

CITY OF SUMNER

PARKING STUDY AND RECOMMENDATIONS

AUGUST 29, 2001

Prepared for:
City of Sumner &
Puget Sound Regional Council

EXECUTIVE SUMMARY

Heffron Transportation was retained to perform a parking study for the City of Sumner. The study's recommendations will be incorporated into the Sumner Station Area Planning process currently being conducted by the Sumner Planning Commission. The recommendations were derived after evaluating the existing city policies related to parking as well as collecting and evaluating parking supply and demand data throughout the Sumner Central Business District (CBD) area. The recommendations consider potential future demand from growth in residential and commercial activity in the Sumner CBD. The recommendations include short-term, medium-term, and long-term parking measures. The following lists the recommendations for each of these categories.

Short-Term Parking Recommendations

- S-1. Establish a parking management review committee.
- S-2. Periodically review loading zone requirements.
- S-3. Add on-street parking spaces where possible.
- S-4. Delineate time restricted on-street parking spaces.
- S-5. Review disabled parking requirements.
- S-6. Implement Restricted Parking Zones surrounding commuter rail station area.
- S-7. Design and install new public parking signage.
- S-8. Increase enforcement.
- S-9. Review and revise off-street public parking restrictions, striping, and signage.
- S-10. Prepare information packet/brochure/flyer regarding various parking options.

Medium-Term Parking Recommendations

- M-1. Improve existing off-street parking lots.
- M-2. Monitor and expand Restricted Parking Zones surrounding commuter rail station area, as needed.
- M-3. As demand for on-street parking increases, consider additional angle parking.
- M-4. Encourage replacement of public parking spaces when surface parking lots are redeveloped.
- M-5. Share available parking in private parking lots.
- M-6. Establish Parking Fund.
- M-7. Explore options to use Sound Transit commuter rail station parking during large festivals and/or weekend parking.
- M-8. Consider public portion of Red Apple site for additional off-street public parking.

Long-Term Parking Recommendations

- L-1. Require transportation demand management.
- L-2. Consider enhanced on-street parking management options.
- L-3. Consider enhanced off-street parking management options.
- L-4. Explore partnership with Sound Transit and use Local Improvement District funds to locate and construct a new parking facility.

TABLE OF CONTENTS

INTRODUCTION.....	1
Study Approach.....	1
Study Area.....	1
EXISTING PARKING POLICIES	3
Parking Requirements for New Developments	3
Restricted Parking Zones.....	4
On-Street Parking Dimensions	5
EXISTING PARKING CONDITIONS.....	6
Parking Supply	6
Parking Issues.....	6
Parking Demand Data Collection Effort.....	10
Parking Demand	11
Parking Duration	16
Commuter Rail Parking Demand	17
Local Business Interviews.....	17
Enforcement	19
FUTURE PARKING CONDITIONS	20
Parking Demand from Growth in Summer.....	20
Commuter Rail Parking Demand	22
FINDINGS & CONCLUSIONS	24
Current Conditions	24
Future Conditions	24
RECOMMENDATIONS	30
Short-Term Parking Recommendations	30
Medium-Term Parking Recommendations.....	31
Long-Term Parking Recommendations.....	32
APPENDIX – PUBLIC MEETING NOTES	

FIGURES

Figure 1. Overall Study Area and Data Collection Focus Area.....	2
Figure 2. Sample On-Street Parking Configurations	5
Figure 3. City of Sumner Parking Supply	7
Figure 4. City of Sumner Public Parking Supply Restrictions	8
Figure 5. Peaking Characteristics of On-Street Parking Demand on Main Street	11
Figure 6. Peaking Characteristics of 3-Hour Off-Street Parking Demand in Main Street Vicinity	12
Figure 7. Peaking Characteristics of 8-Hour Off-Street Parking Demand in Main Street Vicinity	12
Figure 8. Weekday Peak Parking Utilization.....	14
Figure 9. Saturday Peak Parking Utilization	15
Figure 10. On-Street Parking Duration on Main Street	16
Figure 11. Market Analysis Forecast Zones	21
Figure 12. Potential Growth in Commuter Rail Ridership and Excess Parking Demand.....	23
Figure 13. Potential RPZ Area Surrounding Commuter Rail Station.....	26
Figure 14. Potential New CBD Parking Demand – Combined Commuter Rail and CBD Development.....	27

TABLES

Table 1. Parking Requirements for Residential Uses	3
Table 2. Parking Requirements for Selected Commercial Uses	3
Table 3. Parking Supply Surveyed in the Sumner Study Area	10
Table 4. Peak Parking Utilization by Type in Sumner, 2001	11
Table 5. Parking Utilization by Location in Sumner, 2001	13
Table 6. Long-Term Parking Demand in the Main Street Vicinity	17
Table 7. Forecast (2020) New Building Space for Sumner CBD and Commuter Rail Station Area.....	20
Table 8. Potential Increase in Peak Parking Demand	22

INTRODUCTION

This parking study for the City of Sumner was performed in support of the Commuter Rail Station Area planning process currently underway by the Sumner Planning Commission. In addition to the recommendations, information about existing city policies related to parking as well as neighborhood parking supply and demand data are incorporated into this report. The recommendations were developed to address existing and potential future issues related to parking in Sumner.

Study Approach

Heffron Transportation was retained by the City of Sumner to perform a parking study in the City. The study was designed to develop solutions for various parking issues. The study was performed in five steps:

1. Met with public including residents, property owners, business owners and City staff to brainstorm parking issues and identify potential solutions to be evaluated.
2. Collected parking supply and demand information for the Sumner CBD to define the parking issues and provide information needed to evaluate solutions. This step included interviews with several businesses located in the study area.
3. Developed estimates of potential future parking demand conditions based on the *Sumner CBD and Commuter Rail Station Area Market Analysis* performed concurrently with this study by ECONorthwest.
4. Developed list of potential parking solutions that could be applied to the Sumner CBD and commuter rail station area.
5. Formulated recommendations based on results of above.

Study Area

The Sumner Parking Study considered the area bounded by the White (Stuck) River, State Route 410 (SR-410), Thompson Street, Ryan Avenue, Maple Street, Wood Avenue, and North Street. New parking supply and demand data were collected in the Main Street core commercial area between Traffic Avenue and Wood Avenue as well as the commuter rail station and the roadways surrounding the station. The study area and the locations where new parking data were collected are shown on Figure 1.

Figure 1. Overall Study Area and Data Collection Focus Area

EXISTING PARKING POLICIES

This section describes existing policies that govern parking supply in the City of Sumner. This includes provisions in the City’s Municipal Code related to the number of parking spaces required for various land uses; how residential parking zones are established; and the dimension of on-street parking stalls. Information about the dimension of off-street parking stalls is not included in this section since it varies greatly depending on the layout of a parking lot.

Parking Requirements for New Developments

Parking Requirements for Residential Uses

The Sumner Municipal Code (SMC) defines the parking requirements for new multi-family structures. Title 18 of the SMC is also referred to as the “Zoning Code” and defines the parking requirement for a variety of residential uses. The parking requirements vary according to the type of housing, the project and unit size, and the number of bedrooms. Table 1 summarizes the parking requirements for residential uses.

Table 1. Parking Requirements for Residential Uses

Number/Size/Type of Dwelling Units	Parking Required
Studio	1.0 space per unit (1 visitor parking space per five units)
One or two bedroom	1.5 space per unit (1 visitor parking space per five units)
Three or more	2.0 spaces per unit (1 visitor parking space per five units)
Senior or retirement	1.0 space per unit (1 visitor parking space per five units)

Source: Sumner Municipal Code 18.42.040, April 2001.

Parking Requirements for Commercial Uses

The City’s parking requirements for commercial development are also defined in SMC 18.42.040. The minimum number of parking spaces required for commercial uses is generally based upon the gross floor area for a given type of use. Table 2 identifies the minimum number of parking spaces for selected commercial uses that might occur in the Sumner CBD and commuter rail station area.

Table 2. Parking Requirements for Selected Commercial Uses

Land Use	Parking Requirement
Business & Commercial	2.5 for each 1,000 square feet GFA
Business & Commercial – Neighborhood Commercial w/o On-Street Parking	2 for each 1,000 square feet GLA
Business & Commercial – Neighborhood Commercial w/ On-Street Parking	1 for each 1,000 square feet GLA
Churches & Funeral Homes	1 for each 5 persons of occupant load
Convalescent, Nursing, Rest Homes	1 for every 6 beds and 1 per peak worker
Fast Food	1 for each 50 square feet GFA
Office/Professional Buildings (including banks, dental, & medical clinics)	2.5 for each 1,000 square feet GFA
Restaurants	1 for every four seats, 1 for each employee on max shift
Planned Shopping Center	4 for each 1,000 square feet, 6 per 1,000 square feet of restaurant, 3 per 100 seats of theater over initial 400 seats
Tavern	1 for every 4 persons occupant load

Source: Sumner Municipal Code 18.42.040, April 2001.

Parking Requirement Waivers and Shared Parking

The SMC also provides for an administrative waiver from parking requirements within the Sumner CBD for several types of uses. These include: retail, business or commercial use, business or professional office, or restaurant not exceeding 3,000 gross square feet; assembly use not exceeding an occupancy of 50; multifamily residences within a structure containing a commercial use other than a home occupation; or a food store or market not exceeding 2,500 square feet. However, to obtain this waiver, the property owner must agree not to protest the formation of a future local improvement district to provide additional parking and the proposal must not result in the displacement of existing private parking established as accessory to an existing structure. Other uses, for which administrative waivers are not specifically allowed, may be eligible for a Conditional Use Permit (CUP), which allows the development to occur with reduced parking. In this case, a hearing examiner reviewing a CUP must consider a variety of criteria including:

- a. Peak parking demand of proposal compared to parking demand of other uses in the central business district parking area.
- b. Complementary and supporting clientele with other uses in the central business district parking area.
- c. Proximity to existing public parking lots with capacity to accommodate additional parking during periods of peak demand.
- d. Amount of parking supply provided by the project for its or public use.
- e. Complementary design and consistency with downtown's goals of the comprehensive plan.

