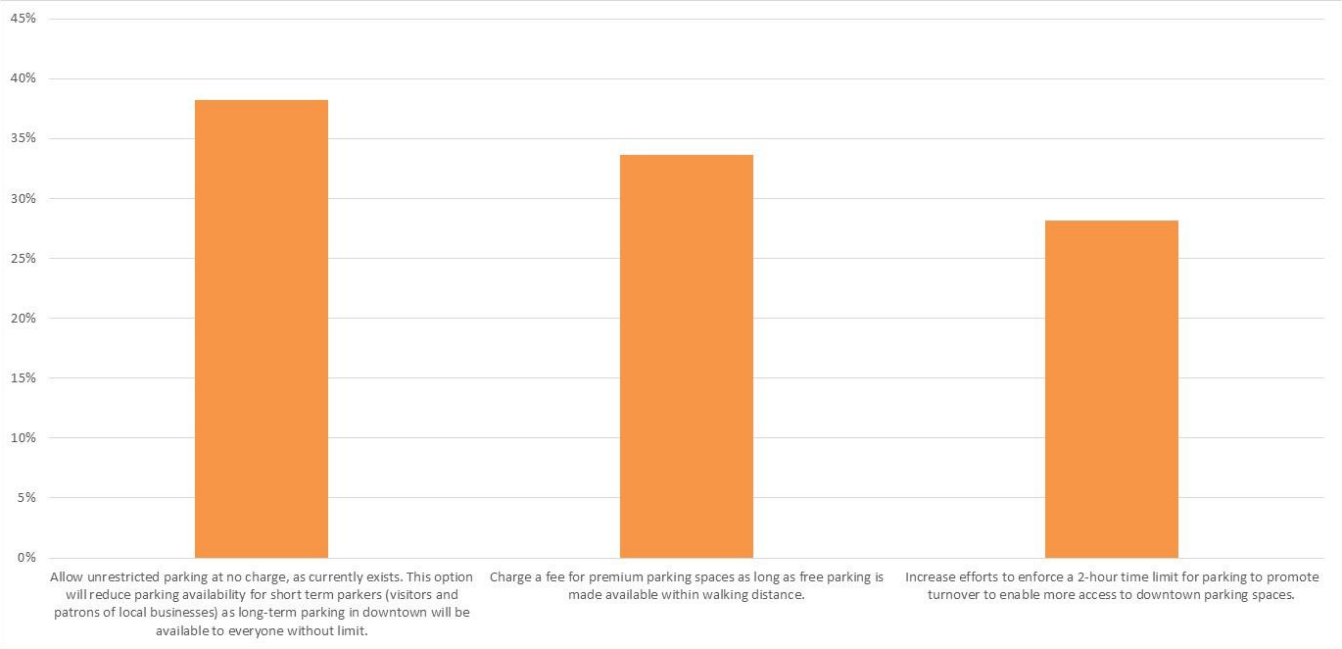


Source: Walker Consultants, 2022

When asked about how the city should address increased demand for parking spaces as development in the downtown increases, 38% of respondents indicated the city should continue to provide parking at no charge, prioritizing long-term parkers over short-term parkers. However, about 34% indicated charging a fee for premium

parking while ensuring there are spaces available at no charge within walking distance was an acceptable approach.

Figure 39: Future Parking Management Approaches



Source: Walker Consultants, 2022

When asked specifically about employees competing for prime visitor parking spaces, most respondents indicated the city should develop a parking program that encourages employees to park in more remote areas so as not to compete with opportunities for visitor parking.

