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Technical Memorandum

October 31, 2023 Project# 28687

To: Emma Porricolo, Associate Planner
City of Canby, Development Services Department
222 NE 2nd Avenue
Canby, Oregon 97013

From: Miranda Barrus, PE, Robert Olney, and Phillip Worth

CC: Brian Crow, Clackamas County Fairgrounds & Event Center Executive Director
Steven Bloemer, Clackamas County Department of Finance, Facilities Management

RE: Clackamas County Fairgrounds Parking Analysis

EXECUTIVE SUMMARY

The Clackamas County Fairgrounds & Event Center (Fairgrounds) is an events complex located in Canby, Oregon. The Fairgrounds has proposed the construction of a 44,069 square foot multipurpose building to replace a building that was demolished in 2014 due to structural issues. The replacement building does not represent a new capacity to host events, since temporary structures have been erected, as needed, to continue normal operations. The replacement building will house a variety of event types and have a maximum total occupant load of an estimated 2,695 persons. The analysis and documentation contained herein have been prepared at the request of the City of Canby.

The City of Canby requested that the Fairgrounds:

> *"Provide details on current and expected parking availability and utilization for the site and identify any deficiencies (if any). If no change in availability or demand is anticipated with the proposed project, provide a narrative summarizing how much parking is currently available and compare it to the expected parking demand during the maximum event."*

This memorandum provides the requested.

FUTURE PARKING SUPPLY AND DEMAND

No changes to the on-site parking supply are expected as a result of replacing the old building with the proposed building. Because the nature of the site would not change with the construction of the proposed multipurpose building, and event capacity in that area of the Fairgrounds would be lower than it is currently by utilizing temporary event tents, no increase in parking demand is projected.

Therefore, **no change in the supply of, or demand for, parking is anticipated due to the proposed multipurpose building.**

PARKING ANALYSIS

Existing Parking Supply

Fairgrounds Parking Supply

There are three main parking lots at the Fairgrounds. These three lots — the Blue, Red, and Yellow lots — have a combined parking capacity of 2,225 spaces. The Blue and Red lots — located across 4th Avenue to the south of the Fairgrounds — are the primary parking lots, and overflow is then typically directed to the larger Yellow lot, a grassy field covering the west end of the Fairgrounds. Other smaller lots on the Fairgrounds – the Weinkauf and Orange lots – provide a total of 300 parking spaces for staff, vendors, entertainment personnel, and event participants. Figure 1 shows the available parking lots at the Fairgrounds, as well as their respective capacities, for a total capacity of 2,525 vehicles.

Figure 1. Parking Supply at the Fairgrounds

The Blue and Red lots have a combined 1,025 parking spaces. Less than 20% of events at the Fairgrounds from June 2022-June 2023 had over 1,000 attendees. Thus, assuming a conservative estimate of one occupant patron per vehicle, 100% mode share for vehicles, and a point-in-time event, the parking demand for over 80% of events could be satisfied by these two lots. In reality, higher-attended events – particularly the Clackamas County Fair – take place over multiple days. Occupancy per vehicle is also higher than one on average, and not all patrons arrive in vehicles.

Therefore, for the vast majority of events held at the Fairgrounds throughout the year, the Blue and Red lots provide more than sufficient parking. For specific events, such as music festivals and other multi-day events, the Yellow lot is used by RVs, campers and personal vehicles.

Rental Access to Additional Parking Supply

For select events (namely, the County Fair), the Fairgrounds rents parking spaces from certain businesses adjacent to the Fairgrounds' own parking lots. This temporarily increases the parking capacity in the vicinity of the Blue lot (see Figure 1); this capacity is in addition to the 740 spaces. The Fairgrounds does not currently rent other parking spaces, nor does it currently rent out parking spaces to other users.

On-Street Parking Supply

Public streets within ½-mile of the main Fairgrounds entrance were identified as potential locations where fairgrounds patrons might park to attend an event. Within this area, a total of 70 block faces were identified. Of these, 33 were determined to prohibit on-street parking. The remaining 37 block faces provided a range between one and 15 on-street spaces (a space is defined as continuous curb of 25 feet that is not marked as No Parking, not interrupted by a driveway, and not within 25 feet of an intersection). A total number of 268 on-street parking spaces are estimated to be available in this study area.

