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CITY OF REDMOND

DOWNTOWN PARKING MANAGEMENT STRATEGIC PLAN

EXISTING CONDITIONS REPORT

OCTOBER 2019

City of Redmond WASHINGTON

framework

DRAFT

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OVERVIEW

Downtown Redmond is thriving. Envisioned as a compact urban center, Downtown is seeing continued public and private investments in new infrastructure; new housing, shops and restaurants; and amenities such as streetscape enhancements, parks and trails. These investments are leading the transformation of Downtown into the heart of the City and a place for people to come together.

Designated as a regional growth center by the Puget Sound Regional Council, Downtown Redmond is on track to accommodate at least one-third of the City's new housing growth through 2030. In 2024 light rail will enhance Downtown's connection to the region, reinforcing the plan for a compact urban center with access to transit, jobs, housing and amenities.

The continued transformation of Downtown has also brought new challenges – one of which is the efficient use of existing parking resources. Driving and parking have traditionally been the primary way most people access Downtown – and remains so for many visitors today. However, the influx of new residents, jobs, and amenities may create more demand for parking, which presents an opportunity to holistically assess how parking in Downtown is being utilized and managed.

To address parking conditions and challenges today and in the future, the City of Redmond is developing a Downtown Parking Management Strategic Plan.

PARKING ADVISORY COMMITTEE

A Parking Advisory Committee was formed to represent the diverse range of stakeholders in Downtown Redmond consisting of residents, business and property owners, commuters, employees, and visitors. The Parking Advisory Committee has met periodically to discuss and provide input on the parking inventory, user questionnaire, and the City's parking policies and programs.

The Parking Advisory Committee will review the findings of the Existing Conditions Report and will provide input on parking management strategies and implementation plan developed as part of the Downtown Redmond Parking Management Strategic Plan.

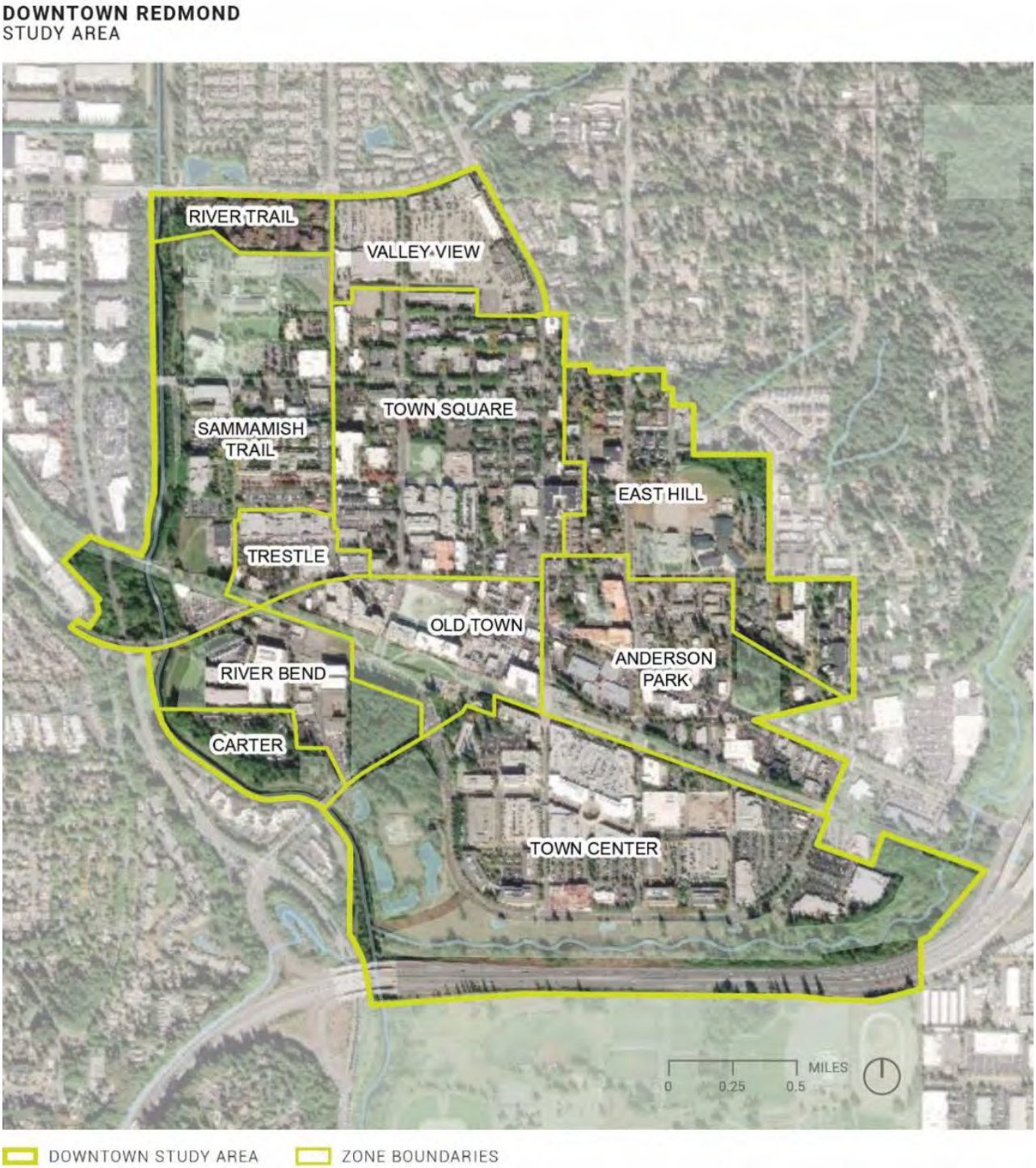
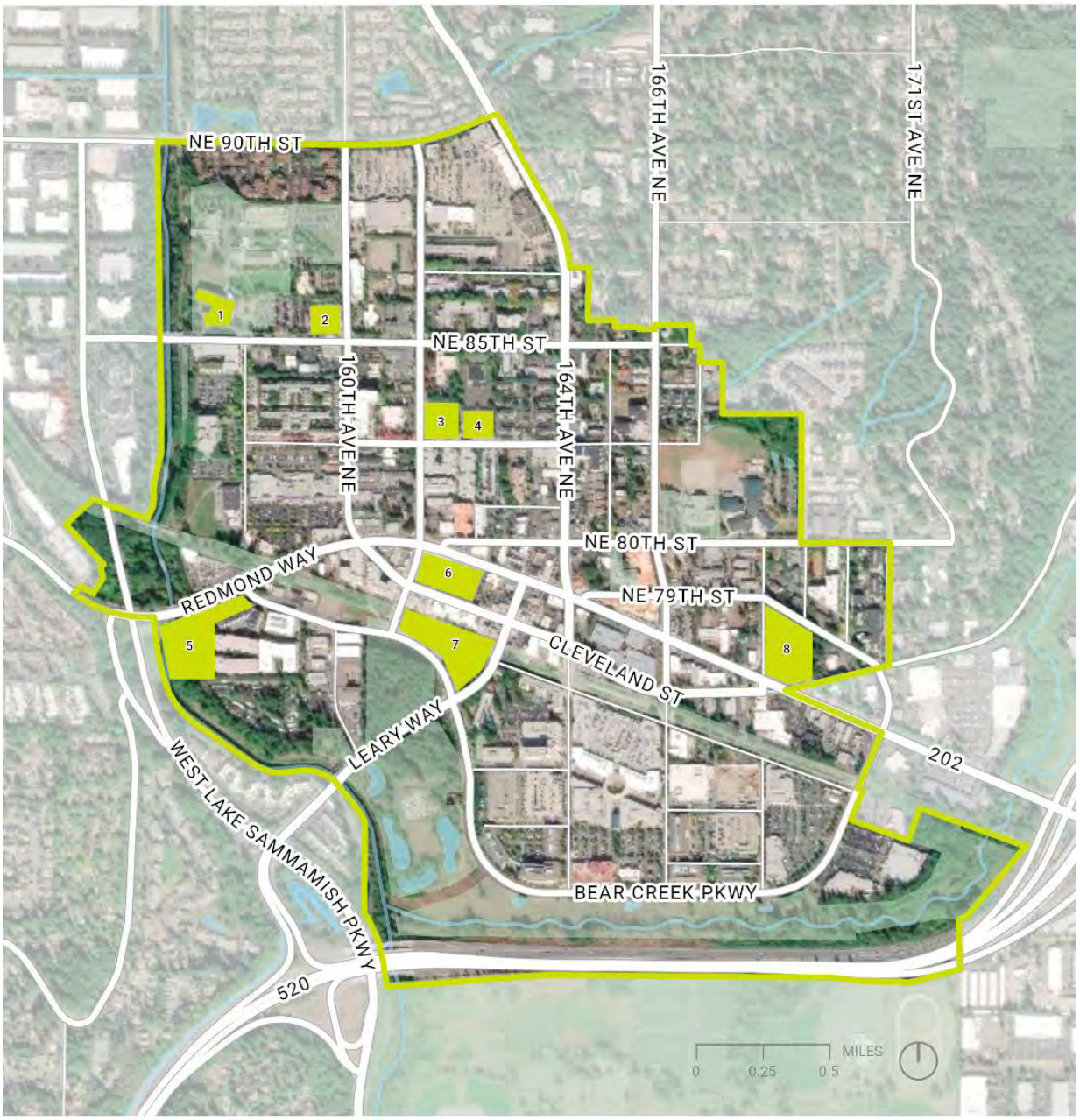


Figure 1. Downtown Redmond Study Area (Framework, 2019)

DOWNTOWN REDMOND
KEY STREETS & SITES



DOWNTOWN STUDY AREA

1 REDMOND CITY HALL
2 REGIONAL LIBRARY
3 EDGE SKATE PARK
4 TRANSIT CENTER
5 LUKE MCREDMOND LANDING
6 DOWNTOWN PARK
7 CENTRAL CONNECTOR PARK
8 ANDERSON PARK

Figure 2. Downtown Redmond Key Streets & Sites (Framework, 2019)

DOWNTOWN PARKING MANAGEMENT STRATEGIC PLAN

The Downtown Parking Management Strategic Plan consists of the following components:

1. EXISTING CONDITIONS REPORT

The Existing Conditions Report intends to capture the current state of parking – from both a policy and regulation perspective, as well as from the user's point of view. The report is the foundation on which the other components are built upon and includes the planning and policy context for parking in Downtown Redmond by identifying past studies and existing policies and regulations that influence parking decisions today. The Existing Conditions Report also includes the data collected as part of the parking inventory and select utilization data for the areas with the highest demand for parking.

2. PARKING MANAGEMENT STRATEGIES + RECOMMENDATIONS

Using data and findings from the Existing Conditions Report, a list of parking management strategies best suited for Downtown Redmond will be developed.

3. IMPLEMENTATION PLAN

The parking management strategies will be incorporated into an implementation plan intended to be a roadmap for future changes to policies, regulations, enforcement, and management of parking.

Together, each of these components represent the Downtown Parking Management Strategic Plan.

The City of Redmond released a public questionnaire for the downtown parking management strategic plan to gather qualitative data on people's experience parking downtown.

The questionnaire was open from March 11. 2019 through April 1, 2019 and received 547 responses with additional comments submitted to planning staff via email.

GOALS FOR THE DOWNTOWN PARKING MANAGEMENT STRATEGIC PLAN

- Develop strategies that support a vibrant Downtown for all users—residents, businesses and visitors — which recognize current conditions and support a sustainable transition into a compact multimodal urban center
- Maximize safe and efficient management of parking resources in Downtown

DOWNTOWN REDMOND PLANNING CONTEXT

THE TRANSFORMATION OF DOWNTOWN REDMOND

Downtown Redmond has evolved in recent years from a suburban commercial district, often passed through on the way to other destinations, into a destination in its own right – the realization of the community's vision for a compact urban center where people live, work, and play.

The planning efforts which set the vision and laid the framework for Downtown's transformation that has occurred over several decades. This planning and subsequent investment in infrastructure are being reflected today by the pace of private investment.

Figure 3. Downtown Redmond Development Timeline (Framework, 2019)

Downtown has added 1,200 new residential dwelling units since 2010 and is on track for a nearly three-fold increase in population from 4,300 in 2010 to 11,400 in 2030. The Downtown Urban Center currently has approximately 6,000 residents and 10,000 jobs.

Growth in Downtown has changed the demands for parking and the way people use parking. The role of parking is also changing as streets and public spaces are reconfigured to prioritize a range of transportation, lifestyle, and residential options over auto-oriented design. Right-of way has now integrated pedestrian and public transit facilities and surface parking lots are replaced with new mixed-use buildings. The recently redesigned Cleveland Street in Figure 5 is a public street that acts as both a gathering space and a connector. Adjacent to the Redmond Downtown Park and the Central Connector trail, the street has been redesigned to incorporate new green space, seating, and traffic calming measures. Mid-block crosswalks and spaces for on street parking reinforce the balance between the need for safe pedestrian circulation and the need for parking in this high demand Downtown area. Developments such as the Redmond Town Center (Figure 4) have introduced a pedestrian-only street design in the place of a traditional street design.

Figure 4. Town Center Street Converted to a Pedestrian-only Street (Framework, 2019)

Figure 5. Cleveland Street Improvements Enhanced the Pedestrian Experience (KPG Design, 2017)

PARKING INVENTORY

The Downtown Redmond parking system includes approximately 13,000 parking stalls with most stalls located in privately owned and managed off-street lots.

Figure 6 shows a breakdown of public and private stalls. Approximately 82% of Downtown parking stalls are privately owned and managed.

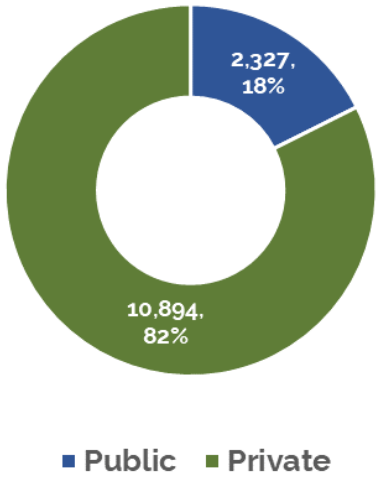


Figure 6. Public vs. Private Parking (Rick Williams Consulting, 2019)

Figure 7 shows a breakdown of on-street vs. off-street stalls. Approximately 91% of all Downtown parking stalls are in off-street facilities while 9% are public on-street stalls.

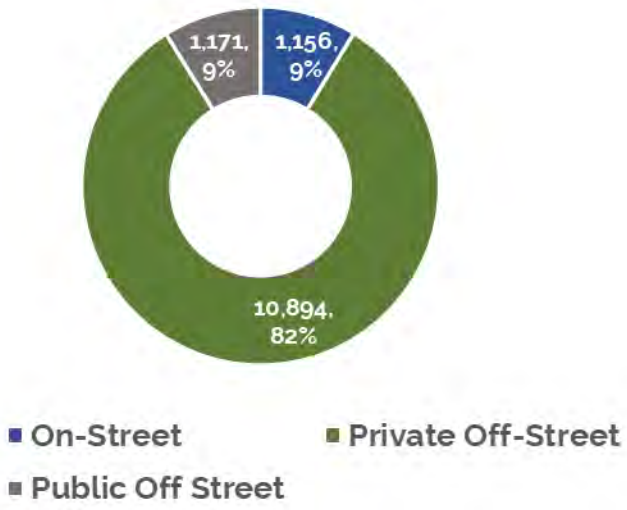


Figure 7. On-Street vs. Off-Street Parking (Rick Williams Consulting, 2019)

LAND USE COMPARISON

Parking is the largest use of land in Downtown Redmond. Approximately 210 acres of land is dedicated for parking, followed by buildings at 141 acres. Downtown parking consists of 185 surface lots and 24 garages. Figure 8 shows a breakdown of land use in Downtown Redmond.

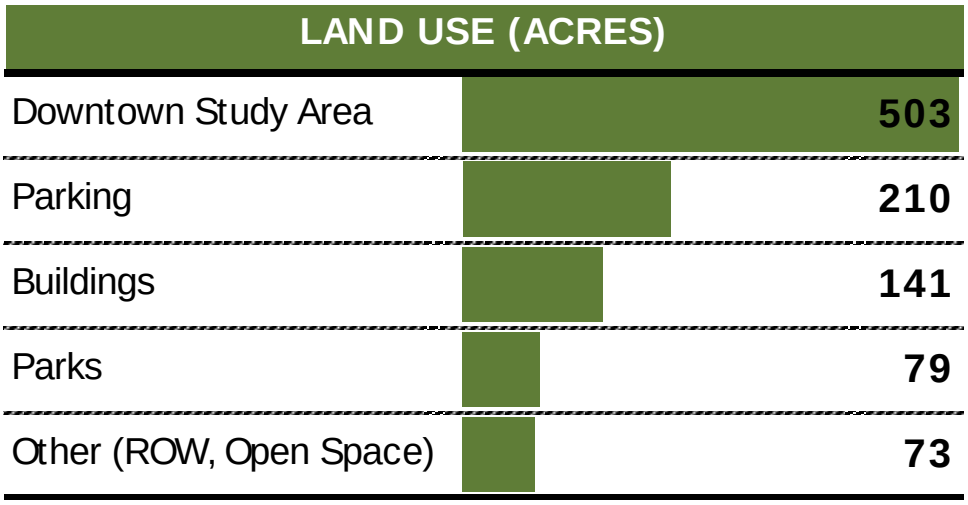


Figure 8. Downtown Redmond Land Use (City of Redmond, Rick Williams Consulting, 2019)

THE CITY'S ROLE IN PARKING

The City of Redmond is balancing the relationship between parking needs and an evolving Downtown. As design and land use increasingly focuses on people living, working and enjoying Downtown, effective management and utilization of parking will also need to change.

Both the Comprehensive Plan and the Transportation Master Plan (TMP) establish goals that support the transition of Downtown into a vibrant urban center. Additionally, the city provides development regulations that address the provision of parking. The current parking management program administered by the City of Redmond consists of both policy and programming approaches to manage Downtown parking.

CITY OF REDMOND COMPREHENSIVE PLAN

The Comprehensive Plan identifies parking management as a tool to enhance the parking experience and maximize the use of space devoted to parking.

TRANSPORTATION MASTER PLAN

The TMP recognizes there is a significant amount of parking, but demand is uneven, such as higher demand in some areas and lower demand in others. The TMP aspires for the City to manage parking so that prime spaces in high demand locations are readily available to customers and freight delivery.

PARKING CODE

Highlights of the parking code include topics such as off-street requirements, shared parking and management options as shown in Appendix A. The City has recently made updates to the off-street parking requirements in the land-use code to "right-size" the requirements to actual parking demand based on past parking studies.

CITY OF REDMOND PARKING PROGRAMS

The City of Redmond currently owns and manages both on- and off-street parking in Downtown Redmond. Off-street parking includes City-owned facilities at the Municipal Campus and a few smaller public facilities. The on-street system includes 1,156 stalls including time-limited parking, unrestricted and permit parking. The City contracts with a service provider for parking enforcement. The contractor oversees on-street parking enforcement, on-street parking permits, and manages the city-owned Redmond Central Connector lot off-street parking lot. Most public parking is free except for the public lot near the Redmond Central Connector lot that includes a fee after four hours weekdays between 9 am and 7 pm.

PARKING STUDIES

Parking in Downtown Redmond has been inventoried and studied over the years. The two most recent efforts occurred in 2014 and 2008, respectively.

PARKING STRATEGIES PROJECT (2014)

This project was to assess the parking environments in both Downtown and Overlake and recommend parking strategies that would help achieve the City's goals and future vision. Many of the recommended parking strategies related to modifying both the minimum and maximum parking ratio requirements for new developments, among others. The parking strategies have not been implemented to date.

DOWNTOWN REDMOND PARKING STUDY (2008)

The stated purpose of this study was to "develop a workable parking and transportation management plan for the Downtown." This study pre-dated the City's Transportation Master Plan and identified several strategies to address parking. Some, but not all, of the strategies in the plan have been implemented (e.g. on-street parking time limits).

STUDIES & PROJECTS IN PROGRESS

As cited above, Downtown is going through rapid changes and is continuing to see a significant amount of public and private investment. While not comprehensive, the following are some of the more significant recent and upcoming changes which could impact parking in Downtown.

DOWNTOWN REDMOND LINK EXTENSION

Light rail will be extended from Overlake to Downtown Redmond. The extension will include a station at Marymoor Village with a 1,400-stall parking garage and a station at Downtown Redmond. New parking to serve the Downtown station is not included. Construction is anticipated to begin in 2020 and service will open in 2024.

DOWNTOWN PARK & REDMOND CENTRAL CONNECTOR PARK

Opened in 2018, Downtown Park is centrally located on Cleveland Street and provides outdoor space for visitors and residents. In its short time since opening, it has hosted several events and festivals. Larger events can utilize both Downtown Park and the nearby Redmond Central Connector Park space. Combined, these two parks host approximately 22 events per year, bringing an estimated 50,000 visitors to Downtown Redmond.

CONSTRUCTION PARKING

The pace of new development has brought an influx of construction jobs associated with each new development. Development sites are often limited in the amount of parking they can provide for the construction workers at the site resulting in spillover parking to nearby streets and parking facilities. A separate staff effort was initiated in 2019 to develop potential remedies to alleviate construction parking impacts in both the near term and long term. This effort is ongoing and is being coordinated with the Downtown Parking Management Strategic Plan.

PARKING ENFORCEMENT

The City's on-street parking enforcement is contracted with a third party. The current contract expires at the end of 2021. Staff is working to ensure there is necessary flexibility within the enforcement contract as it is anticipated many of the findings and recommendations from the Downtown Parking Management Strategic Plan could have implications on the contract.

SCOOTER SHARE

A pilot program for electric scooter share in Redmond began in July 2019. The pilot and next steps will be addressed by May 2020. Electric scooter share provides one more transportation option to get in and around Downtown. Scooter share may also reduce vehicle trips under 2 miles, which make up approximately 40% of all trips in Redmond.

ON STREET PARKING

On-street parking is generally highly visible and versatile, used for quick trips, loading and unloading, or a visit to a local shop or restaurant. The availability and location of parking is key for a healthy Downtown.

ON-STREET INVENTORY

Downtown Redmond has 1,156 on-street stalls. Many streets and block faces do not have on-street parking due to lane widths, driveways, turn lanes, bike lanes and other accommodations needed in the right of way.

On-street parking in Downtown Redmond is relatively limited at 41% of available curb lane (Figure 9) due to lack of a grid street network and existing streets that do not provide for on-street parking. Of these, 169 are available for extended parking by permit. As Downtown Redmond continues to grow and develop as a destination, on-street parking supply and management will continue to be in high demand.

CURB LANE USE (MILES)	
On-Street Parking	11
No Parking	15.6

Figure 9. Curb Lane Use (Rick Williams Consulting; Framework, 2019)

For comparison, Downtown Olympia is approximately the same size as Downtown Redmond (See Figure 10) but has twice the amount of on-street parking as most of the curb lane is dedicated to on-street parking while providing bike facilities on key streets.

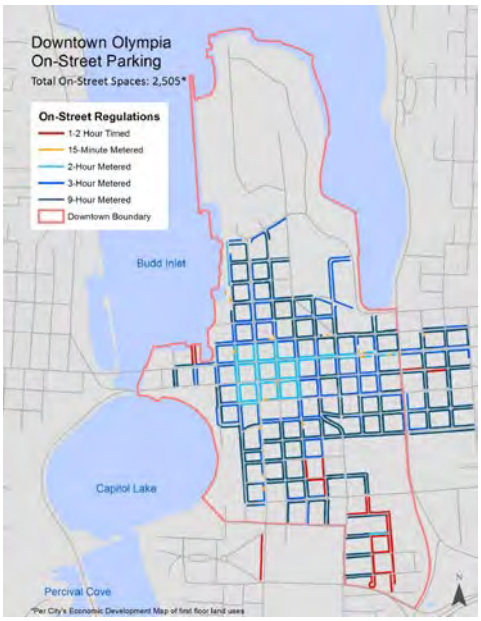


Figure 10. On-Street Parking in Downtown Olympia (City of Olympia, 2016)

ON-STREET PARKING
INVENTORY

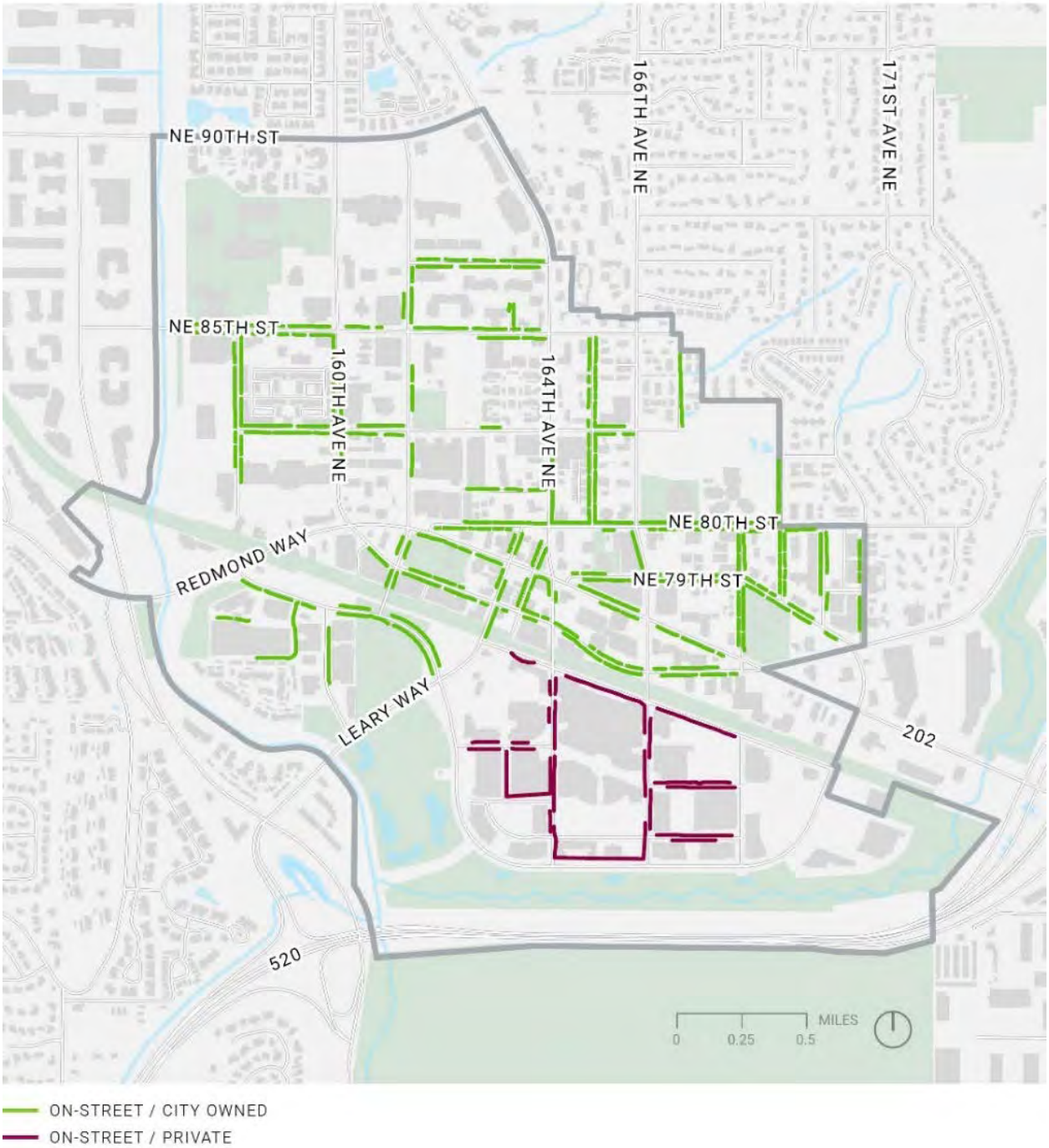


Figure 11. On-Street Inventory (Rick Williams Consulting; Framework, 2019)

Figure 11 shows the location of publicly and privately owned on-street parking areas.

ON-STREET PARKING
RESTRICTIONS

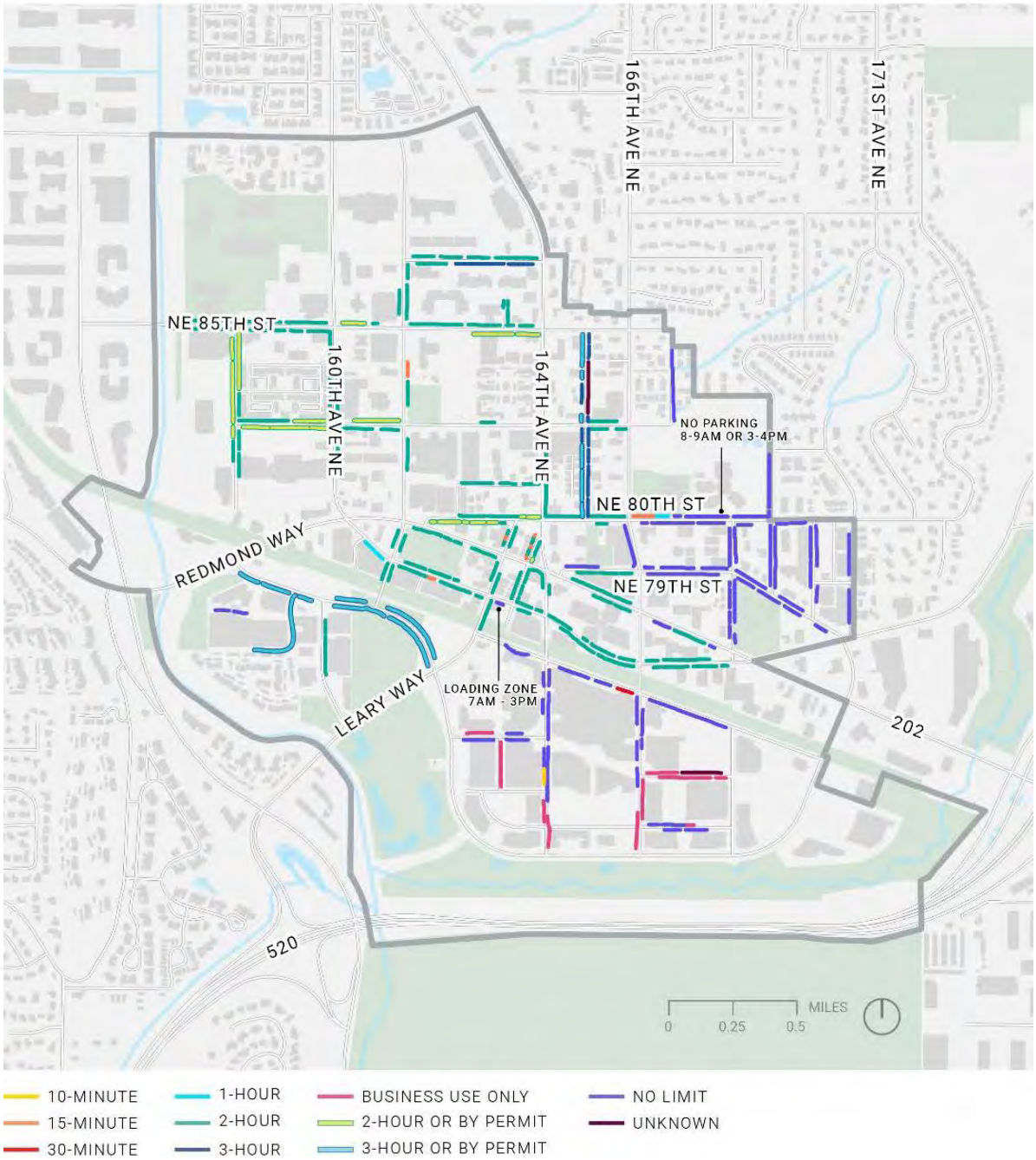


Figure 12. On-Street Parking Inventory by Restriction (Framework, 2019)

Figure 12 shows on-street parking by restriction type. The on-street parking restrictions range from short 10-minute stays to no restrictions. The most common restriction is two-hour time limited parking with 552 stalls (See Figure 13)

ON-STREET INVENTORY		
Use Type	**Stalls**	**% of Total**
10 minutes	3	0.3%
15 minutes	13	1.1%
30 minutes	2	0.2%
1 hour	9	0.8%
2 hours	552	47.8%
3 hours	119	10.3%
ADA accessible	19	1.6%
No Limit	379	32.8%
Business Parking Only	5	0.4%
Retail Parking Only	53	4.6%
Authorized Vehicle Only	2	0.2%
On-Street Supply	**1156**	**100%**

Figure 13. On-Street Parking Inventory by Restriction (Rick Williams Consulting, 2019)

Prioritizing curb lane use is challenging in Downtown's due to multiple competing interests. The on-street parking on the redesigned Cleveland Street is critical to supporting the dynamic retail environment and access to the new Downtown Park. The slow design speed for Cleveland also make it more comfortable for people biking and walking.

Figure 14. Cleveland Street in Downtown Redmond (Google, 2019)

Figure 15 shows 161st Street NE looking south and highlights the multiple competing interests in curb space. The retail uses on the left side are supported with on-street parking while the right side has bike lanes and multiple curb cuts that make adding on-street parking more difficult. The center turn lane is used for loading because there are not dedicated loading zones along the curb lane.

Figure 15. 161st Avenue NE south of NE 83rd Street looking south (Google, 2019)

On 160th Avenue NE the street section changes from three lanes (Figure 15) to two lanes (Figure 18) which allows for on-street parking on both sides of the street. If the city were to eliminate the center turn lane, on-street parking could be added to support ground-floor retail uses and short-term access to Downtown while providing a strong buffer for pedestrians. Any strategies to adjust bike lanes or to rechannelize downtown streets should be consistent with the City's Transportation Master Plan.

Figure 16. 160th Avenue South of NE 83rd St looking North (Google, 2019)

Figure 17. 160th Avenue North of NE 83rd St (Google, 2019)

ON-STREET OCCUPANCY

The availability and location of parking is key for a healthy Downtown. To better understand the Downtown parking dynamics, an in-depth parking study was conducted with on- and off-street data collected in Downtown on Tuesday, March 5, 2019, from 9 a.m. to 9 p.m. Supplemental on-street occupancy counts were also conducted on Tuesday, May 21, 2019, from 9 a.m. to 12:45 p.m. to complete the first round of data collection.

Data collection shows that on-street parking in the Downtown area peaks at 62.5% from 11 a.m. to 12:45 p.m. (Figure 20), corresponding to lunch time. Occupancy was also observed to be highest in the two- and three-hour zones on June 20, 2019.

Throughout the day overall on-street parking occupancy is above 50 percent in parts of the Downtown area. However, Old Town and areas near Cleveland Street have streets with occupancy above 85 percent which meets the threshold for considering new management strategies in these areas of high occupancy. The 85% threshold is a widely accepted parking management best practice and was adopted as a policy in the 2008 and 2014 Downtown Redmond parking studies

65% of survey respondents come Downtown and stay for 1-3 hours

43% of survey respondents said it takes them "a bit of time, I almost always have to circle the block to find parking," when asked how long it takes them to find on-street parking downtown

Downtown Zone	# Stalls	9:00 - 11:00*	11:00 - 12:45*	12:30 - 2:45	2:45 - 5:15	5:15 - 7:30	7:30 - 9:15
Anderson Park	254	65.0%	80.3%	50.0%	29.1%	22.4%	27.6%
East Hill	228	56.6%	81.6%	51.8%	53.9%	52.2%	54.8%
River Bend	63	63.5%	90.5%	47.6%	31.7%	50.8%	46.0%
Old Town	191	53.9%	70.2%	47.6%	51.8%	67.5%	58.6%
Town Center	171	55.6%	65.5%	84.2%	86.0%	63.2%	47.4%
Town Square	198	66.2%	77.8%	63.1%	66.7%	63.6%	65.7%
Trestle	9	22.2%	11.1%	66.7%	0.0%	0.0%	0.0%
Sammamish Trail	138	48.6%	68.1%	50.7%	47.1%	47.1%	37.7%

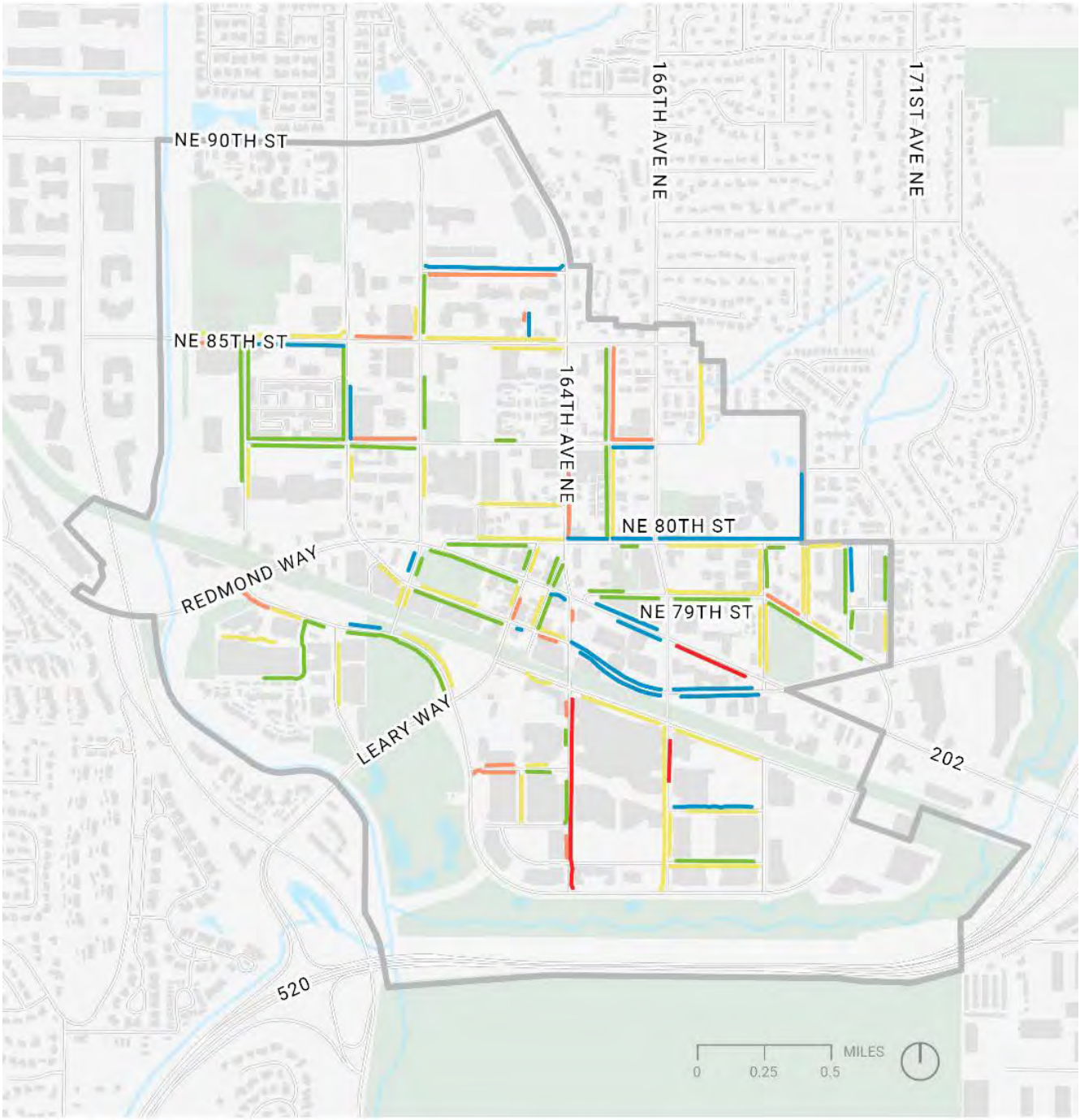
Figure 18. On Street Occupancy by District – March 5, 2019 and May 21, 2019 (Kimley Horn, Rick Williams Consulting, Framework, 2019)

Figure 20 and Figure 21 highlight occupancy counts on March 5th, with on-street parking demand peaking during the lunch hour at 62 percent, with demand only slightly diminishing into the evening to 51 percent from 5 to 7:30 p.m.

	9:00 - 11:00*	11:00 - 12:45*	12:30 - 2:45	2:45 - 5:15	5:15 - 7:30	7:30 - 9:15
Occupied Stalls	**608**	**723**	**661**	**613**	**591**	**553**
Occupancy	**52.6%**	**62.5%**	**57.2%**	**53.0%**	**51.1%**	**47.8%**

Figure 19. On-Street Occupancy – March 5, 2019 and May 21, 2019 (Kimley-Horn, Rick Williams Consulting, Framework, 2019)

ON-STREET OCCUPANCY
ROUND I // MAY 21ST, 2019



RUN 2 // 11:00AM - 12:45PM

0 - 25% | 25 - 50% | 50 - 75% | 75 - 85% | ≥ 85%

Figure 20. On-Street Occupancy - May 21st, 2019 @ 11am (Framework, 2019)

ON-STREET PARKING - FOCUS ZONES

On June 20, 2019, an on-street utilization study was conducted for all on-street parking in the Town Square, Old Town and Anderson Park zones. These three zones were selected for the utilization study based on high demand for parking, changing conditions (such as new developments and Downtown Park) and following input from the Parking Advisory Committee and City Staff. The utilization study included hourly counts from 9 a.m. to 8 p.m. to understand parking behavior, including the following:

- **Average Parking Duration:** The average length of time each vehicle was parked, on average.
- **Average Parking Turnover:** The average number of unique vehicles to occupy a parking stall.
- **Violation Rate:** The percentage of vehicles observed that were parked for longer than the time limits and representing a potential violation of posted time limits.

OCCUPANCY + TURNOVER

Figure 22 provides an overview of on-street peak occupancy, turnover and average length of stay in the Town Square, Old Town and Anderson Park zones. There are five different time limits for spaces within the sample area that includes the three zones noted above: 15-minute, one-hour, two-hour, three-hour, and unmetered with no time limit. One-hour parking had the highest use, with an occupancy rate of 100 percent from 10 a.m. to 11 a.m. Trips in a one-hour space average one hour and 25 minutes and had the highest violation rate at 30.3 percent.

Weekday and weekend evenings were cited by survey respondents as the hardest times to find parking at 53% and 43% respectively

The 15-minute and two-hour spaces had the lowest peak occupancy rates, with the 15-minute spaces at 46 percent and the two-hour spaces at 58.6 percent. The average stay in a two-hour space is one hour and 53 minutes, and for three-hour spaces, it is two hours and 45 minutes.

Use Type	Stalls	Peak Hour[1]	Peak Occupancy	Average Length of Stay	Turnover	Violation Rate
On-Street Sample Supply	**633**	**6:00 – 7:00 PM**	**61.9%**	**2h 20m**	**4.29**	**17.6%**
15 Minutes Signed	13	9:00 – 10:00 AM	46.2%	N/A	N/A	18.8%
1 Hour Signed	9	10:00 – 11:00 AM	100%	1h 25m	7.02	30.3%
2 Hours Signed	351	1:00 – 2:00 PM[2]	55.8%	1h 46m	5.67	14.9%
2 Hours Or by permit	50	1:00 – 2:00 PM[3]	78.0%	2h 48m	3.56	28.3%
2 Hours All	401	1:00 – 2:00 PM[4]	58.6%	1h 53m	5.30	16.4%
3 Hours Signed	29	3:00 – 4:00 PM	84.2%	2h 7m	4.74	17.8%
3 Hours Or by permit	34	9:00 – 10:00 AM[5]	94.1%	3h 11m	3.14	25.8%
3 Hours All	63	10:00 – 11:00 AM[6]	81.1%	2h 45m	3.64	22.5%
ADA accessible Signed	10	1:00 – 2:00 PM	30.0%	1h 12m	8.33	N/A
No Limit Unmetered	137	10:00 – 11:00 AM	73.2%	3h 27m	2.89	N/A

Figure 21. On-Street Utilization in the Town Square, Old Town and Anderson Park Zones – June 20, 2019 (Rick Williams Consulting, 2019)

Peak occupancy in these three zones during the collection period on June 20th was at 60 percent at both 1pm and 6 pm. (See Figure 23 and Figure 24). This data is consistent with findings from questionnaire data that 95 percent of respondents say they come to Downtown for dining.

95% of survey respondents say they come downtown for dining.

	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm
Occupied Stalls	**343**	**346**	**316**	**367**	**375**	**310**	**290**	**301**	**328**	**378**	**369**
Occupancy	**55.1%**	**55.6%**	**50.7%**	**58.9%**	**60.2%**	**49.7%**	**46.6%**	**48.3%**	**52.7%**	**60.7%**	**59.3%**

Figure 22. On-Street Occupancy - June 20, 2019 (Framework, 2019)

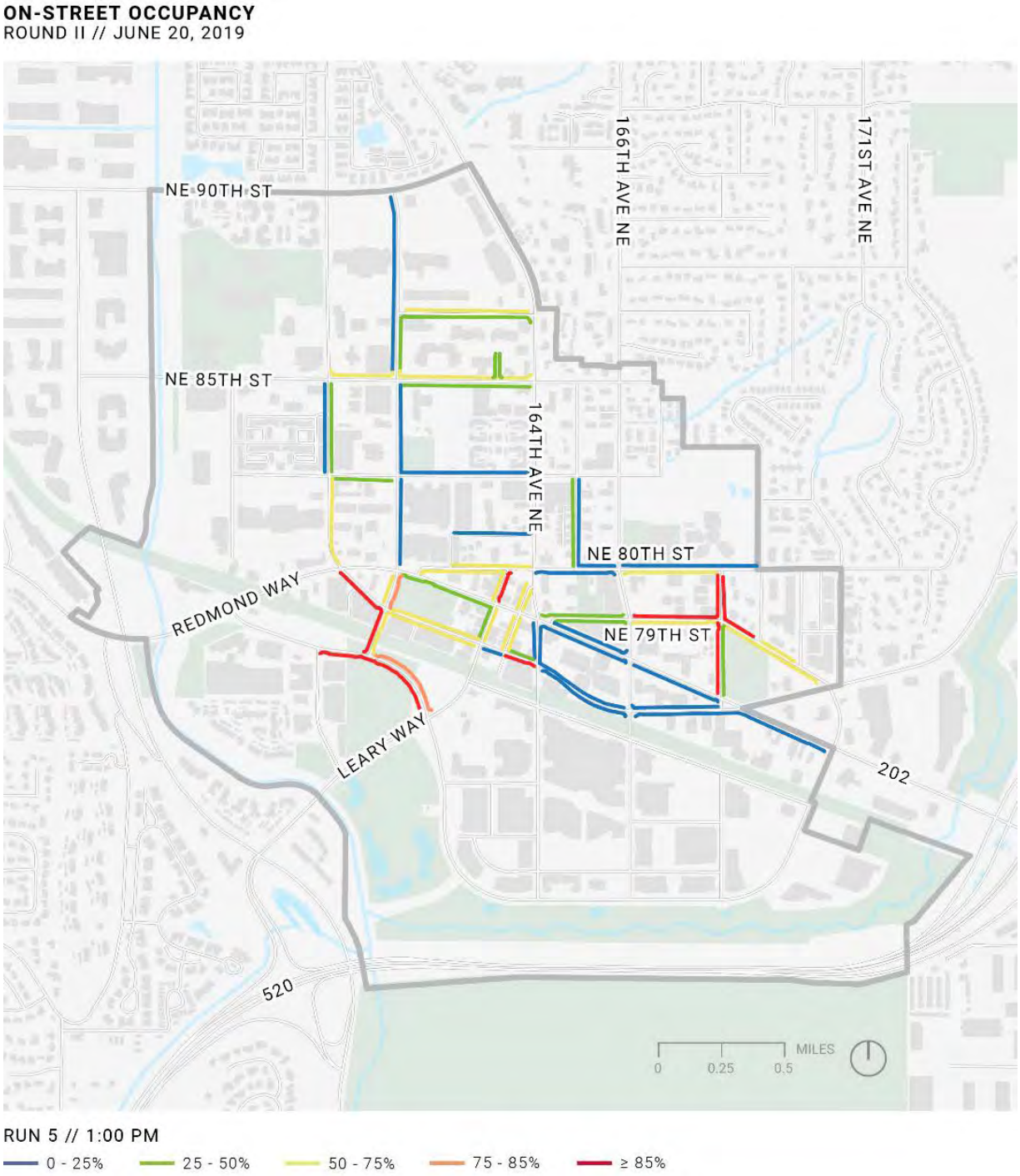


Figure 23. On-Street Parking Occupancy @ 1pm (Rick Williams Consulting; Framework, 2019)

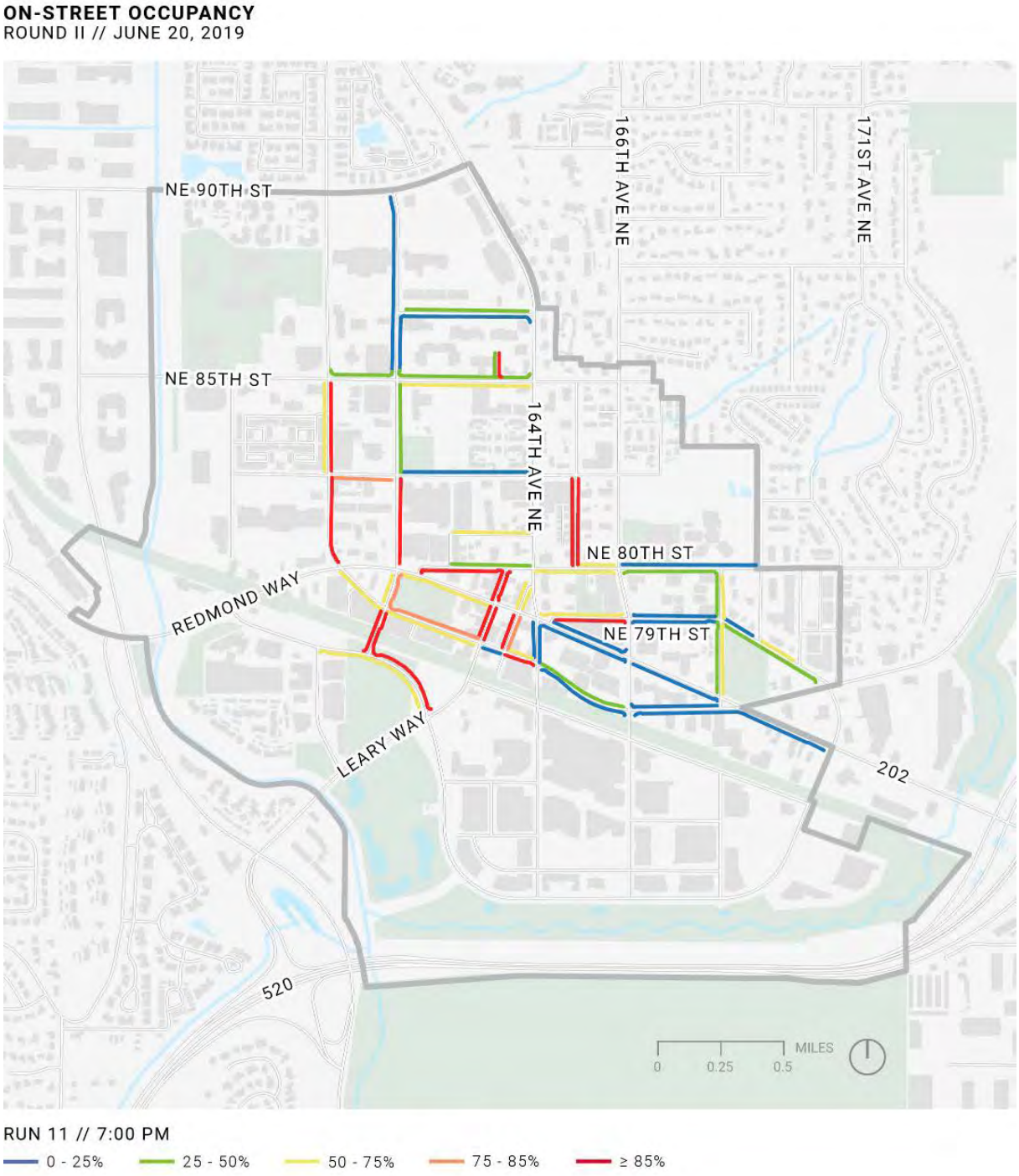


Figure 24. On-Street Occupancy – June 20, 2019 @ 7pm (*Rick Williams Consulting; Framework, 2019)*

CITY OF REDMOND ON-STREET PARKING PERMIT PROGRAM

Since November 2009, the City of Redmond has offered monthly passes for all-day, on-street parking in designated areas of Downtown for $50 per month and $600 per year. Single-day permits are available for $5 a day with no location restrictions.

