

AM No. 10-213

TO: Mayor Marchione and City Council

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DATE: October 19, 2010

SUBJECT: STAFF REPORT: DOWNTOWN PARKING OPTIONS UPDATE

The purpose of this Staff Report is to respond to questions raised at Council's Study Session on September 28, 2010, and to provide an update on the status of the Downtown Redmond parking plan implementation.

BACKGROUND

Parking is one tool in the City's toolbox to help realize its centers and economic development vision. The 2008 Downtown Redmond Parking Study set forth a phased parking management implementation strategy. Elements included: (1) identifying triggers for initiating managing on-street parking demand; (2) implementing and enforcing time-limited on-street parking, along with a permit system, in those districts that met or exceeded the triggers; (3) initiating an outreach and communications program with area businesses; (4) working with the private sector to support shared-use agreements for private sector lots; (5) leasing/acquiring parcels for public-off-street parking; (6) implementing an incentive package for private development of publicly-available parking and commute options; and (7) evaluating adjustments to parking ratios and urban center mode split goals.

IMPLEMENTATION STATUS

On-street Parking Management: Parking management in Downtown was initiated in 2009 in response to on-street parking demand consistently exceeding the trigger – 85 percent or more of the City's limited on-street stalls were consistently full in specific subareas of Downtown. This indicated that parking was not available for the priority patrons of Downtown – those who come to shop, dine, visit, or recreate. Moreover, businesses had regularly voiced concerns about the lack of on-street parking available to their patrons. Active monitoring and enforcement of time-limited on-street parking began in January 2010.

Currently, on average, 70 of the 294 on-street parking spaces (24 percent) in the enforcement area are used by permit holders that allow extended-time parking. The remaining spaces are available for multiple users throughout the core daytime hours. Between January and August 2010, 756 warnings and 327 citations have been issued.

Outreach and Communications with Area Businesses: Information was provided to local businesses and property owners in the enforcement area about the changes to on-street parking, the availability of parking permits for purchase, and commute options and incentives available to employees. In-person outreach also occurred as part of the parking program, promotion of R-TRIP and Think Redmond opportunities, and general business outreach in the Downtown.

Off-street Parking Options: As the Downtown continues to evolve and redevelop consistent with the vision as an urban center, developing shared off-street parking options available for public use is a key part of this transition to a more urban environment. Currently, the majority of off-street parking in Downtown is privately owned and is associated with and sized to a specific development and its uses. In addition, capital infrastructure improvements in the Downtown (e.g., stormwater trunkline) will result in intermittent needs for auxiliary parking spaces.

Since publicly-accessible off-street parking is a critical building block to achieving the vision for Downtown, Council had directed staff to seek and evaluate options for off-street parking. Three options were identified: (1) extending the use of City Campus/Art Hill parking lot; (2) developing the Old King County Shop site bordered by Leary Way/Bear Creek; and (3) parking under the Downtown Park. At its December 1, 2009, meeting Council directed staff to further evaluate the City Campus/Art Hill and Old King County Shop sites.

At the May 18, 2010, Council meeting staff was directed to develop further information on these two sites and to prepare a potential project for inclusion in the Capital Improvement Program (CIP). Development of a surface parking lot project at the Old King county Shop site is included as part of the proposed 2011-2012 budget. Sufficient funding to develop this site as a surface parking option would not be available, however, until the out years of the six year CIP.

(1) City Campus/Art Hill Option – This site was developed as a parking lot as a temporary use, first for use by City employees during the construction of the City Campus parking structure, and subsequently enhanced by King County Metro for use as a temporary Park-and-Ride during construction of the Downtown Redmond Park-and- Ride. It has 110 parking spaces available. Prior to this, the site was a grassy knoll where changing collections of outdoor art were placed.

The area is part of the Redmond Municipal Campus Master Plan and was designated as a “special use” resource park. Due to funding, nine phases of the Master Plan were developed. “Art Hill” is Phase 6. The master plan designated this site to be the “neighborhood park” section of the campus, including play water features, children’s play area, new landscaping and continuing the placement of outdoor art. Since then the entire campus has been viewed as a place to install art. This has been done and has been well received.

When leasing the site to King County for Park-and-Ride use, \$140,000 was collected in lease payments and remains in a special fund. Restoration of the site to a grassy area (i.e., removing pavement, lighting, wiring, etc...) would cost about \$100,000.

On a typical day, about one third of the available parking spaces are occupied by those seeking to access the City campus or the King County Courthouse, parking to ride transit, or visiting neighborhood residences and businesses. During events at city Hall (e.g., Arts in the Parks or daytime community meetings) usage increased to between two-thirds to nearly full capacity.

- (2) **Old King County Shop Site** – Adjacent to Leary Way, Bear Creek Parkway and the BNSF right-of-way, this site would use land acquired as part of Bear Creek Parkway construction. The site has the potential for up to 130 parking stalls in an area proximate to Old Town. The cost of developing the site would be between \$500 K to \$700 K, inclusive of grading, storm water improvements, lighting and landscaping.

ADDITIONAL CONSIDERATIONS

In previous Council discussions, the opportunity to generate revenue by charging for parking at the City Campus/Art Hill site was noted, with the revenue to go to the Arts program.

NEXT STEPS

At this time staff is not seeking specific direction, but is providing an update and requested information. During the 2011-2012 budget deliberations, specific direction can be established within the overall budget framework.