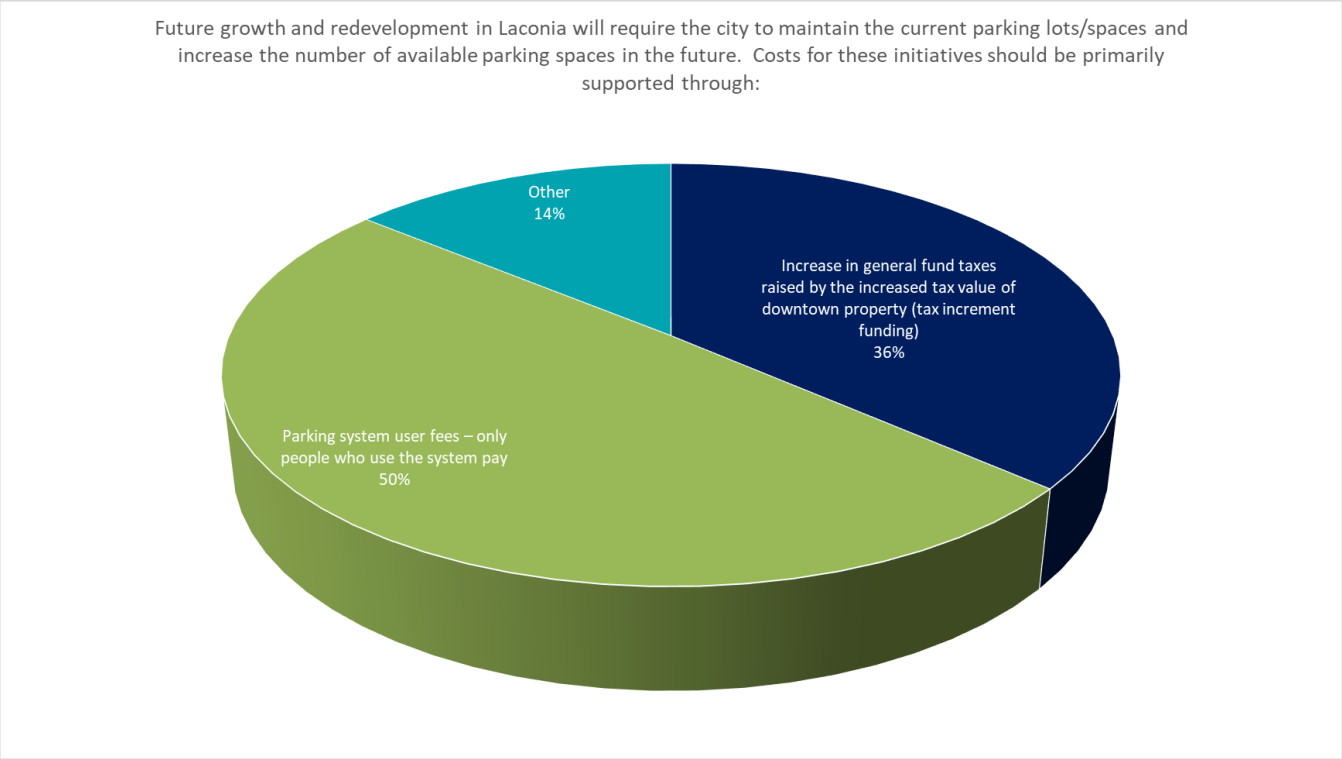
Figure 40: Employee vs. Visitor Parking Approaches

SOLUTIONS	RESPONSES
Develop a parking program that encourages employees to park in more remote areas so as not to compete with opportunities for visitor parking	47
Let employees continue to park in “all day” parking spaces for free	33
Prioritize the creation of more parking facilities over the City's current priorities	20
Other	12
Total	112

Source: Walker Consultants, 2022

In order to maintain the current parking facilities and increase the number of available spaces in the future to support growth, about 50% of respondents supported parking system user fees. Of those who indicated “other” to the question, many suggested using a combination of user fees and monies from general fund taxes.

Figure 41: Paying for Parking Improvements



Source: Walker Consultants, 2022

Findings

Based on Walker's survey of existing parking supply and demand in downtown Laconia, there is adequate public parking available to support the parking demand generated by local retail, restaurant, office, and residential uses. The parking surplus would exist today even if the garage was completely closed; however, restoring the garage would increase the surplus of parking available for employees and customers in the study area.

