

Memorandum

To: Planning Commission

From: Lori Peckol, AICP, Policy Planning Manager, 425-556-2411,
lpeckol@redmond.gov
Kim Dietz, Senior Planner, 425-556-2415, kdietz@redmond.gov

Date: July 8, 2016

Subject: Follow up on Downtown Parking Questions

At the Commission's June 15 meeting, staff from Economic Development/Transportation Demand Management and from Development Services provided information regarding Downtown parking codes, programs and administration for context for the Historic Core amendments. The Commission also held study sessions specific to the Historic Core on June 15 and 22. At these meetings, Commissioners asked several questions about Downtown parking components and requested staff to provide information in response to the questions.

The following includes the Commission's questions and information from various staff members including from Economic Development/Transportation Demand Management, Development Services, Transportation Planning and Engineering, and the Redmond Police Department:

1. What is the plan for Downtown parking particularly for new light rail customers and for ensuring access to the transit station? And, how has or will this change due to Sound Transit's accelerated timeline? How does this plan support or conflict with the vision for the Downtown?

Staff will provide a briefing in July or August to the Planning Commission on planning for the Downtown Redmond Link Extension, upcoming milestones, and planned access. In advance of that briefing, below is information in response to Commissioner questions.

City policy calls for maximizing multimodal access to the Downtown light rail station. As described in the Transportation Master Plan, opportunities for expanding park & rides in Redmond's urban centers are limited. In addition, increasing the footprint of park & rides in the Downtown reduces the opportunity to develop other productive land uses such as places for people to live, work, recreate or shop that are consistent with the Downtown vision. Sound Transit's plans do not include additional transit parking at the Downtown light rail station. Sound Transit is planning a 1,400-stall park and ride at the Southeast Redmond station. This is a decision that is supported in City policy, and consistent with the vision for the Downtown as a dynamic urban place and long standing City communication regarding proposed light rail plans.

The City will continue to work with Sound Transit to provide convenient multimodal access for transit patrons as design for the Downtown station begins again in late 2016. To support

that effort the City is undertaking a technical transit integration study to answer questions such as:

- How much additional bus layover space will be needed given the anticipated growth in bus service?
- Will buses continue to serve the Redmond Transit Center on NE 83rd St as they do today or will some or all of them serve the light rail station?
- What capital facilities are needed to integrate transit in a way that advances the vision for Downtown?
- How should Sound Transit and the City provide access for pick-up/drop-off and non-motorized station access in addition to transit?
- How can this be done in a way that minimizes the overall transit footprint in Downtown?

This study will help the City and Sound Transit design efficient and convenient light rail station access and will be completed in early 2017. The City of Redmond has been planning for light rail in collaboration with Sound Transit and others for more than 10 years. Sound Transit's accelerated timeline means that completion of design and construction consistent with the overall planning to date can occur sooner, as the City has asked.

2. What is involved in and what is the estimated cost of expanding parking enforcement? Who and when should be the target for expanded enforcement and what is contributing to the issue regarding improper on-street parking?

Currently there is a 8-hour daily monitoring schedule. Additional revenue would need to be approved as part of the 2017-18 biennial budget to expand parking enforcement. Increasing the funding by 50% (approximately \$120,000) would equate to a four hour increase in monitoring. If the funding was approved, then how those hours should be best allocated would be determined.

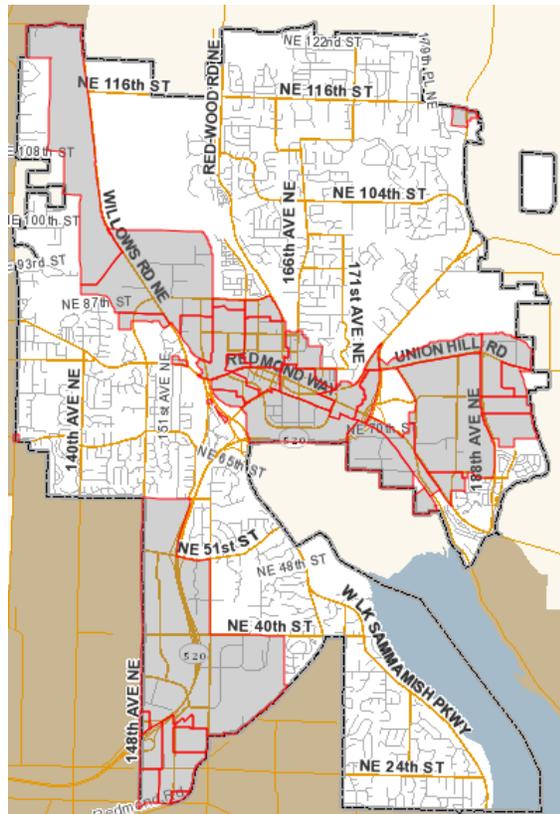
Otherwise, staff has continued using the recommendations provided by the consultant who completed the 2008 and 2014 parking studies. Their recommendation was for an 80% threshold that would trigger system modifications regarding parking enforcement.

3. How do older multifamily units provide for on-site parking? Is it unbundled and if not, what is the potential for encouraging unbundling of parking for these existing buildings?

Staff has not collected information in this context regarding existing or older development. Because of the magnitude of this type of undertaking, staff is unable to answer this question.

4. What is the opportunity to encourage use of car sharing companies as part of the Transportation Demand Management program? What is the potential for this type of service to support reductions in parking demand and should this be codified?

Car sharing is a privately-managed service and is regulated through the current Zoning Code as car rental use. The use is permitted in several zones throughout the City, highlighted in the map below:



5. What is the demand for barrier-free, on-street parking in the Historic Core? What is the current trend regarding use, violations, and complaints – if possible to track, for areas in the Historic Core? Has the City completed an ADA accessibility audit in the Downtown?

Barrier free parking for people with disabilities is regulated by the state and is implemented through the Zoning and Building Codes as part of on-site development. In addition, two on-street parking spaces have been designated citywide: one at Anderson Park in the Downtown and one in the Willows/Rose Hill neighborhood at 142nd Avenue NE.

A team of volunteers to the Redmond Police Department patrol the city and issue tickets or warnings for disabled parking and fire lane violations. The majority of citations occur at on-site parking facilities including at shopping centers, apartments, and condos.