## CITY OF REDMOND RESOLUTION NO. 1296

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDMOND, WASHINGTON, ADOPTING THE FINAL OVERLAKE PARKING MANAGEMENT PLAN

WHEREAS, on December 11, 2007, the City Council adopted Ordinance Nos 2382 and 2384 amending the Comprehensive Plan to update the Overlake Neighborhood Plan, and

WHEREAS, the updated Overlake Neighborhood Plan calls for the creation and implementation of a parking management plan for the neighborhood, and

WHEREAS, the Overlake Growth and Transportation Efficiency

Center identified a parking management study as an

implementation item, and

WHEREAS, on September 16, 2008, the City Council approved a Consultant Agreement with Fehr & Peers to begin the Overlake Parking Management Study, and

WHEREAS, the Planning Commission provided input to the Overlake Parking Management Study on October 15, 2008, and February 25, 2009, and

WHEREAS, multiple public workshops were held in December 2008 and February 2009 to solicit public feedback on parking strategies that could be included in the Overlake Parking Management Plan, and

WHEREAS, a Draft Overlake Parking Management Plan including short-term action strategies and issues and strategies for future consideration was posted to the City's website on May 4, 2009, and written comments solicited through May 26, 2009, and

WHEREAS, the Planning Commission provided input on the Draft Overlake Parking Management Plan on May 13, 2009, and

WHEREAS, the City Council provided input on the Draft
Overlake Parking Management Plan on May 26, 2009, and

WHEREAS, the Final Overlake Parking Management Plan identifies anticipated parking issues and preferred strategies to be considered in response to future development, transit and parking conditions, and

WHEREAS, the Final Overlake Parking Management Plan enables parking to support the transition of Overlake Village from a suburban to urban form and to support the land use, economic and transportation vision for the area

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF REDMOND, WASHINGTON, HEREBY RESOLVES AS FOLLOWS

Section 1 The City Council of the City of Redmond, Washington, hereby adopts the Final Overlake Parking Management Plan as shown in Exhibit "A" Exhibit "A" is attached hereto and made a part hereof as though set forth in full herein

Exhibit "A" is comprised of the Final Overlake Parking Management Plan

ADOPTED by the Redmond City Council this  $7^{\text{th}}$  day of July, 2009

CITY OF REDMOND

JOHN MARCHIONE, MAYOR

ATTEST

Michelle M MCGEHEE, CMC, CITY CLERK

(SEAL)

FILED WITH THE CLERK
PASSED BY THE CITY COUNCIL
SIGNED BY THE MAYOR
EFFECTIVE DATE
RESOLUTION NO 1296

July 1, 2009 July 7, 2009 July 7, 2009 July 7, 2009

APPROVED 7-0 Allen, Carson, Cole, Margeson, McCormick, Myers and Vache

## Overlake Parking Management Plan









June 2009 - Final





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#### **Executive Summary**

Overlake is beginning a transition from a suburban setting to a mixed use, urban neighborhood. The transition identified in the Overlake Master Plan calls for parking policies and regulations that support land use, economic and transportation objectives However, the existing parking conditions do not support the goals of the Overlake Master Plan The majority of the current parking supply is surface parking owned, operated, and maintained by individual property developments, at no direct cost to the user parking a vehicle. A preliminary analysis conducted this project highlights that as the forecasted redevelopment in Overlake Village is constructed, approximately 100 acres, essentially all of Overlake Village, would be needed to provide all the required parking as surface parking, while approximately 14 acres would be needed to provide parking in structures (see map on page 3) Without structured parking in Overlake Village the City would not be able to achieve the land use, transportation and economic vision in the adopted Overlake Neighborhood Plan

Meetings and Outreach October 2008 Planning Commission Kick-off Meeting November 2008 Parking Policy Overview with City Council 11 December 2008 \*\* \*\* Topic Based Workgroups with Stakeholders'& City Council Presentation 11 endergrafie de la compatibilità de la compatibilità de la compatibilità de la compatibilità de la compatibilit • February 2009 Parking Modeling Workshops & City Council Presentation +

Additional parking issues developing and anticipated in Overlake include balancing parking supply and demand and parking demand challenges related to light rail. The presence and growing significance of these issues are the primary basis for this Parking Management Study.

#### WHAT WAS COMPLETED DURING THIS PROJECT?

At the beginning of this project a detailed review of all existing parking policies and related plans was conducted. This provided a basis to identify where strategic adjustments could be applied to support. Overlake's redevelopment goals

Once the existing policies and plans were evaluated, meetings with stakeholders were conducted to discuss possible parking strategies from peer communities and potential applications in Overlake. The meetings provided an opportunity to discuss specific parking issues that affect stakeholders'

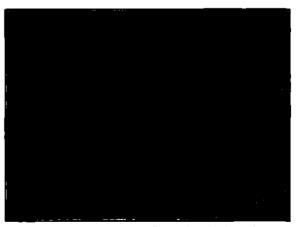


Figure i workshop photo

interests and livelihoods. The stakeholder meetings included residents, property owners, property managers, King County Metro, Sound Transit, Microsoft and Group Health Eastside Campus representatives. Overlake business owners, Greater Redmond Chamber of Commerce members, developers, city staff, and elected officials.





After meeting with stakeholders, a refined list of parking strategies was prepared (shared parking paid parking, parking management districts and centralized parking facilities). These strategies served as the basis for preparing three parking alternatives. The alternatives were used to evaluate how each of the strategies could be used to achieve the redevelopment projections identified in the Overlake Master Plan.

After each of the scenarios was finalized a second round of stakeholder meetings was conducted. The stakeholder meetings provided a venue to discuss the opportunities and challenges associated with implementing the strategies. The feedback from the meetings was used to identify the short term action items identified in this document.

#### WHAT ALTERNATIVES WERE STUDIED?

A detailed parking evaluation was conducted to forecast potential implications associated with adjusting parking policies in Overlake. The evaluation provides a more focused understanding of how strategies that have been applied in other communities would interact with plans to transition Overlake into an urban neighborhood. The alternatives include

Alternative 1 Private Parking Facilities at Reduced Requirements This alternative lowers the parking requirements to meet a wide range of objectives—It assumes that all parking is provided by private development—For this alternative and the next two, a series of "triggers" were developed to consider reductions in parking requirements at strategic times

Alternative 2 Public/Private Parking Facilities This alternative assumes that parking requirements in Overlake Village are lowered in the future and that half of the commercial parking requirement is provided by private development while the other half is funded by the City and would be available to the public (residential parking would be provided solely by the private sector)

The intent of this alternative was to explore the idea of providing some publicly managed parking supply in scattered locations to supplement parking provided by private development

Alternative 3 Public Parking Facilities with Fee-in-Lieu This alternative assumes that parking requirements in Overlake Village are lowered in the future, that the City or Overlake Parking District (OPD) provides approximately 50% of all required parking in strategically located, centralized facilities and that the other 50% is provided by private development

The intent of this alternative was to explore the idea of a fully developed parking management program to support transportation, land us and economic goals for Overlake Under this alternative, parking is similar to a utility the City is providing some infrastructure up front to leverage development. This alternative differs from Alternative 2 in that an investment in parking infrastructure is made up-front, potentially before any redevelopment occurs, rather than at the time of a particular redevelopment project.





#### SHORT TERM ACTION ITEMS

The analysis prepared during this process was a snapshot that will be monitored and evaluated in the future. The input from stakeholders provides a basis to begin the parking transition. However, there is no single answer and continual input and evaluation will be required.

Action Item #1 Monitor Parking Demand in Overlake Village A strategic reduction of the current parking requirements should be considered with particular attention to long-term shared parking objectives. The first step in this process should be conducting detailed parking demand studies for specific commercial land uses pr. 1 1 0 in Overlake Village मान है है दिस्ता होंगे 110 4 8 1 M 1 M 11 , Action Item #2 Develop Standard Shared Parking Agreement Template A standard shared parking agreement that is reviewed and approved by the City Attorney, should detail maintenance, insurance and recommended costs 1 (1) 1 Action item #3 Require the Use of Shared Parking Reduction in New Developments Hitta After refining shared parking criteria for specific office and retail uses in the RCDG, the Hitta Link City should require use of this provision by all proposed developments in Overlake' - : " at a little Hiller Hiller i + 1Village<sup>1</sup> Tale 4, 111 0 A review and update to the current bicycle parking standards should occur .. The review (1) the  $_{
m 0.11}$  should consider the short and long term, bicycle facility plans identified in the  $_{
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m rate}$  IAn enhanced parking program that creates consistency in approaches to similar problems  $_{
m rate}$ 11 occurring in various districts of the City should be developed as part of altransportation · Master Plan update · Bicycle motorcycle electric vehicle and other alternative vehicle · (Earl Parking should be considered during this evaluation in the state of th referent to be a constant but be death of a constant but the THE ATA THE BALL COMM





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#### Section 1 Introduction and Overview of Overlake Plans

As Overlake transitions from a suburban to urban place over time, a number of parking issues are likely to arise. A key objective of the Overlake Parking Management Study was to identify anticipated issues in advance so that City officials are in the best position to think through alternative strategies and decide on a preferred response, as described in this Parking Management Plan. This approach is similar to the City's recent analysis of alternative approaches for stormwater management in the Downtown and Overlake, and the City Council's decision to pursue regional stormwater management in both areas.

Three of the most significant parking issues that may arise over time include

• Conflicts with and Impacts on Land Use, Transportation and Economic Visions Figure 1 shows how much land would be needed to accommodate the parking required to support the land use vision in Overlake Village under current regulations. The figure shows that approximately 100 acres would be needed to provide all the parking as surface parking, while approximately 14 acres would be needed to provide parking in structures. Without structured parking in Overlake Village, the City would not be able to achieve the land use, transportation and economic vision in the adopted Overlake Neighborhood Plan.

Structured parking is significantly more expensive to build than surface parking. The amount of parking required as part of a development project is often one of the largest costs associated with development and can "make or break" a particular project. If the cost of parking is greater than the market will bear in Overlake, the vision may be delayed as redevelopment projects are unable to "pencil out"

- Balancing Parking Supply and Demand in Overlake Currently, one of the most frequently identified "parking problems" in the Overlake Village area is parking being "poached" by customers and employees of neighboring properties. As the area develops and the parking supply begins to shift to accommodate a more urban travel pattern of parking once and walking to multiple destinations, the perception of "poaching" will be exacerbated. This will in turn, create a demand to identify private, public, or public-private parking resources that are managed (e.g., time limitations, paid parking) to support accessibility to businesses and other neighborhood destinations.
- Parking Demand Related to Light Rail East Link's interim terminus at the Overlake Transit Center at NE 40<sup>th</sup> Street is likely to generate additional parking demand related to transit. Sound Transit is proposing to double the amount of parking at this station from approximately 170 spaces to approximately 350. The City's comment letter on the East Link DEIS noted that it is important that the amount of parking at the Overlake Transit Center be "right sized" and therefore increased to serve nearby residents, but not act as a magnet for regional parking demand since regional parking will be provided at the Southeast Redmond Station.





Although no additional transit parking is planned for the Overlake Village station some nearby residents may drive to this location to park and ride (also known as "hide and ride" when the parking occurs on private property). Public and private-sector management of parking in Overlake Village will become critical to existing and future property owners.

In addition to these three issues that may arise in the future, the function of the district is likely to change over time as it transitions from suburban to urban. In its current suburban form, parking is supplied and managed at the individual parcel level. As the area becomes more urban and residents, employees and visitors are able to walk to destinations within the district, parking on a neighborhood level, as opposed to a parcel level, will likely become more important to users. Parking on a neighborhood level is critical to achieving a more urban form, without it visitors would likely be required to move their car each time they visited a different development, similarly to how a location like Downtown Bellevue functions today.

#### **OVERLAKE NEIGHBORHOOD PLAN OVERVIEW**

The Overlake Neighborhood Plan was adopted in 2007 with a significant focus on improving the neighborhood's transportation environment, particularly for pedestrians, bicyclists and transit. The overarching vision for the neighborhood is to become an attractive and safe place to live, work, shop and play. The vision also calls for strong multimodal linkages to connect the neighborhood's three subareas—Overlake Village, the Employment Area, and the Residential Area—to each other and to their surroundings.

The Overlake Master Plan and Implementation Strategy, a document that summanzes the policy and regulatory updates adopted in 2007, describes five key principles for achieving the vision, including

- Creating a sense of place
- Creating a place where people want to live
- Making connections to improve transportation choices
- Creating a system of connected open spaces
- Growing "greener" by promoting sustainable development

These principles provide the basis for Strategies for Action for achieving the land use, transportation and open space visions for the neighborhood. Two specific transportation strategies for action relate to parking





- Create a parking management program within the Overlake Neighborhood. This parking
  management program will focus on reducing or, in the long term, eliminating minimum
  parking standards creating a residential parking permit program as needed and
  refining parking credits for mixed-use developments.
- Update the Transportation Demand Management program for the Overlake Neighborhood This TDM program will strive to achieve a non-single occupancy vehicle mode share goal of 40 percent by 2030 for peak period trips in the Overlake Neighborhood This TDM program will be consistent with the TDM policy adopted in the Redmond Comprehensive Plan (TR-37)

This Parking Management Plan will create the parking management program for the neighborhood and supports the Transportation Demand Management program in place

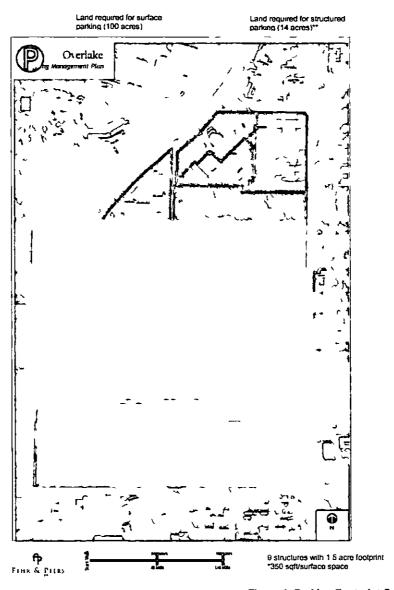


Figure 1 Parking Footprint Configuration





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#### Section 2 Parking Policy Overview

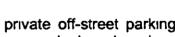
A detailed policy overview of existing parking policies, strategies and regulations was completed as the first step in the Overlake Parking Management Plan The overview focuses on the relationship and function of parking guidelines in Overlake's current planning documents. Each of the documents listed to the right was reviewed to understand specific parking policies and multimodal transportation objectives Both pieces of information are critical to the Overlake Parking Management Plan as they influence the overall parking supply and demand in the The findings were used to understand the neighborhood interaction of the current parking policies and provide the basis for implementing parking changes in the neighborhood This overview is augmented with a presentation from November 2008 found in Appendix C of this document

#### DO THE PLANS ADDRESS THE ROLE OF PARKING FINANCE AND REDEVELOPMENT?

- The plans generally discuss the importance of providing a robust and dispersed parking supply in Overlake Additional consideration should be given to how the various forms of parking work together to support the multimodal travel objectives
- The Overlake Master Plan identifies goals for creating a parking supply with surface parking in appropriate locations, structured parking facilities and managed parking in Overlake Village
- The Overlake Neighborhood policies address and prioritize private off-street parking quantities, on-street parking, structured parking, paid parking, and shared parking between property owners
- The parking strategies found in the Transportation Master Plan (TMP) are closely tied to the Comprehensive Plan policies for increasing the use of walking, bicycling, and transit
- The policies and objectives in the Downtown Redmond Parking Study confirm the importance of a diverse parking supply in urban settings and parking's relationship to multimodal travel

#### Documents & Policies Review

- Overlake Master Plan and Implementation Strategy
- Overlake Neighborhood Plan Policies & Regulations
- City of Redmond **Transportation Master** Plan
- Downtown Redmond Parking Study
- Current parking ordinances and regulations (Section 20D 130 10)
- Transportation Management Plans (Microsoft Nintendo and Overlake Park and Ride Transit Oriented



Development)





#### DO THE PLANS ADDRESS THE ROLE OF PARKING FINANCE AND REDEVELOPMENT? (CONT.)

- The plans address specific policies and strategies that support Overlake's transition to a more compact urban development pattern. Although the plans offer a wide range of policies and strategies critical to the redeveloping areas, those related to how new parking is financed are unclear.
- The Overlake Neighborhood policies in the Comprehensive Plan provide a framework to develop new approaches to parking finance and redevelopment. Additional consideration should be given to how the finance strategies outlined in the Overlake Neighborhood policies would be implemented to achieve the plan's vision.
- The TMP includes parking strategies that emphasize the importance of evaluating parking supply as redevelopment occurs
- The Downtown Redmond Parking Study indicates that new parking facilities typically require public subsidies to augment the anticipated parking revenues generated by the facility until redevelopment reaches a certain scale
- The Transportation Improvement Program includes a Parking Management Demonstration Program that will begin in 2009 and go through 2011. The program will create a management program for parking and partnerships with stakeholders to better manage the parking supply in Downtown Redmond.
- The fee-in-lieu parking program outlined in the Redmond Community Development Guide (RCDG) has not been used by developers The cost and methods for providing fee-in-lieu spaces should be considered as options for centralized parking







Figure 2 Redmond Parking Conditions





DO THE CURRENT PARKING POLICIES AND STANDARDS MEET LONG TERM OBJECTIVES FROM AN URBAN DESIGN, MOBILITY, SAFETY AND ENVIRONMENTAL QUALITY PERSPECTIVE?

- The plans identify general parking policies that address a wide range of urban design, mobility, safety and environmental quality issues. The policies should be evaluated further to determine how they can be implemented as a complete package to achieve the Overlake vision.
- The Overlake Master Plan has well articulated strategies that address the connection between urban design, mobility, environmental quality and parking
- The Overlake Neighborhood policies found in the Comprehensive Plan are highly supportive of the Overlake vision for urban design mobility and environmental quality. The policies provide the framework to provide parking at quantities necessary to facilitate new development and achieve the vision for high quality urban design.
- The parking development standards for Overlake found in the RCDG generally support
  the Overlake vision. However, they need further evaluation to determine how specific
  standards can be used to achieve the desired mixed-use development pattern and
  multimodal travel objectives.

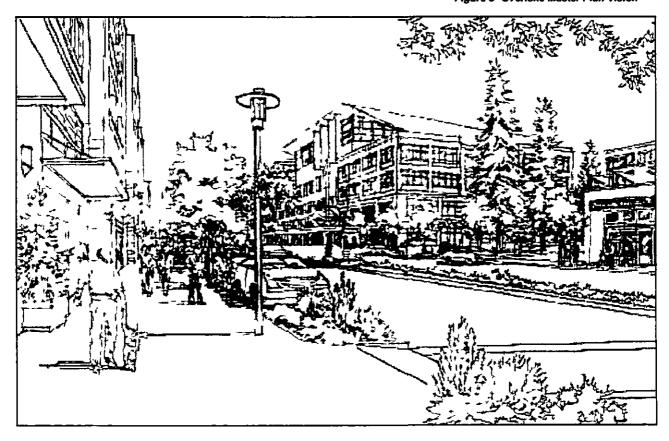


Figure 3 Overlake Master Plan Vision





## How do the Transportation Demand Management (TDM) objectives interface with Parking Supply Management?

- The City of Redmond administers TDM programs that aid in reducing parking demand in Overlake and work toward achieving a 40% mode split goal by 2030
- Specific programs under the Redmond Trip Reduction Incentive Program (R-TRIP) have high participation levels and positively contribute to reduced demand for parking while maintaining mobility and accessibility in Overlake



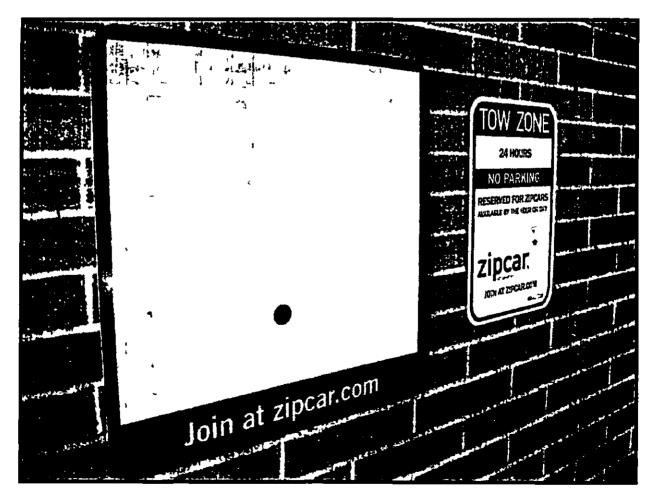


Figure 4 TDM Strategies





#### Section 3 Parking Strategies Analyzed During This Project

During the course of the project, several parking strategies were analyzed to understand how they might be used in Overlake to achieve the vision identified in the Overlake Master Plan. Because the Overlake Plan is a 25 year vision, there is a need for a wide range of parking strategies to achieve long-term objectives. Not all of the strategies that have been identified will be used at once or used indefinitely. As discussed in later sections, "triggers" will be used to determine when specific strategies could be used

It is important to remember that parking is not an actual land use, but a critical utility that supports all forms of land use. Likewise, well utilized and managed parking is vital to commercial businesses. Parking can be provided in various configurations on street (angled and parallel) and off-street (below-, at-, and above-grade). Regardless of the configuration, the total supply needs to prioritize the locations of short-term customer parking, delivery parking drop off zones and all-day employee parking.

