

City of Bellevue

Meydenbauer Bay Park and Land Use Plan

Technical Memorandum #8- Parking Survey Spot Check

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INTRODUCTION

This technical memorandum (TM8) summarizes the results of a spot check by Perteet, Inc. in June 2008 of a parking inventory/utilization survey that was conducted by TENW in June of 2007 for the Meydenbauer Bay Park and Land use Plan. The City of Bellevue requested that a spot check of the original survey be conducted to double-check the findings of the original survey. The spot check was conducted almost exactly one year from the date of the original survey. The purpose of the original survey was to provide an understanding of the existing parking supply and demand in the context of the park expansion. It included the identification of the total number of on-street and off-street parking spaces, and the utilization of those spaces during a weekday and weekend afternoon period.

Utilization Survey Methodology

The original survey was conducted for a total of twenty (20) zones both within the project study area, and also within the proximity, but outside of the immediate study area. The zones were created based upon area / block location and land uses. The original survey was conducted for the afternoon peak hour period (1 – 3pm) on Thursday June 21 and Saturday, June 23, 2007. The survey included an inventory of on-street and off-street (surface lots only) parking within the 20 zones. A total of 1,550 parking stalls were inventoried within the 20 zones.

The spot check conducted in 2008 included a review of approximately 30 percent of the total number of stalls identified in the original survey. The spot check included a total of six of the twenty zones. The selected spot check zones represented a variety of geographic areas, with different land uses. They are located within the core of Old Bellevue, near Downtown Park and within the future area of Meydenbauer Bay Park. The following zones were selected for the spot check:

- Zone 1 – East side of 100th Avenue NE, north of NE 1st Street
- Zone 2 – North side of NE 1st Street west of 102nd Avenue NE
- Zone 5 – Between Bellevue Way and 103rd Avenue NE, south of NE 1st Street
- Zone 9 – Between Main Street and NE 1st Street, 100th Avenue NE to 102nd Avenue NE
- Zone 17 – South of Main / Lake Washington Boulevard and west of 100th Avenue SE
- Zone 18 – South of Main Street between 100th Avenue SE and Meydenbauer Way/101st Avenue SE

The 2008 spot check was conducted on Thursday, June 19, 2008 and Saturday, June 21, 2008. Both spot check surveys were conducted between 1pm and 3pm, consistent with the original survey.

EXISTING PARKING SUPPLY COMPARISON

A spot check of the total number of on-street and off-street (surface) parking stalls within the six zones revealed some differences from the original survey as shown in **Table 1**. The 2007 survey identified a total of 473 spaces within the six zones, while the 2008 spot check identified a total of 459 spaces, a difference of approximately 3 percent. The largest discrepancy was seen in zone 1, where the 2007 survey identified 55 spaces, and the 2008 spot check identified 61 spaces, an 11 percent difference. This discrepancy was mostly due to the number of spaces used along the east side of 100th Avenue NE north of Main Street. While the parking zone does not stripe the number of spaces, there were 15 compact vehicles legally parked within the zone on Saturday, June 21, within an area estimated as 11 spaces that were identified in 2007.

Another location worth noting was in Zone 17. The 2007 survey identified 25 on-street parking spaces. These were located on 99th Avenue NE, Main Street/Lake Washington Boulevard, and Bellevue Place/100th Avenue SE. The 2008 spot check identified a total of 16 on-street parking spaces. Most notably, the 2008 spot check did not identify any on-street parking along the west side of Bellevue Place / 100th Avenue SE, whereas the 2007 survey identified four spaces at that location.

In addition, in Zone 9, the 2007 survey identified 25 on-street spaces. Thirteen of those spaces were located on the north side of Main Street between 100th Avenue NE and 102nd Avenue NE. The 2008 spot check identified that four of the nine spaces were temporarily closed due to construction of an adjacent development. Those four spaces were not included as available inventory.

