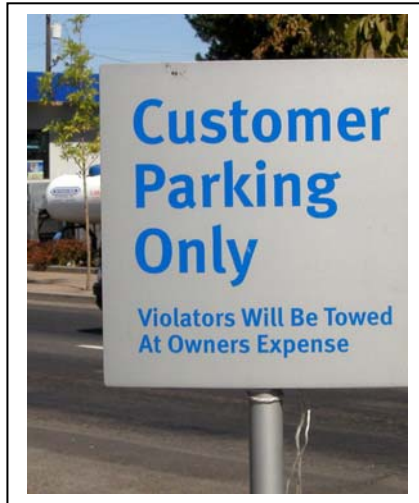


DOWNTOWN PARKING MANAGEMENT PLAN

THE CITY OF REDMOND, OREGON



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DOWNTOWN PARKING MANAGEMENT PLAN

INTRODUCTION

The City of Redmond is a rapidly growing Central Oregon community located along the Highway 97 couplet. The downtown area includes a mix of historic buildings and more modern buildings. The City has completed some street improvements, including pavement treatments and street trees. However, the very heavy traffic passing through the downtown, particularly large freight trucks, creates local conditions that are not conducive to the pedestrian traffic that is so critical to a downtown's economic health. The heavy traffic also makes on-street parking along the couplet less attractive to shoppers.

The construction of a reroute of Hwy. 97 through the downtown area within the next two to three years will reduce freight truck traffic on the couplet. In the meantime, the City is actively seeking to improve parking conditions in the downtown area. The City believes that more people will stop and explore downtown if convenient parking is clearly accessible, even with the existing traffic levels. This study is aimed at producing a plan for Redmond that will encourage the maximum efficiency out of its existing parking supply in order to enhance the economic vitality of downtown.

The overall philosophy of this planning effort is the recognition that *parking is a management tool that supports specific economic uses and goals*. The desired economic activity in a particular area of downtown should drive the decision making for the type of parking required.

The parking management plan for Redmond includes the following sections:

- Section 1:** Description of existing conditions in the Study area through data analysis (i.e., capacity and utilization inventories).
- Section 2:** Identification of the critical parking issues through sound data analysis (i.e., capacity and utilization inventories) and the Downtown Urban Renewal Advisory Committee (DURAC) process.
- Section 3:** Overall policies for the downtown and for each parking management zone.

Section 4: Parking management strategies that meet the overall goals of downtown, support the policies for each parking zone, and address existing parking issues.

Section 5: Formulation of parking strategies into a comprehensive plan for near, mid and long-term implementation.

This plan provides overall guidance to the City for managing its parking supply and supporting downtown vitality. The details of how this plan will be implemented will require the continuing involvement of the City and its residents.

SECTION 1: EXISTING CONDITIONS

The Study Area defined for the Downtown Redmond Parking plan includes an area of around 45 blocks, bordered by Cedar Avenue to the north, Highland Avenue to the south, 4th Street to the east, and 9th Street to the west. The land uses in the Study Area include a mix of retail, commercial, and civic uses. The consultant team reviewed and revised an existing parking inventory (conducted by the City for a much larger area that included the Study Area). This updated inventory was used to conduct a parking utilization review of mainly public parking assets within the Parking Study Area.

In order to further define the Study Area, it was divided into three Zones. The Zones recognize that different areas of the downtown have distinctive existing and planned land use patterns and therefore should have distinguishing parking goals. For example, the “heart” of downtown represents the area in which the highest density of economic activity and parking access is expected to occur.

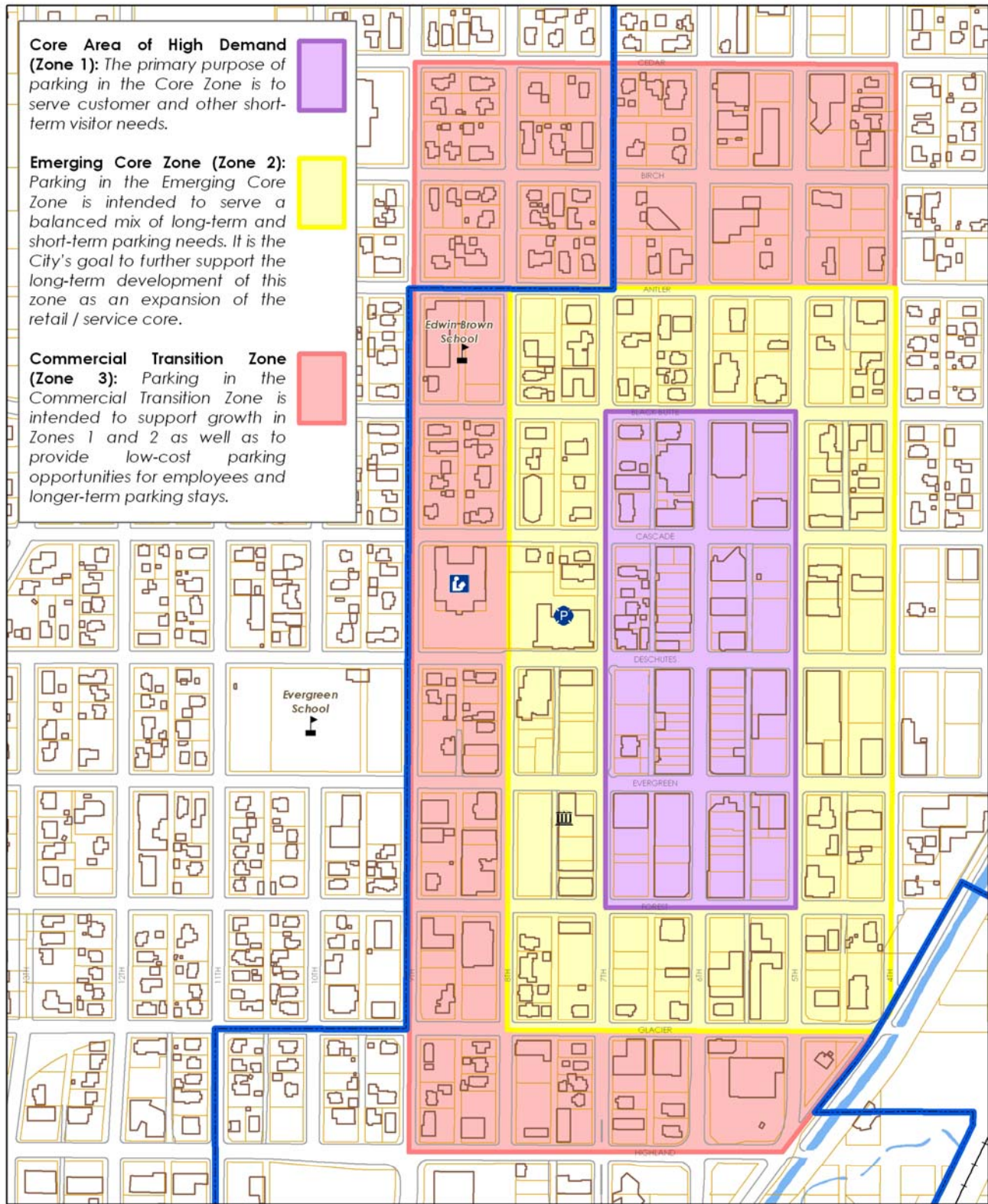
Figure 1, page 4, shows the limits of the Study Area and each of the Zones, described below.

PARKING ZONES

Redmond established three separate parking management zones, each having specific operational priorities. These zones include:

- **Zone 1: Core Area of High Demand.** The Core Zone is 8 blocks, bordered by Black Butte Blvd. on the north, Forest Avenue on the south, 5th Street on the east, and 7th Street on the west. The primary purpose of parking in the Core Zone is to serve customer and other short-term visitor needs. The emphasis in the Core is on short-term parking with high turn-over. In the ideal downtown core, land is too valuable to use for surface parking. The Core should have a low or zero requirement for per-use off-street spaces. A capacity and utilization study was completed for Zone 1.