- Parking Strategies
- Strategies from the 
   Downtown Parking Plan
- \* Paid parking to the teachers to the teachers
- Centralized parking
  Authorized parking
  Authorized parking
  Authorized parking

Additionally, seas of surface parking work against achieving the land use, economic and transportation vision and "place" creation. Therefore, it will be important to provide the right balance of parking in Overlake while managing the supply to help achieve goals for increased walk, bicycle, carpool, and transit trips. When parking supply significantly exceeds demand, the incentive to choose alternatives to driving alone is greatly reduced. With this general understanding the following strategies were explored with land owners, developers neighbors, appointed and elected officials and the public at work sessions during the course of the project.

#### STRATEGIES FROM THE DOWNTOWN PARKING PLAN

The Downtown Redmond Parking Plan has several strategies that could be used in Overlake as it makes a transition to an urban neighborhood

- Assign or create a "Parking Manager/Coordinator" for the City of Redmond
- Create a Parking Advisory Committee
- Provide on-street parking
- Implement on-street parking enforcement (152 Ave NE and local streets in Overlake Village in the future)



Figure 5 Resident parking at "Urbane" Development





- Improve signage and communications
- Establish a decision-making "trigger" that compels periodic review of parking conditions, policies and strategies
- Strategically acquire land for future use as a public parking garage
- Explore long-term funding mechanisms for parking and program development

#### SHARED PARKING

Shared parking allows some combinations of land uses to effectively share the same parking supply, thereby reducing the amount of parking that has to be built. An example of shared parking would be an office building that generates a parking demand during the day and a cinema that generates parking demand in the evening. Shared parking is Redmond currently allowed the ın Community Development Guide (20D 130 10-040 (1) Cooperative Parking Facilities) The alternative evaluation conducted as part of this project shows that shared parking could become a critical strategy in Overlake as the area redevelops

Although shared parking is currently allowed, there are several other steps that could help to make shared parking a more widely used strategy



Figure 6 Single use parking in Redmond

- Creating a standard shared parking agreement that is approved by the city attorney that details maintenance, insurance, recommended costs, and specifies that shared spaces must remain accessible to all uses over time
- Clearly defining insurance terms that minimizes liability for owners
- Refining shared parking criteria for specific office and retail uses

For additional details on communities that have implemented shared parking programs please reference the presentations in Appendix C of this document

#### **PAID PARKING**

Paid parking is a common parking strategy. The intention of most paid parking programs is to more effectively manage the parking supply and manage travel demand.





Although some paid parking programs generate profit funds are typically reinvested in public infrastructure near the parking to increase commerce and sales tax revenue. It is common to generate revenue from an on-street or off-street surface parking program. However, most off-street public structured parking does not generate profit due to maintenance, operation and capital costs.

Paid parking can be a challenging strategy to implement in suburban settings transitioning into urban neighborhoods. Generally the introduction of paid parking can cause "spill over". This occurs when a particular parking supply charges for parking and an adjacent parking supply does not. The resulting effect can create a burden on property owners to manage parking, result in lost revenues at paid parking locations, and cause general confusion about where to park.

paid parking programs are implemented on a routine basis to achieve several important objectives

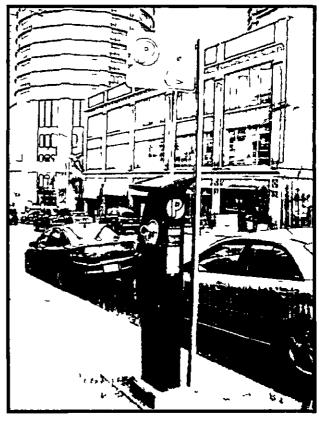


Figure 7 City of Soattle paid parking meters

Successful programs involve strategies for subsidizing visitors and customers making purchases, locating employee parking in walkable, remote locations at lower rates, or providing cash incentives to employees for not driving alone to work. When and if paid parking is implemented in Overlake, it will require strategic organization, outreach, enforcement and a thoughtful transition. For additional details on communities that have

implemented paid parking please reference the presentations in Appendix C of this document

#### **PARKING MANAGEMENT AUTHORITIES**

A parking management authority can perform many functions in a parking management district. Typically, authorities provide services that allow parking to be uniform for visitors by allowing similar fees for different parking supplies, validation programs for businesses, promotional campaigns that direct patrons to parking,



Figure 8 City of San Diego district parking





standard hours of operation, and consistent information to employees about long-term parking. An authority can also help develop agreements between land owners to allow shared parking between compatible land uses. Various forms of public parking management authorities are commonplace in major urban areas in the Northwest, such as Lloyd District in Portland, Downtown Eugene, Oregon, and the Bellingham, Washington Parking Commission. The authorities also provide a centralized "sounding board" for concerns about parking. They typically have an oversight board that includes business owners, property owners, developers, police, and city staff. At the time this document was prepared, there were not any parking management districts or authorities in Redmond. For additional details on districts please reference the presentations in Appendix C of this document.

#### **CENTRALIZED PARKING FACILITIES**

Centralized parking facilities provide several benefits to a suburban setting making a transition into an urban neighborhood. Centralized facilities allow parking to be located in areas that can be used by several land uses such as residential, office and retail. Also, the facilities maximize the overall parking supply by creating a "park once" environment. There are also economic benefits to the shared facilities in terms of capital, operations and maintenance costs. More importantly, the consolidation of parking makes it easier to provide identifiable, logical visitor/customer parking for commercial businesses. During the course of the project many examples of centralized public and private facilities were discussed. At the time this document was prepared, there were not any publicly owned central parking facilities in Redmond. For additional details on such facilities reference the presentations in Appendix C of this document.



Figure 9 City of Boulder centralized parking





#### **Section 4 Parking Evaluation Alternatives**

A detailed parking evaluation was conducted to assess potential implications associated with alternative parking strategies for Overlake. The evaluation provides a more detailed understanding of how strategies that have been applied in other communities would interact with plans to transition Overlake into an urban neighborhood. The parking forecast and the three alternatives are detailed in this section. Specific details can be found in the presentations and data tables found in Appendix C.

The alternative 2030 parking scenarios evaluated for Overlake Village constitute a range of options for how the City could address parking issues over time as shown in the graphic below

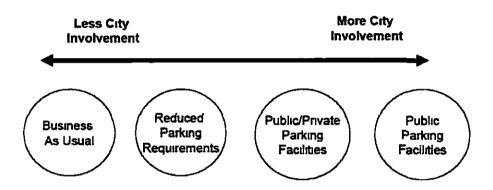
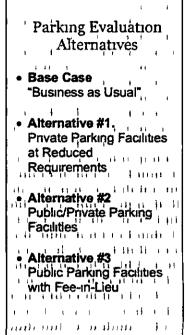


Figure 10 Parking alternatives and city involvement



#### BASE CASE "BUSINESS AS USUAL"

The base parking forecast "Business as Usual" was derived from the city's Comprehensive Plan (2030) land use forecast. Specifically, individual land use parcels were catalogued to determine the current parking inventory, the amount of parking suggested based on current parking requirements, and existing land use. This work was verified with a parking inventory that was completed in 2006 from aerial photography. After current conditions were calibrated, the current parking requirements were applied to any parcels that are forecasted to redevelop by 2030. This provided a base parking forecast for Overlake. The forecast assumed the following conditions in 2030.

Commercial Parking Ratio	5/1,000 sq ft
Office Parking Ratio	3/1,000 sq ft
Multi-family Parking Ratio	2 25/unit





Shared parking credit achieved

30%

Private Surface Parking

5% of total

Private Structured Parking

95% of total

Total Spaces Forecasted

16,000 (approximately)

"Business as Usual" would employ several strategies that are universal to all of the modeling alternatives. They include the following

- Techniques to create a "park once" environment allowing Overlake Village visitors to visit multiple destinations without moving their vehicle, while also providing an accessible parking supply that meets the demands of a urban neighborhood
- Well managed and enforced on-street parking that increases turn-over of parking spaces to support commercial businesses and well managed off-street parking facilities with validation programs for customers
- Well dispersed bike parking that includes racks shelters, and bike lockers in appropriate locations
- A shared parking allowance for mixed-use developments along with a City-prepared model shared parking agreement for use by the private sector. The City would also monitor the agreements on a district basis to ensure efficiency.

The 30% shared parking credit was used in the parking model as a long term objective. This credit is based on national peer examples that applied the Urban Land Institute's Shared Parking methodology to achieve a high level of efficiency. Achieving a 30% shared parking credit will require a well managed and strategic approach to allocating parking in Overlake. Likewise, achieving this level of shared parking may also require that current parking standards remain in place to achieve a base parking supply that can be shared with future compatible uses.

One idea that was suggested during the process would be to adjust commercial parking requirements downward immediately to encourage redevelopment. If this strategy is pursued it could have a short-term benefit to encourage redevelopment. However, it could have a negative affect on the ability of future projects to achieve shared parking objectives. Therefore, it will be critical to strategically adjust parking requirements to achieve long term shared parking objectives. The next section of this document discusses "triggers" and provides a basis to begin working toward a highly efficient shared parking supply in Overlake.





#### ALTERNATIVES #1 - #3

After the base parking forecast was prepared, a series of alternatives was determined based on feedback at the December workshops. The alternatives provided distinctions between capital investments, parking management, and the city's role in providing parking in Overlake. A summary of the alternatives is noted below, in Figure 11 and in Appendix D. Additional details can be found in the presentations in Appendix C of this document.

#### Alternative 1 Private Parking Facilities at Reduced Requirements

This alternative lowers the parking requirements to meet a wide range of objectives it assumes that all parking is provided by private development. For this alternative and the next two, a series of "triggers" would be developed to effectively reduce parking requirements at strategic times, triggers could be related to transit service, development levels or types, or other factors

#### Alternative 2 Public/Private Parking Facilities

This alternative assumes that parking requirements in Overlake Village are lowered in the future and that half of the commercial parking requirement is provided by private development while the other half is funded by the City or an Overlake Parking District (OPD) and would be available to the public (residential parking would be provided solely by the private sector). A public contribution from the City or a public parking authority would be required to fund the public parking.

The intent of this alternative is to explore the idea of providing some publicly managed parking supply in scattered locations to supplement parking provided by private development

#### Alternative 3 Public Parking Facilities with Fee-in-Lieu

This alternative assumes that parking requirements in Overlake Village are lowered in the future, that the City or OPD provides approximately 50% of all required parking in strategically located, centralized facilities and that the other 50% is provided by private development. Funding for the centralized parking would be provided through in-lieu parking fees paid by developers and other parking fees charged to existing businesses and patrons to use the parking

The intent of this alternative is to explore the idea of a fully developed parking management program to support transportation, land use and economic goals for Overlake. Under this alternative, parking is similar to a utility, the City is providing some infrastructure up front to leverage development. This alternative differs from Alternative 2 in that an investment in parking infrastructure is made up-front, potentially before any redevelopment occurs, rather than at the time of a particular redevelopment project.





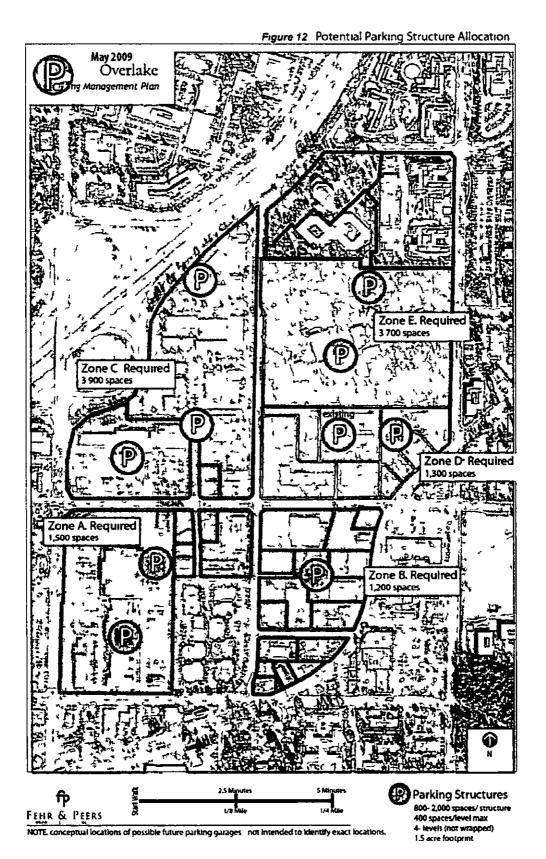
It is important to note that the alternatives were analyzed on a parcel level and summarized by zones. The zones (shown on the page 17) were organized based on redevelopment schemes discussed in the Overlake Master Plan that identify the potential for several parcels to develop at similar times (possibly together). Also, the zones use a standard that all land uses would be within a 25 minute walk if centralized parking is used as a strategy.

Parking Scenarios		Base "Business As Usual"	Alternative 1 Private Parking Facilities at Reduced Requirements	Alternative 2 Public/Private Parking Facilities	Alternative 3 Public Parking Facilities with Fee-in-Lieu
		Pros	& Cons Analysis		
	Parking provided as development occurs	х	x	х	
	Minimal public investment in parking	×	x		_
	Parking supply responsive to transit service & development		×	×	x
	Parking provided in centralized facilities				x
ø,	Publicly owned parking available in Overlake			×	x
Pros	District can bond incrementally as projects occur			×	
	Parking is provided as a utility" up front				×
	Parking can be constructed early without inflation and sold at market rate as build-out occurs				×
	More likely to get the right amount in the right place at the right time				х
	Cost of parking is potential barrier to redevelopment	×	×		
Cons	Parking built ahead of development without guarantee development will occur				x
	Public sector pays for over half of capital cost				X
Overall	Achieves Land Use Vision		2	X	×
	Achieves Transportation Vision		?	×	_ x
	Achieves Economic Vision			?	×

Figure 11 Parking scenario evaluation











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#### Section 5 Overlake Parking Management Plan Action Items

The Overlake Master Plan is a 25 year plan that will transition Overlake into a major urban center with a vibrant urban neighborhood. This transition will require a joint effort of the public and private sector to complete. As detailed in the previous sections, parking will be a critical factor as Overlake transitions. Overlake's parking supply and demand will evolve and need on-going evaluation as redevelopment occurs. The goal over the next 25 years is to provide the "right" amount of parking that helps achieve a wide range of land use, economic and transportation objectives.

This planning process has been structured to understand

- How current and amended parking policies will help achieve the Overlake Master Plan land use, economic and transportation objectives, and,
- How the Transportation Master Plan mode share objectives can be achieved

The analysis prepared during this process was a snapshot that will be monitored and evaluated in the future. The input from stakeholders provides a basis to begin the parking transition. However, there is no single answer and continual input and evaluation will be required.

#### SHORT TERM ACTION ITEMS

## Action Item #1 Monitor Parking Demand in Overlake Village

A strategic reduction of the current parking requirements should be considered with particular attention long-term shared parking objectives The first step in this process should be detailed parking studies for demand specific commercial land uses in Overlake This will provide a more refined estimate of the actual parking generation by land use type. The should studies also occur periodically over the long term as Overlake is redeveloped to provide a basis for future adjustments

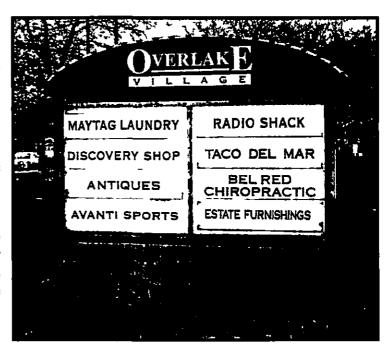


Figure 13 Commercial land use at Overlake Village





#### Action Item #2 Develop Standard Shared Parking Agreement Template

A standard shared parking agreement that is reviewed and approved by the City Attorney should detail maintenance, insurance, recommended costs and specifies that shared spaces must remain accessible to all uses over time. The City could promote the use of this agreement to existing property and business owners in Overlake Village and also with developers of new projects in the area. An example from the city of San Diego is included in Appendix D of this document.

# Action Item #3 Require the Use of Shared Parking Reduction in New Developments

After refining shared parking criteria for specific office and retail uses in the RCDG, the City should require use of this provision by all proposed developments in Overlake Village The provision in the parking code related to "Cooperative Parking Facilities" (20D 130 10-040 (1)) should be amended to reflect this

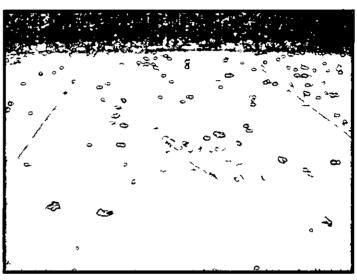


Figure 14 Single use parking should be reconsidered

## Action Item #4 Refine Bicycle Parking Standards

A review and update to the current bicycle parking standards should occur. The review should consider the short and long term bicycle facility plans identified in the Transportation Master Plan

Specifically, new requirements for the quantity, location, and type of bicycle parking should be adopted with higher priority to developments near transit stops and bicycle facilities

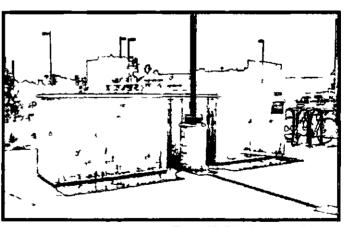


Figure 15 Bicycle storage boxes

Adjustments should include a provision for short-term bicycle racks at 1 per every 20 vehicle parking spaces, bicycle lockers at 1 per every 50 vehicle parking spaces, and a shower per every 25K sq ft of retail and 10K sq ft of office (all requirements comparable to the city of San Jose, CA). Also, building code standards should be revised to require "secure bicycle closets" for new commercial developments.





#### Action Item #5 Establish In-Lieu Parking Fees

A strategic In-Lieu Parking Fee program should be established that is predictable, implementable and accountable. This program should use a variable fee structure to encourage early participation, account for a development's scale, identify a clear strategy for providing spaces in the short and long term, have support from financial institutions lending capital to the development community, and work toward the implementation of the Overlake Master Plan.

Specifically, a fee structure should be determined based on the ability of a parking authority to provide parking spaces within three years of collecting funds. This will require the parking authority to set fee-in-lieu levels based on the costs associated with either purchasing existing surface lots that could be transitioned into structured parking over time or providing parking spaces in joint venture parking structures. The fee-in-lieu levels should be adjusted over time based on construction cost escalation factors market conditions for shared parking, public incentives for private redevelopment, multimodal mode share objectives and strategic opportunities.

#### Action Item #6 Evaluate Inclusion of Parking Triggers in Overlake Neighborhood Plan Policy

Various land use, transit, and parking condition triggers are proposed below to signal when the City should consider implementing additional parking strategies, such as those evaluated in the alternative scenarios. These triggers should be incorporated as policy in some way in the Overlake Neighborhood Plan to ensure future progression in addressing parking issues in Overlake Village.

