



# Downtown Redmond

**Planning Commission**  
**June 15, 2016**

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**CityofRedmond**  
WASHINGTON

# Meeting Purpose

Provide context for Commission's discussion: Comments from Historic Core stakeholders on Downtown on-site parking standards plus other parking related aspects of Historic Core

# Agenda

## Downtown On-Site Parking *and Other Parking Components*

- Community, businesses, and property owner comments
- Council requests & direction
- Vision, policy, codes
- Components of parking management
- Administration, flexibility, common requests
- Parking study results
- Next steps

# Downtown Parking



Developers  
Residents  
Resident's Guests  
Business Employees  
Business Customers  
Downtown Visitors  
Construction Contractors  
Deliveries  
Waste Management  
Emergency Services

# Community Feedback



- Not enough parking Downtown
- Need to balance supply & demand
- Need to promote and market Redmond's parking resources
- Need to provide parking to access transit
- Need to manage impacts of construction parking

# Parking Study - 2008

## ANALYSIS

- Community stakeholder group
- Redmond has done a good job in managing its parking assets and parking ratio structure
- As Downtown Redmond grows, so will demand for parking
- Regulatory and design guidelines support a more compact and transportation efficient urban form
- Parking should support and facilitate growth that fits the future vision

# Parking Study - 2008

## RECOMMENDED ACTIONS TAKEN

- Created greater on-street parking for access to businesses
- Began managing on-street parking and a parking permit system
- Began outreach and communications with businesses
- Established parking enforcement
- Added signage to identify available on- and off-street public parking
- Built new off-street public visitor parking

# Parking Study - 2014

## ANALYSIS

- Community stakeholder group
- Average 32% peak hour vacancy rate for ALL parking
- HOWEVER, limited availability of on-street peak hour parking in a few small areas (ex. around Leary Way, Cleveland St.)
- Trigger for adjustments is when vacancy averages less than 20%
- To achieve Redmond's Future Vision for Downtown, continue evaluating and enhancing parking resources and management

# Parking Study - 2014

## RECOMMENDED ACTIONS TAKEN

- The City continues to:
  - Limit new surface parking
  - Use land for parking more efficiently (ex. by allowing shared parking agreements between property owners)
  - Implement recommendations of the 2008 *Downtown Redmond Parking Study* (ex. using parking pricing, developing visitor parking)

# Council Input

- Maintain the course
- Explore expanding enforcement hours
- Manage impact of construction projects
- Continue marketing of parking resources

# Downtown Vision

## Vision:

- Vibrant urban center
- Outstanding place to work, shop, live & recreate
- Appealing destination for many

## UC-24: Parking development and management program:

- Minimize on-site surface parking
- Encourage shared parking
- Incentives for structured parking
- Maximize on-street parking (shopping & visitors)
- Techniques for managing parking demand

## UC-27: By 2030, non-single occupancy vehicle mode split – 40%:

- Pedestrian & transit supportive environment
- Supportive land uses
- Transit choices
- Transportation demand strategies
- Parking development & management plan

	Existing (2010)	Planned (2030)
Residents	4,270	11,350
Dwelling Units	2,300	6,170 4,400 today
Residential Density (units/gross acre)	5.3	14.2
Employees	8,100	10,800
Employee Density (jobs/gross acre)	18.72	24.95
Zoned Building Intensity	3.5 FAR	3.5 FAR