The City of Sumner also provides for shared parking opportunities when two or more businesses wish to share a single parking facility. Code SMC 18.42.060 Cooperative Parking provides requirements for sharing an off-street parking lot among two or more businesses. The applicant must demonstrate that there will not be a conflict with the operating hours of the businesses, and that the shared parking will be located within 500 feet of the uses it will serve. Finally, the businesses must submit a formal cooperative parking agreement.

Restricted Parking Zones

The City of Sumner established the Restricted Parking Zone (RPZ) ordinance to help ease parking congestion in residential neighborhoods. An RPZ is established in a neighborhood to discourage long-term parking by non-residents on residential streets. It is appropriate where parking congestion in residential areas is being caused by a nearby business or institution such as a hospital, school, or commuter rail station. An RPZ will not ease congestion when it is caused by residents themselves owning more cars than there are parking spaces available.

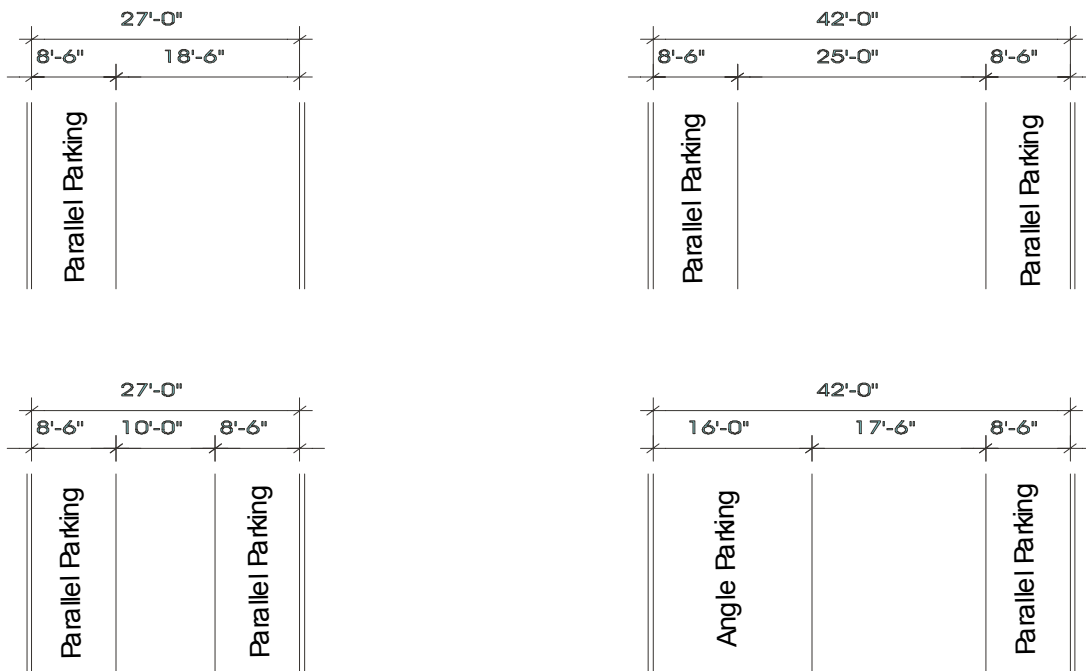
Near the study area for this parking evaluation, RPZs currently exist along roadways adjacent to Sumner High School and further northeast adjacent to Daffodil Elementary School. The existing RPZs allow residents with a valid permit displayed in their vehicle to park on-street in the designated area. All other vehicles are restricted during daytime hours (typically between the hours of 7:00 A.M. and 3:30 P.M.). The City allows for RPZs to be established for either exclusive use of permit holders or to limit use based on time restrictions, which apply to all vehicles except those with valid permits.

To obtain an RPZ permit, a majority of the residential households in a neighborhood must submit a petition to the director of community development. The director may recommend the establishment of a restricted parking zone whenever 60% or more of the subject on-street parking capacity is occupied during regular business hours or any consecutive six-hour period on both Saturdays and Sundays, or any consecutive four-hour period for five consecutive days, Monday through Friday, during non-business hours. In addition, at least 30% of the vehicles parked on the street in the area during such hours must not be owned by residents of the immediate neighborhood, persons visiting them, or doing business in the street or with such residents. Finally, public interest must also be served by the establishment of the RPZ.

On-Street Parking Dimensions

Most of the streets in the Sumner CBD and commuter rail station area have parallel parking on both sides of the street. In areas where the street is wide enough, angle parking can be added to one side of the street and parallel parking can be retained on the other side of the street. When this configuration is used on streets that are at least 42-feet wide, a 17½-foot driving lane can be retained, which is adequate for two-way traffic on a residential street. (The narrowed driving lane has the added benefit of slowing traffic on such streets.) This parking configuration can be used on streets less than 42-feet wide with a single driving lane such as on a one-way street. Angle parking has been implemented on the east side of Kincaid Avenue (which is one-way northbound in this location) just south of Main Street. There are other sections where angle parking may be possible such as Maple Street between Cherry and Kincaid Avenues (with 43.5 foot curb-to-curb width). Converting parallel parking to angle parking on one side of a street can increase the parking supply by up to 50% depending on the location of driveways and other obstacles such as fire hydrants. The width of the sidewalk should also be considered when converting a street from parallel parking to angle parking since the end of a car will overhang the sidewalk by about 1.5 to 2.0 feet depending on the parking angle. Because of this, the sidewalk should be at least 6 feet wide to accommodate angle parking. When converting parallel on-street parking to angle parking, it is preferable to angle the spaces such that drivers back into them from the travel lane. Drivers then exit the space moving forward. This provides for safer backing movements (similar to parallel parking) than spaces where drivers must back out into moving traffic.

Figure 2. Sample On-Street Parking Configurations



EXISTING PARKING CONDITIONS

This chapter describes the existing parking conditions in the Sumner CBD and Commuter Rail Station Area. It includes a discussion of on-street and off-street parking supply, and parking demand information for the various types of parking.

Parking Supply

The City of Sumner has inventoried on-street parking supply in the CBD and surrounding areas over the past two years (1999 and 2000). The parking supply estimates developed by the City of Sumner are shown on Figure 3. As shown, the City estimates that there are 1,089 on-street parking spaces, 240 public off-street spaces, and 1,466 off-street private parking spaces within the larger Sumner CBD area.

The Sumner Municipal Code includes specific information regarding the types and locations of parking restrictions. Signed parking restrictions in Sumner include two-hour parking limits from 9:00 A.M. to 6:00 P.M. all days except Sundays and holidays. In addition, parking is restricted in RPZs as described in the previous section. Figure 4 shows the location and types of parking restrictions in the Sumner CBD area.

Parking Issues

A public meeting was held on Tuesday, April 17, 2001 at Sumner City Hall from 5:30 to 7:30 P.M. to identify parking issues that should be considered in this parking study. The following summarizes the specific parking issues and conditions listed and discussed at that meeting. A memorandum summarizing the meeting is included in the appendix.

Parking Issues Raised at Public Meeting
A. The station area should be considered as part of the overall downtown revitalization when considering parking solutions.
B. Parking issues and solutions should be addressed for the overall downtown Sumner area, not just “in a bubble” (i.e., not only at specific isolated locations).
C. Consider long-range parking problems and solutions.
D. Train station parking is not close enough to the loading area. Passengers find it more convenient to park in an on-street space and walk to the platform rather than in designated park-and-ride spaces that are much further away.
E. There is no enforcement of parking or traffic laws near the station.
F. Current commercial zoning near the station allows 100% lot coverage with no requirement to provide for parking demand generated by uses. There is also no requirement to replace parking that is displaced by development.
G. There is no short-term, mid-term, or long-range plan for parking in Sumner.
H. Past efforts have led to no perceived actions on parking problems and have resulted in discouraged stakeholders (including residents and business owners).

Figure 3. City of Sumner Parking Supply

Figure 4. City of Sumner Public Parking Supply Restrictions

Parking Issues Raised at Public Meeting (continued)
I. An existing LID is in place to develop additional public parking capacity. However, the CBD zoning has been extended beyond the parking Local Improvement District (LID) boundary. This creates an awkward conflict where property owners that have signed “no-protest” agreements for LIDs may not support the location of a new parking facility outside the original CBD area.
J. Residents would like Residential Parking Permits that restrict long-term parking demand generated by the nearby commuter rail station.
K. Sumner Public Works has been slow in processing Residential Parking Permit applications.
L. Employees are using short-term parking spaces for all-day or long-term parking. These spaces should be left available for short-term parking of customers and visitors.
M. Demand at Sumner Station has been affected by Sound Transit’s recent station openings. For example, when the Puyallup Station opened, parking demand at the Sumner Station appeared to decrease immediately. Demand now appears to be increasing.
N. On-street parking near the station is full and is most likely being used by commuter rail passengers.
O. Some parking capacity at the commuter rail station is taken by buses.
P. The City Shops lot adjacent to the south end of the commuter rail station lot should be prepared (with gravel or pavement) and used immediately.
Q. Off-street public parking lots need better signage to direct users and improved lighting for better security. Existing signage is much too small and not located properly to direct users to parking areas. The lots have some pavement markings that are unclear or unreadable. The variety of pavement marking and time restrictions are unclear.
R. The City Hall expansion eliminated parking capacity, and did not replace lost spaces. As a result, the Red Apple lot (also owned by the City) is often full due to Court House activities or other business.
S. Employee parking for office uses is taking customer-parking supply.
T. Current parking enforcement is too little and not consistent.
U. Two-hour time limits for on-street parking spaces is too short. Three hours may better meet needs of customers in Sumner.
V. Some off-street parking lots are underutilized and are not returning benefits to those who participated in LID funding.
W. City regulations on parking have discouraged businesses from leasing available parking spaces to other businesses.
X. Customers do not often have access to parking spaces closest to the retail establishments or restaurants because employees are parking in them for long periods of time.
Y. More off-street parking capacity is needed.
Z. The peak parking demand in Downtown Sumner occurs between 10:00 A.M. and 3:00 P.M. Monday through Saturday.
AA. Sound Transit has not provided enough parking meet its demand.
BB. Cars often park in loading zones with no enforcement.

