

Parking Policy Update

- Parking Regulations for New Development
- Downtown Parking Management

City Council Workshop:

February 10, 2025

Staff:

Police Chief Thomas Olson

Planning and Community Development Director, Emma Bolin

Public Works Director, Steve King

Acknowledgement - Psychology of Parking

Most everyone experiences parking...

- When parking is available... *not much thought... or wow, I feel lucky I got a spot....*

OR

- When not available.... *Ugh... argh.... Anger... frustration... especially if late... especially if a long walk... especially if in the rain!*

What is your experience with Parking? How does it impact your personal view on the topic? What do humans remember?



Workshop Objective

The City is currently engaged in two parking policy topics as part of the 2025 workplan. The objective of this workshop is to explore each policy and clearly share the differences in each effort to facilitate public understanding of the City's work ahead. This workshop touches each topic separately as follows:

1. Review of Parking regulations impacting new development through permitting, both historic and interim regulations.

and,
2. Explore next steps for a Downtown Parking Management Parking fee pilot program

While both of these topics address parking, they are very much independent work efforts.

Section 1: Parking Regulations for New and Re-Development

On-Street

vs

Off-Street (On-Site)



In Right-of-Way



On Private Property

Existing Parking Regulations for New and Re-Development (Uptown and Downtown)

Clarification: Downtown and Uptown Commercial Parking Regulations

Many comments have been received about the desire for more parking Downtown. **The City removed** off-street parking requirements for new and re-development **many years ago** to promote development downtown and a walkable community. Many communities have seen their Downtowns turned into parking lots. This is counter to the goals and policies of the current Comprehensive Plan and current code.



No changes are proposed associated with downtown parking regulations for new and re-development. New and re-development construction is not required to provide off-street parking.

Background:

Recent Interim Ordinance

While not related directly to Downtown Parking, the City Council recently adopted an interim ordinance specifically to incentivize residential development. As of now, there are no off-street parking requirements for residential development, or any type of development.

Downtown and Uptown already had no off-street parking requirements under the Comprehensive Plan.

Policy 9.9 of the Comprehensive Plan will need to be changed if keeping this code is desired.

The following article recognizes this change as a bold move. Other communities are making these changes, including [Bellingham](#) this year.

[Twice As Many Small Towns Have Eliminated Parking Mandates As Large Cities - Sightline Institute](#)

Interim Parking Regulations for New Development (Residential and Commercial outside of Downtown and Uptown)

March 2024, City Council approved Ordinance 3333, adopting interim regulations for residential development to remove requirements for off-street parking for all uses. The goal is to promote higher density and infill residential housing.

Cite: City Council Archives 2024. Click on the agenda for the March 4, 2024 Council meeting agenda to review the ordinance and associated materials and/or the video. This interim regulation was extended once for another 6 months Sept 16.

<https://cityofpt.us/citycouncil/page/agendasminutesvideos>

To date, no-one has taken advantage of the interim regulations, but most 2024 permits featured ADU's or already planned development.

Staff plans on recommending to City Council extending the interim regulations on March 3, 2025. Along with extending the regulations, staff recommends performing outreach to encourage new development of housing to explore the option of foregoing off-street parking.

Section 2: Downtown Parking Management

1971



Property of University of Washington Libraries, Special Collections

versus

2024



Downtown Parking Management Pilot Fee Program

Background: Follow up to the 9/9/24 workshop

See workshop by clicking on City Council Archives 2024 and go to the September 9, 2024 Agenda for the presentation on parking management options.

<https://cityofpt.us/citycouncil/page/agenda-sminutesvideos>

The City Council recommended a pilot fee program to be implemented in 2025 as step 1 of moving parking management forward. Other options were considered as outlined in the September 9, 2024 presentation.



Management Discussion

City Council Workshop:
September 9, 2024

Staff:
Chief Thomas Olson
Planning and Community Development Director, Emma Bolin
Public Works Director, Steve King

Downtown Parking Management Pilot Fee Program

Background: Follow up to the 9/9/24 workshop

Option 1 (High Resource): Perform a follow up **Parking Management Study (previous was 2004)** and Implement Strategic Parking Initiatives with long-term **Parking Advisory Committee**

Option 2 (Medium Resource): **Parking Fee** and Enforcement with Task Force or **Ad Hoc Parking Advisory Committee**

Option 3 (Low Resource): **Pilot Parking Fees** and Enforcement

Option 4 (**No change**): Null Alternative – Wait until after Comp. Plan Update

Staff recommended and City Council preferred option

Downtown Parking Management

Re-cap: Why parking management?