# Downtown Development January 2016

City Center  
-250 units  
-83K office  
-25K retail



Ravello  
-102 units  
-900 sf retail



162Ten  
-96 suites  
-800 sf retail



Senior Housing  
-74 units

Village  
-96 units



Heron Flats  
& Lofts  
-95 units



Core 83  
-120 units



Station  
House Lofts  
-195 units



The Carter  
-180 units



Redmond  
Triangle  
-198 units  
-6K retail



Approved	Pre-App/PREP	Couplet and Park
Under Construction		

# Downtown On-Street Parking Program

## 2009: Implemented Downtown parking management program

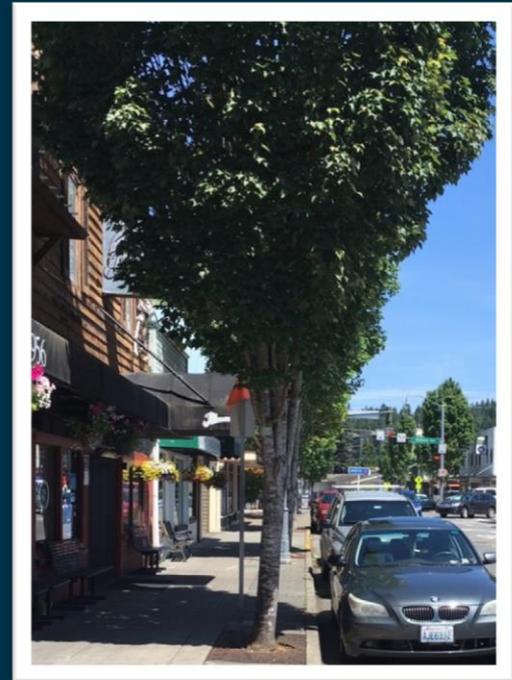
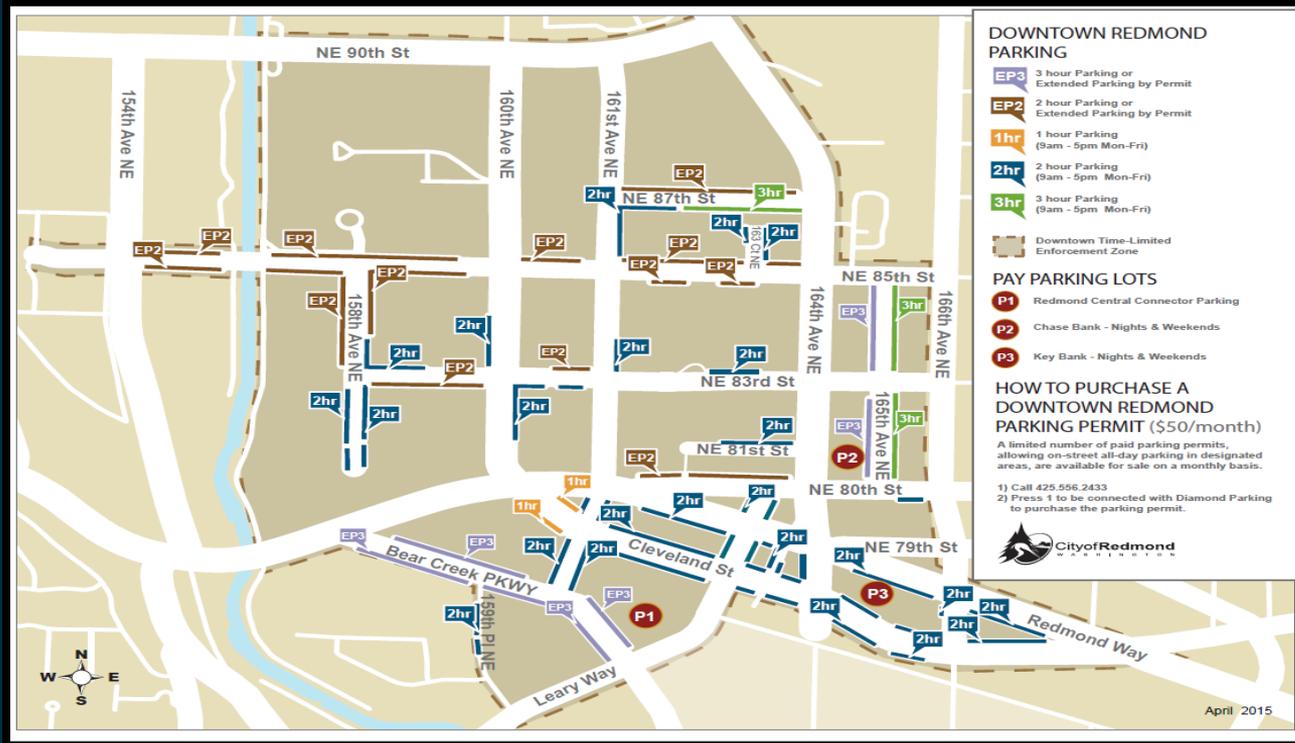
- Effectively manage supply and demand
- Prioritize parking turnover and create access to business
- Support economic vitality in Downtown