Parking Demand Data Collection Effort

Parking utilization and turnover data for several locations were collected in the City of Sumner. Specifically, on-street parking data were collected for six block faces on Main Street between the railroad tracks and Wood Avenue. In addition, parking utilization and turnover data were collected at four public off-street parking lots (two located north of Main Street and two located south of Main Street). Finally, parking utilization and overspill data were collected for the Sumner Commuter Rail station. The data collection focus area is shown on Figure 1.

Data were collected on two weekdays (Wednesday, April 25 and Thursday, April 26, 2001) and one Saturday (May 5, 2001). On-street parking utilization and license plate information were recorded each half-hour between 9:00 A.M. and 3:30 P.M. Parking demand and license plate data in the four public off-street lots were collected three times over the course of the survey days at 10:00 A.M., 12:00 P.M., and 2:00 P.M. Finally, parking demand data were collected at the off-street commuter rail lot and six block faces adjacent to the commuter rail station. Counts in the vicinity of the commuter rail station were obtained on Wednesday and Thursday only (since no commuter rail trains operate on Saturday) at 7:05 A.M., after the last northbound train had departed.

The parking supply included in the data collection effort is summarized in Table 3. Parking utilization and turnover were sampled for approximately 550 parking spaces identified in Sumner. Detailed on-street parking turnover data were collected at 47 spaces on six block faces of Main Street between the railroad tracks and Wood Avenue. A total of 197 off-street public parking spaces in four lots near Main Street were surveyed for both utilization and turnover. The 214-space lot associated with the commuter rail station as well as 92 on-street parking spaces along roadways adjacent to the commuter rail station were surveyed for utilization.

All of the on-street parking spaces along Main Street have two-hour time restrictions on weekdays with the exception of one fifteen-minute space. Of the 197 off-street spaces in public parking lots near Main Street, 88 (45%) are marked as three-hour spaces and 109 (55%) are marked as eight-hour spaces. There are no time restrictions on spaces in the commuter rail station lot or the on-street parking near the commuter rail station.

Table 3. Parking Supply Surveyed in the Sumner Study Area

Parking Type and Location	Number of Spaces
On-Street Parking on Main Street – Railroad to Wood Ave	
Two-hour parking	46
Fifteen minute parking	1
Off-Street Public Parking Lots	
Eight-hour parking	109
Three-hour parking	88
Off-Street Commuter Rail Lot	214
On-Street Parking Adjacent to the Rail Station*	
Cherry Street – Academy Street to Main Street	42
Maple Street – Railroad to Kincaid Avenue	13
Academy St – Commuter Rail Station to Kincaid Ave	20
Harrison St – Commuter Rail Station to Cherry Ave	17
Total Parking Supply Included in Sample Data	550

* Parking supply from City of Sumner Parking Survey, 2000

Parking Demand

As described previously, parking demand data were collected on Wednesday, April 25, 2001, Thursday, April 26, 2001, and Saturday, May 5, 2001. The results of the parking demand surveys are summarized in Table 4. Overall the highest utilization rates were found midday on Saturday for both on-street and off-street parking. Along Main Street, the peak on-street parking utilization rate was 77% on Saturday. In the vicinity of the commuter rail station, off-street and on-street parking spaces had an average weekday morning utilization of 85% and 38%, respectively.

Table 4. Peak Parking Utilization by Type in Sumner, 2001

Parking Type and Location	Surveyed Supply	Peak Parking Utilization	
		Avg. Weekday	Saturday
Main Street Vicinity			
On-Street Parking on Main Street	47	63% (12:30 P.M.)	77% (12:30 P.M.)
Off-Street Public Parking Lots			
Eight-hour	109	61% (12-2 P.M.)	54% (2 P.M.)
Three-hour	88	64% (12 P.M.)	78% (12 P.M.)
Commuter Rail Station Vicinity			
Off-Street Commuter Rail Lots	214	85%	N/A*
On-Street Parking Adjacent to the Rail Station	92	38%	N/A*

* Parking data were not collected on Saturday since commuter rail does not regularly operate on weekend days.

Peaking characteristics for parking in the Main Street vicinity varied by time of day and by type of parking. Figure 5 presents on-street parking utilization data by time of day for the Main Street vicinity. Figure 6 and Figure 7 present the off-street parking utilization by time of day for 8-hour and 3-hour spaces, respectively.

Figure 5. Peaking Characteristics of On-Street Parking Demand on Main Street

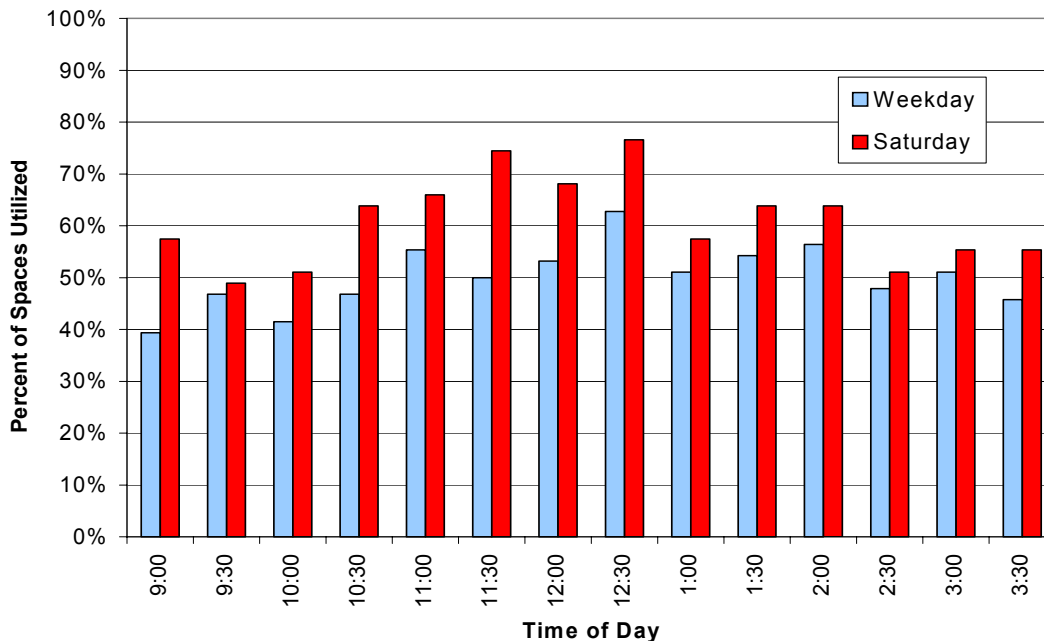


Figure 6. Peaking Characteristics of 3-Hour Off-Street Parking Demand in Main Street Vicinity

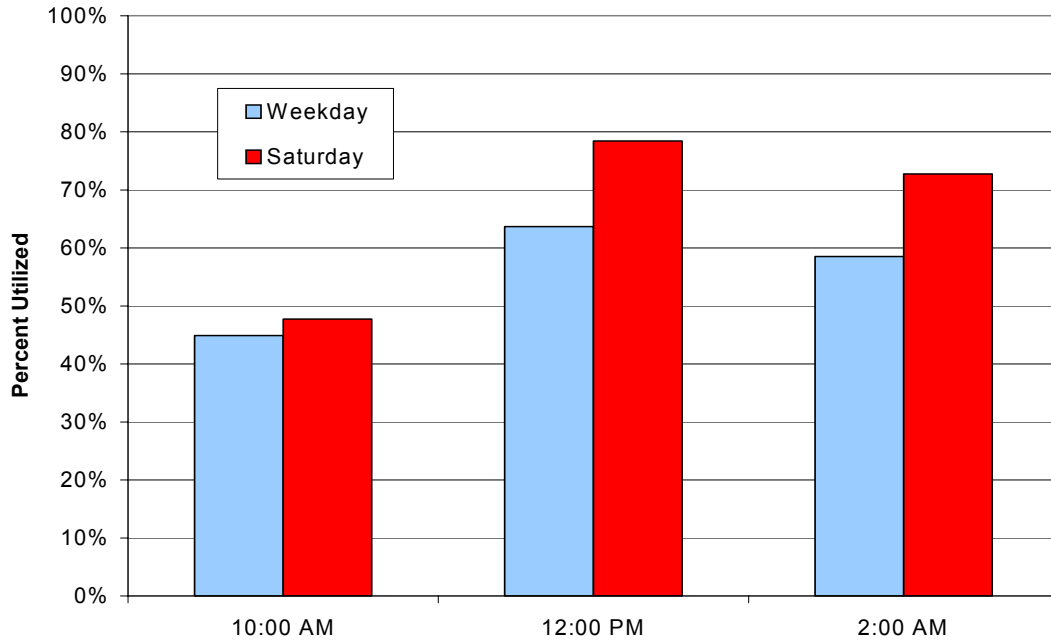
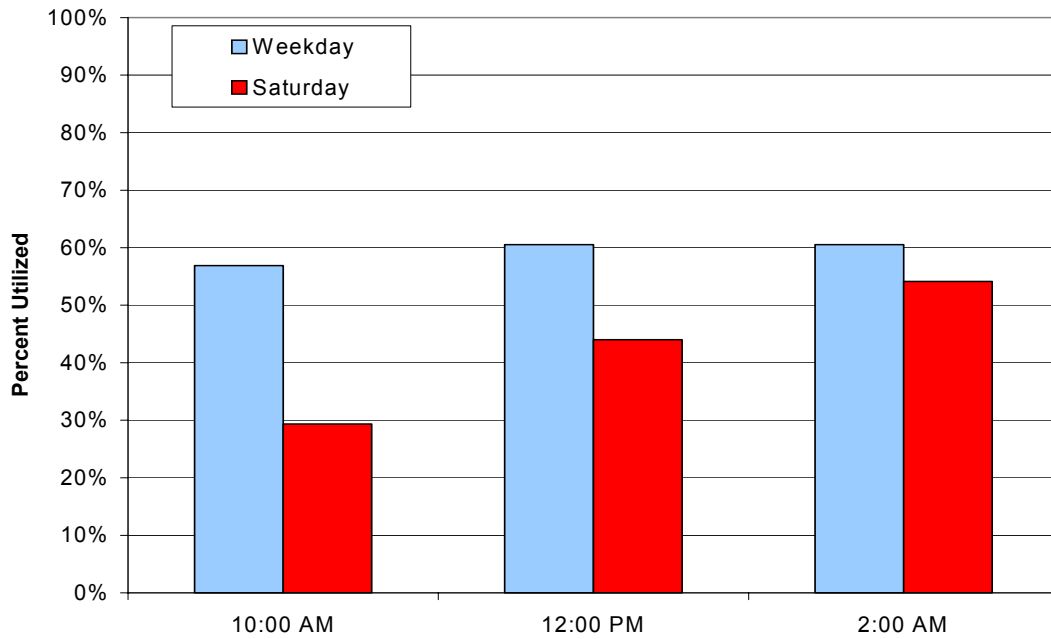