- **Zone 2: Emerging Core Zone.** The Emerging Core Zone is 16 blocks surrounding the Core Zone, bordered by Antler Avenue on the north, Glacier Avenue on the south, 4th Street on the east, and 8th Street on the west. Parking in the Emerging Core Zone is intended to serve a mix of long-term and short-term parking needs. Zone 2 is the area into which the Core Area is most likely to expand over time. In the meantime, it should be managed mainly for 2- and 4-hour on-street parking and clearly identified off-street parking for longer term.
- **Zone 3: Commercial Transition Zone.** The Commercial Transition Zone is around 20 blocks wrapping the west portion of Zone 2. It is bordered by Cedar Avenue on the north, Highland on the south, and 9th Street on the west. The Commercial Transition Zone is intended to support growth in Zones 1 and 2 as well as to provide low-cost parking opportunities for employees and longer-term parking stays. Because the overall usage in Zones 2 and 3 was observed to be fairly low, the capacity and utilization studies for Zones 2 and 3 were combined.



Redmond Downtown Action Plan Update

Figure 1: Downtown Parking Zones

- City Hall
- Police
- Fire Station
- School
- Library
- Urban Renewal District

0 50100 200 Feet



PROCESS

This review and analysis included all on-street and a selection of off-street public parking in all three zones. Where parking spaces were marked, each delineated space was counted. Where on-street parking was unmarked, a measuring wheel was used to determine the number of on-street spaces (assuming a standard of 22 feet per space). There were no diagonal on-street parking spaces within the Parking Study Area. Where off-street parking was unmarked, an estimate of spaces was based on approximately 300 square feet per space as well as the geometric configuration of the lot.

The parking study is an evaluation of “typical day” parking to determine daytime and peak hour utilization of on-street and off-street parking.

ON-STREET PARKING INVENTORY

A total of approximately 1000 on-street parking spaces were identified within the Study Area. Zone 1 included approximately 307 of those spaces. Zone 2 and 3 together include approximately 693 spaces.

UTILIZATION ANALYSIS

The utilization analysis was conducted on Wednesday, September 15, 2003 for the Parking Study Area. The utilization inventory was conducted over a five-hour period between 10:00 AM and 3:00 PM. This time period was selected to include the period identified as “peak” in typical downtowns. The day was warm (70 to 75 degrees) and clear, with no special events generating activity in the downtown. However, the Highland/Glacier couplet was under construction at the time of the survey, which may have affected numbers in the southern portions of Zones 2 and 3. The utilization study involved an hourly accounting of each occupied on-street and off-street parking space in the Study Area. Appendix A shows the results of this analysis.

“Peak hour occupancy” is the period during the business day when there is the highest use of parking spaces. The peak hour is typically the period of time that is used to evaluate how well the existing parking is being used. It is also useful to look at a day-long average utilization rate.

The peak hour for the on-street parking in Zone 1 was the lunch hour, noon to 1 pm, with 47% of the on-street spaces utilized during this period. However, this was not a distinct peak, differing only slightly from times both earlier and later. Some blocks, such as Black

Butte between 5th and 6th and Deschutes between 5th and 6th, were well-used all day. The average day-long utilization in Zone 1 was 36%.

The peak hour for on-street parking in Zones 2 and 3 was later in the afternoon, between 2 and 3 pm, with around 35% of the spaces being in use during this period. Again, this was not a distinct peak, differing only slightly from the other periods. As in Zone 1, Deschutes Avenue is well used, as are portions of Evergreen. The average day-long utilization in Zones 2 and 3 was 32%.

The count also remained unchanged in all zones on some block faces during the entire count period. This suggests that these spaces may be used by employees of downtown businesses. This impression is strengthened by the general (unquantified) observation that parking turn-over intensified during the lunch hour even though the overall utilization did not increase significantly. As parking demand increases in the downtown, use of desirable on-street parking by employees will become an issue that requires management, especially in Zone 1.

OFF-STREET PARKING INVENTORY

There is abundant off-street parking in the Study Area. In order to evaluate the parking available to shoppers in downtown, lots located in the Study Area that were clearly marked for use by employees or patrons of a particular business were **not** included in this analysis. Several other lots were eliminated from the analysis because of data errors.

An approximate total of 443 off-street-parking spaces were identified in 15 lots within the Parking Study Area, as shown in Figure 2: Off-Street Parking (page 8). Of these 443 spaces, 260 are located within Zone 1 and 183 in Zones 2 and 3. In Zone 1, 46 spaces in two lots (Lots 16 and 38 on Figure 2) are owned by the City. In Zone 2, 79 spaces in one lot (Lot 11 on Figure 2) are owned by the City.

UTILIZATION ANALYSIS

The utilization analysis for off-street parking was conducted concurrently with the analysis for on-street parking. The utilization study involved an hourly accounting of each occupied off-street parking space in the Core Area. Appendix A shows the results of this study.

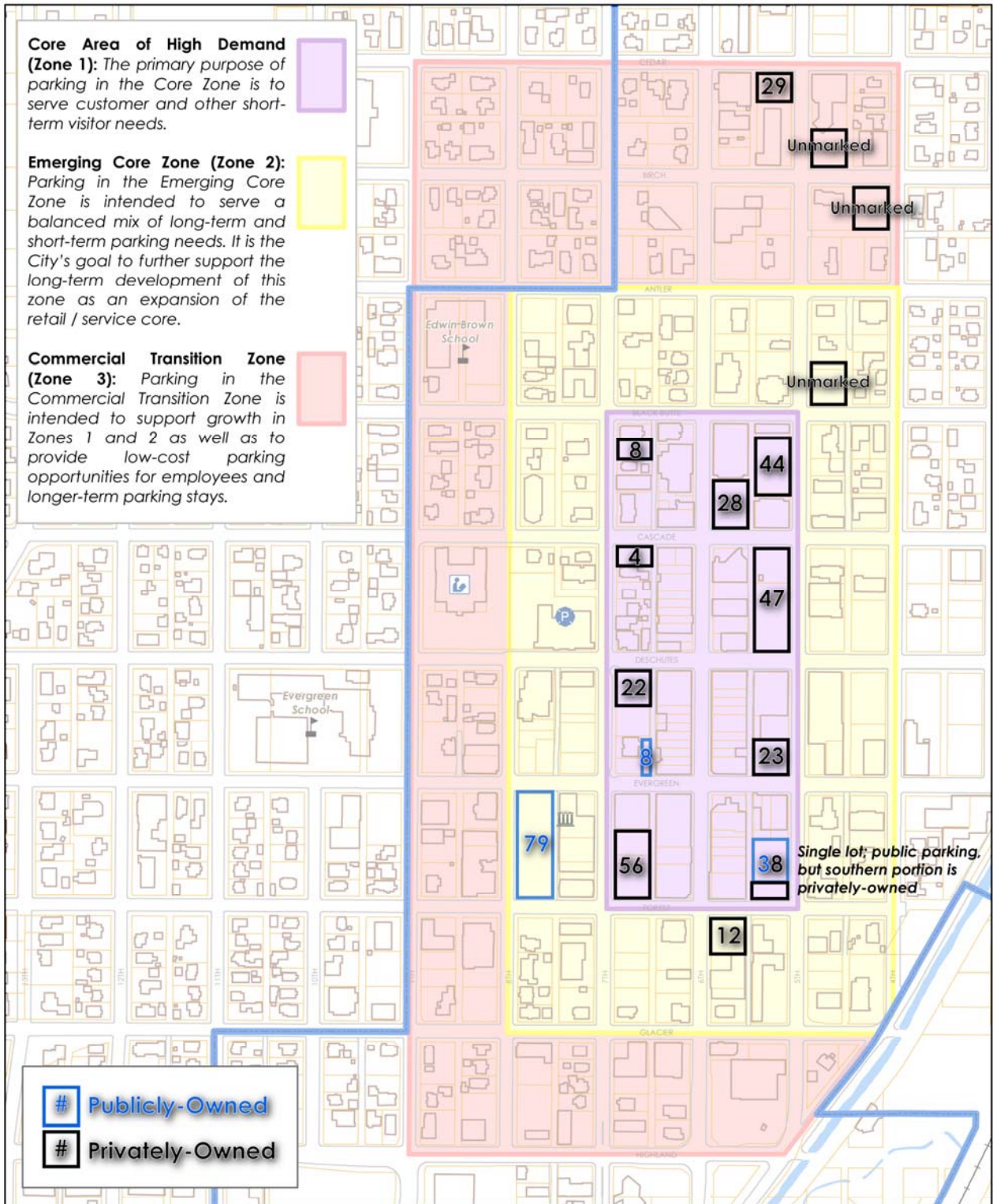
As with on-street parking, “peak hour occupancy” for off-street parking is the period during the business day where there is the highest use of parking spaces. The peak hour for the off-street parking in the Study Area was more distinct than for on-street, with more spaces used between noon and 1 pm.

