

Susan Golub  
Paid Parking at Lake Union Park RES  
June 29, 2011  
Version #1a

**RESOLUTION 31325**

1 A RESOLUTION relating to the Department of Parks and Recreation; authorizing the  
2 Superintendent of Parks and Recreation to operate for fee parking at Lake Union Park;  
3 establishing parking fees; authorizing the Seattle Department of Transportation to install  
4 and operate parking pay stations; and authorizing the Seattle Police Department to  
enforce parking rules.

5 WHEREAS, the City Council adopted a Statement of Legislative Intent (SLI) with the 2011  
6 budget directing the Department of Parks and Recreation (DPR) to analyze paid parking  
at surface parking lots at selected City parks; and

7 WHEREAS, a preliminary response to the SLI was presented to the City Council's Parks and  
8 Seattle Center Committee on March 10, 2011; and

9 WHEREAS, the preliminary response analyzed options for proceeding with paid parking at  
10 surface parking lots at City parks; and

11 WHEREAS, the Parks and Seattle Center Committee concluded that Lake Union Park was the  
12 best location to initiate a pilot paid parking program and directed DPR to implement paid  
parking at Lake Union Park; and

13 WHEREAS, Section 18.24.010 of the Seattle Municipal Code authorizes the Superintendent of  
14 Parks and Recreation to operate paid parking in City parks; NOW, THEREFORE,

15 **BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE**  
16 **MAYOR CONCURRING, THAT:**

17  
18 Section 1. The Superintendent of Parks and Recreation is hereby authorized to operate  
19 for fee parking in the parking lot at Lake Union Park.

20 Section 2. For purposes of establishing a schedule of maximum parking fees, parking fees  
21 shall be the same as fees collected at the parking pay stations on neighboring streets, including  
22 Valley Street, Terry Avenue, and Westlake Avenue and shall be modified in accordance with any  
23 modifications to such fees. The current fee is \$1.50 per hour. Consistent with the parking  
24 requirements on neighboring streets, parking fees shall be required between 8:00 a.m. and 6:00  
25 p.m., Monday through Saturday, and not required on official City holidays.  
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1           Section 3. The Seattle Department of Transportation is authorized to install and operate  
2 parking pay stations in the parking lot at Lake Union Park.

3           Section 4. The Seattle Police Department is authorized, through its Parking Enforcement  
4 Officers, to monitor the Lake Union Park parking lot and issue tickets to cars in violation of the  
5 pay parking requirements.

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Adopted by the City Council the \_\_\_\_\_ day of \_\_\_\_\_, 2011, and signed by  
me in open session in authentication of its adoption this \_\_\_\_\_ day  
of \_\_\_\_\_, 2011.

\_\_\_\_\_  
President \_\_\_\_\_ of the City Council

THE MAYOR CONCURRING:

\_\_\_\_\_  
Michael McGinn, Mayor

Filed by me this \_\_\_\_\_ day of \_\_\_\_\_, 2011.

\_\_\_\_\_  
Monica Martinez Simmons, City Clerk

(Seal)



**FISCAL NOTE FOR NON-CAPITAL PROJECTS**

<b>Department:</b>	<b>Contact Person/Phone:</b>	<b>CBO Analyst/Phone:</b>
Parks and Recreation	Susan Golub/ 684-7046	Amy Williams/ 233-2651

**Legislation Title:**

A RESOLUTION relating to the Department of Parks and Recreation; authorizing the Superintendent of Parks and Recreation to operate for fee parking at Lake Union Park; establishing parking fees; authorizing the Seattle Department of Transportation to install and operate parking pay stations; and authorizing the Seattle Police Department to enforce parking rules.

**Summary of the Legislation:**

This Resolution authorizes Parks and Recreation (DPR) to charge for parking at the Lake Union Park parking lot and establishes parking fees. The Seattle Department of Transportation (SDOT) is authorized to install and operate the pay stations and the Seattle Police Department (SPD) is authorized to enforce the parking rules.

**Background:**

Parks and Recreation began exploring paid parking options in 2003. At that time, Parks' intent in developing a paid parking program was to manage demand at highly used parks. However, the policy goals shifted in 2004 when the Department was facing reductions in revenues. That year, the Department hired the Cedar River Group to assess the revenue generating potential of a paid parking program to help offset declining financial conditions. The study focused on potential locations for paid parking programs and on how the parking fees would be structured. The report did not focus on the level of usage needed to generate a significant impact on revenues, and the basic revenue assumptions used to determine demand and compliance levels were not fully examined at that time. So, while the report recommended how to implement a parking fee program and estimated revenues and expenses, it did not ground those conclusions in a market analysis.