Figure 7. Peaking Characteristics of 8-Hour Off-Street Parking Demand in Main Street Vicinity



The utilization also varied significantly by block face with higher demand toward the western portion of the Main Street vicinity. Figure 8 (weekday) and Figure 9 (Saturday) summarize the parking utilization by location (blocks are identified by letters A through E, off-street lots are numbered one through four. For example, on-street spaces on the south side of Main Street between Kincaid Avenue and Alder Avenue were more than 95% utilized during the weekday peak while other block faces were rarely more than 80% utilized. On Saturday, the peaking characteristics were much stronger. Five of six block faces had peak utilization rates exceeding 80% (including three blocks that were 100% utilized). Table 5 also summarizes the parking utilization by location (the block faces are lettered and off-street lots are numbered to correspond to Figures 8 and 9).

Table 5. Parking Utilization by Location in Sumner, 2001

Parking Type and Location	Surveyed Supply	Avg. Weekday		Saturday	
		Peak Utilization	Time(s) Observed	Peak Utilization	Time(s) Observed
Main Street Vicinity					
On-Street Parking on Main Street					
A. South side – Kincaid Ave to Alder Ave	10	95%	12:00-1:00p	100%	11:30a, 12p, 2:30p
F. North side – Ryan Ave to Railroad	16	81%	12:30-1:30p	94%	12:30p
B. South side – Alder Ave to Ryan Ave	5	80%	11:00a-12:00p	100%	1:30p, 2p, & 3p
G. South side – Railroad to Kincaid Ave	3	67%	12:30p	100%	11a, 12p, 12:30p
E. North side – Wood Ave to Ryan Ave	6	67%	3:00p	83%	2:00p
C. South side – Ryan Ave to Sumner Ave	7	21%	2:30p	29%	11:30p
Off-Street Public Parking Lots					
1 South – Between Alder Ave and Kincaid Ave	34	75%	2:00p	97%	12:00p
2 South – West side of Ryan Ave	35	66%	12:00p	66%	2:00p
3 North – East Side of Ryan Ave	66	52%	12:00p	50%	2:00p
4 North – East of Railroad	62	68%	2:00p	61%	2:00p
Commuter Rail Station Vicinity					
Off-Street Commuter Rail Lots	214	85%	7:15a		N/A ¹
On-Street Parking Adjacent to the Rail Station					N/A ¹
Cherry Street – Academy St to Main St	42	20%	7:15a		N/A ¹
Maple Street – Cherry St to Kincaid Ave	13	89%	7:15a		N/A ¹
Academy Street – Narrow St to Kincaid Ave	20	63%	7:15a		N/A ¹
Harrison Street – CR Station to Cherry St	17	12%	7:15a		N/A ¹

1. Parking data were not collected on Saturday since commuter rail does not regularly operate on weekend days.

Utilization patterns for off-street lots were similar to the on-street results with lots located on the western end of the study area experiencing higher utilization than lots to the east. For example, the off-street public lot located south of Main Street between Kincaid Avenue and Alder Avenue was 75% utilized during the weekday peak, and 97% utilized during the Saturday peak. In contrast, the lot located north of Main Street on the east side of Ryan Avenue was 52% utilized during the weekday peak, and 50% utilized during the Saturday peak.

Table 5 also shows the weekday parking utilization rates within the commuter rail station parking lots as well as the adjacent street system. As shown, the off-street commuter rail station lot average 85% utilized on the two weekdays that were surveyed. The on-street parking nearby the station varied between 12% utilized on Harrison Street at the south end of the station to nearly 90% utilized on Maple Street near the primary boarding platform. Two of the streets, Maple Street and Academy Street appear to meet the 60% threshold requirement for a Restricted Parking Zone permit.

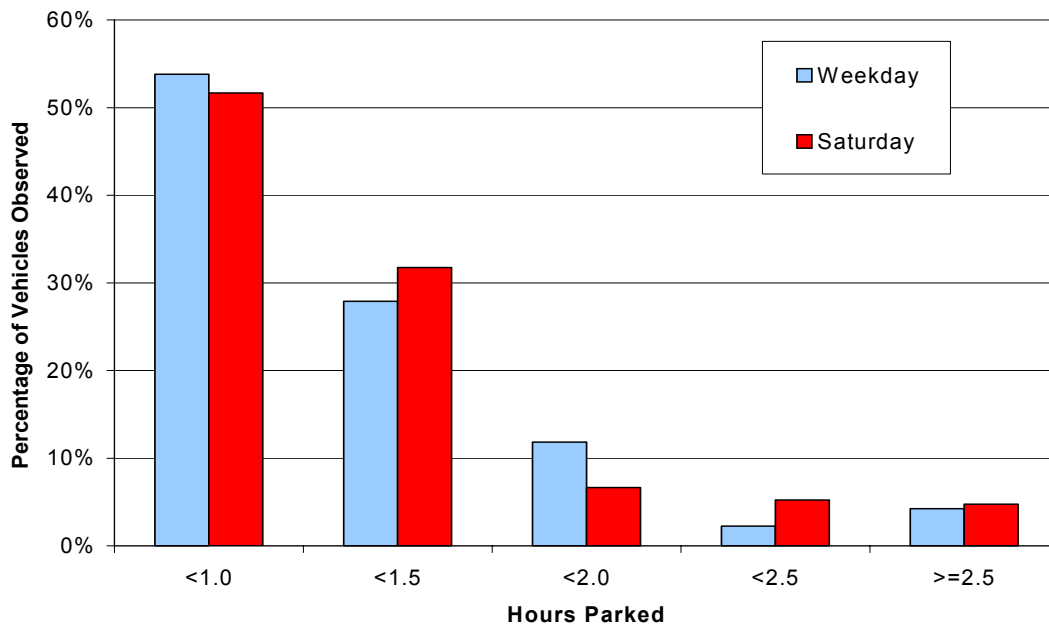
Figure 8. Weekday Peak Parking Utilization

Figure 9. Saturday Peak Parking Utilization

Parking Duration

License plate data were collected for individual parking spaces in the Main Street area to estimate parking duration. Each on-street parking space was observed every half hour between 9:00 A.M. and 3:30 P.M. The total number of unique license plates observed was 170, 185, and 211 for Wednesday, Thursday, and Saturday, respectively. The majority of the vehicles parked for less than one hour, with an average of 54% parking less than one hour on weekdays and 52% parking less than one hour on Saturdays. An average of 6% of those observed on weekdays and 10% of those observed on Saturday parked for longer than two-hours (violating the parking time restriction). These data support the existing two-hour parking restrictions on Main Street. A longer time restriction is not needed, and would likely result in lower parking turnover rates, which translates to less short-term parking for customers. The results of the parking duration study for on-street spaces on Main Street are summarized in Figure 10.

Figure 10. On-Street Parking Duration on Main Street



License plate data for off-street parking spaces in the Main Street vicinity were collected at 10:00 A.M., 12:00 P.M., and 2:00 P.M. In three of the four off-street public parking lots, license plate data were collected for a portion of the total number of spaces. Data were collected every two-hours in the off-street lots to identify those vehicles that parked for longer than three hours. Table 6 summarizes the percentage of vehicles observed that parked for periods of four hours or more in each category of parking in the Main Street vicinity. These data indicate that some of the three-hour spaces may be serving long-term employee parking. This could be occurring for a variety of reasons including: parking spaces are not marked well, there is little or no perceived enforcement, or users are unaware of location of long-term parking.