#### Action Item #7 Evaluate Citywide Parking Policies and Regulations

As part of a future Transportation Master Plan (TMP) update, comprehensive look Citywide at parking policies. regulations and practices should be undertaken enhanced parking program that creates consistency in approaches to similar problems occurring in various districts of the City should be developed in the **TMP** Bicycle, motorcycle, electric vehicle and other alternative vehicle parking should be considered during this evaluation

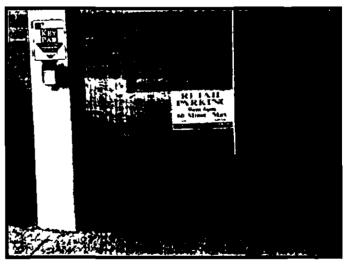


Figure 16 60 minute single use retail parking with call box for garage





#### INTEGRATION WITH THE DOWNTOWN PARKING PLAN

The City is currently forming a Parking Advisory Committee that will advise on parking issues citywide. The Committee will first consider and be involved with on-street parking enforcement in Downtown, scheduled to begin in Fall 2009. This group would also be involved in future parking management issues in the Overlake Neighborhood.

Parking authorities, which may be a future option, typically work on a small scale on strategic parking issues. However, an authority that covers both Downtown Redmond and Overlake could be beneficial. An example of this benefit is on-street parking management. The implementation of on-street parking management and neighborhood parking permits in Downtown in Fall 2009 will allow Overlake representatives to implement a similar program in the future, based on the experience in Downtown.

#### **ISSUES AND STRATEGIES FOR ADDITIONAL CONSIDERATION**

"Triggers" provide clear transition from one policy stage to the next. The use of triggers provides a transparent metric that the public and private sector can evaluate. In the case of the Overlake Parking Management Plan, a variety of triggers will help define when additional action strategies should be considered. Types of triggers and their usage in other communities include.

#### 1 Transit-based triggers

Transit based triggers such as the increased availability and use of the transit system in Overlake, have been used in other communities to reduce parking requirements and support transit oriented development. A critical factor of this trigger is establishing individual metrics that account for not only the presence of new transit modes, but also achieves ridership that reduces the need for parking

Transit-based triggers are most effective when they make a



Figure 17 Downtown Redmond TOD

connection between transit indership and parking requirement reductions. Peer communities, such as the City of San Jose, CA, have used such triggers to meet a wide range of transportation objectives.

Transit triggers do, however, have the potential to create hardship for some redevelopment projects if they are not properly implemented. A specific focus on balancing the amount of parking at new developments (which would provide parking based on reduced parking requirements) compared to existing developments (which





have provided parking based on 2009 and prior parking requirements) is critical Fortunately, most of the redevelopment identified in the Overlake Master Plan will occur on large parcels in a mixed-use form, providing the opportunity for shared parking. This could help with any short term imbalances that may result from implementing transit-based triggers as mixed-use development on smaller parcels in Overlake Village could share parking with larger parcel supplies, providing an opportunity to achieve the "right" balance

#### 2 Land use-based triggers

Land use based triggers such as the acceptance of master plan applications for cornerstone sites in Overlake, the development of a public park (requiring associated public parking), or the number of residential units permitted

Land use-based "triggers" would capture trip and shared parking benefits of major land use redevelopments. The cornerstone sites shown in the Overlake Master. Plan would be a critical "trigger" as they could build a significant quantity of well.



Figure 18 A mixed use project that could trigger changes

managed-shared parking that could benefit all of Overlake Village If this occurred, it could be possible to adjust parking requirements and management techniques for subsequent developments. Likewise, at some point a decrease in parking demand for specific commercial uses could occur as residents walk and bicycle for short trips within Overlake. This could be quantified based on the number of residents living in Overlake Village and verified using the Transportation Master Plan Performance Monitoring System.

#### 3 Parking condition triggers

Parking condition-based triggers could be based on the perception of a "poaching" problem or the level of private parking enforcement and public parking occupancy rates

Parking condition-based "triggers" would provide a clear strategy to resolve parking supply and management issues as Overlake redevelops. As Overlake redevelops it will have a diverse parking supply that will serve many functions



Figure 19 A parking condition that could trigger changes





This could result in friction between users of parking in private and public parking lots in an effort to address concerns, specific "triggers" could be identified that define actions that will be taken if certain conditions exist. An example would be the enforcement of on-street parking time limits that results in unauthorized use of adjacent private parking lots. If this parking condition-based "trigger" occurred, strategies such as combined enforcement of private facilities and on-street spaces could be implemented. The difficulty in determining condition-based "triggers" is quantifying the issues

It is common to identify medium- and long-term parking strategies that may not be immediately achievable. Successful parking programs adapt and react to the goal of providing the "right" balance of parking that meets several land use economic and transportation objectives. Given the ever changing nature of transportation (personal vehicles, transit, bicycles, walking, etc.) and parking finance it is critical to define triggers for medium and long term strategies that have some flexibility. In the case of Overlake, the three alternatives evaluated provide three basic future strategies that could be considered for implementation when one or more of the triggers noted on the next page are met for each

#### 4 City Parking Advisory Committee

A City Parking Advisory Committee, or its successor parking authority if created, could consider the issues associated with each strategy and provide guidance on identifying methods for transitioning from strategy to strategy when triggers are met Additionally, it will be paramount to identify action items between the triggers that the public and private sector will complete to ensure movement between strategies can occur Examples include



Figure 20 New parking garage at Redmond City Hall

- Ongoing dialogue during pre-application meetings with developers on the status of parking triggers and actions they can take to help make the transition from one strategy to another with their redevelopment projects
- Strategic financial planning that is directly linked to any public or public/private parking projects
- Ongoing dialogue with King County Metro and Sound Transit on transit service planning or capital projects that will influence the triggers
- Modification of the Transportation Master Plan's Performance Monitoring System to include Overlake triggers





	Strategy 1	Stra	tegy 2	Strat	egy 3
Triggers	Consider specific parking requirement reductions for zones or projects in Overlake	Consider using the Village at Overlake Station as a test case for public parking¹	Consider establishing a capital funding program to provide public parking <sup>2</sup>	Consider locations for centralized public parking facilities	Consider establishing a parking authonty to manage a public parking program
Land Use	(美型工程)	I ZZE M		ारक प्रदूष	्रण आक्रिक
1st Master Plan application submitted for cornerstone site	x				
250 residential units permitted	×				<del>-</del> -
Public park developed		×	×		
2 <sup>nd</sup> Master Plan application submitted for cornerstone site		×	×	x	×
Transit/Infrastruc	ture	772 351,5	了了那些	P - 10 - 12 - 12 - 12 - 12 - 12 - 12 - 12	A PERCENT
BRT service begins	x	_			
Light rail station area planning begins	x	×	×		
Light rail construction begins	×		×	×	×
Parking Condition	nsa				那么是是是工工
Perception of "poaching problem leads to increased private enforcement		x	<b>x</b>		
Alternatives to Parking provision is used	==	×	X	<b>x</b>	x
Public parking in private garages achieves 100% occupancy during peak periods				×	×

Figure 21 Triggers matrix



<sup>&</sup>lt;sup>1</sup> King County Metro Transit has expressed interest in evaluating the Village at Overlake Station as a test case for public parking due to its low utilization rate by transit users. The potential benefits of using this facility for public parking should be balanced with any potential impacts to transit or transportation demand management goals <sup>2</sup> The City's General Fund should not be considered as a funding source for this capital funding program



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#### Appendix A Structured Parking Analysis

#### Summary

Structured parking garages should be budgeted at \$30,000 per stall (2009 dollars) for the Overlake area of Redmond Simple parking garages constructed above grade are the most cost effective manner to increase parking capacity of urban center sites. For budgeting purposes, below grade parking structures carry a 50% premium over above grade parking structures. A budgetary cost for below grade parking structures is \$45,000 per stall. These costs are associated with long span, stand-alone parking structures only. Wrapping the structures with commercial buildings or adding retail at the ground level significantly increases the cost. Identifying access points, walkable locations, and a centralized location for a parking structure is critical to the success of the structure. Traffic from parking structures can significantly affect peak flow in the local vicinity of the project and may affect traffic at intersections if not properly considered. A traffic analysis would need to be done at a later stage to determine these impacts.

#### Recent structured parking projects

There have been many parking structures constructed locally within the past ten years by Sound Transit and King County Metro. These structures are typically used to provide parking capacity at key regional transit facilities. The cost data from these projects have been used to create a budgetary cost per stall for the Overlake parking structures. Many of these local parking structures also include transit centers with bus platforms and in some cases with rail platforms. Table 1 below breaks out the different components included as part of each project.

Table 1 Key Program Elements

Project	Owner	Garage	Bus Platform	Raıl Platform
Eastgate Park & Ride	King County	X	_X	-
Central Base	King County			•
Federal Way Transit Center	Sound Transit	X	Χ	_ •
Issaquah Highlands	King County	_ X		]
Issaquah Transit Center	Sound Transit	X	X	
Lakewood Station	Sound Transit	X	Χ	X
Redmond Park & Ride	King County	X	_	•





#### **Parking Structure Issues**

Based on the City of Redmond Community Development Guide and on typical parking structure design practices, parking structure dimensions can be developed for planning level discussions. This translates to the following assumptions

- Typical stall width and depth are 8'-6" x 18
- Minimum aisle width based on stall width and depth is 25 -6"
- Assumed all standard size stalls (no compacts)
- Typical single bay width is 62'
- Typical floor height is 10'-6"
- Typical column spacing is every three parking stalls or 25'-6"
- Recommended minimum length of garage is 345
- Recommended minimum ramp length is 204' with a ramp slope of 5 15%
- Recommended minimum width of garage is 186' (3 bays at 62' each)
- Assumed 300 square feet per stall for budgeting purposes

#### **Cost Issues**

Recent project cost data are shown in Table 2 below. The "entire project" column is the overall cost of the project which may include real estate, design, permitting, construction, administration, and soft costs. As was noted above, many of these projects include additional program elements. A comparison below shows the raw cost per stall to construct just the garage versus the whole project. Raw cost per stall is an approximation of the parking structure portion of the project derived from the recorded contract bid price.

This cost information is for typical above grade parking structures only. Any parking structure that is wrapped with commercial buildings or contains retail on the ground level will have a significantly larger cost and there are some locations within Overlake Village where such treatment would be required. Additionally, if a parking structure requires special treatment, such as elaborate architectural cladding or an inefficient layout to fit a site, the costs will also be increased.

For 2009 dollars a budgetary value of \$30,000 per stall is a good approximation based on recently constructed facilities. In order to create an actual budget estimate, a project site for the garage will need to be chosen and a 15% design report will need to be completed.





Table 2 Historical Cost / Stall Data

					Cost (\$	) / St	ail		
Date	No of		_ ,						ire Project
		Con		Cons					8 dollars)*
2003	1319	\$	7 891	\$	<sup>-</sup> 10 425	\$	20 470	\$	21 514
2003	1044	\$	9 898	\$	11 000	\$	25 862	\$	27 181
2004	1215	\$	12 493	\$	17 606	\$	32 428	\$	33 745
2004	1040	\$	13 959	\$	16 553	\$	25 577	\$	26 616
2005	819	\$	21 200	\$	28 069	\$	36 020	\$	37 111
2006	600	\$	24 196	\$	28 692	\$	54 833	\$	55 935
2008	385	\$	18 550	\$		\$			25 97
	2003 2003 2004 2004 2005 2006	Stalls 2003 1319 2003 1044 2004 1215 2004 1040 2005 819 2006 600	Stalls Con:  2003 1319 \$ 2003 1044 \$ 2004 1215 \$ 2004 1040 \$ 2005 819 \$ 2006 600 \$	Stalls		Date         No of Stalls         Garage Construction         Entire Construction           2003         1319         \$ 7891         \$ 10 425           2003         1044         \$ 9898         \$ 11 000           2004         1215         \$ 12 493         \$ 17 606           2004         1040         \$ 13 959         \$ 16 553           2005         819         \$ 21 200         \$ 28 069           2006         600         \$ 24 196         \$ 28 692	Date         No of Stalls         Garage Construction         Entire Construction (act           2003         1319         \$ 7891         \$ 10 425         \$ 2004           2003         1044         \$ 9898         \$ 11 000         \$ 17 606         \$ 2004           2004         1215         \$ 12 493         \$ 17 606         \$ 300	Stalls	Date         No of Stalls         Garage Construction         Entire Construction         Entire Project (actual dollars)         Entire Project (actual dollars)

Average \$ 32 582

assumes 1% annual-compounded inflation in cost with 2003 as base year

#### Traffic Issues

Traffic issues are important to consider when determining the location of the garage Depending on the use of the structure, peak flows could potentially produce large amounts of traffic within a certain area in a short time period. Considerations for determining location should include proximity to intersections and traffic lights, and queuing length needed for entering the structure without creating delays in surface street traffic. Similarly the number of entrances, exits, and ramps in the structure, and its internal circulation pattern are critical to giving the structure an appropriate level of service for the users. In order to determine the impacts a parking structure would have on the traffic in the local vicinity a traffic study would need to be completed. A small parking structure, one with 400 to 600 stalls, may work with only one entrance/exit, however two entrances/exits are always advisable. A medium size parking structure including between 600 – 1200 stalls would likely only require two exits/entrances and one internal ramp. Above 1200 stalls a third entrance/exit and a second internal ramp improve the level of service significantly. Structures with more than 1500 spaces would require a more detailed study to determine ramping and entry/exit configurations.

#### Site Usage Issues

Often the most cost effective height for a suburban parking structure is typically 3 – 6 stories. Approximate dimensions can be used to generate an approximate footprint, which can then be used to develop a planning level number of stalls. Using a value of ~300 square feet per stall, this works out to a few typical parking structure sizes, including

- ~186' x ~345' x 4 stones = ~257,000 SF (~ 860 stalls)
- ~186' x ~345' x 6 stones = ~385,000 SF (~1280 stalls)
- ~248' x ~421 5' x 6 stories = ~627,000 SF (~2090 stalls)





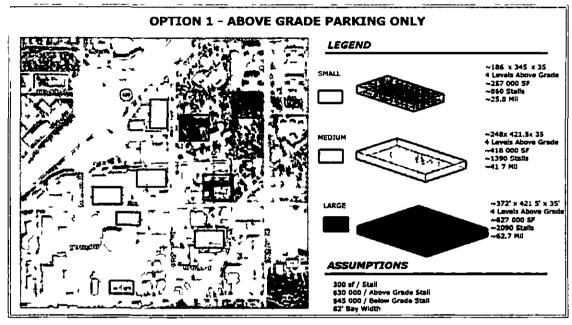
Reducing the number of stories for any given parking structure will increase the footprint if the same number of stalls needs to be provided. This can significantly reduce the amount of property available for other development. The use of below grade parking can reduce the overall height of the structures, however, below grade parking typically has a 50% premium to that of above grade parking.

#### Conclusion and Future Steps

From a planning level perspective, above grade parking structures are budgeted at \$30,000 per stall (2009 dollars). Similarly, from a planning level, below grade parking structures are budgeted at a 50% premium or \$45,000 per stall. Future steps include choosing a specific project site for a parking structure and developing a 15% design report in order to more accurately capture any site-specific costs. Additionally, a traffic analysis would need to be done to better determine the location and layout of each parking structure and the impacts that each will have on traffic in the local vicinity. The costs considered here are associated with stand-alone parking structures only. Any additional criteria should be considered separately. In order to better understand the actual costs associated with each parking structure proposed, it is important to choose a site and move forward into developing a design that fits the site.







erecci.

#### OVERLAKE PARKING MANAGEMENT PLAN

PARKING FACILITIES OPTION 1 Above Grade Penning Only

ea Democracy Only | Enbruses 10, 1001

**OPTION 2 - INCLUDE BELOW GRADE PARKING** LEGEND -186° x 348° x 35° 4 Levels Above Grad ~257 000 SP ~860 Stalls ~25 6 Mil ~186 × 345' × 56 4 Levels Above Grade 2 Levels Below Grade ~385,000 SF MEDIUM ~246' x 421 5' x 56 4 Levels Above Grade 2 Levels Below Grede ~627,000 SF ~2090 Stalls ~73.2 Mil LARGE ASSUMPTIONS 300 of / Stall 830 000 / Above Grade Stall \$45,000 / Below Grade Stall 62 Bay Width



### OVERLAKE PARKING MANAGEMENT PLAN PARKING FACILITIES OPTION 2 Include Selow Grede Parking

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2

1





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#### Appendix B

Parking Policy Overview Technical Memorandum





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## Parking Policy Overview

Fehr & Peers prepared this policy overview of existing parking policies, strategies and regulations as the first step in the Overlake Parking Management Plan. This overview focuses on the relationship and function of parking guidelines in Overlake's current planning documents. Each of the documents listed below was reviewed to understand specific parking policies and multimodal transportation objectives. Both pieces of information are critical to the Overlake Parking Management Plan as they influence the overall parking supply and demand in the neighborhood. The findings will be used to understand the interaction of the current parking policies and inform the "best practices" presentations in later phases. This overview will be augmented with a presentation in November.

#### This task involved the following plans & documents

- √ Overlake Master Plan and Implementation Strategy
- √ Overlake Neighborhood Plan Policies & Regulations
- √ City of Redmond Transportation Master Plan
- √ Downtown Redmond Parking Study
- √ Current parking ordinances and regulations (Section 20D 130 10)
- √ Transportation Management Plans (Microsoft, Nintendo, and Overlake Park and Ride Transit Onented Development)

#### Key questions considered during this policy overview

- 1 Do the plans identify a transportation system that is dependent on free, paid, surface, structured, public, or private parking?
- 2 Do the plans address the role of parking finance and redevelopment?
- 3 Do the current parking policies and standards meet long term objectives from an urban design, mobility, safety and environmental quality perspective?
- 4 How do the Transportation Demand Management (TDM) objectives interface with Parking Supply Management?







#### What are the findings of this policy overview?

#### 1 Do the plans identify a transportation system that is dependent on free, paid, surface, structured, public, or private parking?

- The plans generally discuss the importance of providing a robust and dispersed parking supply in Overlake Additional consideration should be given to how the various forms of parking work together to support the multimodal travel objectives
- The Overlake Master Plan identifies goals for creating a parking supply with surface parking in appropriate locations, structured parking facilities, and managed residential parking in Overlake Village
- The Overlake Neighborhood policies address and prioritize private offstreet parking quantities, on-street parking, structured parking, paid parking, and shared parking between property owners
- The parking strategies found in the Transportation Master Plan (TMP) are closely tied to the Comprehensive Plan policies for increasing the use of walking, bicycling, and transit
- The policies and objectives in the Downtown Redmond Parking Study confirm the importance of a diverse parking supply in urban settings and parking's relationship to multimodal travel

## 2 Do the plans address the role of parking finance and redevelopment?

- The plans address specific policies and strategies that support Overlake's transition to a more compact urban development pattern. Although the plans address a wide range of policies and strategies critical to the redeveloping areas, those related to how new parking is financed are unclear.
- The Overlake Neighborhood policies in the Comprehensive Plan provide a framework to develop new approaches to parking finance and redevelopment. Additional consideration should be given to how the finance strategies outlined in the Overlake Neighborhood policies would be implemented to achieve the plan's vision.
- The TMP includes parking strategies that emphasize the importance of evaluating parking supply as redevelopment occurs







- The Downtown Redmond Parking Study indicates that new parking facilities typically require public subsidies to augment the anticipated parking revenues generated by the facility until redevelopment reaches a certain scale
- The Transportation Improvement Program includes a Parking Management Demonstration Program that will begin in 2009 and go through 2011 The program will demonstrate various parking management techniques and create partnerships with stakeholders to better manage the parking supply in Overlake and Downtown Redmond
- The fee-in-lieu parking program outlined in the Redmond Community
   Development Guide (RCDG) is not typically used by developers. The
   cost and methods for providing fee-in-lieu spaces should be considered
   as options for centralized parking facilitates are explored during this
   project
- 3 Do the current parking policies and standards meet long term objectives from an urban design, mobility, safety and environmental quality perspective?
  - The plans identify general parking policies that address a wide range of urban design mobility safety and environmental quality issues. The policies should be evaluated further to determine how they can be implemented as a complete package to achieve the Overlake vision.
  - The Overlake Master Plan has well articulated strategies that address the connection between urban design, mobility, environmental quality and parking
  - The Overlake Neighborhood policies found in the Comprehensive Plan
    are highly supportive of the Overlake vision for urban design, mobility and
    environmental quality. The policies provide the framework to provide
    parking at quantities necessary to facilitate new development and
    achieve the vision for high quality urban design.
  - The parking development standards for Overlake found in the RCDG generally support the Overlake vision. However, they need further evaluation to determine how specific standards can be used to achieve the desired mixed-use development pattern and multimodal travel objectives.







