

City of Leavenworth Parking Study and Assessment

February 21, 2017

What? A Parking Study and Assessment is necessary for the City to have the information to incorporate best management practices for the existing and future vehicle parking locations and the allocation of future parking resources. The study would provide information on the current availability and use of existing parking resources, gain an understanding of future parking needs, and collect high level information on potential future major capital improvements, such as a parking garage. The goal is to find parking options that would benefit the Leavenworth and the Upper Valley to assist and ensure continued economic growth in Leavenworth and the area.

Background: The concerns parking availability in Leavenworth began shortly after the success of Project L.I.F.E and the transformation of Leavenworth into the Bavarian Village, with tourism and visitors, comes vehicles and the questions on parking. Parking is essential in providing easy access for residents, guests and visitors, limiting congestion and ensuring the growth to City's businesses and the tourism based economy. The history and conversation on parking is long: The first parking survey was completed by the City in 1989; in 1995 the City commissioned Perteet Engineering to conduct a Downtown Parking Study; in 2011, the City requested Republic Parking to provide a high level assessment of the parking resources in Leavenworth; and in 2012, the City purchased the Fruit Warehouse Property and implemented paid parking and timed parking at several of the offstreet City owned parking lots. Early in 2015 the City, Chamber of Commerce and community once again began the discussion on addressing the ongoing need for additional parking, as a result, the Chamber and City both identified the need for the completion of Parking Study and Assessment in their priorities for 2017. At this time, the two partners have requested the Chelan County PORT to partner with them and assist in financing and working with them on completion of the Parking Study and Assessment.

Why a Parking Study and Assessment? An undersupply of parking spaces compromises access and circulation, creates spillover problem for adjacent uses and left unaddressed could be a limiting factor on the economic vitality and growth of the area. Conversely an oversupply of parking is costly to the City and businesses, is visually unattractive and may negatively impact the urban design and streetscape. The Traffic Study and Assessment should provide the decision makers better information in striking a balance between oversupply and undersupply which best supports the economy and community. To that end the a Parking Study and Assessment would provide the decision makers with the necessary information to achieve the following:

- Evaluation of parking supply and demand based on today's "normal" peak use.
- Improving parking availability for customers.
- Assist in developing modifications of existing parking management and regulations.
- An evaluation of parking supply and demand given expected land use changes and development.

- Development of parking opportunities in the context of a multi-modal downtown.
- The financial feasibility of building and operating a parking garage.

How can the stakeholder's participate? While the full scope of work is not developed at this time, it is anticipated that the study and assessment will include one or several stakeholder/community meetings, a survey or interviews of local residents, employees, employers, and visitors, and a public open house as the final findings of the study and assessment are presented to the partners and the public.

What is the estimated cost? The estimated cost at this time is \$45,000 - \$60,000. Once a consultant is selected through a Request for Qualifications process, a final scope will be determined by the partners and the cost of the study established.

How long will the study take to complete? It is anticipated community advisors and representatives from the partner agencies will be engaged and a study approach developed by April. A consultant will be selected to assist with completing the tasks and analysis necessary to satisfy the outcomes identified. A preliminary draft of the study is anticipated by the end of 2017.

What will happen once the study is finished? The study will provide local leaders additional information on how best to manage and dedicate resources associated with parking. Local government leaders may implement considerations identified in the study or other options not contemplated in the study.

Example of Solutions List:

SHORT TERM SOLUTIONS

1. Develop a list of private lots and their uses in downtown to better understand and, potentially, utilize this resource.
2. Develop partnerships with private lot owners to provide downtown employee and volunteer parking.
3. Develop temporary high visibility public lot signage.
4. Evaluate vegetation in public lots with an eye toward visibility, appearance and safety.
5. Evaluate parking enforcement practices to ensure a consistent, efficient and positive experience for downtown customers.
6. Eliminate or modify holiday bagged meter program

INTERMEDIATE TERM SOLUTIONS

1. Develop a comprehensive Wayfinding signage system.
2. Install parallel parking spaces on King Street.
3. Upgrade to a smart metering system in public lots.
4. Install additional smart meters on Main Street and at other high demand locations.
5. Lease private lot(s) for additional off-street parking.
6. Evaluate "Loading Zones" on the Avenues.
7. Create bus parking.

LONG TERM SOLUTIONS

1. Purchase property for additional surface public lots.
2. Construct a parking deck on an existing or new city parcel.
3. Public Private Partnership
4. G.O. Bond
5. City Financing