Table 6. Long-Term Parking Demand in the Main Street Vicinity

Parking Type and Location	Percentage of Vehicles Parked for More than Three Hours	
	Weekday	Saturday
On-Street Parking on Main Street	1%	2%
Off-Street Three-Hour Public Parking	15%	10%
Off-Street Eight-Hour Public Parking	45%	21%

License plate data from consecutive days were compared to estimate employee demand, and to determine if employees are parking in appropriate areas. Of those using on-street spaces on Main Street, none were observed to park longer than two hours on both Wednesday and Thursday. Of those who parked in off-street lots on Wednesday or Thursday, 21 vehicles parked for four hours or more on both days. Therefore, these data do not reflect excessive use of short-term spaces for long-term parking by employees.

Commuter Rail Parking Demand

As described previously, the commuter rail station has existing off-street parking capacity for 214 vehicles. Currently, due to the location of the track crossing as well as the length of trains and stop location, most boarding activity occurs near the Maple Street at-grade railroad crossing. As described above, off-street parking at the Sumner station is not fully utilized (average of 85% utilized during data collection). Over the two survey days, the lots had an average parking demand of 182 spaces. Several spaces located in the southern portion of the lot (near Harrison Street) were empty. However, commuter rail patrons were observed using on-street parking spaces along Maple Street, Cherry Avenue, and Academy Street. Commuter rail patrons likely find it more convenient to park on-street in spaces located closer to the railroad crossing than in the southern portion of the lot. Egress in the evenings is also likely easier from on-street spaces than from lot driveways serving numerous vehicles at once. Sound Transit is planning to construct additional parking on the Sumner City Shops property located at the northwest corner of the Harrison Street/Narrow Street intersection. However, these spaces will be located well south of the at-grade crossing and preferred boarding areas. These additional spaces may be less desirable than spaces in the southern portion of the lot. Without on-street parking management revisions, parking overspill to residential on-street parking will likely continue even with the additional parking capacity.

Local Business Interviews

After compiling issues raised at the public meeting (described previously), and collecting parking demand data over several days in the Sumner CBD, twelve local businesses were interviewed to further understand the existing demand for parking. Owners or representatives from the following businesses were interviewed:

- Sunset Chevrolet – Traffic Avenue
- Bank of America – Main Street & Alder Avenue
- Frontier Bank – Alder Avenue
- Red Apple Market – Maple Street & Alder Avenue
- Nicholson’s Drug Store – Alder Avenue
- Mark’s Pharmacy – Main Street
- Van Lierop’s Garden Market – Ryan Avenue
- Berryland Café – Main Street
- Hammermaster Law Offices – Main Street
- Hamilton’s Antiques – Main Street
- Washington Mutual Bank – Maple Street & Alder Avenue
- Hedges Engineering – Kincaid Avenue

Each of the businesses were asked about the total number of employees, the number that are on-site on a typical day, and generally where those employees park. In addition, the businesses were asked to identify any existing or anticipated parking concerns that influence either employees or customers. The number of employees at each of the businesses ranges from a low of 2 for a small antiques shop to a high of approximately 100 at the Chevrolet dealership. Of the twelve businesses interviewed, the average number of employees was approximately 20, and the average number of employees on-site on a typical day was nine.

The following summarizes the comments received when each business representative was asked about parking in Sumner and how it was affecting employee or customer conditions.

Issues or Concerns	Suggested Changes
On-street and off-street parking delineation is poor for both regular and disabled parking spaces. Signage to lots is poor and customers are unaware of off-street parking north of Main Street. Not enough parking enforcement along Main Street.	Better striping of spaces would improve parking conditions. Previously, businesses have distributed a brochure showing locations of parking for customers.
No concerns. Never had a problem for customers or employees.	No suggestions.
Long-term employee parking is more difficult to find during holidays and festivals. No major concerns.	No suggestions.
No Concerns. Adequate on-street and off-street capacity exists.	No suggestions.
Existing off-street lots have poor lighting, security and are generally uninviting.	Need to plan for long-term (eight-hour) employee parking.
No Concerns. Parking has not been a problem.	No suggestions.
Office employees arriving by 8:00 A.M. and take a large majority of convenient eight-hour spaces. Retail employees and owners arrive between 9:00 and 11:00 A.M. and have fewer convenient options.	Need additional eight-hour spaces.
No Concerns. Large off-street public lot behind office is always half empty.	Recommend minimal, least intrusive, least expensive options. Do not provide additional capacity.
Overall, no concerns. Some customer complaints about finding spaces near business, not many. Never any problem for employees since they arrive very early.	No Suggestions.
Working well, no complaints.	For future, consider improved security, lighting aesthetics, and pedestrian friendliness at existing lots.
No parking concerns.	Traffic congestion on Traffic Avenue is more of a problem that should be addressed before parking.

Overall, most of the businesses interviewed indicated no major concerns about parking capacity or other parking issues in the Sumner CBD. However, there were a few clear issues raised regarding the condition, maintenance and attractiveness of the existing parking facilities.

Enforcement

The City of Sumner Police Chief was also interviewed to identify current and planned parking enforcement efforts. At the time of the interview, the department performed occasional parking enforcement. However, Sumner police officers are not regularly available for parking enforcement duties. When officers have enforced parking restrictions, local employees and business owners have occasionally notified others in the Main Street core to avoid citations. Parking tickets include a fine of \$25. If more than three tickets have accumulated, a vehicle can be impounded. Vehicles that have not moved, are typically “green tagged” for 48-hours before impounding.

Recently the department hired a half-time Community Service Officer for parking enforcement. The officer will be equipped with a three-wheeled vehicle with “Parking Enforcement” clearly marked on the side of the vehicle. The addition of the officer and the parking enforcement vehicle should greatly enhance the enforcement effort in Sumner. It should be recognized that the parking enforcement officer will have responsibility for the Main Street corridor as well as areas adjacent to the high school and elementary school where RPZs currently exist. The department plans to fluctuate the enforcement officer’s schedule each day.

FUTURE PARKING CONDITIONS

This chapter describes the potential future parking demand in the Sumner CBD. The future parking demand estimates are based on potential growth forecasts developed by ECONorthwest for the Sumner Market Analysis (performed concurrently with this study) as well as future commuter rail ridership estimates.

Parking Demand from Growth in Sumner

As described in the *Sumner Commuter Rail Station Area Market Analysis* (ECONorthwest, August 2001), the potential for new building space in the Sumner CBD area including the area surrounding the commuter rail station is strong. The growth estimates for the study area were segmented into three zones: 1) the areas west of Traffic and Fryar Avenues, 2) the Main Street area north of Maple Street, and 3) the commuter rail and residential area south of Maple Street. Figure 11 shows the zones defined in the market analysis. As described in the *Sumner Market Analysis*, the Baseline Scenario represents most likely expected economic conditions based on regional macro economic outlooks. The High Growth scenario represents an 18% higher level of jobs in the region compared to the Baseline scenario; the Low Growth scenario represents 18% fewer jobs in the region compared to Baseline conditions. These scenarios are intended to bracket to range of possible development expected. Table 7 summarizes the potential new building area for different types of uses in the study area.

Table 7. Forecast (2020) New Building Space for Sumner CBD and Commuter Rail Station Area

	Study Area Total (gsf)	Zone 1 (gsf) ^a	Zone 2 (gsf) ^b	Zone 3 (gsf) ^c
Baseline Scenario				
Office	193,615	52,778	125,758	15,079
Retail	78,389	21,368	50,916	6,105
Industrial	8,924	2,433	5,796	695
Total	280,928	76,579	182,471	21,879
High Growth Scenario				
Office	228,466	62,278	148,395	17,793
Retail	92,499	25,214	60,080	7,204
Industrial	10,530	2,870	6,840	820
Total	331,495	90,363	215,315	25,817
Low Growth Scenario				
Office	158,764	43,278	103,122	12,365
Retail	64,279	17,522	41,751	5,006
Industrial	7,318	1,995	4,753	570
Total	230,361	62,794	149,626	17,940

Source: Sumner Commuter Rail Station Area Market Analysis, (ECONorthwest, August 2001).

a Area west of Traffic and Fryar Avenues between SR-410 and approximately Washington Street

b Main Street from the BNSF railroad to Wood Avenue and from Maple Street to Washington Street

c Area east of BNSF railroad to approximately Ryan Avenue and between Maple Street and Thompson Street

Figure 11. Market Analysis Forecast Zones

Based on the above growth forecasts, future potential peak parking demand estimates were also developed for each of the three study area zones. The peak parking demand forecasts were developed using rates and equations from *Parking Generation* (Institute of Transportation Engineers, [ITE], 2nd Edition, 1986). This reference includes peak parking demand rates for a variety of land use types and is typically used to evaluate the anticipated parking impacts of proposed projects during the permitting process. Table 8 summarizes the potential increases in peak parking demand for each of the three zones within the study area. As shown, the potential increase in office space in the Main Street area north of Maple Street (Zone 2) would result in the largest anticipated increases in parking demand. Increases in this area are estimated to range from a low of 345 spaces to a high of nearly 500 spaces.

Table 8. Potential Increase in Peak Parking Demand

	Study Area Total (gsf)	Zone 1 (gsf)	Zone 2 (gsf)	Zone 3 (gsf)
Baseline Scenario				
Office ¹	498	140	314	44
Retail ²	139	33	99	7
Industrial ³	14	4	9	1
Total	651	177	422	52
High Growth Scenario				
Office	580	163	366	51
Retail	170	41	121	8
Industrial	16	5	10	1
Total	766	209	497	60
Low Growth Scenario				
Office	413	116	261	36
Retail	108	26	77	5
Industrial	11	3	7	1
Total	532	145	345	42

Note: All future parking demand calculated using land use growth forecasts from the Sumner Commuter Rail Station Area Market Analysis, (ECONorthwest, August 2001), and peak parking demand equations from *Parking Generation* (ITE, 2nd Edition, 1987).