## 4 How do the Transportation Demand Management (TDM) objectives interface with Parking Supply Management?

- The City of Redmond administers TDM programs that aid in reducing parking demand in Overlake and work toward achieving a 40% mode split goal by 2030
- Specific programs under the Redmond Trip Reduction Incentive Program (R-TRIP) have high participation levels and positively contribute to parking reductions in Overlake

# 1. Do the plans identify a transportation system that is dependent on free, paid, surface, structured, public, or private parking?

Each of the plans clearly define a vision for Overlake that includes a true urban residential/mixed-use village, stable neighborhoods, and employment campuses with diverse parking supplies. To this end, the plans identify the need for all forms of parking in the Overlake Neighborhood, free, paid, surface, public, and private. Although the overarching parking goals are clearly outlined, additional consideration should be given to how these policies will be implemented.

#### **Overlake Master Plan**

Given the desired urban form outlined in the *Overlake Master Plan*, a diverse parking supply that serves multiple uses will be important to achieving the vision for Overlake. Specifically, the *Overlake Master Plan* identifies goals for creating a parking supply with surface parking in appropriate locations, structured parking facilities, and managed residential parking in Overlake Village. The Overlake regulations include the specific code provisions related to parking garage design and surface parking lots.

- Requirements and incentive programs for desired amenities Below- or above-grade parking wrapped with active uses (p 14)
- Overlake Neighborhood Plan Transportation Actions New Streets (p. 1)
  - o On street parking will be provided on the following streets
    - NE 28th Street from 156th Avenue NE to 152nd Avenue NE
    - NE 28th Street from 152nd Avenue NE to 151<sup>st</sup> Avenue NE
    - 151st Ave NE from NE 24th Street to NE 28th Street
    - 151<sup>st</sup> Ave NE from NE 20th Street to NE 24th Street







- NE 23rd Street from152nd Avenue NE to Bel-Red Rd
- NE 23rd Street from 148th Avenue NE to 152nd Avenue NE

#### **Overlake Neighborhood Policies**

The Overlake Neighborhood policies found in the *Comprehensive Plan*, also identify a future parking system that has a diverse parking supply that supports other objectives for increasing multimodal travel. Specifically, the Overlake Neighborhood policies address private off-street parking quantities, on-street parking, structured parking, paid parking, and shared parking between property owners. Key parking policies and objectives noted in the *Comprehensive Plan* are identified below.

- N-OV-1 Evaluate the effectiveness and feasibility of the allowed uses, incentive programs, parking standards and design standards every five years
- N-OV-28 Increase mobility within Overlake and provide for convenient transit, pedestrian, and bicycle routes to and from Overlake by
  - Encouraging commuter traffic to use regional facilities such as SR 520.
  - Encouraging use of transit, car pools, bicycles, and other forms of transportation that decrease congestion and parking demand through the Commute Trip Reduction or other programs.
  - o Enhancing multimodal connections within the Overlake Neighborhood and between the neighborhood and nearby areas including Downtown Redmond, and
  - o Providing bicycle facilities such as bicycle racks in new developments, bike lanes on key streets, and signage at key points
- N-OV-29 Strive to achieve, by 2030, a non-single-occupancy vehicle (transit, bicycling, walking, car/vanpooling, telecommuting or other "virtual" commute) mode split of 40% for peak-period trips in Overlake through such means as providing a pedestrian and transit supporting environment, developing supporting land uses, working with regional transit agencies to provide expanded transit options including high-capacity transit/light rail and bus rapid transit, enhancing transportation demand management strategies and implementing a parking management plan
- N-OV-42 Create and implement a parking development and management program for Overlake that
  - o Minimizes on-site surface parking,







- Encourages shared, clustered parking to reduce the total number of stalls needed for residents and visitors and to increase the economic and aesthetic potential of the area,
- o Creates incentives that encourage structured parking, and
- Maximizes on-street parking, particularly for use by those shopping or visiting Overlake
- N-OV-45 Monitor the need for residential parking permit program should parking needs associated with retail commercial and office uses adversely impact residential neighborhoods
- N-OV-71 Prepare a station area plan for a high-capacity transit/light rail station area once a high-capacity transit/light rail alignment is selected by the Sound Transit Board of Directors to guide updates to policies and implementation measures and to preserve opportunities for transitoriented development. Create a dynamic and high quality urban place through consideration of design, land use density and mix, community facilities, and public and private investments and which emphasizes pedestrian activity and minimizes parking facilities.

#### <u>Transportation Master Plan</u>

The *Transportation Master Plan (TMP)* provides general direction on the supply and management of various forms of parking. The parking strategies found in the *TMP* are closely tied to the *Comprehensive Plan* policies for increasing the use of walking, bicycling, and transit usage. The *TMP* also includes strategies that acknowledge the role of on-street and off-street parking as part of multimodal travel. Key parking strategies and objectives noted in the *TMP* are identified below.

- Secure bicycle parking will be provided at transit stops, businesses, and other destinations (p 5e2)
- Areas of the community with moderate to high densities (R8 to R30) are more likely to support transit indership if designed with appropriate pedestrian connections. Likewise, commercial areas, business parks and multi-use activity centers can support and should be served by all modes of transportation. The ability for such areas to support non-motor vehicle trips depends on providing realistic quantities of free automobile parking and designing buildings with a better orientation to multimodal corridors (p. 5e4)







- Bicycling options are enhanced when bicycle parking facilities are provided at transit stops and Metro buses are installed with bike racks (p 5e5)
- As the City continues to grow and mature, managing the use of both onstreet and off-street parking supply becomes increasingly important to facilitate access to pedestrian oriented areas. The City periodically evaluates the balance between available on-street parking supply and demand (p. 5f4)
- The City must take a more strategic look at how it manages on-street parking as one of its key transportation assets. The role, availability and efficient use of on-street parking needs to be examined to ensure consistency with the City's mobility goals (p. 5f4).
- Some of the implementation actions that will follow from this TMP require additional technical work by staff and, in some cases, consultants. These include parking management strategies, including shared parking, transit access parking for a future HCT station, opportunities for on-street parking, the potential for paid public parking, and updated enforcement systems (p. 9/2)

#### **Downtown Redmond Parking Study**

The priciples and objectives in the *Downtown Redmond Parking Study* confirm the importance of a diverse parking supply in urban settings and parking's relationship to multimodal travel. Although Overlake and Downtown Redmond have different land development patterns the strategies in the *Downtown Redmond Parking Study* could be considered for Overlake.

- Priority Parking On street
  - Recognize that on-street parking is a finite resource and should be managed to assure maximum access for patrons
  - o Reserve the most convenient parking spaces to support customer, client, vendor and visitor access to downtown
  - o On-street parking should be preserved in the downtown area to improve customer and visitor accessibility and to facilitate revitalization of street level activities
- Parking minimums and maximums should be recalibrated to desired and adopted non-single occupant vehicle mode split goals and objectives (p
   6)







## 2. Do the plans address the role of parking finance and redevelopment?

The plans address the importance of parking standards as Overlake redevelops Each of the plans has specific policies or strategies that support Overlake's transition to a more compact urban development pattern. Although the plans address a wide range of policies and strategies critical to the redeveloping areas, those related to how new parking is financed are unclear. Specifically the policies and strategies related to paid parking, centralized parking facilities, fee-in-lieu payments and minimum standards need to consider how such policies will interact with public, private and joint venture redevelopment projects.

#### Overlake Neighborhood Policies

The Overlake Neighborhood policies in the Comprehensive Plan provide a framework to develop new approaches to parking finance and redevelopment. The policies emphasize the importance of evaluating the true cost of parking for those who provide and use parking in Overlake. Since the policies provide general guidance, additional consideration should be given to how the finance strategies outlined in the Overlake Neighborhood policies would be implemented to achieve the plan's vision. The Overlake Master Plan also includes content related to the role of parking finance and redevelopment based on the Overlake Neighborhood Policies listed below.

- N-OV-43 Consider reducing parking requirements for developments near transit stations Consider eliminating minimum parking standards as regional and local transit service in the neighborhood improves, as highcapacity transit/light rail is provided to the neighborhood, or as parking demand data indicates it is appropriate
- N-OV-44 Support and encourage methods of recognizing the true cost of parking, including
  - Separating commercial space and parking costs in tenant leases,
  - Encouraging employers to identify the cost of employee on-site parking through fees or incentives related to the pince, and
  - Providing on-street parking with time limits and fees that is supported with adequate monitoring
- N-OV-45 Monitor the need for a residential parking permit program should parking needs associated with retail commercial and office uses adversely impact residential neighborhoods







#### **Transportation Master Plan**

The *TMP* includes parking strategies that emphasize the importance of evaluating parking supplies as redevelopment occurs. The strategies also suggest paid parking and increased parking enforcement techniques will be used to manage the parking demands in Overlake as redevelopment occurs. Creating paid parking and enforcement programs based on the strategies outlined in the TMP could also generate additional funding to help achieve the plan's multimodal transportation objectives.

- As the City continues to grow and mature, managing the use of both onstreet and off-street parking supply becomes increasingly important to facilitate access to pedestrian oriented areas. The City periodically evaluates the balance between available on-street parking supply and demand. Facilitating property owner and employer efforts to manage their available parking to address competing parking needs (e.g., between employees and customers) is also important. One-time funding has been earmarked to implement parking management in Overlake and Downtown Redmond. (p. 5f4)
- Some of the implementation actions that will follow from this TMP require additional technical work by staff and, in some cases, consultants. These include parking management strategies, including shared parking, transit access parking for a future HCT station, opportunities for on-street parking, the potential for paid public parking, and updated enforcement systems (p. 9/2)

#### **Downtown Redmond Parking Study**

The Downtown Redmond Parking Study identifies several parking redevelopment strategies, including the construction of a centralized parking garage in downtown Redmond. The study indicates that the cost of this structure will be significant and will require the combined efforts of the public and private sectors to construct. The study also indicates that financing such a parking structure could require public subsidies to augment the anticipated parking revenues generated by the facility until the downtown redevelopment reaches a certain scale.

- Financial Stability (p 3)
  - Dedicate all net downtown parking revenues for downtown parking and maintenance operations







- Ensure on-going downtown parking solutions are financially sustainable
- The Parking Stakeholders' Advisory Committee envisions development of a parking garage in the Central downtown as a long-term strategic priority within the parking management plan for downtown. The decision to create new parking supply in structures is an important element in Redmond's vision to transition from a suburban to an urban environment. The cost of building a parking structure is significant and planning for the expense should be a near to mid-term strategy (p. 8)

#### 2009 - 2014 Transportation Improvement Program

The 2009 – 2014 Transportation Improvement Program (TIP) is a short-range planning document that is updated annually based on the needs and policies identified in the *Comprehensive Plan* and the *Transportation Facilities Plan* The TIP represents Redmond's current and complete list of projects and programs for the next six years

There are several projects in the TIP that have a connection to the plans evaluated as part of this policy summary. The connection is primarily the addition of new on-street parking on corridors in Overlake. However, one particular project in the TIP will have significant influence on parking finance and redevelopment. The TIP includes a *Parking Management Demonstration Program* that will initiate in 2009 and go through 2011. The program will demonstrate various parking management techniques and create partnerships with stakeholders to better manage the parking supply

This program could provide a unique opportunity to integrate parking management and financing strategies that are compatible with the vision identified in the various Overlake plans

#### 20D 130 10 Parking Code

The parking development standards for Overlake are found in the *RCDG* The code provides specific parking requirements for a variety of parking situations in Overlake. The sections of the parking code related to fee in lieu parking should be considered as the Overlake Parking Management Plan is prepared. At this time, the fee-in-lieu parking requirements are not typically used by developers based on input from City of Redmond staff. Therefore, the cost and methods for providing fee-in-lieu spaces should be considered as options for centralized parking facilities are explored.

(2) In-Lieu Parking Fees – Fund Created – Comprehensive Parking Plan
 An in-lieu parking fee may be submitted to the City for each required
 parking space which is not provided on-site. The in-lieu parking fee shall







be determined annually by the Technical Committee based on current land and construction costs. There is hereby created a special fund within the Office of the Treasurer-Comptroller into which in-lieu fees shall be deposited to be used only for the construction of public parking facilities. Priorities for construction of parking facilities shall be identified in a comprehensive parking plan and capital improvements program approved by the City Council. The plan shall take into consideration the amount of available on-street parking within an area, the need for concentration of public facilities to prevent proliferation of private parking lots alternating with buildings, the visual and traffic impacts of parking.

#### 3. Do the current parking policies and standards meet long term objectives from an urban design, mobility, safety and environmental quality perspective?

The current plans provide general parking policies and strategies that identify a wide range of urban design, mobility, safety and environmental quality issues. The plans share a universal theme to transition Overlake into a vibrant center with high quality development that is accessible by all modes of travel. The parking policies and strategies that support this vision are well articulated and organized in each of the plans. Similar to other parking related policies and strategies, each of the following should be evaluated further to determine how they can be implemented as a complete package to achieve the Overlake vision.

#### Overlake Master Plan

The Overlake Master Plan has well articulated strategies that address the connection between urban design, mobility, environmental quality and parking The parking strategies provide direction relative to the intensity of developments, travel patterns for particular land uses, interfaces with key urban design features, relevancy to smart growth strategies, and management of parking

- Greener, Sustainable Growth (p 13)
  - Transitioning to more efficient urban form, from low density development and surface parking to compact mixed-use buildings and underground parking







- Accommodating residential growth close to jobs and amenities rather than on more distant or "greenfield" sites
- o Creating a robust multi-modal transportation system and comprehensive program to reduce single occupancy vehicle trips
- o Encouraging low-impact and green building techniques
- o Enhancing livability with programs to increase the area's green character, such as the addition of street trees and landscaping
- o Installing park areas and open spaces
- Encouraging creative approaches to conserve water and treat stormwater
- The community desires a number of features in Overlake Village to enhance its character and overall livability, including residential uses, publicly accessible open space, underground parking, and sustainable approaches to energy use and construction (p 14)
- Create a parking management program within the Overlake Neighborhood
  This parking management program will focus on reducing or, in the long
  term, eliminating minimum parking standards, creating a residential parking
  permit program, and refining parking credits for mixed use development (p
  28)

#### **Overlake Neighborhood Policies**

The Overlake neighborhood policies found in the *Comprehensive Plan* are highly supportive of the Overlake vision for urban design, mobility and environmental quality. The policies outline the need to reduce the visual impacts of parking, locate parking in appropriate locations, and address other smart growth transportation issues. The policies provide the framework to provide parking at quantities necessary to facilitate new development and achieve the vision for high quality urban design.

- N-OV-31 Ensure that improvements, including streets, sidewalks, transit facilities, lighting, landscaping, and parking lots/structures, provide a pedestrian supportive environment as outlined in the Transportation Master Plan (TMP) and contribute to Overlake's aesthetic appeal
- N-OV-37 Create a dynamic and high quality urban place through consideration of design, land use density and mix, community facilities, and public and private investments, and which emphasizes pedestrian activity and minimizes parking facilities







- N-OV-38 Support and encourage the provision of transit and shuttle services that enable nearby residents to access high-capacity transit/light rail service without driving to the transit centers. Work closely with Sound Transit and other agencies to develop the SE Redmond transit center to intercept regional trips attracted to light rail service.
- N-OV-41 Develop and maintain street cross sections for arterial and key local streets in Overlake to guide public investments and private development Define standards related to sidewalks, on-street parking, vehicle lanes, and planting strips, setback zones and other important elements
- N-OV-43 Consider reducing parking requirements for developments near transit stations. Consider eliminating minimum parking standards as regional and local transit service in the neighborhood improves, as highcapacity transit/light rail is provided to the neighborhood, or as parking demand data indicates it is appropriate.
- N-OV-63 Orient buildings to the streets and include design features that
  encourage walking and biking to the area, and between stores and
  shopping centers. Locate parking beside, behind or underneath buildings.
  Include street trees and landscaping to provide green space between
  buildings and the street. Encourage this type of building and site design in
  development regulations, including parking requirements.

#### **20D 130 10 Parking Code**

The parking development standards for Overlake are found in the *RCDG* This section of the code provides parking requirements for a variety of parking situations in Overlake. The requirements found in this guide generally support the Overlake vision. However, they need further evaluation to determine how specific standards can be used to achieve the desired mixed-use development pattern and multimodal travel objectives.

The current parking code includes a series of parking requirements for different zoning districts and specific land uses. The specific land use requirements apply city-wide and allow for some variations. The zoning district requirements are less prescriptive and allow for less variation. The specific land use requirements supersede the zoning based requirements when specific land uses noted in Table 20D 130 10-120(1) are present.

The table below is adapted from Section 20D 130 10-120(2) in the *RCDG* The table illustrates that the Overlake zoning district has the lowest parking requirement range by zoning district







Zoning District	Required off-street parking Minimum/1 000	Required off-street parking Maximum/1 000
	Commercial (glfa)	Commercial (glfa)
Neighborhood Retail & General Commercial	4 0	5 0
Bear Creek Valley View Trestle	3 5	5 5
Old Town* Anderson Park East Hill Sammamish Trail Town Square River Bend	20	3 5
Town Center	3 5	5 0
Overlake	20	3 0**

The maximum number of spaces can be increased using the fee-in lieu program. The minimum number of spaces for retail in mixed use developments can be increased to 5.0 / 1.000.

# 4. How do the Transportation Demand Management (TDM) objectives interface with Parking Supply Management?

The City of Redmond administers several successful TDM programs that aid in reducing parking demand in Overlake and work to achieve a 40% mode split goal by 2030. Specific programs under the Redmond Trip Reduction Incentive Program (R-TRIP) have high participation levels and reduces parking demand in Overlake.

The vanpool incentive program coordinates vanpools along several corridors in Redmond that had significant employee populations but limited transit availability. The program provides resources and incentives to assist employees in Redmond in forming vanpools. Redmond is the largest vanpool market on the Eastside.

The R-TRIP program encourages the use of alternative means of transportation by providing incentives for doing so. Users register on a website and report their alternative modes of transportation electronically. Users who complete fifty trips







by alternative means receive a \$50 Amazon com gift card or a \$50 dollar carbon offset from carbonfund org Eligible alternative means include carpooling, bicycling, riding the bus, vanpooling, and walking Additionally each trip enters the user into a monthly drawing for a gift card or a carbon offset

Additionally, R-TRIP provides resources for those using or wishing to use alternative means of transportation. These include trail maps for walking or biking and guides for taking a bike on a bus. A ride-matching service is provided for those wanting to carpool. Those in vanpools are matched and are also provided with a van, maintenance, insurance, and fuel for a monthly fare similar to transit. Trip planners are provided for transit riders to determine the best route to take and where to transfer along with riding guides. Using these resources and incentives provided by R-TRIP, it is possible to take many cars off of the roads and reduce the need and demand for parking in Overlake.

Finally, for those Microsoft employees who take transit to the Overlake Transit Center, there are private shuttle buses operated by the company to reach various Microsoft campuses throughout the neighborhood. This shuttle carnes more than 1,700 passengers per day. According to Microsoft campus planners, the shuttle service eliminates the need for more than 1,000 parking spaces at Microsoft's buildings in Overlake. In addition, Microsoft's Connector bus service has numerous routes throughout the Puget Sound area that offer over 3,000 rides each day and serve more than 8,650 riders each month.

The following information highlights the provisions found in Transportation Management Plans for businesses and developments in Overlake. The parking provisions in the sample plans work in concert with the TDM solutions recommended in the Overlake plans.