While many behaviors have reverted to pre-pandemic levels, such as shopping, dining out, and leisure travel, remote work for those who work in offices has persisted. The inertia of 2.5 years with at least partial remote work appears increasingly difficult to overcome. When adjusting the shared parking model to reflect site specific conditions, Walker assumed office utilization was closer to 40% of pre-pandemic levels of activity. However, when modeling future parking needs, Walker considered two scenarios – a "worst case" where office activity returns to pre-pandemic levels, and a hybrid scenario where office usage would return to 60% of pre-pandemic levels of activity. In addition to considering two different return-to-work scenarios when projecting future parking demand and adequacy in the study area, Walker also considered the impact of events at the live music venues. Together, the Cake, Granite State Music Hall, and Colonial Theater can host up to 2,000 attendees. With advanced coordination, the goal is to never have simultaneous events at all three venues. However, Walker again conservatively created a "worst case" scenario to show the parking impact of concurrent events.

The table below shows the parking surpluses and deficits across the entire study area at five and ten years if office parking activity returns to pre-pandemic levels of activity. The projected demand is compared to a future public parking supply with and without the garage. Should the garage be demolished, modest deficits are expected during the June peak by 2032. With the garage restored, the surpluses exceed 100 spaces at both the five- and ten-year horizons.

Figure 42: Pre-Pandemic Office Usage Projections – No Event

	Five Year		Ten Year	
	Weekday	Weekend	Weekday	Weekend
Customer/Visitor	206	358	207	359
Employee/Resident	446	272	472	320
Total Demand	**652**	**630**	**679**	**679**
Supply without Garage	615	615	615	615
Surplus/Deficit	**(37)**	**(15)**	**(64)**	**(64)**
Supply With Garage	830	830	830	830
Surplus/Deficit	**178**	**200**	**151**	**151**

Source: Walker Consultants, 2022

Under the hybrid office usage scenario, a parking surplus is anticipated during peak weekday conditions over the ten-year planning horizon. However, deficits are projected during peak weekend conditions during multiple months. The parking demand generated by the churches on Sundays may account for some of the projected weekend deficit. Walker understands parishioners already park in private parking lots of closed businesses. This may be one option to mitigate future parking shortages.

Figure 43: Hybrid Office Usage Projections – No Event

	Five Year		Ten Year	
	Weekday	Weekend	Weekday	Weekend
Customer/Visitor	209	359	210	360
Employee/Resident	343	263	369	311
Total Demand	**552**	**622**	**579**	**671**
Supply	615	615	615	615
Surplus/Deficit	**63**	**(7)**	**36**	**(56)**
Supply With Garage	830	830	830	830
Surplus/Deficit	**278**	**208**	**251**	**159**

Source: Walker Consultants, 2022

While parking surpluses are anticipated for most time periods throughout the year, it is important to consider the location of parking proximal to the destination, and how a parker's perception of walking distance impacts their opinion of adequate parking.

Appendix

Appendix

Parking Supply

Figure 44: Off-Street Parking Supply

Facility	Inventory	No Limit	2 Hr	15 Min	ADA	Colonial Residences	Reserved
Beacon Street West Lot	70	29	38	0	3	0	0
Main/Pleasant Street Lot	77	59	2	0	3	9	4
City Hall Lot	189	133	38	8	10	0	0
Church Street Lot	80	74	0	0	6	0	0
Garage	98	98	0	0	0	0	0
Total	**514**	**393**	**78**	**8**	**22**	**9**	**4**