There is no residential parking permit program for Downtown residents. The purchase of parking permits has been steadily increasing since first introduced (Figure 26). This increased demand presents an opportunity for the city to allocate additional city owned spaces for permitting.

The creation of a residential parking permit program was mentioned in one survey response. Seattle provides 2-year residential permits for 65 dollars in their residential neighborhoods, while the City of Redmond does not currently offer a separate residential, on-street permit.

Currently, there is no separate employee permit program operated by the City. There are resources and grant programs offered through Go Redmond that encourage businesses to obtain funds to support carpooling and other commuter programs.

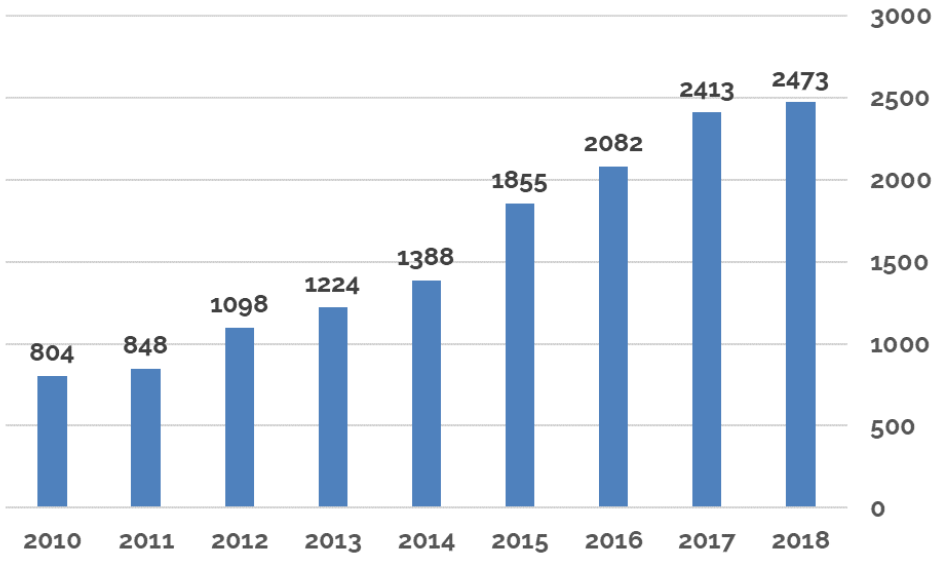


Figure 25. On-street Parking Annual Monthly Permit Sales - 2010 to 2018 (Framework, 2019)

OPERATIONS AND FINANCE

The City of Redmond paid between $78,000 and $134,000 each year for on- street parking management since 2009. Since that time, the net expenses for on-street parking management have exceeded the revenue

70 percent of time (See Figure 27). Policy direction from Redmond City Council dictated that parking enforcement should not result in a profit.

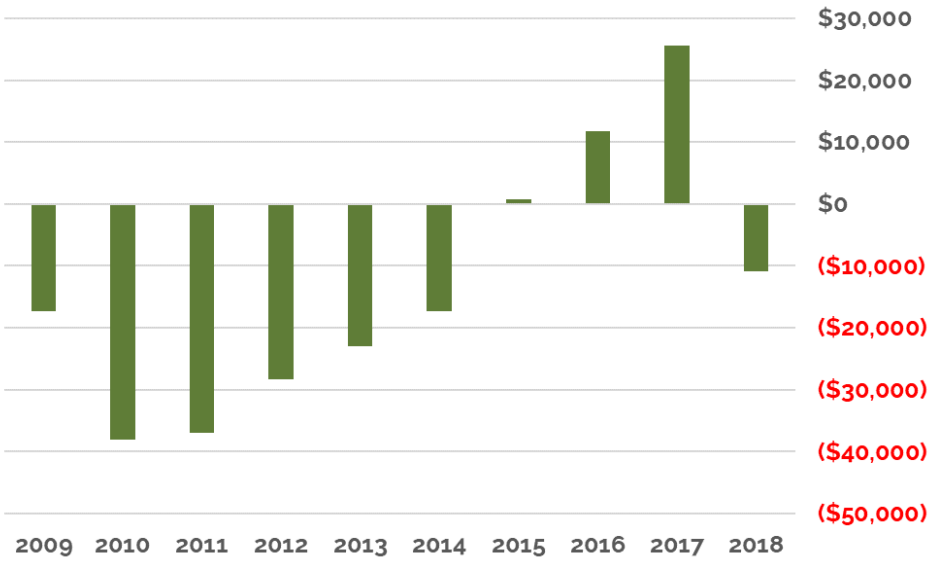


Figure 26. Net Revenue for On- Street Parking Management – 2009-2018 (City of Redmond; Framework, 2019)

Figure 28 shows the total revenue for costs associated with third party parking management for on-street parking and the Redmond Central Connector lot. The Redmond Central Connector lot did not open until 2013, and income from the sale of single day on-street parking passes and citation payment from the lot are also included. If a ticket is called in as a first offense, the $30 fee is waived.

When asked about paying for parking, 61% of survey respondents said they would not pay and 18% said they were willing to pay $1 per hour.

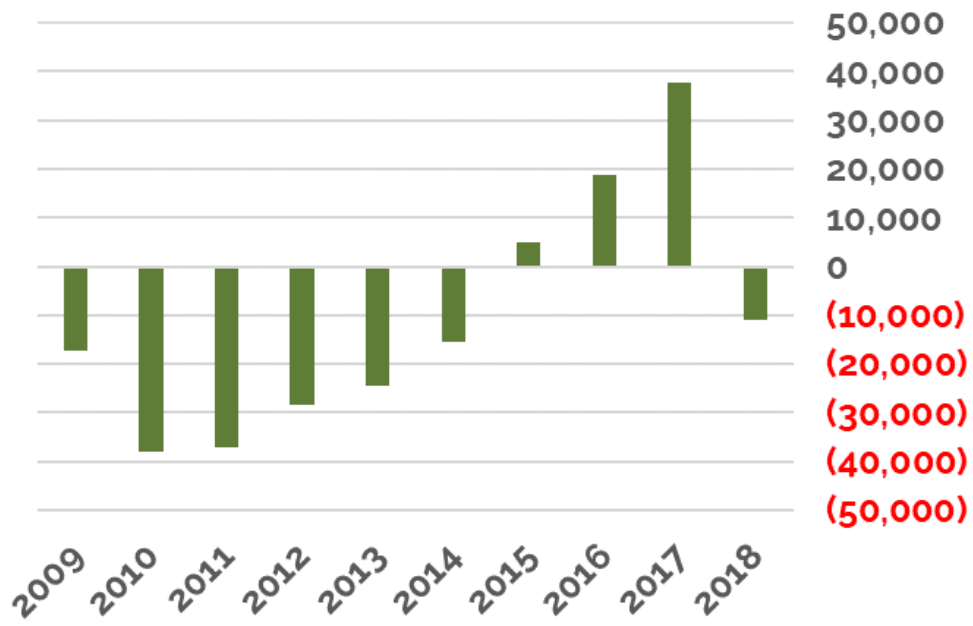


Figure 27. Combined Net Revenue for Parking Management, on-street and Redmond Central Connector Lot: 2009 to 2018 (City of Redmond; Framework, 2019)

The City of Redmond receives revenue from on-street monthly parking permits and daily permits sold at the Redmond Central Connector lot. Diamond Parking manages the daily operation of the parking program and enforcement. The expenses for parking management include:

- Permit processing fee
- Permit printing fee
- Payroll expense
- Dedicated phone line
- Accounting and data processing
- Signage and other lot maintenance expenses
- Maintenance of the License Plate Reader (LPR) equipment and software support

ON STREET CONSTRAINTS AND IMPACTS

- On-street parking in Downtown Redmond is relatively limited at 41% of available curb lane (Figure 10).
- Overall occupancy of on-street parking peaks at 62.5%, corresponding to lunch time.
- Old Town and areas near Cleveland Street have streets with occupancy above 85 percent, which meets the threshold for considering new management strategies.
- On-street violation rates appear high. The on-street utilization study shows high violation rates indicating parking users may be overstaying the posted time limits. The observed violation rate was 17.9% across all stalls and over 30% for one-hour.
- Low cost, long term parking permits are allowed in high demand, time limited areas.
- One-third of on-street inventory in Downtown is not time limited.

When asked where they had the most difficulty parking, 85% of respondents identified Old Town, followed by Anderson Park at 36% percent.

ON STREET POTENTIAL OPPORTUNITIES

Opportunities exist for the following programmatic and regulatory improvements:

- Development of a residential parking program.
- Parking restrictions in high demand areas.
- Policies for curb lane management.
- Re-evaluation of city's parking permit strategy.

The Downtown Redmond Parking Management Strategic Plan questionnaire found that 40 percent of respondents wanted to see more on-street parking.

OFF STREET PARKING

OFF-STREET INVENTORY

Downtown Redmond has 12,056 off-street parking stalls (not including residential parking). Figure 29 shows the off-street parking inventory by Downtown zone. The Town Center has more than twice the number of stalls as the next district at 4,612 stalls.

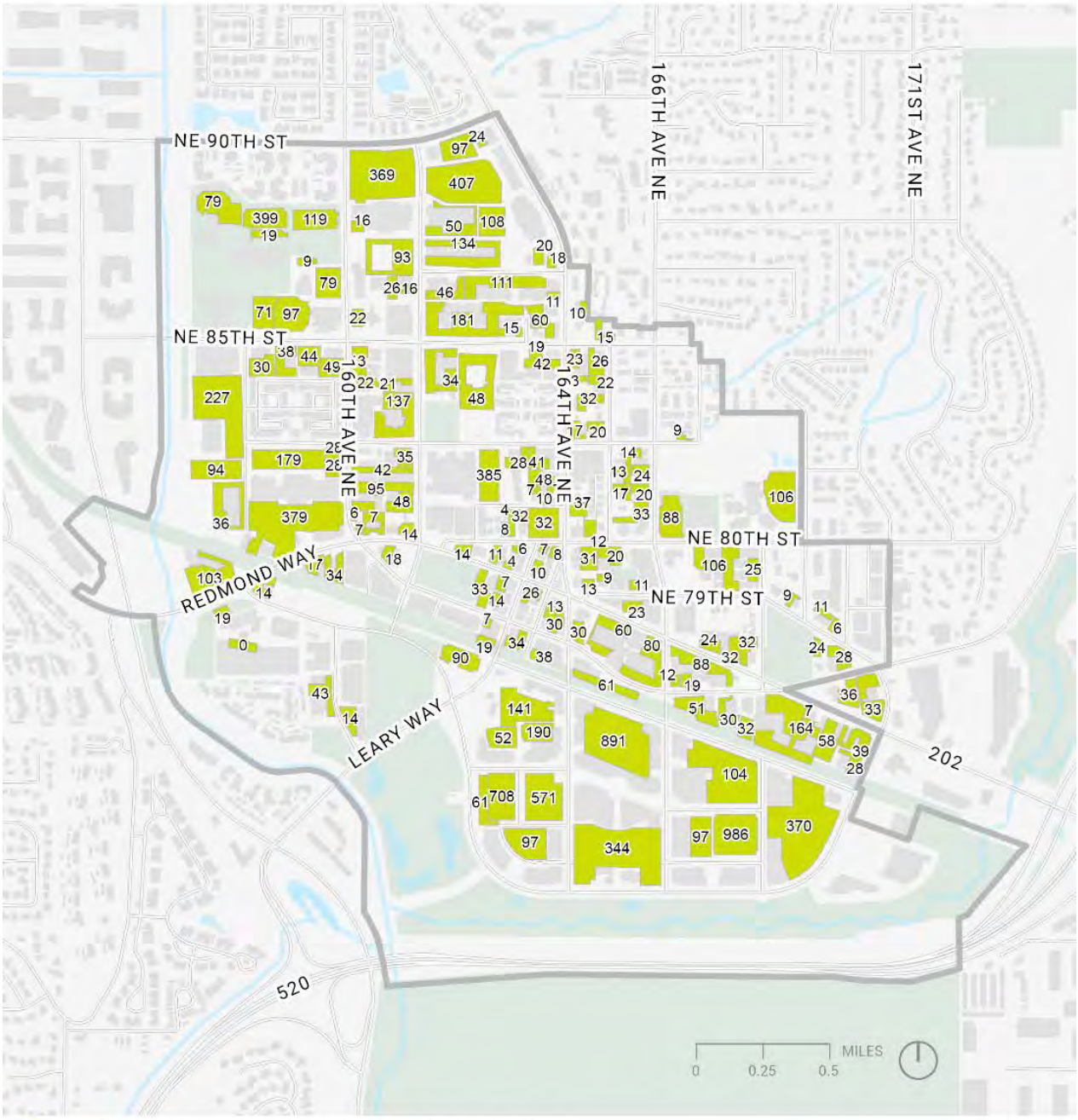
See Figure 30 for the locations of off-street facilities and the number of stalls in each facility. Figure 31 shows the number of stalls within each downtown district.

33% of survey respondents felt that there is not enough signage directing people to parking, with 43% of respondents wanting more wayfinding and signage downtown.

Downtown Zone	# of Stalls
Anderson Park	1219
East Hill	417
Old Town	440
River Bend	90
Sammamish Trail	1672
Trestle	427
Town Square	2010
Town Center	4612
Valley View	1109
Bear Creek	69
Total:	**12,065**

Figure 28. Off-street Parking Inventory by Downtown District (Rick Williams Consulting, 2019)

OFF-STREET PARKING
INVENTORY



OFF-STREET FACILITIES 00 NO. OF PARKING STALLS

Figure 29. Off-Street Inventory (Rick Williams Consulting; Framework, 2019)

OFF-STREET PARKING
INVENTORY BY ZONE

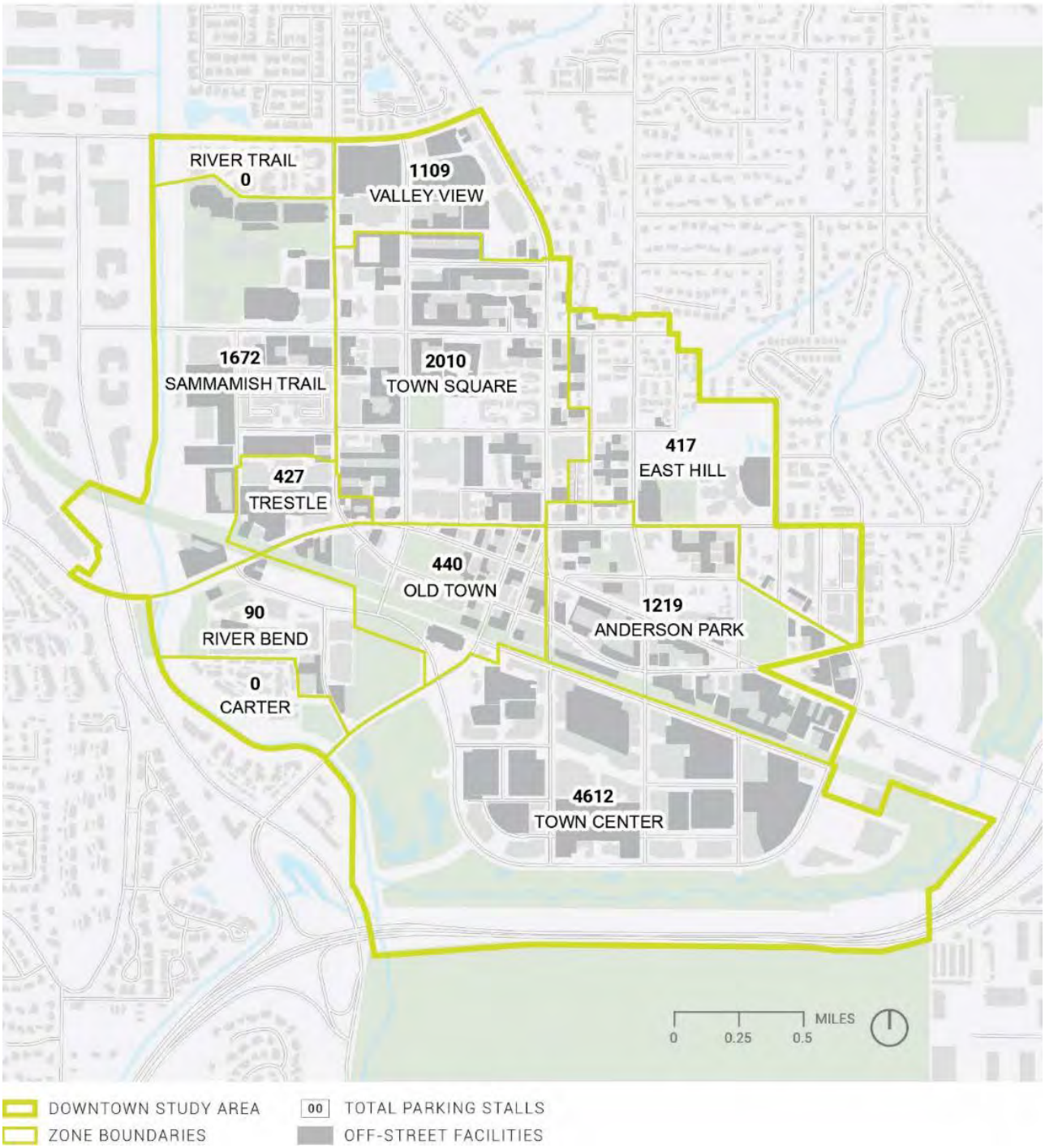


Figure 30. Off-Street Inventory by Downtown Zone (Rick Williams Consulting; Framework, 2019)

Figure 32 shows a breakdown of acres for surface and structured parking facilities. Approximately 185 acres of Downtown land is used for surface parking while 24 acres is used for structured parking.

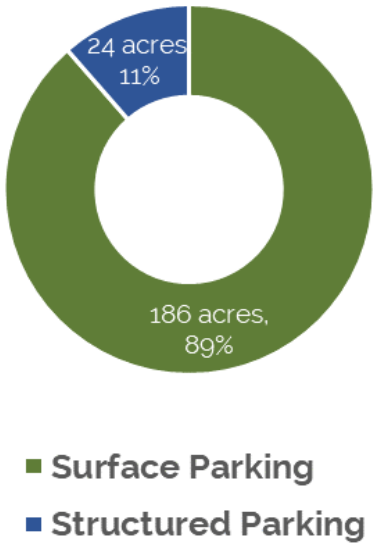


Figure 31. Surface vs. Structured Parking in Acres (Rick Williams Consulting, 2019)

Figure 33 shows a breakdown of public vs. private off-street parking stalls. Approximately 90% of off-street parking facilities are privately owned and managed. Privately owned and managed stalls may be restricted to certain parking users and not available as general public parking.

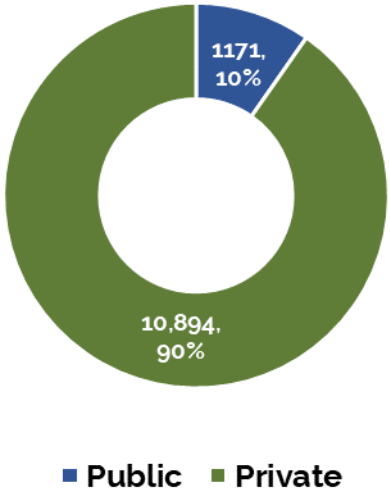


Figure 32. Public vs. Private Off-Street Parking Facilities (Rick Williams Consulting, 2019)

Figure 34 shows a breakdown of off-street parking stalls by the primary use and Figure 35 includes a map of the facilities. Most of the off-street stalls are mixed-use and office with a combined total of approximately 5,800 stalls. The mixed-use designation represents the mix of shared parking for retail, commercial and office and medical establishments. 80 percent of stalls in the mixed-use are found in Redmond Town Center.

Land Use	# of Stalls
City	613
Civic	433
Commercial	9,882
Public	613
Private	524

Figure 33. Off-Street Inventory by Land Use (Rick Williams Consulting, 2019)

OFF-STREET LAND USE TYPE DESCRIPTIONS

Civic: Civic, County or municipal related uses. (Schools, fire stations, community centers, library)
City: City related uses and services
Public: Pay to park or free. (Park and ride and public parking)
Commercial Use: A lot or garage with any mixture of different shared or single use types. It could be retail, office, restaurant, medical, bank, shopping centers and malls.
Vacant and not in use: Either the building on the lot is vacant, or the land is undeveloped
Private: Not for public use and access may be restricted. (Permit parking and churches)

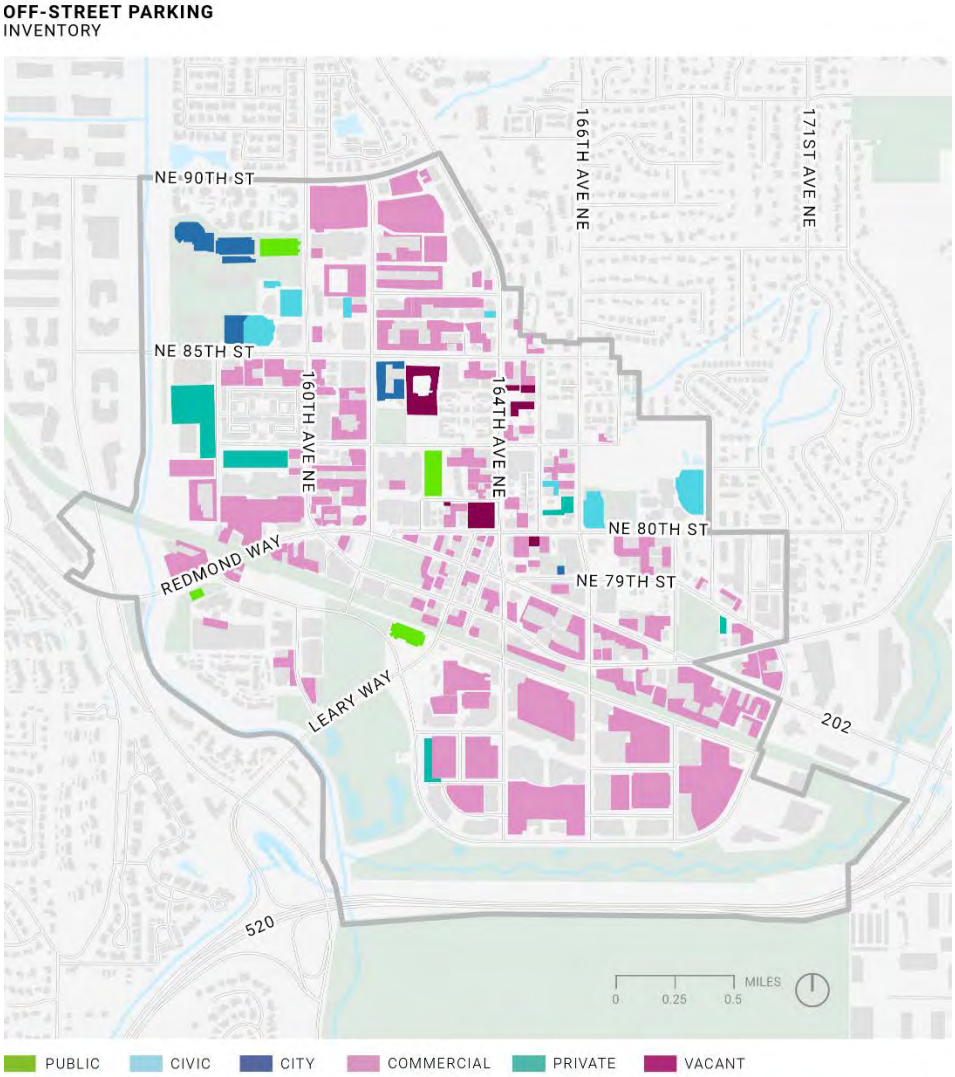


Figure 34. Off—Street Inventory by Land Use (Rick Williams Consulting; Framework, 2019)

Figure 36 highlights off-street parking use types and restrictions including free and paid parking. Most of the off-street parking is free and associated with specific land uses. Other use types include paid parking, commuter parking, and permit parking.

OFF-STREET PARKING
USE TYPES

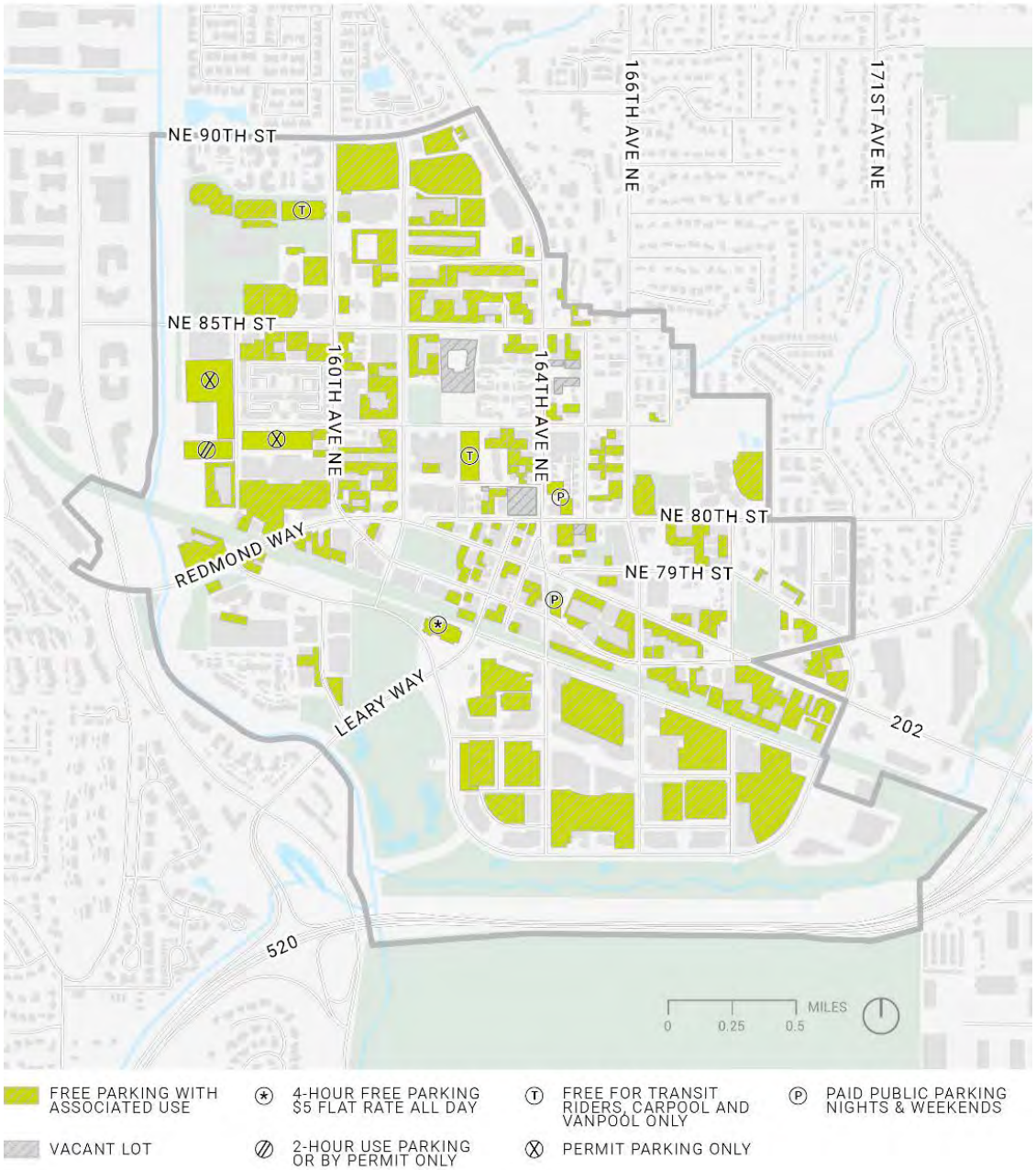


Figure 35. Off—Street Inventory by Parking Use (Rick Williams Consulting; Framework, 2019)

OFF-STREET OCCUPANCY

Off-street parking in Downtown Redmond is provided by a mixture of municipal, private, retail, and publicly owned spaces.

Occupancy rates were observed on March 5, 2019 for off-street parking in the Downtown area from 9 a.m. to 4 p.m. Many zones have distinct differences between the day and evening occupancy rates, while other zones are consistent throughout the day. Some sites reached over 85 percent occupancy, and others in close proximity remained at 25 percent or below.

50% of survey respondents said that they park in off-street lots but are unsure about rules and legality.

Figure 37 shows the total occupancy during the daytime (8am to 4pm) and evening (4pm to 9pm) occupancy counts.

	Day Occupancy	Evening Occupancy
Occupied Stalls	**5388**	**3961**
Occupancy	**44.7%**	**32.8%**

Figure 36. Off-Street Occupancy - May 5, 2019 (Rick Williams Consulting, Framework, 2019)

Off-street parking in Sammamish Trail, Trestle, Town Square, and Valley View all have daytime occupancy rates above 50 percent, with Sammamish Trail dropping to 26 percent in the evening (See Figure 38 and Figure 39). Evening occupancy increases in Old Town to 65 percent and Valley View to 61 percent.

Downtown Zone	# of Stalls	Day Occupancy	Evening Occupancy
Anderson Park	1219	39.0%	33.8%
East Hill	417	37.9%	17.0%
Old Town	440	47.5%	69.5%
River Bend	90	41.1%	24.4%
Sammamish Trail	1672	66.9%	26.1%
Trestle	427	62.3%	51.8%
Town Square	2010	57.5%	22.7%
Town Center	4612	30.1%	29.5%
Valley View	1109	51.0%	61.0%
Bear Creek	69	24.6%	0
Total:	**12,065**	**44.70%**	**32.80%**

Figure 37. Off-Street Inventory & Occupancy Downtown by Zone (Rick Williams Consulting, Framework, 2019)

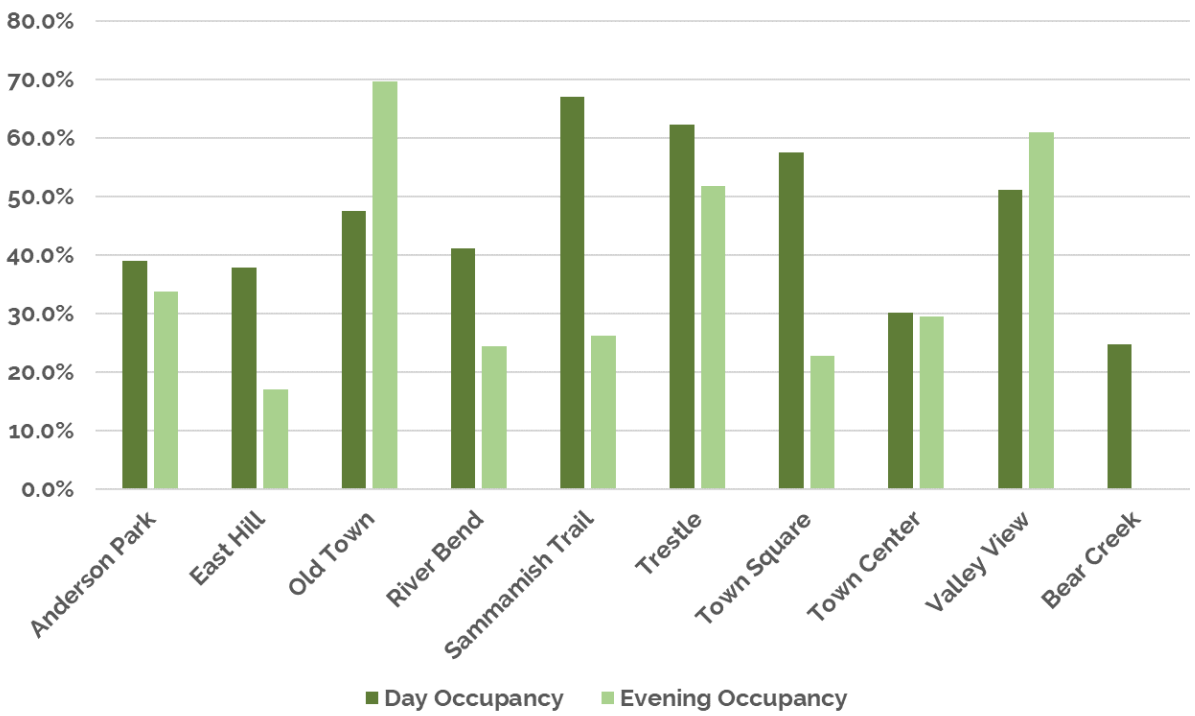


Figure 38. Off-Street occupancy by zone – May 5, 2019 (Rick Williams Consulting, Framework, 2019)

All Downtown zones have available off-street parking capacity during the day and in the evening (See Figure 40 and Figure 41). None of the zones exceeded 70% occupancy during the day or evening with many districts less than 50% occupied.

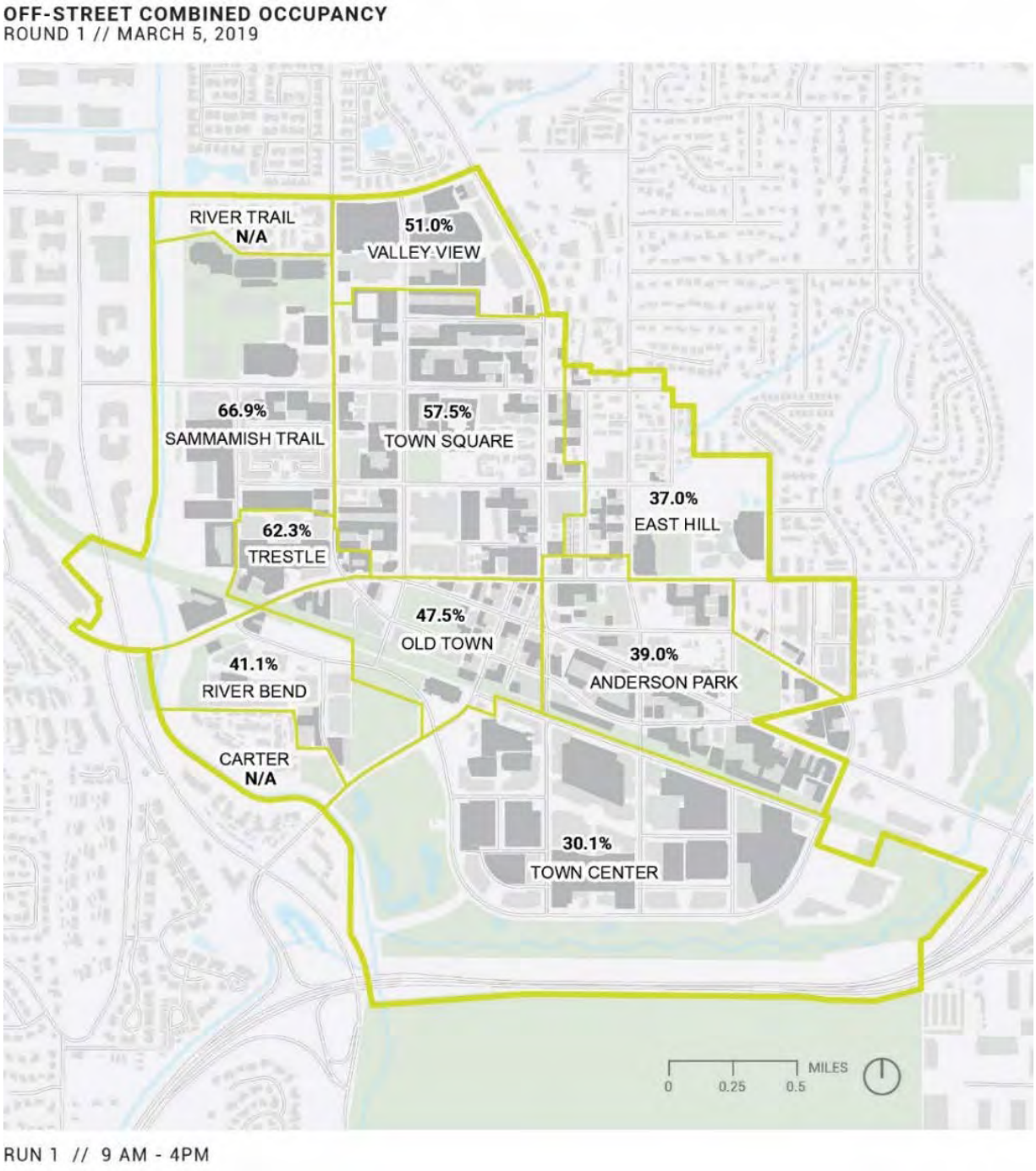
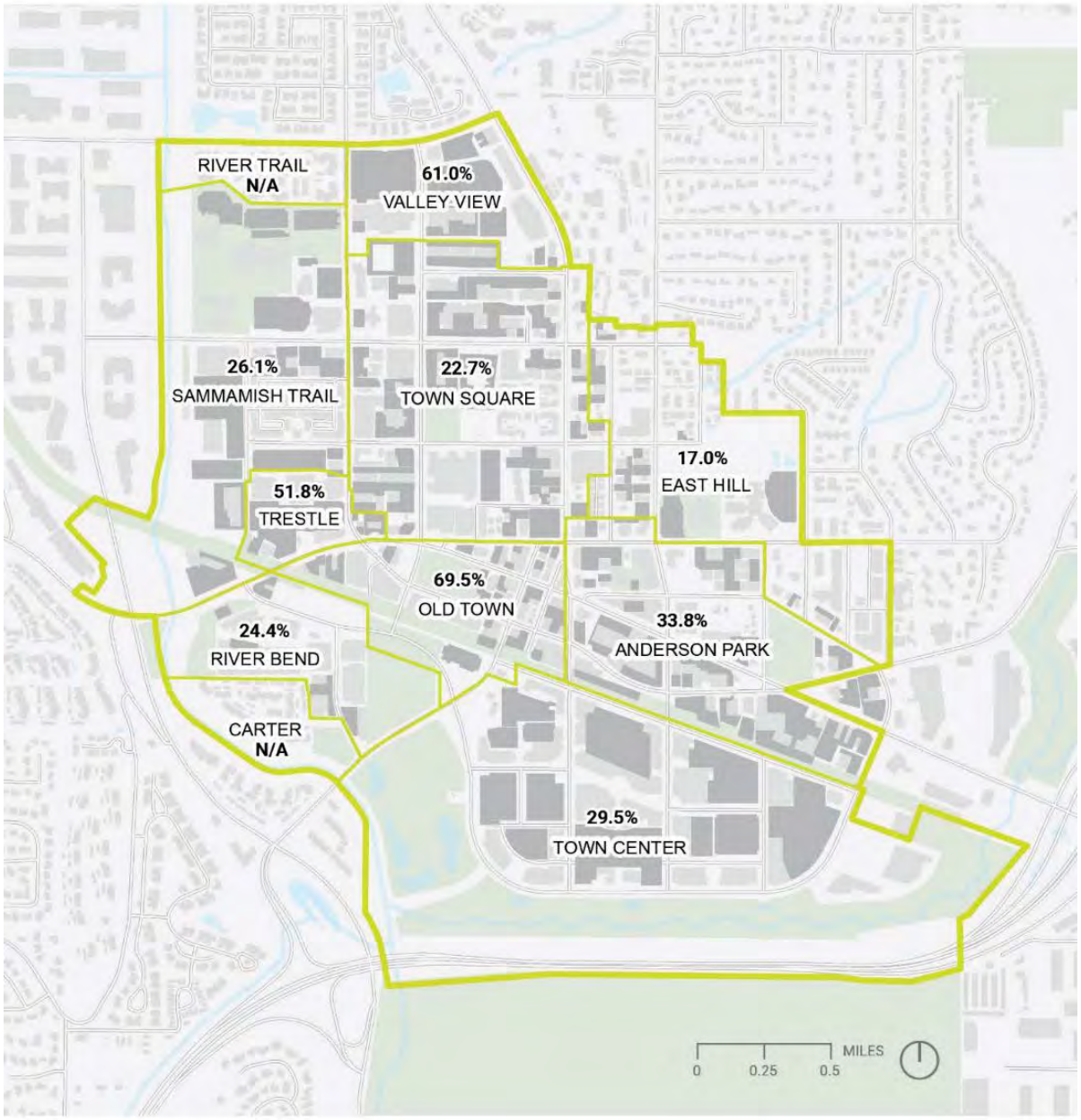


Figure 39. Off-street Parking Daytime Occupancy by Zone: March 5, 2019 (Rick Williams Consulting, Framework, 2019)

OFF-STREET COMBINED OCCUPANCY
ROUND 1 // MARCH 5, 2019



RUN 2 // 4 PM - 9PM

Figure 40. Off-street Parking Evening Occupancy by Zone: March 5, 2019 (Rick Williams Consulting, Framework, 2019)

Figure 42 shows the parking occupancy distributed across Downtown by use. Occupancy for publicly managed off-street parking is above 90 percent during the day, dropping below 40 percent in the evening, which reflects the commuter who use public lots.

Other uses remain below 50 percent occupancy during both the day and evening which presents an opportunity to look for both wayfinding and shared use to increase occupancy.

32% of survey respondents said the greatest challenge to parking was a lack of signage and information on where to park

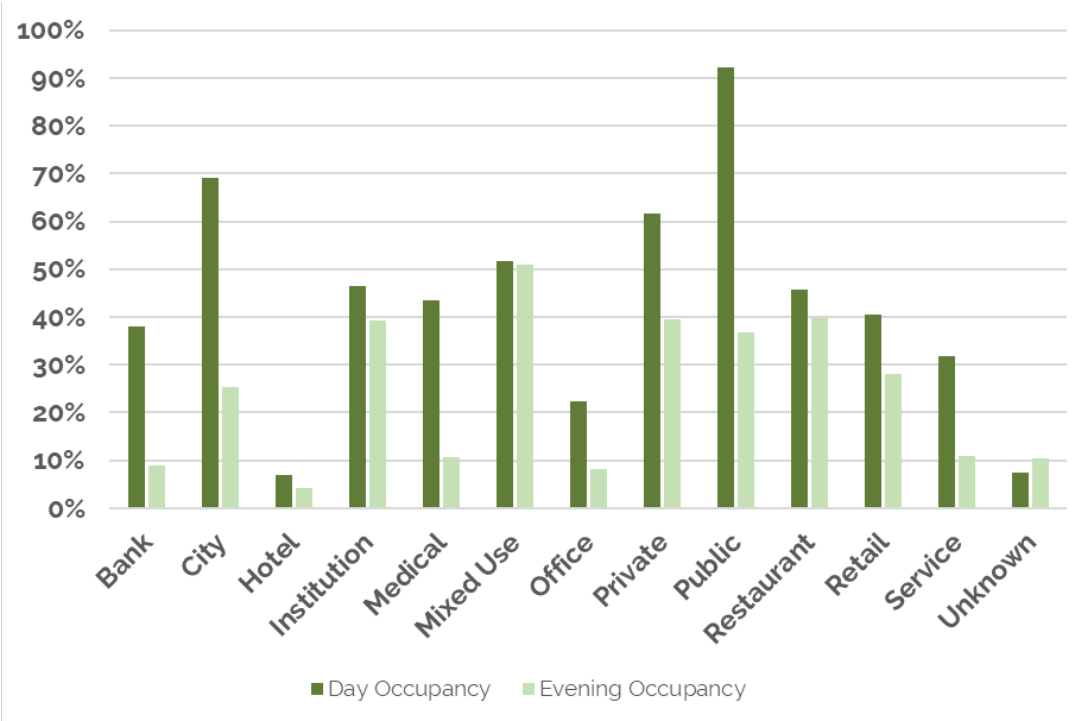


Figure 41. Off-Street Occupancy by Land Use – May 5, 2019(Rick Williams Consulting, Framework, 2019)

OFF-STREET OCCUPANCY
ROUND 1 // MARCH 5, 2019

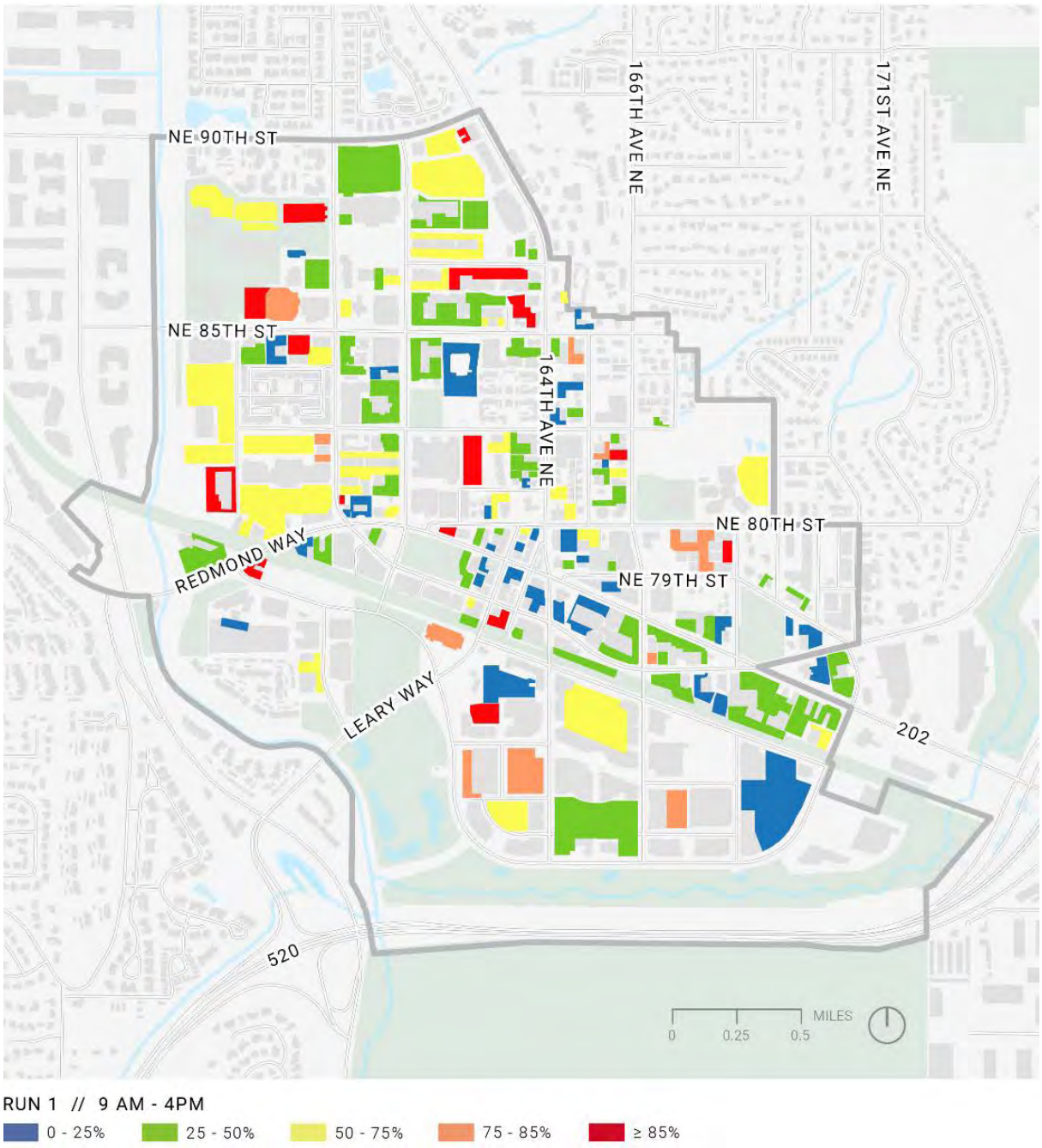


Figure 42. Off-Street Occupancy – March 5, 2019 (Rick Williams Consulting, Framework, 2019)

PUBLICLY OWNED OFF-STREET PARKING FACILITIES

In Downtown Redmond, there are a combined ten off-street parking facilities owned by the City of Redmond and King County. These lots provide a combined 1,368 stalls.