In all three zones, off-street parking had better utilization rates than on-street parking. The lots with the highest use were in Zone 1, with a 12-1 pm peak of 55% utilization and a day-long average utilization of 47%. In Zones 2 and 3, the off-street parking use was lower, with a 12-1 pm peak of 44% and a day-long utilization of 29%.

CONCLUSIONS

The results of the utilization study indicate that there is currently under-utilized parking within the Study Area. As discussed in more detail that follows, the generally accepted industry standard for **maximum** parking utilization is 85-90%. When parking utilization approaches this level, it means that the downtown is experiencing parking congestion and has likely used up all its parking capacity. The standard of 85% is used because at this occupancy rate, parking spaces become difficult to spot and drivers either circle around looking or become frustrated and give up.

However, when parking is well below 85%, it signifies that there is less demand for parking and that the downtown may not be as economically vital as it could be. The current analysis demonstrates that both on-street and off-street parking is underutilized in the downtown Parking Study Area. While some block faces were fully utilized during some hours and some off-street parking lots were more than half full, many spaces remained empty during the entire count period. **The emphasis for a downtown with parking rates in the 30-50% rate should be on making sure that parking is clearly marked, convenient, secure, attractive, and easy to use.**



Redmond Downtown Action Plan Update

Figure 2: Off-Street Parking

- City Hall
- Police
- Fire Station
- School
- Library
- Urban Renewal District

0 50 100 200 Feet



SECTION 2: CRITICAL PARKING ISSUES

The issues highlighted in this section are derived from the results of the parking utilization study as well as comments provided by the City of Redmond Downtown Urban Renewal Agency Committee (DURAC). Discussions with DURAC revealed a number of concerns with parking in the downtown. These concerns are especially important and valid since the input comes from those who use the downtown and from business owners and operators who are affected most by the parking characteristics of the downtown. The following concerns were expressed by DURAC and supported by the data gathered during this study:

- Employees habitually use close-in on-street spaces for long-term parking. Downtown business owners understand that the best parking spaces should be preserved for patrons, anticipating a high turn-over rate – but are also concerned that employees have safe and convenient places to park.
- On-street parking on the 5th and 6th Street couplet is very uncomfortable to use because of the heavy traffic on the relatively narrow and crowded roadway.
- Through their daily observations, several business owners feel that existing supply appears to near capacity in some areas during peak times, or days and that additional supply may be needed to support new businesses. (This observation is supported by the well-utilized on-street parking in the middle of Zone 1.)
- Signing, both for on and off-street parking is unclear, confusing, and is a problem for those unfamiliar with the area. It could be more attractive, as well.
- Enforcement of parking time limits may not be adequate.
- There must be parking opportunities provided for existing and future employees. In particular, the City wants to be competitive with other small cities for attracting new employers to the downtown core area.
- Residential parking surrounding the downtown should be protected from misuse by over-flow employee or patron use.

The issues outlined above are not intended to represent all concerns about parking that have been expressed by stakeholders and in previous studies. Rather, they are intended to serve as broad parking themes that appear to have been consistently expressed in various forums and studies. The parking policies listed in Section 3 and the parking management plan outlined in Section 4 provide a framework of policy and projects through which each of these issues can be reasonably addressed.

SECTION 3: POLICIES FOR DOWNTOWN PARKING

The overall objective is to implement a parking management plan for downtown Redmond that supports a vibrant, accessible, year round district, serving commercial, retail, and recreational uses and the customers, visitors, tourists and employees of those uses. The components of that plan need to be simple and intuitive for the user, providing an understandable system for use that is safe, secure and well integrated into Redmond's unique traffic system.

These policies for parking in Redmond are based on the desire to create a system of parking access that supports a healthy downtown. The policies will serve as a framework for near- and long-term decision-making and implementation of parking decisions and management in the downtown.

- 1. Make the downtown accessible to all users.** The City's goal should be to provide access to all users of the downtown: motorists, bicyclists, and pedestrians. The City should strive to support as many access options as possible. Parking management strategies and programs should support and complement these different access modes.
- 2. Provide sufficient patron parking.** Sufficient parking should be provided to support desired economic activities in each of the three downtown zones. The City should anticipate future parking needs in its strategic planning and acquire or develop patron parking as appropriate.
- 3. Provide adequate employee parking.** Adequate parking should be provided to meet employee demand in a manner that minimizes conflicts with patron (short-term) parking. Incentives should be offered to businesses that have designated private employee parking or shift their employee parking outside of Zone 1.
- 4. Preserve and expand on-street parking.** On-street parking should be preserved along all streets within the downtown area (Zones 1, 2 and 3) to improve patron accessibility and to encourage street level activity. In the Parking Study Area, preservation of on-street parking access should take priority over street capacity and vehicle speed.
- 5. Develop clear and attractive information systems.** The City's public information system (signage and collateral materials) should provide a clear and consistent message about short and long-term parking and access to and within downtown.
- 6. Improve pedestrian access between and within the three downtown parking zones.** Pedestrian access between and within Zones 1, 2 and 3 should continue to be developed to the highest level possible. These accesses should be clearly identified through signage, way finding measures and other

communication strategies to increase customer and employee understanding of access to the downtown.

7. **Promote strategic development of off-street facilities.** Off-street parking facilities should be developed to serve a diverse mix of uses and facilitate continued activity, including evenings and weekends. Publicly owned parking facilities should be strategically located to assure that such a mix of uses, particularly patron and visitor access, is conveniently and economically served. Facilities should be sited in a manner that supports connectivity within the downtown. Employee parking should not be the primary intent of publicly located parking facilities in the Core Zone.
8. **Provide public parking that is safe, secure, well-lit, attractive, and consistently identified.** Each public off-street lot should be adequately maintained to assure that potential users are not deterred based on poor lot pavement quality, perceived security issues, or uncertainty about the status of the lot for public use.
9. **Recognize that residential uses will continue to be an important part of the downtown area, particularly in the Emerging Core Zone, and that it may be appropriate to protect on-street parking for these residential uses.** If spillover parking from the Core Zone results in inadequate on-street parking availability for residential properties within the Peripheral Zone, a Residential Permit Zone program may be implemented.

SECTION 4: PARKING MANAGEMENT STRATEGIES

This section provides an implementation framework for each parking zone. The recommendations that follow are separated into two categories: operating principals and implementation. Both are important to successful parking management. The policy level actions, in particular, provide an on going basis of support for implementation of parking management strategies over time.