#### Transportation Management Program - Microsoft Corporate Campus

 H Preferential Parking HOV (Carpool/Vanpool) Microsoft will provide preferential parking to those commuters who formally commit to commuting via carpool or van pool at least three days a week. Microsoft will provide HOV parking stalls near every building either near the building's elevators or outside entrances. Preferential HOV spaces are currently reserved weekdays from 6 00am-6 00pm. For all buildings, the number of HOV stalls will equal the percentage of HOV commuters as determined by the latest CTR survey, plus three stalls, up to 10% of the total parking spaces (p. 3)

#### <u>Parking Management Plan – Overlake Park & Ride Transit Oriented</u> Development

 The structured parking will be available for/shared by two different user categories – apartment "Tenants" and "Off Site Park & Ride Commuters"







- 308 "primary vehicle" stickers that give access to a reserved parking space will be available to the 308 tenant households 249 of these reserved spaces will be on the upper level 170 "second tenant vehicles" stickers will be given to tenants that require another vehicle. These permits will not have reserved spaces and will be first come, first served on the main level of the structure. There will never be more than 478 tenant parking stickers given out at the same time.
- At the time that the combined number of assigned first and second car stickers exceeds 388, King County Department of Transportation (KCDOT) and property management will meet to adopt additional transportation demand management actions
- All parking spaces on the upper level will be reserved for primary tenant vehicles. Spaces on the main level will be reserved for Off Site Park & Ride Commuters.

#### Nintendo of America, Inc - Transportation Management Program

- Preferential Parking for Carpools and Provision for Bicycle Racks = Preferential parking near appropriate building entrances shall be designated for registered carpools, appropriately signed, and parking by non-registered vehicles prohibited and enforced. Nintendo shall provide a minimum of three preferential parking spaces per employee entrance and shall provide incremental increases in the number of preferential spaces to correspond with growth of registered carpools. Bicycle racks shall be installed near appropriate building entrance and be available for a minimum of 0 075 (7 5%) of the employee base. (p. 2)
- (This program is currently undergoing revision)







#### Appendix C

Presentations given during the project





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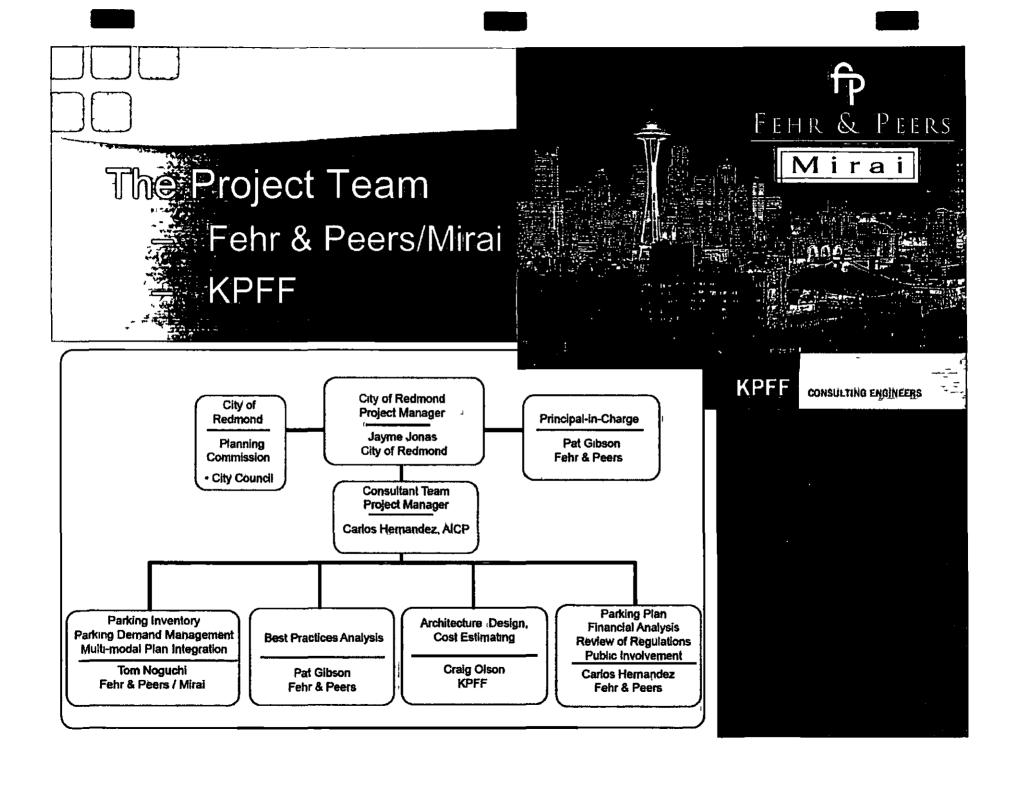




## Kick Off Presentation

Redmond Planning Commission October 15, 2008

Tom Noguchi, PTP - Principal Carlos Hernandez, AICP – Senior Transportation Planner





## Task Policy Evaluation & Data Gathering\*

Overlake Neighborhood Plan Policies & Regulations

Overlake Master Plan and Implementation Strategy

City of Redmond Transportation Master Plan

Rarking enforcement ordinances and regulations

Barking inventory and utilization data in GIS format

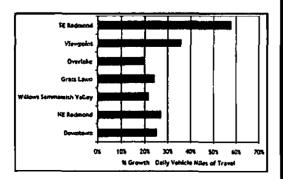
Transportation Management Plans

Downtown Redmond Parking Study

Council presentation in early November

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During the years covered in this TMP Redmond will emphasize projects designed to improve internal connectivity and multimodal functionality. The City will also continue implementation of the Redmond intelligent Transportation System (RITS) to ensure that motorists are able to make the best use of available infrastructure.





14 Within the Overlake Design District curbside parking on public streets within the site may be counted toward up to 25% of the required off-street parking provided that when all or part of the street right of way has been or will be dedicated by the development site property owner (or a predecessor in title) curbside parking shall be fully counted toward satisfaction of the off street parking requirement. Curbside parking on 152<sup>nd</sup> Avenue NE or 156<sup>th</sup>. Avenue NE shall not be counted toward off street parking. Curbside parking on private streets that are part of the development site shall be fully counted toward satisfaction of the required off street parking requirement.



## Fask 2: Listen & Engage

## Four Topic Based Workgroups in December

- Workgroups will meet in person at City Hall
- Concurrent Webex meeting on-line with Q and A
- Recorded and available for future on-line viewing

## Topic Based Workgroups (TBD)

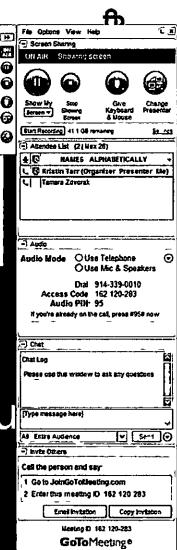
- Shared Parking & Innovative Parking Requirements
- Parking Garage Demand, Finance, & Construction
- Parking Enforcement & Related Technology
- Parking Districts & Financing







Welcome!!
Topic Based Workgrou





## Task 3: Best Practices

Presentation in January

Based on input from workgroups
Pat Gibson presents best practices
Staff will present to planning commission

Best Practices (TBD)

Zoning

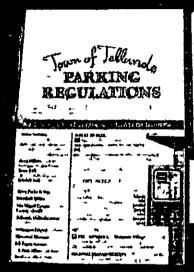
Curb Parking Use

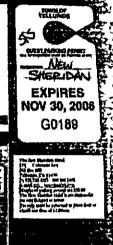
District Approach & Fee-in-lieu

**Shared Parking** 

Transportation Demand Management

Park Once









## Task 4: Strategic Modeling & Implementation

### 2030 Base Scenario

- Future mixed use redevelopment occurs as in Overlake Neighborhood Plan
- Parking standards and regulations continue as currently adopted
- Multimodal connections and mode shares achieved (TMP implemented)
- 2030 transit service levels based on TMP objectives
- Sound Transit Phase 2 (TBD in December)

## Scenario A 2030 (Moderate Policy Changes)

Implementation of five "best practices" in the Overlake Area

## Scenario B 2030 (Extensive Policy Changes)

Implementation of ten "best practices" in the Overlake Area

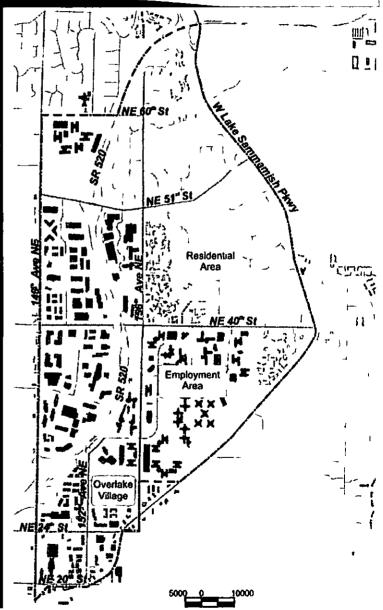


Schedule	Oct '08	Nov '08	Dec '08	Jan '09	Feb '09
Task 1: Policy Evaluation					
Task 2: Listen & Engage		1			
Task 3: Best Practices		<u> </u>			<u> </u>
Task 4. Strategic Modeling & Implementation				D	RAFT FINAL
Topic Based Workgroup Meetings			5-3		
Planning Commission Presentations	*			STAFF	D <b>OM</b> TO
City Council Presentations		*		*	1011VT
PG= Pat Gibson TN= Tom Noguchi CH = Carlos Hernandez CO = Craig Olson	TN & CH Project Kick off Meeting	PG & CH Policy Evaluation Presentation	PG TN & CH Topic Based Workgroups	PG & CO Best Practices Presentation	PG TN & CH Parking Modeling Presentation



### **Topics for Issues & Opportunities**

- Residential Area
  - Vehicle regulations?
  - Neighborhood permits?
- Employment Area
  - Shared parking?
  - Demand management?
- Overlake Village
  - Additional reductions?
  - "Park once" environment?
- Ovarell Parting Policy









## Policy Overview

Redmond City Council November 18, 2008

Tom Noguchi, PTP - Principal

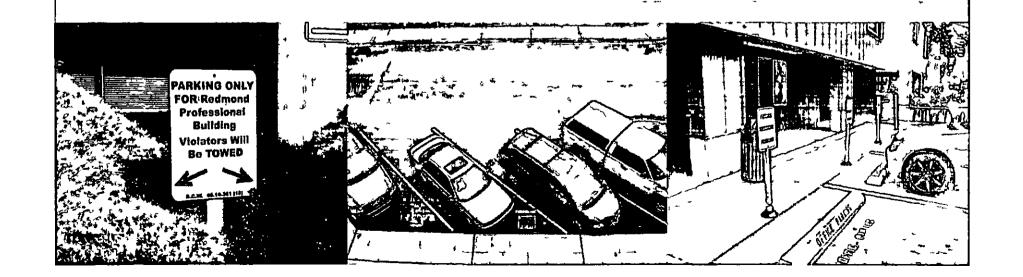
Pat Gibson, P.E. - Principal

Carlos Hernandez, AICP - Senior Transportation Planner

# Tonight's Presentation



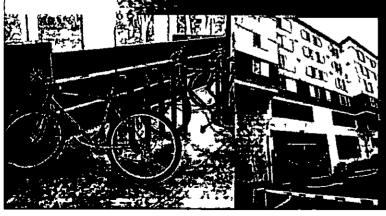
- 1. Introduce project team
- 2. Parking policy overview
- 3. Feedback on topic based workgroups



## Project Background



- Overlake Neighborhood Plan: policies 42-45
- Overlake Growth and Transportation Efficiency Center (GTEC): funding
- Downtown Parking Study
- ©itywide Parking Plan/Study







# (Project Tasks



- Task 1: Policy Overview & Data Gathering
- Task 2: Listen & Engage
- Tašk 3: Best Practices
- Task 4: Strategic Modeling & Implementation
  - Base Scenario
  - Scenario A (Moderate Changes)
  - Scenario B (Extensive Changes)





# Parking Policy Overview Council Summary



### Plans & Documents reviewed

Overlake Neighborhood Plan Policies & Regulations

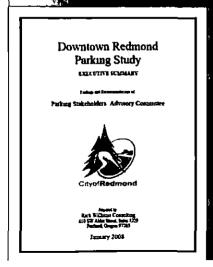
Overlake Master Plan and Implementation Strategy

City of Redmond Transportation Master Plan

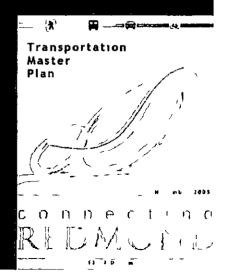
Parking ordinances and regulations

**Transportation Management Plans** 

Downtown Redmond Parking Study







1. Do the plans identify a transportation system that is dependent on free, paid, surface, structured, public, or private parking?



- 1. Do the plans identify a transportation system that is dependent on free, paid, surface, structured, public, or private parking?
  - The plans generally discuss the importance of providing a robust and dispersed parking supply in Overlake
    - on-street parking
    - off-street parking (public & private)
    - structured parking
    - paid parking
    - \_ shared parking between property owners
    - user groups (employees, residents, shoppers, etc)
  - Additional consideration should be given to how the various forms of parking work together to support the desired land uses & the multimodal travel objectives



Do the current plans address the role of parking finance and redevelopment?

The plans address specific policies and strategies that support Overlake's transition to a more compact urban land development patteri

RADIO SHACK

DECOVERY SHOP FACO DEL MAR

The policies and strategies related to how new parking facilities are financed needs further consideration.

- Incremental redevelopment of existing land uses
- New project financing
- Methods for providing fee-in-lieu spaces

3. Do the current parking standards meet long term objectives from an urban design, mobility, safety and environmental quality perspective?

#### Create a place where people want to live.

One of the most important changes in Overlake will be the transition of Overlake Village from a retail and office center to a 24-hour mixed-use neighborhood Residents are the essential ingredient for this transition

To attract residents to Overlake Village, the neighborhood needs to offer amenities common to great residential neighborhoods: pleasant walking streets, neighborhood-oriented retail and services, transportation options, open spaces, trails and a well-designed, attractive built environment





- 3. Do the current parking standards meet long term objectives from an urban design, mobility, safety and environmental quality perspective?
  - The policies provide the framework to provide parking at quantities necessary to facilitate new development and achieve the vision for high quality urban design.
  - The policies should be evaluated further to determine how they can be implemented as a complete package to achieve the Overlake vision.
    - Determine how specific standards can be used to achieve the desired mixed-use development pattern and multimodal travel objectives.

4. How do the Transportation Demand Management objectives interface with Parking Supply Management?



4. How do the proposed Transportation Demand Management (TDM) objectives interface with Parking Supply Management?

 The City of Redmond's TDM programs and existing-future transit service aid in reducing parking demand in Overlake and work toward achieving a 40% mode-split-goal by 2030.

 Redmond Trip Reduction Incentive Program (R-TRIP) has reduced parking demand in Overlake.

Overlake Transil Center of Month 191

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- The "tool box" is a set of strategies that can be used to implement the vision
- Some of the strategies in the "tool box" are going to result in trade-offs and require additional detail
- The next step is to work with stakeholders to gauge support and interest for how and when to implement the strategies in the "tool box"



## <u>December</u>

- Policy Overview
- Parking Futures
  - How does parking <u>support</u> the land use and transportation vision?
  - What are the strategic tools available and how could they be used?
  - What are the trade-offs associated with new parking strategies?

### **January**

Best Practices



# Thanks! Comments or Questions?





## December Workshops

December 9, 2008

Pat Gibson, P.E. - Principal Carlos Hemandez, AICP – Senior Transportation Planner

## Workshop Agenda



#### Homes

7:30-7:35 Welcome

7:35-7:45; Project Overview

7845-7855 Overlake Master Plan Overview

7855-8600 How can parking support the land use and transportation vision?

8x10-0x30 Workshop Discussion

#### Hom 23

8:30-8:45. What parking strategies are available and how can they be used?

8:45-9:00 What are the trade-offs associated with new parking strategies?

9:00-9:20 Workshop Discussion

920-930. Workshop Summary









#### 2006

 Public input to develop Overlake Neighborhood Plan (2006-2007)

#### 2007

 Adoption of Overlake Neighborhood Plan (2007)

#### 2008

Tapletien of Downtown Parking Study

#### 2009

 Overlake Parking Study (2008-2009)





Goal: Identify short and long-term action strategies to address current and future parking issues in the neighborhood

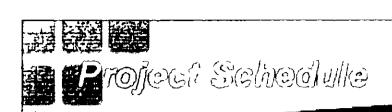
Policy Overview and Data Gathering

Listen & Engage

**Best Practices** 

Strategic Modeling & Implementation





FEHR & PEERS

Schedule	Oct '08	Nov '08	Dec '08	Jan '09	Feb '09
Task 1. Policy Overview					
Task 2: Listen & Engage					
Task 3: Best Practices					
Task 4. Strategic Modeling & Implementation				D	RAFT FINAL
Topic Based Workgroup Meetings			*	·	
Planning Commission Presentations				Sy A F C	મું માર્
City Council Presentations		*		*	<b>∂⊚ (</b> એ૪
PG= Pat Gibson TN= Tom Noguchi CH = Carlos Hernandez CO = Craig Olson	TN & CH Project Rick off Maering	PG & CH Policy Evaluation Presentation	PG, TN & CH Topic Based Workgroups	PG & CO Bost Practices Presentation	PG TN & CH Parking Modeling Presentation

# ] ( Qverlake Master Plam



Describes coordinated approach to land use, transportation, parks and natural resources in the area

Outlines a strategy to achieve the refined vision





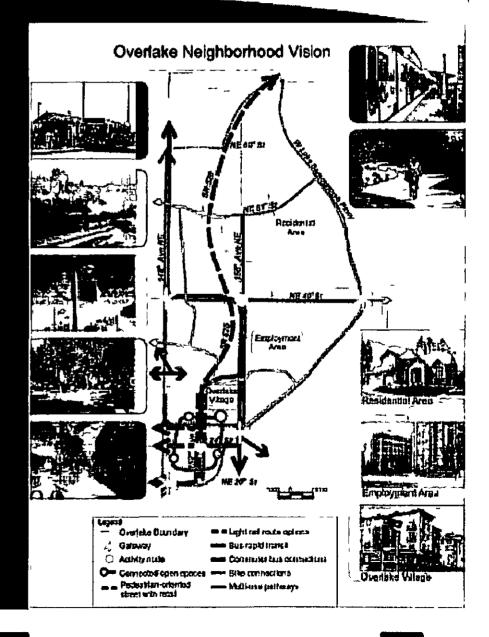




Affirective, safe place to live work, shop and play

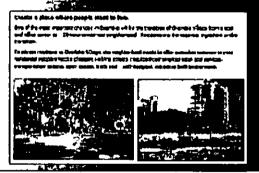
Strong multimodal linkages connect the sub-

Overlake Village Employment Area Residential Area





Develop multi-family along 152nd
Develop a lively, walkable retail street on 152nd
Tailor the incentive program offered

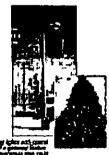


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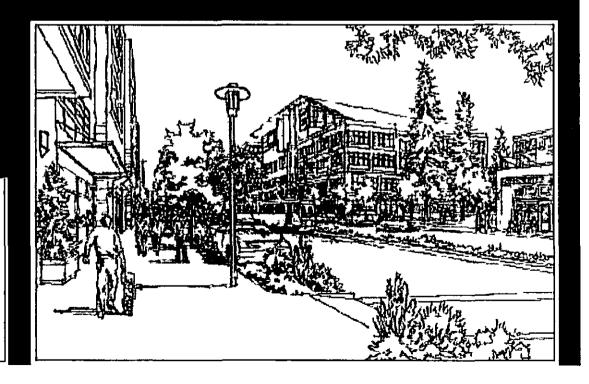
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### -Overleke Vinege Land Use Vision & Surregios

