

TO: Planning Commission

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DATE: February 25, 2009

SUBJECT: OVERLAKE PARKING MANAGEMENT STUDY

This memo and staff presentation at the February 25 meeting are to update Commission members on work underway on the Overlake Parking Management Study and to seek feedback on possible strategies to include in the Overlake Parking Management Plan. Please contact Jayme Jonas if you have any questions prior to the meeting.

OVERLAKE PARKING MANAGEMENT STUDY BACKGROUND

This study is an early implementation action as part of the Overlake Neighborhood Plan (ONP) update. The results of the study will directly inform implementation of ONP policy N-OV-42: create and implement a parking development and management program for Overlake. It is also an implementation item of the Overlake Growth and Transportation Efficiency Center (GTEC) and is related to the Downtown Parking Study completed in January 2008.

Staff began work with a consultant, Fehr & Peers, in October on a policy overview. In December, three public workshops were held to discuss current and future parking issues in Overlake and to present information and gather feedback on potential strategies the City could use to address identified issues. Notice for this meeting was sent to a list of nearly 700 interested parties, Planning Commission, City Council, and was posted on the web. Attendees included property owners and business representatives, Overlake and nearby citizens, affordable housing advocates, and representatives from the Chamber of Commerce. In addition to discussing potential strategies as described below, participants discussed topics such as the balance of parking, parking as a transportation demand management technique, and parking's role in multi-modal transportation. A summary of the workshop discussion is provided as Attachment A.

The potential strategies discussed at these meetings included centralized parking facilities, shared parking, parking management districts, paid parking, and others. Workshop attendees and staff expressed most interest in learning more about three strategies: public-private parking partnerships, shared parking districts, and parking ratios/requirements.

BEST PRACTICES

This study session with Planning Commission is primarily to present "best practices" information on the three strategies mentioned above and to seek feedback on which strategies to

consider including in the draft Overlake Parking Management Plan. This information will also be shared with the public at two workshops on February 23 at City Hall and with City Council on February 24. Following these meetings, the information will be posted to the project website along with an online comment opportunity for those who could not participate.

Using the feedback received at the public workshops, four alternative scenarios of Overlake's parking future will be presented as outlined below; these correspond with the strategies of most interest discussed above. For each alternative scenario, the consultants developed a tool to estimate the number of parking spaces that would be built by 2030, the amount of land required to accommodate that amount of parking, and the public and private cost to build the parking. The major components of each of these scenarios, including elements that are common to all scenarios, are described in Attachment B.

- “Business as Usual”: the base scenario. This alternative assumes that the existing parking requirements for Overlake Village are unchanged in 2030 and that all parking is provided by private development.
- “Private Parking Facilities at Reduced Requirements”: corresponds to the parking ratios/requirements strategy. This alternative assumes that parking requirements in Overlake Village are lowered by 2030 and that all parking is provided by private development. For this scenario and the next two, the City could choose to lower parking requirements based on a variety of triggers, such as transit service, development levels, or other factors.
- “Public/Private Parking Facilities”: corresponds to the public-private parking partnerships strategy. This alternative assumes that parking requirements in Overlake Village are lowered by 2030 and that half of all parking is provided by private development while the other half is funded by the City. The intent of this scenario is to explore the idea of providing some publicly managed parking supply in various locations to supplement parking provided by private development.
- “Public Parking Facilities with Fee-In-Lieu”: corresponds to the shared parking districts strategy. This alternative assumes that parking requirements in Overlake Village are lowered by 2030, that the City provides 75% of required parking in centralized facilities and that the other 25% is provided by private development. Private developers would pay a fee-in-lieu to the City equal to 15% of the required parking to partially fund the centralized parking. Funding for the centralized parking would also be provided through parking fees. The intent of this scenario is to explore the idea of a fully developed parking management program to support transportation, land use and economic goals for Overlake. Under this scenario, parking is similar to a utility: the City is providing some infrastructure up front to leverage development.

Council's feedback on the alternative scenarios, or components of each scenario, will be used to produce a draft Overlake Parking Management Plan identifying the recommended strategies, implementation steps, and timing for action. The draft plan will be reviewed with Planning Commission and City Council in April with adoption of the final plan targeted for May 2009.

ATTACHMENTS

Attachment A: Overlake Parking Management Study December Workshop Summary

Attachment B: Overlake Parking Management Study Alternative Scenarios Summary

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