1. Equations for General Office Building (Land Use Code 711-716) were used to estimate future parking demand.
2. Equations for Retail Shopping Center (Land Use Code 820-828) were used to estimate future parking demand.
3. Equations for Light Industrial (Land Use Code 111-112) were used to estimate future parking demand.

The market analysis prepared for Sumner further indicates that development of multifamily housing in the CBD and commuter rail station area is somewhat unlikely. However, incentives provided by the City of Sumner and investment by local developers could result in a few eight- to twenty unit multifamily developments. Multifamily housing typically generates peak parking demand of 1 space per unit on weekdays. Therefore, the parking demand increases that might result from growth in housing would be between 10 and 40 spaces.

It is important to recognize that some or all of the increase in peak parking demand could be accommodated by on-site parking provided by developers. In fact, some developers may require on-site parking to obtain financing for a particular project. Therefore, the additional parking demand listed above will not necessarily affect public parking facilities such as on-street spaces or off-street public lots. As a result, it will be important for Sumner to monitor development and its anticipated affect to public parking through its permitting processes. For example, projects can be required to document anticipated peak parking demand and supply. Future decisions regarding parking management measures and potential investment in additional facilities will depend on how development chooses to address its parking needs.

Commuter Rail Parking Demand

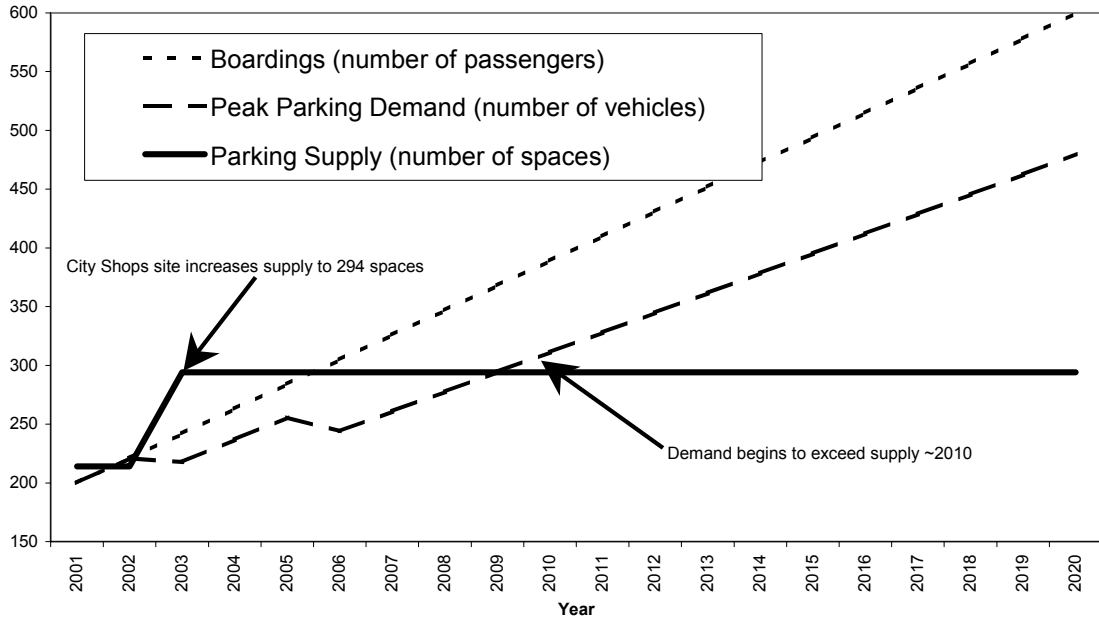
To estimate commuter rail parking demand rates, current commuter rail ridership counts were obtained from Sound Transit. Sound Transit indicated that the Sumner station averaged 200 boardings per day (total for both trains) in late April. Given this and the parking demand observed, the parking demand rate for the station could

be as high as 1.01 spaces-per-boarding (assuming all of the on-street parking in the immediate vicinity is related to commuter rail). In addition to commuter rail, the Sumner station serves as a park-and-ride Pierce Transit and Regional Express bus service. Parking demand for bus riders is included in this parking demand rate. It is assumed that bus ridership will increase in proportion to commuter rail ridership. The parking rate of 1.01 spaces-per-commuter-rail boarding was used to estimate future parking demand at the commuter rail station.

Future anticipated boardings at the Sumner Commuter Rail station were obtained from two sources. The *Tacoma-to-Seattle Commuter Environmental Assessment* (Adolfson Associates, Inc., June 1998) estimated 300 daily boardings in 2010. Sound Transit’s New Starts Report (1998) included year 2020 ridership and boardings forecasts for the entire commuter rail line. This report estimated that boardings at Sumner would reach 600 per day by year 2020. Based on the current demand for parking associated with the station, these estimates indicate parking demand up to 305 spaces by 2010, and up to 605 spaces by year 2020. This would represent net increases of approximately 90 spaces by year 2010, and approximately 390 spaces by 2020.

The planned conversion of the City shops site would meet some (80 spaces) of the growing commuter rail demand. In addition, if the typical modes of travel to the commuter rail station improve to include more non-auto and/or non-parking patrons (i.e., more riders use transit, walk, bicycle, or drop-off to the station), parking demand generated by the station would decrease. For example, if the station’s parking demand rate decreased from 1.01 (current) to 0.80 parked vehicles per commuter rail boarding, peak demand would decrease from 605 vehicles to 480 vehicles by 2020. If growth in demand occurred linearly over the next two decades, parking demand would exceed the commuter rail parking capacity (planned for up to 294 spaces with the converted City shops site) in about the year 2007 with current commuter mode of travel patterns. Even with more patrons using alternative modes of travel to reach the station, the demand would exceed supply by year 2010. Figure 12 shows how growth in ridership, even with improved mode characteristics, could result in excess parking demand.

Figure 12. Potential Growth in Commuter Rail Ridership and Excess Parking Demand



FINDINGS & CONCLUSIONS

This section presents conclusions reached with respect to parking conditions in the Sumner CBD including the commuter rail station area.

Current Conditions

Overall parking capacity is adequate to accommodate the existing demand in Sumner. However, portions of the Sumner CBD, including the residential areas surrounding the commuter rail station are experiencing parking demand pressure. Parking demand generated in these areas does not appear to be occurring because of a lack of supply, but rather for convenience or out of habit. For example, commuter rail riders find it more convenient to park on-street in locations such as Maple Street instead of relatively remote areas of the station's parking lot. Similarly, parking demand generated by retail and restaurant customers as well as office employees in the Main Street area are choosing spaces closest to their destination. Currently, the highest demand for parking is occurring toward the western end of the Main Street area at the confluence of Main Street, Kincaid Avenue, and Cherry Avenue. The highest demand is occurring during midday when all generators have somewhat overlapping peaks (office, retail, and restaurant). The combination of employee parking demand and midday customer demand results in noticeably congested parking conditions for the western portion of the Main Street area (including both on-street and off-street parking spaces between the railroad tracks and Ryan Avenue). While parking is congested along the western end of the Main Street area, parking capacity is available toward the east. Both on-street and off-street parking capacity is consistently underutilized with rates of 50% or more available during peak midday hours.

There are several factors that are contributing to the unbalanced demand for parking in the Sumner CBD:

1. Signage to public off-street parking lots is not adequate to direct new visitors to lots with excess capacity.
2. The public parking lots that are located farther to the north and west are not aesthetically inviting.
3. The lots are perceived as having inadequate lighting and security to serve long-term parking demand for employees.
4. Parking restrictions in the off-street lots are unclear and poorly identified.
5. There is simply less demand for parking further east in the Main Street area because there is a lower density of generators.
6. Much of the short-term (two-hour restricted) on-street parking capacity is not being used efficiently because spaces are not delineated.
7. There was, at the time of the analysis, little or no enforcement of existing parking restrictions and violations.
8. Access to the commuter rail platforms and ease of egress from the station parking lots are contributing to on-street parking demand from riders. There are no restrictions for non-residential long-term parking adjacent to the commuter rail station.

Future Conditions

Growth in Sumner, from office, retail, industrial, and residential development as well as from increases in commuter rail ridership, will continue to create new demand for parking. The potential parking demand increase associated with the office component of this growth could have the largest impact on parking conditions in the CBD. If developers choose not to provide parking as part of their proposals and instead take advantage of the option to participate in the LID for new public parking, this additional demand would occur in public off-street

lots or unrestricted on-street parking spaces. If this occurs, the potential increases in demand would exceed the current supply of long-term public off-street parking. However, developers may choose to include parking supply with their developments and the additional demand would not significantly affect the overall public parking supply (e.g., a proposed office project includes on-site parking supply for its employees). By 2020, the growth estimates imply that peak parking demand will increase by nearly 500 spaces in the Main Street area of the CBD. This additional demand must be accommodated by either supply provided by developers with projects or by public spaces provided by the City of Sumner through the LID funding process.

For the area west of Traffic and Fryar Avenues, growth in parking demand from new development is expected to be roughly half of that forecast for the Main Street area of the CBD. While this increase in parking demand may be new, there is a large amount of private parking supply currently being used as car storage for auto sales inventory. If these are the parcels where growth occurs, the new parking demand may be able to be accommodated without overspill to the surrounding neighborhood.