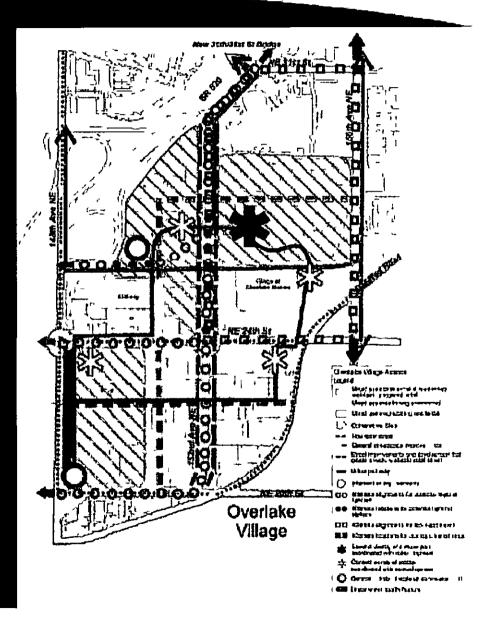


Encourage small, local businesses to remain in the raighborhood

Take a coordinated approach to development of 3 cornerstone sites

Provide additional amenities to obtain special amenities on the cornerstone sites

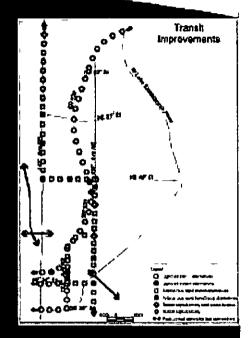
Revise development standards and establish design guidelines



## OMENIAL TRANSPORDING STREET COUNCE



- Improve connections for non-motorized travel
- Improve the street environment for pedestrians
- Improve streetscape on 152nd Ave NE
- Coordinate with transit agencies to enhance regional & local transit connections
- Improve local access for all modes by expanding the street network
- Accommodate regional through-traffic

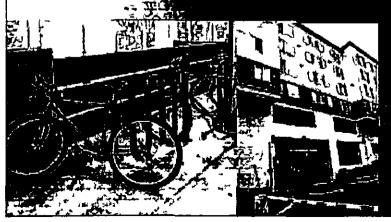




## Role of Parking in Overlake Master Plan



- Créate a parking management program
- Update the Transportation Demand
   Management program

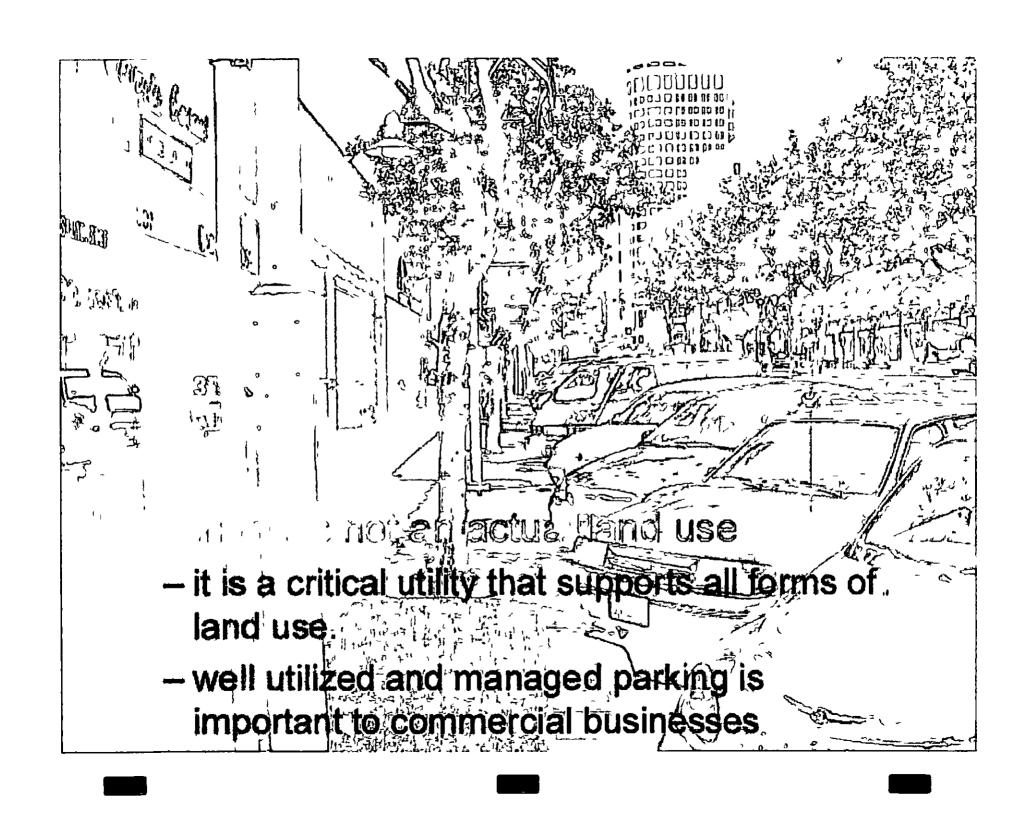








How can parking support the land use and transportation vision?





- Managing the supply can help achieve goals for the indicase diwalk, bicycle, and transit trips.
- Prioritize short-term customer parking.
- Too much parking leads to
  - Wasted land
  - Costly construction
  - Drive alone





# MOST IMPORTANT PARKING ISSUES

- Location
- Location
- Location
- Destination



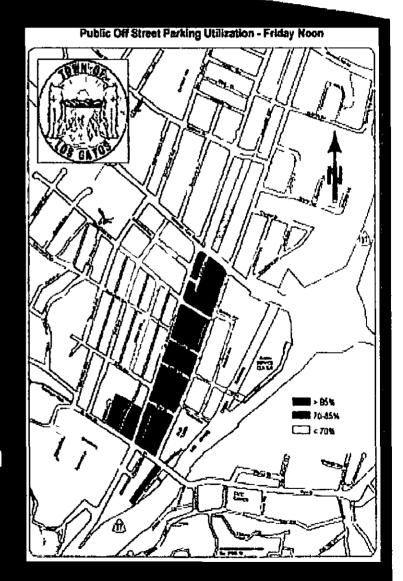
## PARKING SUPPLY

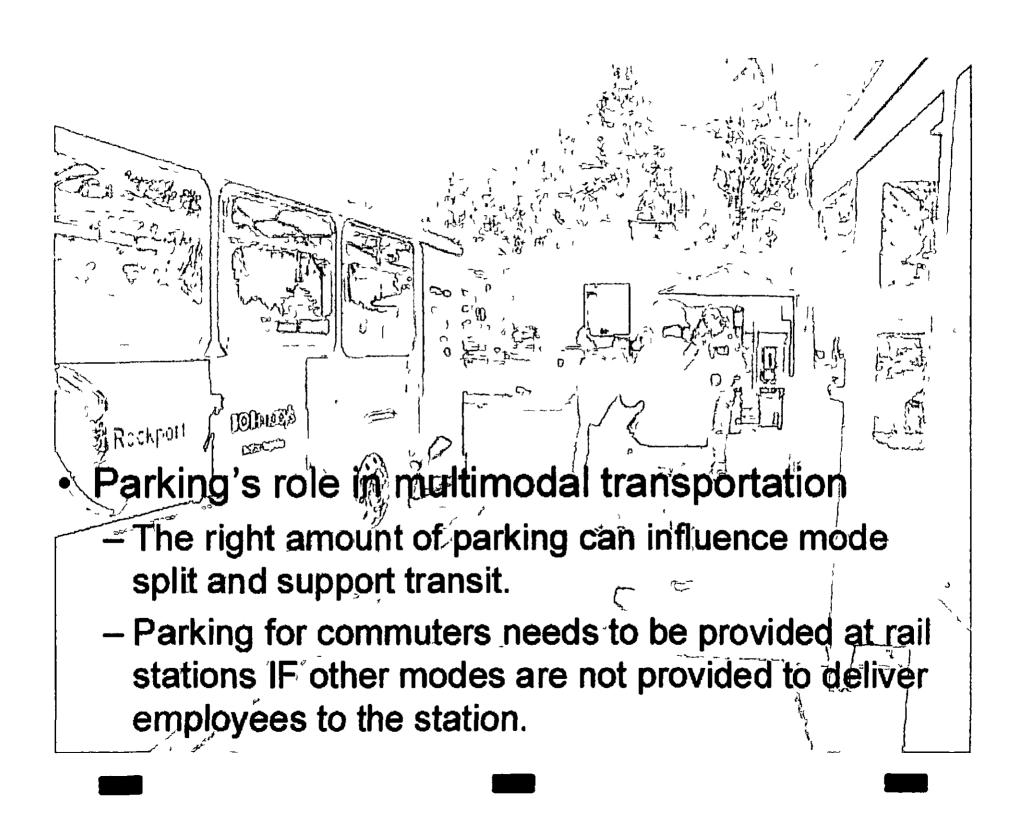
Reality
Number of Spaces
Occupancy Rates

Perception

Location, Location, Location

Convenience







## WELCOME TO LOS GATOS



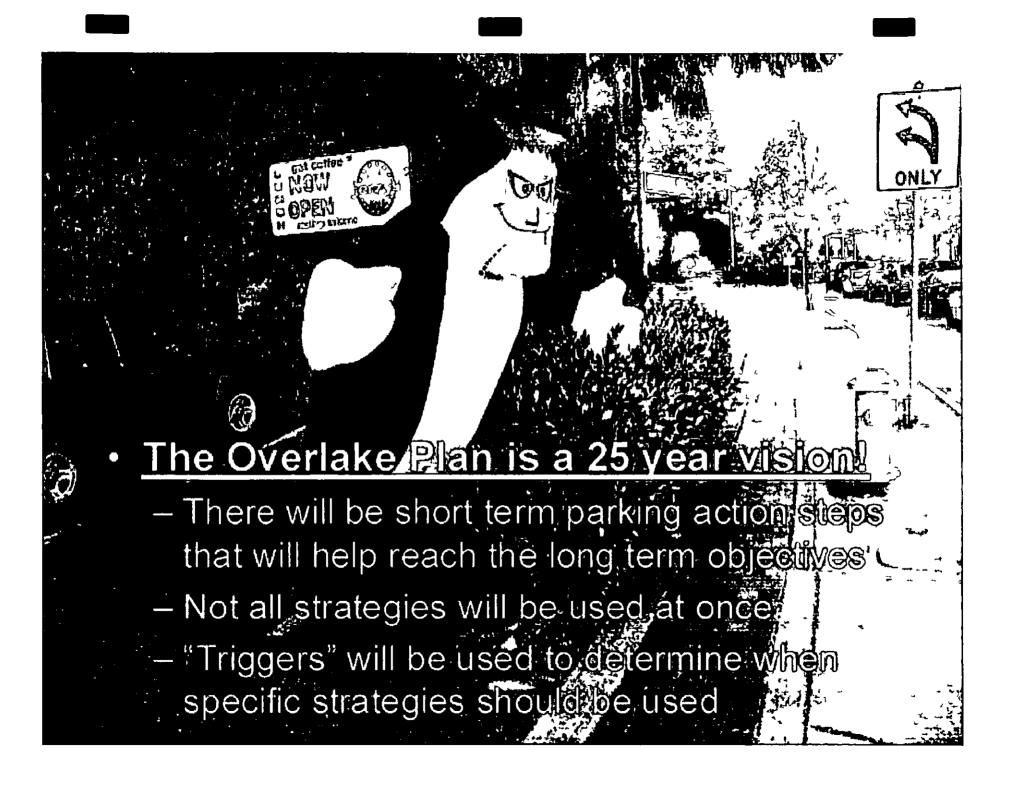
- Parking as a TDM technique
  - Excessive, cheap employee parking at the employment end of the home-to-work trips is the single biggest detriment to effective TDM.
  - Balanced parking saves developers/employers money and reduces traffic congestion.

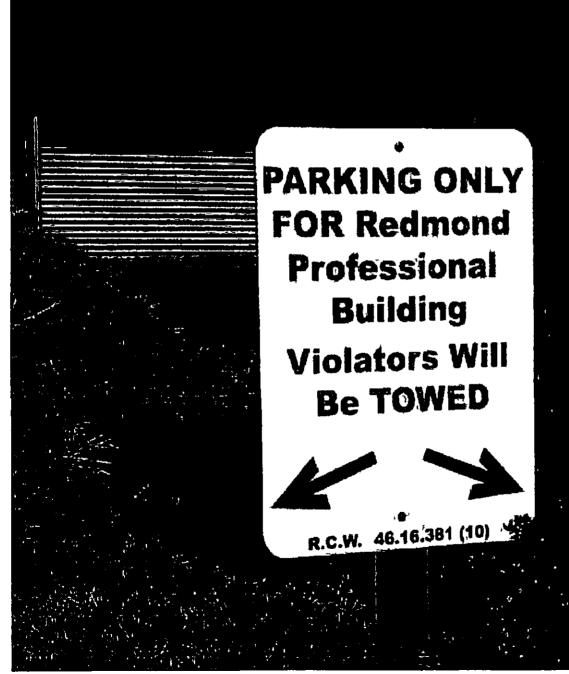


# Workshop Discussion

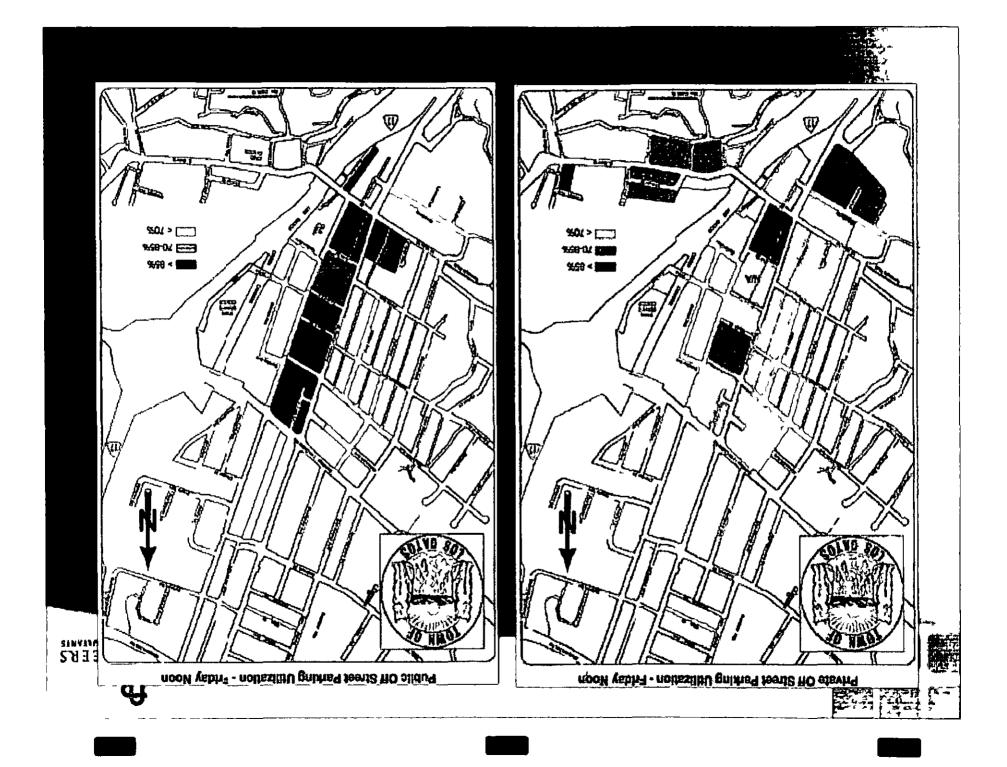


# What parking strategies are available and how can they be used?





- Shared parking
  - Some combinations of land uses can effectively share the same parking, thereby reducing the amount of parking that has to be built (e.g., office and cinema)





## REGULATE DEVELOPMENT

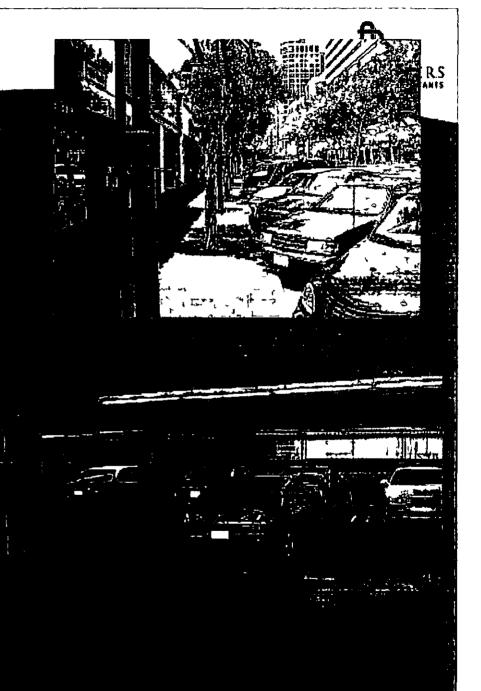


- Code Preferences
- Shared Parking
- Public Sector Provides
   Customer Parking
- Catalyst Project
- Park Once
- Pedestrian Connections
- Density Bonuses

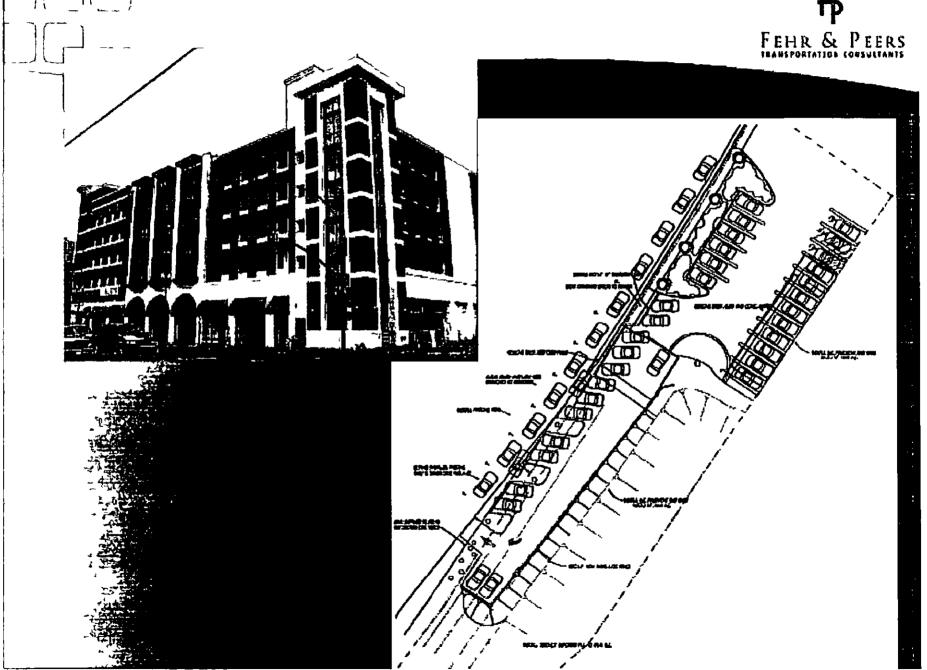


## ADD SUPPLY

- · Off-street
  - New Surface Lots
  - Consolidate Parcels
  - Tandem
- on Street
  - -Angle
  - -Unlimited
  - -Time Limits
  - -Meters









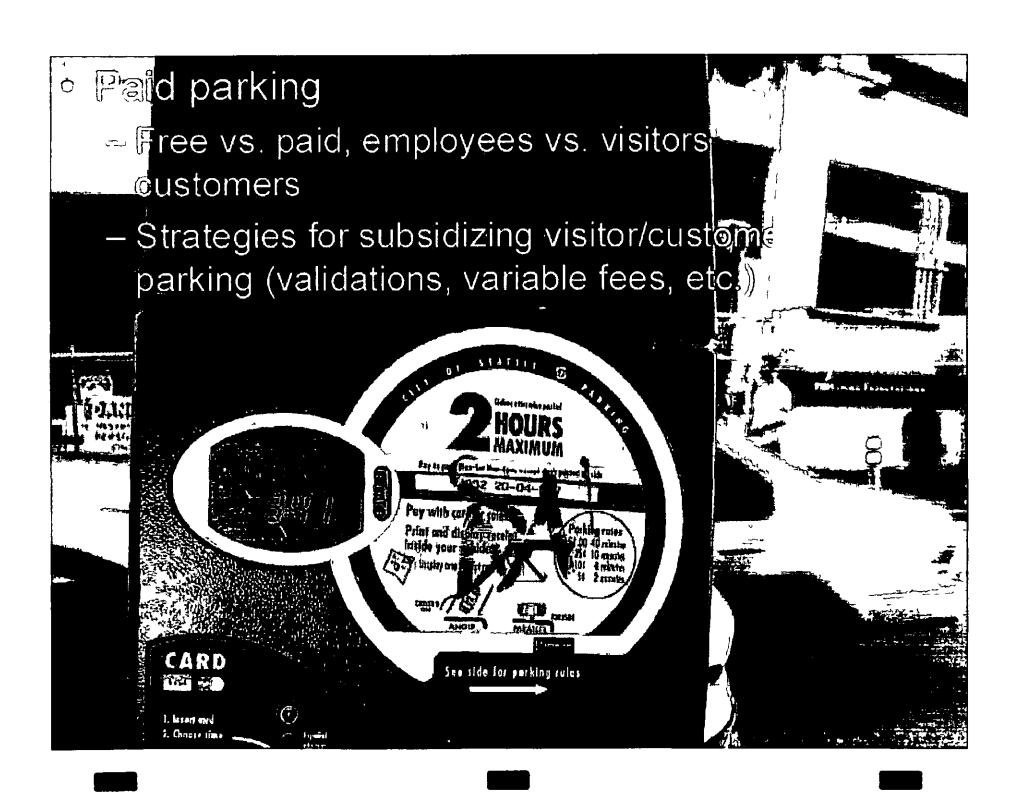
 A parking district can assure uniformity for visitors – similar fees, validation, directions, hours of operation