85% UTILIZATION GUIDELINE

As mentioned earlier, it is generally recognized that a parking utilization rate of 85% is a benchmark against which parking management decisions can be based. Within the parking industry, it is assumed that when an inventory of parking exceeds 85% occupancy in the peak hour, the supply becomes constrained and may not provide full and convenient access to its intended user. Once a supply of parking routinely exceeds 85% occupancy in the peak hour, the 85% Utilization Guideline would require that parking management strategies be implemented. These measures would be implemented to bring peak hour occupancies to a level below 85% to assure that intended uses are conveniently accommodated.¹ It is recommended that the City of Redmond adopt a Utilization Guideline to direct future decisions.

ZONE 1: CORE ZONE

OPERATING PRINCIPLES

- The purpose of parking in Zone 1 is to support and enhance the vitality of the downtown core.
- Parking will be convenient, accessible, secure, and attractive.
- Priority for parking on-street will be given to short-term (2-hour) patron parking.
- Priority for parking off-street will be given to longer-term (4-hour) for patrons.
- Employee parking in this zone will be controlled and directed to specific designated off-street lots.

¹ Except for several blocks in the core, the overall utilization rate for downtown Redmond is below 50% at this time.

IMPLEMENTATION

1. All on-street parking in Zone 1 will be clearly signed as 2-hour parking:
 - a. A 2-hour time limit allows adequate customer access to the retail core;
 - b. Uniform times foster a parking environment that is easy for the patron to understand.
2. The priority for off-street parking in Zone 1 will be:
 - a. 4-hour parking to accommodate patrons.
 - b. Employee parking in specifically identified locations that are not conducive to patron parking due to their location or ease of access.
3. The City will conduct regular capacity and utilization studies to monitor the peak hour utilization of parking resources in Zone 1. If utilization of on- and off-street parking in Zone 1 nears 85%, the City will conduct turnover rate studies. If the turnover rate studies indicate that users are over-staying 2 hour limit, the City will implement one, or a combination of, the following steps:
 - a. Increase level of enforcement to ensure desired rate of turnover.
 - b. Transition employee parking in Zone 1 into Zones 2 and 3.
 - c. Expand the boundaries of Zone 1 to increase the number of available on-street spaces for customers.
 - d. Decrease single occupant vehicle use (i.e., programs for shuttles, transit, ridesharing).
 - g. Create new parking supply.
4. The City will establish guidelines for exceptions to the short-term parking requirements in Zone 1:
 - a. Handicapped/disabled access
 - b. 15 minute zones
 - i. Specific criteria for approval (i.e., by specific business type)
 - ii. Specific locations (i.e., end of block vs. mid block)
 - iii. Number per geographic area (i.e., should be shared by users in a particular area)
 - c. Loading zones
 - i. Maximum number per block face(s)
 - ii. Limitation on number per geographic area (e.g., no more than two for every three continuous block faces)

- iii. Establish limited time stay loading spaces (as appropriate) to preserve short-term use after peak loading periods.²

ZONE 2: EMERGING CORE ZONE

OPERATING PRINCIPLES

Parking in Zone 2 will be managed to provide a mix of parking types:

- On-street parking in this zone will be managed to provide short-term patron parking.
- Off-street parking in this zone (existing and future) is intended to serve a range of uses (i.e., both patron and employee parking).
- It is the City's goal to further support the long-term development of this parking zone as the retail core expands.

IMPLEMENTATION

1. All on-street parking in Zone 2 will be phased over time from unregulated to 2- or 4-hour signed parking:
 - a. The area should be managed in the near-term to support the existing businesses in this area.
 - b. The current economic uses in Zone 2 do not yet require the type of turnover ratios desirable in Zone 1. This allows more flexibility in the use of on-street parking.
2. The long-term priority for on-street parking in Zone 2 will be 2-hour parking.
3. The priority for off-street parking in Zone 2 will be long-stay parking to accommodate the full range of users, including patrons, visitors and employees.
4. The City will conduct regular capacity and utilization studies to monitor the peak hour utilization of parking resources in Zone 2. If utilization of on- and off-street parking in Zone 2 nears 85%, the City will conduct turnover rate studies. If the turnover rate studies indicate that users are over-staying 2 hours, the City will implement one, or a combination of, the following steps:

² Limited time stay loading spaces are used in several cities around the United States. In essence, these zones are signed for loading use during certain hours (i.e., 6:00 a.m. – 9:30 a.m.). After posted loading hours, the parking space then reverts to the priority parking use designated for the parking management zone (e.g. 2 hours). These types of loading spaces are very effective in high turnover retail areas where loading activity is concentrated in specific time periods.

- a. Increase level of enforcement to assure desired rate of turnover.
 - b. Transition on-street employee parking in Zone 2 into off-street lots in Zones 2 and 3.
 - c. Transition overall mix of 2- and 4-hour spaces to a higher percentage of 2-hour stalls.
 - d. Decrease single occupancy vehicle use (i.e., provide shuttles, transit, ridesharing)
 - e. Create new supply.
5. The City will establish policy guidelines for exceptions to the short-term parking requirements in the Zone 2.
- a. Handicapped/disabled access
 - b. 15 minute zones
 - i. Specific criteria for approval (i.e., by specific business type)
 - ii. Specific locations (i.e., end of block vs. mid block)
 - iii. Number per geographic area (i.e., should be shared by users in a particular area)
 - c. Loading zones
 - i. Maximum number per block face(s)
 - ii. Limitation on number per geographic area (e.g., no more than two for every three continuous block faces)
 - iii. Establish limited time stay loading spaces (as appropriate) to preserve short-term use after peak loading periods.³

The City will establish criteria for creating a Residential Parking Zone (RPZ) to protect residential on-street parking if the need to do so is identified. The determination will be based on the following:

- a. A parking problem exists on at least two contiguous blocks.
- b. It appears that at least 75% of the on-street parking spaces are being used.
- c. There is an identifiable parking generator.

³ Limited time stay loading spaces are used in several cities around the United States. In essence, these zones are signed for loading use during certain hours (i.e., 6:00 a.m. – 9:30 a.m.). After posted loading hours, the parking space then reverts to the priority parking use designated for the parking management zone (e.g. 2 hours). These type of loading spaces are very effective in high turnover retail areas where loading activity is concentrated in specific time periods.

ZONE 3: COMMERCIAL TRANSITION ZONE

OPERATING PRINCIPLES

- Parking in Zone 3 is provided to serve a variety of longer-term parking opportunities.
- Parking in this zone is intended to be convenient, supportive of business activity, and user-friendly.

IMPLEMENTATION

1. All on-street parking in Zone 3 will be “no-limit” parking:
 - a. This time stay is conducive to employees and longer term patron parking;
 - b. The current economic uses in Zone 3 do not yet require the type of regulations necessary to Zones 1 or 2.
2. The long-term priority for on-street parking in Zone 3 will be a combination of 2-hour and 4-hour parking. As strategies within this plan are implemented, “no-limit” parking will be transitioned to off-street locations.
3. The priority for off-street parking in Zone 3 will be all-day parking to accommodate the full range of users, including patrons and employees.
4. The City will conduct capacity and utilization studies every few years to monitor the peak hour utilization of parking in Zone 3. If utilization of on- and off-street parking in Zone 3 appears to be nearing 85%, the City will implement one, or a combination of, the following steps:
 - a. Transition employee parking into off-street parking within Zone 3, satellite locations, or into alternative transportation modes.
 - b. Transition “no-limit” spaces to higher percentage of 4-hour spaces.
 - c. Introduce 2-hour spaces in areas of highest demand.
 - d. Reduce single-occupant vehicle use (i.e., provide shuttles, transit, ridesharing)
 - e. Create new parking supply.