The idea of paid parking was considered again in 2009, with a policy focus on both demand management and revenue generation. In developing different options for the 2010 budget, it became apparent that collecting sufficient field data to make reasonable revenue projections would be time intensive and expensive. To determine whether demand levels might be high enough to warrant investing in another consultant study, Parks had field staff conduct some occupancy counts in August 2009, a peak use time of the year, at two sites reported to have high parking use. Those counts showed that demand was lower than the 70% use threshold SDOT uses when instituting street space metering.

The 2011 Adopted Budget included a Statement of Legislative Intent (SLI) to analyze paid parking in parks. In March 2011, the Department of Parks and Recreation (DPR) presented the City Council's Parks and Seattle Center Committee with a preliminary report on paid parking analysis, which offered three options for proceeding with a paid parking program:



- Implement a pilot program at 1-3 sites (Lake Union Park, Lincoln Park south lot, Green Lake Community Center);
- Appropriate funding for an independent consultant to collect data and analyze the three sites based on field studies, at an estimated cost of \$50,000 - \$70,000; or
- Do no further studies or paid parking implementation.

After discussing the options, the City Council directed DPR to submit a final report reflecting a pilot program for paid parking solely at Lake Union Park. This direction came as a result of preliminary analysis that showed Lake Union Park to be the most appropriate park for requiring paid parking due to the following factors:

- The lot is heavily used by local workers parking all day for free, limiting its use by park visitors;
- All parking on surrounding streets is metered; and
- Costs for parking enforcement are minimal as it is within an area frequently patrolled by parking enforcement officers.

The Superintendent is authorized to implement a paid parking program with the concurrence of the City Council by resolution. This authorization is provided in Section 18.24.010 of the Seattle Municipal Code:

The Superintendent of Parks and Recreation is authorized for and on behalf of the City to operate for fee parking without recourse to commercial or private operators such parking lots under the department's jurisdiction as are deemed desirable with the concurrence of the City Council by resolution as to location and fee schedule in accordance with provisions of RCW 35.86.010 and 35.86.04 which so permit such owner operation.

Please check one of the following:

**This legislation does not have any financial implications.**  
 (Stop here and delete the remainder of this document prior to saving and printing.)

**This legislation has financial implications.**

**Appropriations:** N/A

Fund Name and Number	Department	Budget Control Level*	2011 Appropriation	2012 Anticipated Appropriation
TOTAL	N/A	N/A	N/A	N/A

Appropriations Notes:



**Anticipated Revenue/Reimbursement: Resulting from this Legislation:**

Fund Name and Number	Department	Revenue Source	2011 Revenue	2012 Revenue
Parks and Recreation Fund (10200)		Parking pay stations		
<b>TOTAL</b>				<b>\$44,892</b>

Revenue/Reimbursement Notes: First year operations are estimated to net \$44,892. This amount is total parking revenue reduced by a one-time \$4,000 parking station installation fee, the annual \$4,020 pay station rental fee, and \$9,803 in annual operations charges. There are no SPD charges for monitoring the lot for enforcement, as enforcement patrols are active in the nearby area.

There are currently 40 spaces in the lot. However, 15 of the spaces are reserved for the Center for Wooden Boats, which means only 25 are currently available for park users. The Center for Wooden Boats is planning to relocate to a new facility within the next three to five years, which will free up these parking spaces and likely increase revenues. Full implementation is estimated to increase collections to \$93,912, with net revenue of \$86,165.

**Total Regular Positions Created, Modified, or Abrogated through this Legislation, Including FTE Impact: N/A**

Position Title and Department	Position # for Existing Positions	Fund Name & #	PT/FT	2011 Positions	2011 FTE	2012 Positions*	2012 FTE*
<b>TOTAL</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>

Position Notes:

**Do positions sunset in the future? N/A**

**Spending/Cash Flow: N/A**

Fund Name & #	Department	Budget Control Level*	2011 Expenditures	2012 Anticipated Expenditures
<b>TOTAL</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>

Spending/Cash Flow Notes:



**What is the financial cost of not implementing the legislation?**

The financial cost of not implementing the legislation is the loss of an estimated \$44,892 in revenue in the first year of implementation from the parking pay stations. Revenue lost in future years would increase due to increased use of the Park and adding the 15 Center for Wooden Boats' spaces to the paid parking program.

**Does this legislation affect any departments besides the originating department?**

Yes. SDOT will install and operate the meters and SPD's Parking Enforcement Officers will patrol to enforce the parking rules.

**What are the possible alternatives to the legislation that could achieve the same or similar objectives?**

The City could contract with a private parking lot management company to implement paid parking at Lake Union Park. However, doing so would reduce City revenue as a portion of the revenue would be retained by the private company.

**Is the legislation subject to public hearing requirements?**

No.

**Other Issues:** None

**List attachments to the fiscal note below:** None