As shown in Figure 44, the lots are primarily clustered together around the Municipal Campus.

OFF-STREET OCCUPANCY
ROUND II // JUNE 20, 2019

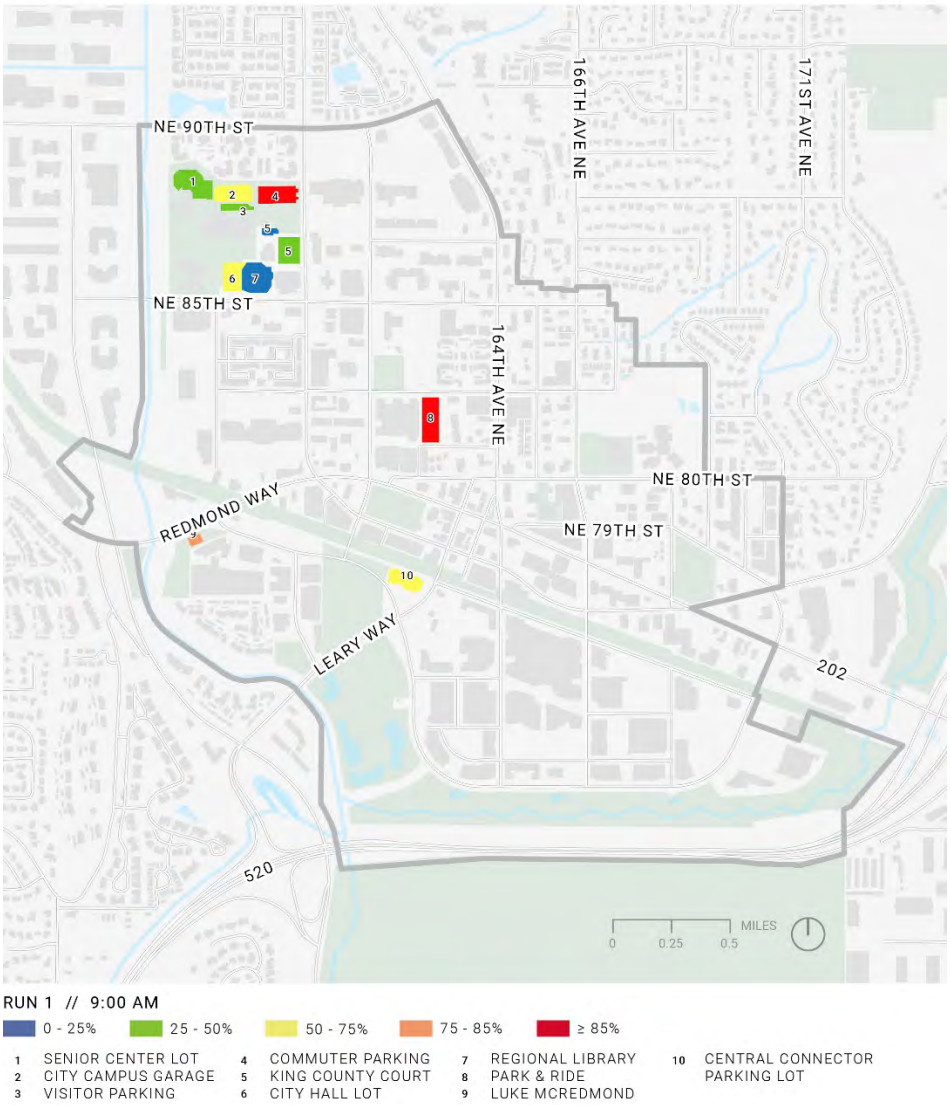


Figure 43. City and Municipal Off-Street Parking Occupancy – June 20, 2019 @ 9am (Framework, 2019)

Parking Facility	Use Type	Facility Type	Stalls
Metro Park and Ride	Commuter	Structure	385
Redmond Central Connector Lot	Public	Surface	90
Luke McRedmond Park	Public	Surface	19
City Campus Parking Garage	City	Structure	399
City Hall Lot	City	Surface	71
North of King County District Court	City	Surface	9
King County District Court	County	Surface	79
Commuter Parking	Commuter	Surface	119
Library	County	Surface	97
Senior Center	City	Surface	79
Visitor Parking next to City Garage	City	Surface	19

Figure 44. Inventory of Parking Spaces in Publicly Owned Off-Street Parking (Rick Williams Consulting, Framework, 2019)

Other Downtown lots are connected to specific uses, such as the public library, senior center, and King County Municipal Court. Figure 44 to Figure 47 break down the occupancy rates by location and primary use. Most facilities are well-utilized but there is some parking capacity such as at the City Hall Parking Garage.

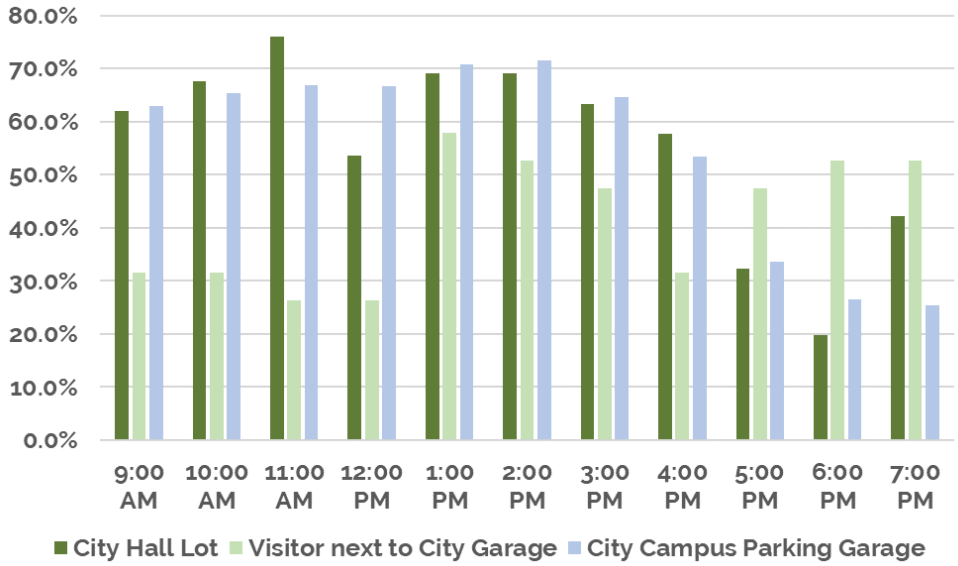


Figure 45 Off-Street Parking Occupancy – June 20, 2019 (Framework, 2019)

The Luke McRedmond and Central Connector parking lots are also well-used with the Central Connector lot observed at capacity in the evening.

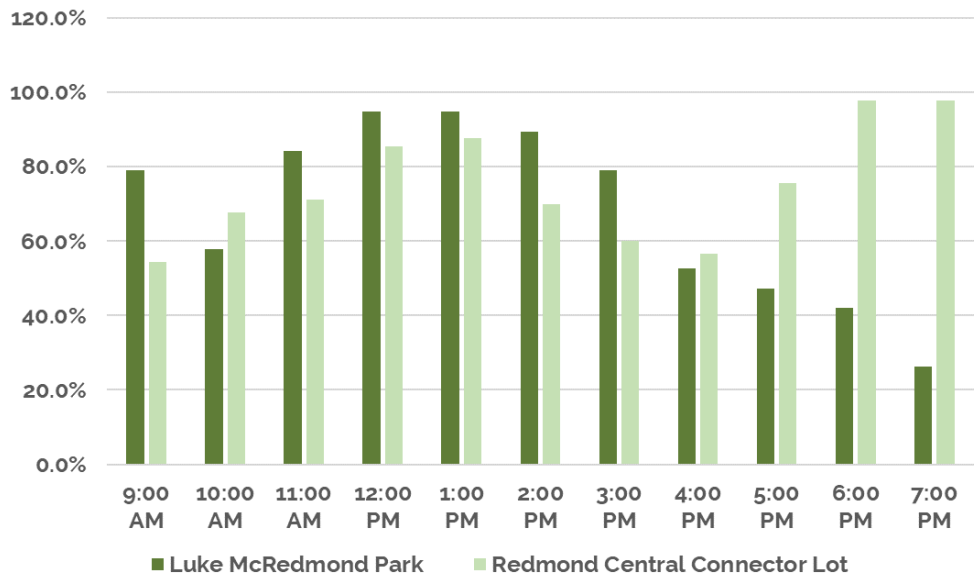


Figure 46. City of Redmond Off-Street Occupancy - June 20, 2019 (Framework, 2019)

Parking occupancy varies throughout the day at the King County District Court facilities with the peak occupancy occurring at 2 p.m. at approximately 85 percent (See Figure 48).

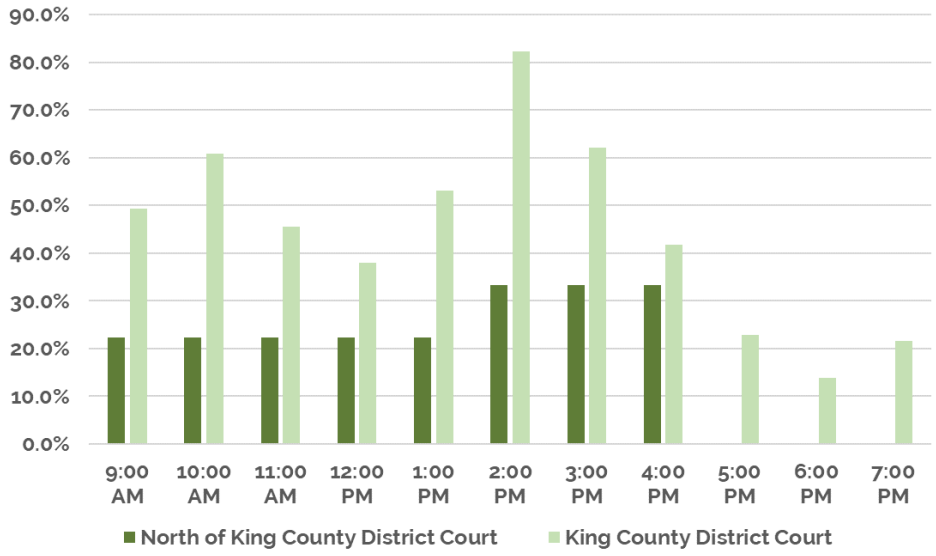


Figure 47. King County District Court Off-Street Occupancy - June 20, 2019 (Framework, 2019)

PUBLICLY OWNED PAID PARKING LOTS

While the City owns numerous lots, the only publicly owned lot with a fee associated with it is the Redmond Central Connector lot with 92-stalls. The Redmond Central Connector Lot is open 24-hours a day, 7-days a week. The hours for pay are 9am to 7 pm Monday through Friday. It is free for the first 4 hours, with a 5-dollar fee for any additional hours. With the exception of the first year it was in operation in 2013, revenue generated by the Redmond Central Connector lot has been steadily increasing, (see Figure 49) partially due to the purchase of on-street parking permits which are sold from the Redmond Central Connector lot and are included in the data.

71% of survey respondents said they had no experience with parking enforcement. 12% of respondents went on to comment that parking enforcement is inconsistent.

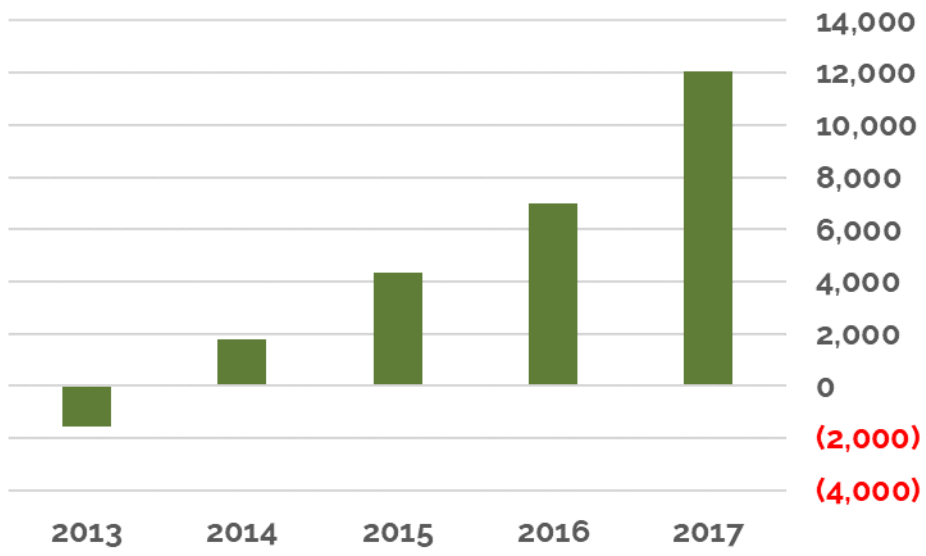


Figure 48. Revenue from the Redmond Central Connector Lot: 2013 to 2017 (City of Redmond, Framework, 2019

While the City issues an average of one citation per day, citations for the Redmond Central Connector lot can be waived if called in as a first offense. Figure 32 provides an overview of citations for the Redmond Central Connector lot. Currently, the citation rate is relatively low.

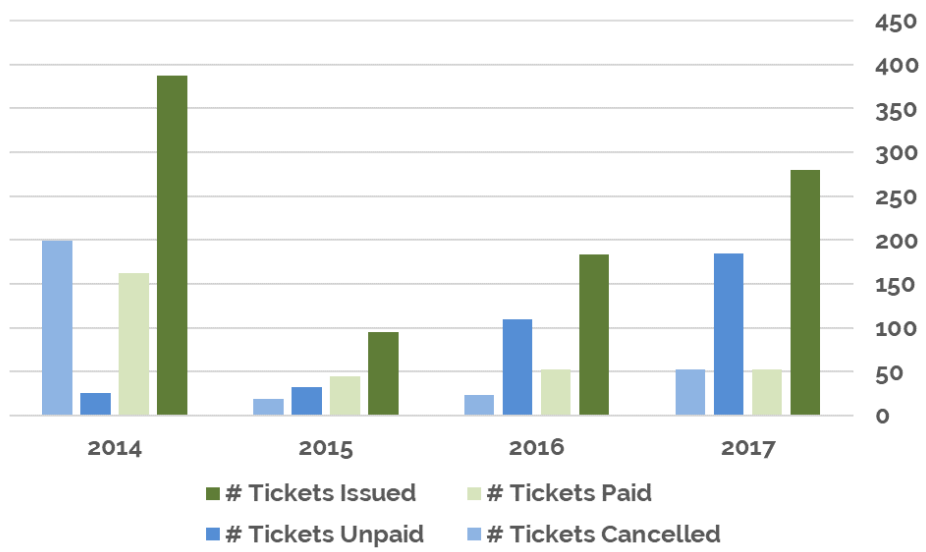


Figure 49 Redmond Connector Parking Lot Citation Data (City of Redmond, Framework, 2019)

COMMUTER PARKING

Long term (more than 4 hour) parking for commuters is available at the Redmond Transit Center, the Redmond Commuter Lot, and at the Redmond Central Connector lot.

Parking Facility	Cost	Stalls	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
Metro Park and Ride	Free	385	97.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	57.9%	0.0%	0.0%
Redmond Central Connector Lot	$5/Day	90	54.4%	67.8%	71.1%	85.6%	87.8%	70.0%	60.0%	56.7%	75.6%	97.8%	97.8%
City Commuter Parking	Frees	119	95.0%	95.8%	97.5%	98.3%	97.5%	95.8%	89.1%	91.6%	73.1%	47.1%	22.7%

Figure 50. Summary of Occupancy at Long-Term Commuter Lots Downtown (Rick Williams Consulting, Framework, 2019)

To better understand the off-street occupancy rates, data was collected June 20, 2019. This data shows the high demand for commuter parking, with both the Redmond Transit Center lot and the commuter parking lot both above 85 percent occupancy.

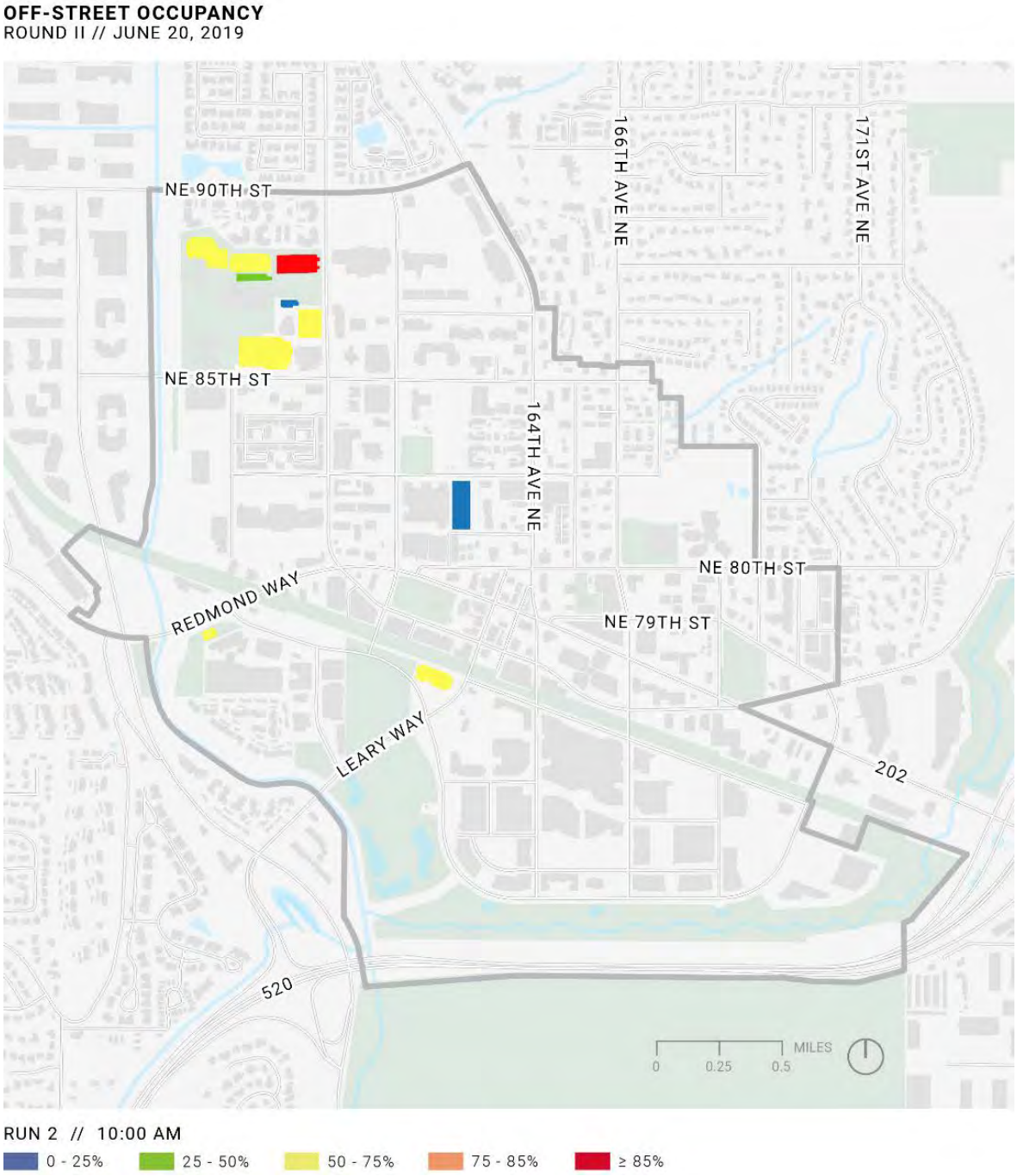


Figure 51 City and Municipal Off-Street Parking Occupancy – June 20, 2019 @ 5pm (Framework, 2019)

Figure 53 also shows a drop-in occupancy rates for the commuter lots at 5 p.m. with other lots increasing in occupancy for the evening. The rates for off-street parking are inconsistent between sites. However, commuter parking facilities are at capacity and fill up early in the morning and remain full all day.

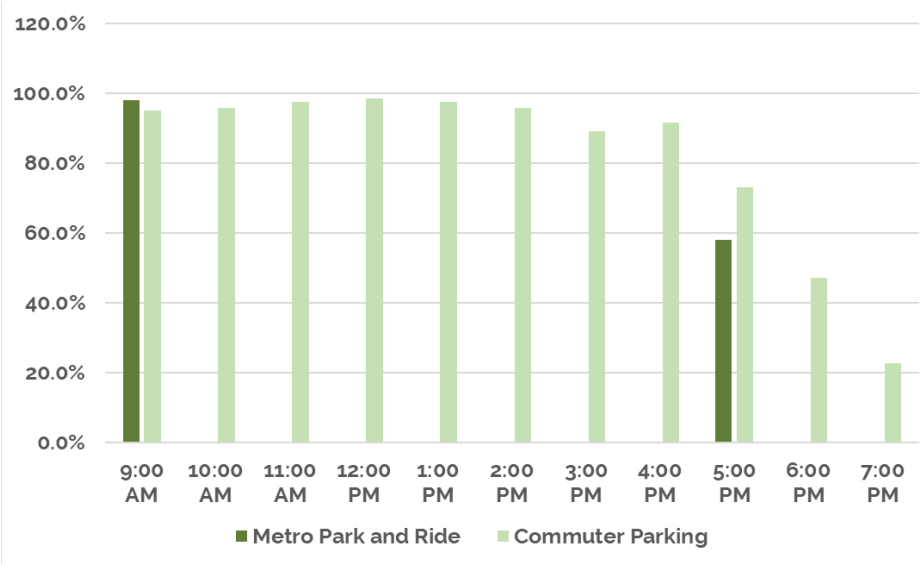


Figure 52. City Off-Street Commuter Parking Occupancy - June 20, 2019 (Framework, 2019)

CHANGES IN KING COUNTY PARKING MANAGEMENT

King County and Sound Transit are increasing management of their commuter parking, including the facility at the Redmond Transit Center. The introduction of paid permits and parking pricing scheduled for late fall 2019 may impact demand of City of Redmond on- and off-street parking. King County plans to designate up to half of the stalls in the Redmond Transit Center garage for single-occupancy vehicle monthly permits at a cost of $90 per month.

There is further potential for increased commuter parking demand with the opening of East Link Light Rail. East Link Light Rail to Downtown is scheduled to open in 2024. The Downtown station will not include new parking facilities.

SHARED PARKING IN DOWNTOWN REDMOND

SHARED PARKING PILOT PROGRAMS IN REDMOND

The City of Redmond piloted a shared parking program with Key Bank in Old Town and Chase Bank in Town Square. At the end of the pilot, Key Bank continued to make their parking available to the public for a fee on evenings and weekends. Chase Bank discontinued their shared parking program at the end of the pilot when revenue did not cover the cost of parking management.

Seperately, King County Metro piloted a shared parking program at private lots near transit lines, including in Village Square in Redmond in

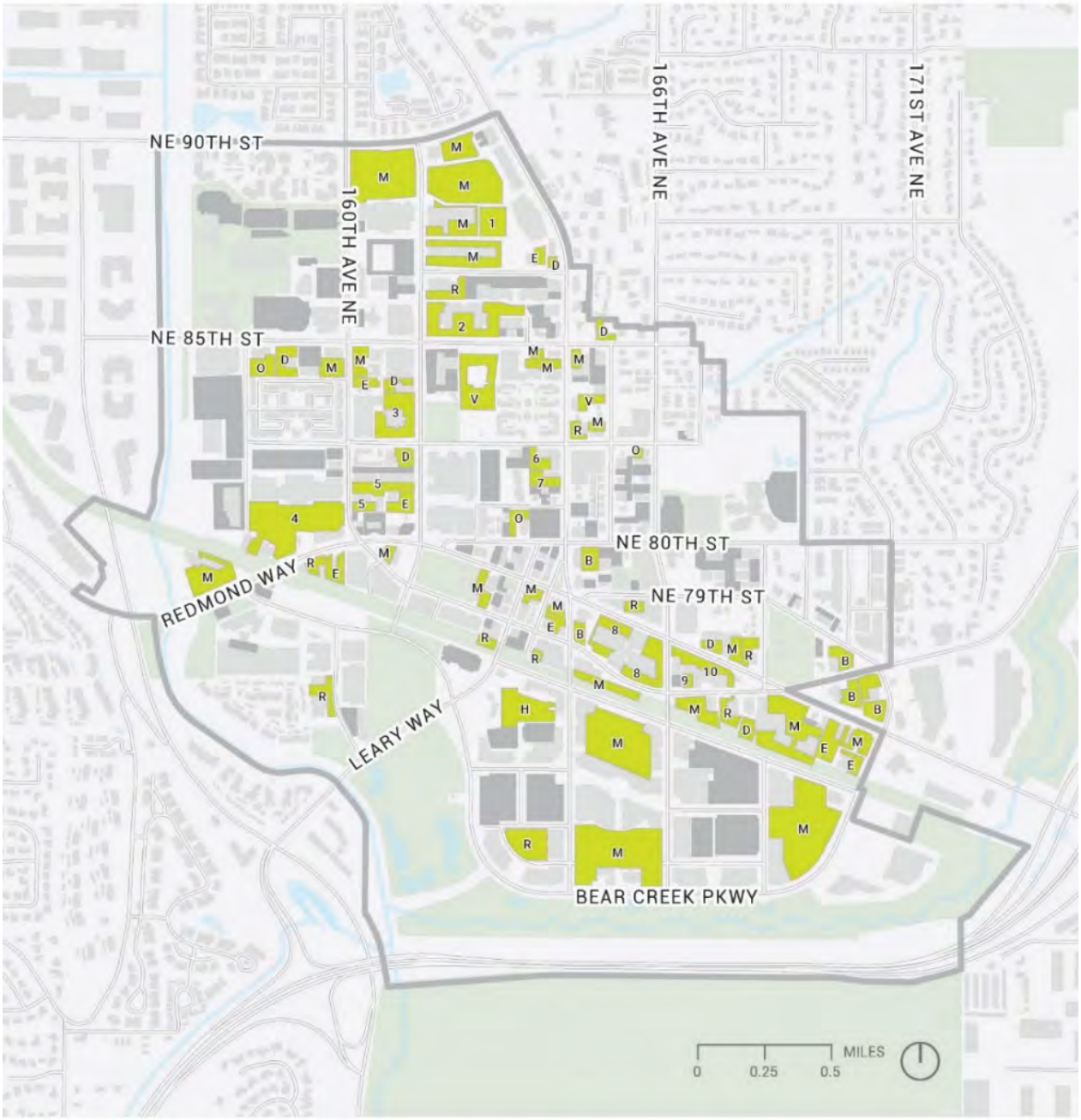
2017. There are currently no shared lots in Redmond via this program, but numerous lots are available in neighboring cities following this pilot.

SHARED PARKING OPPORTUNITIES

Shared parking allows parking to be used by multiple users to increase efficiency use of underutilized parking. The following maps in Figure 54 and Figure 55 highlight opportunities for shared parking based on the following characteristics:

- A minimum of 15 parking stalls
- Less than or equal to 70% occupied
- A minimum of 10 available stalls observed during the off-street occupancy counts
- Privately owned but publicly accessible (i.e. does not include civic, city, private (i.e. restricted access) or public parking facilities)

OFF-STREET ROUND I ANALYSIS
SHARED PARKING OPPORTUNITIES



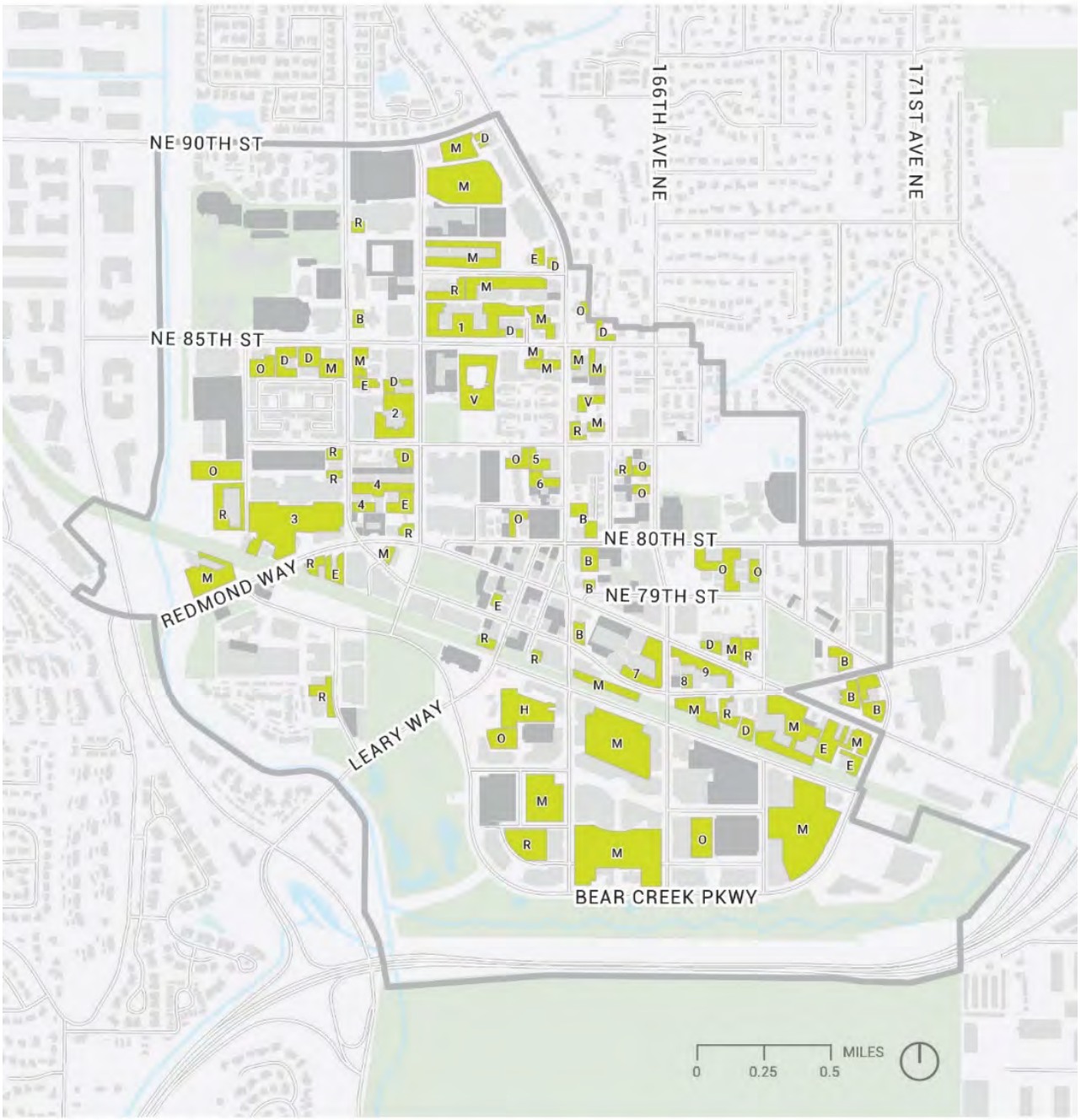
RUN 1 // 9 AM - 4 PM

≤ 70% DAY OCCUPANCY WITH AT LEAST 10 AVAILABLE STALLS

M	MIXED USE	O	OFFICE	1	REGAL CINEMA	4	REDMOND CENTER	8	REDMOND SQUARE
R	RETAIL	V	VACANT	2	VILLAGE SQUARE	5	REDMOND MALL	9	REDMOND COURT CENTER
E	RESTAURANT	B	BANK	3	REDMOND MEDICAL CENTER	6	REDMOND TOWN SQUARE	10	POINT REDMOND SHOPPING CENTER
D	MEDICAL	H	HOTEL			7	SHIPPING CENTER		

Figure 53. Off-Street Sharing Parking Analysis – Day (Framework, 2019)

OFF-STREET ROUND I ANALYSIS
SHARED PARKING OPPORTUNITIES



RUN 2 // 4 PM - 9 PM

≤ 70% EVENING OCCUPANCY WITH AT LEAST 10 AVAILABLE STALLS

M	MIXED USE	O	OFFICE	1	VILLAGE SQUARE	4	REDMOND MALL	8	REDMOND COURT CENTER
R	RETAIL	V	VACANT	2	REDMOND MEDICAL CENTER	5	REDMOND TOWN SQUARE	9	POINT REDMOND SHOPPING CENTER
E	RESTAURANT	B	BANK			6	SHIPPING CENTER		
D	MEDICAL	H	HOTEL	3	REDMOND CENTER	7	REDMOND SQUARE		

Figure 54. Off-Street Shared Parking Analysis – Evening (Framework, 2019)

PAID OFF STREET PARKING IN PRIVATE LOTS

Some individual businesses and buildings have begun charging for their off-street private parking. The majority of these 234 paid parking spaces are in the Old Town zone, which was identified in the survey and data collection as the Downtown location with the highest demand. Rates vary across the sites, with a range from $3/hour to $8/hour.

Business Type	Zone	Stalls	Rate
Restaurant	Old Town	25	$10
Bank	Old Town	14	$5
Mixed Use	Old Town	43	$8 - 0-1 hours, $15 - 1-2 hours, +$10 per hour afterwards
Mixed Use	Old Town	50	$3- 0-1 hours, $5 - 1-2 hours, $8 - 2-4 hours, $15 - 4-8 hours, $20 - 8+ hours
Mixed Use	Old Town	42	$3- 0-1 hours, $5 - 1-2 hours, $8 - 2-4 hours, $15 - 4-8 hours, $20 - 8+ hours
Mixed Use	Town Center	20	$3- 0-1 hours, $5 - 1-2 hours, $8 - 2-4 hours, $15 - 4-8 hours, $20 - 8+ hours
Bank	Old Town	40	$3

Figure 55. Paid Off-Street Parking in Private Lots (City of Redmond, 2019

OFF-STREET RESIDENTIAL PARKING PERMITS

Certain multifamily residential buildings in Downtown charge residents for off-street parking in addition to monthly rent. The cost for parking in these fifteen downtown complexes ranges from $25 per month to $125 per month. The average charge for multifamily building garage parking is $96/month (See Table in Appendix C).

Currently the parking ratio of downtown multifamily units is 1.09 units/residence. New multifamily developments in Redmond

Car ownership in Downtown Redmond is lower than other Redmond neighborhoods and the United States as a whole. 12.5% of Downtown residents do not own a car compared to 4% in other Redmond neighborhoods and 8% nationwide.

commonly request a reduction in the number of parking stalls that are required by the Redmond Zoning Code. Developments rely on the King County Right Size Parking Calculator to inform the number of spaces they will provide.

Downtown residents also own fewer cars on average, with only 30% owning 2 or more cars compared to 62% in other Redmond neighborhoods

OFF STREET CONSTRAINTS AND IMPACTS

- Occupancy for publicly managed off-street parking is above 90 percent during the day, dropping below 40 percent in the evening, which reflects the commuter who use public lots.
- Other uses remain below 50 percent occupancy during both the day and evening which presents an opportunity to look for both wayfinding and shared use to increase occupancy.
- King County Metro and Sound Transit will begin charging for commuter parking at certain Park and Ride locations, including at the Redmond Transit Center. This, and the future opening of Light Rail, may increase demand for free on- and off-street parking.
- Approximately 90% of off-street parking facilities are privately owned and managed. Privately owned and managed stalls may be restricted to certain parking users and not available as general public parking.
- Although off-street parking is distributed throughout Downtown, some sites reached over 85 percent occupancy, and others in close proximity remained at 25 percent or below.
- The cost for off-street residential parking ranges from $25 per month to $125 per month at select multifamily buildings. Parking rates for off-street parking ranges from free to $10/hour. Public on-street parking permits are $50/month.

OFF STREET POTENTIAL OPPORTUNITIES

Opportunities exist for introducing programmatic and regulatory changes that will improve access to and more efficient management of parking facilities. These include:

- Shared parking at off-street facilities.
- Implementation of a consistent parking fee structure.
- Management of parking facilities, including commuter parking facilities.
- Wayfinding to guide users to parking resources.

SUMMARY AND CONCLUSIONS

Downtown Redmond continues to grow into a connected and compact urban center, with an infusion of parks, housing, regional transportation investments, and pedestrian improvements. Even with these changes, the largest land use in Downtown is parking, with **41% of land dedicated to on- and off-street parking.** The public and private investments require a closer look at how space is utilized Downtown, and the changing role of parking management as demand for eateries, employment and access to regional transportation increases.

Currently Redmond has substantial parking and land dedicated to parking in the Downtown area, with 13,212 spaces of on and off-street parking compared to other downtowns and relative to observed parking occupancy during data collection. Occupancy rates for the Downtown area are between 50-60 percent for on-street parking, and 32%-44% for off-street parking. Despite this capacity 73% of survey respondents stated that there is not enough parking in Downtown.

This could be due to uneven demand across zones and uses, perceived accessibility, and parking restricted to businesses on site. Areas such as Old Town have the highest demand for both day and evening on- and off-street parking. Other zones, such as Sammamish Trail experience uneven demand between daytime and evening occupancy rates. The use of commuter parking is also high, with both the Redmond Transit Center lot and the commuter parking lot above 85 percent occupancy during the day. Neither of which currently charge for parking.

Charging for public parking is inconsistent across the Downtown, with some private businesses charging hourly rates for their off-street parking and other locations remaining free of charge. All day on-street parking permits are available from the City that allow visitors to park for extended periods in high demand zones that would be bet.

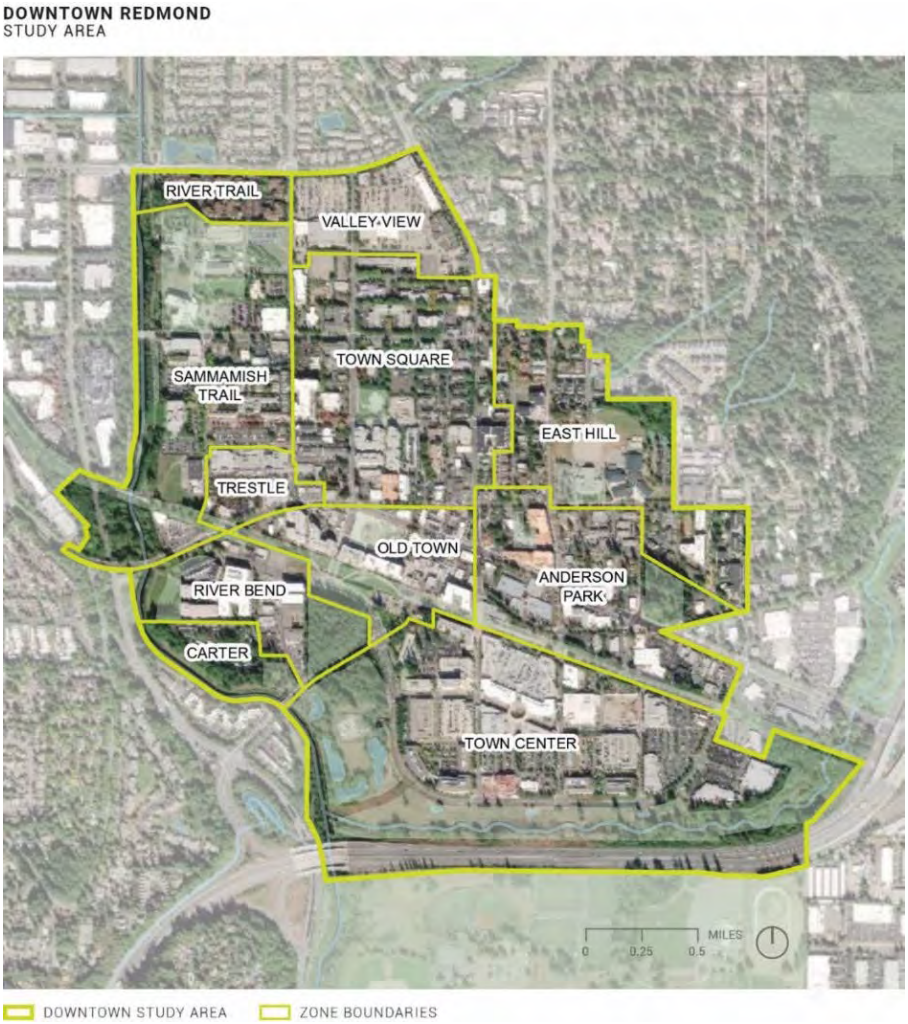
Fiscally, the cost of parking management for the City is often beyond the income brought in from parking fees and tickets. While the Redmond Central Connector lot and parking permits are providing income, many other City and publicly owned lots remain free of change for parking.

Another issue brought forth by the questionnaire and supported by the data is that pubic wayfinding and parking information needs to be improved in the downtown. Feedback from the March 2018 community survey found that 30 percent of respondents find parking that does exist to be difficult to locate. 43% of respondents believe that more wayfinding and signage directing users to available parking would improve the parking experience in Downtown.

Parking demand is changing with new jobs, residents, restaurants, and entertainment uses – creating areas of high demand in some locations during different times of day which warrant considering new management strategies. With over 90 percent of Downtown visits coming for dining options, and a light rail station opening in the next 5 years, innovative solutions are needed to address Downtown Redmond's current and future parking challenges. Methods to manage current parking resources will help efficiently use parking resources that are currently underutilized.

KEY FINDINGS

- Old Town has the most constrained parking with consistently high parking occupancy for both on- and off-street parking in the Downtown area. Eighty-five percent of questionnaire respondents cited Old Town as the most difficult area of Downtown to find parking.
- The on-street utilization study shows high violation rates indicating parking users may be overstaying the posted time limits. The observed violation rate was 17.9% across all stalls and over 30% for one-hour.
- Turnover rates are healthy and have an average, on-street parking turnover is 4.29 cars per day for the blocks included in the June 20, 2019, utilization study.
- Commuter parking demand is high, and facilities are at capacity. Commuter parking facilities are well utilized with occupancy rates at or near capacity.
- Opportunities exist for shared parking at off-street facilities. Available parking at some off-street facilities could be better utilized. Opportunities may be available to share parking amongst a wider range of users to increase the efficiency of existing parking facilities.
- Opportunities are available to better use existing parking, expand public parking options and improve the user experience.
- Access and mobility options continue to evolve with new technologies, regional trail system, and the opening of light rail in 2024.
- The purchase of on-street monthly parking permits is steadily increasing each year from 804 the first full year the program was offered in 2010 to 2,473 in 2018.
- From 2009-2018, there have been three years (2015-2017) where revenue has exceeded expenses for on-street parking enforcement.
- The Redmond Central Connector lot has been steadily gaining revenue, with a high of $12,055 in 2017.
- The balance between on- and off-street parking is skewed, with 1,156 on-street parking spaces and 12,056 off-street spaces.
- 32% of survey respondents said the greatest challenge to parking in Downtown was a lack of signage and information on where to park. There is opportunity to enhance the visibility of public information on the location and legality of off-street parking options in Downtown.
- 56 percent of questionnaire respondents find parking Downtown to be inconvenient, difficult, and a deterrent to coming Downtown.



Downtown Zone	Daytime Peak Occupancy	Evening Peak Occupancy
Anderson Park	51.2%	32.7%
East Hill	53.3%	30.4%
Old Town	54.4%	68.9%
River Bend	61.4%	35.3%
Sammamish Trail	67.0%	27.7%
Trestle	62.4%	50.7%
Town Square	59.3%	31.0%
Town Center	32.1%	30.7%
Valley View	51.0%	61.0%
Total:	46.2%	34.5%

Figure 56. Total Daytime and Evening Parking Occupancy by Downtown Zone (Rick Williams Consulting, Kimley-Horn, Framework, 2019)

NEXT STEPS

Data and the findings from the Existing Conditions Report will be utilized to inform the development of parking management strategies and an implementation plan.

