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### CHAPTER XIII- COMMUTER PARKING FACILITIES

Commuter parking facilities play an important role in lower-density suburban settings. They provide convenient access to transit via auto or bicycle for those persons who do not live within convenient walking distance of a bus line. By concentrating boardings at a single point, a more frequent level of service can be supported. The City of Bellevue recognizes the importance of commuter parking facilities. The City is dedicated to providing comprehensive commuter parking options and to working in partnership with transit providers and the State to development additional facilities as needed. This dedication is reflected in a number of Bellevue's Comprehensive Plan policies:

#### **Policy TR-70b**

Provide a safe system of park-and-ride and park-and-pool lots to serve activity centers in the region and on the Eastside to:

- intercept trips by single occupant vehicles closer to the trip origins,
- reduce traffic congestion, and
- reduce total vehicle miles traveled [Previously Policy TR-68 Ord. 5247].

#### **Policy TR-70d**

Encourage transit providers and the State to provide new and expanded park-and-ride lots to adequately serve City residents and to develop additional capacity outside Bellevue at other strategic Eastside locations to serve outlying residents [New Ord. 5247].

#### **Policy TR-50**

Work with the transit providers to maintain and improve public transportation services to meet employer and employee needs. Develop and implement attractive transit commuter options, such as park-and-ride facilities and local shuttle systems with sufficient frequencies to increase use of transit for commuting and reduce reliance on private automobiles [Amended Ord. 5058].

To meet demand for commuter parking, Bellevue not only intends to maintain and enhance existing permanent facilities (also known as park-and-ride lots) but to use leased parking options, or park-and-pool lots, to maximize parking opportunities for Bellevue residents and commuters. This particular strategy is also reflected in the following adopted policies:

#### **KCM-7**

Leased lots are also an important part of the park-and-ride system and should be encouraged.

#### **Policy TR-70e**

Work with transit providers and local property owners to develop new leased park-and-ride lots [New Ord. 5247].

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This section documents the existing commuter parking facilities in the Bellevue area based on recent survey efforts (see Appendices G and H). In addition, this chapter reviews commuter parking demand assessments for the greater Bellevue area and considers this demand in light of existing parking facilities. Finally, recommendations have been developed for meeting the near-term and projected commuter parking needs.

### *Park-and-Ride Lots*

Seven permanent park-and-ride lots with 2,416 stalls are within Bellevue at the following locations: Eastgate, Newport Hills, South Bellevue, South Kirkland (a portion in Bellevue), Wilburton, Evergreen Point, and Northrup Way. Most lots were at, near, or over capacity during 2001.<sup>1</sup> Table XIII-1 shows the fourth quarter 2001 utilization rates for these lots.

**Table XIII-1  
Park-and-Ride Lot Use, 4th Quarter, 2001**

<b>Park and Ride</b>	<b>Location</b>	<b>Number of Spaces Available</b>	<b>Number of Spaces Used</b>	<b>Percent Used</b>
Eastgate	14200 SE Eastgate Way	724	691	95%
Newport Hills	5115 113th Place SE	292	200	68%
South Bellevue	270 Bellevue Way SE	524	534	102%
South Kirkland*	3801 108th Ave NE	603	583	97%
Wilburton	720 114th Ave SE	190	122	64%
Evergreen Point P&R	SR 520 & 76th Ave NE	51	47	92%
Northrup Way P&R	N. Way & Lk W Blvd	32	21	65%

\*Stalls for the entire lot, not just the Bellevue portion

Utilization rates in excess of 100 percent indicate use of parking spaces by more than one vehicle over the course of a day or illegal parking in fire lanes and along driveways. Excess demand in the form of illegally parked vehicles within individual facilities, vehicles parked along adjacent streets, and vehicles parked in adjacent properties can be readily identified through field observations. However, when demand for individual facilities exceeds available capacity, latent demand is generated in the form of unmet parking demand. This suggests that demand observations at individual park-and-ride facilities may substantially undercount existing demand because of the capacity constraint generated by the full facility.

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<sup>1</sup> Source: King County Dept. of Transportation. *Park and Ride Lot Utilization Report*, 4th Quarter. 2001.

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### *Park-and-Pool Lots*

At the end of 2001, approximately 520 parking stalls were available in 11 leased park-and-pool lots within the City. These leased facilities are primarily located in church parking lots. Each lot was at, near, or over capacity during 2001.<sup>2</sup> Table XIII-2 shows the fourth quarter 2001 utilization rates for these eleven lots.

