

III.B.1.b

MEMO TO: Mayor Ives and Redmond City Council

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DATE: October 16, 2007

SUBJECT: DOWNTOWN PARKING STUDY/MANAGEMENT PLAN STATUS REPORT

Background: With the passage of the most recent amendments to the Downtown Development Regulations (Ordinance 2302), the City Council stipulated that some of the new parking amendments would not become effective until the adoption of a downtown parking management plan. With that directive the City hired a parking consultant, Rick Williams Consulting, to assist the City in analyzing the City's parking policies, regulations, and existing on- and off-street parking utilization in the Downtown neighborhood, and to provide recommendations for establishing a parking management plan to better guide, provide, and control development and management of the downtown parking supply.

For this study, a parking stakeholders advisory committee was formed by recruiting interested downtown business owners, property owners, building managers, residents, and developers to help the consultant in the process of formulating parking management policies and plans for the Downtown neighborhood. Attached is a brief summary of the status of the work and findings.

On October 16, staff will review the overall direction of this effort. In addition, staff would appreciate if Council would identify any needed issues that have not been addressed in the work so far so that they can be included in the final plan.

Summary: The Parking Stakeholders Advisory Committee has met once a month for the past seven months to discuss concerns about downtown parking and to learn about issues related to zoning, parking standards, provision and development of parking, and techniques used by other cities to manage their downtown parking supply. The consultant has facilitated many lively discussions and has provided in-depth analysis of the on- and off-street parking inventory.

The findings of the study (Section B of Attachment A) show the total Off-Street Peak Occupancy in the five downtown districts when the off-street parking lots/facilities are most full, with the highest occupancies being in the Sammamish, Town Square, and Old Town Districts (see Attachment B). The total On-Street Peak Occupancy in the study area is also less than 60 percent. However, the on-street parking supply in the Sammamish Trail and Town Square Districts is generally constrained, meaning most (85 to 95 percent) of the curbside parking

spaces are being occupied most of the business day and mainly by employees of nearby office buildings.

Next Steps: At the next two Parking Stakeholders Advisory Committee meetings in October and November, the committee will be going over the details of the consultant's recommendations for changes to existing parking policies and standards and completing recommendations for implementing parking management strategies in the downtown neighborhood.

In December the consultant will finalize his report and recommendations, with the input of the Parking Stakeholders Advisory Committee, and staff will hold an open house before the end of the year to present the recommendations to the public and brief the City Council with the detailed findings and recommendations.

In early 2008, staff will continue with study sessions with the Planning Commission and City Council to work towards adopting updated parking policies and standards and implementing parking management techniques recommended by the consultant and this committee. The consultant will be available during that time in support of the Planning Commission and City Council's review.

Should you have any questions prior to your October 16 meeting, please contact Gary Lee.

ATTACHMENTS

Attachment A: Downtown Redmond Parking Study

Attachment B: Map of Downtown Design Districts 2006

ATTACHMENT A

DOWNTOWN REDMOND PARKING STUDY

OCTOBER, 2007

A. CITIZEN STAKEHOLDER PROCESS

- ✓ 17 member committee
- ✓ Seven meetings held to date
- ✓ Development of consensus themes
 - + The parking system is not easy to use.
 - + Redmond lacks a “walkable business environment” that is linked to a convenient parking system serving a “center” of downtown (i.e., “heart of the downtown”).
 - + The parking system is not yet formatted in a way that best serves the area.
 - + Need to better integrate the parking supply with other modes of access.
- ✓ Development of recommended Guiding Principles.
 - + City needs to prioritize customer parking on-street.
 - + Employee parking is responsibility of private sector.
 - + City should lead in the provision of short-term parking (on and off-street).
 - + Transition more employees into alternative modes.
 - + Build more densely, build less parking.
 - + City needs to coordinate and centralize parking decision making.
 - + There needs to be a “high quality” public parking product.
 - + Plan for future, publicly owned off-street supply (i.e., garage)

B. PARKING INVENTORY, DATA COLLECTION AND FINDINGS

- ✓ Sample of 2,648 parking stalls in five downtown districts: Old Town, Town Square, Sammamish Trail, Anderson Park and East Hill.
- ✓ Blended with previous study conducted by Fehr & Peers.

Downtown District	On-Street Peak Occupancy	Average Length of Stay (On-Street)	Off-Street Peak Occupancy	Combined System (On & Off-Street) Peak Occupancy	Total Combined Stalls	Stalls Available (empty)
Sammamish Trail	95.1%	4hr/00 min	63.6%	65.9%	1,400	477
Town Square	85.0%	4hr / 24min	71.8%	74.1%	2,137	553
East Hill	44.1%	2hr / 56min	29.7%	33.0%	1,081	725
Anderson Park	31.1%	2hr / 40min	52.3%	48.0%	1,028	535
Old Town	74.9%	2hr / 29min	79.3%	78.4%	853	184
Total	59.6%	3 hr/5 min	58.3%	58.5%	6,499	2,697

- ✓ Most off-street parking is underutilized
- ✓ On-street parking in Sammamish and Town Square is constrained.
- ✓ Average duration of stay data suggests high employee use of on-street system.
- ✓ The higher the occupancy the higher the duration of stay (e.g., see Sammamish and Town Square).
- ✓ 2,679 empty parking stalls at peak hour in five district study area.

Downtown District	Total Parking Stalls Built	Built Land Use (gsf)	Built Ratio of Parking	Land Use (gsf) (w/ estimated 6% vacancy rate)	Actual # of stalls occupied in peak hour	Actual Demand (based on peak parking occupancy)
Sammamish Trail	1,400	447,558	3.13/1,000 gsf	420,705	923	2.19/1,000 gsf
Town Square	2,137	409,214	5.22/1,000 gsf	384,661	1,584	4.11/1,000 gsf
East Hill	1,081	163,130	6.63/1,000 gsf	153,342	357	2.33/1,000 gsf
Anderson Park	1,028	346,613	2.97/1,000 gsf	325,816	493	1.51/1,000 gsf
Old Town	853	216,265	3.94/1,000 gsf	203,289	669	3.29/1,000 gsf
TOTAL	6,499	1,582,780	4.10/1,000 gsf	1,487,813	4,026	2.71/1,000 gsf

- ✓ Parking is being “built” at a ratio of 4.10 stalls for every 1,000 gross square feet of building area within the study zone.
- ✓ Actual parking “demand” is in the range of 2.71 stalls for every 1,000 gross square feet of building area.
- ✓ Town Square has the highest demand for parking (i.e., @ 4.11/1,000 gsf) but also has a high concentration of Medical Office uses.
- ✓ All other areas fall well within code minimums and maximums and (in most cases) are overbuilding parking to actual demand.

C. REVIEW OF EXISTING REGULATIONS AND REQUIREMENTS

- ✓ Code and standards are conducive to actual parking need.
- ✓ Design guidelines for parking structures need to be refined to assure good design, active ground floor uses and pedestrian/retail connectivity.
- ✓ Need to revisit maximum ratios as transit and alternative modes plan becomes more refined.
- ✓ Code needs more clarity related to surface lots and how they are laid out to assure that they are future redevelopment pads.

D. STRATEGY CONSIDERATIONS

- ✓ Centralize parking management
- ✓ Consider on-street enforcement.
- ✓ Need to take more active management in on-street system and formatting (i.e., time stays).
- ✓ Consider implementing on-street employee permit parking system in Sammamish and Town Square.
- ✓ Consider raising the parking maximums for developments that commit to structured parking
- ✓ Identify and lease/acquire future public parking development site.

ATTACHMENT B

CITY OF REDMOND
Downtown Design Districts 2006