The City will establish criteria for creating a Residential Parking Zone (RPZ) to protect residential on-street parking if the need to do so is identified. The determination will be based on the following:

- a. A parking problem exists on at least two contiguous blocks.
- b. It appears that at least 75% of on-street parking spaces are being used.
- c. There is an identifiable parking generator.

SECTION 5: IMPLEMENTATION

This section describes parking management strategies for downtown Redmond that are based operating principles and management strategies outlined in Sections 3 and 4.

NEAR-TERM IMPLEMENTATION (0 - 2 YEARS)

The following strategies are recommended for near-term implementation. Near-term implementation would occur within a two-year period.

1. Review enforcement activities to assure that existing time zones are honored and system utilization/turnover is operating as intended.

The City may wish to adjust enforcement to assure that desired time stays are achieved, possibly contracting with a parking management consultant. An enforcement system that has graduated levels of enforcement should be explored. Elements of such a system would include:

- a. Begin enforcement program during peak days and seasons when the availability of parking is observed to be constrained. Enforcement would be deployed as necessary to assure desired rates of turnover.
- b. A first time stay violation would receive a warning notice that educates users as to Redmond's desire to maintain turnover in its short-term parking spaces. The warning could include directions to the closest longer-term stay lot or area.
- c. Subsequent time stay violations would receive a ticket.
- d. The City may couple the enforcement program with a "Customer First" partnership agreement signed by downtown business owners who would agree to voluntarily enforce parking by directing their employees into designated areas.

2. Evaluate existing codes regarding parking requirements for use and proximity.

Redmond's Zoning Code establishes certain requirements for off-street parking to serve parking demand associated with new development. This type of requirement is called "accessory" parking. In general, accessory parking requirements are inefficient for retail uses in downtown areas as compact and visitor oriented as Redmond. This is due to the fact that accessory parking generally limits the use of new parking supply to serve only the demand generated from a specific site. This type of parking also results in an inefficient

scattered land use and parking pattern, as developers meet specific off-street parking requirements on each individual lot. A more flexible standard could add general customer parking access to an existing supply of downtown parking. Parking that would serve all of downtown demand rather than individual businesses may be more appropriate and efficient for Redmond. A Code Audit currently underway for Redmond's downtown area will suggest code revisions to address this issue.

3. Negotiate shared use agreements with owners of private surface parking lots to provide a dedicated and available supply of parking per desired use(s).

The capacity and utilization study catalogued approximately 443 parking stalls currently available to all patrons in Zones 1, 2, and 3. These spaces are located in lots that are either publicly owned, or are privately owned but that do not specifically prohibit the public. These lots generally have inconsistent or unclear signage. The ability of the City to capture as many of these spaces as possible for more active management will provide a low cost and effective strategy for mitigating existing parking constraints during peak demand. Similarly, lots located in Zones 2 and 3 could be used for employee parking because of their periphery locations.⁴

It is recommended that the City:

- a. Initiate an effort to work with owners of private lots to enter into shared use agreements to allow underutilized parking to be made available to patrons and visitors in Zone 1 and or employee use in Zones 2 and 3.
- b. Explore the development of incentives to encourage such agreements (i.e., signage, landscaping, sidewalk improvements, leasing, etc.)

4. Re-stripe existing public on-street parking to mark individual spaces in all parking zones.

Striping is effective because it assists the customer in identifying a parking space, thereby creating a sense of order and convenience. Effective striping also reduces incidents of damage to vehicles and facilitates compliance.

5. Develop uniform design standards for surface parking lot development for all parking management zones.

Existing surface parking facilities in the downtown vary in quality and design. It is recommended that design guidelines be created and adopted for future surface parking lots. Standards should be consistently applied for:

- a. Quality of surface
- b. Location/orientation of pedestrian pathways and abutting sidewalks

⁴ It is recognized that the City would need to work with the owners of these privately owned locations to negotiate shared-use agreements for use of the lots as general employee locations.

- c. Landscaping, signage, striping, and lighting standards

6. Develop a Residential Parking Zone Process

A residential Parking Zone (RPZ) Program may be established on blocks that have adjacent residential use (houses, apts., or condos) to discourage long-term parking by non-residents. An RPZ may be appropriate in Zones 2 and 3 where the parking congestion is caused by being near a business district with limited parking, or is caused by parking generated by visitors or employees of a hospital, school or factory. The following steps may be taken if the need for an RPZ is identified:

- a. Posting of parking time limits or parking prohibitions from which vehicles displaying an appropriate, valid RPZ permit are exempt.
- b. Restrict RPZ permits to residents living on the blocks where the RPZ is established.
- c. Provide free or for purchase, to residents on an RPZ block: one permit for each vehicle they own, and one guest pass (whether or not they own a vehicle).

7. Implement a marketing and communications program.

A successful parking system will require on-going marketing and communications. The foundation for a marketing program is the signage and way-finding package recommended in this report. Support of this system can be facilitated through informational maps and brochures about downtown Redmond and its parking system distributed through Chamber, Visitor Services and Lodging networks. Due to the high number of tourists that visit Redmond, marketing and communications that reaches the visitor before they actually arrive in Redmond will be the most effective.

8. Develop a signage package of uniform design, logo and color for placement in publicly available off-street locations.

- a. The City should establish a consistent signage package that incorporates a uniform design, logo, and color package into all information signage related to parking.
- b. Each off-street public facility open to public access should be signed with the established logo package.
- c. The City should investigate the purchase and installation of such signage for private owners as part of shared use parking agreements.

9. Develop and place way-finding signage in the right of way at locations along the couplet to direct longer-term stay visitors to off-street locations.

The City should create directional signage on the roadways that directs customers to specific facilities. This will be of greatest importance at primary portals into the downtown, at major traffic intersections and at primary points of ingress at specific facilities. As with (8) and (9) above, the City will need to closely coordinate these efforts with ODOT, as the right of way along the couplet is currently a state highway.

MID-TERM IMPLEMENTATION (2-5 YEARS)

The following strategies are recommended for mid-term implementation. Mid-term implementation would occur within a 2 –5 year period.

10. Assign or create a position of “Parking Coordinator” for the City of Redmond.

The complexity of downtown parking and access is increasing as Redmond grows in size and activity. A single person should be assigned to oversee and manage all aspects of the parking program. Information developed through periodic update of the parking inventory (i.e. Rule of 85%) would be used to evaluate “action triggers” and implement appropriate adopted strategies as necessary (see below).

11. Routinely conduct parking inventory analyses in the downtown.

The recently completed analysis of Redmond’s parking inventory provides 2005 foundation information on parking utilization and peak hour capacity. Periodic monitoring of parking activity will allow Redmond to:

- a. Better coordinate enforcement,
- b. Assure maximum utilization based on intended uses, and
- c. Provide solid evidence for the need to move to higher and/or more aggressive levels of parking management.

It is recommended that the parking inventory analysis be conducted at least every two years.

12. Replace on-street parking signs, particularly in Zone 1, with signs that clarify parking times and restrictions, and which are a uniform and standard height. Signs in Zone 1 should all indicate 2-hour parking limits.

LONG-TERM IMPLEMENTATION (5-10 YEARS)

13. Identify and lease/acquire strategically located parcels for use as future public off-street parking.

The City should identify undeveloped areas within each parking zone to bring under City control through acquisition or lease. Strategically locating future parking locations allows the City to use such sites as interim surface parking locations (until desired development would transition the sites to commercial/retail) or as future parking structure locations.

NO SPECIFIC IMPLEMENTATION PERIOD

14. Develop a structured parking facility in Zone 1.

The results of the current utilization study indicate that parking utilization rates are well below 85% except for a few blocks in the core area. The steps outlined above will help to move Redmond to a more efficient utilization of existing parking.