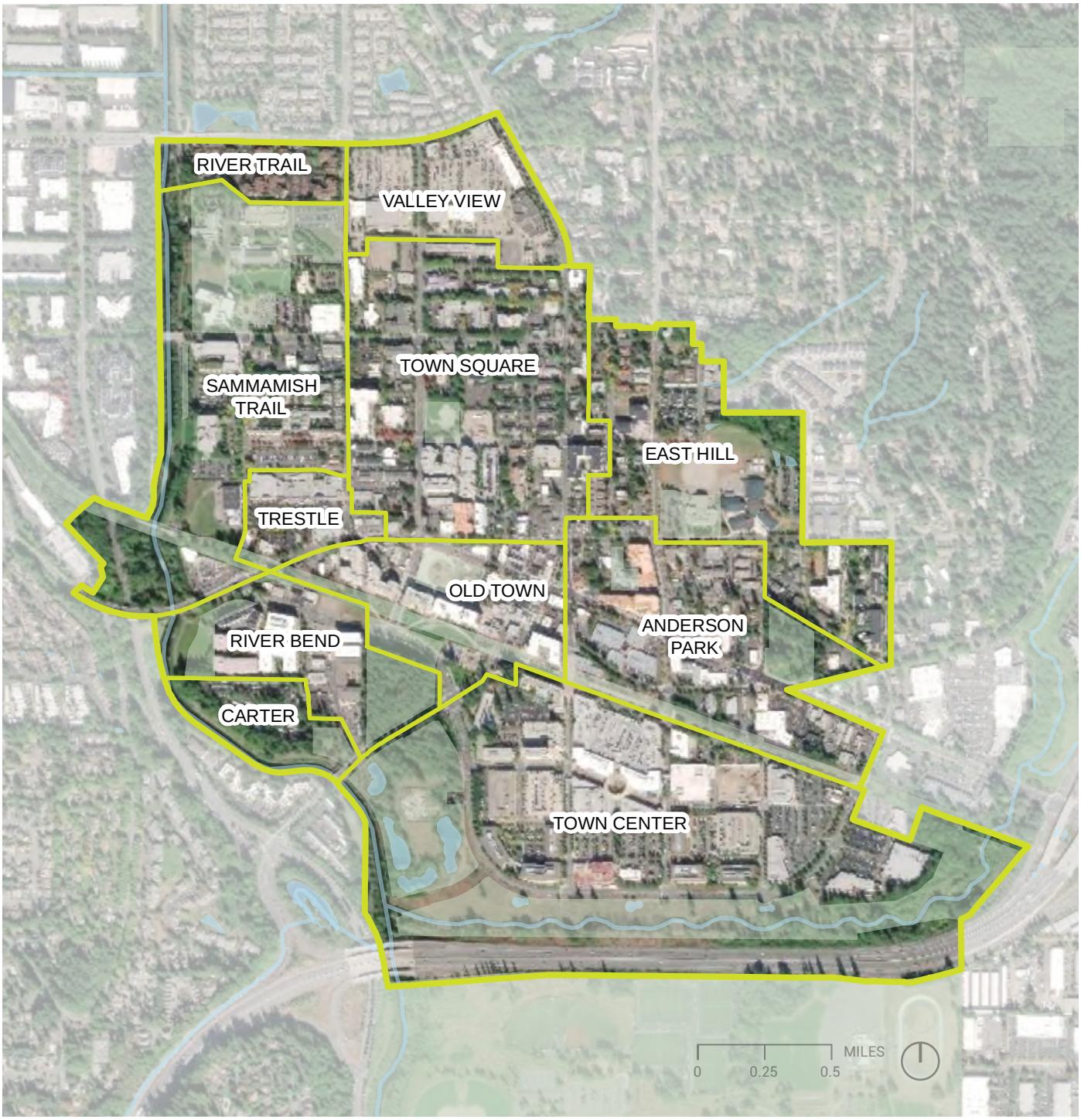
DRAFT

CITY OF REDMOND

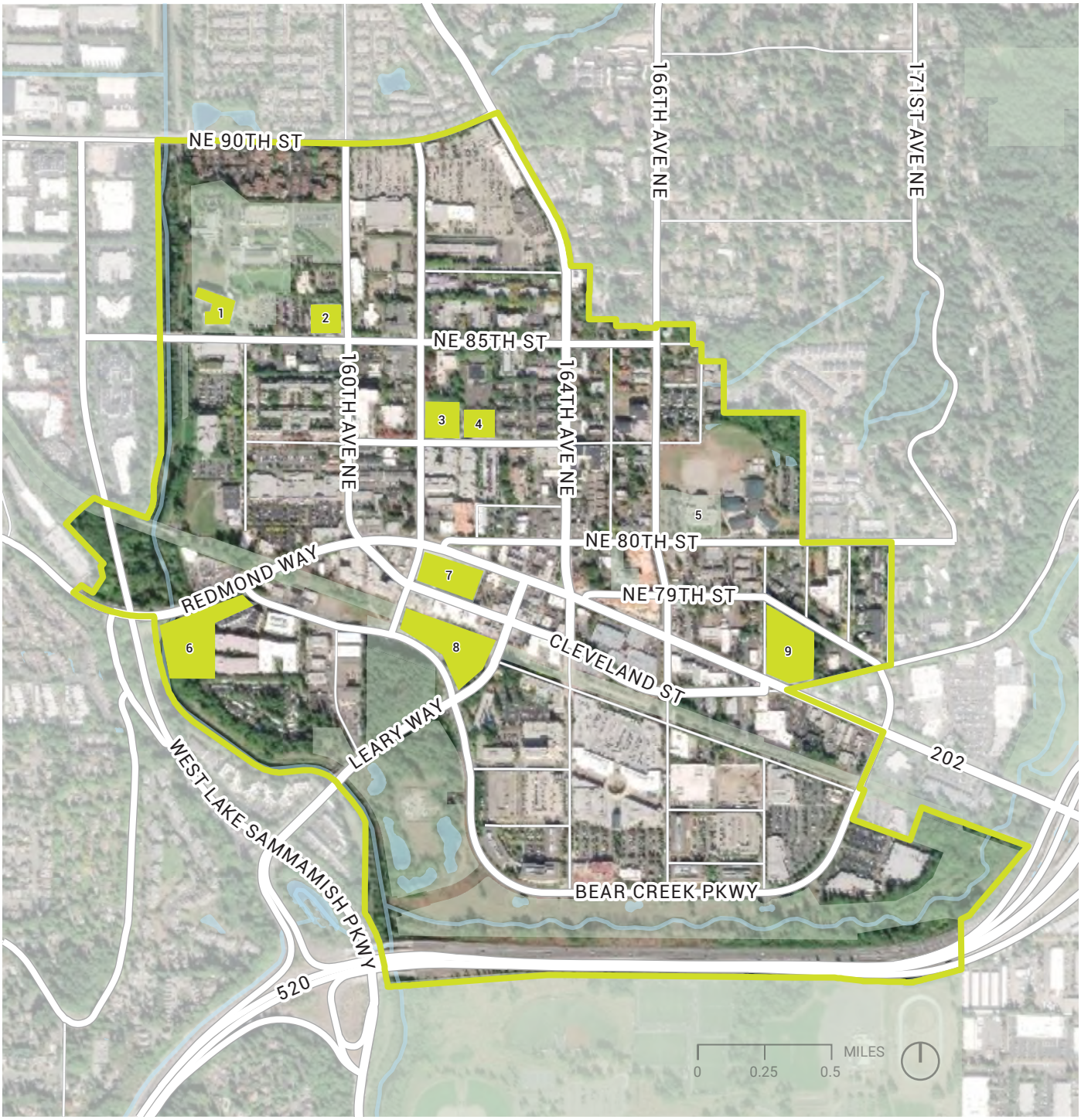
DOWNTOWN PARKING MANAGEMENT STRATEGIC PLAN

City of Redmond WASHINGTON

framework

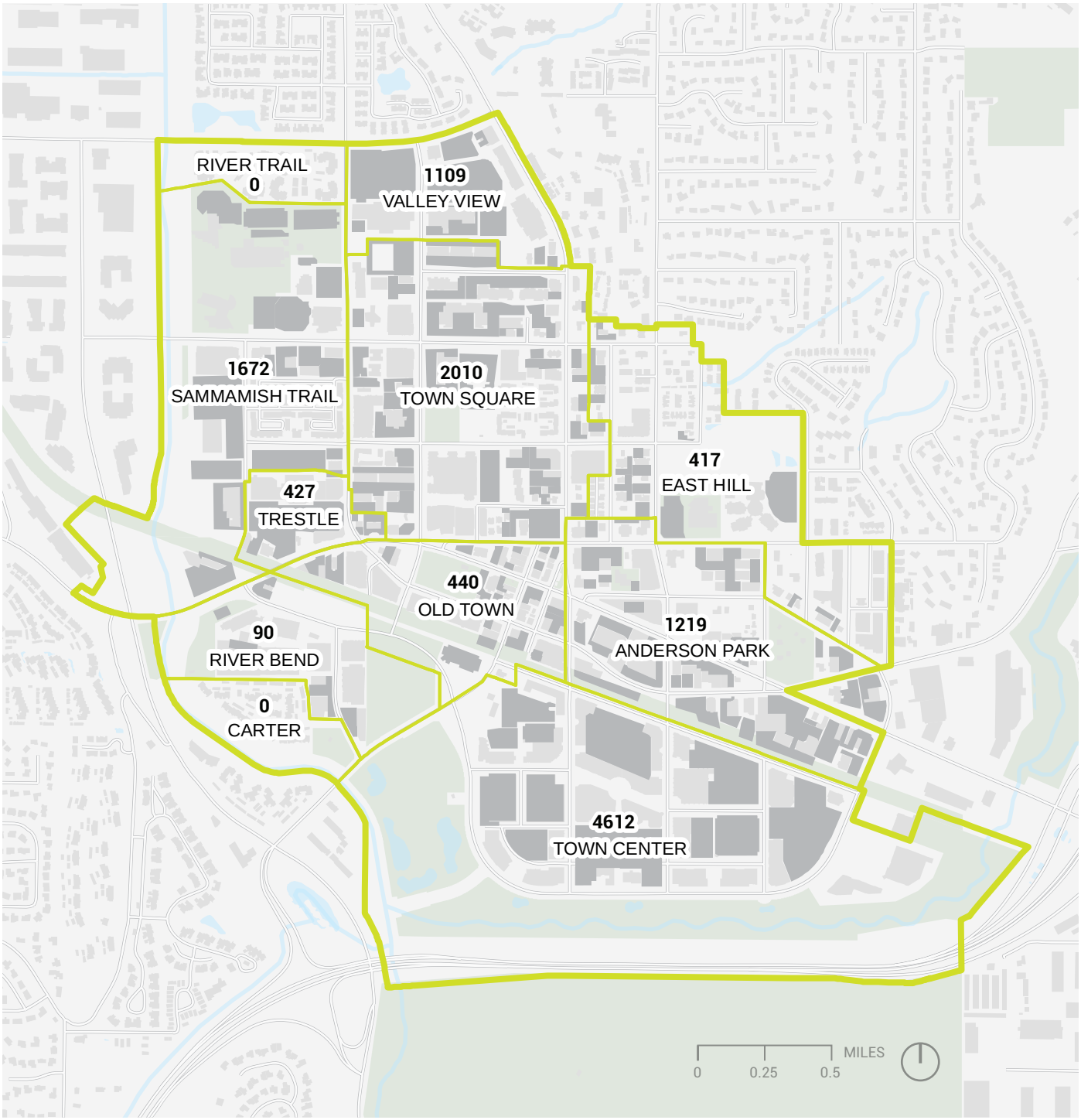


DOWNTOWN STUDY AREA ZONE BOUNDARIES

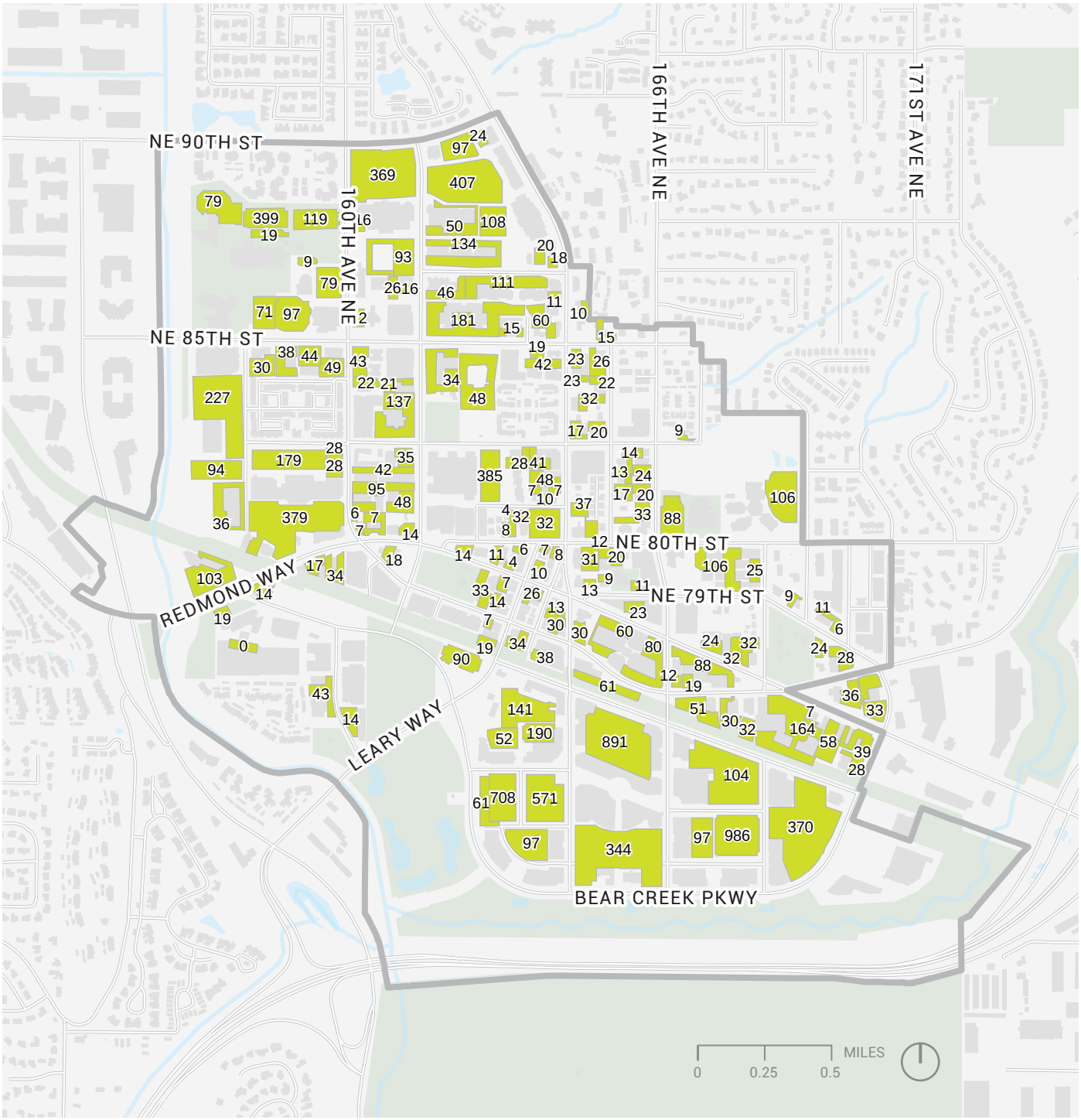


DOWNTOWN STUDY AREA

1 REDMOND CITY HALL
2 REGIONAL LIBRARY
3 EDGE SKATE PARK
4 TRANSIT CENTER
5 COMMUNITY CENTER
6 LUKE MCREDMOND LANDING
7 DOWNTOWN PARK
8 CENTRAL CONNECTOR PARK
9 ANDERSON PARK

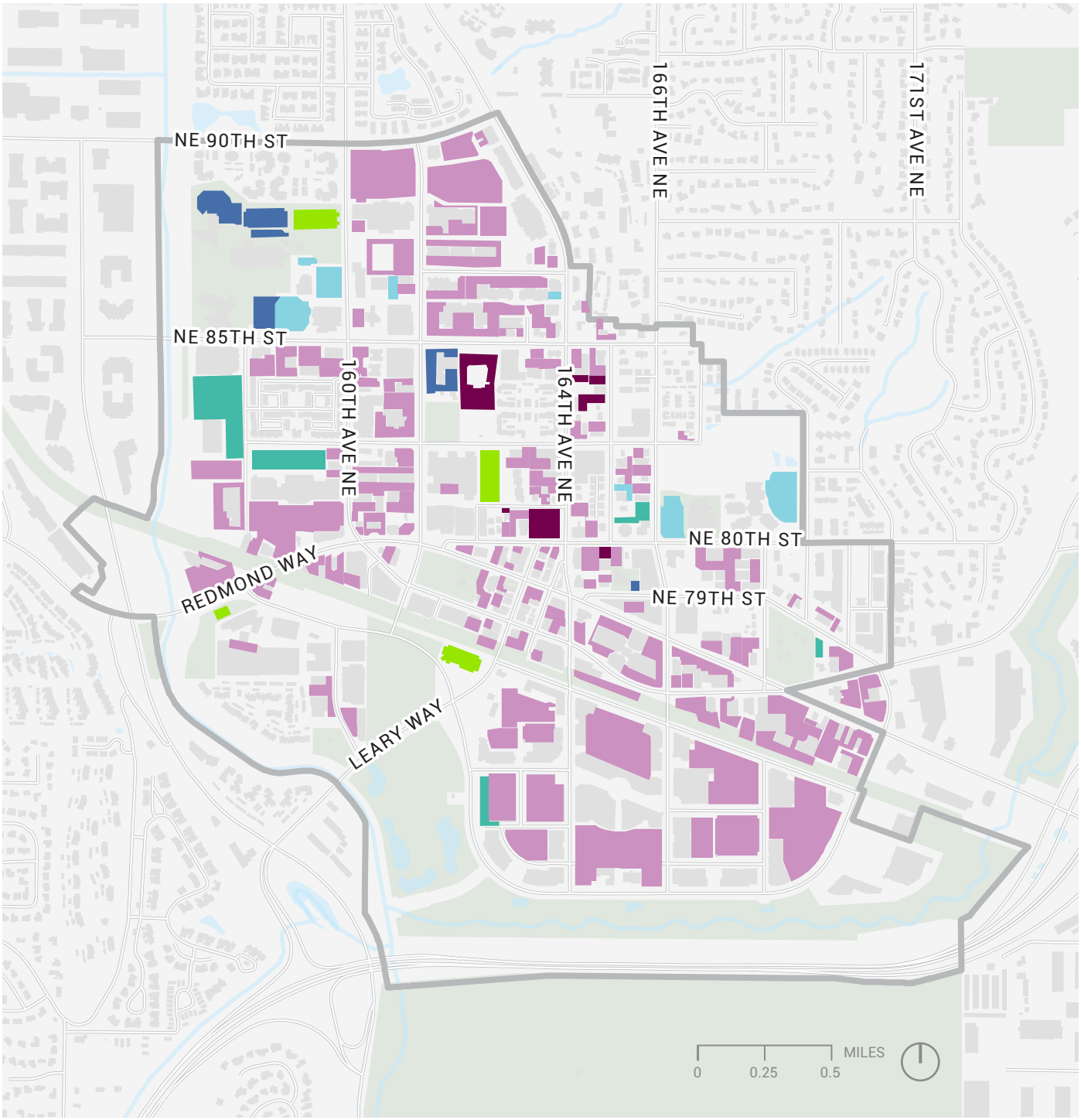


DOWNTOWN STUDY AREA
ZONE BOUNDARIES
00 TOTAL PARKING STALLS
OFF-STREET FACILITIES



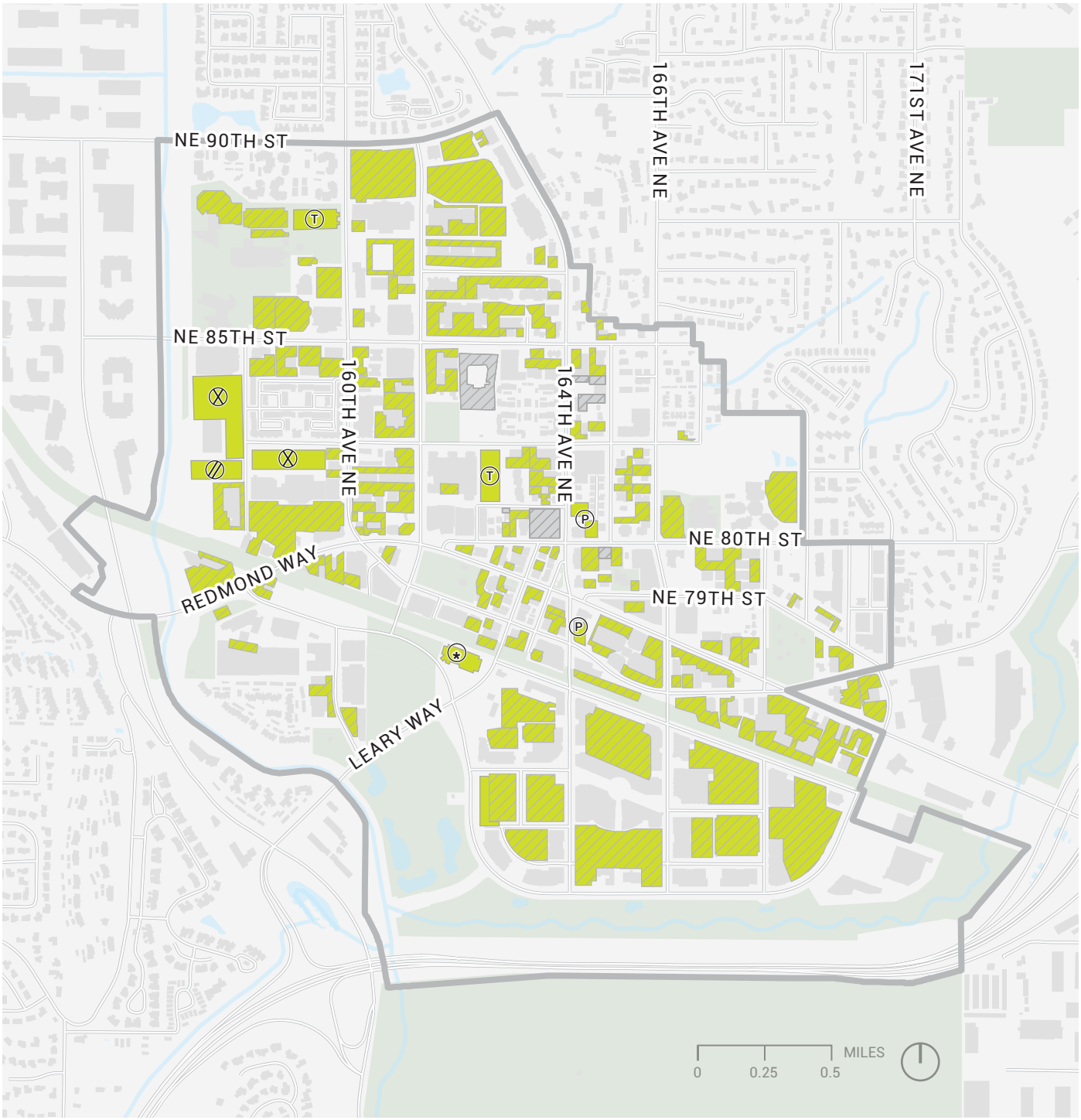
OFF-STREET FACILITIES

00 NO. OF PARKING STALLS



PUBLIC CIVIC CITY COMMERCIAL PRIVATE VACANT

OFF-STREET PARKING
USE TYPES



FREE PARKING WITH ASSOCIATED USE

VACANT LOT

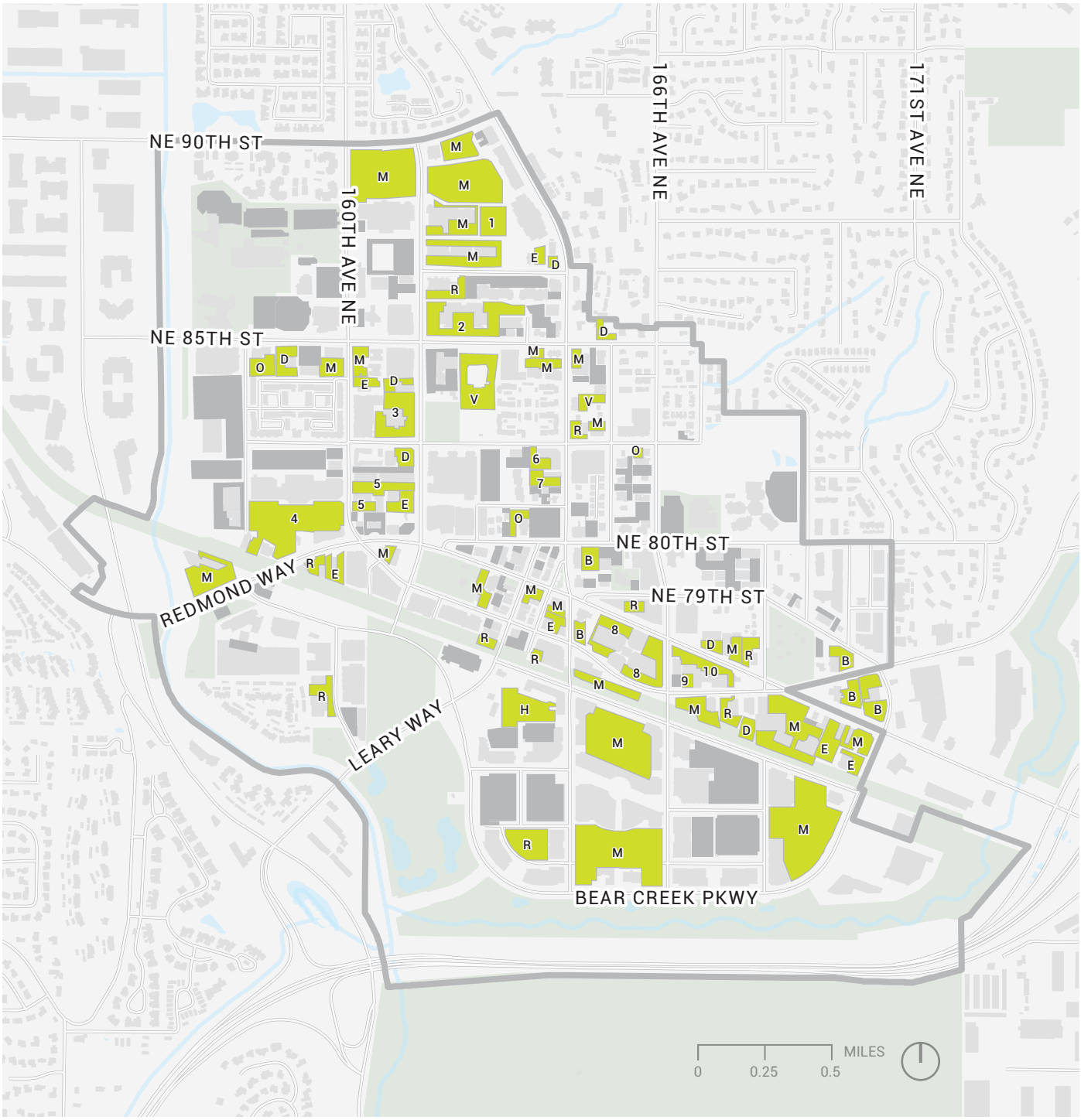
4-HOUR FREE PARKING $5 FLAT RATE ALL DAY

2-HOUR USE PARKING OR BY PERMIT ONLY

FREE FOR TRANSIT RIDERS, CARPOOL AND VANPOOL ONLY

PERMIT PARKING ONLY

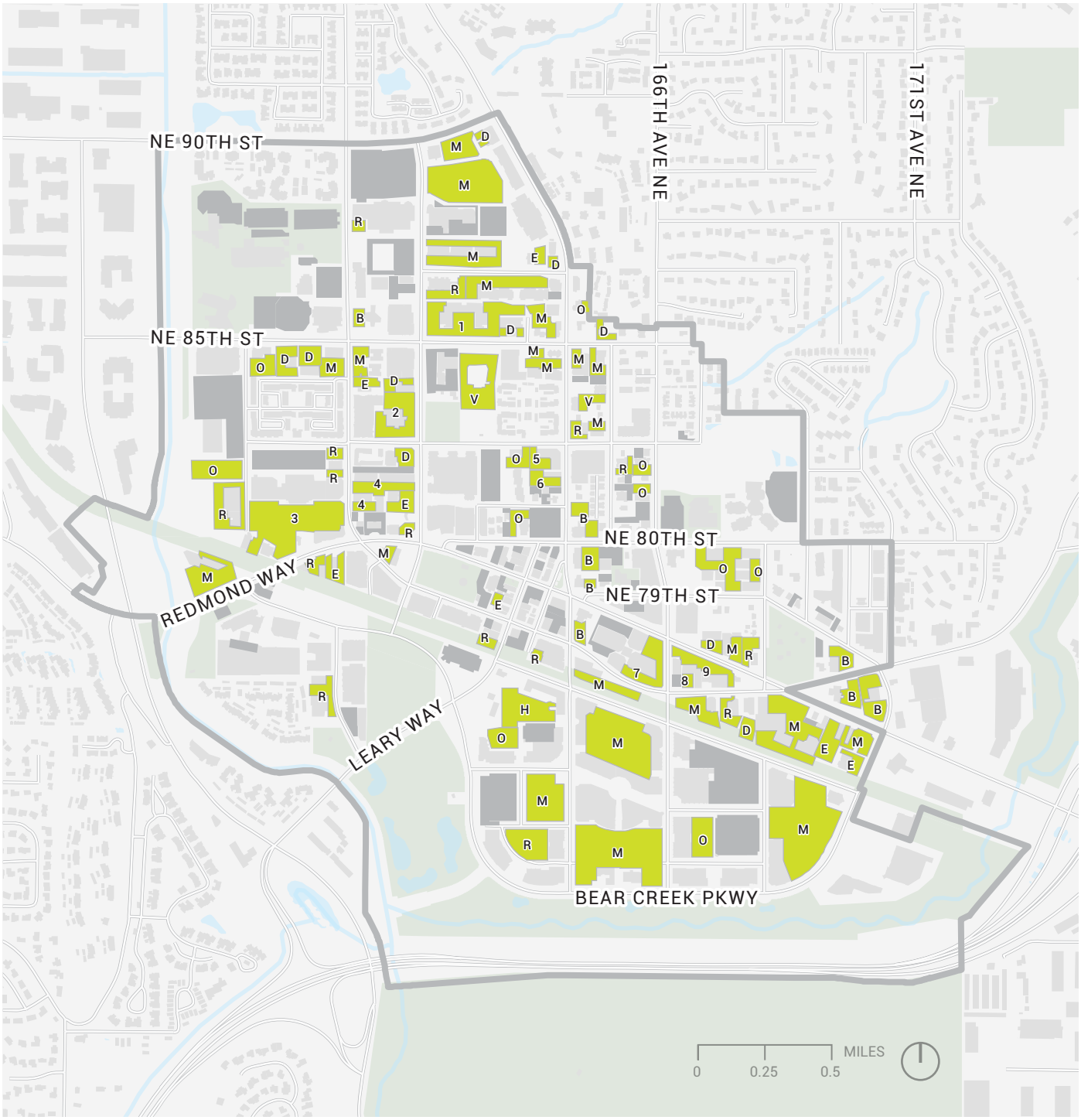
PAID PUBLIC PARKING NIGHTS & WEEKENDS



RUN 1 // 9 AM - 4 PM

≤ 70% DAY OCCUPANCY WITH AT LEAST 10 AVAILABLE STALLS

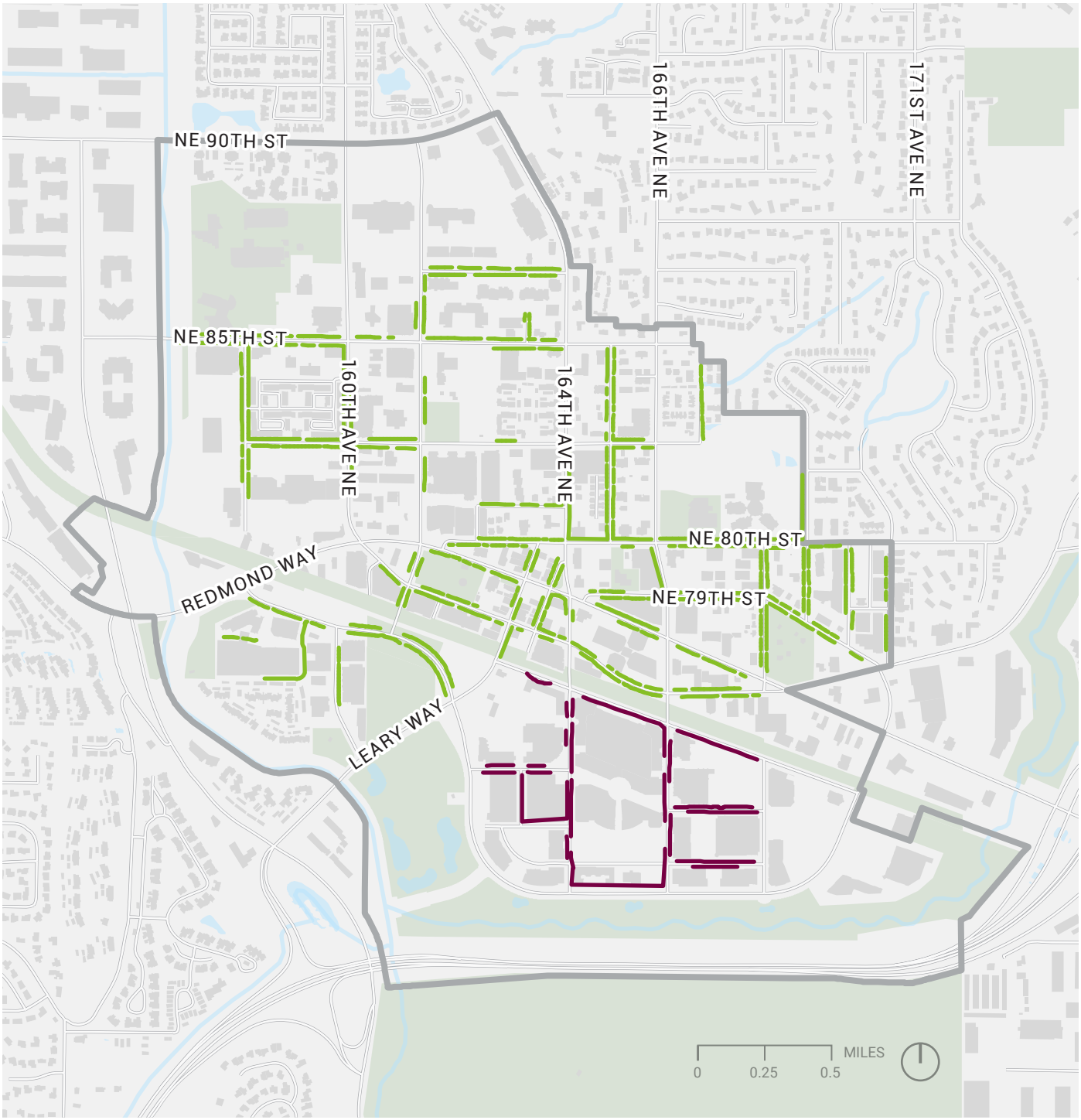
M	MIXED USE	O	OFFICE	1	REGAL CINEMA	4	REDMOND CENTER	8	REDMOND SQUARE
R	RETAIL	V	VACANT	2	VILLAGE SQUARE	5	REDMOND MALL	9	REDMOND COURT CENTER
E	RESTAURANT	B	BANK	3	REDMOND MEDICAL CENTER	6	REDMOND TOWN SQUARE	10	POINT REDMOND SHOPPING CENTER
D	MEDICAL	H	HOTEL			7	SHIPPING CENTER		



RUN 2 // 4 PM - 9 PM

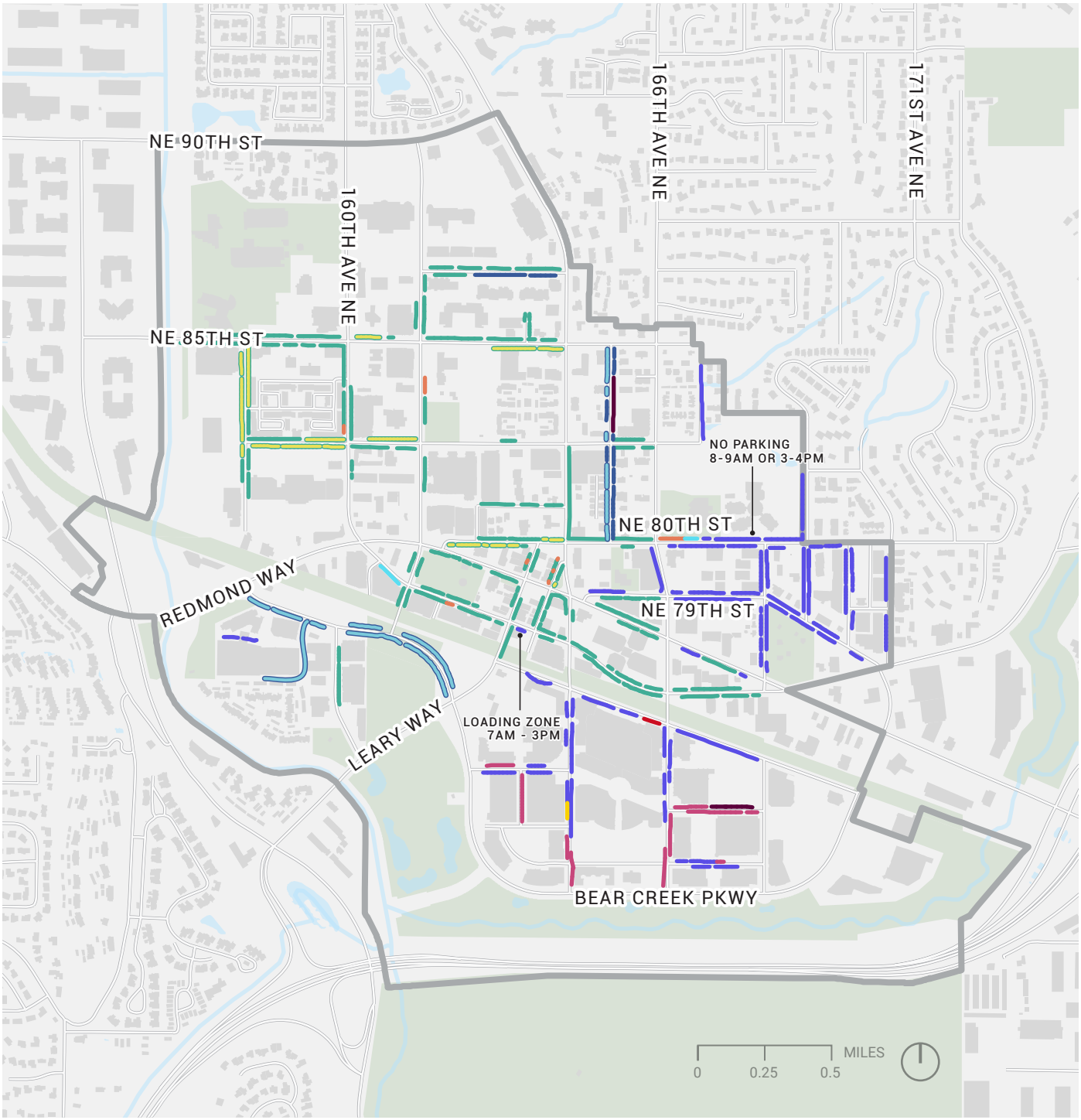
≤ 70% EVENING OCCUPANCY WITH AT LEAST 10 AVAILABLE STALLS

M	MIXED USE	O	OFFICE	1	VILLAGE SQUARE	4	REDMOND MALL	8	REDMOND COURT CENTER
R	RETAIL	V	VACANT	2	REDMOND MEDICAL CENTER	5	REDMOND TOWN SQUARE	9	POINT REDMOND SHOPPING CENTER
E	RESTAURANT	B	BANK	3	REDMOND CENTER	6	SHIPPING CENTER		
D	MEDICAL	H	HOTEL			7	REDMOND SQUARE		



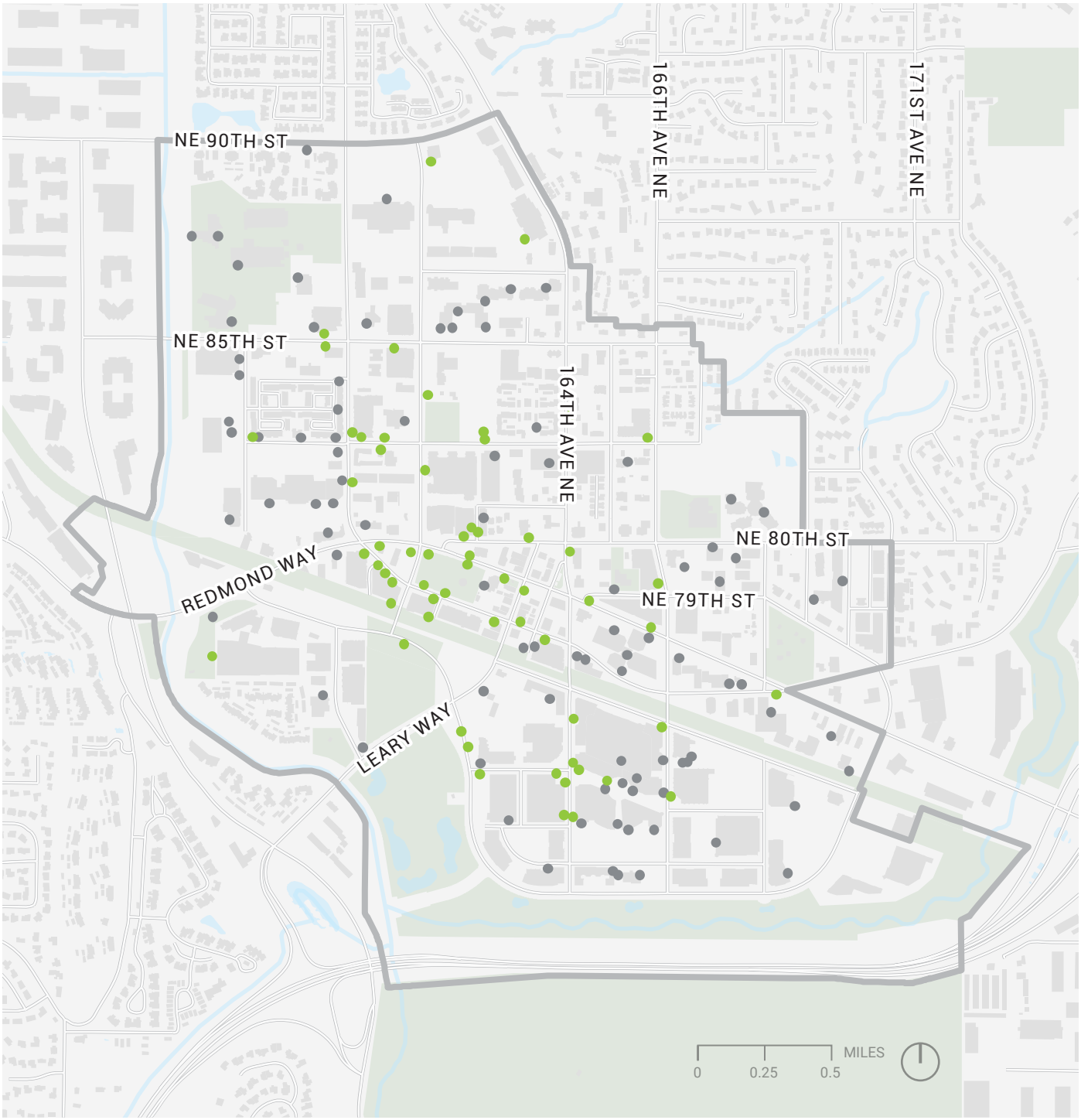
ON-STREET / CITY OWNED

ON-STREET / PRIVATE

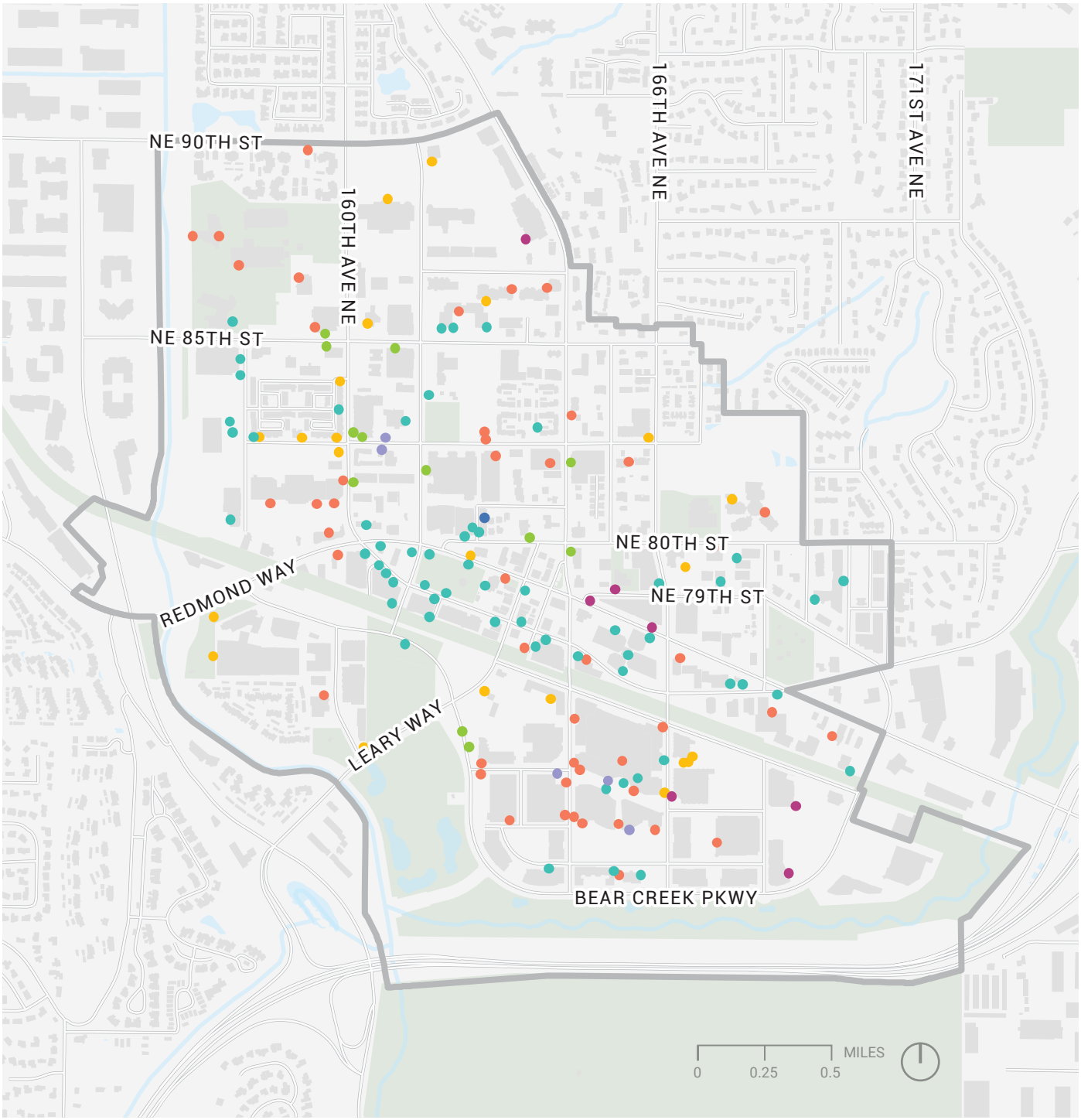


10-MINUTE
15-MINUTE
30-MINUTE
1-HOUR
2-HOUR
3-HOUR
BUSINESS USE ONLY
2-HOUR OR BY PERMIT
3-HOUR OR BY PERMIT
NO LIMIT
UNKNOWN