Beyond the Fairgrounds parking lots, some patrons may still utilize on-street parking on nearby neighborhood streets. This may happen in an attempt to avoid parking costs, or to avoid post-event and lot driveway congestion, or due to a lack of information on point-in-time lot utilization. Thus, this study measured parking utilization of the surrounding on-street parking supply, as well as the off-street parking areas provided by the Fairgrounds, during a maximum Fairgrounds event in July of 2023.

Summer 2023 Maximum Event Parking Utilization

Parked vehicle counts were taken during a three-day music festival in July 2023, which the Fairgrounds considers to be representative of a maximum event. During this event, 7,389 patrons paid admission to attend on Friday and/or Saturday. This number exceeds more than 95% of all events annually held at the Fairgrounds in the last 12 months.

Parked vehicles were counted on an hourly basis between 1:00 PM and 11:00 PM on Friday, July 14th and between 8:00 AM and 2:00 AM (18 hours) Saturday, July 15th (into Sunday, July 16th), in Fairgrounds surface lots and on block faces of public streets within ½-mile of the main Fairgrounds entrance. In addition, the capacity of each street segment (street parking spaces) was recorded and compared to an hourly count of usage to determine the percentage occupied by block face.

Figures 2 through 7 illustrate the percentage occupancy of each Fairgrounds off-street lot and each block face in the study area between 5:00 and 7:00 PM on Friday and on Saturday, the timeframe generally reflecting the greatest parking demand for the event. The peak parking demand (off-street and on-street) occurred at 7:00 PM on Saturday evening. At the peak, the Red lot was 94% occupied (18 vacant spaces

available) and the Blue lot was 62% occupied (282 vacant spaces available). The Yellow lot was 33% occupied (801 vacant spaces available) and primarily used to accommodate overnight campers that were attending the three-day music festival. The Orange and Weinkauf lots were not used to accommodate parking demand and, thus, 0% occupied (300 vacant spaces available). In total during the measured peak parking demand for the surface lots, 1,124 spaces were occupied, and 1,401 spaces were vacant for a total utilization of 45% of the Fairgrounds off-street parking capacity.

During the same 7:00 PM Saturday peak parking demand, the surrounding on-street parking supply was 56% occupied (151 out of 268), with 117 spaces being vacant. Only four of 37 block faces in the study area were more than 90% occupied and, in each case, the adjacent block faces were below 60% occupied. This suggests that the combination of typical neighborhood usage and event patron usage remained well within the capacity of the on-street parking system.

In this study, it was not discernible whether parked cars on surrounding streets were there because of event patrons or because of the adjacent land uses (primarily residential). However, even if all 151 parked cars counted during the peak hour on streets in the study area were to have parked at the Fairgrounds, the resulting demand (1,124+151) would have only been 50% of the available supply. In total, there still would have been 1,250 vacant spaces available in the Fairgrounds surface parking lots.

Therefore, **the available supply of off-street parking at the Fairgrounds is more than adequate to accommodate a maximum event, as shown by this data and analysis.**