## 2016: Program continues

- Goals remain the same
- Have made some adjustments to the program along the way
- Able to manage with localized high demand during peak hours



# On-Street Parking



- 655 spaces
- Monthly Permits/\$50
- Daily Permits/\$5

Map available at [Redmond.gov/parking](http://Redmond.gov/parking)

# RCC Public Parking Lot



- Opened 92 spaces in Dec 2013
- Park once and walk
- 0-4 hours free; \$5 all day
- Positive response from businesses
- Heavily used lunch/eve/weekends



# Private Pay Parking Lots



Chase Bank  
36 spaces

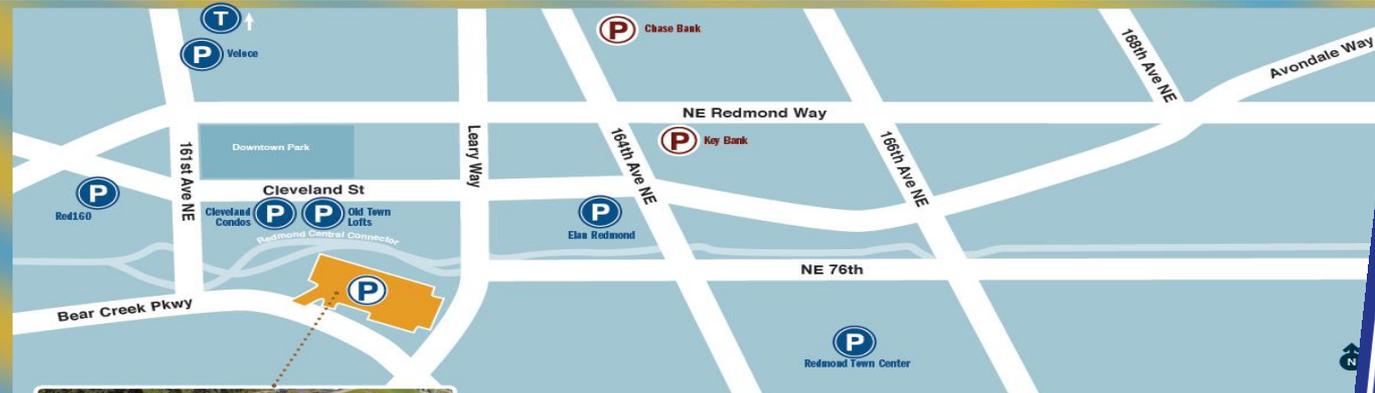


Key Bank  
29 spaces

- Began Spring 2014
- Provides overflow capacity
- Available when bank is closed

# Parking Inventory – Lots/Garages

## DOWNTOWN PARKING



**Veloco (37 spaces)**

- Chaat N Roll
- Scottrade
- Tender Touch Small Animal Hospital

**Red160 (49 spaces)**

- Zeeks Pizza
- Top Pot Doughnuts
- Rudy's Barbershop
- Super Jock 'n Jill

**Cleveland Condos (7 spaces)**

- Edward Jones
- Pacific NW Law Group

**Old Town Lofts (37 spaces)**

- Woodblock
- Hoffman's Fine Cakes & Pastries

**Elan Redmond (27 spaces)**

- Tippy Cow Burger Bar
- BECU
- 18/8 Fine Men's S

**SKY PAINTING - Inspired by Nature**  
 Artist John Fleming celebrates a grove of trees left standing at the entrance to the new parking lot. Ten-foot rings in alternating blue and yellow draw the eye to the remaining trees. What results is an interactive painting that adds aesthetic appeal to an exciting new Downtown entry. It asks us to consider what it is that we are parking over.