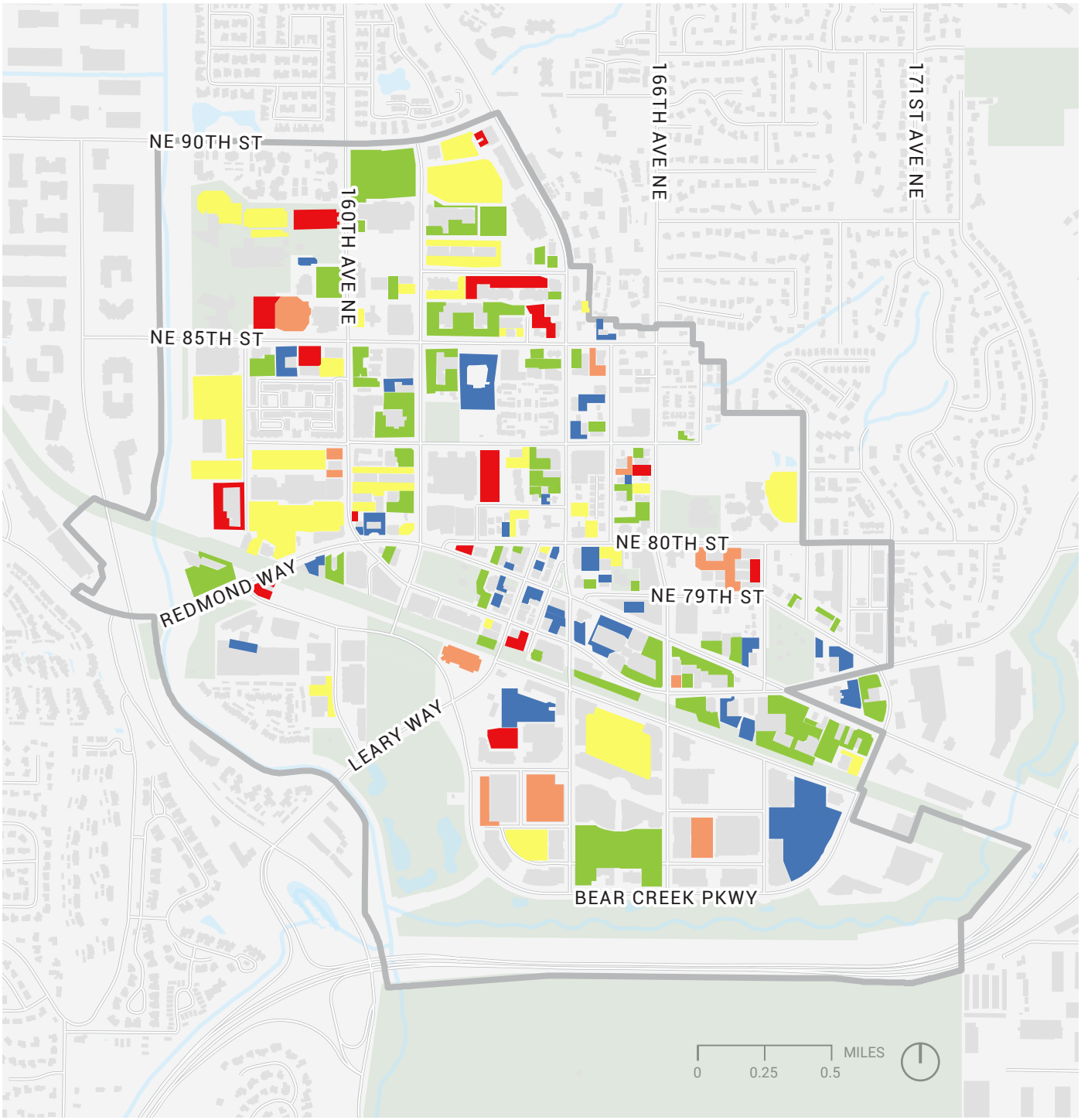
BICYCLE PARKING
OWNERSHIP



PUBLIC PRIVATE

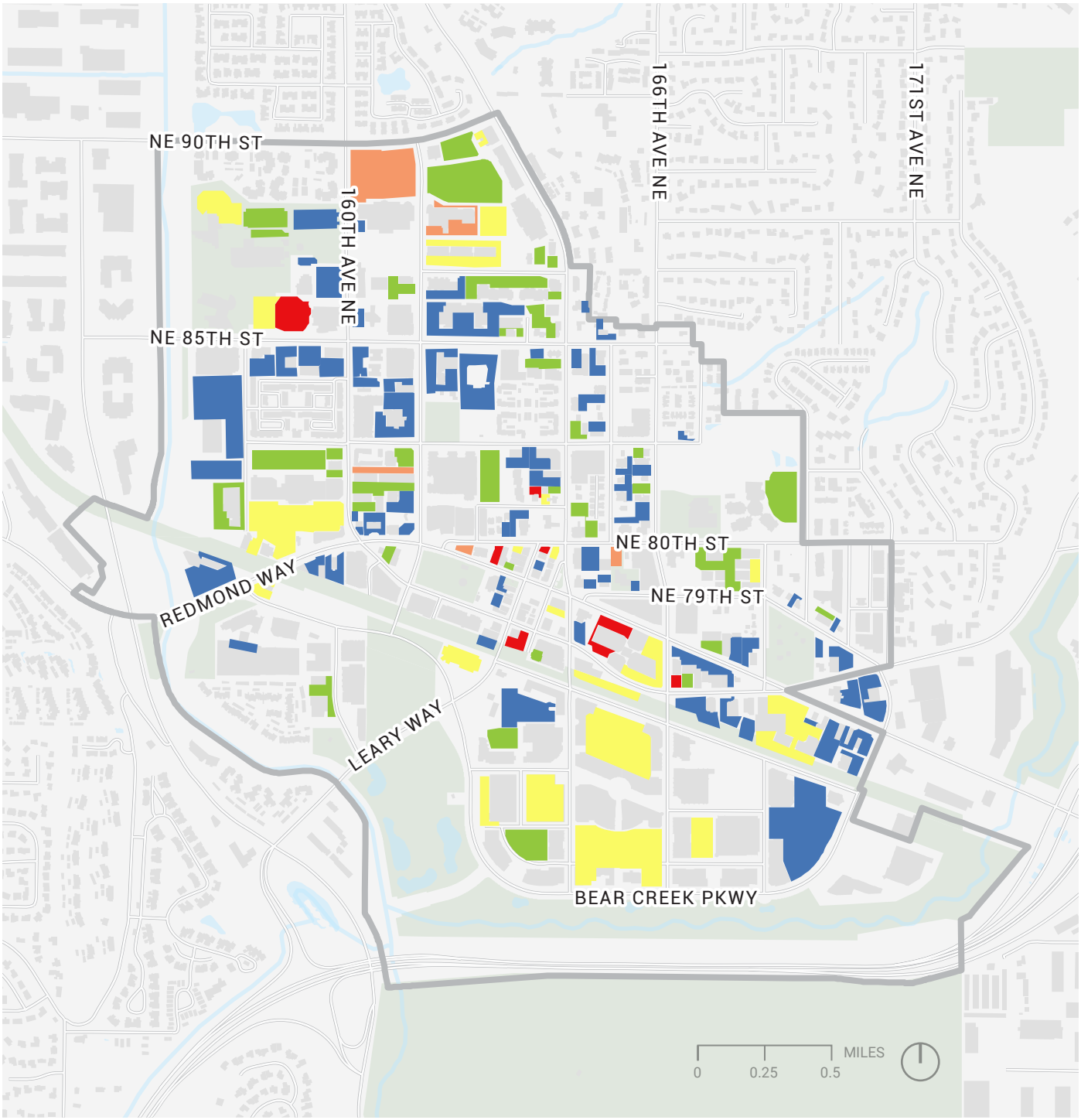


ART
BIKE BIKE
POST
VERTICAL
STAPLE
WAVE
OTHER



RUN 1 // 9 AM - 4PM

0 - 25% | 25 - 50% | 50 - 75% | 75 - 85% | ≥ 85%



RUN 2 // 4 PM - 9PM

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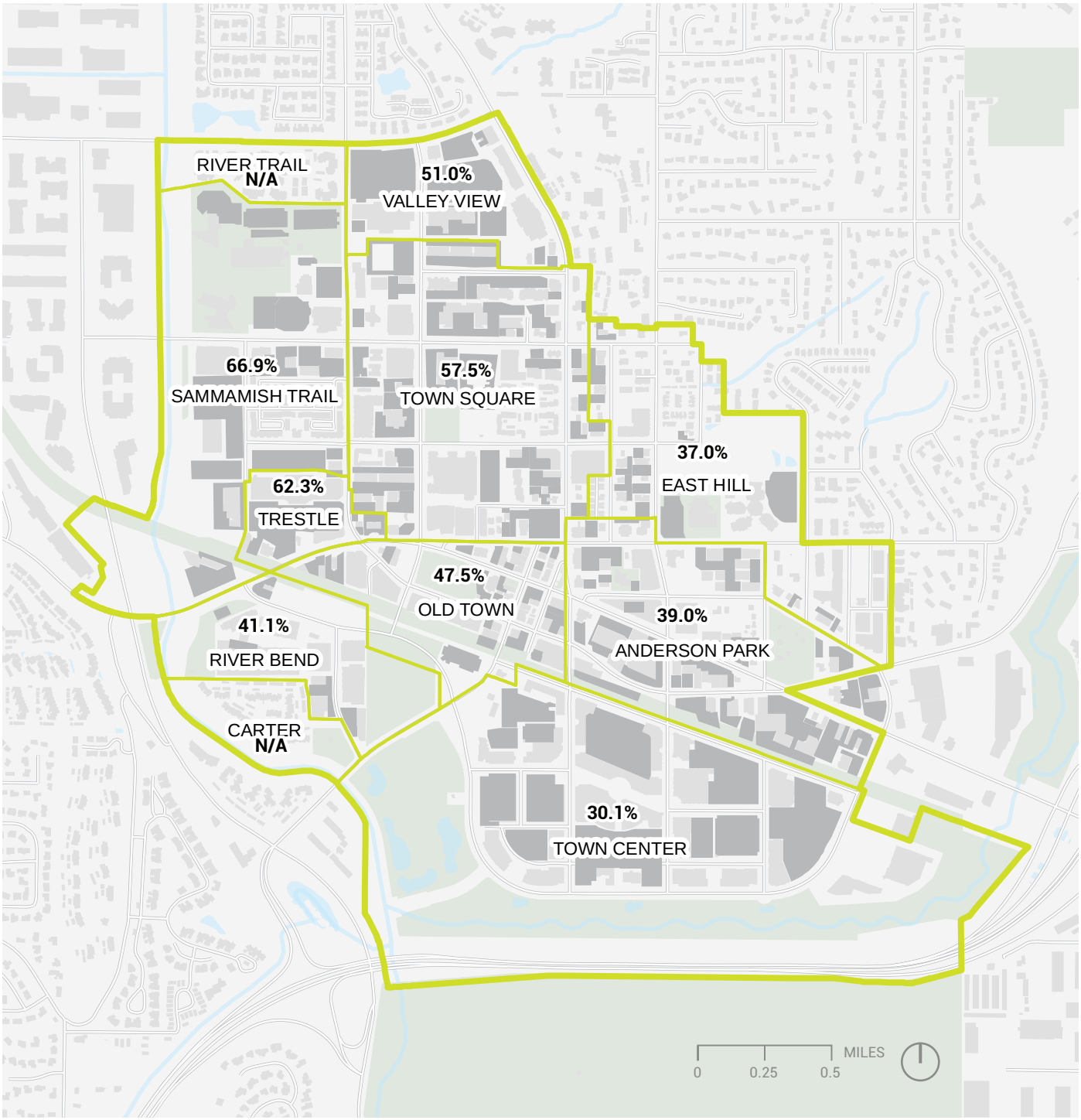
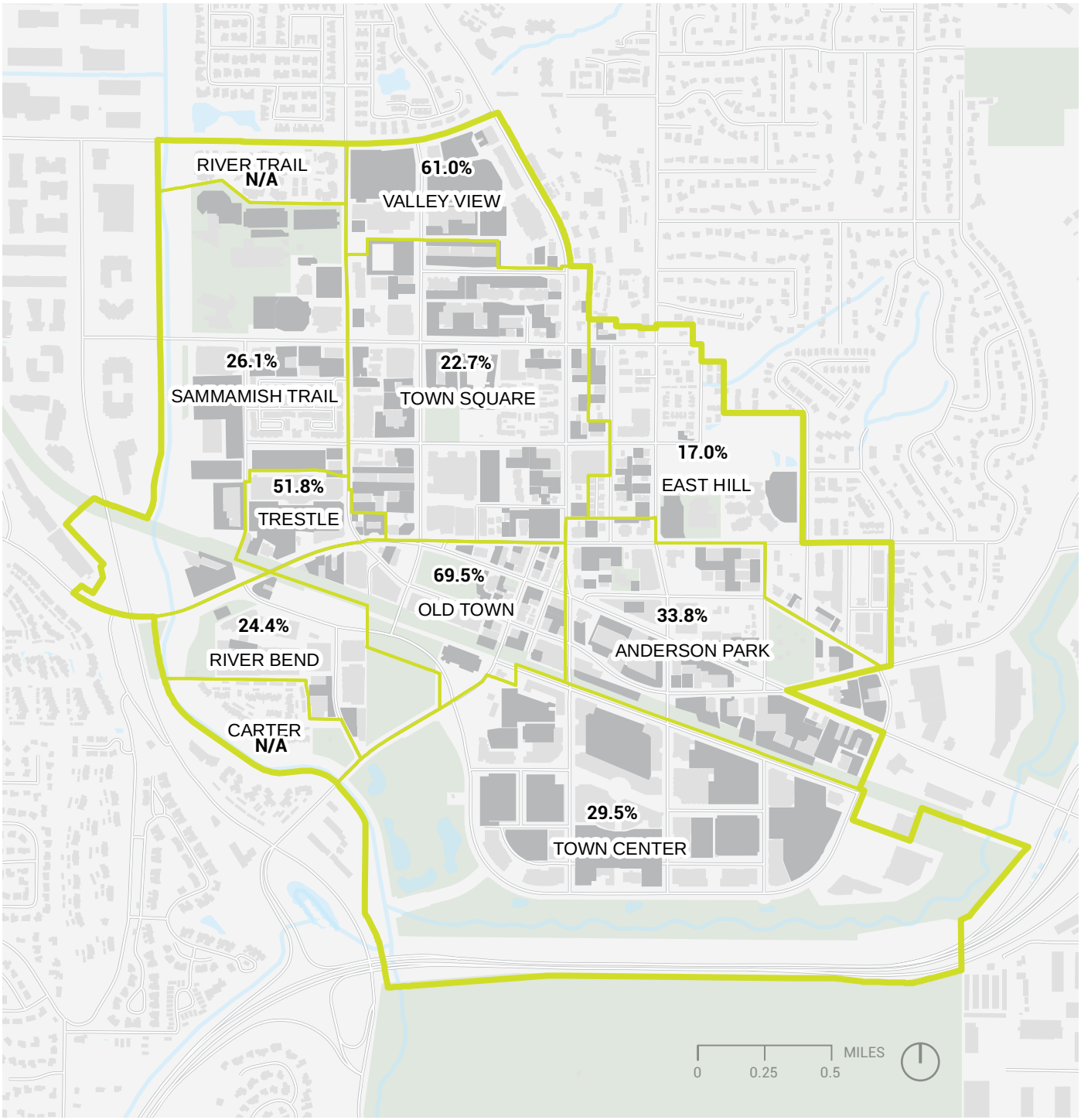
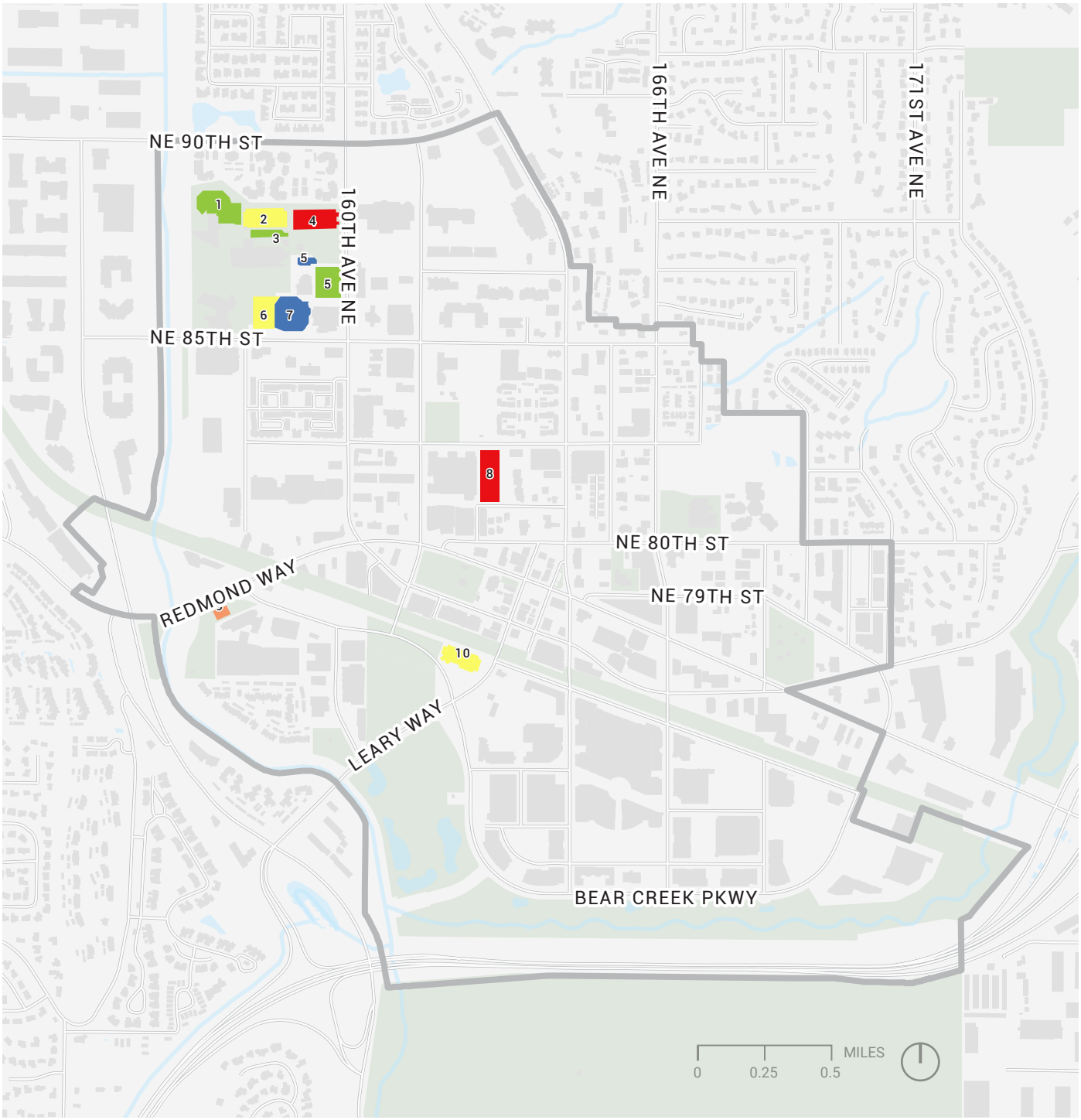

RIVER TRAIL
N/A
51.0%
VALLEY VIEW
66.9%
SAMMAMISH TRAIL
57.5%
TOWN SQUARE
37.0%
EAST HILL
62.3%
TRESTLE
47.5%
OLD TOWN
39.0%
ANDERSON PARK
41.1%
RIVER BEND
CARTER
N/A
30.1%
TOWN CENTER
MILES
0
0.25
0.5

RUN 1 // 9 AM - 4PM


RIVER TRAIL
N/A
61.0%
VALLEY VIEW
26.1%
SAMMAMISH TRAIL
22.7%
TOWN SQUARE
17.0%
EAST HILL
51.8%
TRESTLE
69.5%
OLD TOWN
33.8%
ANDERSON PARK
24.4%
RIVER BEND
CARTER
N/A
29.5%
TOWN CENTER
MILES
0
0.25
0.5

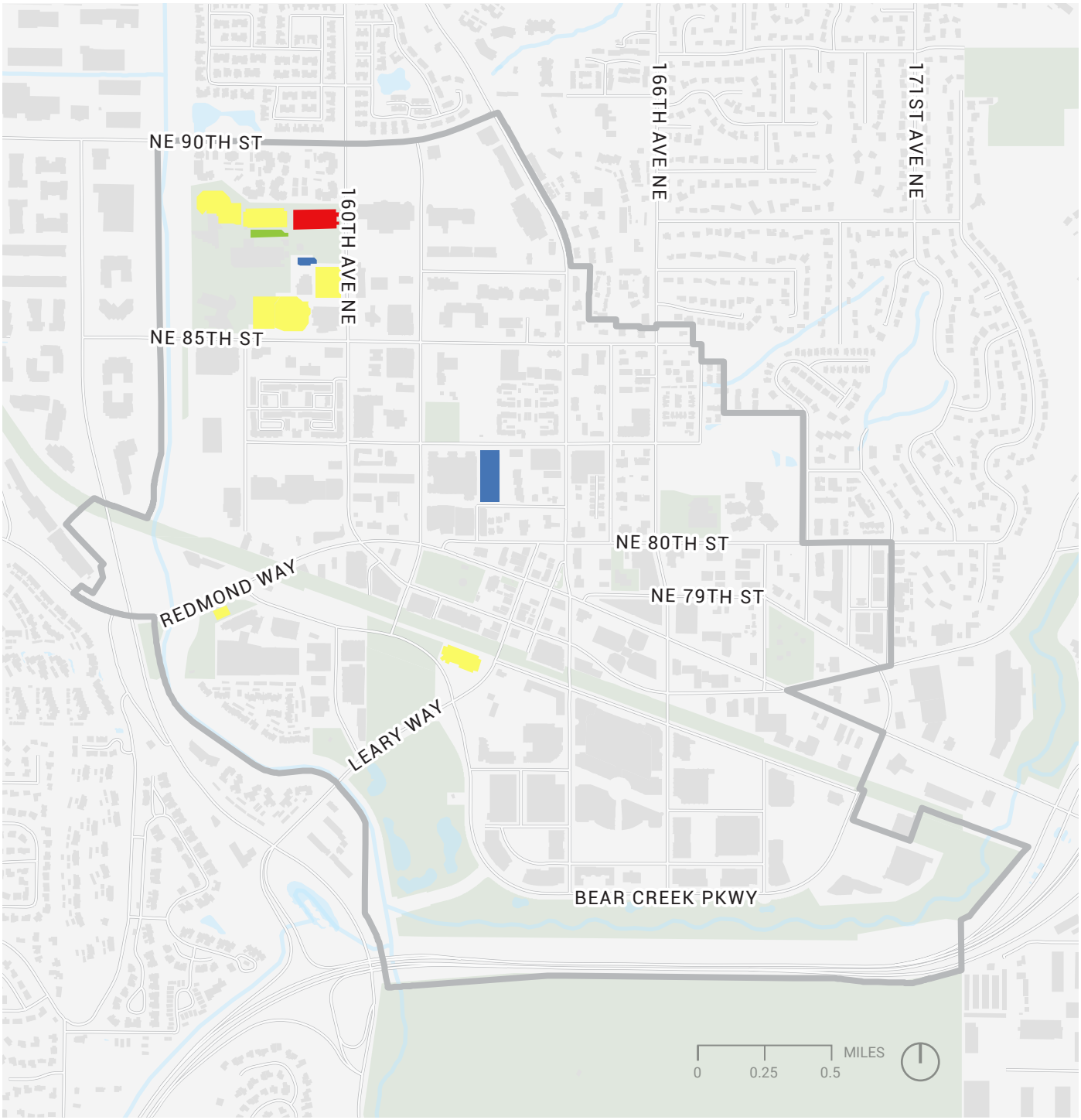
RUN 2 // 4 PM - 9PM



RUN 1 // 9:00 AM

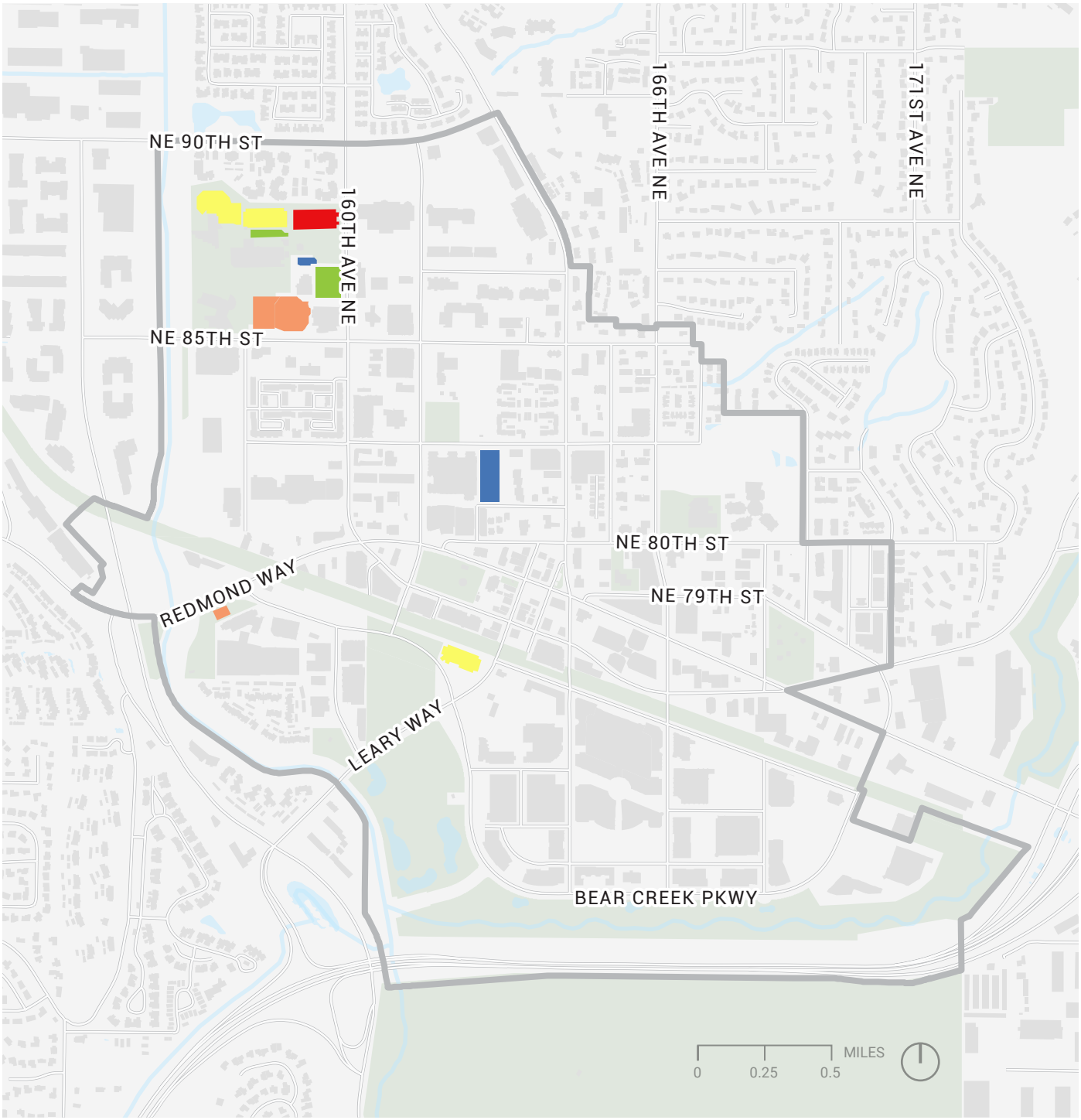
0 - 25% | 25 - 50% | 50 - 75% | 75 - 85% | ≥ 85%

1 SENIOR CENTER LOT
2 CITY CAMPUS GARAGE
3 VISITOR PARKING
4 COMMUTER PARKING
5 KING COUNTY COURT
6 CITY HALL LOT
7 REGIONAL LIBRARY
8 PARK & RIDE
9 LUKE MCREDMOND
10 CENTRAL CONNECTOR PARKING LOT