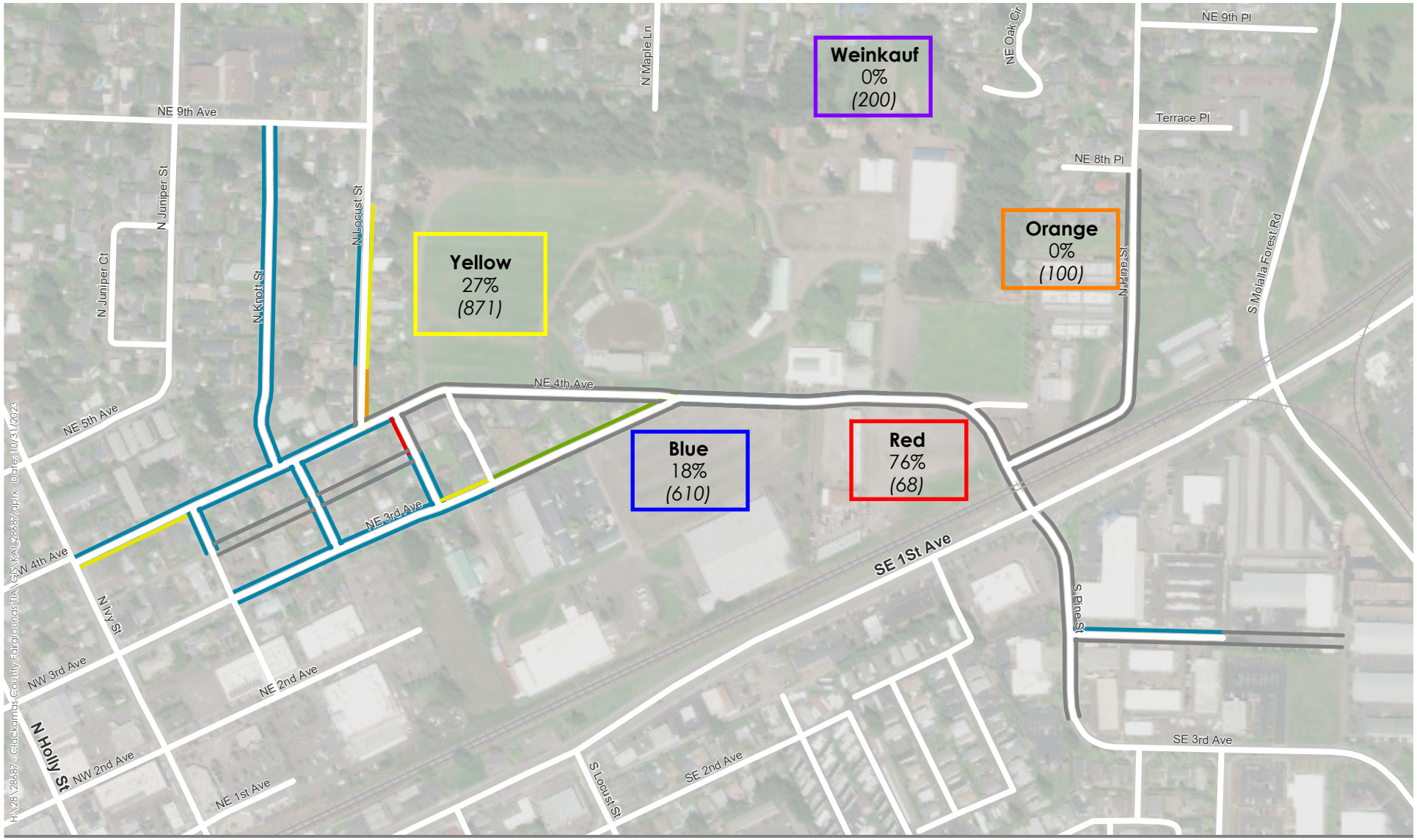
Hypothetical Maximum Event Capacity

It is possible to estimate the size of an event that would potentially utilize 100% of the Fairgrounds surface parking lots, using the measured data reported above. Approximately 3,700 daily attendees to the music festival resulted in a parking demand of 1,275 vehicles (including ALL vehicles parked on adjacent neighborhood streets). This equates to 2.90 daily attendees per parked vehicle. With a total of 2,525 parking spaces in Fairgrounds parking lots (excluding access to additional rented parking spaces), the hypothetical maximum daily event capacity for a multi-day festival is estimated to be more than 7,300 patrons. Fairgrounds parking capacity for events with higher attendees per parked vehicle, such as the annual Clackamas County Fair, could accommodate much larger numbers than estimated here.

Recommendations

No changes to, or expansions of, the existing parking lots are needed, as they supply sufficient capacity to the Fairgrounds to accommodate maximum events, as defined.

In some instances, vehicles were observed parking in the bike lane on NE 4th Avenue. Therefore, the City of Canby may need to improve signage to help curb illegal parking behavior.



≤ 60%
60% ≤ 70%
70% ≤ 80%
80% ≤ 90%
≥ 90%
No Parking Allowed

Lot Name
Utilization %
(vacant spaces)

Note: Although street parking in the alleys is not allowed, vehicles were observed parking there.