) <del>[</del>

 A district can help develop agreements between land owners to allow utilization of shared parking



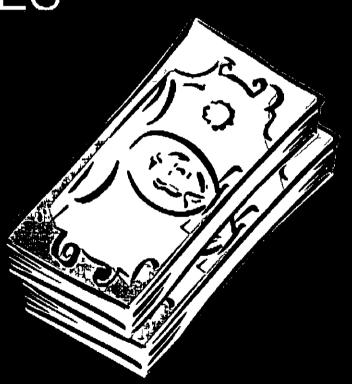






## PARKING FINANCING – USER FEES

- Parking Fees/Pricing
- Cash Out
- Transportation Allowance
- Unbundle Leases
- Parking Validations



- Strategies from Downtown Redmond that might be applicable in Overlake
  - Assigning/creating the position of "Parking Manager/Coordinator" for the City of Redmond
  - Creation of a permanent Parking Advisory Committee
  - Implementation of on-street parking enforcement
  - Programs to improve signage and communications
  - Establishing a decision-making "trigger" that compels on going review of the parking system (i.e. the 85% Rule)
  - Strategic acquisition of surface parking site(s) for future use as parking garage parking opportunity sites
  - Exploration of long-term funding mechanisms for parking and parking program development





MILESTONE/MODE SPLIT	OFFICE PARKING RATIO (spaces/1,000 sf)		
	On-Site	Off-Site	Total
Existing Conditions	2 55	0 45	3 00
Opening of Vasona LRT Line	2 35	0.45	2.80
Opening of LRT Line to East	2 30	0 30	2 60
Opening of BART	2 25	0 25	2 50
Acheivement of 20% Commuter Transit		<del></del>	
Mode Split to Downtown	2 25	0 00	2 25
Achievement of 25% Commuter Transit			
Mode Split to Downtown	2 00	0 00	2 00



What are the trade-offs associated with new parking strategies?

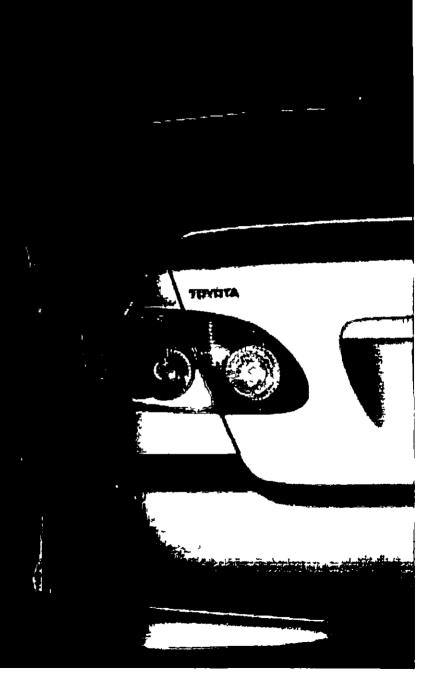
## Why are trade-offs necessary in Overlake?

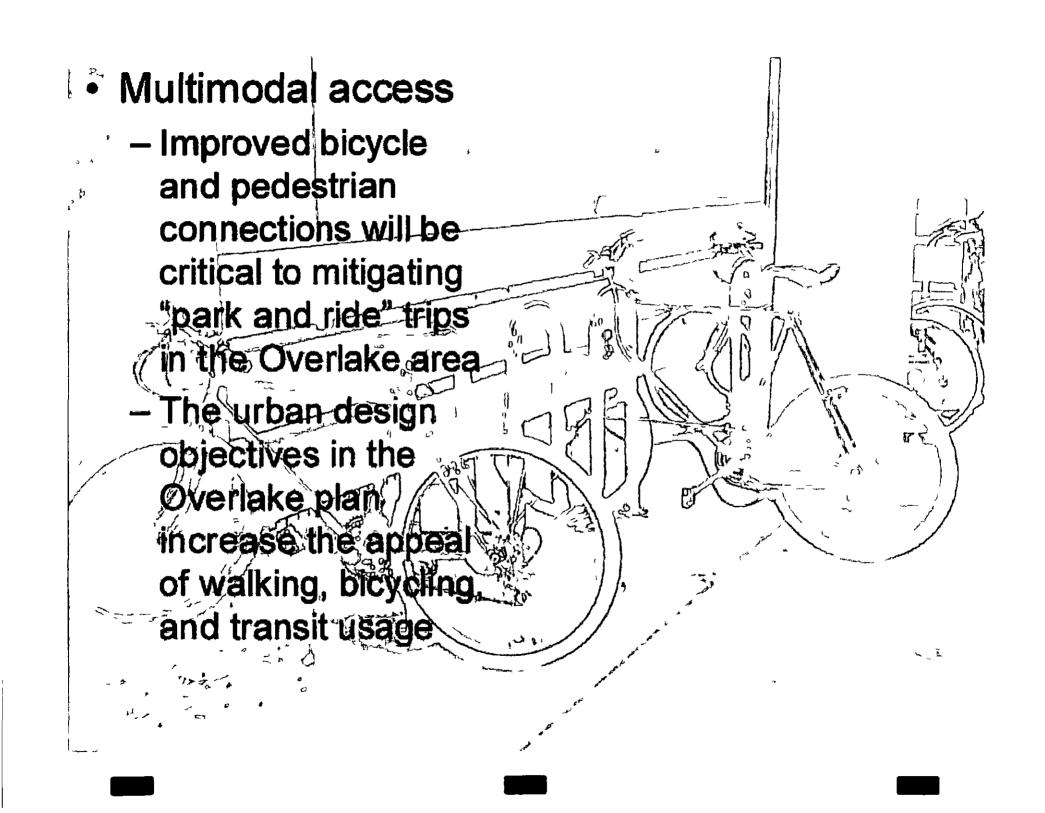
- As redevelopment begins and high capacity transit service commences in Overlake new parking challenges will emerge.
- Collaboration between stakeholders will be critical to identify solutions that benefit all areas.
- Solutions may require trade-offs in the short term to achieve the long term Overlake vision.

## P

- Paid parking vs. "free" parking
  - Paid parking encourages walk/bike/transit trips
  - supports "park once."
  - sometimes results in spillover parking to adjacent free parking areas (like heighborhoods).
  - "Uncoupling" parking from land uses quickly shows that there is no such thing as "free" parking.
  - Parking fees can encourage certain types of trips and discourage others.

- Lower parking requirements vs. reinventing existing supplies
  - Reducing parking requirements is effective over the long haul
  - sometimes leads to inequities in the short term (one office has an abundance of parking while a newer office has a lower, more constrained supply).

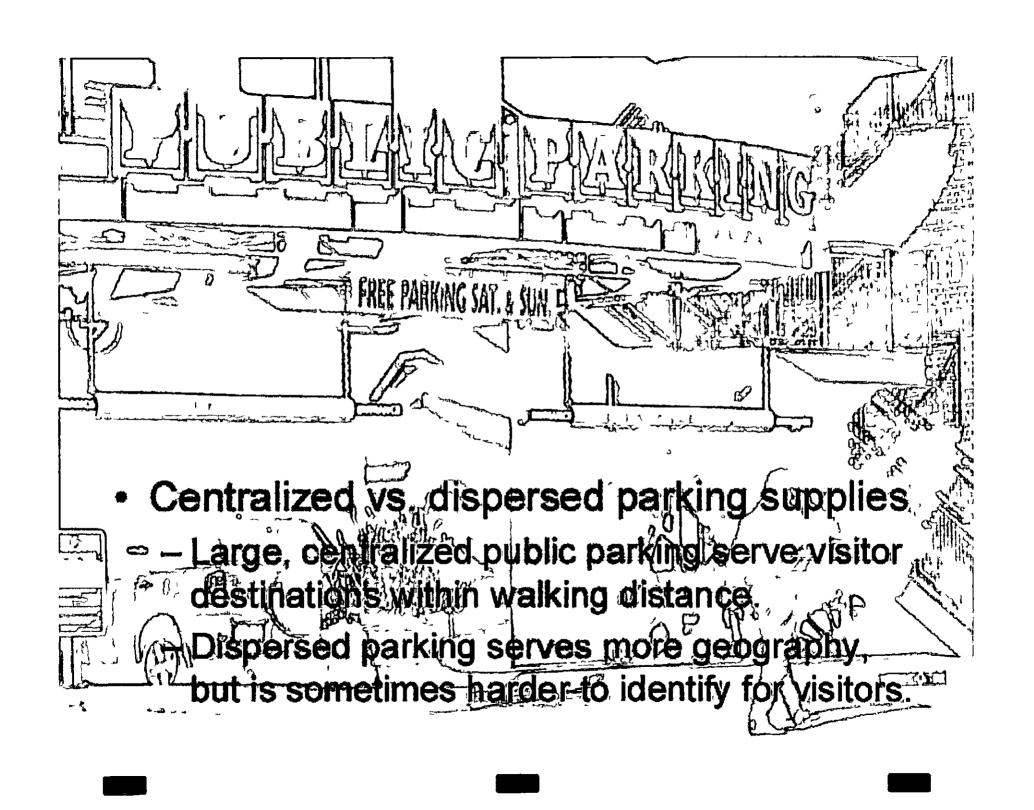






## Publicly funded vs. joint venture parking

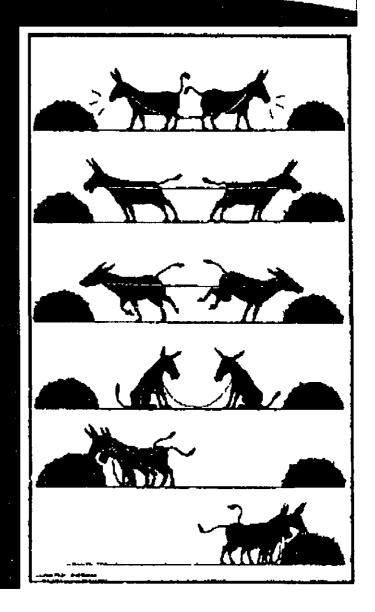
- JV projects are complicated to finance, build, and operate, but they get "fast tracked"
- JV projects typically result in a small amount of parking added to private development projects as the private projects are built.





## Project approach vs. parking district?

- Shared parking between adjacent properties can be a short term strategy to providing a more efficient parking supply.
- A parking district can provide the long term organizational structure to manage shared parking situations.





## Workshop Discussion



- Thanks for your input!
- Opportunity in January to hear "best practices" presentation
  - January 26th 27th
- View project website

.http://www.ci.redmond.wa.us/intheworks/Overlake/parkingplan.asp







## February Workshop

February 23, 2009

Pat Gibson, P.E. - Principal Carlos Hernandez, AICP – Senior Transportation Planner

## Workshop Agenda



#### Hour 1

6:00-6:05: Welcome

6:05-6:20: Base Scenario "Business as Usual"

2:20-2:30: Discussion

6:30-6:45: Alternative Scenario #1: "Private parking facilities at reduced requirements"

2:45-2:55; Discussion

#### Horn 2

6:55-7:10 Scenario #2: "Public/Private parking facilities"

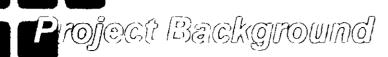
3:10-3:20. Discussion

7:20-7:25 Scenario #3: "Public parking facilities with fee-in-lieu"

3:35-4:00: Discussion









#### 2006

 Public input to develop Overlake Neighborhood Plan (2006-2007)

#### 2007

Adoption of Overlake Neighborhood Plan
 (2007)

#### 2008

 Overlake Parking Study (2008-2009)

2009

## Qverlake Vision

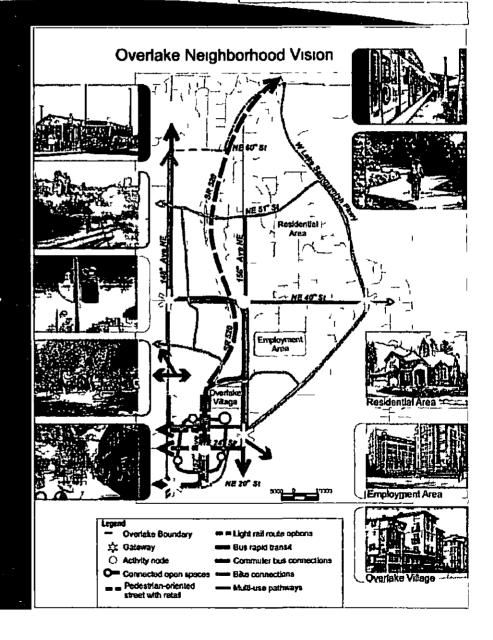


Aftractive, safe place to live, work, shop and play

Strong multimodal linkages connect the sub-areas to each other

Overlake Village
 Employment Area

Residential Area





Goal: Identify short and long-term action strategies to address current and future parking issues in the neighborhood

Policy Overview and Data Gathering

Listen & Engage

**Best Practices** 

Strategic Modeling & Implementation





#### What have we heard to date?

- How can parking support the land use and transportation vision?
- What parking strategies are available for use in Overlake?











## Parking Modeling for Overlake

- · Base Scenario "Business as Usual"
- Scenario #1: Private parking at reduced requirements
- Scenario #2: Public/Private parking facilities
- Scenario #3: Public parking facilities with fee-in-lieu

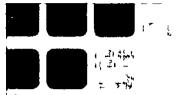
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## Base Scenario:

"Business as Usual"

Base Scenario: "Business as Usual"

### Policies & Requirements

- Uses existing maximum ratio for each land use
- Office at 3 spaces / 1,000 square feet
- Retail at 5 spaces / 1,000 square feet
- MF Residential at 2.25 spaces / DU

### Land Use Assumptions

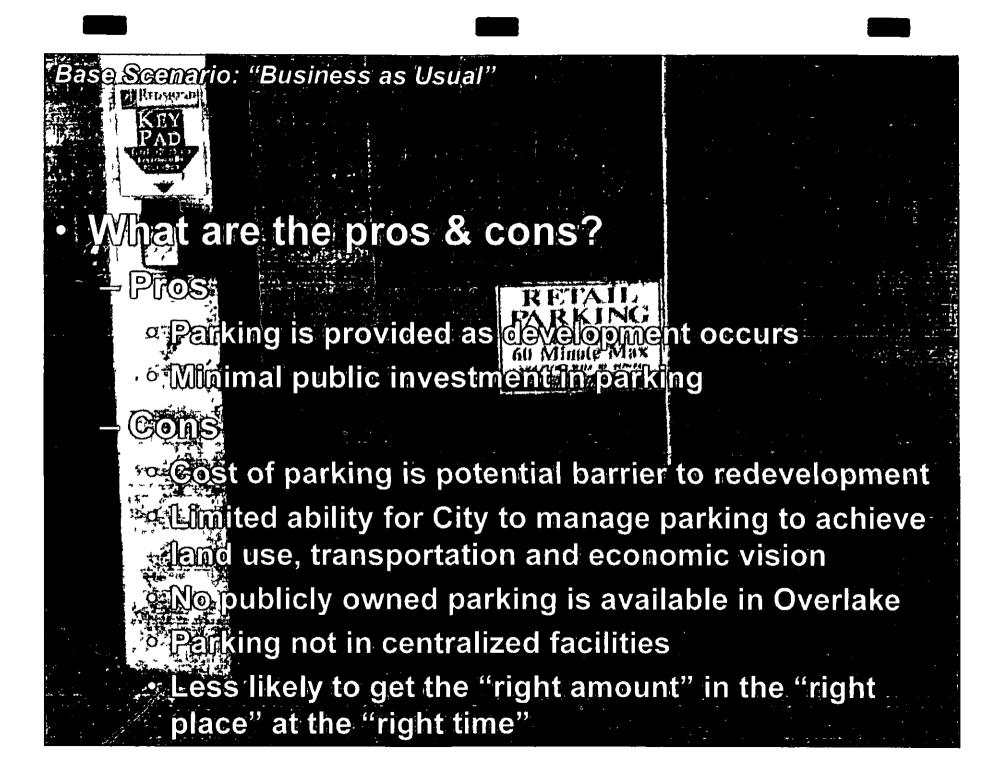
 Existing and future land uses determined by the Comprehensive Plan



#### • How would it work?

- Developers would build approximately 16,000 parking spaces in 8+ structures
  - Parking could be built on site or on adjacent parcels
  - Pricing and regulations would be privately managed
- Cost of constructing parking would be approximately \$550 million
  - Based on \$38,000/space in 2008 dollars
  - Includes land cost, design, and construction

<sup>\*</sup> incentives are used in all of the scenarios





# Potential Conclusions

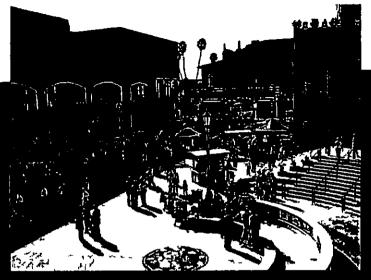
Parking Scenarios	Base "Business As Usual"	Alternative 1 Private Parking Facilities at Reduced Requirements	Alternative 2 Public/Private Parking Facilities	Alternative 3 Public Parking Facilities with Fee-In-Lieu
Achieves Land Use Vision?		?	X	X
Achieves Transportation Vision?		?	X	X
Achieves Economic Vision?			?	X



## All scenarios

- Utilize current parking incentives in development
  - Adjacent on street parking applies toward requirement
  - TDM techniques to create a "park once" environment
  - Well distributed bike parking
  - Share parking allowances
  - Public and private parking management





## Shared parking agreements & phasing

- Pasadena
  - Share -- Downtown Retail and Convention Center
- Long Beach
  - Allows ULI Shared Parking "By Right"
- Los Angeles
  - Allows ULI Shared Parking as a Variance
- San Diego
  - Modified ULI Shared Parking to Meet Local Conditions



# Well managed off-street parking facilities with validation program

- Long Beach
  - Retailers Buy Validations at Discount
  - Retailers Distribute Validations With or Without Purchase
- Beverly Hills
  - 1 Hour of Free Parking
  - Additional Hours Free with Validation



## Well managed parking on-street

- Portland
  - New Electronic Meters/Stations
  - Increased Revenues and Turnover
- San Diego
  - Meter "Credit Cards"
- Beverly Hills
  - Variable Fees to Encourage Turnover





 Managing parking supply to support a wide range of travel objectives

### San Francisco

Maximum Parking Supply based on SF

#### Pasadena

- Transit Zone Parking Reductions
- Parking Maximums

#### **Portland**

Maximum Number of Spaces Downtown





# 。 Bicycle parking

- Tueson

On-site Bike Parking
Variable Facility Types

Bike Stations

Universities

Stanford

Berkeley

CU Boulder





## Public and private parking enforcement

### □ S Angeles

Public "Meter Maid' Staff

#### Pasadena

Meter Enforcement Managed by Local Business District
Meter Revenues and Fines Stay within the District for
Pedestrian and Parking Improvements