# Transit Parking – 493 spaces



Redmond Transit Center

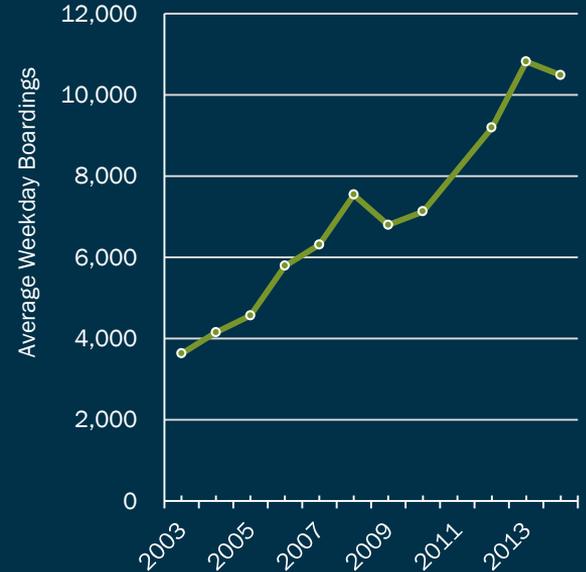
377 spaces

100% occupancy

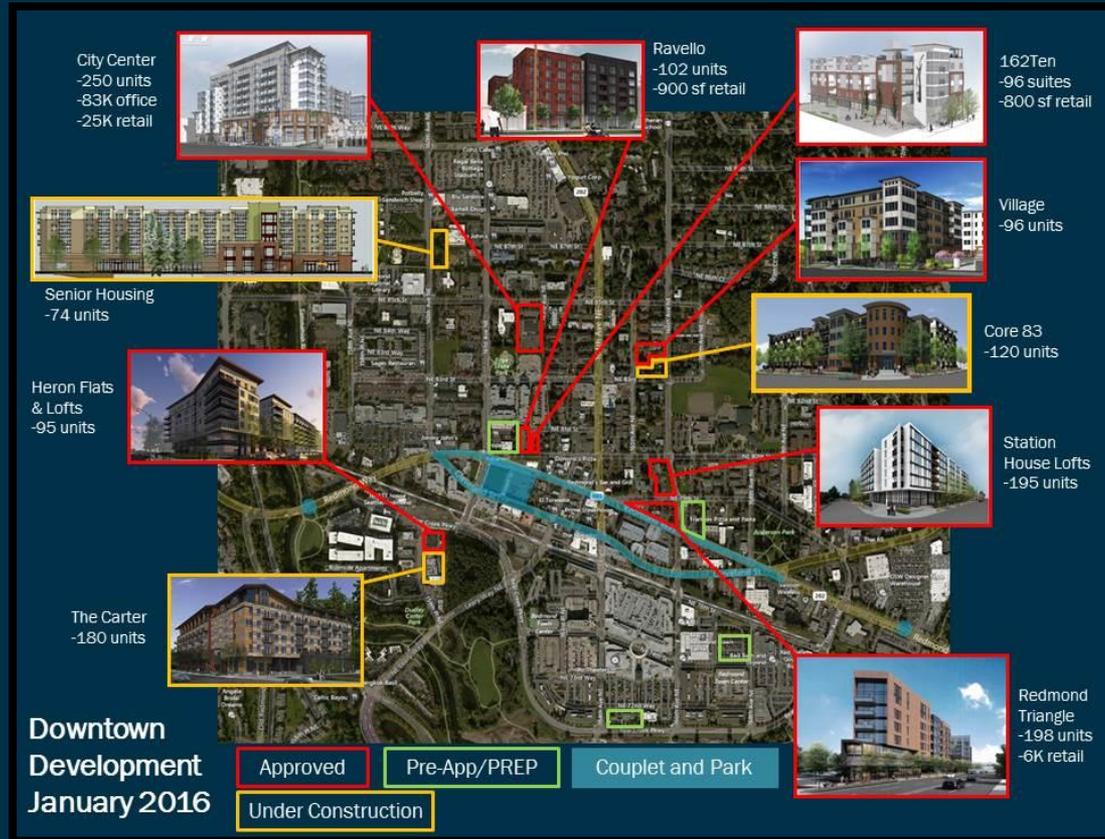
160<sup>th</sup> St. Commuter  
Overflow Lot