Source: Walker Consultants, 2022

Figure 45: On-Street Parking Supply

Facility	Side	Type	Between	Between	Inventory
Beacon Street East	North	No Limit	Canal Street	Mill Plaza	15
Beacon Street East	South	No Limit	Mill Plaza	Main Street	21
Main Street	West	2 Hr, No Overnight	Beacon Street	Pleasant Street	10
Main Street	West	No Limit	Beacon Street	Pleasant Street	8
Canal Street	South	2 Hr	Main Street	Beacon Street	12
Messer Street	East	2 Hr	WOW Trail	Church Street	1
Messer Street	East	Loading	WOW Trail	Church Street	1
Messer Street	East	Unstriped	WOW Trail	Church Street	9
Main Street	East	2 Hr	Church	Hanover	7
Main Street	West	2 Hr	Pleasant Street	Canal Street	10
Main Street	West	ADA	Pleasant Street	Canal Street	1
Main Street	West	2 Hr	Canal Street	Church Street	15
Pleasant Street	North	2 Hr	Beacon Street W	Main Street	12
Pleasant Street	South	No Limit	Beacon Street W	Main Street	28
Pleasant Street	South	ADA	Beacon Street W	Main Street	1
Beacon Street West	South	No Limit	New Salem Street	Water Street	24
Main Street	East	2 Hr	New Salem Street	Church Street	8
Church Street	South	2 Hr	Pleasant Street	Main Street	16
Total					**199**

Source: Walker Consultants, 2022

Wednesday Parking Occupancy

Figure 46: Wednesday Off-Street Parking Demand and Occupancy

Facility	8:00 AM	10:30 AM	1:00 PM	3:30 PM	6:00 PM	8:00 PM
Beacon Street West Lot	12	26	20	21	23	5
Main/Pleasant Street Lot	30	58	61	44	55	27
City Hall Lot	84	126	126	128	52	13
Church Street Lot	14	22	20	17	22	3
Garage	9	19	18	20	20	4
Total	**149**	**251**	**245**	**230**	**172**	**52**

Facility	8:00 AM	10:30 AM	1:00 PM	3:30 PM	6:00 PM	8:00 PM
Beacon Street West Lot	17%	37%	29%	30%	33%	7%
Main/Pleasant Street Lot	39%	75%	79%	57%	71%	35%
City Hall Lot	44%	67%	67%	68%	28%	7%
Church Street Lot	18%	28%	25%	21%	28%	4%
Garage	9%	19%	18%	20%	20%	4%
Total	**29%**	**49%**	**48%**	**45%**	**33%**	**10%**

Source: Walker Consultants, 2022

Figure 47: Wednesday On-Street Parking Demand

Facility	Side	Type	Between	Between	8:00 AM	10:30 AM	1:00 PM	3:30 PM	6:00 PM	8:00 PM
Beacon Street East	North	No Limit	Canal Street	Mill Plaza	15	15	12	12	3	1
Beacon Street East	South	No Limit	Mill Plaza	Main Street	11	10	17	13	12	13
Main Street	West	2 Hr, No Overnight	Beacon Street	Pleasant Street	9	5	8	10	8	7
Main Street	West	No Limit	Beacon Street	Pleasant Street	7	7	8	5	4	6
Canal Street	South	2 Hr	Main Street	Beacon Street	9	7	10	9	4	12
Messer Street	East	2 Hr	WOW Trail	Church Street	0	0	1	0	0	0
Messer Street	East	Loading	WOW Trail	Church Street	1	1	1	1	0	0
Messer Street	East	Unstriped	WOW Trail	Church Street	0	0	0	0	0	0
Main Street	East	2 Hr	Church	Hanover	7	7	7	5	4	7
Main Street	West	2 Hr	Pleasant Street	Canal Street	9	9	9	9	7	9
Main Street	West	ADA	Pleasant Street	Canal Street	1	1	1	1	1	1
Main Street	West	2 Hr	Canal Street	Church Street	10	10	14	15	10	14
Pleasant Street	North	2 Hr	Beacon Street W	Main Street	5	5	7	6	4	2
Pleasant Street	South	No Limit	Beacon Street W	Main Street	14	12	16	15	15	11
Pleasant Street	South	ADA	Beacon Street W	Main Street	1	1	1	1	1	1
Beacon Street West	South	No Limit	New Salem Street	Water Street	10	10	10	10	9	1
Main Street	East	2 Hr	New Salem Street	Church Street	0	0	0	0	0	0
Church Street	South	2 Hr	Pleasant Street	Main Street	6	6	7	4	4	2
Total					**115**	**106**	**129**	**116**	**86**	**87**