0 500 US Feet

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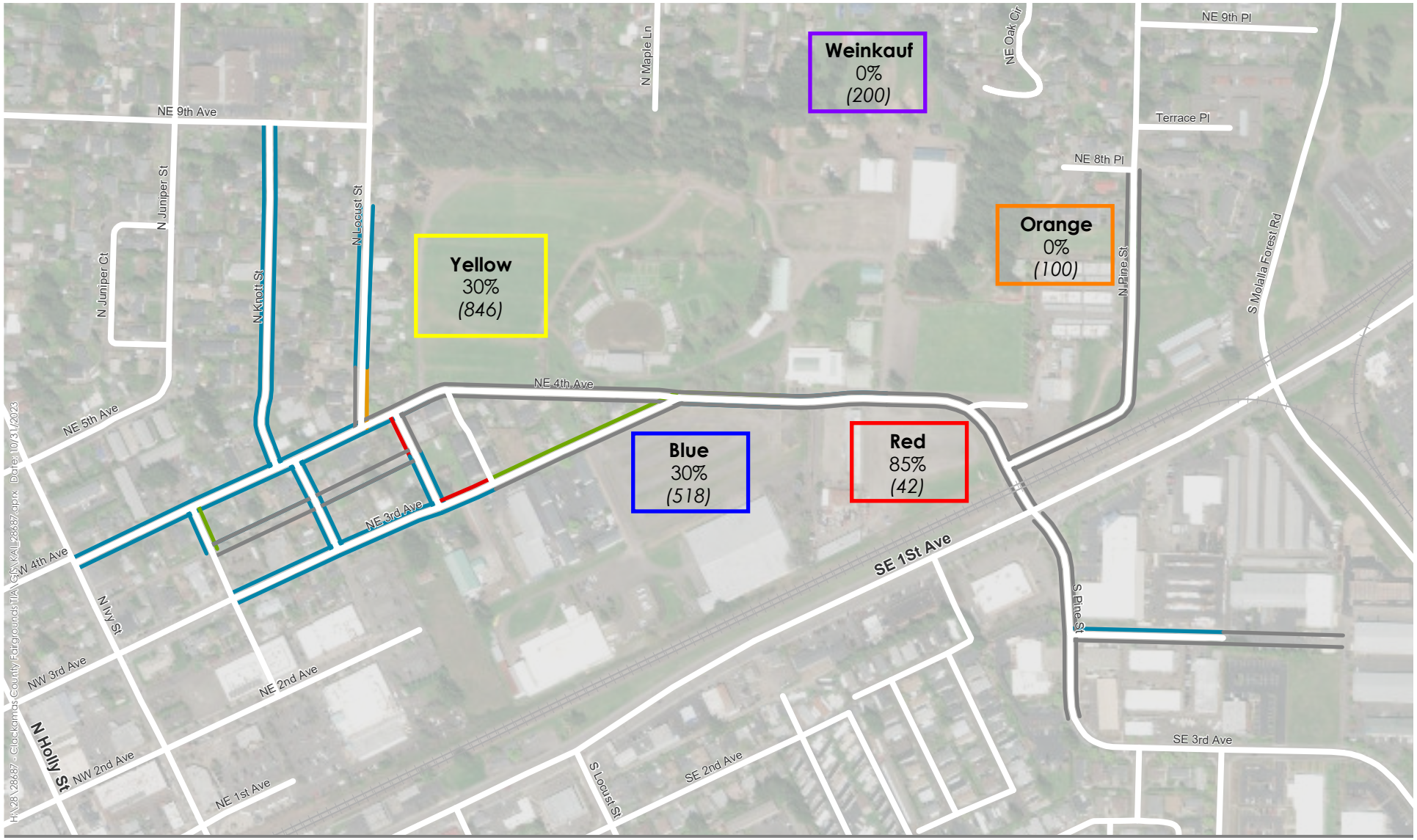
Figure 2

Friday 5 PM Street Parking Occupancy



≤ 60%
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70% ≤ 80%
80% ≤ 90%
≥ 90%
No Parking Allowed

Lot Name
Utilization %
(vacant spaces)

Note: Although street parking in the alleys is not allowed, vehicles were observed parking there.