However, the success of downtown will mean that new supply of parking will be needed at some point. The timing for adding supply is contingent on a number of factors, which include:

- New development and its associated demand.
- Losses of existing parking supply through redevelopment.
- Normal growth in customer, visitor, residential and employee demand.
- Implementation of parking management strategies.
- Implementation of Transportation Demand Management (TDM) strategies.

Typically, the implementation period for a parking structure is 2– 5 years from initiation to construction. Balancing the parking needs of new growth while keeping the Core Area compact may require parking that be consolidated into a single parking structure. If the City decides to pursue this direction, it is recommended that the City:

- a. Begin refinement of this concept to verify costs, engineering, and design assumptions
- b. Develop a pro-forma to identify actual costs and potential revenue sources.
- c. Begin feasibility assessment planning and funding strategies necessary for implementation.

DOWNTOWN PARKING MANAGEMENT PLAN APPENDICES

Table 1: Zone 1 On-Street Parking Capacity & Utilization Rates

Location of Count				Inventory data	Time Period of Count										Summary
On	From	To	Side	# Parking Spaces	10am-11am	% occu.	11am-12	% occu.	12-1pm	% occu.	1pm-2pm	% occup.	2pm-3pm	% occu.	ave % occu.
Black Butte Blvd	5th St	6th St	North	5	4	80%	2	40%	4	80%	4	80%	4	80%	72%
Black Butte Blvd	5th St	6th St	South	6	6	100%	6	100%	6	100%	6	100%	4	67%	93%
Black Butte Blvd	6th St	7th St	North	6	3	50%	3	50%	1	17%	1	17%	1	17%	30%
Black Butte Blvd	6th St	7th St	South	4	3	75%	3	75%	3	75%	3	75%	3	75%	75%
Cascade Ave	5th St	6th St	North	6	4	67%	3	50%	5	83%	5	83%	5	83%	73%
Cascade Ave	5th St	6th St	South	7	2	29%	1	14%	2	29%	4	57%	3	43%	34%
Cascade Ave	6th St	7th St	North	6	4	67%	4	67%	4	67%	5	83%	3	50%	67%
Cascade Ave	6th St	7th St	South	6	3	50%	2	33%	3	50%	4	67%	2	33%	47%
Deschutes Ave	5th St	6th St	North	6	6	100%	5	83%	5	83%	6	100%	6	100%	93%
Deschutes Ave	5th St	6th St	South	4	4	100%	3	75%	4	100%	4	100%	4	100%	95%
Deschutes Ave	6th St	7th St	North	6	5	83%	3	50%	0	0%	3	50%	5	83%	53%
Deschutes Ave	6th St	7th St	South	6	4	67%	1	17%	1	17%	2	33%	2	33%	33%
Evergreen Ave	5th St	6th St	North	6	2	33%	1	17%	2	33%	2	33%	2	33%	30%
Evergreen Ave	5th St	6th St	South	3	1	33%	1	33%	2	67%	2	67%	2	67%	53%
Evergreen Ave	6th St	7th St	North	4	4	100%	3	75%	0	0%	1	25%	1	25%	45%
Evergreen Ave	6th St	7th St	South	6	3	50%	3	50%	2	33%	4	67%	3	50%	50%
Forest Ave	5th St	6th St	North	2	0	0%	1	50%	1	50%	1	50%	0	0%	30%
Forest Ave	5th St	6th St	South	4	2	50%	0	0%	2	50%	1	25%	1	25%	30%
Forest Ave	6th St	7th St	North	6	2	33%	1	17%	1	17%	1	17%	1	17%	20%
Forest Ave	6th St	7th St	South	5	0	0%	2	40%	2	40%	2	40%	2	40%	32%
5th St	Black Butte Blvd	Cascade Ave	East	8	2	25%	2	25%	2	25%	2	25%	2	25%	25%
5th St	Black Butte Blvd	Cascade Ave	West	2	0	0%	0	0%	0	0%	1	50%	0	0%	10%
5th St	Cascade Ave	Deschutes Ave	East	11	3	27%	5	45%	5	45%	6	55%	6	55%	45%
5th St	Cascade Ave	Deschutes Ave	West	8	1	13%	1	13%	6	75%	3	38%	1	13%	30%
5th St	Deschutes Ave	Evergreen Ave	East	9	7	78%	6	67%	6	67%	3	33%	4	44%	58%
5th St	Deschutes Ave	Evergreen Ave	West	6	5	83%	5	83%	6	100%	4	67%	5	83%	83%
5th St	Evergreen Ave	Forest Ave	East	6	0	0%	0	0%	0	0%	0	0%	1	17%	3%
5th St	Evergreen Ave	Forest Ave	West	9	5	56%	7	78%	5	56%	4	44%	2	22%	51%
6th St	Black Butte Blvd	Cascade Ave	East	10	1	10%	5	50%	5	50%	2	20%	2	20%	30%
6th St	Black Butte Blvd	Cascade Ave	West	10	2	20%	2	20%	2	20%	1	10%	4	40%	22%
6th St	Cascade Ave	Deschutes Ave	East	9	5	56%	4	44%	8	89%	7	78%	4	44%	62%
6th St	Cascade Ave	Deschutes Ave	West	12	3	25%	6	50%	1	8%	4	33%	3	25%	28%
6th St	Deschutes Ave	Evergreen Ave	East	11	7	64%	6	55%	3	27%	3	27%	6	55%	45%
6th St	Deschutes Ave	Evergreen Ave	West	12	5	42%	4	33%	8	67%	6	50%	1	8%	40%
6th St	Evergreen Ave	Forest Ave	East	10	6	60%	8	80%	8	80%	7	70%	6	60%	70%
6th St	Evergreen Ave	Forest Ave	West	10	1	10%	1	10%	4	40%	4	40%	2	20%	24%
7th St	Black Butte Blvd	Cascade Ave	East	10	3	30%	3	30%	4	40%	2	20%	3	30%	30%
7th St	Black Butte Blvd	Cascade Ave	West	11	6	55%	5	45%	1	9%	1	9%	2	18%	27%
7th St	Cascade Ave	Deschutes Ave	East	7	3	43%	4	57%	4	57%	2	29%	2	29%	43%
7th St	Cascade Ave	Deschutes Ave	West	8	5	63%	7	88%	6	75%	6	75%	6	75%	75%
7th St	Deschutes Ave	Evergreen Ave	East	5	0	0%	0	0%	2	40%	0	0%	1	20%	12%
7th St	Deschutes Ave	Evergreen Ave	West	5	1	20%	0	0%	3	60%	0	0%	1	20%	20%
7th St	Evergreen Ave	Forest Ave	East	6	1	17%	1	17%	1	17%	0	0%	1	17%	13%
7th St	Evergreen Ave	Forest Ave	West	8	2	25%	6	75%	1	13%	2	25%	4	50%	38%
Totals/average % occu.				307	136	45%	136	43%	141	47%	131	45%	123	41%	36%