Overlake Adnagement Plan

# Discussion



# Scenario #1: Private parking facilities at reduced requirements



## Policies & Requirements\*

- Changes current minimum ratio to maximum for each land use
- Office at 2 spaces / 1,000 square feet
- Retail at 2 spaces / 1,000 square feet
- MF Residential at 2.25 spaces / dwelling unit
- Land Use Assumptions
  - Existing and future land uses determined by the Comprehensive Plan

\* Same requirements for 2&3

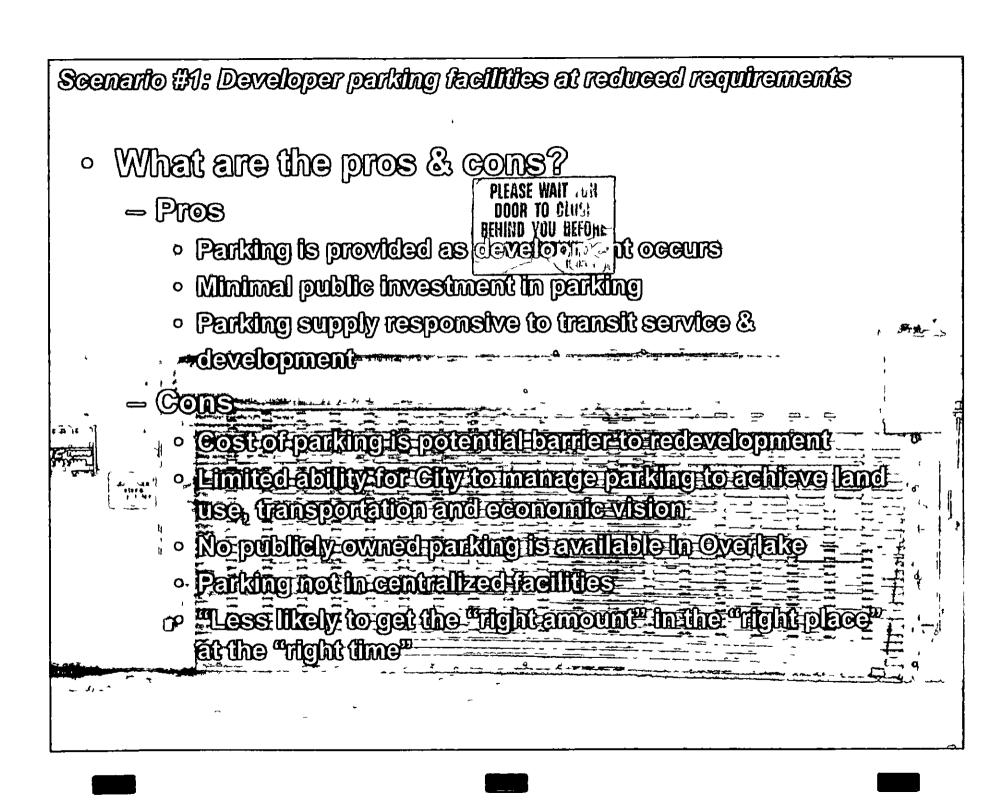
Scenario th: Developer parking tecilities at reduced requirements

## How would it work?

 Parking requirements would be reduced based on "triggers"

- Developers would build 12,000 parking spaces in multiple structures

  5,000 for commercial uses
  - -7,000 for residential
- Cost of constructing parking would be approximately \$415 million
  - Based on \$38,000/space in 2008 dollars
  - Includes land cost, design, and construction





# Transit service "triggers"

- San Jose
  - Parking Ratios Decrease as Transit Service is Delivered Downtown
  - Second Tier of Reductions based on Actual Mode Split

MILESTONE/MODE SPLIT		OFFICE PARKING RATIO		
		(spaces/1,000 sf)		sf)
		On-Site	Off-Site	Total
Existing Conditions		2 55	0 45	3 00
Opening of Vasona LF	RT Line	2 35	0 45	2 80
Opening of LRT Line to East		2 30	0 30	2 60
Opening of BART		2 25	0 25	2 50
Acheivement of 20% (	Commuter Transit			
Mode Split	to Downtown	2 25	0 00	2 25
1	]			
Achievement of 25%	d	1	l	
Mode Split	to Downtown	2 00	0 00	2 00
		ii	i	



- Development "triggers"
  - Chula Vista Eastern ปก่อลัก Center
    - Parking Added as Development Occurs
    - Parking Supply is Shared as One "Downtown"
      Parking Supply

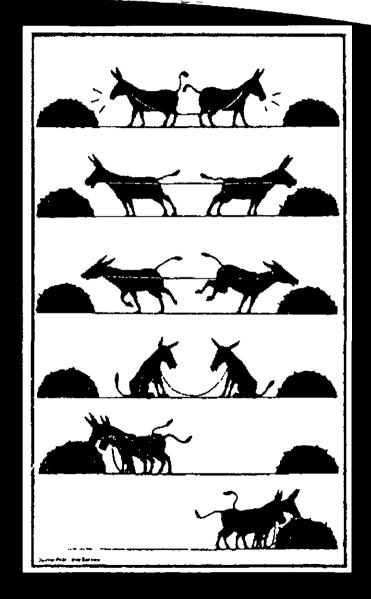


Overlake Ran Management Plan

# Discussion



Scenario #2:
Public / Private
Parking Facilities



# Policies & Requirements

- Changes current minimum tradio to maximum for each land use
- Office at 2 spaces /1,000 square feet
- Retail at 2 spaces / 1,000 square feet-
- MF Residential at 2.25 spaces / dwelling unit
- Land Use Assumptions.
  - Existing and future land uses determined by Comprehensive Plan

Scenario #2: Public/Private Parkirig Facilities \* Same requirements for 1&3

SOUTHOUS GANDARY STREET STREET

How wollditwork?

Public and Private owned parking in structures built by developers (12,000 spaces)

2,500 spaces for commercial uses (purvalely constructed)

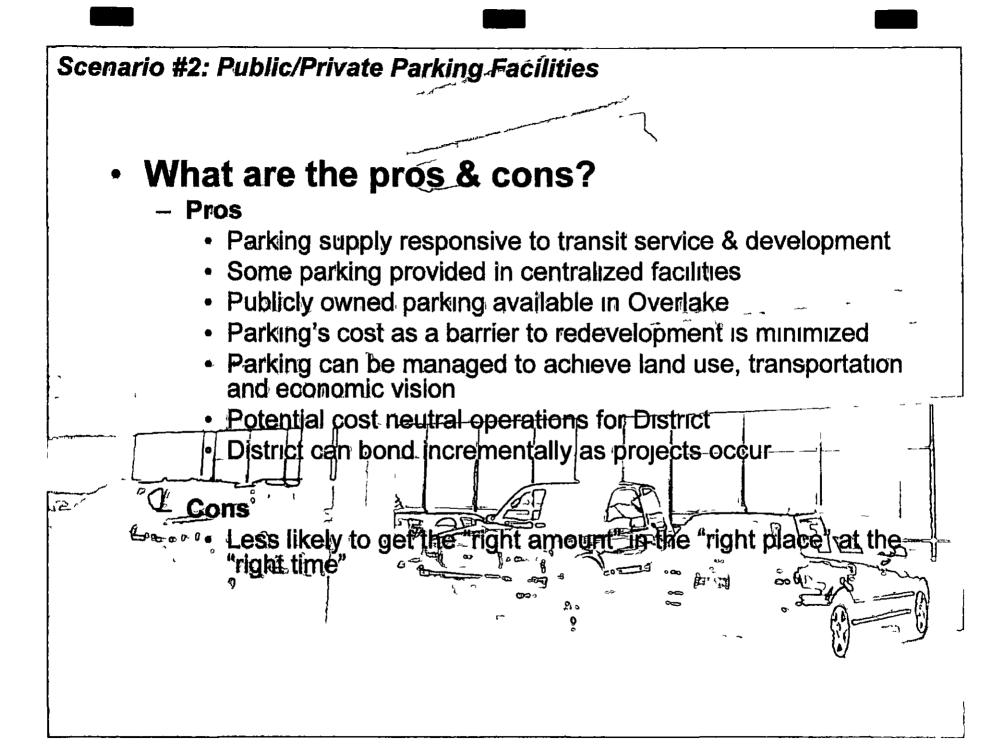
2.500 public builds for commercial

7,000 spaces for residential (privately constructed)

Cost of constructing parking would be approximately

• Developers cost would be approximately \$320 million

• OPD cost would be approximately \$95 million





- Details of a "public / private" program
  - Glendale Ca
    - Public Builds Portion of Garage
    - Private Office Builds Upper Two Levels
  - Long Beach
    - Private Sector Builds Limited On-site Parking
    - Public Builds Off-site Central Parking





- Long Beach
  - Public Takes Over Private Office Parking Nights and Weekends
  - Operates as Public Parking
- Brea
  - Downtown Parking Management Board (includes Public and Private Members) Operates Surface and Structure Spaces





- Pomona
  - Vehicle Parking District
  - Monthly Assessment Based on Parcel Size
- Santa Monica
  - Public Builds Garages Catalyst for Development
  - Private Pays for Public Garages through Downtown Parking Assessment District and User Fees
  - Fees Based on Parking Demand by Land Use
- Beverly Hills
  - Off-site Parking Available through In-lieu Fees



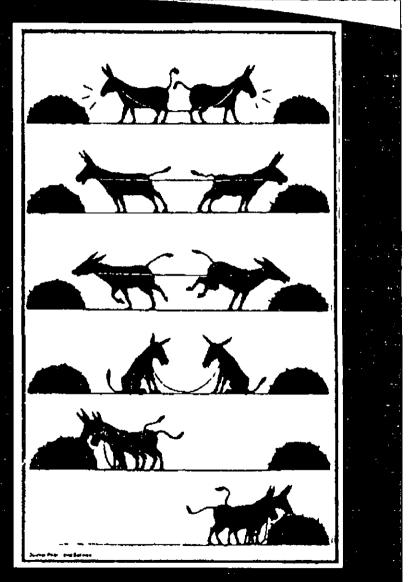
- Joint venture parking garage management techniques
  - Los Angeles Civic Center Plaza
    - Parking Supply for City Hall Visitors
    - Parking for Retail Mall Patrons
    - Retail Validations Available with Minimum Purchase

Overlake Management Plan

# Discussion



# Seenario #3: Public parking facilities With fee-in-lieu



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Reginal Period Selection of the Companies of the Companie

sech land use 1,000 square feet 1

Setail at 2 spaces / 1,000 square feet all at 2 spaces / 1,000 square feet all at 2.25 spaces /

snoitqmussA ssU bns1.•

- Existing and future land uses determined by the

\* Same requirements for 182

#### Scenario #3: Public parking facilities with fee-in-lieu

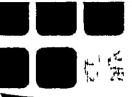
- How would it work?
  - Centralized Public parking structures (6,200 spaces)
    - 400 for commercial uses (paid by fee-in-lieu)
    - 1,100 for commercial public (paid by district assessment)
    - 4,800 spaces for residential (paid by district assessment)
  - Private spaces on development sites (5,800 spaces)
    - 1,000 for commercial uses
    - 4,800 for residential
  - Cost of constructing parking would be approximately \$415 million
    - Developers cost would be approximately \$180 million
    - OPD cost would be approximately \$235 million

Scenario #3: Public parking facilities with fee-in-lieu

- How would the OPD build all that parking?
  - #1:Public authority with bonding capability
    - 100% public funding for construction
    - Revenue collected from users & assessments
  - #2: Partnership with a private parking operator
    - 50% public funding & revenue collection
  - #3: Private parking operator
    - Less than 5% public funding & revenue collection

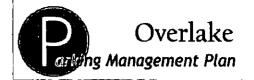
#### Scenario #3: Public parking facilities with fee-in-lieu

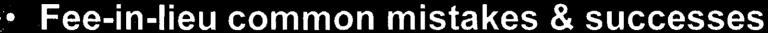
- What are the pros & cons?
  - Pros
    - Parking supply responsive to transit service & development
    - · Parking provided in centralized facilities
    - · Publicly owned parking available in Overlake
    - Parking's cost as a barrier to redevelopment is minimized
    - Parking can be managed to achieve land use, transportation and economic vision
    - Potential cost neutral operations for District
    - Parking is provided as a "utility" up front
    - Parking can be constructed early without inflation and sold at market rate as build-out occurs
    - Less likely to get the "right amount" in the "right place" at the "right time"
  - - · Less likely to get the "right amount" in the "right place" at the "right time"
    - Parking built ahead of development without guarantee development will occur
    - Public sector pays for over half of capital cost





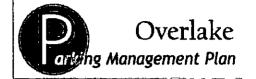
- Transitioning paved lots to structured parking
  - Chula Vista Eastern Urban Center
    - Early Development Served by Surface Lots
    - Second Phase Overbuilds Additional Surface Lots
    - Third Phase Builds Structures on Phase 1 Surface Lots
    - Fourth Phase Uses Phase 2 Surface Lots



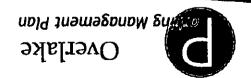


- Mistakes
  - Fee Too High
  - Attempt to Recover Land Costs
- Successes
  - Fees Set Between Surface and Above Ground Structure Costs
  - City "Donates" Land Costs
  - City Allows Financing of In-lieu Fees (Developer Pays Over Time)





- On and off site requirement details in a feein-lieu program
  - San Jose
    - Lower Fees Apply to Off-site Spaces
  - Beverly Hills
    - Fees Differ for Spaces in the Core and for Spaces Connected to the Core by Shuttle



# Discussion

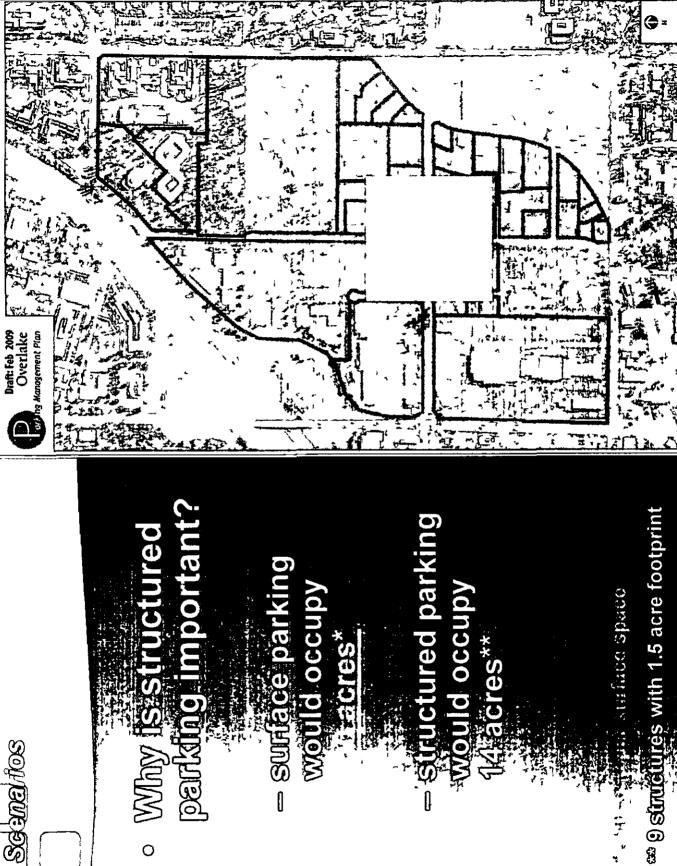


## Next Steps

#### Draft Management Plan in late March

- Draft management plan based on input from workshops, council & planning commission
- Draft timeline for implementing strategy & project summary document
- Adoption of plan in May 2009

Parking Scenarios	Base "Business As Usual"	Alternative 1 <sup>-</sup> Private Parking Facilities at Reduced Requirements	Alternative 2 Public/Private Parking Facilities	Alternative 3 Public Parking Facilities with Fee-in-Lieu
Achieves Land Use Vision?		?	X	X
Achieves Transportation Vision?		?	X	X
Achieves Economic Vision?			?	X



tructured parking SWiffere parking vould occupy A\*acres\*\* Wedlid occupy

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#### Appendix D

Summary of Overlake Parking Evaluation Alternatives





Parking Scenarios	Base "Busıness As Usual"	Alternative 1 Private Parking Facilities at Reduced Requirements	Alternative 2 Public/Private Parking Facilities	Alternative 3 Public Parking Facilities with Fee-in-
Parking Requirements	RTL 5/1000 SF OFF 3/1000 SF RES 2 25/DU	RTL 2/1000 SF OFF 2/1000 SF RES 2 25/DU	RTL 2/1000 SF OFF 2/1000 SF RES 2 25/DU	RTL 2/1000 SF OFF 2/1000 SF RES 2 25/DU
Shared Parking Reduction	30%	30%	30%	30%
Approx Parking Spaces Required	16,000	12,000	12,000	12,000
Cost (millions)	\$555	\$415	\$415	\$415
Parking Constructed by Private Sector	100%	100%	50%	25% supply 40% cost
Parking Constructed by Public Sector (Overlake Parking District)	0%	0%	50%	75% supply 60% cost
Fee-in-Lieu Payments from Private to Public Sector (Overlake Parking District)	0%	0%	0%	15%
Parking Fees for cost recovery and operations and maintenance	х	Х	Х	X





#### Appendix E

Sample Shared Parking Agreement
(City of San Diego)





RECORDING REQUESTED BY THE CITY OF SAN DIEGO AND WHEN RECORDED MAIL TO

City of San Diego
Development Services Department
1222 First Ave MS-301
San Diego, CA 92101

(THIS SPACE IS FOR RECORDER'S USE ONLY)

WHI crite	n EREAS ma whi	pursuant to sections 142 0535 and 14	and the City of		
crite	ena whi	- <del>-</del>			
			ite shared parking agreements to sa	tisfy on site parking requirements	
	w, THE	REFORE, in consideration of the recit	and the City of San Dieg		
1 _	the owner of the property located at agrees				
F	provide		the owner of the property located at		
	_	t to the use of () parking spaces _ ent on property located at			
	11	Applicant	Co-Applicant		
		Assessor Parcel No	Assessor Parcel No _		
		Legal Description			
8	standaro	king spaces referred to in this Agreem ds for parking spaces and the parties ties understand and agree that if for a	agree to maintain the parking space iny reason the off-site parking space	s to meet those standards s are no longer available for use by	
r b	reduce o oring the parking	ment Code requirements. If the off sit r cease operation and use of the proper e property into conformance with the Applicant agrees to waive any right to ild this circumstance arise	ty at Applicant's address to an intens Land Development Code requiremen	table, Applicant will be required to sity approved by the City in order to its for required change for required	
e 11	nent in dge tha n this p	th the Applicant may have recourse aga no circumstance shall the City be oblined the sole recourse for the City if this Aparagraph and the City may invoke an against the Applicant	ngated by this agreement to remedy s Agreement is breached is against the	such breach The Parties acknowl Applicant in a manner as specified	

Page	Page 2 of 2 City of San Diego • Development Services Department • Shared	Parking Agreement					
4	4 The provisions and conditions of this Agreement shall run with the land for those properties refe of this document and be enforceable against successors in interest and assigns of the signing part						
5	Title to and the right to use the lots upon which the parking is to be provided will be subservient to the title to the property where the primary use it serves is situated						
6		The property or portion thereof on which the parking spaces are located will not be made subject to any other covenant or contract for use which interferes with the parking use without prior written consent of the City					
7	This Agreement is in perpetuity and can only be terminated if replacement parking has been approved by the City's Director of the Development Services Department and written notice of termination of this agreement has been provided to the other party at least sixty (60) days prior to the termination date						
8	8 This Agreement shall be kept on file in the Development Services Department of the City of San I ing System (PTS) Project Number and shall be recorded on the titles of those in paragraph 1 of this document						
In	In Witness whereof, the undersigned have executed this Agreement						
 Applı	pplicant — — — — — — — — — — — — — — — — — — —						
Date	Pate Business and Process Management	Development Services					
Party	Date Tarty/Parties Supplying Spaces						
Date	Pate						
NOTE ALL SIGNATURES MUST INCLUDE NOTARY ACKNOWLEDGMENTS PER CIVIL CODE SEC. 1180 ET.SEQ							