Source: Walker Consultants, 2022

Figure 48: Wednesday On-Street Parking Occupancy

Facility	Side	Type	Between	Between	8:00 AM	10:30 AM	1:00 PM	3:30 PM	6:00 PM	8:00 PM
Beacon Street East	North	No Limit	Canal Street	Mill Plaza	100%	100%	80%	80%	20%	7%
Beacon Street East	South	No Limit	Mill Plaza	Main Street	52%	48%	81%	62%	57%	62%
Main Street	West	2 Hr, No Overnight	Beacon Street	Pleasant Street	90%	50%	80%	100%	80%	70%
Main Street	West	No Limit	Beacon Street	Pleasant Street	88%	88%	100%	63%	50%	75%
Canal Street	South	2 Hr	Main Street	Beacon Street	75%	58%	83%	75%	33%	100%
Messer Street	East	2 Hr	WOW Trail	Church Street	0%	0%	100%	0%	0%	0%
Messer Street	East	Loading	WOW Trail	Church Street	100%	100%	100%	100%	0%	0%
Messer Street	East	Unstriped	WOW Trail	Church Street	0%	0%	0%	0%	0%	0%
Main Street	East	2 Hr	Church	Hanover	100%	100%	100%	71%	57%	100%
Main Street	West	2 Hr	Pleasant Street	Canal Street	90%	90%	90%	90%	70%	90%
Main Street	West	ADA	Pleasant Street	Canal Street	100%	100%	100%	100%	100%	100%
Main Street	West	2 Hr	Canal Street	Church Street	67%	67%	93%	100%	67%	93%
Pleasant Street	North	2 Hr	Beacon Street W	Main Street	42%	42%	58%	50%	33%	17%
Pleasant Street	South	No Limit	Beacon Street W	Main Street	50%	43%	57%	54%	54%	39%
Pleasant Street	South	ADA	Beacon Street W	Main Street	100%	100%	100%	100%	100%	100%
Beacon Street West	South	No Limit	New Salem Street	Water Street	42%	42%	42%	42%	38%	4%
Main Street	East	2 Hr	New Salem Street	Church Street	0%	0%	0%	0%	0%	0%
Church Street	South	2 Hr	Pleasant Street	Main Street	38%	38%	44%	25%	25%	13%
Total					**58%**	**53%**	**65%**	**58%**	**43%**	**44%**

Source: Walker Consultants, 2022

Friday Parking Occupancy

Figure 49: Friday Off-Street Parking Demand and Occupancy

Facility	8:00 AM	10:30 AM	1:00 PM	3:30 PM	6:00 PM	8:00 PM
Beacon Street West Lot	22	26	31	18	12	16
Main/Pleasant Street Lot	55	45	41	33	20	16
City Hall Lot	74	99	85	63	16	5
Church Street Lot	15	17	16	13	4	2
Garage	29	29	23	14	10	7
Total	**195**	**216**	**196**	**141**	**62**	**46**

Facility	8:00 AM	10:30 AM	1:00 PM	3:30 PM	6:00 PM	8:00 PM
Beacon Street West Lot	31%	37%	44%	26%	17%	23%
Main/Pleasant Street Lot	71%	58%	53%	43%	26%	21%
City Hall Lot	39%	52%	45%	33%	8%	3%
Church Street Lot	19%	21%	20%	16%	5%	3%
Garage	30%	30%	23%	14%	10%	7%
Total	**38%**	**42%**	**38%**	**27%**	**12%**	**9%**