Table 2: Zones 2 & 3 On-Street Parking Capacity & Utilization Rates

Location of Count				Inventory data	Time Period of Count										Summary
On	From	To	Side	# Parking Spaces	10am-11am	% occu.	11am-12	% occu.	12-1pm	% occu.	1pm-2pm	% occu.	2pm-3pm	% occu.	ave % occu
Antler Ave	4th St	5th St	North	4	0	0%	0	0%	1	25%	0	0%	1	25%	10%
Antler Ave	4th St	5th St	South	5	0	0%	1	20%	3	60%	1	20%	1	20%	24%
Antler Ave	5th St	6th St	North	4	3	75%	2	50%	2	50%	3	75%	3	75%	65%
Antler Ave	5th St	6th St	South	6	4	67%	3	50%	3	50%	4	67%	3	50%	57%
Antler Ave	6th St	7th St	North	7	2	29%	2	29%	1	14%	2	29%	1	14%	23%
Antler Ave	6th St	7th St	South	5	4	80%	3	60%	4	80%	4	80%	4	80%	76%
Antler Ave	7th St	8th St	South	5	2	40%	2	40%	1	20%	3	60%	1	20%	36%
Birch Ave	4th St	5th St	North	6	1	17%	1	17%	1	17%	1	17%	1	17%	17%
Birch Ave	4th St	5th St	South	5	4	80%	0	0%	0	0%	0	0%	0	0%	16%
Birch Ave	5th St	6th St	North	6	1	17%	2	33%	2	33%	1	17%	1	17%	23%
Birch Ave	5th St	6th St	South	5	0	0%	0	0%	0	0%	0	0%	0	0%	0%
Birch Ave	6th St	7th St	North	6	1	17%	1	17%	1	17%	1	17%	3	50%	23%
Birch Ave	6th St	7th St	South	8	4	50%	2	25%	2	25%	3	38%	3	38%	35%
Black Butte Blvd	4th St	5th St	North	7	1	14%	1	14%	1	14%	1	14%	2	29%	17%
Black Butte Blvd	4th St	5th St	South	7	1	14%	3	43%	3	43%	3	43%	3	43%	37%
Black Butte Blvd	7th St	8th St	North	5	3	60%	3	60%	3	60%	3	60%	2	40%	56%
Black Butte Blvd	7th St	8th St	South	6	0	0%	0	0%	3	50%	0	0%	0	0%	10%
Cascade Ave	4th St	5th St	North	6	5	83%	4	67%	6	100%	2	33%	3	50%	67%
Cascade Ave	4th St	5th St	South	4	3	75%	2	50%	4	100%	3	75%	2	50%	70%
Cascade Ave	7th St	8th St	North	6	3	50%	3	50%	1	17%	2	33%	3	50%	40%
Cascade Ave	7th St	8th St	South	6	4	67%	2	33%	3	50%	3	50%	4	67%	53%
Cedar Ave	4th St	5th St	South	5	3	60%	5	100%	3	60%	3	60%	1	20%	60%
Cedar Ave	5th St	6th St	South	5	0	0%	0	0%	3	60%	1	20%	3	60%	28%
Cedar Ave	6th St	7th St	South	6	4	67%	3	50%	4	67%	5	83%	3	50%	63%
Deschutes Ave	5th St	6th St	North	6	6	100%	5	83%	5	83%	6	100%	6	100%	93%
Deschutes Ave	5th St	6th St	South	4	4	100%	3	75%	4	100%	4	100%	4	100%	95%
Deschutes Ave	7th St	8th St	North	6	4	67%	4	67%	5	83%	5	83%	5	83%	77%
Deschutes Ave	7th St	8th St	South	6	4	67%	3	50%	5	83%	2	33%	2	33%	53%
Deschutes Ave	7th St	8th St	North	9	0	0%	2	22%	1	11%	0	0%	2	22%	11%
Deschutes Ave	7th St	8th St	South	7	0	0%	0	0%	2	29%	2	29%	1	14%	14%
Evergreen Ave	4th St	5th St	North	4	2	50%	3	75%	3	75%	2	50%	2	50%	60%
Evergreen Ave	4th St	5th St	South	2	2	100%	2	100%	2	100%	2	100%	2	100%	100%
Evergreen Ave	7th St	8th St	North	3	2	67%	2	67%	2	67%	2	67%	2	67%	67%
Evergreen Ave	7th St	8th St	South	2	0	0%	0	0%	0	0%	0	0%	1	50%	10%
Forest Ave	4th St	5th St	North	6	2	33%	3	50%	3	50%	4	67%	3	50%	50%
Forest Ave	4th St	5th St	South	4	2	50%	2	50%	2	50%	2	50%	2	50%	50%
Forest Ave	7th St	8th St	North	3	0	0%	0	0%	0	0%	0	0%	0	0%	0%
Forest Ave	7th St	8th St	South	1	1	100%	1	100%	1	100%	1	100%	1	100%	100%
Glacier Ave	4th St	5th St	North	2	0	0%	0	0%	0	0%	0	0%	0	0%	0%
Glacier Ave	4th St	5th St	South	4	1	25%	1	25%	1	25%	1	25%	1	25%	25%
Glacier Ave	5th St	6th St	North	3	0	0%	1	33%	3	100%	1	33%	2	67%	47%
Glacier Ave	5th St	6th St	South	3	0	0%	0	0%	1	33%	1	33%	1	33%	20%
Glacier Ave	6th St	7th St	North	5											
Glacier Ave	6th St	7th St	South	5											
Glacier Ave	7th St	8th St	North	6											
Glacier Ave	7th St	8th St	South	6											

closed for construction during utilization study

Table 2: Zones 2 & 3 On-Street Parking Capacity & Utilization Rates (cont)