Overall, the discrepancy (approximately 3 percent difference) in total parking spaces between 2007 and 2008 was relatively minor.

Table 1: Existing Parking Supply Comparison

ZONE	2007 Survey			2008 Spot Check			Total % Difference
	On-Street	Off-Street	TOTAL	On-Street	Off-Street	Total	
1	11	44	55	15	46	61	11%
2	0	55	55	0	55	55	0%
5	13	31	44	12	31	43	2%
9	25	72	97	20	68	88	10%
17	25	132	157	16	131	147	7%
18	29	36	65	27	38	65	0%
TOTAL	103	370	473	90	369	459	3%

EXISTING PARKING DEMAND COMPARISON

On-Street Parking Demand

In 2007, the on-street parking demand for all 20 zones was 45 percent occupancy for weekday, 62 percent for weekend, and a 54 percent average. When examining the six zones that were used

for the spot check, the 2007 on-street parking demand was 57 percent occupancy for weekday, 65 percent for weekend, and an average of 62 percent as shown in **Table 2**. The 2008 spot check also revealed an on-street parking average parking demand of 62 percent, consistent with 2007, as shown in **Table 3**. However, there was a greater demand in 2008 during the weekend (81 percent in 2008 vs. 65 percent in 2007), and a lower demand during the weekday (39 percent in 2008 vs. 57 percent in 2007). **Tables 2** and **3** also show the parking demand for each zone for 2007 and 2008 respectively.

In general, the 2008 on-street survey showed that parking utilization along Main Street was at capacity on both the weekday and weekend, while parking zones on other streets in the vicinity were not fully used.

Table 2: 2007 On-Street Parking Demand

ZONE	Parking Supply	Weekday Parking Demand Day 1	Weekday % Occupancy	Weekend Parking Demand Day 2	Weekend % Occupancy	Average Parking Demand	Average % Occupancy
1	11	0	0%	12	109%	6	55%
2	0	0	0%	0	0%	0	0%
5	13	9	69%	7	54%	8	62%
9	25	20	80%	23	92%	22	86%
17	25	17	68%	12	48%	15	58%
18	29	13	45%	13	45%	13	45%
TOTAL	103	59	57%	67	65%	64	62%

Table 3: 2008 On-Street Parking Demand

ZONE	Parking Supply	Weekday Parking Demand Day 1	Weekday % Occupancy	Weekend Parking Demand Day 2	Weekend % Occupancy	Average Parking Demand	Average % Occupancy
1	15	0	0%	17	113%	9	60%
2	0	0	0%	0	0%	0	0%
5	12	9	75%	9	75%	9	75%
9	20	13	65%	19	95%	16	80%
17	16	4	25%	8	50%	7	41%
18	27	9	33%	20	74%	15	54%
TOTAL	90	35	39%	73	81%	56	62%

Off-Street Parking Demand

In 2007, the off-street parking demand for all 20 zones was 47 percent occupancy for weekday, 47 percent for weekend, and a 47 percent average. When examining the six zones that were used for the spot check, the 2007 off-street parking demand was 44 percent occupancy for weekday, 54 percent for weekend, and an average of 49 percent as shown in **Table 4**. The 2008 spot check

revealed a higher off-street parking average parking demand of 54 percent as shown in **Table 5**. There was a greater demand in 2008 for the weekday (52 percent in 2008 vs. 44 percent in 2007), while the average demand for the weekend remained the same at 54 percent.

In 2008, all of the parking spaces associated with the Downtown Park lot were used on the weekday, whereas in 2007, only 65 percent of the spaces were used. However, the spot check for this lot was conducted closely after 1:00 p.m., and the full lot may have been due to people using the park during the lunch period.