0 500 US Feet

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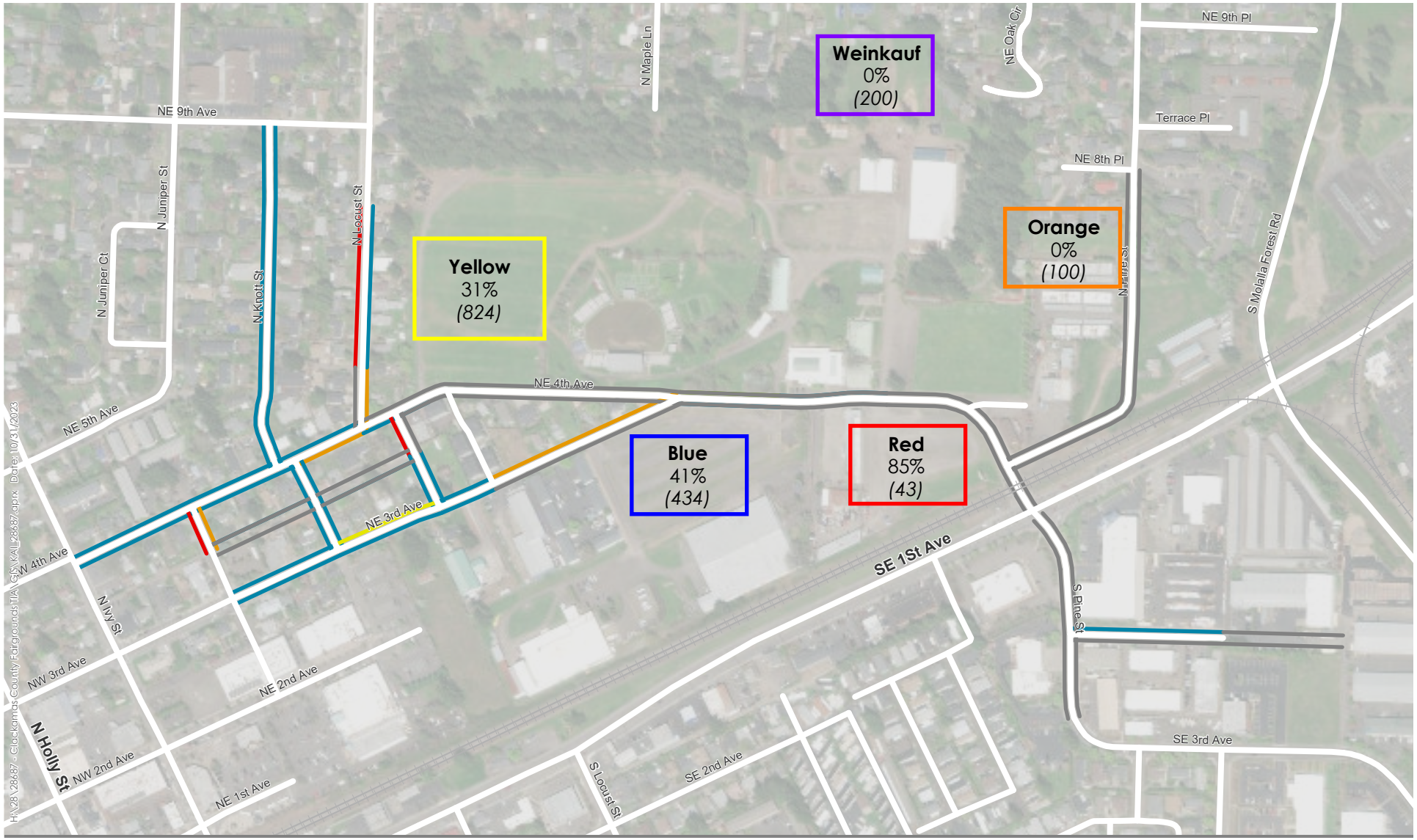
Figure 3

Friday 6 PM Street Parking Occupancy



≤ 60%
60% ≤ 70%
70% ≤ 80%
80% ≤ 90%
≥ 90%
No Parking Allowed

Note: Although street parking in the alleys is not allowed, vehicles were observed parking there.