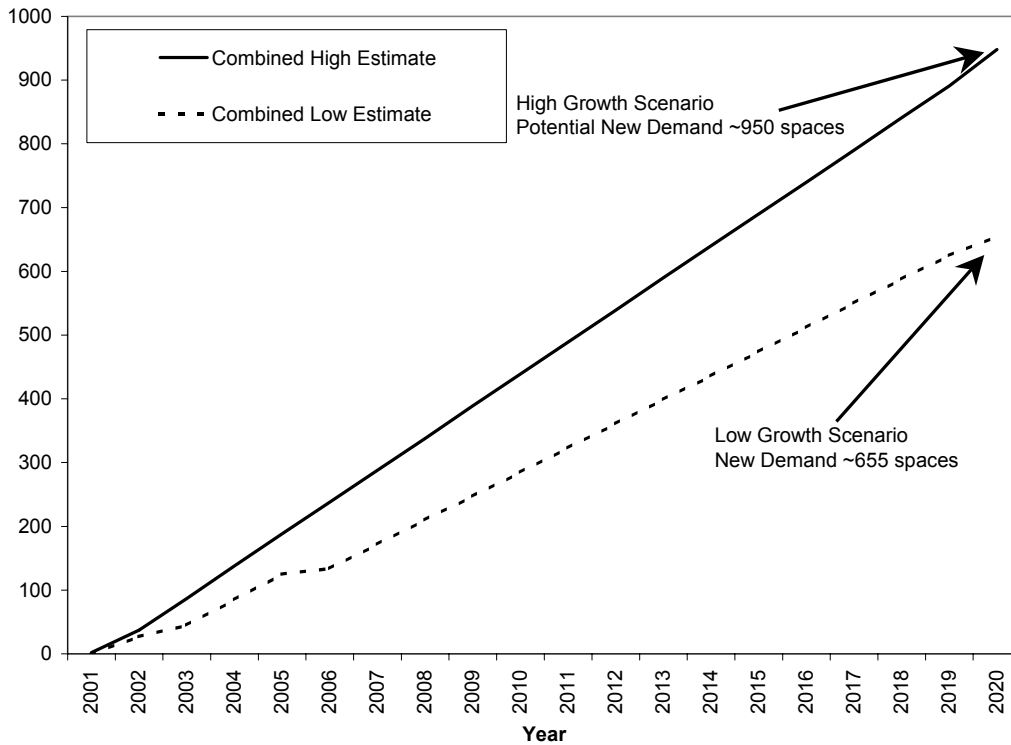
The development forecast for the area south of Maple Street and east of Traffic Avenue is much lower than the two other portions of the study area. Small amounts of retail and office could occur together with a very small amount of industrial growth. These uses could rely on the on-street parking supply if development is allowed to occur without providing on-site or remote parking. If additional residential development occurs, additional on-street parking demand would also occur.

Growth in commuter rail ridership could also substantially increase the parking demand in the study area. Commuter rail station parking demand could exceed the designated parking supply within the next year depending on how quickly the number of trains is increased. At the current rate of parking demand, the parking supply at the Sumner station would not be adequate to serve the forecast 2010 or 2020 demand. Without parking restrictions adjacent to the station, commuter rail riders will continue to park on-street and demand will continue to grow virtually unconstrained. Over time, on-street parking along residential streets adjacent to the commuter rail station would become saturated with long-term commuter rail parkers. Figure 13 shows the locations near the commuter rail that 1) likely already meet requirements for a RPZ, 2) areas that are being impacted and may soon meet the requirements for an RPZ, and 3) locations that should be monitored for future restrictions (either RPZ or other restrictions and/or enforcement).

Based on the forecasts developed for this report, total combined new parking demand in the CBD area (Zones 2 and 3 in Figure 11) due to commuter rail patrons and new development activity in Sumner would range from 655 spaces to 950 spaces. These estimates include new commuter rail demand of between 265 spaces (with an improved mode split) and 390 spaces (with the existing mode split). In addition these estimates include between 390 spaces (Low Growth Scenario) and 557 spaces (High Growth Scenario) from new development. Figure 14 shows the range of potential new parking demand—one with low CBD growth and improved mode characteristics at the commuter rail station and a second with high growth in the CBD and no change in mode characteristics at the commuter rail station.

Figure 13. Potential RPZ Area Surrounding Commuter Rail Station

Figure 14. Potential New CBD Parking Demand – Combined Commuter Rail and CBD Development



It is simple to define the existing and future parking supply for commuter rail parking as shown in the previous *Commuter Rail Parking Demand* section. The total number of existing spaces plus new spaces planned by Sound Transit represents the total supply for commuter rail patrons. However, it is very difficult to forecast what portion of the CBD demand will not be met by existing or potential new private parking facilities. This is because the overall CBD demand will be met by a variety of supply components including: new private parking provided by development, the existing underutilized on-street parking, and the remaining public supply. Furthermore, if all the other recommendations in this study are implemented, the increase in parking demand from development may be largely mitigated such that little or no excess demand may occur (which is why annual monitoring of development activity is recommended). Finally, it is difficult to define where existing parking supply will serve the new growth. For example, if the on-street parking supply throughout the CBD study area were included as part of the supply, it could be argued that demand will not exceed that capacity. However, that would not preclude the possibility of significant parking congestion along the entire main street corridor or in one area of the CBD.

Total combined parking demand in the Sumner CBD will depend on a large number of factors including: the success of Sound Transit’s Commuter Rail service (such as growth in boardings and additional trains), parking availability at other commuter rail stations, the types and sizes of individual developments occurring, and the amount of off-street parking provided by those developments. Recent trends indicate that, in CBDs where no minimum parking requirements exist (such as the parking waiver available in the Sumner CBD), lenders have often insisted that some new parking capacity be provided with planned developments. Therefore, it is expected that some of the new development will provide additional off-street parking in some locations. If 60% of the demand generated by new development can be accommodated by new off-street parking or existing on-street or off-street public parking, the remaining 40% would be unmet demand of between 155 and 225 spaces. Again, assuming relatively linear growth in demand, this new demand would reach 60% of the total and possibly exceed supply sometime between years 2010 and 2012. Based on these estimates, the combined demand from commuter rail patrons and new CBD development could result in between 340 and 535 spaces of excess parking demand by 2020. Using linear growth estimates, combined parking overflow would begin to materialize during the period between

years 2008 and 2012. A potential option to meet this excess demand would include a combined parking facility, jointly funded and constructed by the City of Sumner and Sound Transit. If located at or adjacent to the existing commuter rail facility, excess commuter rail parking demand and demand from new development in the Sumner CBD could share such a facility.

Since these estimates are rough and are dependant on multiple factors, regular parking demand monitoring should be performed. This would include one or two parking demand counts per year at the commuter rail station combined with ridership counts for that period. Such counts will provide a regular measure of commuter rail demand and parking demand rates at the Sumner Station. In addition, planned new development should be monitored to document the amount of public on-street and off-street parking that would be utilized. Development permit submittals should be required to include information about a project's planned reliance on public parking supply or parking provided by the project. These monitoring measures will better allow City of Sumner staff to predict when demand will exceed supply.

RECOMMENDATIONS

The following recommendations were developed for the City of Sumner based on the analysis presented in this report. Included are short-term, medium-term, and long-term parking recommendations for the study area. The recommendations address on-street and off-street parking as well as development guidelines and zoning codes. The measures recommended herein should be prioritized and validated regularly through ongoing planning processes.

Because of the diverse land uses in the area, the available parking within the neighborhood must be shared by restaurants, retail shops, offices, automotive uses, industrial uses, and residents. While there are strategies that may improve how parking supply is allocated to serve one or more of these uses, no single strategy will serve all uses. Therefore, many parking management strategies are recommended to address the diverse parking needs of the City.

Short-Term Parking Recommendations

There are several measures that are recommended for consideration immediately to address existing parking concerns and problems. These recommended measures are listed below and would be intended for implementation within the next two to three years.

- S-1. **Establish a parking management review committee.** A committee made up of representatives from the local CBD area including private sector businesses, City of Sumner staff, residents, the Police Department and/or Parking Enforcement, should be established. This group should meet periodically (minimum of twice per year) to review current, medium-term, and long-term parking management strategies for success or revisions. This committee could also periodically collect parking utilization data (volunteers could be used to reduce costs) and measure the success of strategies. This committee should be given a specific geographic area of responsibility and be allowed to make recommendations to the Planning Commission, City staff, and/or City Council. The review committee should also be informed about planned development in the CBD area and the portion of expected parking demand that will rely on public parking supply (either on-street or off-street). Finally, as part of on-going parking demand monitoring, the committee should review periodic parking demand counts at and around the commuter rail station and combine those counts with ridership (boarding) data from Sound Transit for that period. The periodic parking demand counts could be taken by City of Sumner interns similar to the 1999 and 2000 parking counts.
- S-2. **Periodically review loading zone requirements.** The Main Street corridor has few loading zones since most truck loading appears to occur from the rear of Main Street businesses. Periodic review of loading zone activity and requirements with the local businesses could enhance parking and loading ability in the CBD. The parking management review committee could consider loading zones as part of its regular review process.
- S-3. **Add on-street parking spaces where possible.** There are some locations in the CBD area where additional parking spaces could be added. For example, the section of Maple Street between Kincaid Avenue and Alder Avenue has curb paint identifying a Pierce Transit bus stop. The City should review the needs for Pierce Transit at this location and remove or re-paint the curb, where possible. There is approximately 90-feet of curb space (room for between four and five cars) on the north side of Maple Street and approximately 75-feet on the south side (room for up to four cars) that could be used for parallel parking with adequate bus stop length.
- S-4. **Delineate time restricted on-street parking spaces.** On-street parking in areas where time limits are enforced can be made more efficient with space delineation. Simple striping paint placed at the corners of on-street parking spaces improves overall utilization and enforcement of disabled and loading spaces. Typical on-street parking spaces are 8.5-feet wide and 20-feet long.