In 2007, it was noted that during the weekend parking survey day, the offstreet lot for the Downtown Park in zone 3 was blocked off during the survey for special events at the Downtown Park, and therefore only had a 39 percent occupancy (vehicles parked in the lot before it was closed). It was assumed that the vehicles that couldn't use the lot spilled over to surrounding on-street and off-street locations. Likewise, in 2008, the off-street lot for the Downtown Park in zone 2 was closed off due to a special event, leaving only 25 available spaces of which 22 were used. As in 2007, it is assumed that the vehicles that couldn't use this lot spilled over to nearby locations.

Table 4: 2007 Off-Street Parking Demand

ZONE	Parking Supply	Weekday Parking Demand Day 1	Weekday % Occupancy	Weekend Parking Demand Day 2	Weekend % Occupancy	Average Parking Demand	Average % Occupancy
1	44	16	36%	40	91%	28	64%
2	55	36	65%	52	95%	44	80%
5	31	10	32%	15	48%	13	40%
9	72	44	61%	45	63%	45	62%
17	132	37	28%	27	20%	32	24%
18	36	21	58%	20	56%	21	57%
TOTAL	370	164	44%	199	54%	183	49%

Table 5: 2008 Off-Street Parking Demand

ZONE	Parking Supply	Weekday Parking Demand Day 1	Weekday % Occupancy	Weekend Parking Demand Day 2	Weekend % Occupancy	Average Parking Demand	Average % Occupancy
1	46	29	63%	38	83%	34	74%
2	55	55	100%	22	40%	39	71%
5	31	7	23%	14	45%	11	35%
9	68	50	74%	54	79%	52	76%
17	131	30	23%	42	32%	36	27%
18	38	22	58%	29	76%	26	68%
TOTAL	369	193	52%	199	54%	198	54%

Total Parking Demand

In 2007, the total (combined on-street and off-street) parking demand for all 20 zones was 46 percent occupancy for weekday, 50 percent for weekend, and a 48 percent average. When examining the six zones that were used for the spot check, the 2007 off-street parking demand was 47 percent occupancy for weekday, 56 percent for weekend, and an average of 52 percent as shown in **Table 6**. The 2008 spot check revealed a slightly higher total average parking demand of 58 percent as shown in **Table 7**. There was a 3% greater demand in 2008 for both the weekday (50 percent in 2008 vs. 47 percent in 2007) and weekend (59 percent in 2008 vs. 56 percent in 2007).

Table 6: 2007 Total Parking Demand

ZONE	Parking Supply	Weekday Parking Demand Day 1	Weekday % Occupancy	Weekend Parking Demand Day 2	Weekend % Occupancy	Average Parking Demand	Average % Occupancy
1	55	16	29%	52	95%	34	62%
2	55	36	65%	52	95%	44	80%
5	44	19	43%	22	50%	21	48%
9	97	64	66%	68	70%	66	68%
17	157	54	34%	39	25%	47	30%
18	65	34	52%	33	51%	34	52%
TOTAL	473	223	47%	266	56%	246	52%

Table 7: 2008 Total Parking Demand

ZONE	Parking Supply	Weekday Parking Demand Day 1	Weekday % Occupancy	Weekend Parking Demand Day 2	Weekend % Occupancy	Average Parking Demand	Average % Occupancy
1	61	29	48%	55	90%	58	95%
2	55	55	100%	22	40%	39	71%
5	43	16	37%	23	53%	20	47%
9	88	64	73%	73	83%	69	78%
17	147	34	23%	50	34%	42	29%
18	65	31	48%	49	75%	40	62%
TOTAL	459	229	50%	272	59%	268	58%

Conclusion

The 2008 spot check analysis revealed that while there were some minor discrepancies in both parking supply and demand for specific zones or locations, when compared with 2007, the overall supply and demand for the spot check area is similar to, and consistent with, the survey completed in 2007. Parking utilization along Main Street was at capacity on both the weekday and weekend, while parking zones in other areas were not fully used.