Location of Count				Inventory data	Time Period of Count										Summary	
On	From	To	Side	# Parking Spaces	10am-11am	% occu.	11am-12	% occu.	12-1pm	% occu.	1pm-2pm	% occu.	2pm-3pm	% occu.	ave % occu	
4th St	Antler Ave	Black Butte Blvd	East	11	2	18%	1	9%	1	9%	1	9%	1	9%	11%	
4th St	Antler Ave	Black Butte Blvd	West	8	0	0%	1	13%	1	13%	2	25%	2	25%	15%	
4th St	Black Butte Blvd	Cascade Ave	East	10	3	30%	3	30%	4	40%	4	40%	3	30%	34%	
4th St	Black Butte Blvd	Cascade Ave	West	10	1	10%	1	10%	5	50%	2	20%	0	0%	18%	
4th St	Cascade Ave	Deschutes Ave	East	6	1	17%	1	17%	4	67%	2	33%	3	50%	37%	
4th St	Cascade Ave	Deschutes Ave	West	4	3	75%	3	75%	4	100%	4	100%	4	100%	90%	
4th St	Deschutes Ave	Evergreen Ave	East	10	5	50%	4	40%	6	60%	5	50%	5	50%	50%	
4th St	Deschutes Ave	Evergreen Ave	West	5	5	100%	5	100%	5	100%	5	100%	5	100%	100%	
4th St	Birch Ave	Antler Ave	East	8	1	13%	1	13%	1	13%	1	13%	3	38%	18%	
4th St	Birch Ave	Antler Ave	West	8	0	0%	0	0%	0	0%	0	0%	0	0%	0%	
4th St	Cedar Ave	Birch Ave	East	9	4	44%	3	33%	1	11%	1	11%	1	11%	22%	
4th St	Cedar Ave	Birch Ave	West	10	2	20%	5	50%	5	50%	3	30%	2	20%	34%	
4th St	Evergreen Ave	Forest Ave	East	8	3	38%	3	38%	4	50%	3	38%	3	38%	40%	
4th St	Evergreen Ave	Forest Ave	West	8	3	38%	3	38%	3	38%	3	38%	3	38%	38%	
4th St	Forest Ave	Glacier Ave	East	6	0	0%	0	0%	0	0%	0	0%	0	0%	0%	
4th St	Forest Ave	Glacier Ave	West	6	1	17%	1	17%	1	17%	1	17%	1	17%	17%	
5th St	Antler Ave	Black Butte Blvd	East	7	0	0%	0	0%	0	0%	0	0%	0	0%	0%	
5th St	Antler Ave	Black Butte Blvd	West	8	5	63%	5	63%	3	38%	2	25%	5	63%	50%	
5th St	Birch Ave	Antler Ave	East	6	0	0%	0	0%	0	0%	0	0%	0	0%	0%	
5th St	Birch Ave	Antler Ave	West	9	0	0%	0	0%	0	0%	0	0%	0	0%	0%	
5th St	Cedar Ave	Birch Ave	East	3	0	0%	0	0%	0	0%	0	0%	0	0%	0%	
5th St	Cedar Ave	Birch Ave	West	9	0	0%	0	0%	0	0%	0	0%	0	0%	0%	
5th St	Glacier Ave	Highland Ave	East	3	0	0%	0	0%	0	0%	0	0%	0	0%	0%	
5th St	Glacier Ave	Highland Ave	West	1	0	0%	0	0%	0	0%	0	0%	1	100%	20%	
6th St	Antler Ave	Black Butte Blvd	East	7	3	43%	5	71%	3	43%	3	43%	4	57%	51%	
6th St	Antler Ave	Black Butte Blvd	West	7	0	0%	0	0%	0	0%	1	14%	3	43%	11%	
6th St	Deschutes Ave	Evergreen Ave	East	11	7	64%	6	55%	3	27%	3	27%	6	55%	45%	
6th St	Deschutes Ave	Evergreen Ave	West	12	5	42%	4	33%	8	67%	6	50%	1	8%	40%	
6th St	Birch Ave	Antler Ave	East	10	0	0%	1	10%	1	10%	7	70%	7	70%	32%	
6th St	Birch Ave	Antler Ave	West	6	0	0%	0	0%	0	0%	1	17%	1	17%	7%	
6th St	Cedar Ave	Birch Ave	East	10	0	0%	0	0%	0	0%	3	30%	0	0%	6%	
6th St	Cedar Ave	Birch Ave	West	9	2	22%	2	22%	2	22%	2	22%	0	0%	18%	
6th St	Forest Ave	Glacier Ave	East	6	1	17%	2	33%	0	0%	0	0%	0	0%	10%	
6th St	Forest Ave	Glacier Ave	West	6	2	33%	1	17%	0	0%	0	0%	1	17%	13%	
6th St	Glacier Ave	Highland Ave	East	1	0	0%	0	0%	0	0%	0	0%	0	0%	0%	
6th St	Glacier Ave	Highland Ave	West	3	0	0%	0	0%	0	0%	0	0%	1	33%	7%	
7th St	Antler Ave	Black Butte Blvd	East	10	5	50%	3	30%	1	10%	3	30%	5	50%	34%	
7th St	Antler Ave	Black Butte Blvd	West	8	3	38%	4	50%	0	0%	1	13%	1	13%	23%	
7th St	Deschutes Ave	Evergreen Ave	East	5	0	0%	0	0%	2	40%	0	0%	1	20%	12%	
7th St	Deschutes Ave	Evergreen Ave	West	5	1	20%	0	0%	3	60%	0	0%	1	20%	20%	
7th St	Forest Ave	Glacier Ave	East	6	1	17%	1	17%	3	50%	3	50%	2	33%	33%	
7th St	Forest Ave	Glacier Ave	West	11	1	9%	2	18%	4	36%	9	82%	5	45%	38%	
7th St	Glacier Ave	Highland Ave	East	4	2	50%	2	50%	2	50%	3	75%	3	75%	60%	
7th St	Glacier Ave	Highland Ave	West	7	4	57%	2	29%	5	71%	5	71%	5	71%	49%	
8th St	Antler Ave	Black Butte Blvd	East	10	0	0%	0	0%	1	10%	0	0%	0	0%	2%	
8th St	Antler Ave	Black Butte Blvd	West	4	0	0%	0	0%	0	0%	0	0%	0	0%	0%	
8th St	Black Butte Blvd	Cascade Ave	East	11	5	45%	5	45%	1	9%	1	9%	5	45%	31%	
8th St	Black Butte Blvd	Cascade Ave	West	9	4	44%	2	22%	2	22%	5	56%	3	33%	36%	
8th St	Deschutes Ave	Evergreen Ave	East	9	3	33%	6	67%	3	33%	3	33%	9	100%	53%	
8th St	Deschutes Ave	Evergreen Ave	West	8	4	50%	8	100%	3	38%	3	38%	7	88%	63%	
8th St	Evergreen Ave	Forest Ave	East	9	4	44%	3	33%	3	33%	6	67%	2	22%	40%	
8th St	Evergreen Ave	Forest Ave	West	10	5	50%	7	70%	5	50%	5	50%	4	40%	52%	
8th St	Forest Ave	Glacier Ave	East	11	2	18%	2	18%	3	27%	0	0%	3	27%	18%	
8th St	Forest Ave	Glacier Ave	West	11	3	27%	2	18%	2	18%	1	9%	2	18%	18%	
8th St	Glacier Ave	Highland Ave	East	10												
8th St	Glacier Ave	Highland Ave	West	6												
				Closed for construction during utilization study												
Totals/average % occu.				693	204	30%	200	30%	218	34%	214	32%	223	35%	32%	

Table 3: Zone 1 Off-Street-Parking Capacity & Utilization Rates

Location of Count				Inventory data	Time Period of Count										Summary
Map #		Corner	Description	Number of Parking Spaces	10am-11am	% occu.	11am-12	% occu.	12-1pm	% occu.	1pm-2pm	% occup.	2pm-3pm	% occup.	Ave. % occup.
3	Black Butte Ave	7th St	Bet. Black Butte & Cascade	6	1	17%	3	50%	3	50%	3	50%	0	0%	33%
5	Cascade Ave	7th St	SE Quest	14	4	29%	4	29%	5	36%	4	29%	4	29%	30%
6	Cascade Ave	6th St	NE Sentry	67	24	36%	27	40%	36	54%	29	43%	29	43%	43%
8	Deschutes Ave	7th St	SE CORHA	21	18	86%	18	86%	18	86%	15	71%	19	90%	84%
9	Deschutes Ave	5th St	NW US Bank	44	22	50%	18	41%	17	39%	15	34%	14	32%	39%
12	Evergreen Ave	5th St	NW Cent Wise	31	15	48%	17	55%	23	74%	13	42%	16	52%	54%
13	Forest Ave	7th St	NE True Value	45	25	56%	21	47%	24	53%	20	44%	23	51%	50%
14	Forest Ave	5th St	NW Bank of America	32	8	25%	13	41%	16	50%	17	53%	16	50%	44%
Totals/% occu.				260	117	45%	121	47%	142	55%	116	45%	121	47%	47%

* Unimproved lot; spaces estimated

Table 4: Zone 2 & 3 Off-Street Parking Capacity & Occupancy Rates

Location of Count				Inventory data	Time Period of Count										Summary
Map #		Corner	Description	Number of Parking Spaces	10am-11am	% occu.	11am-12	% occu.	12-1pm	% occu.	1pm-2pm	% occup.	2pm-3pm	% occup.	Ave. % occup.
1	Birch Ave	5th St	NE Auto Detailing	15	4	27%	4	27%	3	20%	4	27%	4	27%	25%
2	Birch Ave	4th St	SW Unimproved Parking Lot	45	0	0%	0	0%	0	0%	0	0%	0	0%	0%
4	Black Butte Ave	5th St	NE Unimproved Lot	45*	7	16%	6	13%	5	11%	5	11%	4	9%	12%
7	Cedar Ave	5th St	SW Roadhouse	29	0	0%	0	0%	9	31%	3	10%	5	17%	12%
10	Evergreen Ave	7th St	SW City Hall	20*	4	20%	3	15%	3	15%	3	15%	3	15%	16%
11	Evergreen Ave	8th St	SE City Hall	79	58	73%	49	62%	49	62%	48	61%	50	63%	64%
15	Forest Ave	6th St	SE Vision Center	15	15	100%	14	93%	11	73%	7	47%	8	53%	73%
Totals/% occu.				183	88	48%	76	42%	80	44%	70	38%	74	40%	29%

* Unimproved lot; spaces estimated