Lot Name
Utilization %
(vacant spaces)

0 500 US Feet

Figure 4

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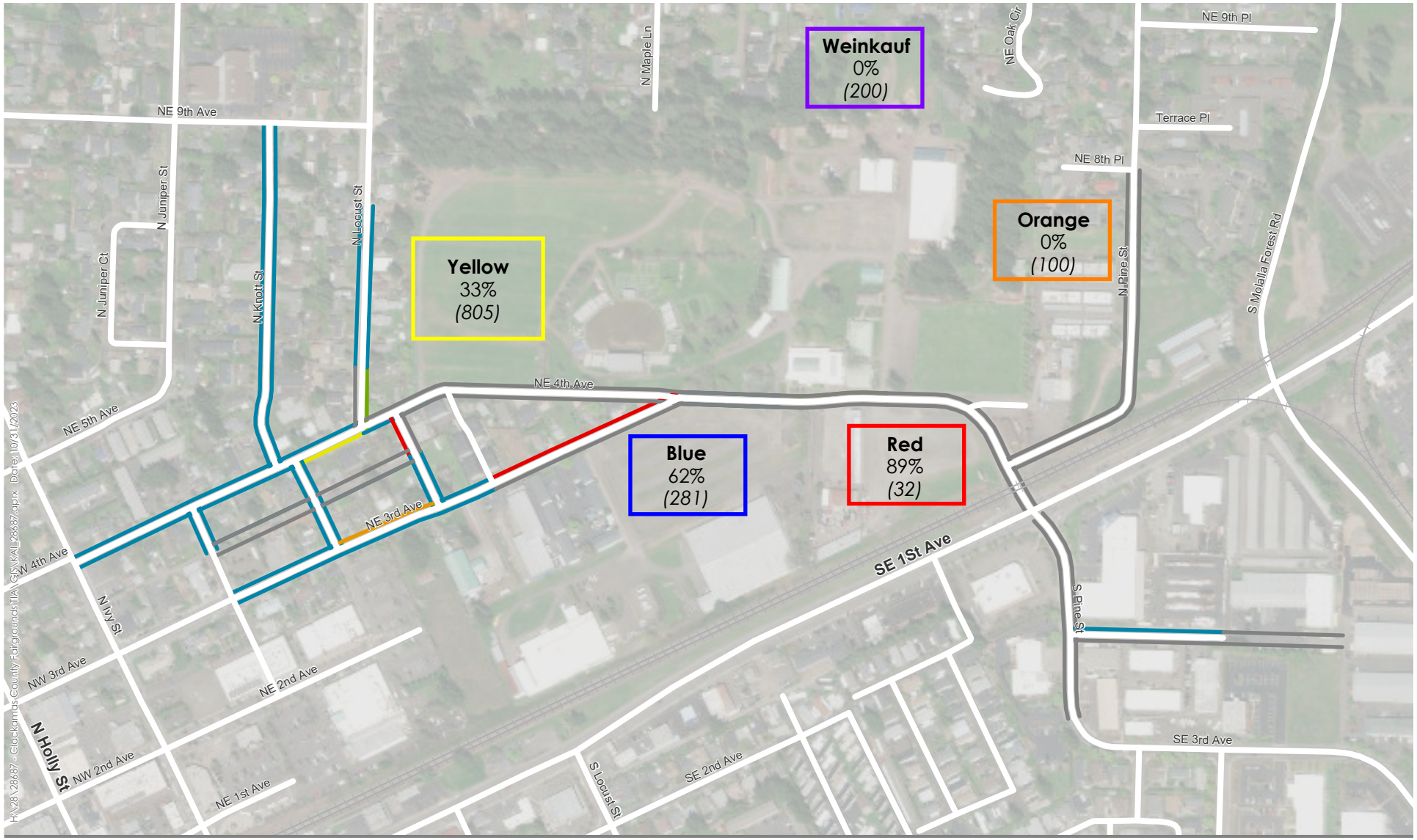
Friday 7 PM Street Parking Occupancy



≤ 60%
60% ≤ 70%
70% ≤ 80%
80% ≤ 90%
≥ 90%
No Parking Allowed

Lot Name
Utilization %
(vacant spaces)

Note: Although street parking in the alleys is not allowed, vehicles were observed parking there.

