

AM No. 10-108

TO: Mayor Marchione and City Council

FROM: Rob Odle, Planning Director, 425-556-2417
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DATE: May 18, 2010

SUBJECT: STAFF REPORT: DOWNTOWN PARKING OPTIONS

This staff report provides an update of Downtown parking options. Staff will provide a brief status of on-street parking program implementation, present additional analysis of off-street parking options intended to complement on-street parking management, answer questions, and seek Council direction on providing public off-street parking options.

OVERVIEW AND BACKGROUND

Active management of Downtown Redmond on-street parking was initiated in Fall 2009 to prioritize on-street parking for short-term uses to increase turnover of spaces to accommodate multiple users and improve accessibility to local businesses. Signs noting time limits (two hours in most places) were installed throughout the enforcement area, along with placards to notify the public of the availability of extended parking on-street by permit (\$50/month). Diamond Parking is enforcing the parking time limitations and tickets violators. The program is working as anticipated: short-term on-street parking capacity has been created Employee and residential parking has been reallocated parking in the first quarter of 2010 have been 92 citations 304 warnings65 parking permits sold each month,

As noted in the May 5, 2009 and December 1, 2009 staff reports to Council on parking, an outstanding issue for the Downtown parking program is to identify one or more locations where visitors to Downtown who need to park for more than two hours can park appropriately.

As the Downtown parking program has been implemented, the feedback most often received has been to ask where an individual can park who comes to Downtown but needs an extended parking option that isn't met by the availability of a monthly parking permit. Examples include: people who want to park once, go to lunch and patronize several other businesses; people who usually take the bus to work, but need their car to leave early for an appointment; and people who come into Downtown infrequently for business.

In addition, the City's economic development staff has spoken with local property managers and developers. As real estate leasing agents seek to lease local retail spaces, prospective restaurant, retail and other service-based businesses have frequently cited parking as a barrier. The concern is not so much the number of parking stalls or the desire to have more parking on-site, but rather

clearly signed parking lots are available to the public proximate to their destination. Several property agents have noted the need to have additional parking available and easily accessible to the public near downtown businesses bordering Cleveland Street and Redmond Way in order to help them better meet its development potential.

The Downtown Redmond Parking Study offered strategic direction on next steps in implementing a comprehensive parking program. Specifically, it recognized the need to identify and complete planning for possible development of new public visitor parking supply as part of the City's strategic parking implementation. Moreover, the study also called for strategically placing signage to direct visitors to publically-available off-street parking.

Among the considerations were that a parking option should be "right sized" to be able to provide parking supply, but without being too large or too small. Second, parking supply should be located to be accessible (within several blocks) to restaurant, retail and other service-based business locations.

Council directed staff at the December 1, 2009 Council meeting, to continue to pursue two sites as potential parking options:

- (1) City Hall Campus/Art Hill parking lot – located adjacent to the entry to the City Hall campus, this location was originally a grassy knoll formed on a repository for excess fill dirt. Subsequently, temporary art sculpture exhibits were periodically displayed on the site to enhance its visual appeal. The site was graded and paved to create an interim parking area that was used during construction of the City Campus parking structure. Subsequently, it was used by King County Metro as a temporary park and ride lot during construction of the Downtown Park and Ride parking structure. Since
- (2) Old King County Shop Site bordered by Bear Creek Parkway/Leary Way/BNSF – this site is located next to Bear Creek Parkway and Leary Way. It was acquired as part of the Bear Creek Parkway project and was used as a construction staging area. Since completion of Bear Creek Parkway, it has served intermittently as construction parking and staging.

REQUEST FOR DIRECTION

Staff is seeking concurrence for staff to continue to evaluate an off-street public parking resource in the Downtown. Specifically, we are seeking Council agreement to:

- 1) Continue to preserve the City Hall Campus/Art Hill parking lot as an interim parking solution until final direction on Downtown parking has been given; and
- 2) Include a surface parking lot on the Old King County Shop site in the budget and capital improvement program evaluation processes, with direction to staff to continue to pursue revenue alternatives to develop the site as parking when additional parking demand is demonstrated by increased development in the Downtown.

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LIST OF ATTACHMENTS

Attachment A: Summary of Potential Downtown Parking Options

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	LOCATION	PARKING SPACES	ESTIMATED COSTS	PROS	CONS	NOTES
<i>Old King County Shop Site</i>	bordered by Bear Creek Parkway/ Leary Way/BNSF	100, with potential for 130 stalls	\$300,000-\$500,000 plus approximately \$200,000 for grading and stormwater improvements	<ul style="list-style-type: none"> • close to Downtown retail/commercial • ability to use land productively while waiting for future development opportunities • site is available and could be developed easily • redevelopment at site would permit inclusion of public parking 	<ul style="list-style-type: none"> • would need to be constructed 	<ul style="list-style-type: none"> • land originally acquired as part of Bear Creek Parkway extension. • Project would need to be added to capital improvement program
<i>City Hall Campus Parking Lot</i>	northeast corner of the Redmond Municipal Campus next to parking structure	110	Nominal costs for landscaping enhancements	<ul style="list-style-type: none"> • currently exists • close to retail/ commercial businesses at northern end of Downtown • already paved and lit 	<ul style="list-style-type: none"> • desire by some community members to restore as a park 	<ul style="list-style-type: none"> • originally developed as a short-term temporary use • would need to be permitted as a long-term use • would cost ~ \$100K to tear out pavement and restore to green "hill"