- Parking Management Study 2004
- Inventory 2016
- Comprehensive Plan 2016
- December 14, 2020 workshop
- Streateries – Spring 2021
- Factors: Demand management, climate change, public transit, active transportation, pedestrian and cyclist safety, economic development, supply, turnover, customers, deliveries, residents, employees, enforcement, etc.



KEY TAKEAWAY: Effective Parking Management Programs can deliver strategic community objectives and outcomes

Downtown Parking Management

Why a pilot fee program?

The first element of any **effective** parking management program is effective enforcement and data analysis.

A parking fee pilot program provides the opportunity to pay for parking enforcement and to collect parking usage data.

After 1-2 years of collecting data and improving parking compliance through reduced violations, **effective** parking management strategies can be developed. It has been shown that without data and enforcement, parking management fails.

Staff anticipates a comprehensive parking management plan will be desired within a couple of years of a pilot fee program.



Example parking heat map

Downtown Parking Management

What is the current model?

Modern parking fee programs provide many options. The parking lot behind First Security Bank uses a modern parking fee approach.



Parking fee programs today use automated tools to collect fees, provide for effective enforcement, and collect data such as time of day demand, duration of parking stays, and violation data.

Parking violation fees allow for effective and efficient enforcement.

← Pricing list

🏷️ 1 Hour Parking	\$4.00
🏷️ Up to 3 Hours	\$7.00
🏷️ Until 08/30 12:00 AM	\$10.00

Downtown Parking Management

Where would fee pilot apply?



Downtown Parking Management

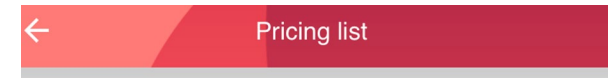
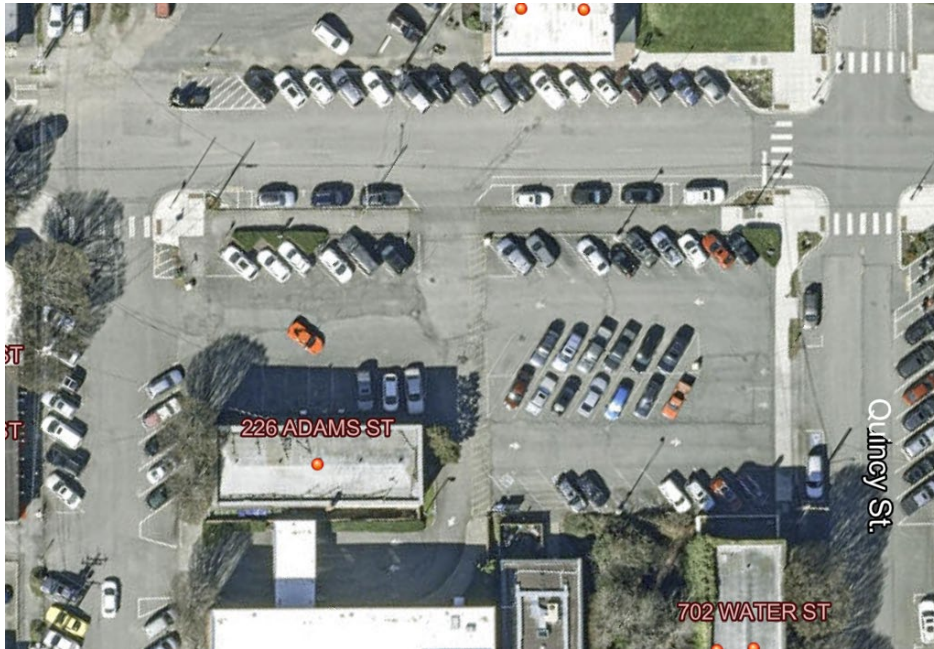
Parking fines

The current parking fine is \$15 per violation.

An effective enforcement program needs a violation fee significantly larger. Staff recommends a minimum fee amount of \$65 per violation. Parking fines in Seattle (public and private) range from \$69 to \$85.

Downtown Parking Management

What parking fee level is effective?



🏷️ 1 Hour Parking	\$4.00
🏷️ Up to 3 Hours	\$7.00
🏷️ Until 08/30 12:00 AM	\$10.00

A public parking fee of \$ 2.00 an hour between the hours of 9 AM and 5 PM is recommended for the pilot. As an effort to promote more activity downtown, recommend free parking on Monday and/or Tuesday.

Questions and Discussion