

## ***How Can Parking Support the Land Use and Transportation Vision? Discussion Notes***

(Participants shared these comments and questions after viewing the first portion of the workshop presentation: “How Can Parking Support the Land Use and Transportation Vision?”)

### **Balance of Parking**

- Parking supply should balance local and regional travel needs
- The design of parking facilities should balance access and traffic concerns
- Parking ratios are important to leases and should be considered in crafting code requirements
- Safety of employee parking areas should be considered in the evening
- Feels like there is a shortfall of parking in Overlake now. Can we really have too much parking in Overlake for retail patrons?
- How do specific commercial uses, such as groceries or offices, use parking? Do the code requirements reflect this?
- How efficient can we get the current parking supply?
- How are peak demands at specific times of day or year balanced?
- Do small property owners have to get into the parking management business? If so, what are the options available?
- Landscape requirements should be part of the balance: Are we going to lose parking spaces due to landscape requirements?
- What about opportunities for neighborhood electric vehicle charging at parking stalls?
- What about priority for parking families near businesses?

### **Parking as Transportation Demand Management Technique**

- What is an appropriate balance of parking that still allows transit to be successful?
- Are short trips to purchase goods transferable to non-motorized modes?
- If we manage parking and convert trips are we shifting retail sales to other locations?
- The future parking demands will need to serve a wide range of job types such as office, fast food, etc. which have different commuting and parking needs

- What about employees who do not have access to transit?
- Support services for parking, such as lockers or delivery or valet service, could complement parking reductions
- Can more affordable housing near jobs be an effective technique for parking reductions?
- Can seniors transfer modes easily? If so, what type of parking would they need?

### **Parking's Role in Multi-Modal Transportation**

- Are mode splits as paramount as commercial success?
- Stronger trail connections in all directions could help mitigate trips and reduce parking.
- Will bus rapid transit service, such as Metro's RapidRide service, increase the demand for park and ride parking? Do we need commuter parking in Overlake Village?

## ***What Parking Strategies are Available for Use in Overlake? Discussion Notes***

(Participants shared these comments and questions after viewing the second and third portions of the workshop presentation: “What Parking Strategies are Available and How Can they be Used?” and “What are the Trade-Offs Associated with new Parking Strategies?”)

### **Shared Parking**

- Shared parking helps create a place after 7:00 PM
- If connections between lots were improved, short term shared parking could occur
- Shared parking could be a way to meet seasonal peak demand in the short term
- Are there opportunities to shared parking with existing supplies such as at churches or schools?

### **Paid Parking**

- Creates turn-over which is good for retail, depending on the price
- Enforcement and management are necessary
- Increased bus service could be a “trigger” for paid parking
- Recognize there is a price sensitivity associated with parking
- Validation of paid parking would be an important part of the program
- 2 hour time limits for street parking (with enforcement) could be a first step

### **Centralized Parking Facilities**

- Can the city provide the facility?
- “Parking Plus” (City paying for additional parking built by a private developer in conjunction with private parking) could be a reasonable strategy

## **Best Practices for Overlake**

(Participants expressed interest in the consultants providing additional information on the following topics, based on workshop discussions.)

- Private parking management
- Leasing examples at parking rates below current standards
- Real time parking utilization equipment
- Parking garage design that supports safe and efficient pedestrian access
- Use of local shuttles to maximize parking supplies
- Shared parking districts
- Triggers for parking changes, including parking requirements – examples include: use of alternative transportation modes, transit service, parking utilization counts, residential development
- Public parking as a catalyst for redevelopment – are redevelopment and parking like “chicken or egg”?
- “Parking Plus” (City paying for additional parking built by a private developer in conjunction with private parking) as a tool to gain dispersed public parking