116 spaces

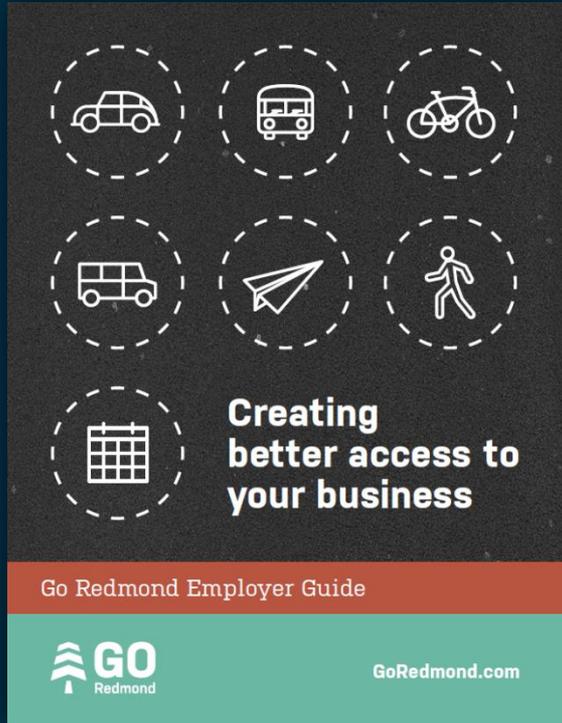
85% occupancy



# Construction Parking



# TDM Construction Mitigation



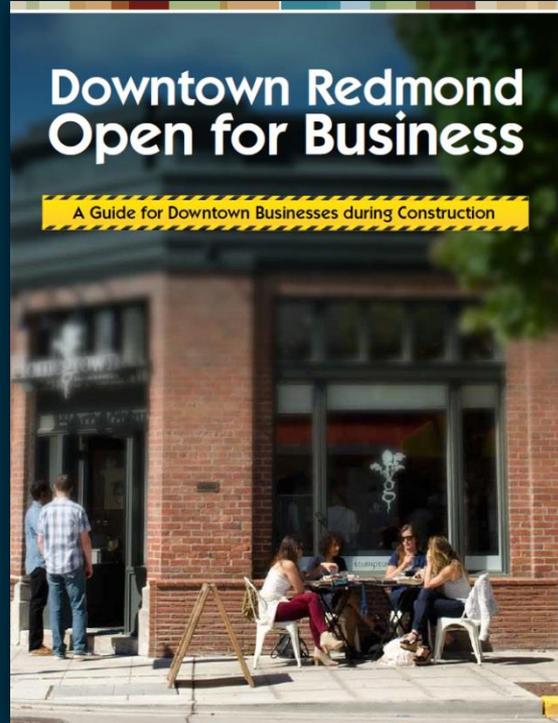
Creating better access to your business

Go Redmond Employer Guide

**GO**  
Redmond

GoRedmond.com

The infographic features a dark background with six white icons in dashed circles: a car, a bus, a bicycle, a van, a paper airplane, and a person walking. Below these icons is the text 'Creating better access to your business'. At the bottom, there is a red banner with 'Go Redmond Employer Guide', a green banner with the 'GO Redmond' logo, and the website 'GoRedmond.com'.



**Downtown Redmond  
Open for Business**

A Guide for Downtown Businesses during Construction

The cover features a photograph of a brick building with large windows. A person is standing near the entrance, and a group of people is sitting at a small table outside. The title 'Downtown Redmond Open for Business' is in large white letters, and the subtitle 'A Guide for Downtown Businesses during Construction' is in a yellow banner with black text.