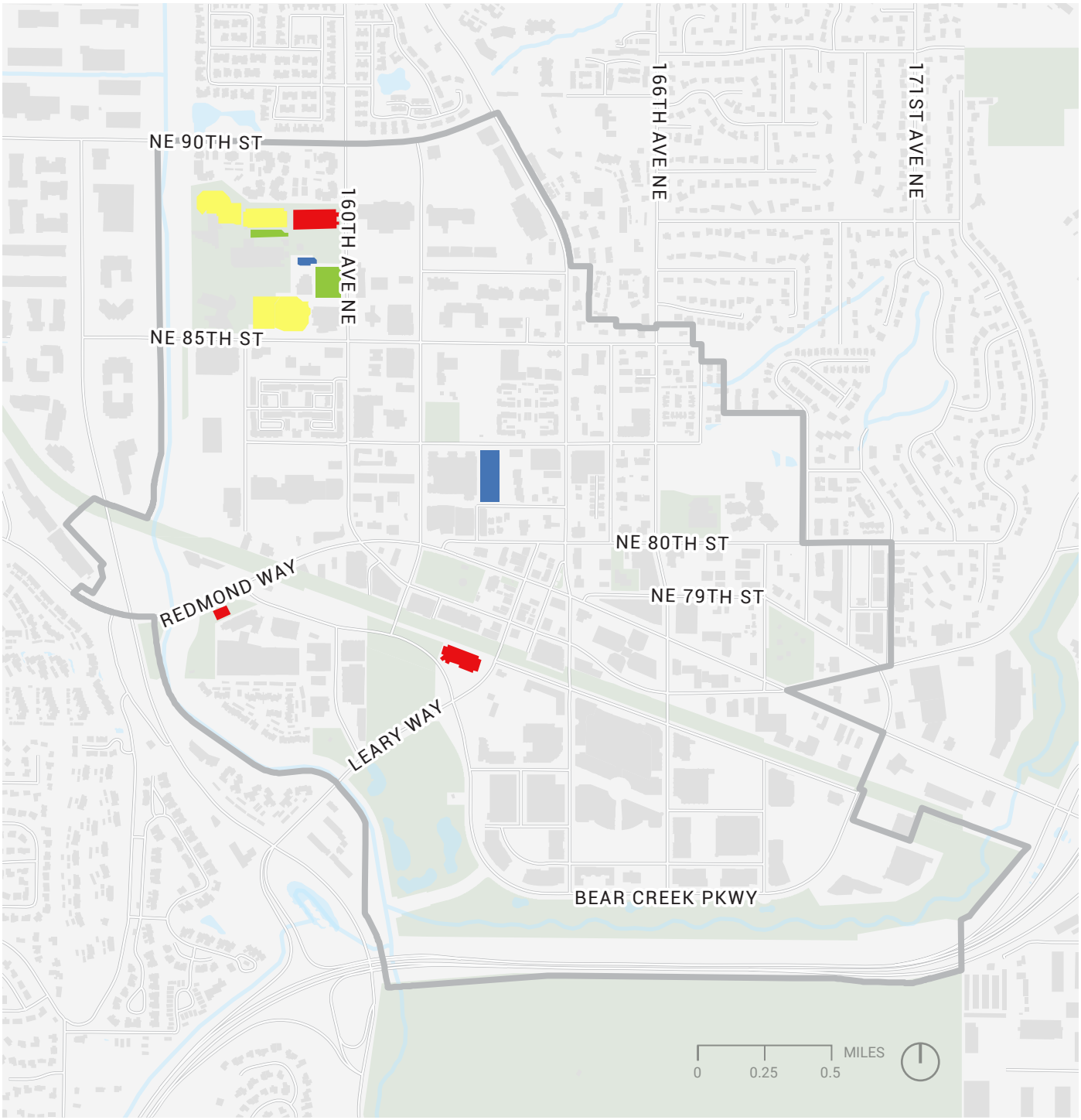
RUN 2 // 10:00 AM

0 - 25% | 25 - 50% | 50 - 75% | 75 - 85% | ≥ 85%



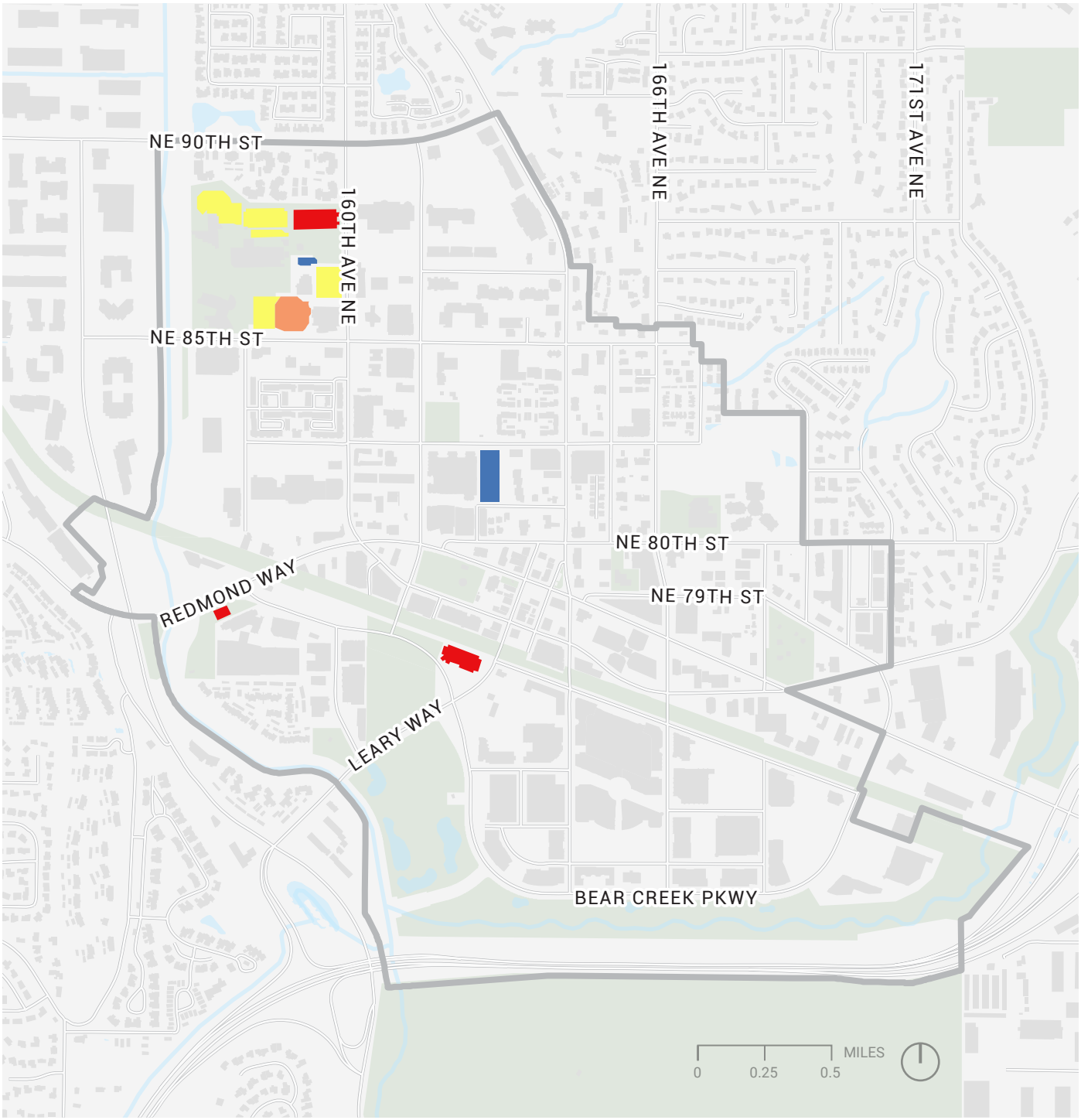
RUN 3 // 11:00 AM

0 - 25% | 25 - 50% | 50 - 75% | 75 - 85% | ≥ 85%



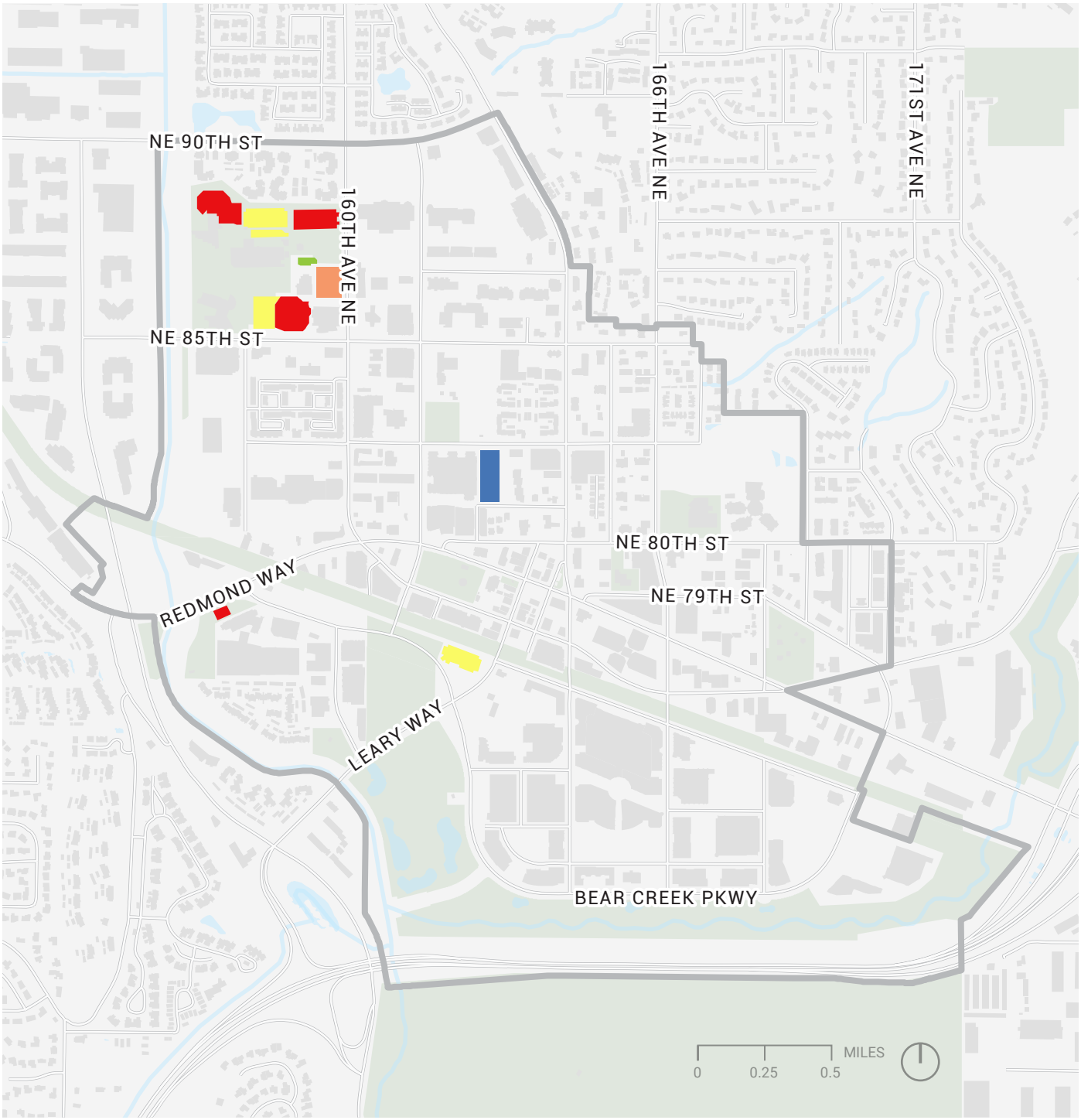
RUN 4 // 12:00 PM

0 - 25% | 25 - 50% | 50 - 75% | 75 - 85% | ≥ 85%



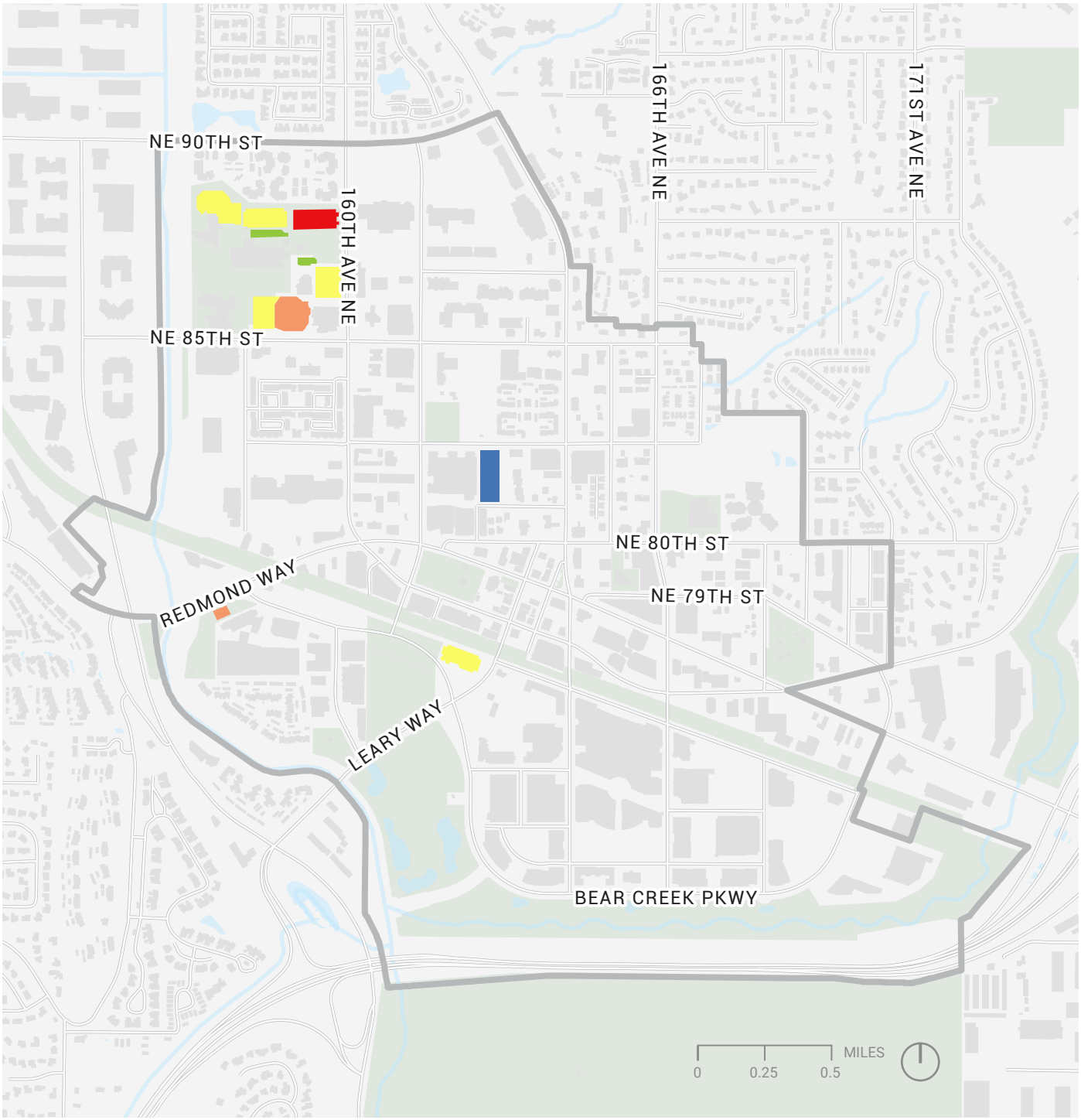
RUN 5 // 1:00 PM

0 - 25% | 25 - 50% | 50 - 75% | 75 - 85% | ≥ 85%



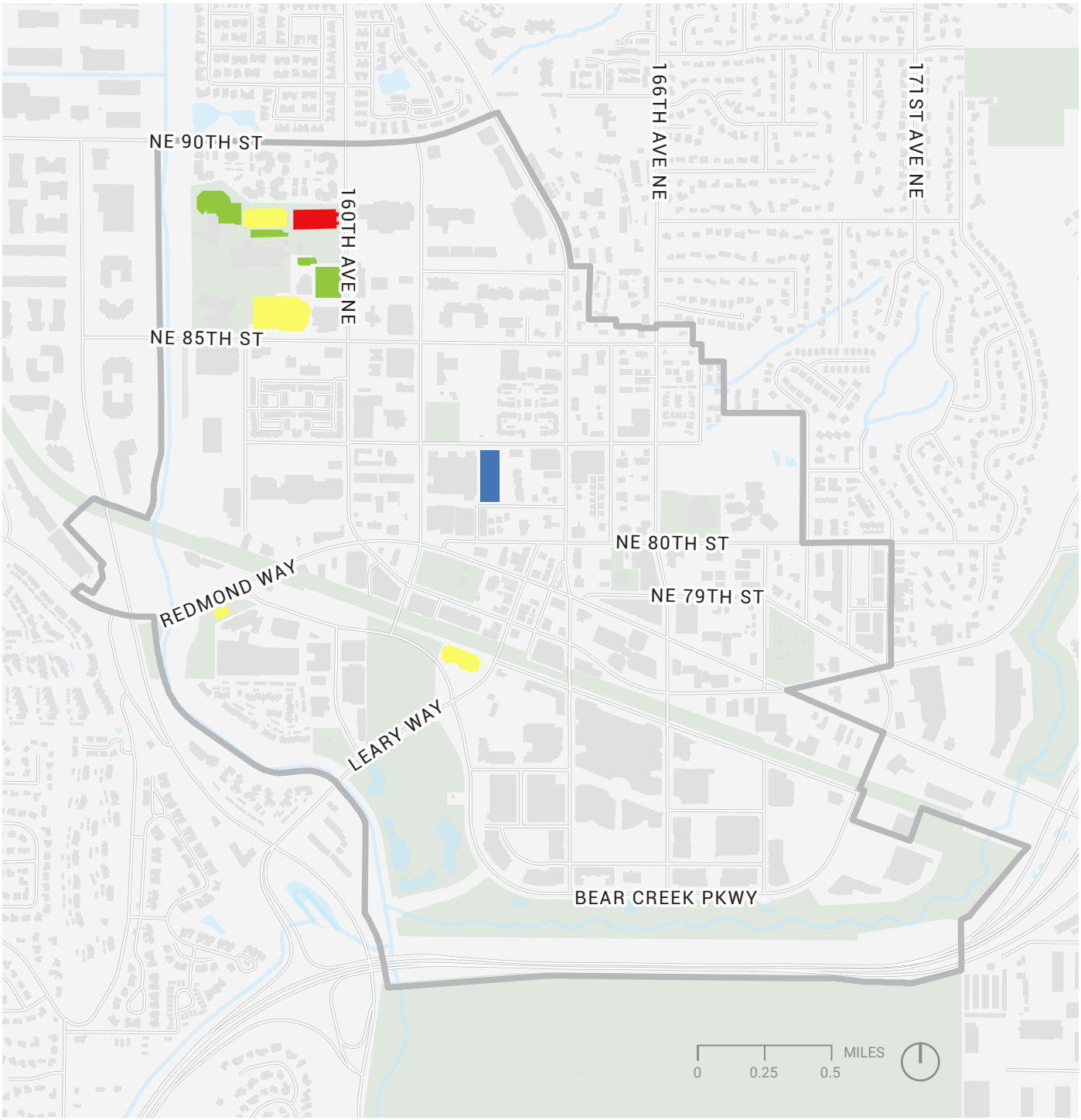
RUN 6 // 2:00 PM

0 - 25% | 25 - 50% | 50 - 75% | 75 - 85% | ≥ 85%



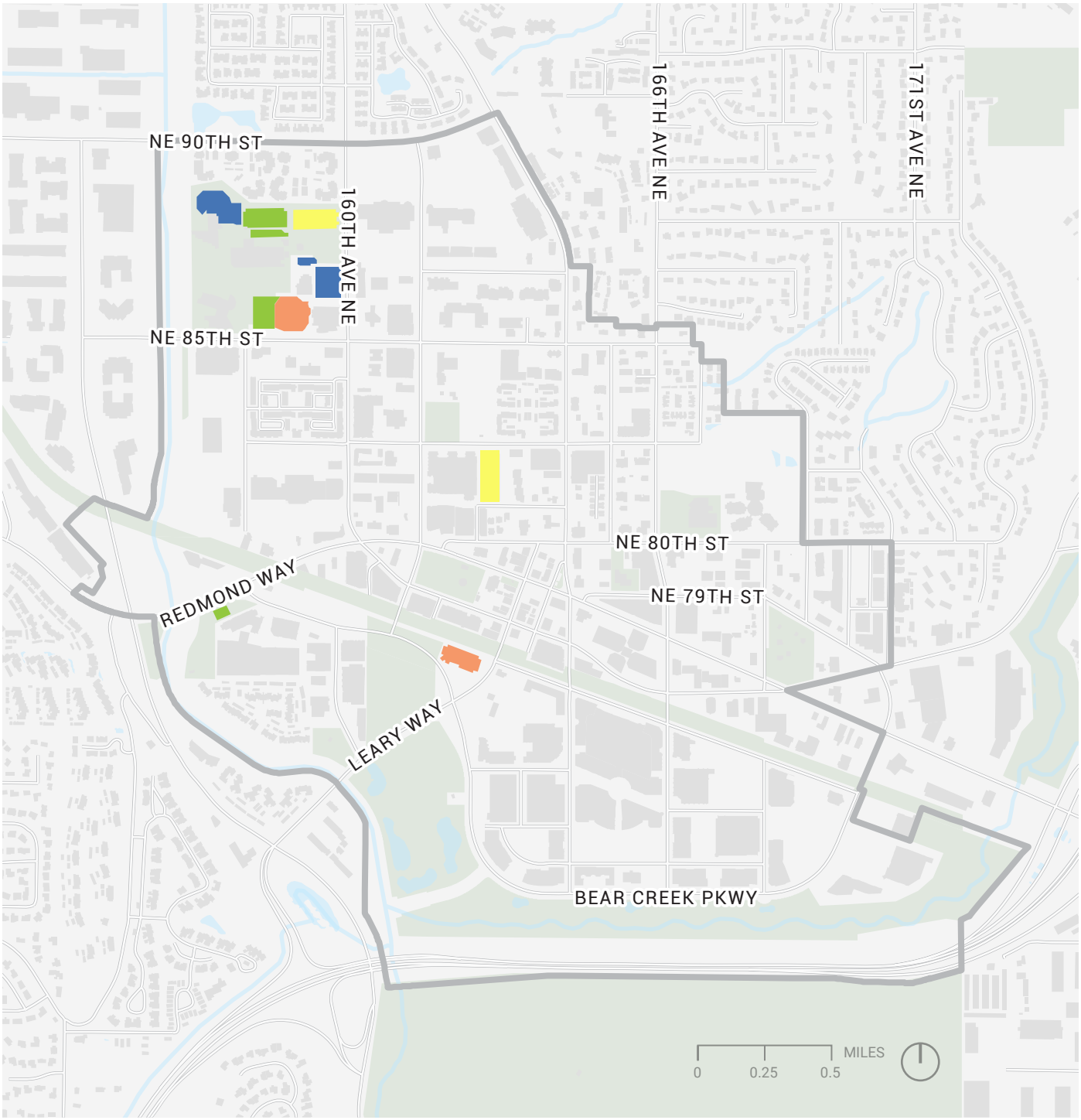
RUN 7 // 3:00 PM

0 - 25% | 25 - 50% | 50 - 75% | 75 - 85% | ≥ 85%



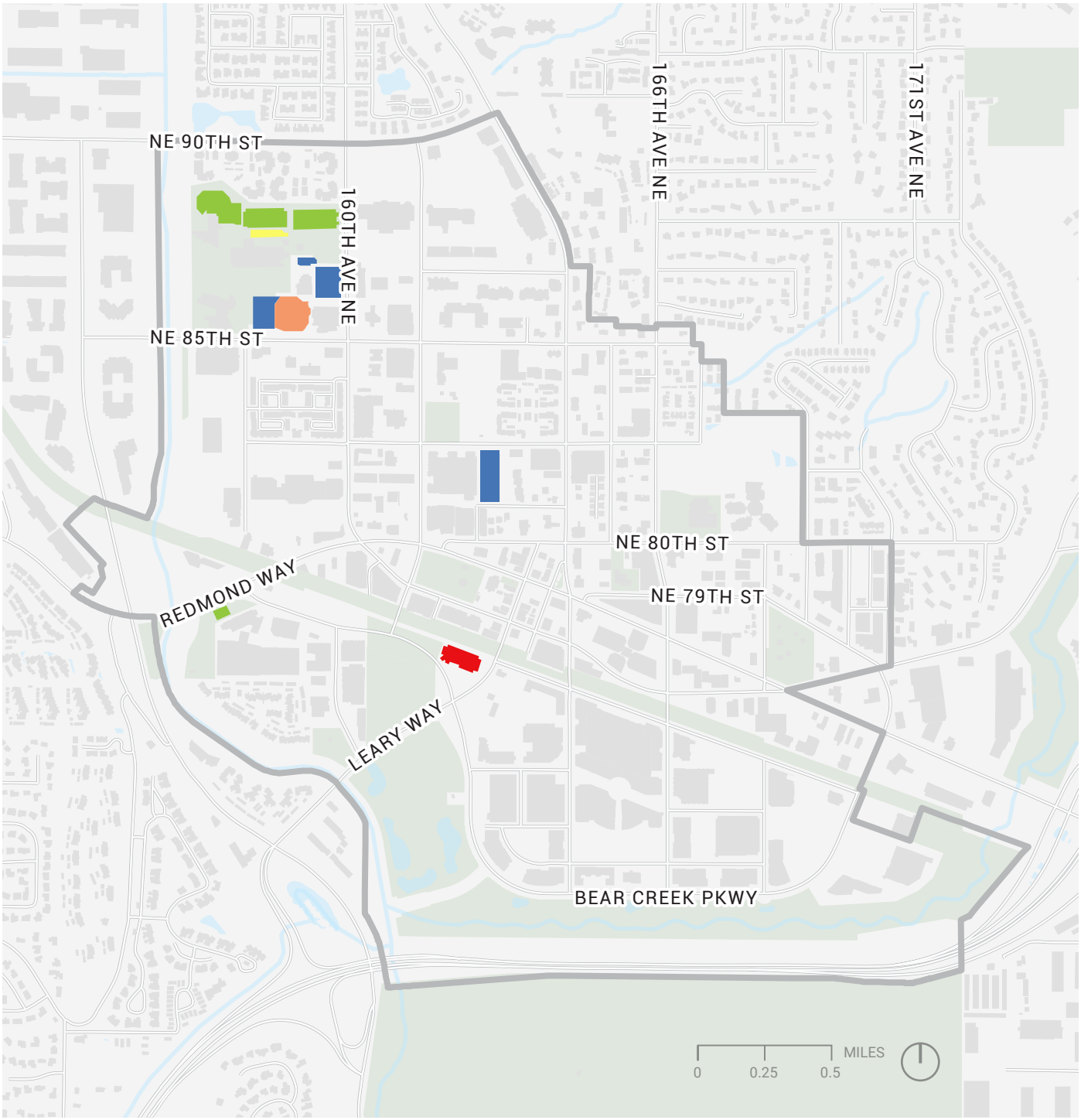
RUN 8 // 4:00 PM

0 - 25% | 25 - 50% | 50 - 75% | 75 - 85% | ≥ 85%



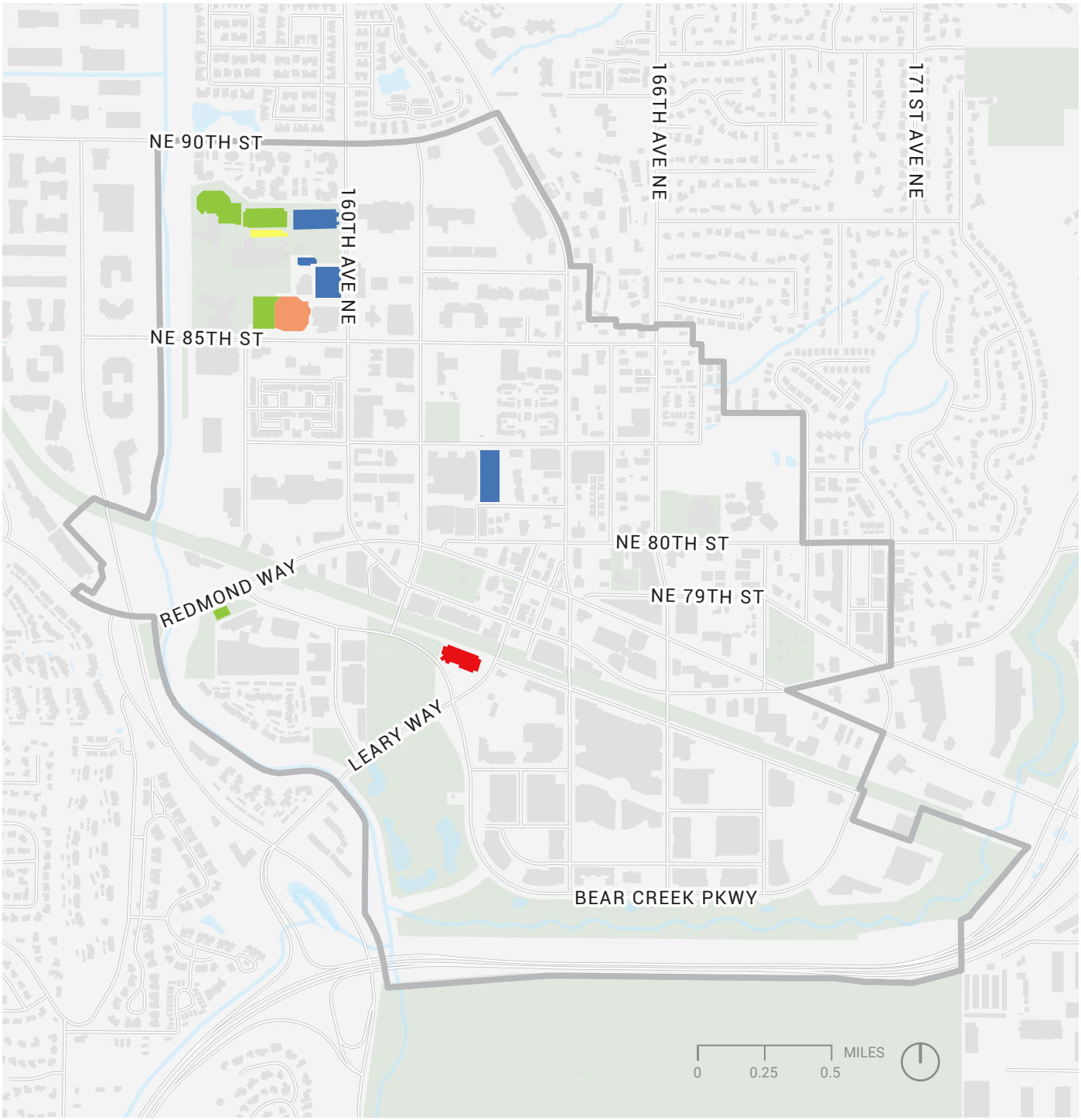
RUN 9 // 5:00 PM

0 - 25% | 25 - 50% | 50 - 75% | 75 - 85% | ≥ 85%



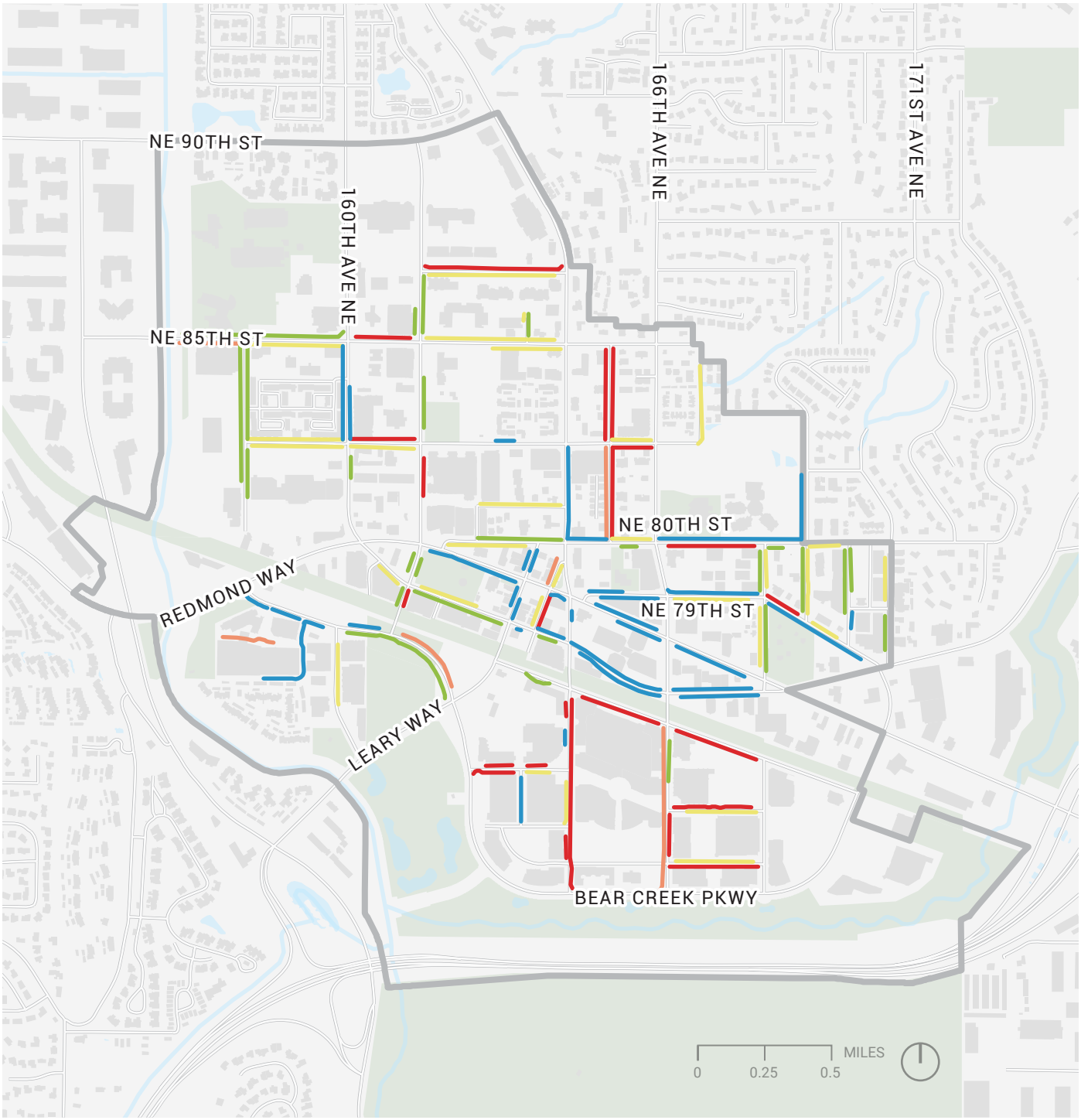
RUN 10 // 6:00 PM

0 - 25% | 25 - 50% | 50 - 75% | 75 - 85% | ≥ 85%



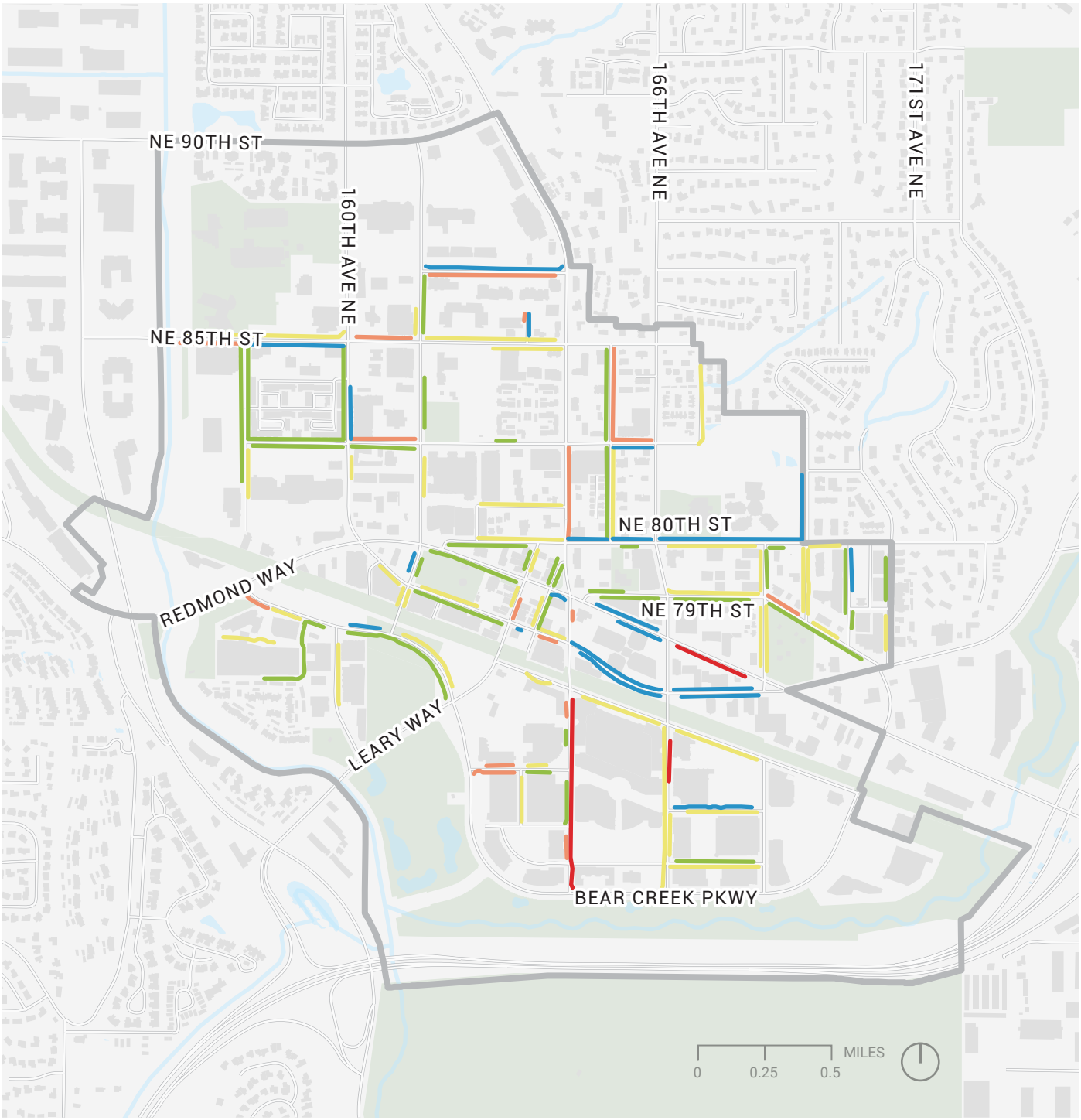
RUN 11 // 7:00 PM

0 - 25% | 25 - 50% | 50 - 75% | 75 - 85% | ≥ 85%



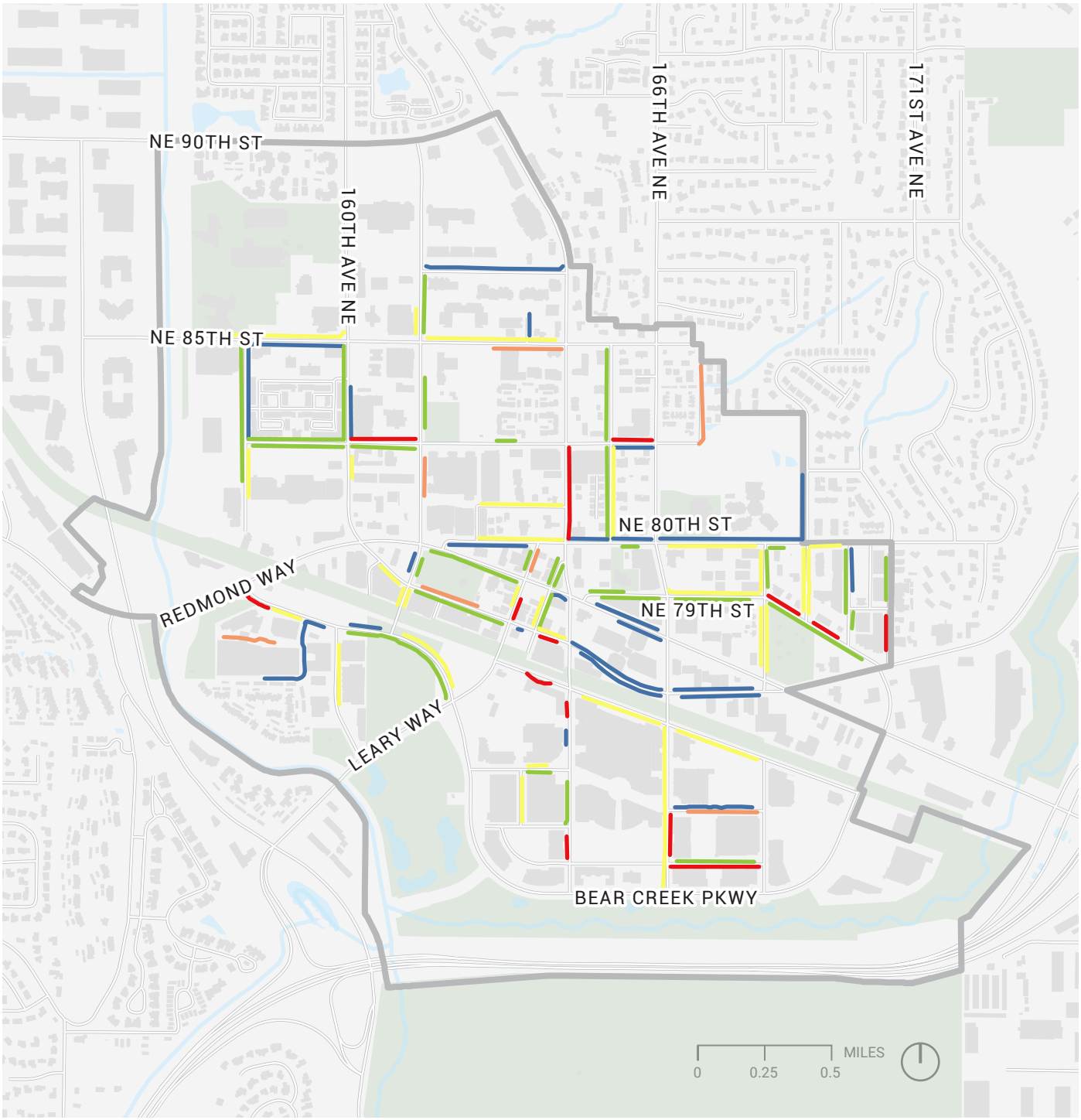
RUN 1 // 9:00AM - 10:45AM

0 - 25% | 25 - 50% | 50 - 75% | 75 - 85% | ≥ 85%



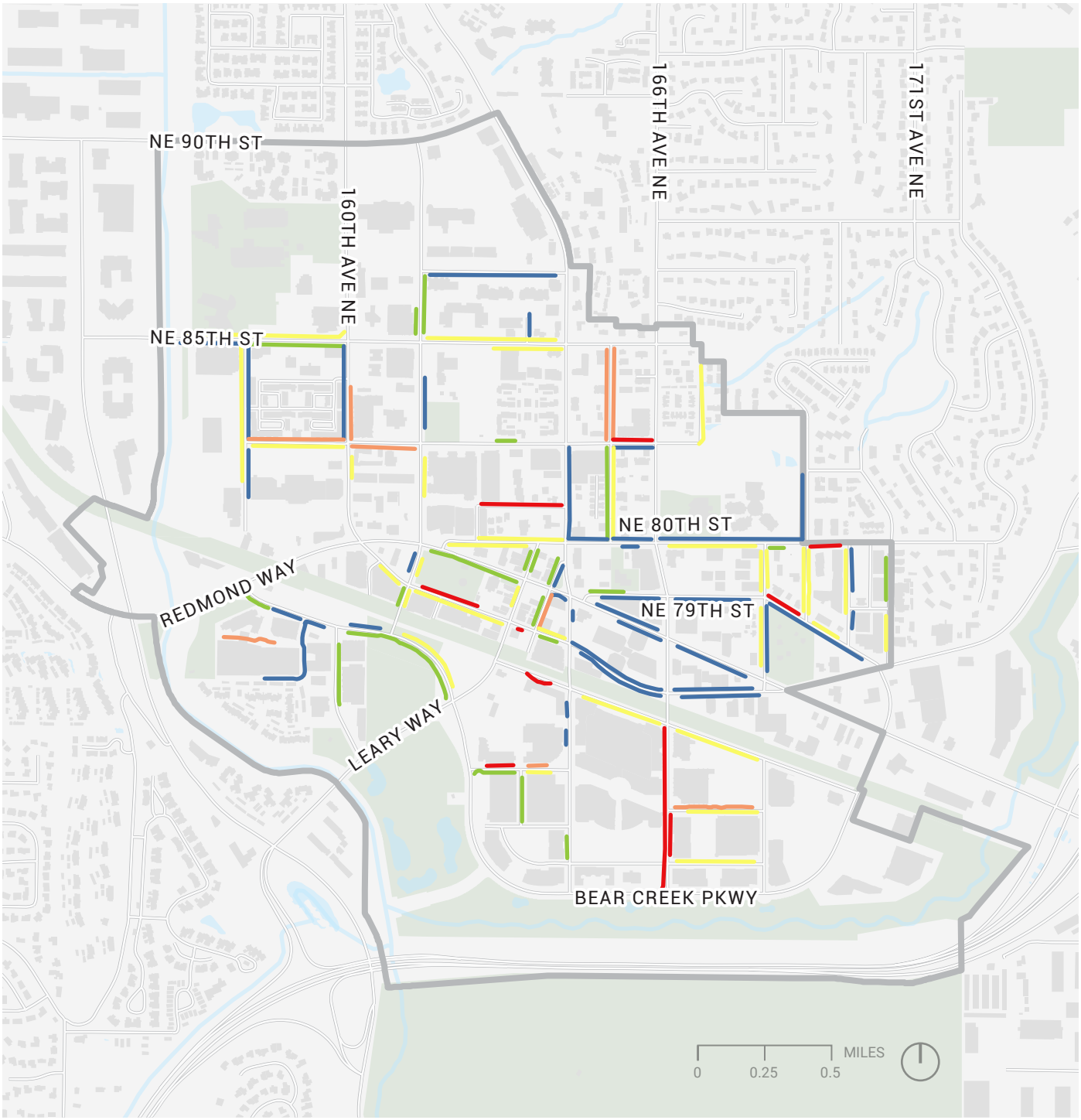
RUN 2 // 11:00AM - 12:45PM

0 - 25% | 25 - 50% | 50 - 75% | 75 - 85% | ≥ 85%



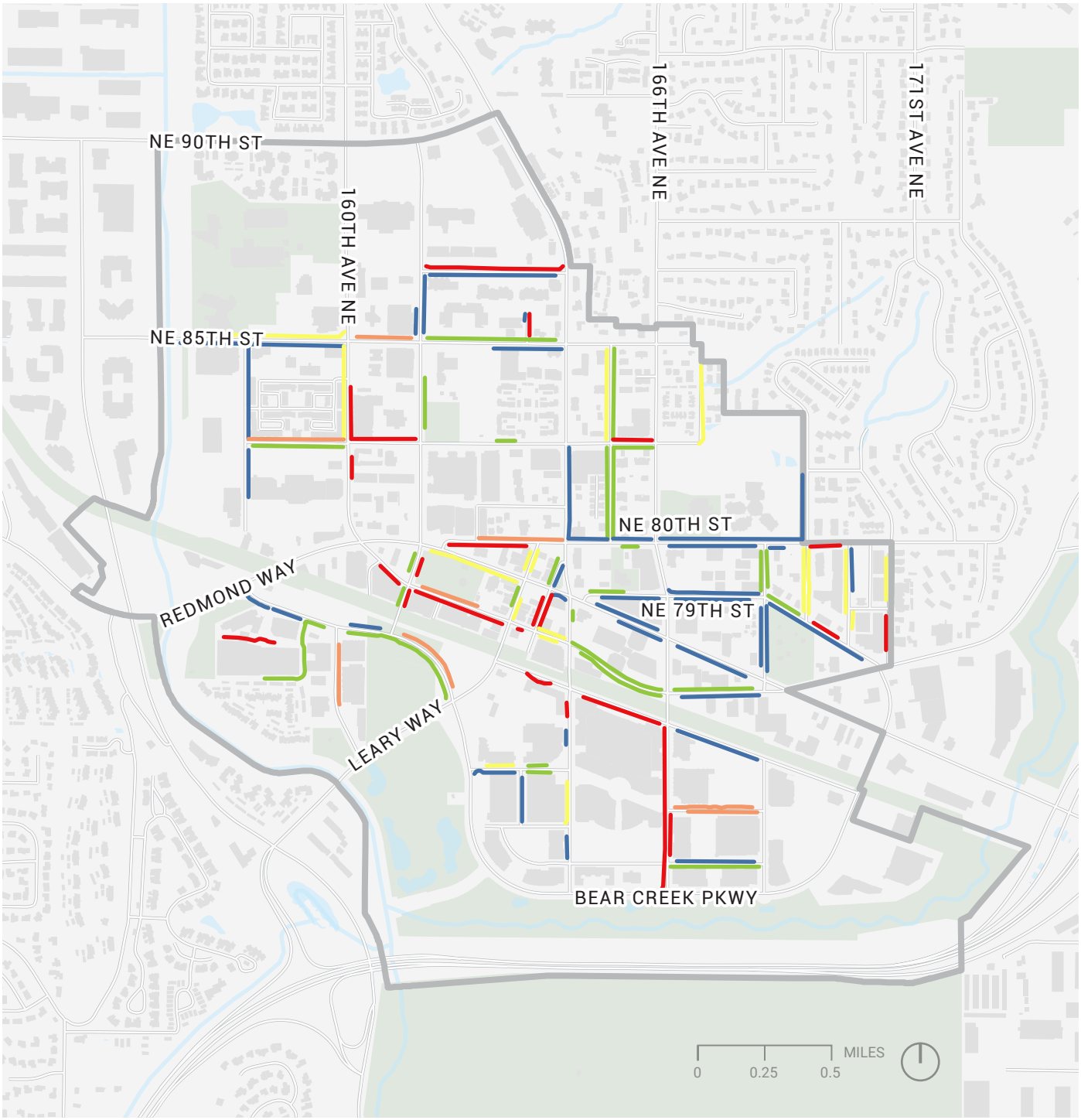
RUN 3 // 12:30PM - 2:45PM

0 - 25% | 25 - 50% | 50 - 75% | 75 - 85% | ≥ 85%



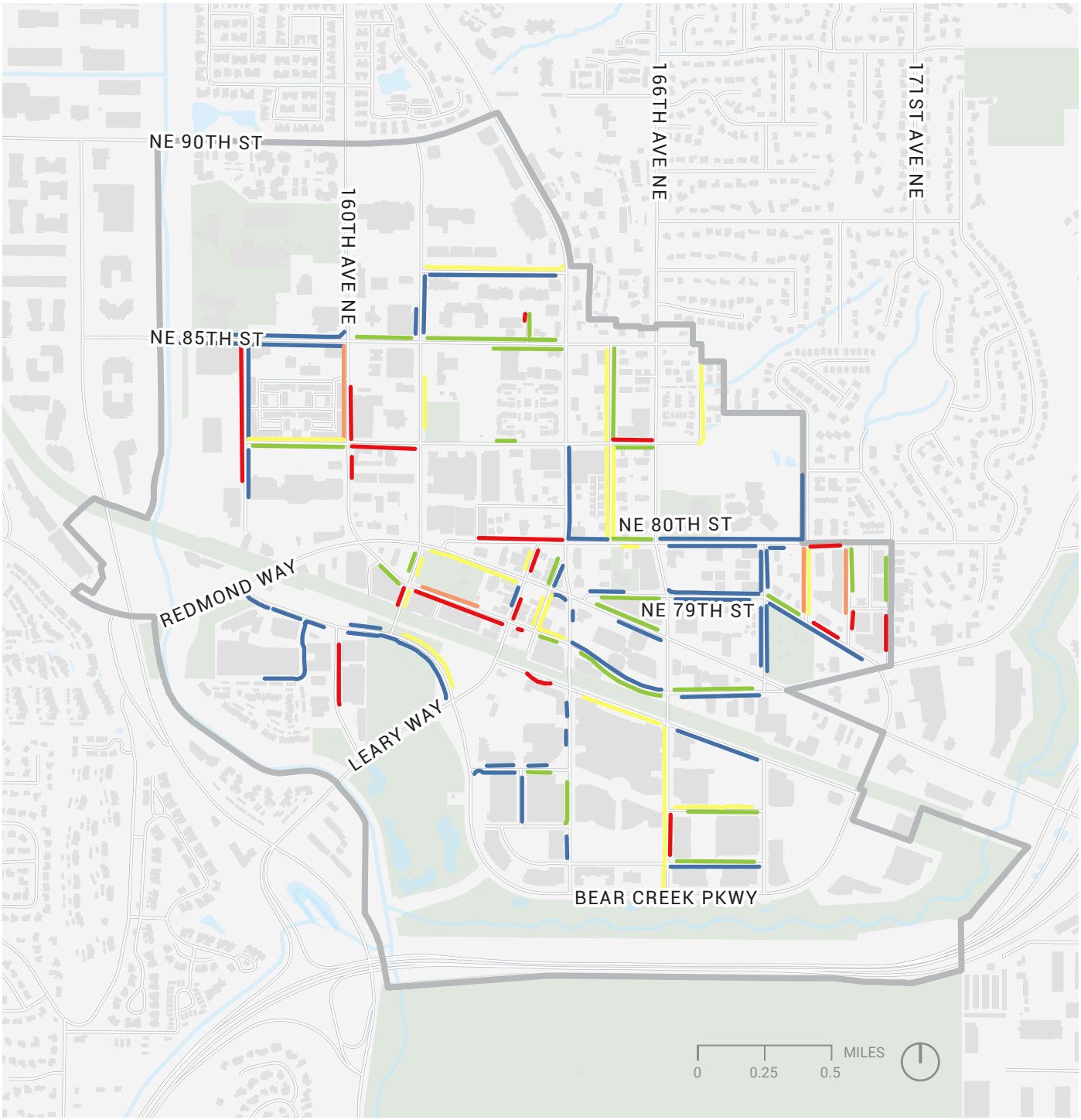
RUN 4 // 2:45PM - 5:15PM

0 - 25% | 25 - 50% | 50 - 75% | 75 - 85% | ≥ 85%



RUN 5 // 5:15PM - 7:30PM

0 - 25% | 25 - 50% | 50 - 75% | 75 - 85% | ≥ 85%

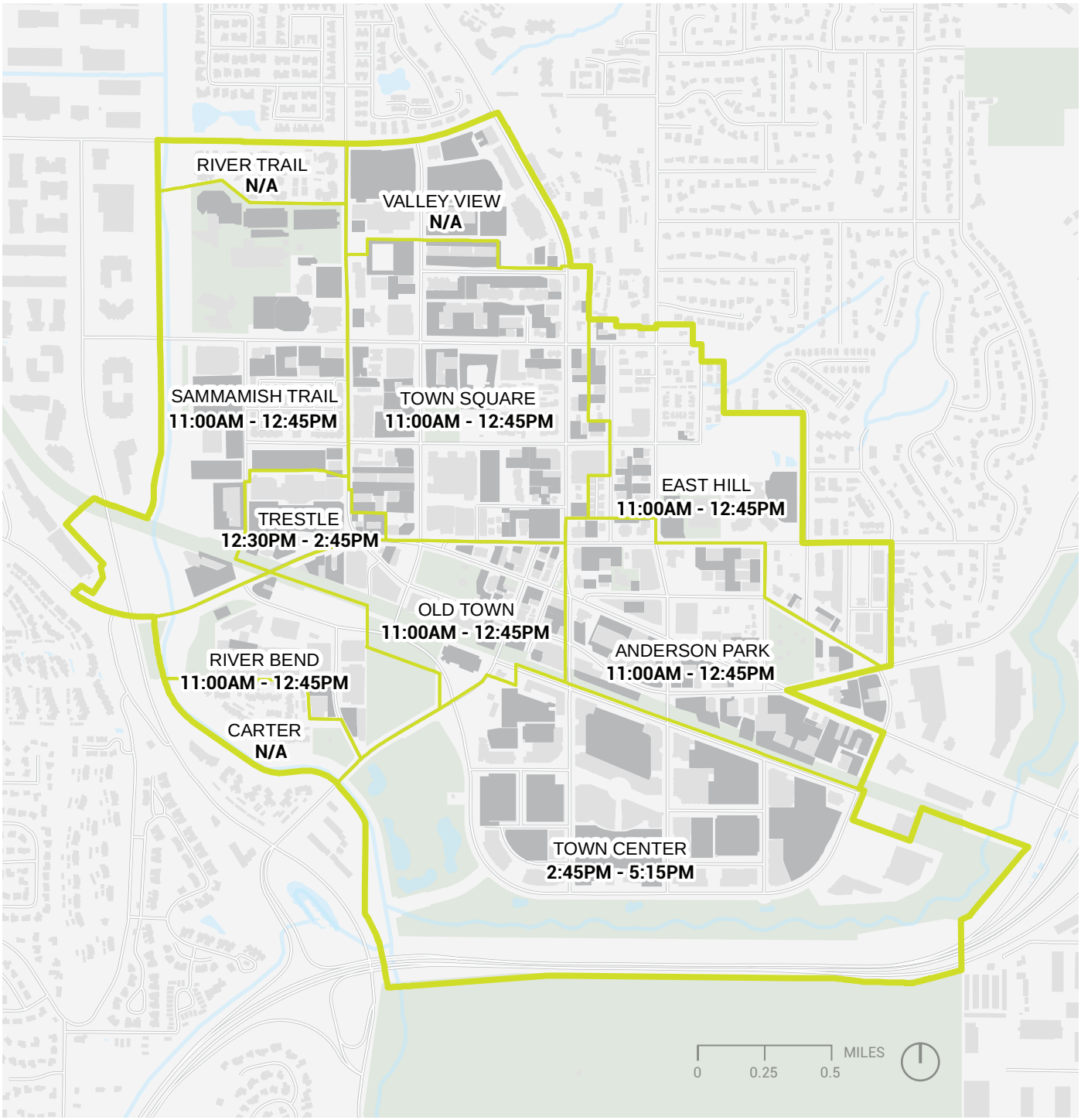


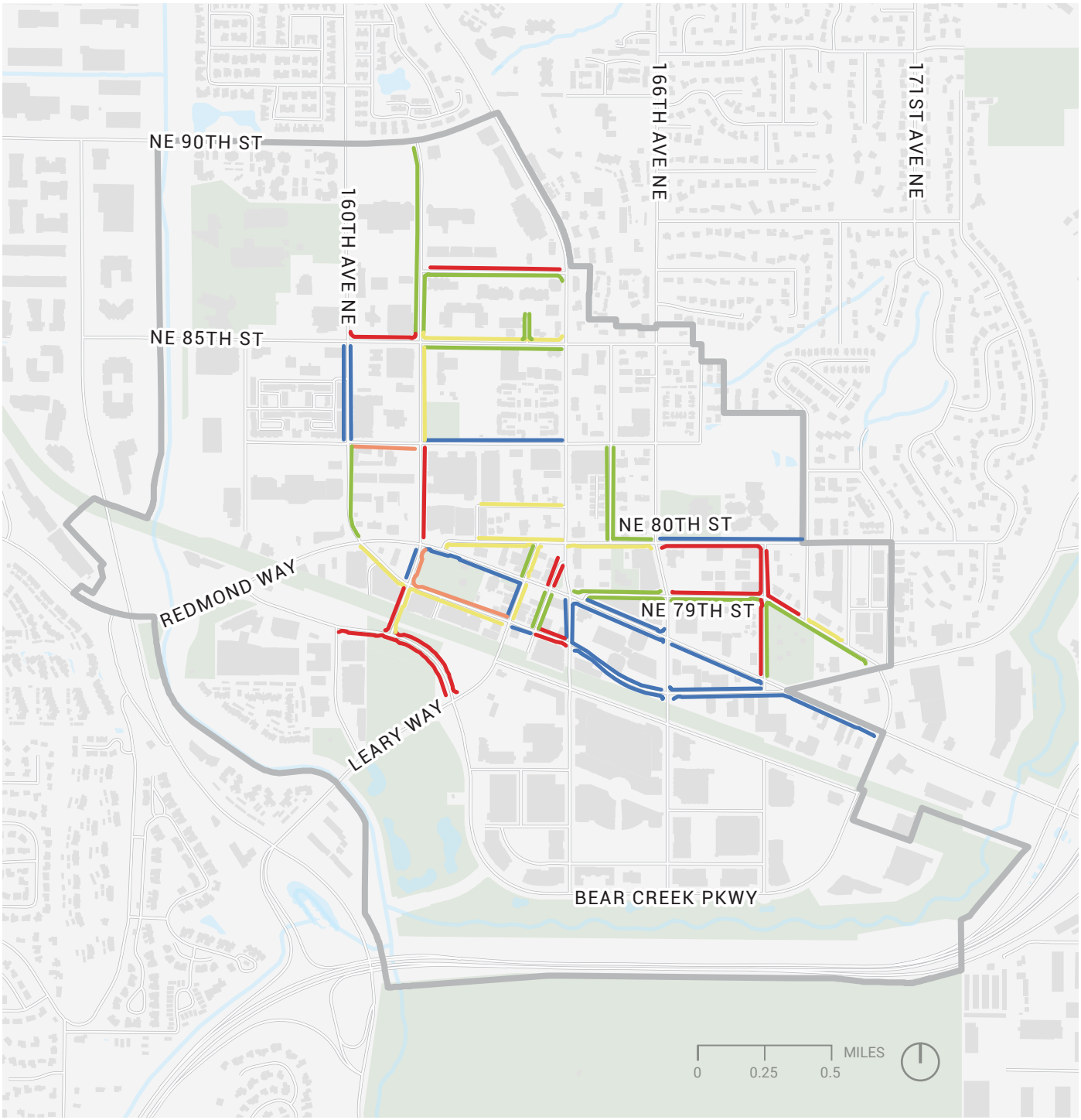
RUN 6 // 7:30PM - 9:15PM

0 - 25% | 25 - 50% | 50 - 75% | 75 - 85% | ≥ 85%

ON-STREET PEAK HOURS BY ZONE

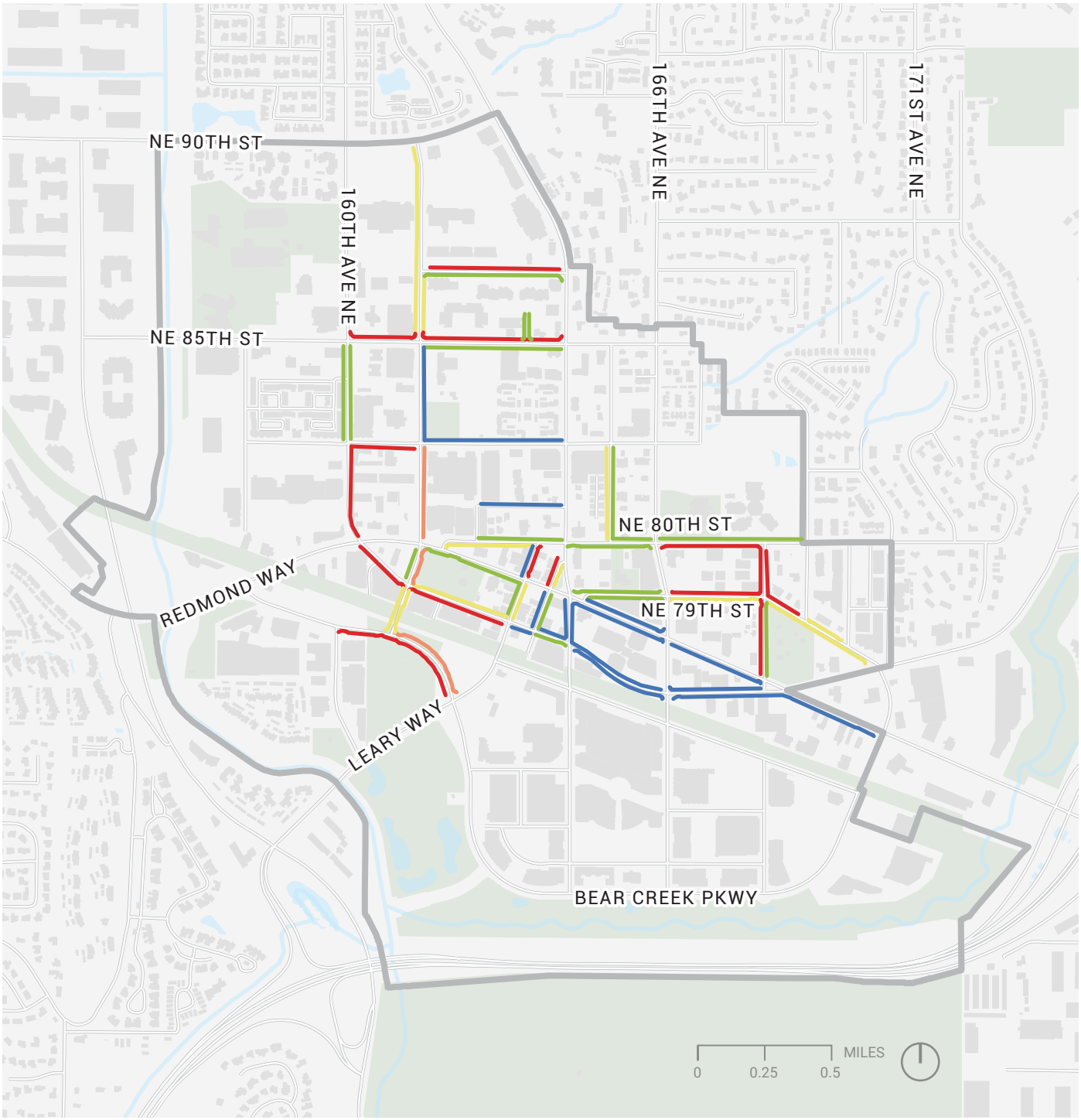
ROUND I // MARCH 5, 2019 / MAY 21, 2019





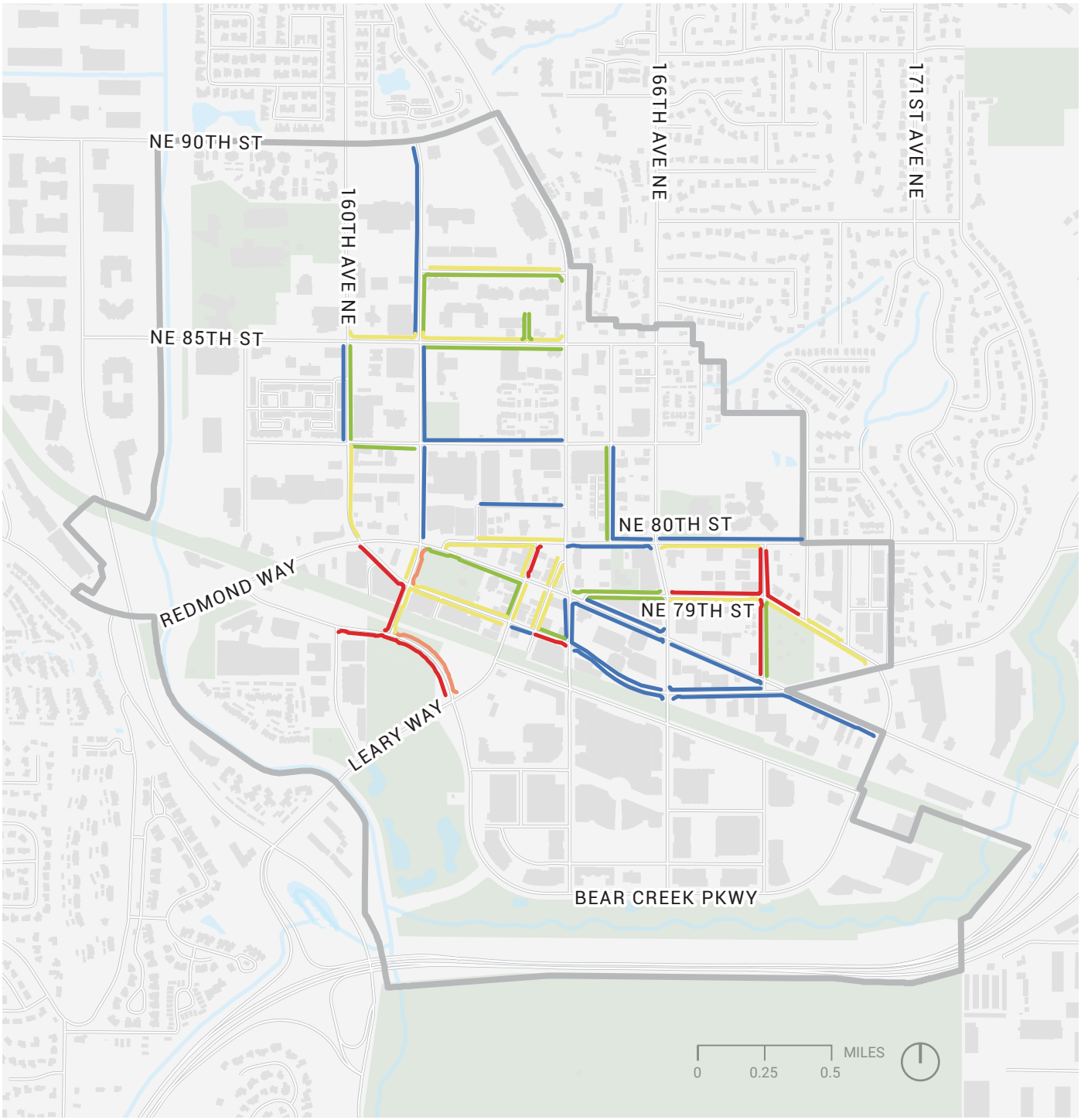
RUN 1 // 9:00 AM

0 - 25% | 25 - 50% | 50 - 75% | 75 - 85% | ≥ 85%



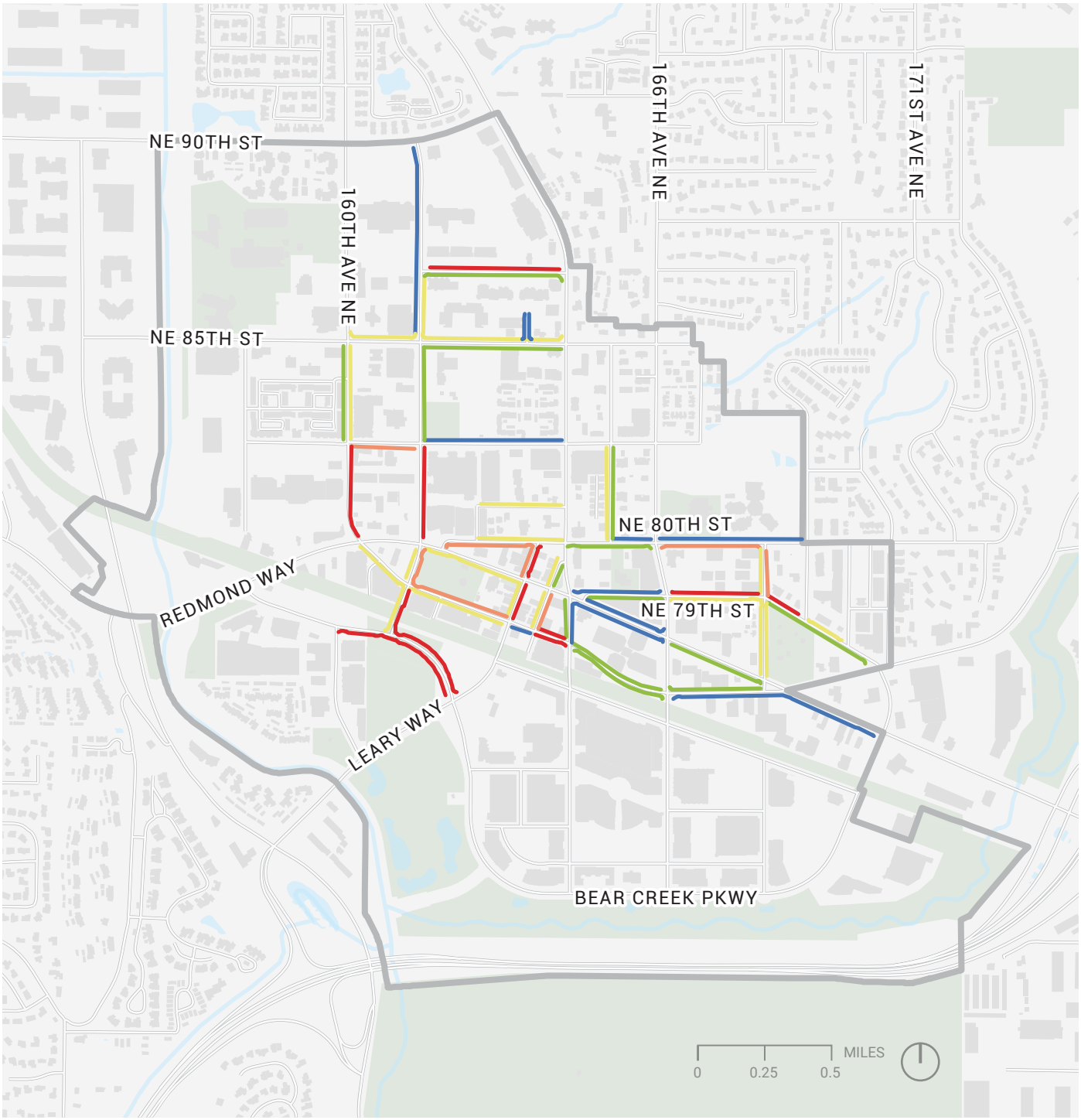
RUN 2 // 10:00 AM

0 - 25% | 25 - 50% | 50 - 75% | 75 - 85% | ≥ 85%



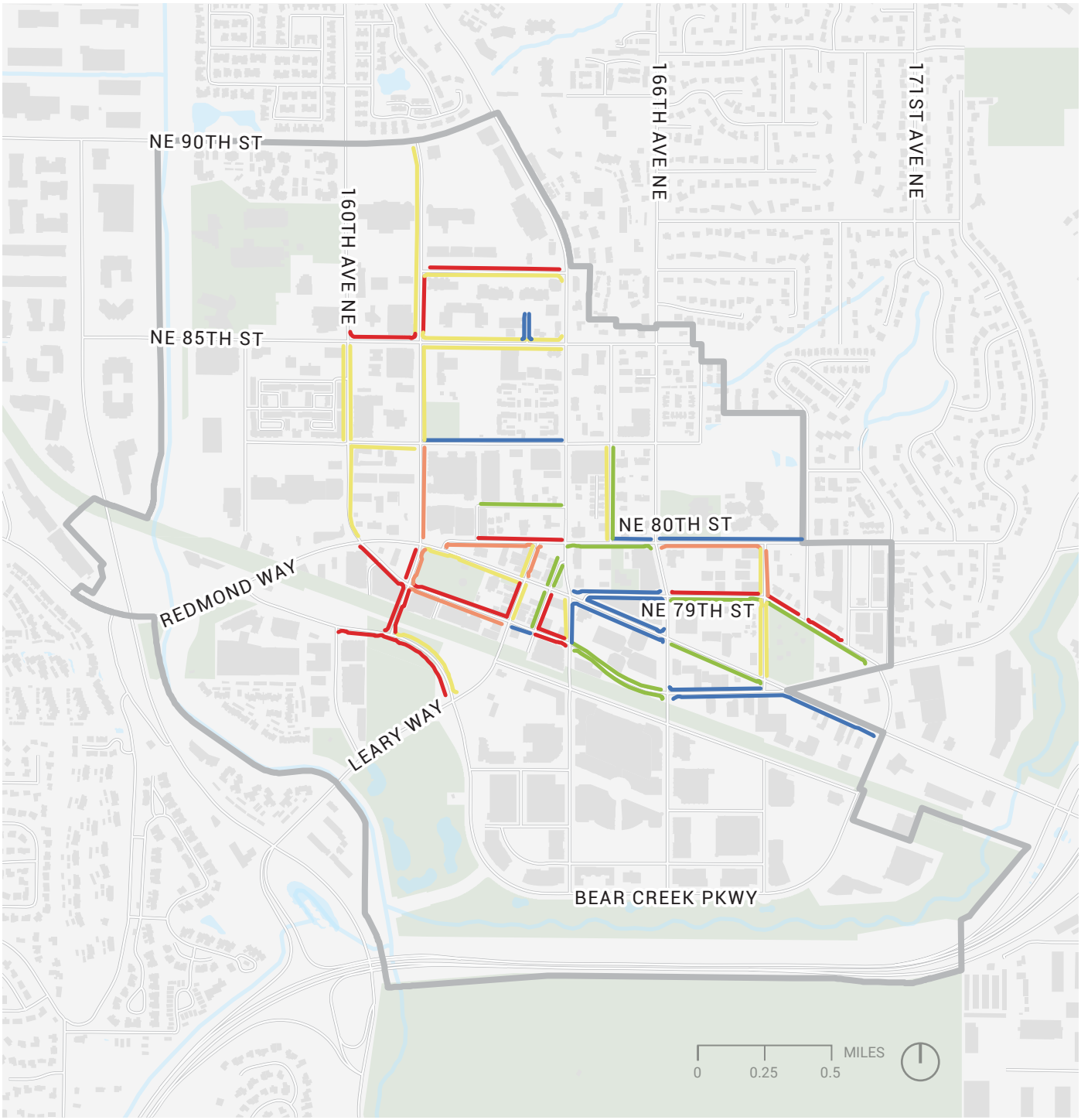
RUN 3 // 11:00 AM

0 - 25% | 25 - 50% | 50 - 75% | 75 - 85% | ≥ 85%



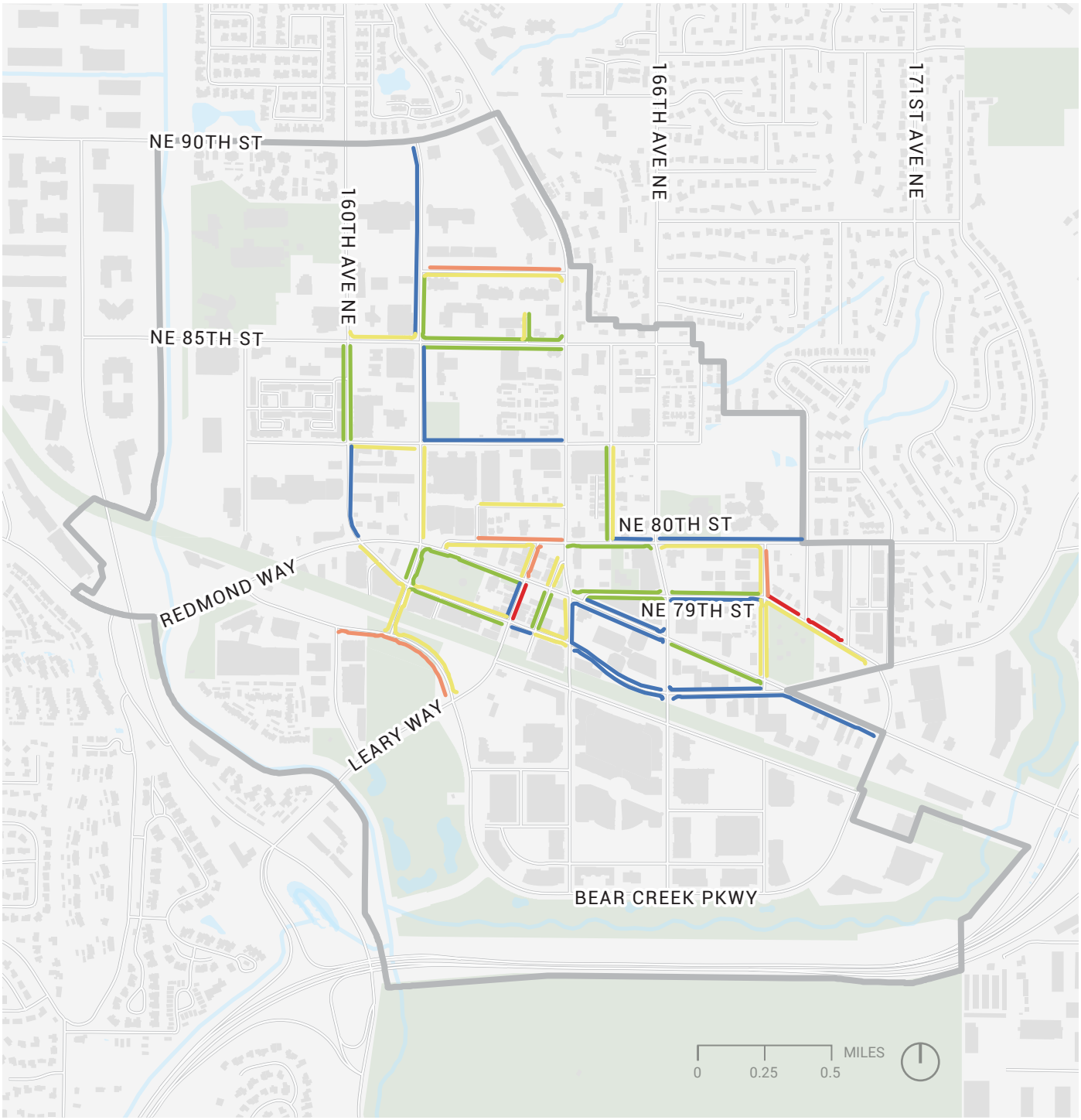
RUN 4 // 12:00 PM

0 - 25% | 25 - 50% | 50 - 75% | 75 - 85% | ≥ 85%



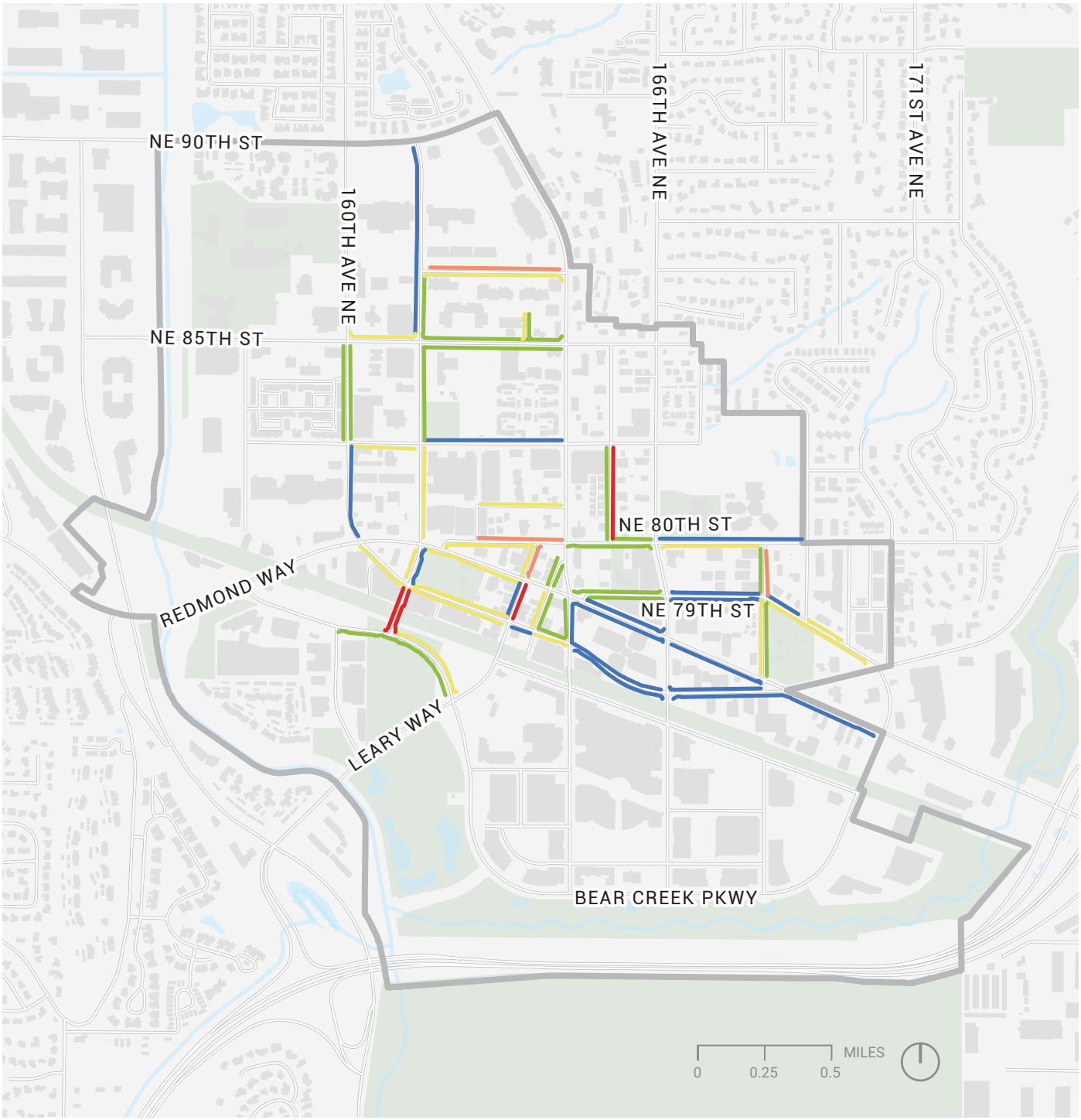
RUN 5 // 1:00 PM

0 - 25% | 25 - 50% | 50 - 75% | 75 - 85% | ≥ 85%