0 500 US Feet

Figure 5

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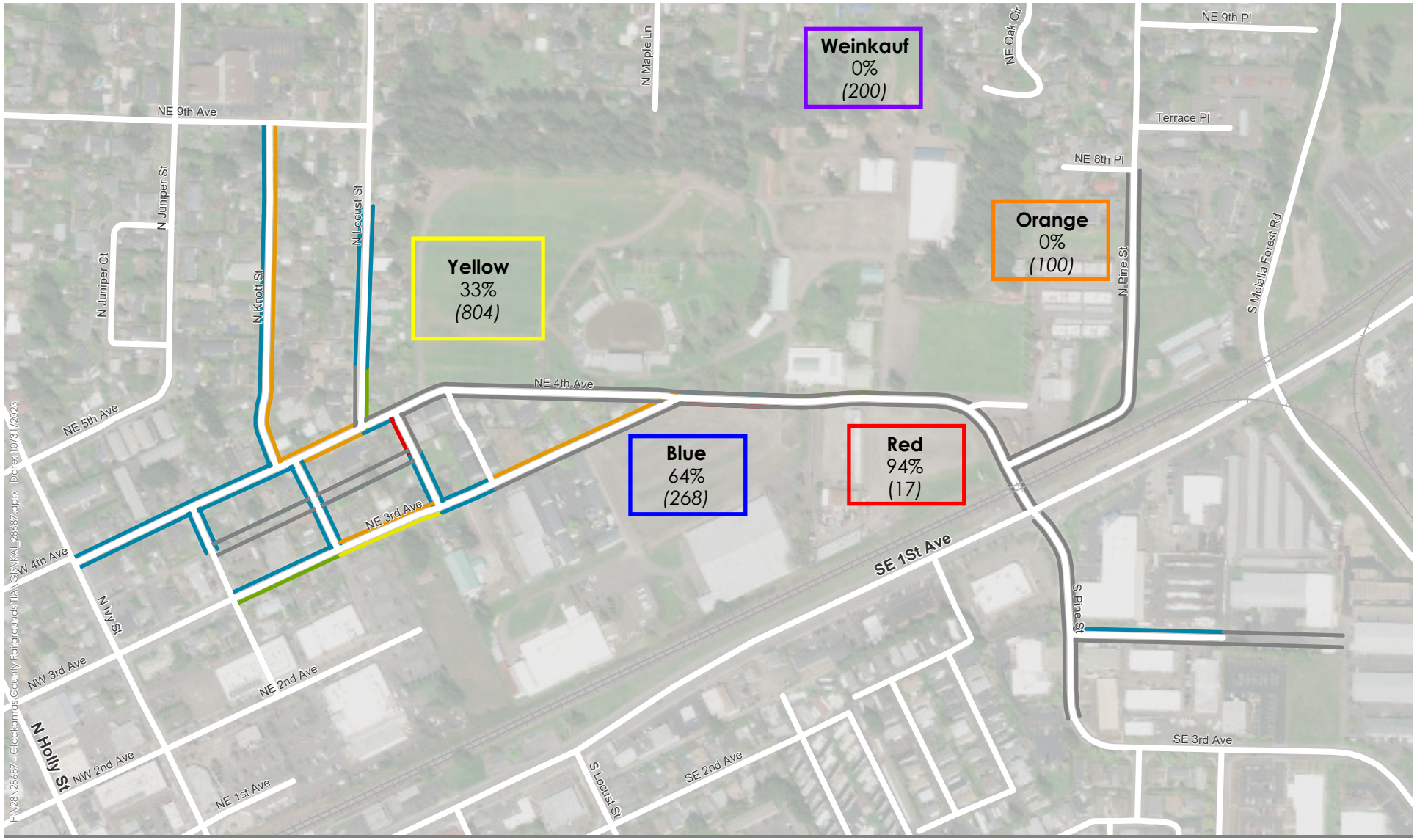
Saturday 5 PM Street Parking Occupancy



≤ 60%
60% ≤ 70%
70% ≤ 80%
80% ≤ 90%
≥ 90%
No Parking Allowed

Lot Name
Utilization %
(vacant spaces)

Note: Although street parking in the alleys is not allowed, vehicles were observed parking there.