Source: Walker Consultants, 2022

Figure 50: Friday On-Street Parking Demand

Facility	Side	Type	Between	Between	8:00 AM	10:30 AM	1:00 PM	3:30 PM	6:00 PM	8:00 PM
Beacon Street East	North	No Limit	Canal Street	Mill Plaza	11	11	10	5	0	0
Beacon Street East	South	No Limit	Mill Plaza	Main Street	18	12	8	12	3	0
Main Street	West	2 Hr, No Overnight	Beacon Street	Pleasant Street	6	9	4	8	2	4
Main Street	West	No Limit	Beacon Street	Pleasant Street	6	8	8	4	2	1
Canal Street	South	2 Hr	Main Street	Beacon Street	6	9	9	5	5	2
Messer Street	East	2 Hr	WOW Trail	Church Street	0	0	0	0	0	0
Messer Street	East	Loading	WOW Trail	Church Street	0	0	0	0	0	0
Messer Street	East	Unstriped	WOW Trail	Church Street	7	5	9	5	5	5
Main Street	East	2 Hr	Church	Hanover	4	4	4	5	4	1
Main Street	West	2 Hr	Pleasant Street	Canal Street	9	6	9	7	8	2
Main Street	West	ADA	Pleasant Street	Canal Street	0	0	0	0	0	0
Main Street	West	2 Hr	Canal Street	Church Street	11	10	10	8	12	10
Pleasant Street	North	2 Hr	Beacon Street W	Main Street	4	2	3	2	0	1
Pleasant Street	South	No Limit	Beacon Street W	Main Street	12	14	9	11	6	2
Pleasant Street	South	ADA	Beacon Street W	Main Street	1	0	0	0	0	0
Beacon Street West	South	No Limit	New Salem Street	Water Street	18	18	18	10	1	1
Main Street	East	2 Hr	New Salem Street	Church Street	0	0	0	0	0	0
Church Street	South	2 Hr	Pleasant Street	Main Street	11	10	7	2	3	12
Total					**124**	**118**	**108**	**84**	**51**	**41**

Source: Walker Consultants, 2022

Figure 51: Friday On-Street Parking Occupancy

Facility	Side	Type	Between	Between	8:00 AM	10:30 AM	1:00 PM	3:30 PM	6:00 PM	8:00 PM
Beacon Street East	North	No Limit	Canal Street	Mill Plaza	73%	73%	67%	33%	0%	0%
Beacon Street East	South	No Limit	Mill Plaza	Main Street	86%	57%	38%	57%	14%	0%
Main Street	West	2 Hr, No Overnight	Beacon Street	Pleasant Street	60%	90%	40%	80%	20%	40%
Main Street	West	No Limit	Beacon Street	Pleasant Street	75%	100%	100%	50%	25%	13%
Canal Street	South	2 Hr	Main Street	Beacon Street	50%	75%	75%	42%	42%	17%
Messer Street	East	2 Hr	WOW Trail	Church Street	0%	0%	0%	0%	0%	0%
Messer Street	East	Loading	WOW Trail	Church Street	0%	0%	0%	0%	0%	0%
Messer Street	East	Unstriped	WOW Trail	Church Street	78%	56%	100%	56%	56%	56%
Main Street	East	2 Hr	Church	Hanover	57%	57%	57%	71%	57%	14%
Main Street	West	2 Hr	Pleasant Street	Canal Street	90%	60%	90%	70%	80%	20%
Main Street	West	ADA	Pleasant Street	Canal Street	0%	0%	0%	0%	0%	0%
Main Street	West	2 Hr	Canal Street	Church Street	73%	67%	67%	53%	80%	67%
Pleasant Street	North	2 Hr	Beacon Street W	Main Street	33%	17%	25%	17%	0%	8%
Pleasant Street	South	No Limit	Beacon Street W	Main Street	43%	50%	32%	39%	21%	7%
Pleasant Street	South	ADA	Beacon Street W	Main Street	100%	0%	0%	0%	0%	0%
Beacon Street West	South	No Limit	New Salem Street	Water Street	75%	75%	75%	42%	4%	4%
Main Street	East	2 Hr	New Salem Street	Church Street	0%	0%	0%	0%	0%	0%
Church Street	South	2 Hr	Pleasant Street	Main Street	69%	63%	44%	13%	19%	75%
Total					**62%**	**59%**	**54%**	**42%**	**26%**	**21%**

Source: Walker Consultants, 2022