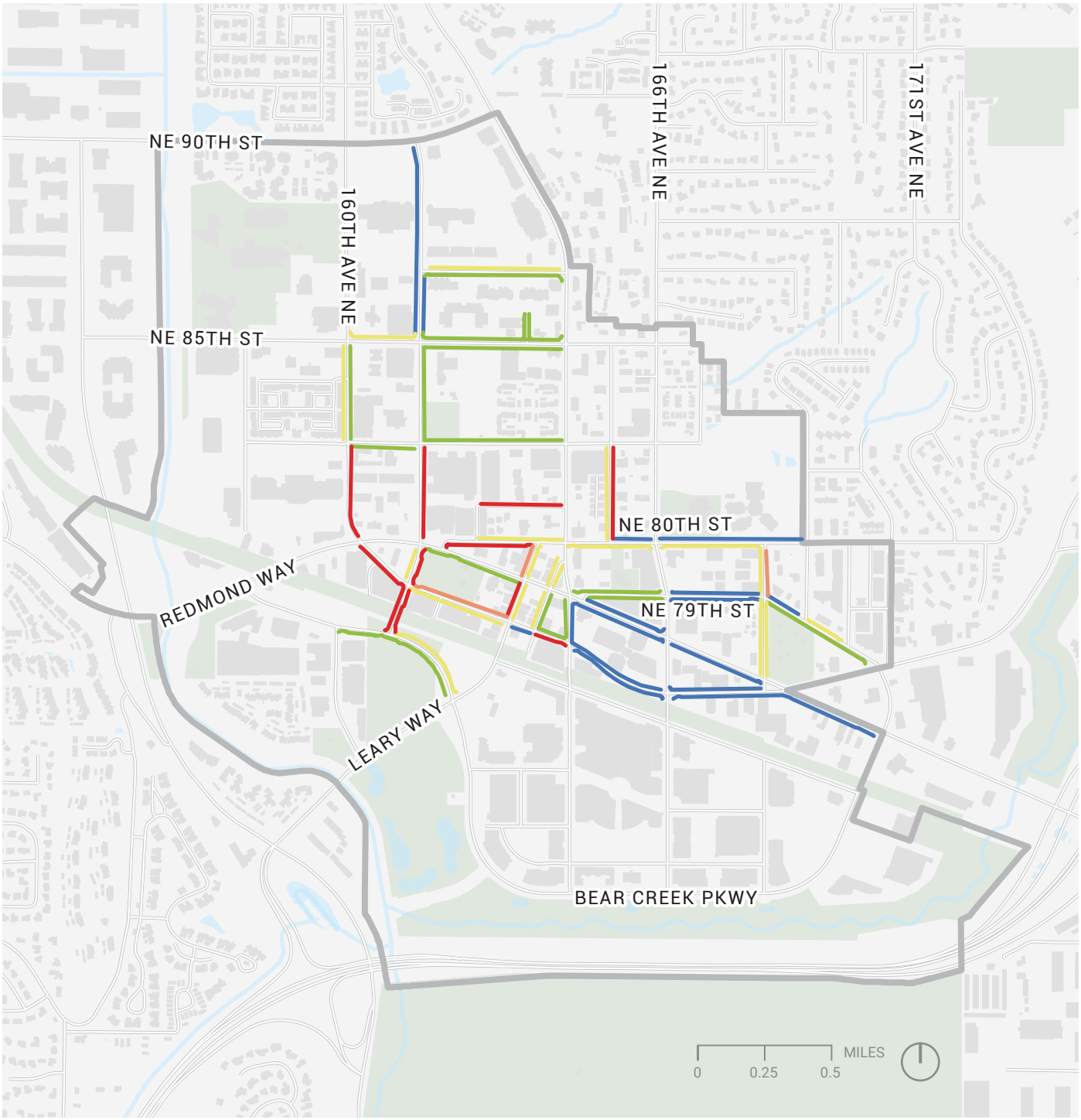
RUN 6 // 2:00 PM

0 - 25% | 25 - 50% | 50 - 75% | 75 - 85% | ≥ 85%



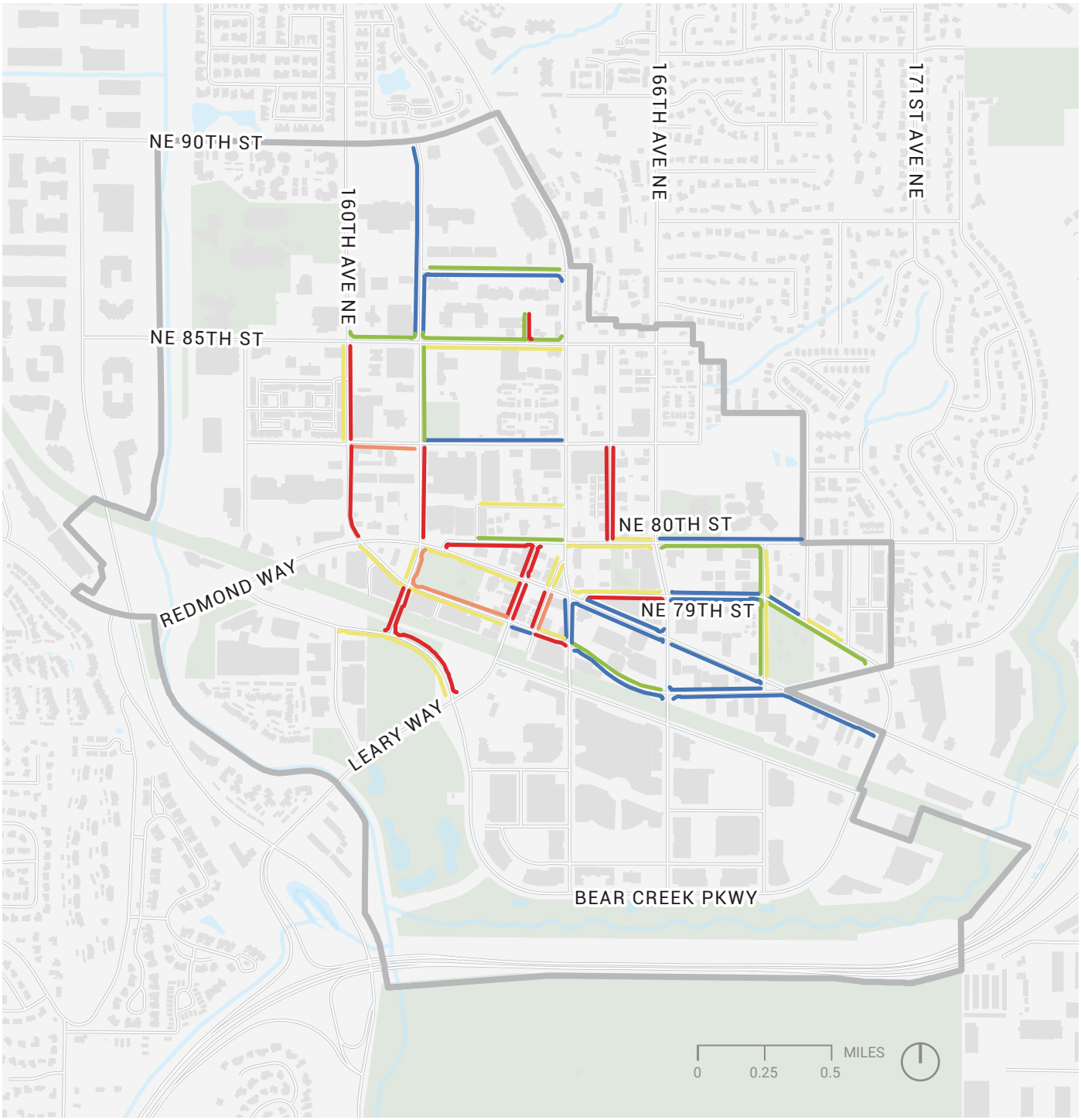
RUN 7 // 3:00 PM

0 - 25% | 25 - 50% | 50 - 75% | 75 - 85% | ≥ 85%



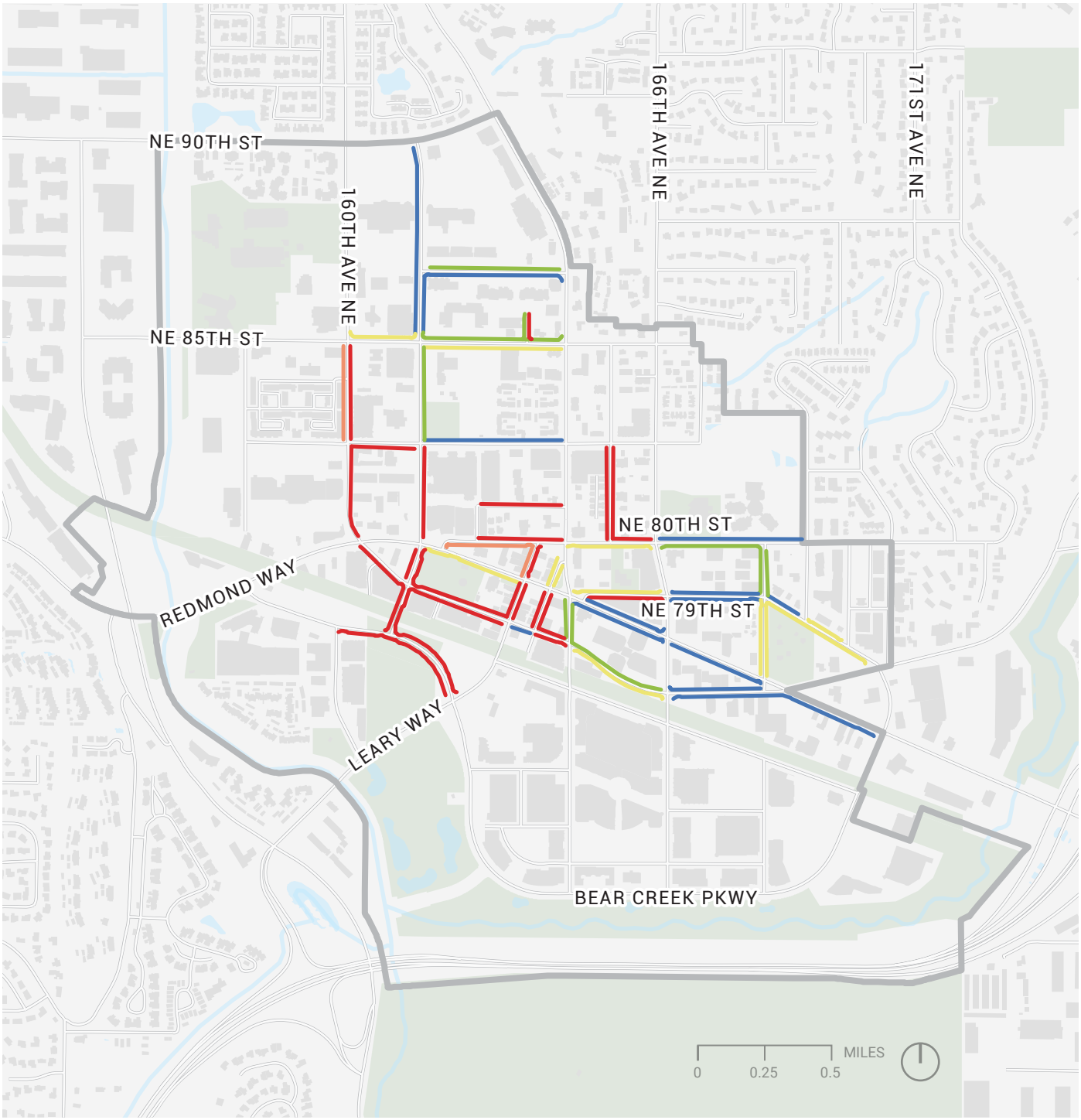
RUN 8 // 4:00 PM

0 - 25% | 25 - 50% | 50 - 75% | 75 - 85% | ≥ 85%



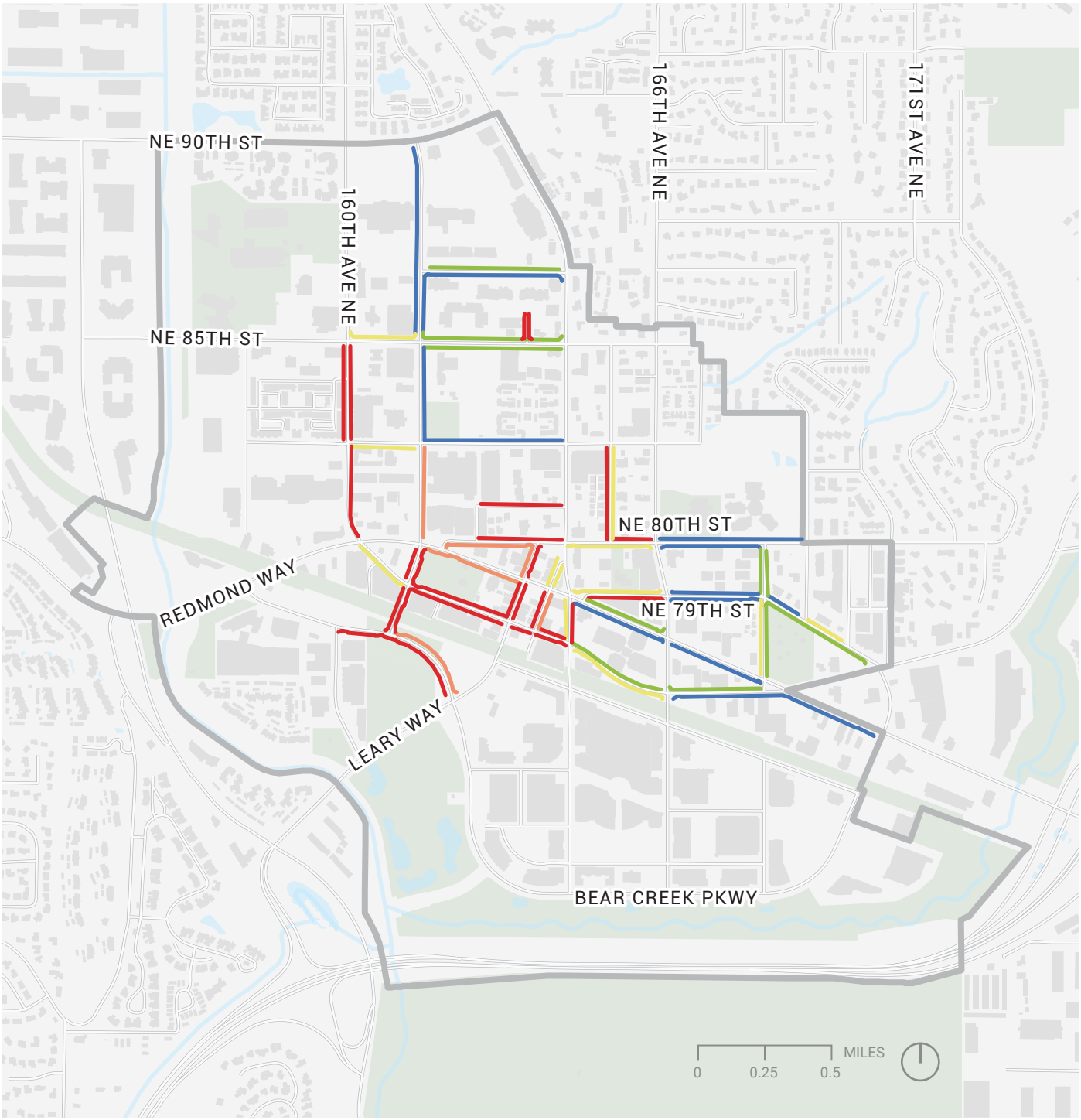
RUN 9 // 5:00 PM

0 - 25% | 25 - 50% | 50 - 75% | 75 - 85% | ≥ 85%



RUN 10 // 6:00 PM

0 - 25% | 25 - 50% | 50 - 75% | 75 - 85% | ≥ 85%



RUN 11 // 7:00 PM

0 - 25% | 25 - 50% | 50 - 75% | 75 - 85% | ≥ 85%

Appendix B:

Downtown Redmond Parking Management Strategic Plan

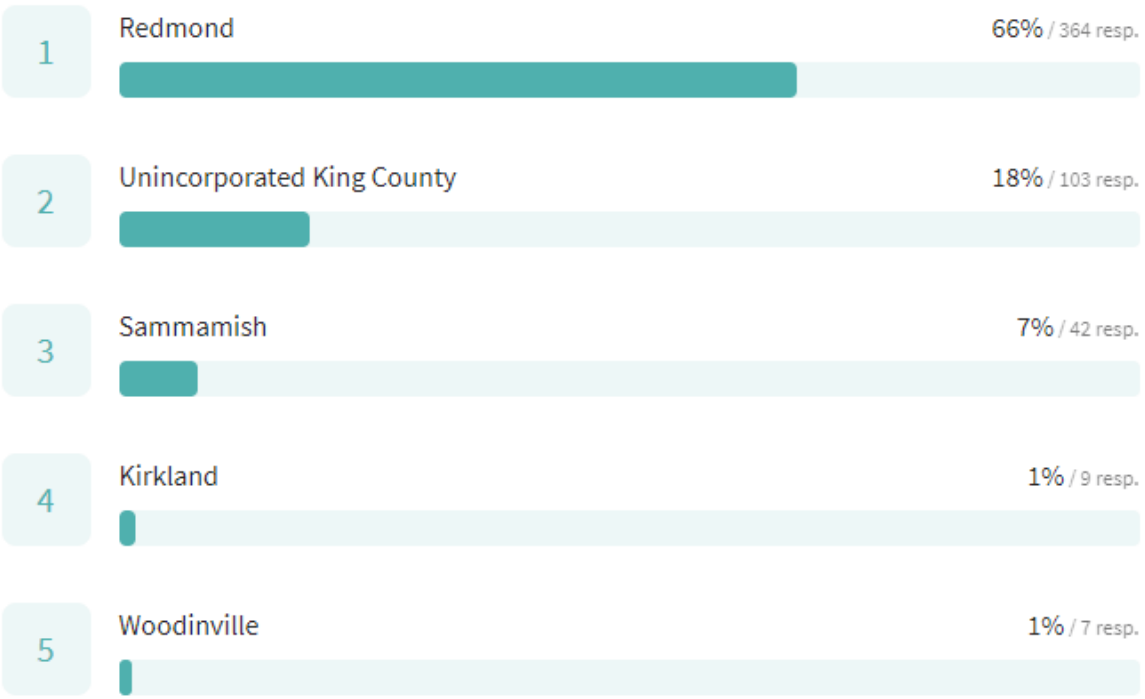
2019 Questionnaire Results Summary

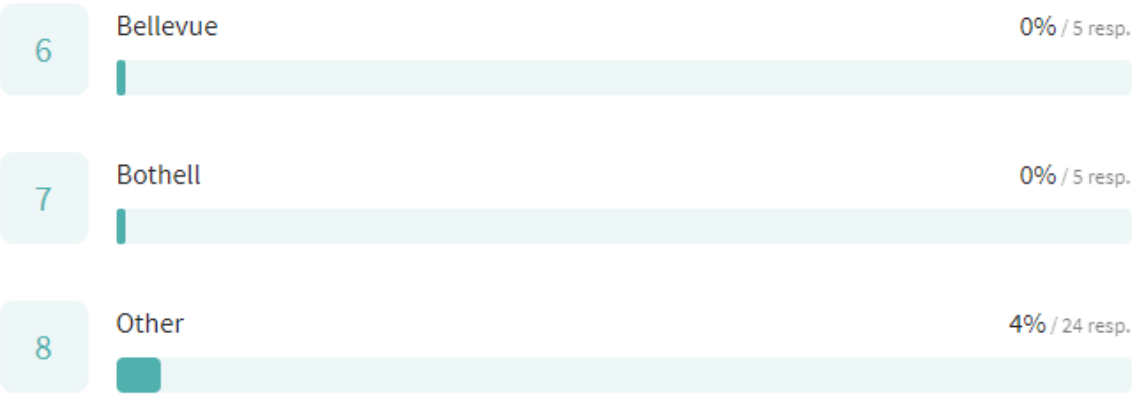
Questionnaire Overview

- The purpose of the questionnaire was to gather qualitative data regarding people's experience parking in Downtown Redmond.
- Results of the questionnaire supplement the quantitative data collected as part of the parking inventory.
- 19 questions were asked.
- The questionnaire was provided online via the City's website and was promoted to the community using social media, press release, and eNews.
- The questionnaire was open March 11-April 1, 2019.
- 547 people responded to the questionnaire.
- Although there was not a section for written comments, some respondents provided written comments to Planning staff via email. Written comments submitted via email are provided as part of this summary.

1) I am a resident of:

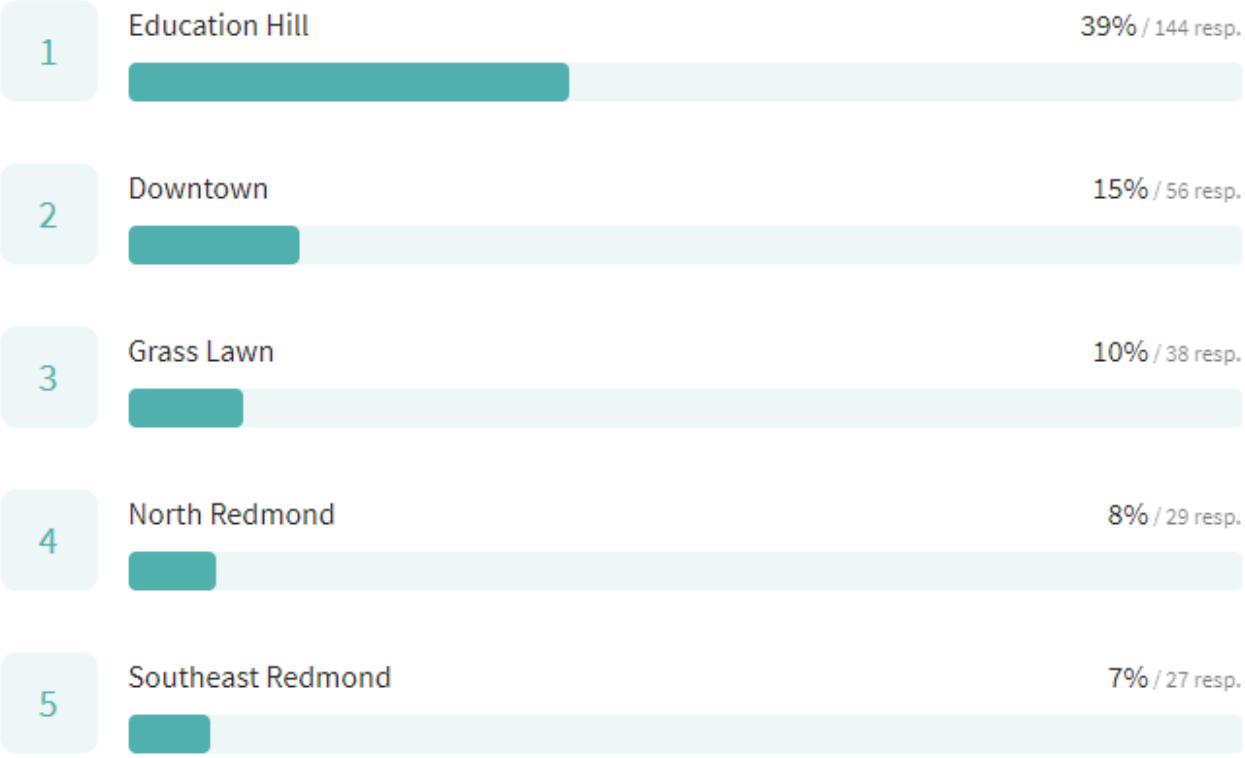
547 of 547 responded





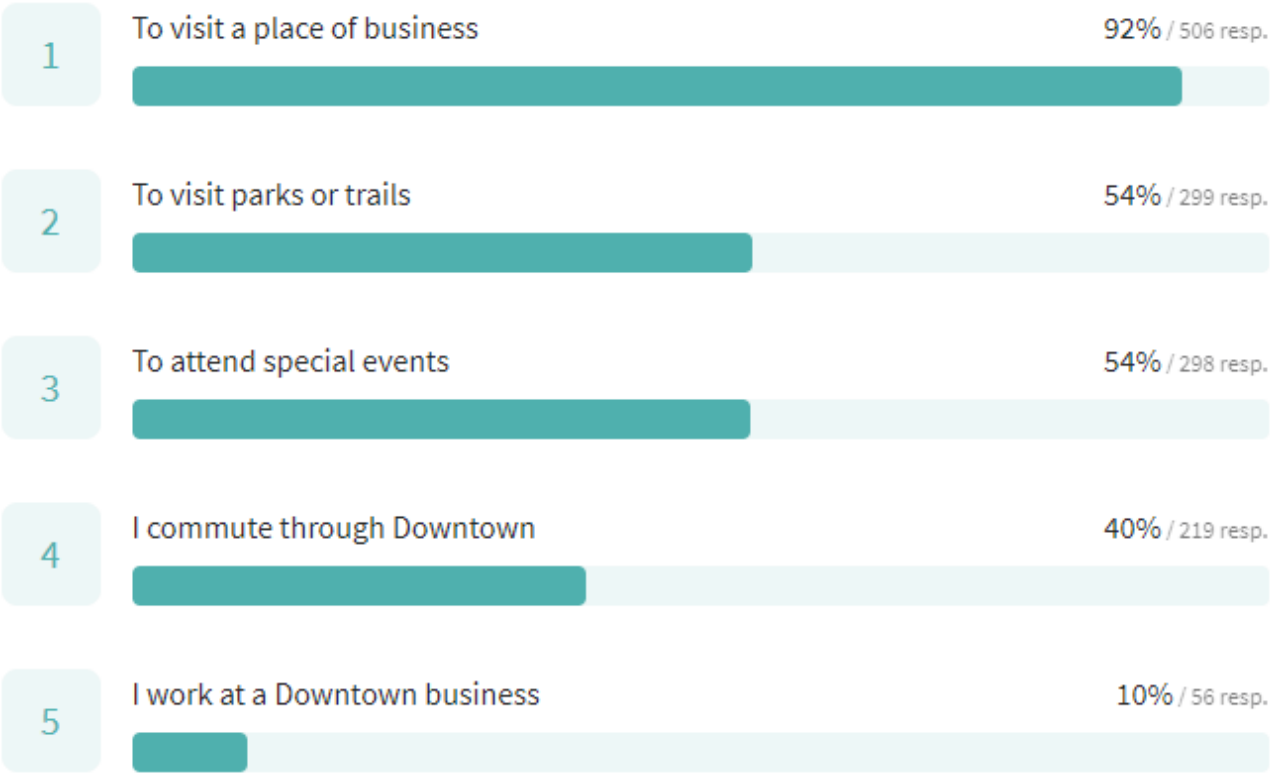
2) I live in this neighborhood of Redmond:

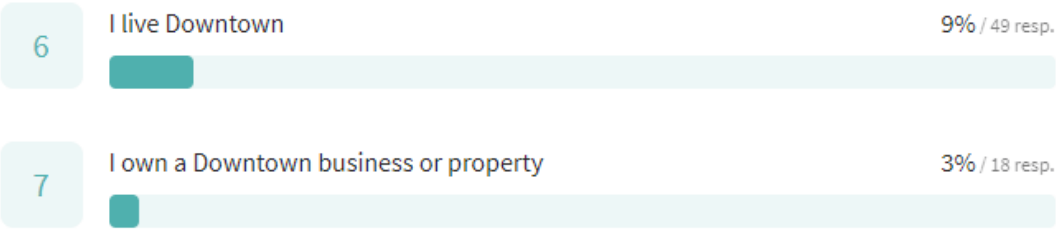
364 of 547 responded (this question available when respondent selected as a Redmond resident in question #1)



3) The reason(s) I visit Downtown Redmond are (choose as many as you like):

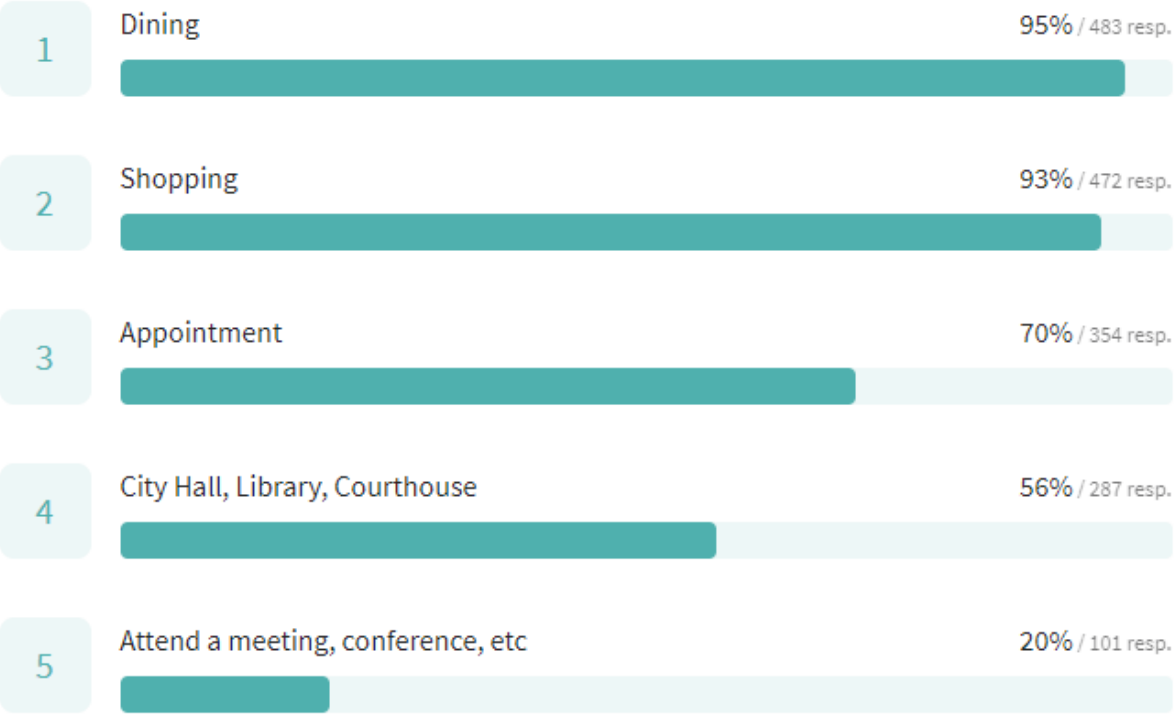
547 of 547 responded

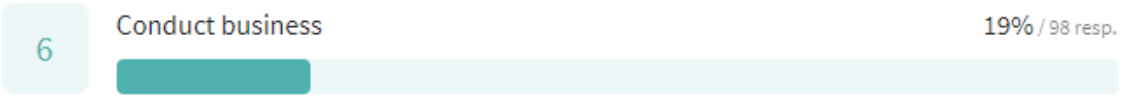




4) The types of businesses I visit are for (choose as many as you like):

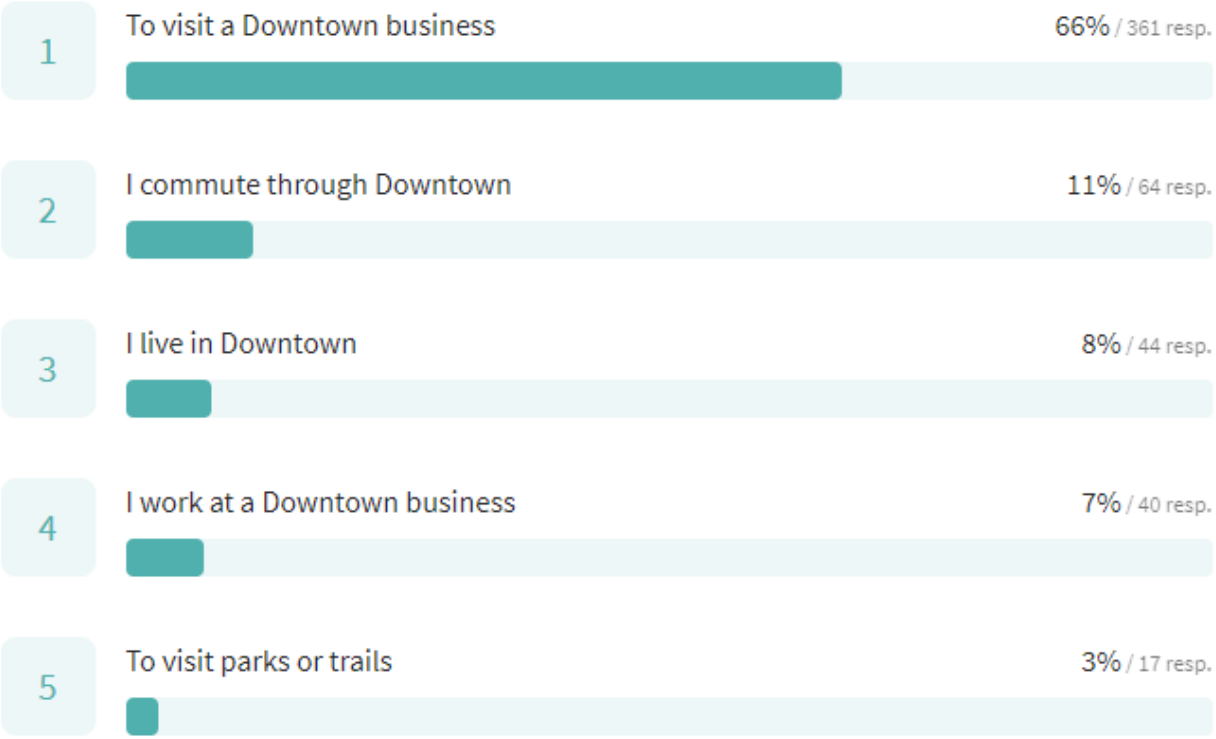
506 of 547 responded (this question available when respondent selected “to visit a place of business” in question #3)

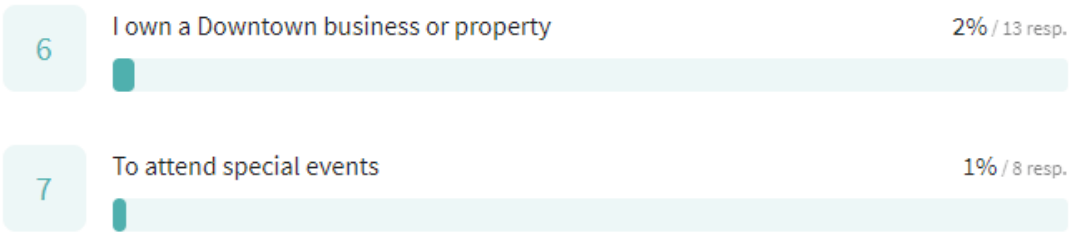




5) The PRIMARY reason I go to Downtown Redmond is:

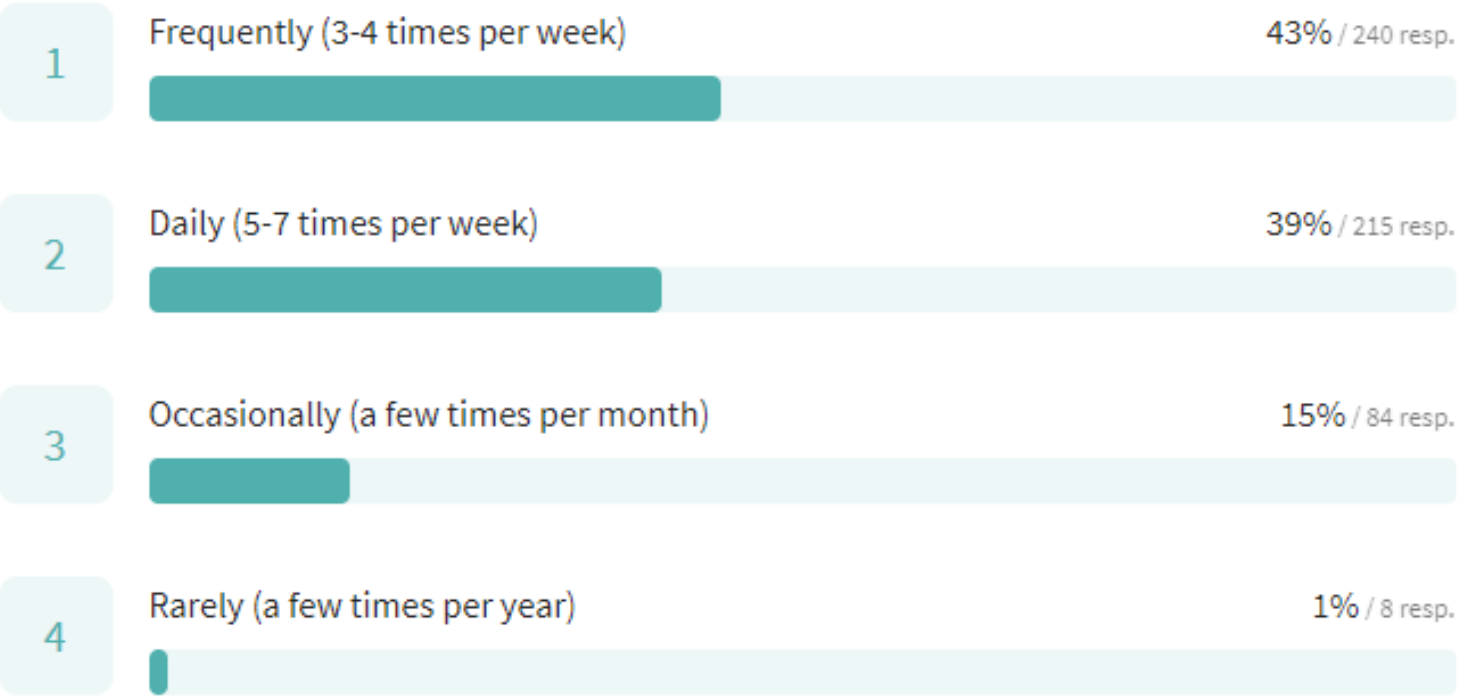
547 of 547 responded





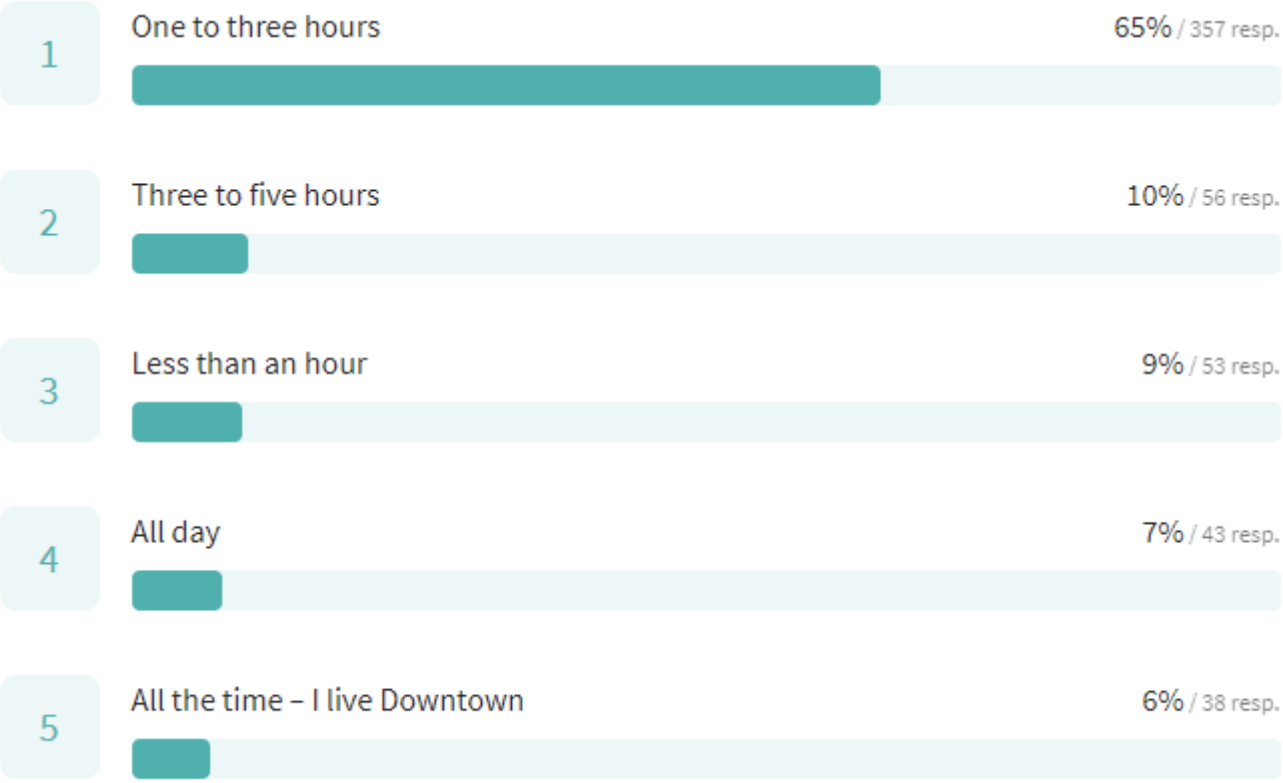
6) I go to Downtown:

547 of 547responded



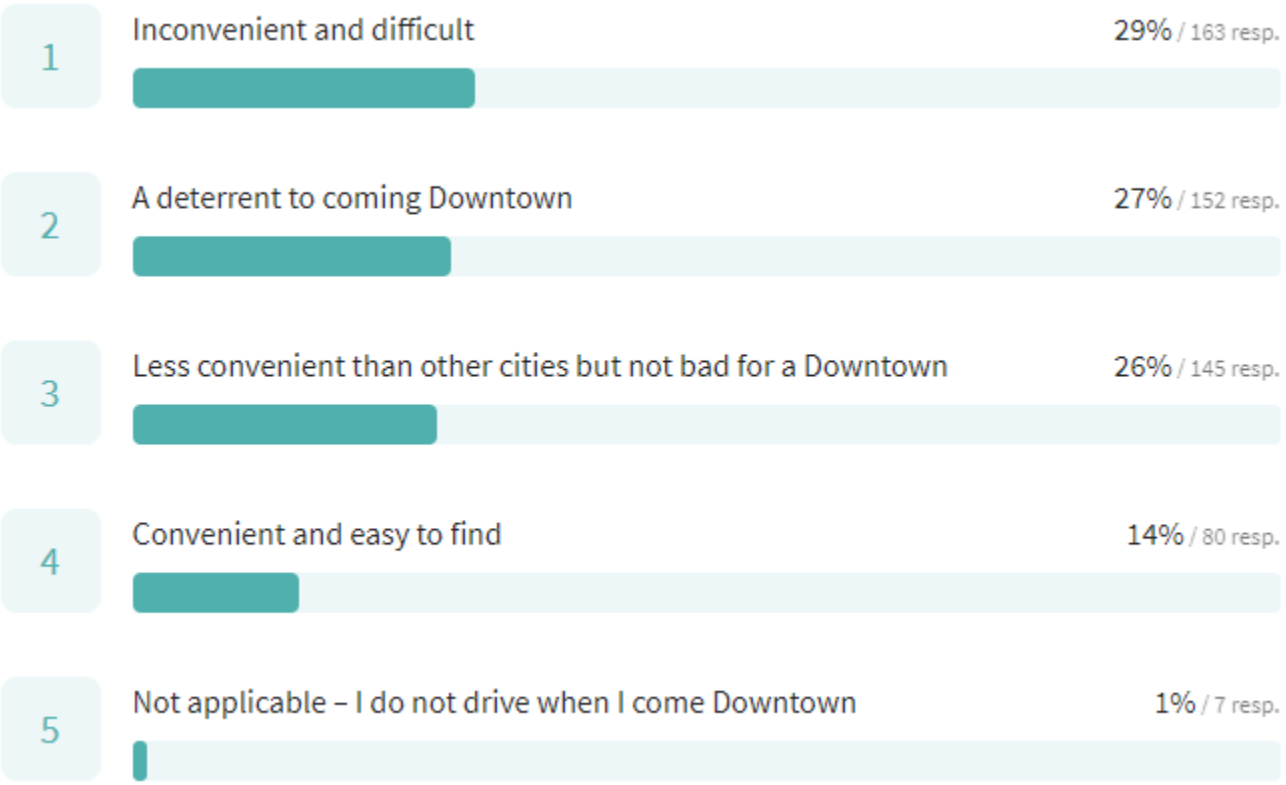
7) When I come Downtown I generally stay:

547 of 547 responded



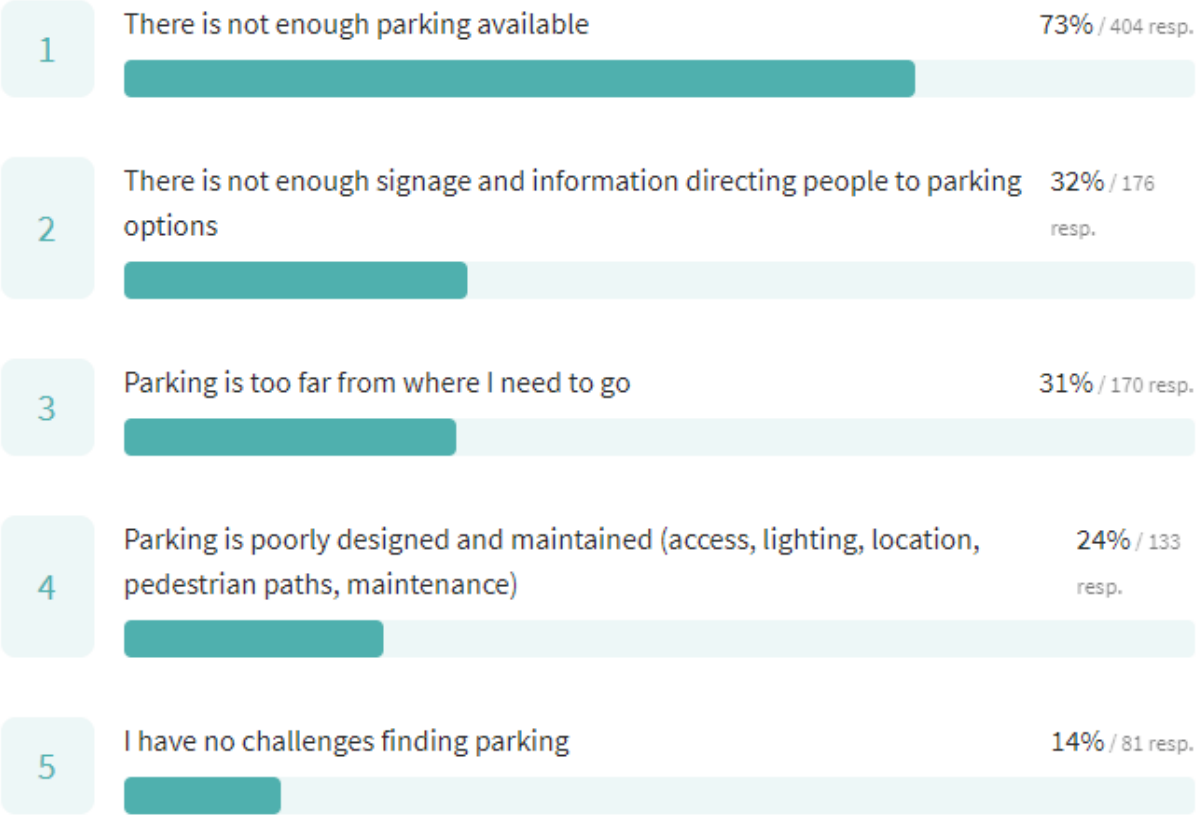
8) I find the parking experience in Downtown to be:

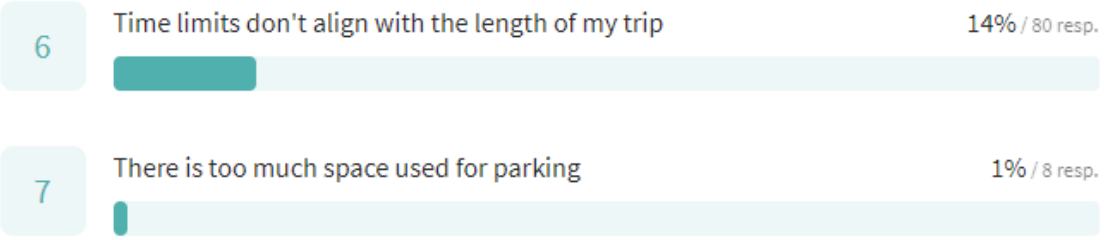
547 of 547 responded



9) We are interested in understanding what people see as the biggest parking challenges (choose as many as you like):

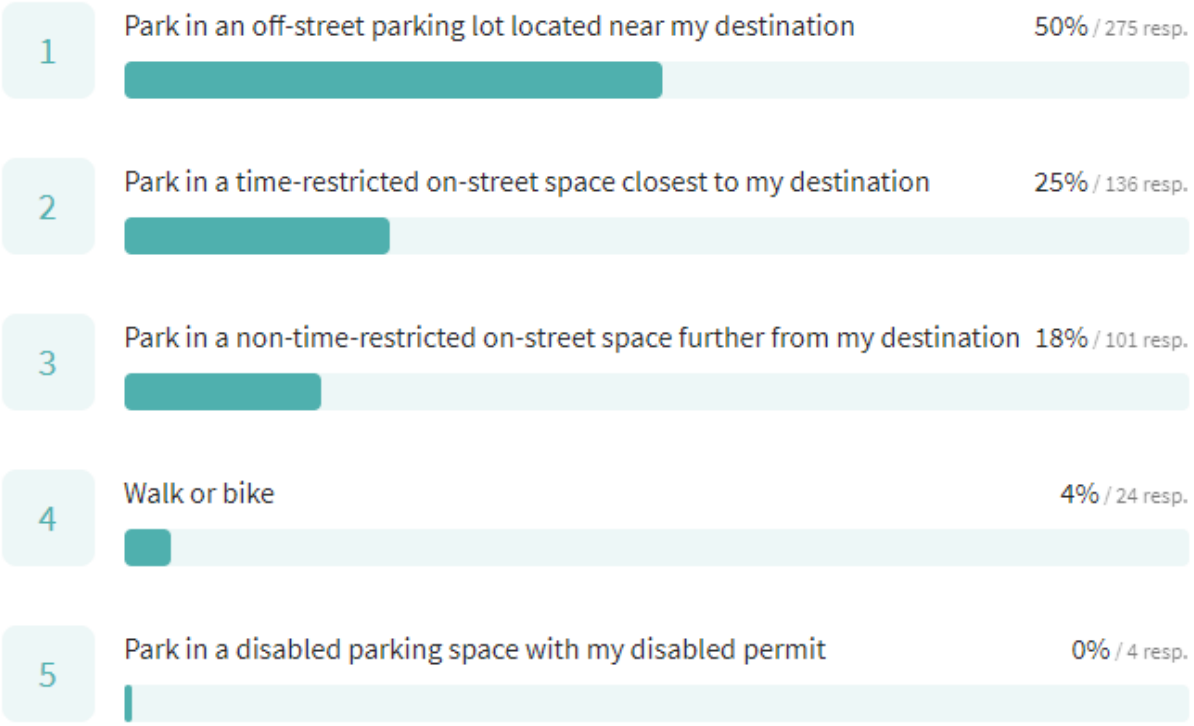
547 of 547 responded

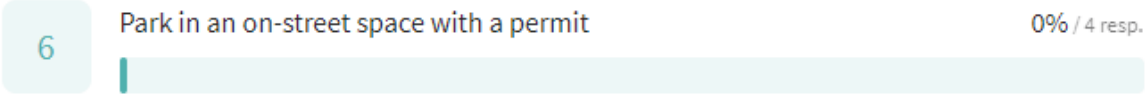




10) When I go to Downtown Redmond, I generally:

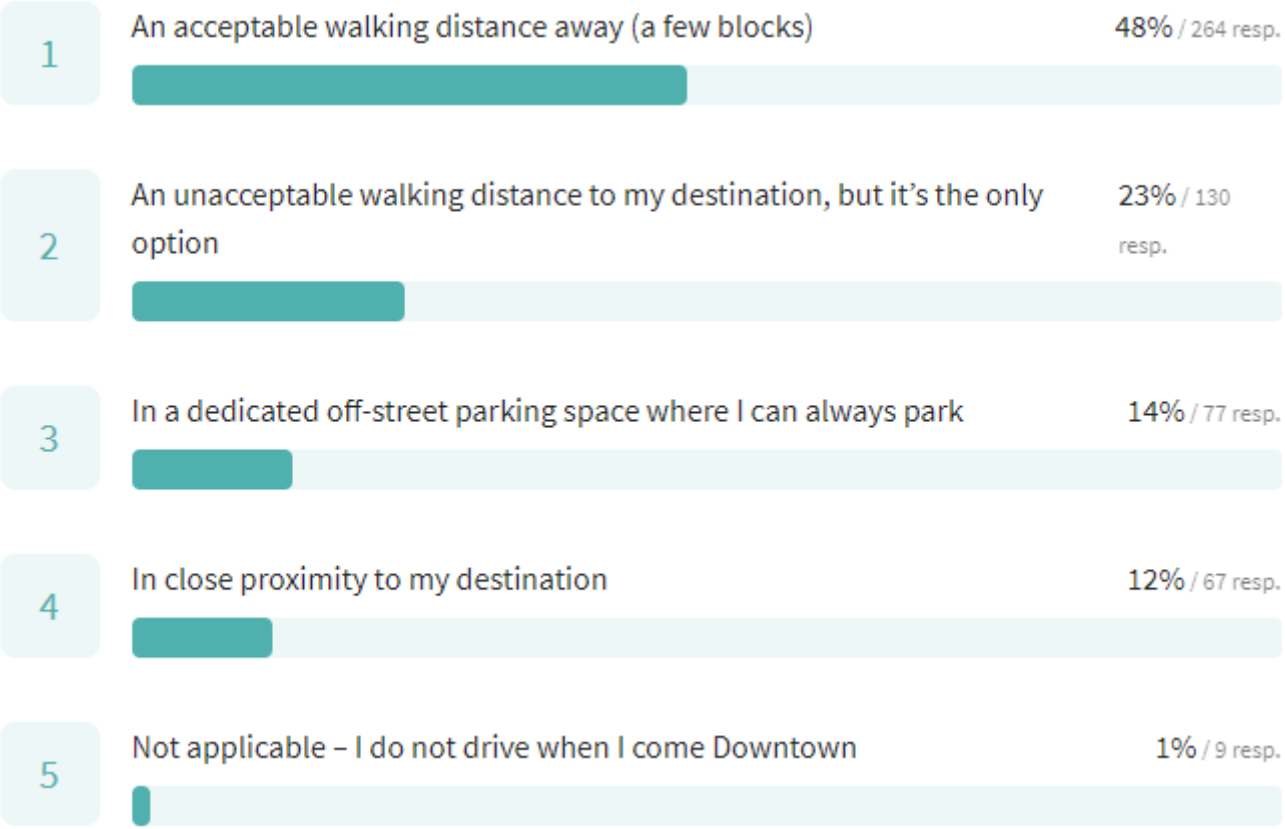
547 of 547 responded





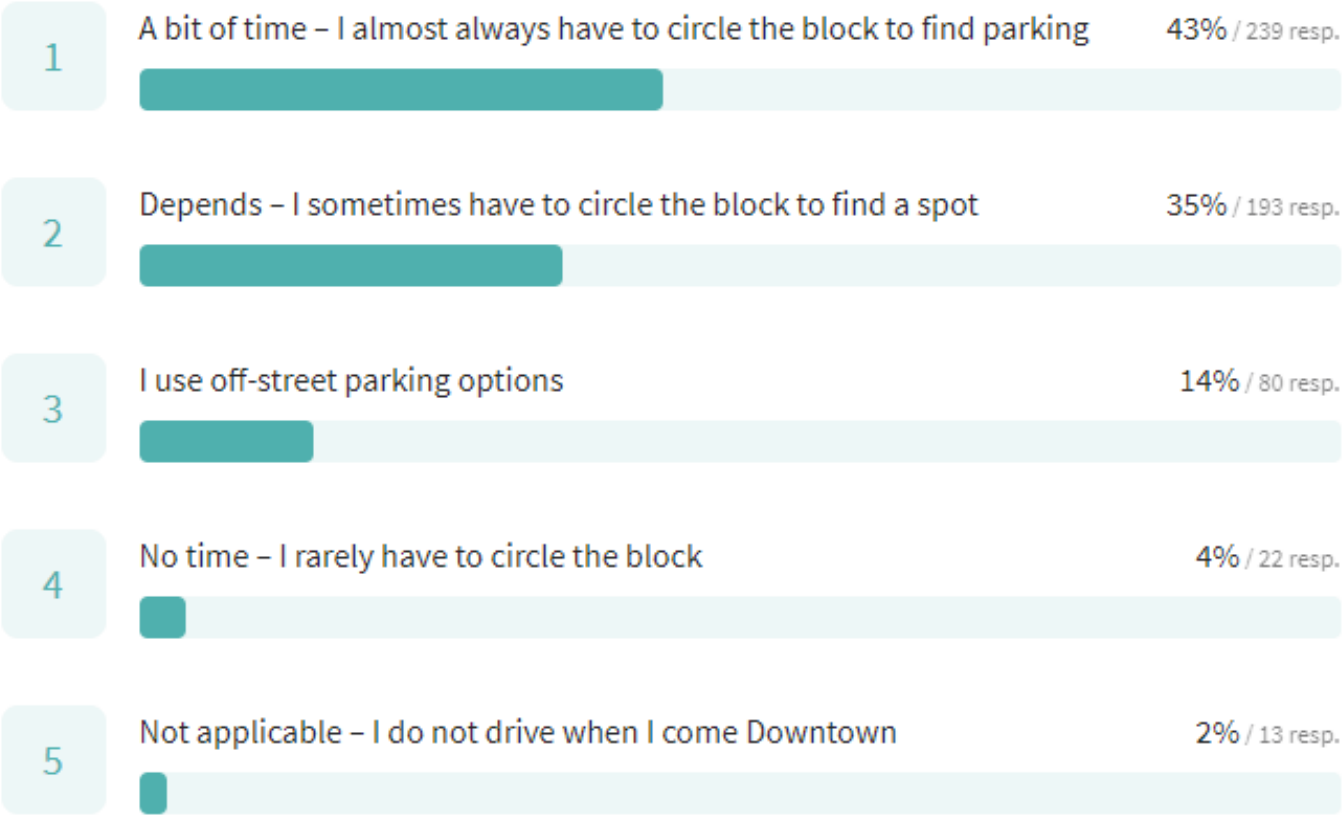
11) I generally find parking:

547 of 547 responded



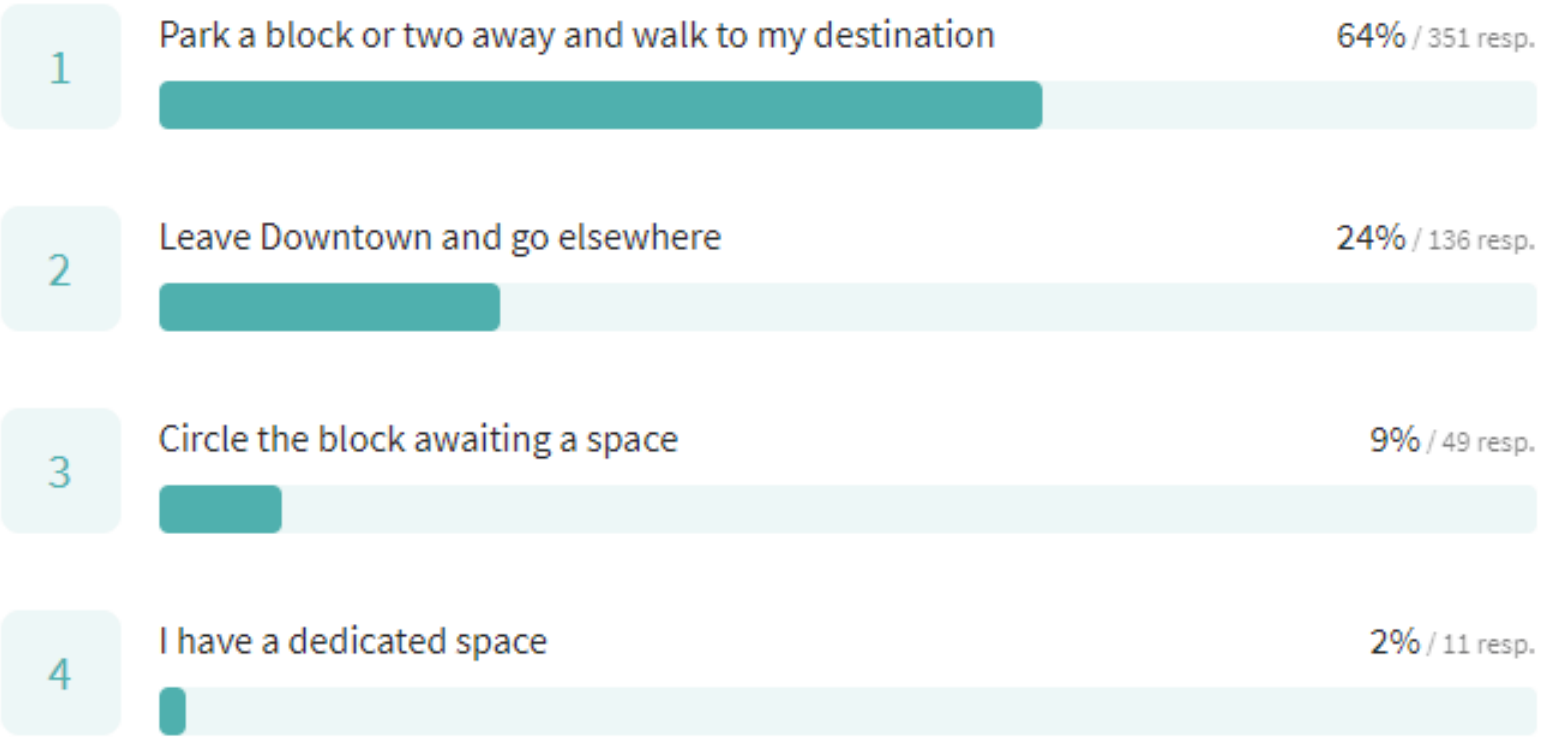
12) How long does it take you to find on-street parking in Downtown?

547 of 547 responded



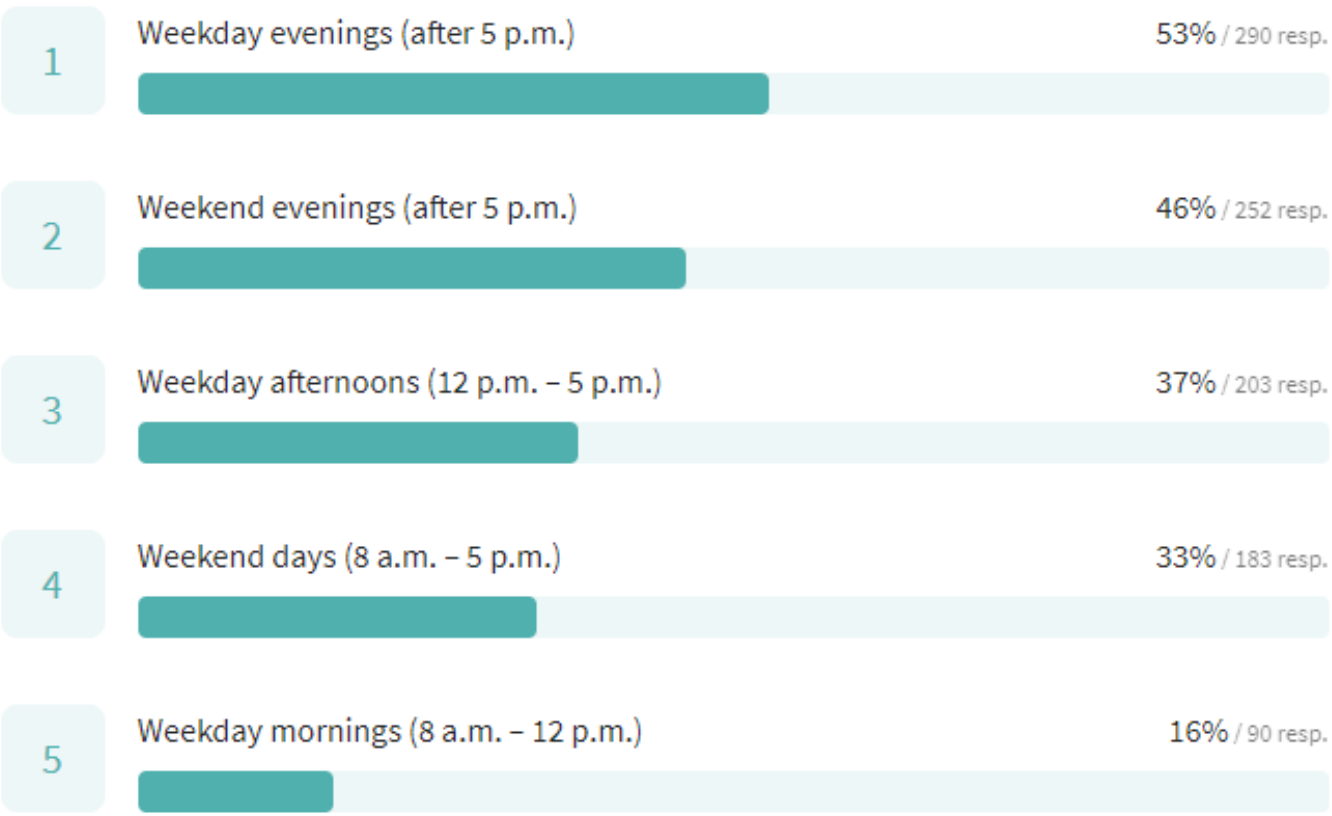
13) If parking is not available in front of my destination, I will:

547 of 547responded



14) I find parking to be the most difficult (choose as many as you like):

547 of 547responded

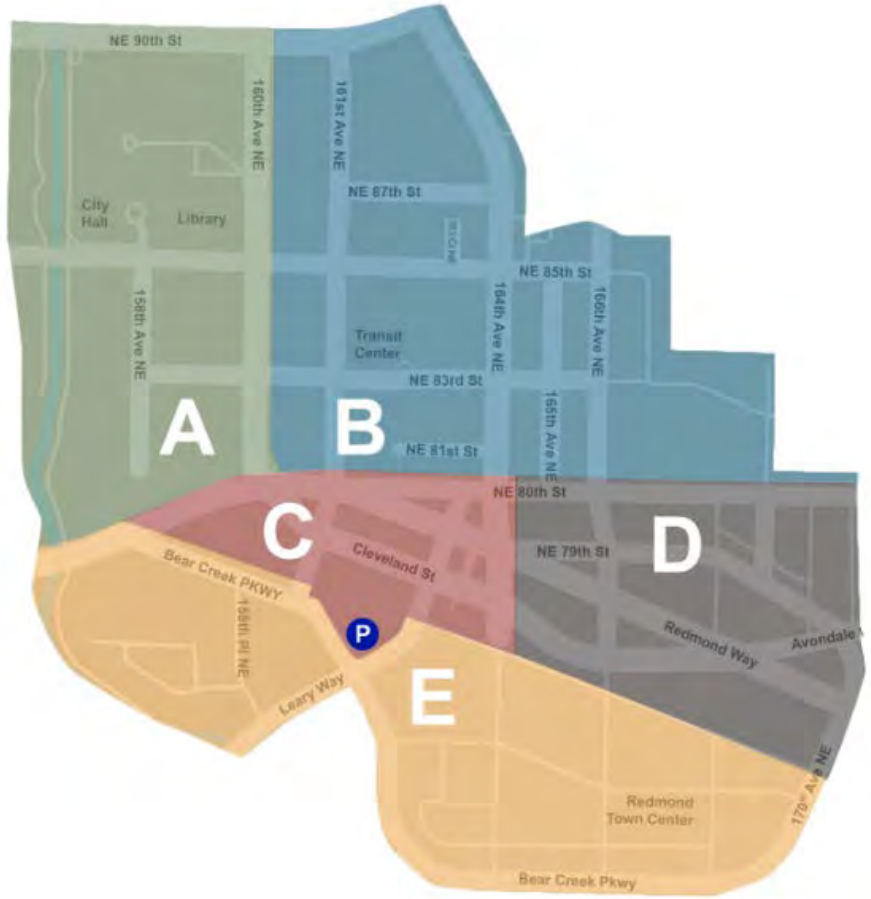


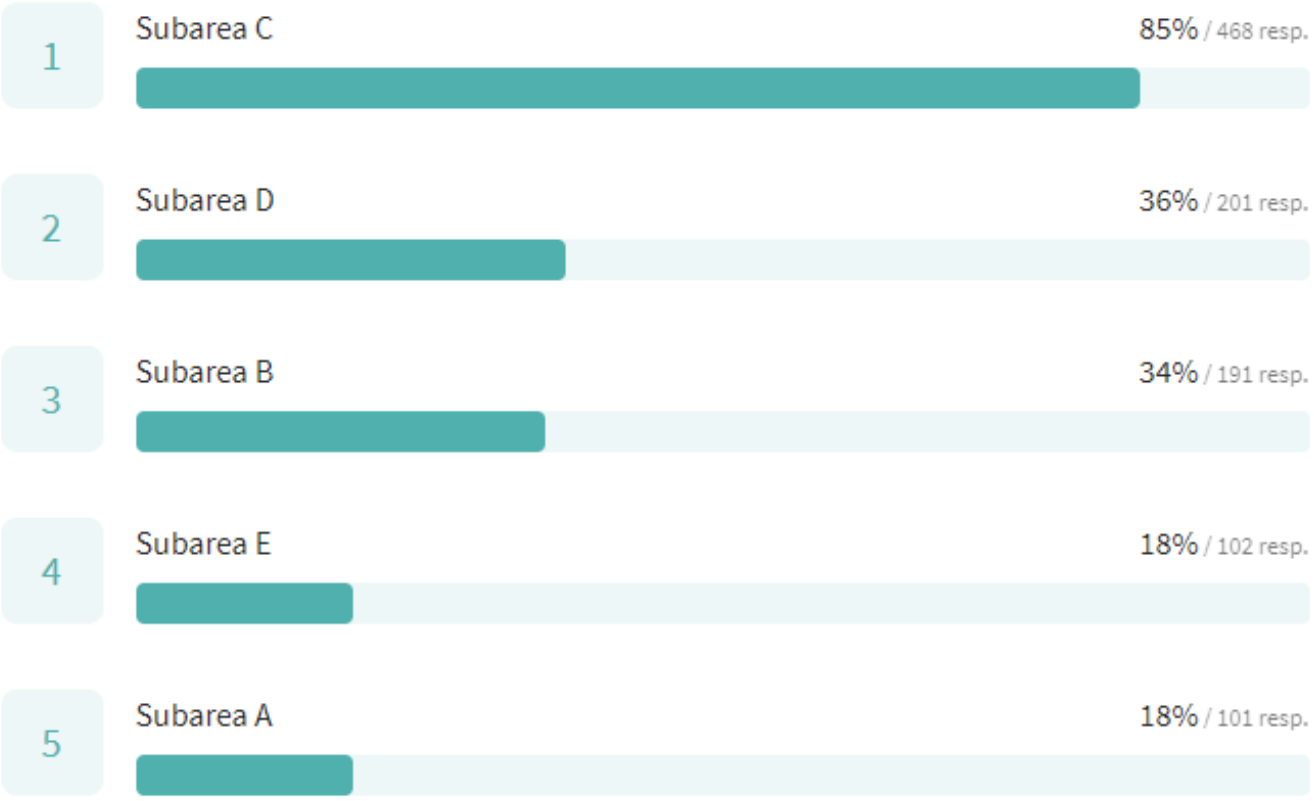
15) Do you ever park in off-street parking lots?

547 of 547responded

16) I generally have the most difficulty parking Downtown in these locations (choose as many as you like):

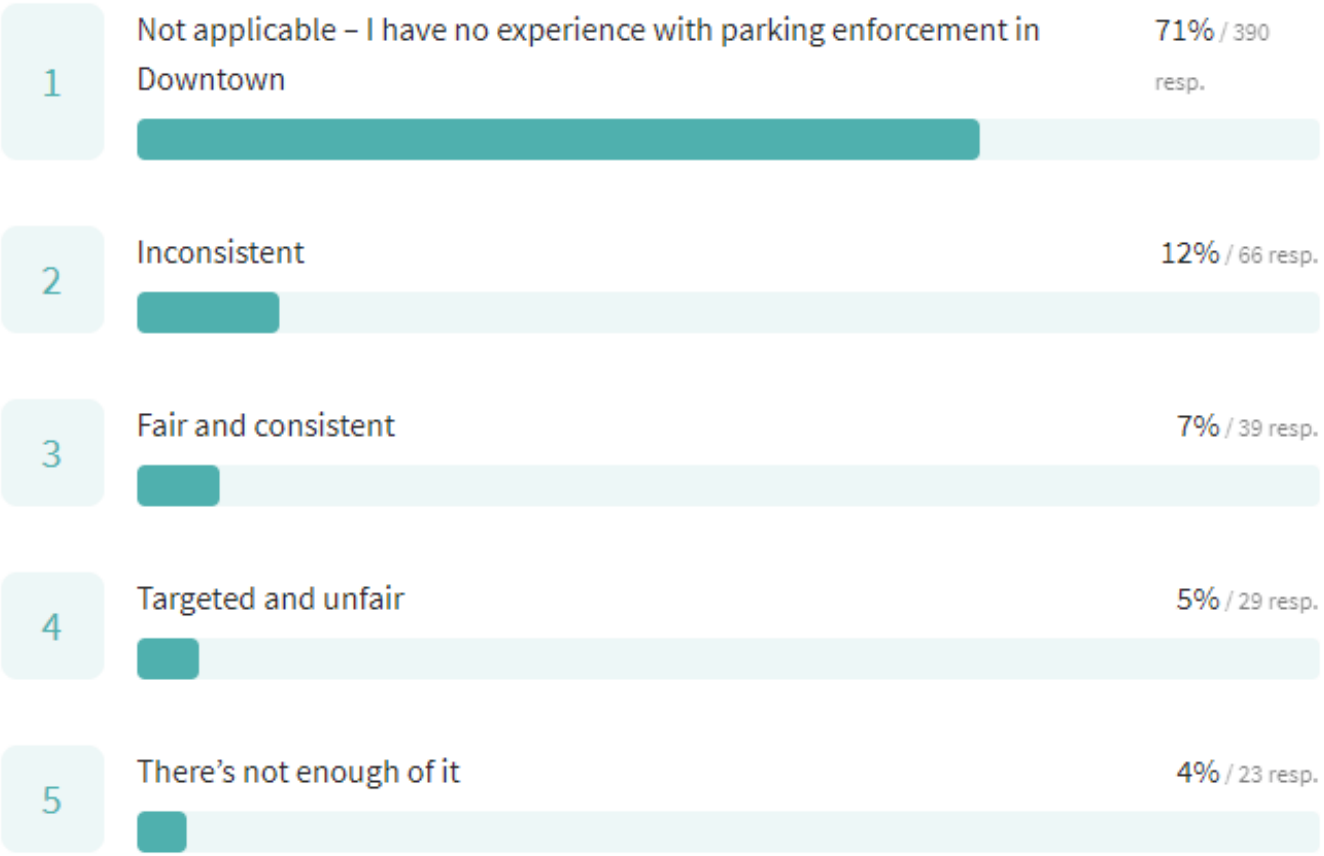
547 of 547 responded





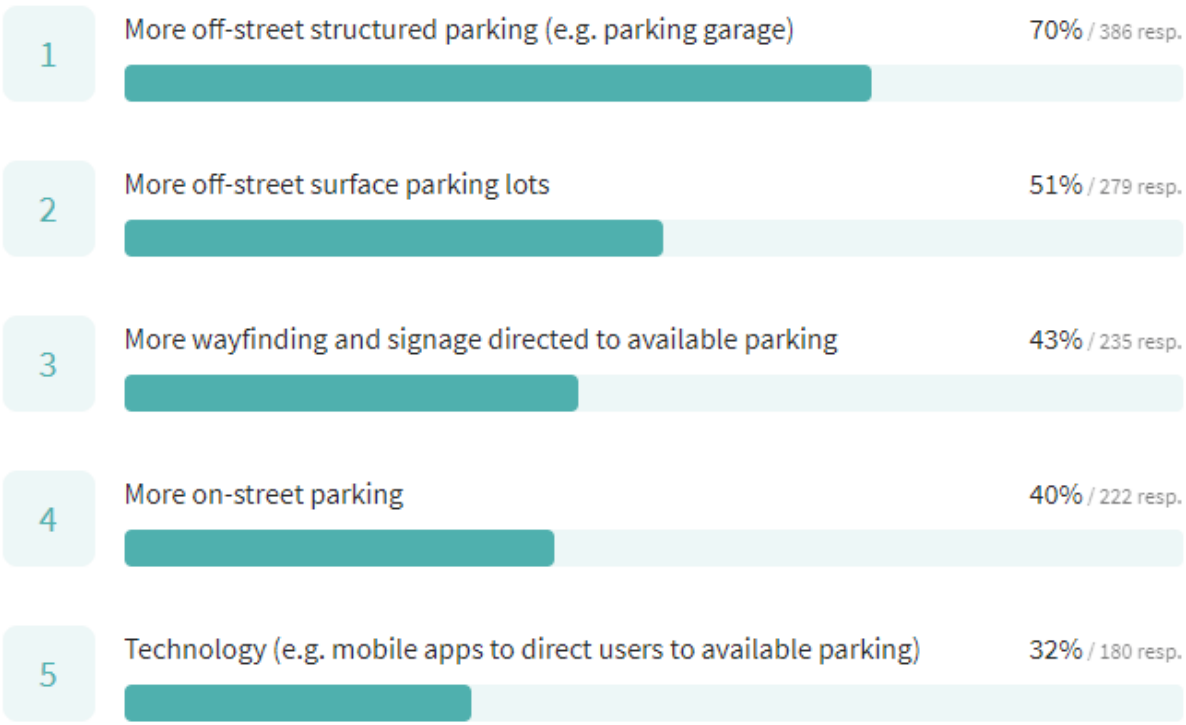
17) Enforcement of parking violations Downtown is:

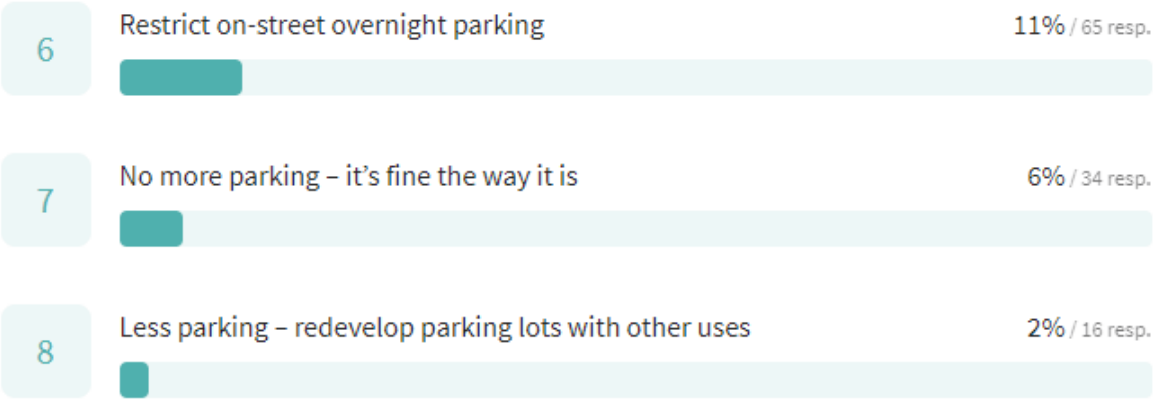
547 of 547 responded



18) To improve parking in Downtown I would like (choose as many as you like):

547 of 547 responded





19) To increase the likelihood that convenient parking is available, I'd be willing to spend up to:

547 of 547 responded

Written comment #1

I just wanted to make a comment on parking downtown. I own a townhouse on 167th downtown. Many days we cannot park on the street because it is filled with construction workers, people from apartment buildings that don't want to pay the fee to park in their own building (or drive trucks too large to fit in their garages), and people sleeping in their cars. Some of the street trees on our block have been damaged by commercial trucks parking where they don't fit under the trees.

I believe this is a problem that will continue to get worse as the density in the area increases.

Allowing apartment builders to reduce the number of parking spaces, assuming people will prefer to walk and not have cars doesn't really address this growing problem. We are probably typical of the model you are envisioning: we have two cars for four adults over three generations - one is an all electric vehicle, we walk and we use public transportation, but we still have to have two spots to park. Apply conditions to builders that are given waivers on the number of parking spots to keep them from charging so much their residents use the streets and park and ride instead of the garages; create a resident parking permit system or something similar for those of us that don't have the option of a parking garage. It would seem to make sense to plan better for residential parking; now before the problem explodes with the population growth.

Written comment #2

I completed the downtown parking survey just now. I felt some of the questions felt a little bit like I wanted to elaborate.

I'll just make these points:

1. I live on the outskirts of what is officially deemed "Downtown Redmond" (in the Windwood subdivision, a sort of subset of the Rivertrail neighborhood). I actually don't patronize downtown businesses too often; typically if I do, it's the Hoffman (sp?) bakery where I run in and grab something, or McDonalds, or Rudy's Barbership where I get a haircut once every 8 weeks, or Top Pot Doughnuts, or Redmond Town Center. The biggest parking challenge is usually with Rudy's and Top Pot. The mattress store across the street from Top Pot doughnuts has some rather threatening signage about its parking lot; it would be nice if they could let people park in their lot when the store isn't open. Like if I go to get a doughnut at 7:30 AM, what's the big deal if I park at the mattress store for 5 minutes.

2. I cannot give a good answer on the question about consistency of parking enforcement. I have no idea. I always park legally so I have never had issues with parking tickets.

3. It might be nice if somewhere in downtown Redmond there were a large multi-level parking garage available for public parking.

4. I think one of the biggest parking problems is attributable to guests visiting residents of Redmond's many apartment buildings. I lived in Milehouse Apartments a couple of years ago prior to buying my house. Accommodation of guests' cars was always a challenge.

5. I think we're going to have big problems with congestion and parking when the light rail station opens. I understand there will be no "official parking" near the station, and I also understand that to provide parking would be very expensive. SO I don't know what will happen, I just sense it won't be good. I'm totally in favor of light rail coming to Redmond, but we'll see how the parking goes. I still don't understand why the terminal station was not planned to be built in the low density lands out by Costco, where there would have been ample room for tons of cheap-to-build surface parking, and relatively easy access and egress.

Written comment #3

In general I am quite well satisfied with the parking situation in Redmond. The one exception is the library. When there are events in the city hall parking lot on weekends – which seems to be more and more common, the library parking fills up and cars circle inside the lot waiting for space to open up. This only makes the problem worse as others are delayed from leaving the parking lot due to being hindered/blocked by the circling cars.

Written comment #4

I currently find downtown parking easy and convenient, except in the Trader Joe's/QFC bottleneck at the junction of Redmond Way and Cleveland/160th Ave.

I think the overriding priority for downtown parking – not mentioned in the survey – is the need to provide *lots* of off-street parking for the new Sound Transit light rail stations coming to Redmond. The existing transit parking structure near the 83rd St. often fills up early on weekdays just for limited bus service. When the downtown light rail station opens, there will be enormous demand to park there, and I hope Sound Transit and the city are planning to provide enough parking to meet demand. If light rail parking fills up by 8 am, it'll be a fail. Thousands of Microsoft engineers start work at 9 or 10 a.m. and will want to use light rail.

I lived in Atlanta for 7 years and took MARTA light rail to work from a suburban station, and the best and most convenient aspect of the experience was that MARTA provided plenty of free all-day parking adjacent to the station. I drove about a mile to the station, could always find a parking spot, hopped on the train and didn't have to make a 12-mile commute on crowded freeways. Providing lots of free parking will be key to creating a good rail commuter experience in Redmond, since so much of the city is not within practical walking distance of the stations.

Written comment #5

I just took your parking survey, and did it twice. The first was to give input. The second was to get to the final page and get your email address.

After taking the survey, I'm concerned that the city is looking for, and getting, bad data, regardless of intent. It strikes me that inviting everyone who takes the survey to game the system by taking the survey again, especially by having the last button on the survey say 'Again' and not 'Submit', is not in the city's best interest.

If I had seen a survey like this when I was on the Planning Commission I'd have asked that the results be thrown out as inaccurate.

Written comment #6

We live downtown and rarely drive and park here. But we do need to park a car on the street because it turned out that our garage (a townhouse) was too short to accommodate our van, which we never expected when we purchased the unit.

My comment is that we feel that the monthly parking fee for a resident is outrageously high at $50/month, especially when it is only $65 for TWO YEARS in Seattle neighborhoods.

Written comment #7

1. Parking to visit Downtown Redmond Park on Cleveland Street is too difficult for non resident visitors/family from out of town. Especially need more parking for elderly.

2. I see DAILY those visiting Molly Moon Ice Cream violating the Work and Western WEar's customer's parking space without enforcement consequences. I feel bad for those violating Work and WEstern Wear business owner's parking lot being misused daily by those visiting Molly Moon Ice Cream.

Written comment #8

I recognize that most, if not all of the downtown construction projects were forced into shallow, below grade digging, due to our water table.

I have gone to a few restaurants along Cleveland, some of which do have some limited public parking in the building they are a part of (Woodblock) and PRIME with their small surface lot, but places like Molly Moon and El Toreadore can be overwhelmed as are the Redmond Bar &Grill and the 3B's.

What I would hope that what was also explored by the committee is a public/private partnership wherin businesses that close between 5 and 6 pm yeild their spaces to either a "free" proposition or a low fee parking management condition similar to KEY BANK parking lot.

Where does the City and the Commitee stand on this type of parking condition?

I also would be very supportive of a municipal garage with free hours during the day and reasonable fees after 5p....something in the $1-2 range.

Written comment #9

The parking survey missed some important things.

1. A big concrete park newly- opened downtown with very little nearby parking for events: less than a dozen when one accounts for the fact that most spaces are used for the business there already. There are a handful of stores (Along the road with Hoffman's and the Running Store and Garlic Crush, with some parking in back but the lots are limited and convoluted - even worse on Saturdays during the Farmer's Market

2. In general, I am not a fan of parking citations. They likely do not produce as sufficient income to cover benefit costs for the people doing that job -- and it is a sorry use of Law Enforcement's time and skills. That said, the library is frequently used by people for trails and the nearby city buildings and not for the library. Library patrons can't find spaces (especially in the summer) in library parking and it gets all jammed up. It doesn't help that nearby spaces are taken by city hall (in disregard for the parking rules for the library lot) And there is no place for the people who want to use the park next to city hall to actually park...

3. The area by the skateboard park and the coffee shops and transit center has far too few spaces and for far too short of a time (and some were replaced by "traffic calming" things jutting out into traffic, which causes people to have to wait at lights instead of turn right on red, thus effectively increasing traffic that is on the road, and increase numbers looking for spaces frustrating drivers (which is not terribly calming at all)...

4. The length of many yellow curbs has been increasing lately...further reducing parking opportunities.

5. Bus and transit are limited and infrequent in Redmond...asking people to wait an hour for a bus that might or might not actually show up, with few actual shelter (in a rainy geographical region) leads me to believe whatever is done in Redmond with public transit will not yield the desired outcomes. I suspect a regular Redmond Shuttle to Microsoft in a loop would get a ton of traffic off the roads. (I do not even work on campus but it is close enough that a loop shuttle means I would definitely take transit if it came regularly.

6. Some of the stretches alongside the new, shiny apartment buildings have no parking at all--except loading zones. Who parks for a cup of tea at a friend's in a loading zone. It'd be nice if fewer spaces were dedicated (sold?) to the buildings for "loading" and a few more spaces were available for people visiting friends. I do not have a handicapped card and do not angle for the absolutelclosest space, but I do have some mobility issues and walking a block with a cane/kid to visit a friend...sigh

7. Please do not sell sections of on street parking to make dining areas. Parklets were the worst idea San Francisco ever had. And "traffic calming" measures do not.

8. Last item, City planning one: along 154th Ave NE towards 520, the sidewalks abruptly end under Redmond Way, There should be walks on both sides. People walk there. It is unlit and dangerous :(

The survey should have a block for comments. More questions should have the option of multiple responses.

Written comment #10

We wanted to mention that we do not go to Prime, Woodblock or Molly Moon's anymore because of the lack of parking. It only serves those that live nearby, just like the new park.