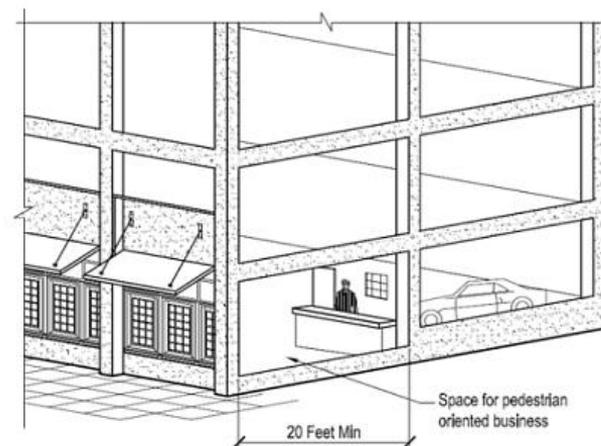
Table 21.10.030C

Allowed Uses and Basic Development Standards

Use	Parking Ratio: Unit of Measure Minimum required, Maximum allowed	Special Regulations
<b>Residential</b>		
Attached dwelling unit, 2-4 units	Dwelling Unit (1.0, 2.25) Plus one guest space per four units for projects with six units or more. Curbside parking along the site may be counted towards up to 25 percent of the required off-street parking.	<ul style="list-style-type: none"> <li>A. Maximum density per lot dependent upon size and width of lot, per RZC 21.10.130.B, <i>Downtown Residential Densities Chart</i>.</li> <li>B. Not permitted on ground floor street fronts of Type I pedestrian streets as shown on Map 10.3, <i>Downtown Pedestrian System</i>, or where ground floor residences may be negatively impacted by nearby nonresidential uses. Residential uses may be allowed on ground floor streets fronts of Type II Pedestrian Streets, per RZC 21.62.020.F.5, <i>Ground Floor Residential Uses on Type II Pedestrian Streets</i>, but not within the shorter distance of 50 feet or a quarter-block length from a street intersection.</li> <li>C. Affordable Housing requirements apply to developments of 10 units or more. See RZC 21.20.020, <i>Applicability</i>.</li> </ul>
Multifamily Structure, Mixed-Use Residential		
Dormitory		
Residential suite	Bed (0.5, 1.0)	

Figure 21.40.010A

Parking Area Location and Design Criteria in the Downtown Neighborhood



Providing space for pedestrian-oriented business along parking garage frontage facing pedestrian-oriented streets

# Existing Parking Standards (Old Town)

- **Alternative Minimum Parking Requirements**

- Requires parking study
- Sufficient parking to serve specific use without adversely impacting other uses and streets in the vicinity

- **Transportation Management Program**

- Demonstrate effectively reducing parking demand
- Required when parking study does not demonstrate adequately serving the proposed use

- **Additional Off-Site**

- Required parking may be provided off-site within 600 feet of the site

- **Cooperative Parking Facilities**

- For two or more land uses joined
- Efficient circulation
- Economy of space
- Superior grouping of buildings/uses

- **In-Lieu Parking Fees**

- For each required parking space not provided on-site
- Based on current land/construction costs

# Parking Code Flexibility for On-Site Requirements

One of most often sought flexibility items:

- Minimum Parking required for residential

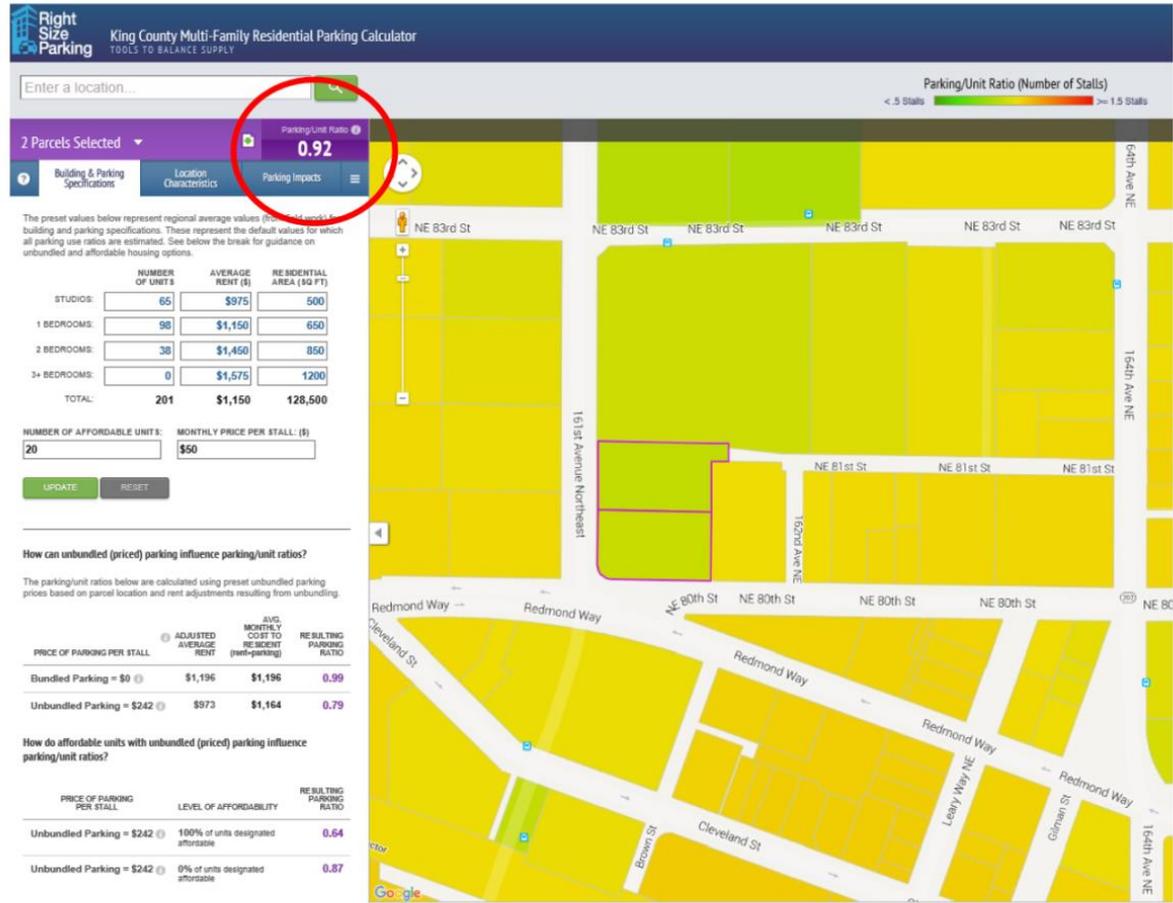
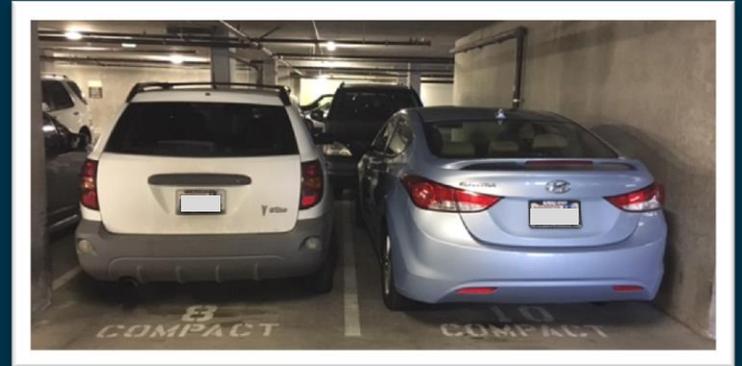


Figure 2: King County Multi-Family Residential Parking Calculator Recommendation

# Transportation Management Program (TMP)

- Redmond – 73 sites with TMP's
- Developments with reduced parking and/or over 25 mobility units
- New: reduced mixed-use
- TMP's include:
  - Performance goal
  - Survey and reporting requirements
  - Set of elements to assist in achieving and maintaining the development's performance goal



# Parking Ratio Comparison

## *(Minimum Required by Code)*

City <i>(Downtown, CBD)</i>	Population	Multi-Family Residential <i>(per unit)</i>	Retail <i>(gross floor area)</i>	Restaurant <i>(gross floor area)</i>
Redmond	59,180	1.25	2 per 1,000 sq ft	2 per 1,000 sq ft
Edmonds*	41,000	1	2 per 1,000 sq ft	2 per 1,000 sq ft
Everett*	105,000	1.5	3.3 per 1,000 sq ft	10 per 1,000 sq ft
Issaquah*	34,000	2	2 per 1,000 sq ft	10 per 1,000 sq ft
Kirkland*	86,000	1.3	2.85 per 1,000 sq ft	8 per 1,000 sq ft
Bellevue	134,000	0	0	0

\* Ratio calculated at 1,000 for discussion only

# Commission's Discussion & Questions

- Vision, policy, codes
- Administration, flexibility, common requests
- Council requests & direction
- Community, businesses, and property owner comments
- Near- and long-term work plan
- Parking study results and next steps



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