0 500 US Feet

Figure 6

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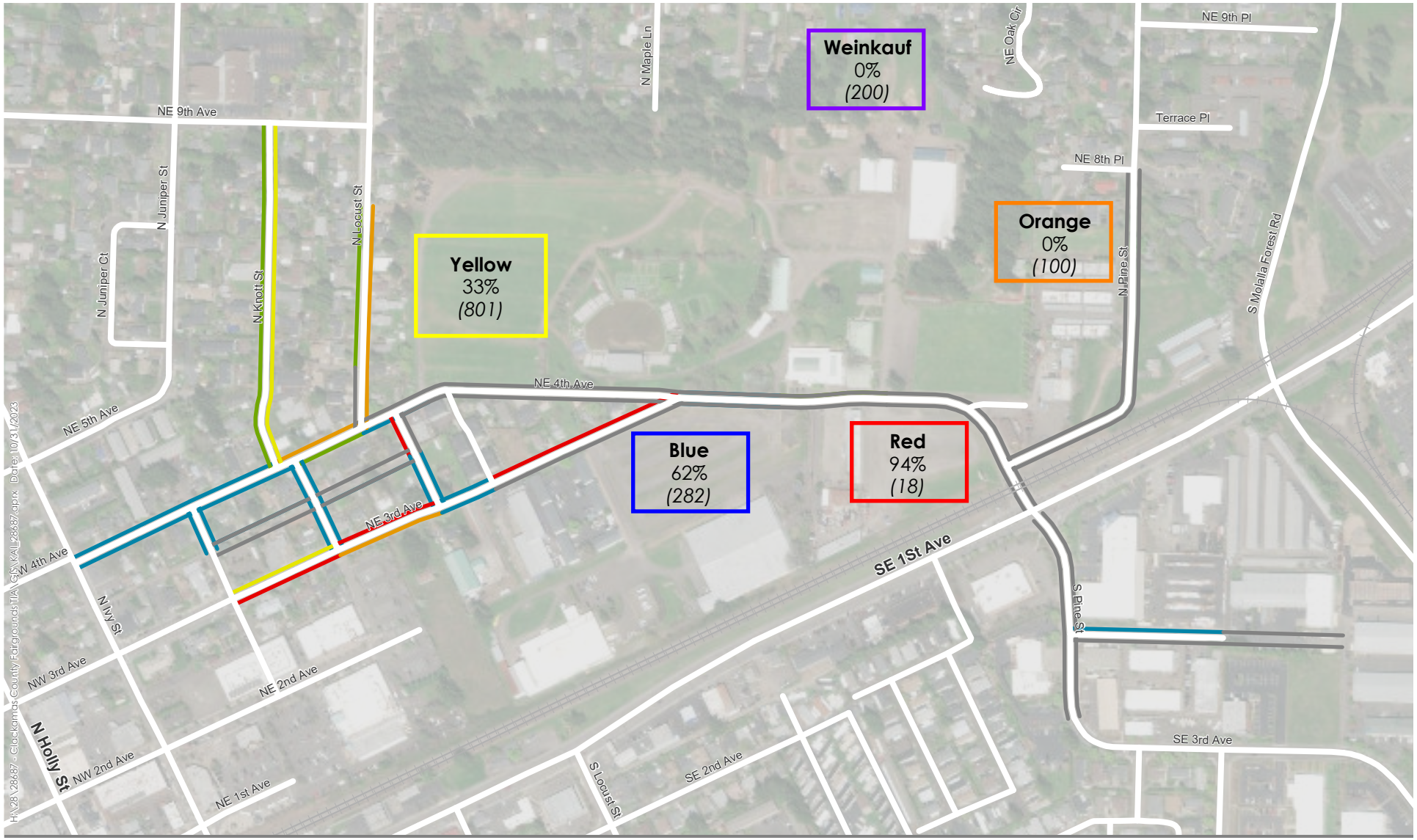
Saturday 6 PM Street Parking Occupancy



≤ 60%
60% ≤ 70%
70% ≤ 80%
80% ≤ 90%
≥ 90%
No Parking Allowed

Lot Name
Utilization %
(vacant spaces)

Note: Although street parking in the alleys is not allowed, vehicles were observed parking there.

0 500 US Feet

Figure 7

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Saturday 7 PM Street Parking Occupancy