Table 8: Inventory of Parking Supply within Spot-Check Zones

ZONE	LOCATION	NOTES	PARKING TYPE	PARKING SUPPLY (Stalls)		PARKING DEMAND			
				2007 Survey	2008 Survey	Day 1 (Thurs 6/19 1-3pm)	Day 1 % Occupied	Day 2 (Sat 6/21 1-3pm)	Day 2 % Occupied
1	Downtown Park Ballet Arts Center 100th Ave. NE	On 6/21 the 24-hour relay event was in progress at the park, significantly reducing the available parking supply as many stalls in zones 2 and 3 were blocked off or reserved. Parking on E. side from Main to north; On Sat, 2 vehicles illegally parked.	Surface	40	40	29	73%	38	95%
			Surface	4	6	0	0%	0	0%
			On-Street (only on Sat/Sun/Hol)	11	15	0	0%	17	113%
			TOTAL	55	61	29	48%	55	90%
2	Downtown Park	24-hour relay had 30 stalls blocked off for a skateboard demo leaving 25. Signed for Drop off only.	Surface	55	55	55	100%	22	40%
	TOTAL			55	55	55	100%	22	40%
5	NE 1st Street Liquor and Wine Orexii Greek 103rd Ave. NE		On-Street	5	5	2	40%	4	80%
			Surface	15	15	6	40%	10	67%
			Surface (front & back)	16	16	1	6%	4	25%
			On-Street	8	7	7	100%	5	71%
			TOTAL	44	43	16	37%	23	53%
9	520 Bar and Grill Kathy Huggins/Beads & Beyond/DDS NE 1st Street	4 additional (above the 9) spaces closed due to adjacent building construction	Surface	10	9	7	78%	9	100%
			Surface (front & back)	35	35	27	77%	30	86%
			On-Street	12	11	5	45%	10	91%
	Main Street Superior Automotive Salon & Spa Restaurant on Main St. Brant Photography	Only observed 1 space next to bldg.	On-Street	13	9	9	100%	9	100%
			Surface	7	7	7	100%	7	100%
			Surface	7	6	4	67%	3	50%
			Surface	2	1	1	100%	1	100%
	Surface	11	10	4	40%	4	40%		
		TOTAL			97	88	64	73%	73
17	99th Ave. NE Main Street / Lk. WA Blvd.	7 angled / 2 parallel	On-Street	12	9	3	78%	5	56%
			On-Street	9	7	1	14%	3	43%
	Bellevue Marina Bellevue Yacht Basin/Apts. Near Marina	Approx. 50 (unmarked - difficult to determine)	Surface	50	50	9	18%	17	34%
			Surface	26	26	5	19%	5	19%
	Apts behind Bellevue Yacht Basin Bayvue Village on Main St.	Approx. 16 (unmarked - difficult to determine)	Surface	16	16	5	31%	3	19%
			Surface	8	9	4	44%	3	33%
	Bayvue Village on 101st Ave. SE Apts. Next to Bayvue Village on Main St.	Assumed 4 lots - visitor parking, did not including carports This bldg. is called "The Vue"	Surface	23	23	5	22%	10	43%
			Surface	9	7	2	29%	4	57%
	Bellevue Pl/100th Ave SE	Didn't see any parking onstreet	On-Street	4	0	0	NA	0	NA
	TOTAL			157	147	34	23%	50	34%
18	Bellevue Pl/100th Ave SE Chevron Bayvue Village Meydenbauer Way Apts on Meydenbauer by 101st Ave. SE	Approx. 20 (unmarked); BHS benefit car wash in progress on 6/21 Not marked, but wouldn't hold 20	On-Street	9	9	2	22%	7	78%
			Surface	20	20	13	65%	17	85%
			Surface	11	13	7	54%	9	69%
			On-Street	20	18	7	39%	13	72%
			Surface	5	5	2	40%	3	60%
	TOTAL			65	65	31	48%	49	75%
	ALL ZONE TOTAL			473	459	229	50%	272	59%