- S-5. **Review disabled parking requirements.** For public parking lots and on-street spaces, the City should review and, if necessary, revise or re-stripe lots or curb faces to provide the appropriate number and size disabled parking. Based on our review of Americans with Disabilities Act requirements, a total of five additional accessible spaces may be required in three of the four surveyed public off-street parking lots.
- S-6. **Implement Restricted Parking Zones surrounding commuter rail station area.** As described previously, the use (out of habit and/or convenience) of on-street parking by commuter rail patrons has resulted in conditions such that the RPZ requirements are likely met in two locations—Maple Street and Academy Street.
- S-7. **Design and install new public parking signage.** Many of the off-street parking lots in the neighborhood are somewhat difficult to find, and are underutilized by customers. Uniform signage directing motorists to parking lots (Trailblazer Signs) would likely improve utilization of lots that are not visible from Main Street. New uniform public parking signs should be designed to include the large “P” and directional arrows to City lots. The signs should be larger and placed lower on posts than the current parking lot signage. Signs designed with Sumner logos or decorative characteristics unique to Sumner would enhance their effectiveness. Directional signs should be located at all major entry points to the CBD area. Potential locations include: facing eastbound traffic on Main Street just east of the railroad crossing, facing westbound traffic on Main Street just west of Wood Avenue, facing northbound traffic on Cherry, Kincaid, Alder, and Ryan Avenues. Multiple signs may be needed on these routes where decision points exist. New uniformly designed signs identifying the public lot (Site Signs) and type of parking expected (e.g., customers and employee parking) should also be installed at all vehicular entrance locations to all public lots.
- S-8. **Increase enforcement.** All parking restrictions are only effective if they are adequately enforced. Additional enforcement is needed in areas that are signed with “2-Hour Parking,” since enforcement officers must mark tires to determine how long a vehicle has been parked. Parking enforcement should be strict and should occur at random times daily to avoid obvious patterns. An initial period where only “Friendly Tickets” are issued may help ease users into the more consistent enforcement patterns. Simple one page brochures could also be included with the “Friendly Tickets” to direct customers and employees to underutilized off-street lots or longer-term spaces.
- S-9. **Review and revise off-street public parking restrictions, striping, and signage.** The existing parking restrictions in the off-street public lots are confusing and poorly marked. Since off-street lots typically are best suited for long-term parking, most off-street spaces should be unrestricted. Given the current demand for short-term parking toward the west end of the Main Street area, any short-term off-street parking should also be provided in this vicinity. Based on current short-term and long-term demand, we suggest 25% of the off-street spaces be designated for short-term parking—preferably signed for 2-hours similar to on-street spaces). Shorter durations are preferred to reduce the likelihood of employees with short shifts using parking that is better left for CBD customers. The best location for these spaces would be the entire lot located south of Main Street between Alder and Kincaid Avenue (34 spaces) and a small southernmost portion (15 spaces) of the lot north of Main Street west of Ryan Avenue. All spaces in the other lots could be designated for eight-hour parking to serve CBD employees as part of the revised signage (see #6 above). This should reduce the number of spaces that require specific signage, markings, and maintenance.
- S-10. **Prepare information packet/brochure/flyer regarding various parking options.** Create a simple flyer or brochure with a map of public parking areas and access routes. Businesses could distribute this flyer to customers and note the parking area closest to their location. This map could also be incorporated into other promotional materials distributed by the City or Chamber of Commerce.

Medium-Term Parking Recommendations

There are several measures that are recommended for consideration over the next three to ten years. These recommendations may require special action by the City Council, a larger amount of funding, or simply may not be needed until demand increases.

- M-1. **Improve existing off-street parking lots.** Utilization of off-street parking lots would be improved with enhanced landscaping, new lighting to enhance security, and improved pedestrian access routes. Land-

- scaped planting strips (with low foliage or taller narrow trees to maintain visibility), decorative planters and lighting poles, and marked crosswalks or pedestrians paths would encourage employees and visitors to use lots that are currently underutilized. Where possible consolidate surface lots into one more efficient lot and enhance areas behind Main Street buildings. Maintain condition and cleanliness of off-street lots.
- M-2. **Monitor and expand Restricted Parking Zones surrounding commuter rail station area, as needed.** After the RPZ is implemented on the streets closest to the commuter rail station (see recommendation S-5), and/or commuter rail ridership increases, commuter parking on streets further from the station may increase. Three roadways—Narrow Street, Cherry Street (south of Maple Street), and Harrison Street (west of the commuter rail station to Cherry Street) should be monitored for future parking impacts. See Figure 13 for locations of potential RPZ or other restrictions surrounding commuter rail station.
- M-3. **As demand for on-street parking increases, consider additional angle parking.** Some roadways such as Maple Street between Cherry and Kincaid Avenues are sufficiently wide (greater than 42 feet wide) to provide angle parking on one side and parallel parking on the other side. Angle parking is also possible on one-way streets such as has been installed on Kincaid Avenue. Adding angle parking on one side of the street where parallel parking currently exists could increase the parking supply by up to 50%. Location of potential angle parking should be related to the growth in demand.
- M-4. **Encourage replacement of public parking spaces when surface parking lots are redeveloped.** There are several off-street, surface parking lots in the CBD area that could be redeveloped. Some of these lots may be serving shared demand of customers that would otherwise be public parking demand. When redeveloping parcels with existing surface parking, developers should be encouraged to provide parking for public use or demonstrate that proposals will not adversely impact surrounding parking demand conditions.
- M-5. **Share available parking in private parking lots.** Parking capacity may be available in private business or residential parking lots during certain times of the day. This parking could be shared with businesses that require additional customer or employee parking during those periods when excess capacity is available.
- M-6. **Establish Parking Fund.** Enforcement revenues can be earmarked for improved parking facilities such as signage, landscaping, or renovation.
- M-7. **Explore options to use Sound Transit commuter rail station parking during large festivals and/or weekend parking.** Sound Transit currently does not operate regular weekend train service. It is operating occasional special event trains (e.g., Sunday afternoon Mariners Games). Therefore, it may be possible to set up temporary “Public Parking” signs on days when commuter rail will not need the entire lot capacity. On weekend days when commuter rail trains are operating, demand may be sufficiently low to maintain the north-end lot for public Sumner parking.
- M-8. **Consider public portion of Red Apple site for additional off-street public parking.** When peak utilization of all public off-street lots reaches 85% or greater, additional long-term employee parking may be possible in other underutilized public lots. If capacity is available with use by Sumner employees, the large parking area south of the Red Apple supermarket could be renovated to provide remote employee parking for the Main Street core. If this lot is used to serve Main Street employee parking demand, additional enforcement may be required to preclude commuter rail patrons from using this lot. Increased parking capacity may be possible through renovation and re-striping. If added to the public off-street supply, the lot should be equipped with signage and improved with lighting and landscaping to match other off-street public parking lots (see # 1 above).

Long-Term Parking Recommendations

Over the next ten to twenty years, parking demand and utilization characteristics in Sumner are likely to change and are difficult to predict. Therefore, the following recommendations are included for consideration. With regular monitoring and implementation of the above recommendations, these long-term options will likely require adjustments, elimination, or further analysis.

- L-1. **Require transportation demand management.** As growth continues to occur in Sumner, transit options and residential employment density will better support Transportation Demand Management strategies designed to reduce the amount of automobile travel by employees. As off-street parking demand reaches capacity, the City should consider requiring conditions through building permits that enforce Transportation Management Plans. If employers and institutions in the neighborhood are required to develop transportation demand management plans, the demand for parking can be reduced without adversely impacting the vitality of the CBD.
- L-2. **Consider enhanced on-street parking management options.** As employee growth continues, on-street parking demand will likely increase and violations may also increase. Compliance with on-street parking restrictions can be enhanced with parking meters and additional revenue could be generated for the City of Sumner. If parking meters are considered for the Main Street corridor, careful review of adjacent on-street parking and off-street parking options should be conducted.
- L-3. **Consider enhanced off-street parking management options.** Off-street parking is typically best suited for long-term employee parking. Demand for this type of parking can be reduced through long-term parking charges. The City of Sumner could either manage (or hire a professional parking management firm) to establish and enforce long-term parking supply in the CBD. Employee parking could be sold on a monthly or daily basis. Revenues could be used to enhance the existing parking lots or locate and construct a new facility. Parking fees for off-street parking lots should also be coordinated with an overall pricing strategy for off-street short-term and on-street parking.
- L-4. **Explore partnership with Sound Transit and use Local Improvement District funds to locate and construct a new parking facility.** If after implementing the above strategies, new development and commuter rail parking demand will clearly require additional public parking that cannot be provided by developers or Sound Transit alone, the City should use its Local Improvement District option to locate and construct a new parking facility. Any new facility should meet both the needs of the triggering development as well as the excess demand of other uses participating in the LID. Careful consideration of pricing strategy, if implemented, for all off-street and on-street parking capacity will be required. Management of demand by employees and potential impacts from commuter rail demand should be considered. Sound Transit could be a potential partner since current demand forecasts for commuter rail services do not appear to be met by the planned park-and-ride supply. Furthermore, if a structure is feasible, the northernmost Sound Transit lot may provide the best location for a shared facility serving both the Sumner CBD and transit patrons. A shared surface facility or a parking structure at or near the commuter rail station could serve excess demand from both commuter rail and employees in Sumner. For example, the City of Auburn is contributing funding to Sound Transit to construct a parking structure that will be shared by commuter rail patrons and downtown Auburn employees and patrons. A similar project may be a potential solution to long-term demand issues in Sumner. Contributions from Sumner, perhaps from LID funds, parking enforcement revenues, and or other parking revenue earmarked for improvements, could be paired with grants or other City funds and matched by agencies such as Sound Transit, WSDOT, and/or the Puget Sound Regional Council to implement increased parking capacity in Sumner.

APPENDIX – PUBLIC MEETING NOTES