**Table XIII-2  
Park-and-Pool Lot Use, 4th Quarter, 2001**

Leased Lot	Location	Number of Spaces Available	Number of Spaces Used	Percent Used
Bellevue Christian Reform Church	1221 148th Ave NE	20	10	48%
Bellevue Church of Christ	1212 104th Ave SE	28	14	51%
Bellevue Foursquare Church	2015 Richards Road	50	32	64%
Bellevue Way P&R (St. Luke's Lutheran Church)	Bellevue Way & NE 30th Place	30	14	47%
Factoria P&R (Newport Covenant Church)	Newport Way & Coal Creek Pkwy	75	48	64%
Grace Lutheran Church	NE 8th St & 96th Ave NE	50	53	105%
Newport Hills Community Church	SE 58th St & 119th Ave SE	50	30	60%
Medina P&R (St. Thomas)	84th Ave NE & NE 12th St	52	38	73%
Overlake Park Presbyterian Church	1836 156th Ave NE	80	41	51%
St. Margaret's Episcopal	4228 128th Ave SE	64	41	64%
St. Andrew's Lutheran Church	2650 148th Ave SE	20	10	48%

### *Commuter Parking Demand*

The demand for park-and-ride lot spaces is expected to increase steadily as transit services and rideshare opportunities grow. According to the Washington State Department of Transportation, the total I-90 corridor park-and-ride demand forecast for 2010 exceeds current capacity by approximately 2,500 stalls. For 2020, excess demand is forecast to total approximately 3,400 as compared to current corridor capacity. Responding to the growth in I-90 park-and-ride demand will be expensive. Preliminary cost estimates for additional stalls along the I-90 corridor are as follows: 1,500 stalls between 2000-2006 will cost an estimated \$37,328,000; 650 stalls between 2007-2015 will cost an estimated \$16,600,000; and 1,300 stalls between 2016-2020 will cost an estimated \$36,140,000.<sup>3</sup>

Responding to the growth in Bellevue park-and-ride demand will be expensive; preliminary cost estimates for additional stalls are as follows: there are no Bellevue improvements

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<sup>2</sup> Source: King County Dept. of Transportation. *Park and Ride Lot Utilization Report*, 4th Quarter. 2001.

<sup>3</sup> Washington State Department of Transportation. *Puget Sound Park & Ride System Update*. Prepared by Parsons Brinckerhoff. February 2001.

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forecasted between 2000-2006; 500 stalls between 2007-2015 will cost an estimated \$13,900,000; and 1,300 stalls between 2016-2020 will cost an estimated \$36,140,000.<sup>4</sup> The cost estimates for 2007-2020 are not site specific, and may not end up on I-90 in Bellevue.

Clearly, expanding existing park-and-ride facilities and constructing new lots are expected to play a significant role in responding to this growth in demand for commuter parking spaces. The City of Bellevue is presently working with King County Metro (Metro) and Sound Transit in constructing a parking garage at the Eastgate Park & Ride lot – thus expanding the existing lot by approximately 1,000 new spaces (completion is scheduled for 2003). Also, the I-90 corridor is expected to benefit from the construction of a new park-and-ride lot at Issaquah Highlands—approximately 500 spaces are included in the first project phase (completion is scheduled for 2004).

However, the ability to meet the growth in demand in the I-90 corridor will be challenging given the magnitude of the demand along the other major corridors in King County (I-5, I-405, and SR-167). According to the Washington State Department of Transportation, the total countywide corridor park-and-ride demand forecast for 2010 exceeds current capacity by approximately 5,535 stalls. For 2020, excess demand is forecast to total approximately 11,185 as compared to current corridor capacity. The demand forecasts are corridor-level estimates, and do not represent site-specific demand estimates.

### ***Park-and-Pool Lots: A Near-Term Capacity Option***

Park-and-ride lots will continue to play an important role in meeting commuter needs, although budget constraints and long project lead times will limit the amount of new park-and-ride capacity that can be added over the next six-years. Meanwhile, park-and-ride lots located in Bellevue are not meeting the demand of commuters today; as such there is an immediate need for additional commuter parking spaces.

One potential near-term strategy is to use existing parking lots that are not used during regular business hours. The use of park-and-pool lots as a near-term commuter parking capacity relief strategy is consistent with the City of Bellevue's Transportation Policy Element directive: TR 70E – “Work with transit providers and local property owners to develop new leased park-and-ride lots.”<sup>5</sup>

Responding to Council's directive, Bellevue staff worked with Metro in developing a series of criteria for assessing additional park-and-pool lots that might be undertaken with various church facilities throughout the City. Bellevue staff used site visits and the evaluation criteria in assessing 20 different churches in the City that might be candidates for park-and-pool lot development. All the surveyed sites were within three blocks of a transit route. Table XIII-3 provides a synopsis of the results of this evaluation, identifying which lots have the greatest potential for further examination.<sup>6</sup> Figure XIII-1 shows the locations of existing park-and-ride lots, park-and-pool lots, and the 20 potential park-and-pool lots.

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<sup>4</sup> Washington State Department of Transportation. *Puget Sound Park & Ride System Update*. Prepared by Parsons Brinckerhoff. February 2001.

<sup>5</sup> New Ordinance 5247.

<sup>6</sup> See *Appendix G: City of Bellevue Potential Park-and-Pool Site Evaluation*.

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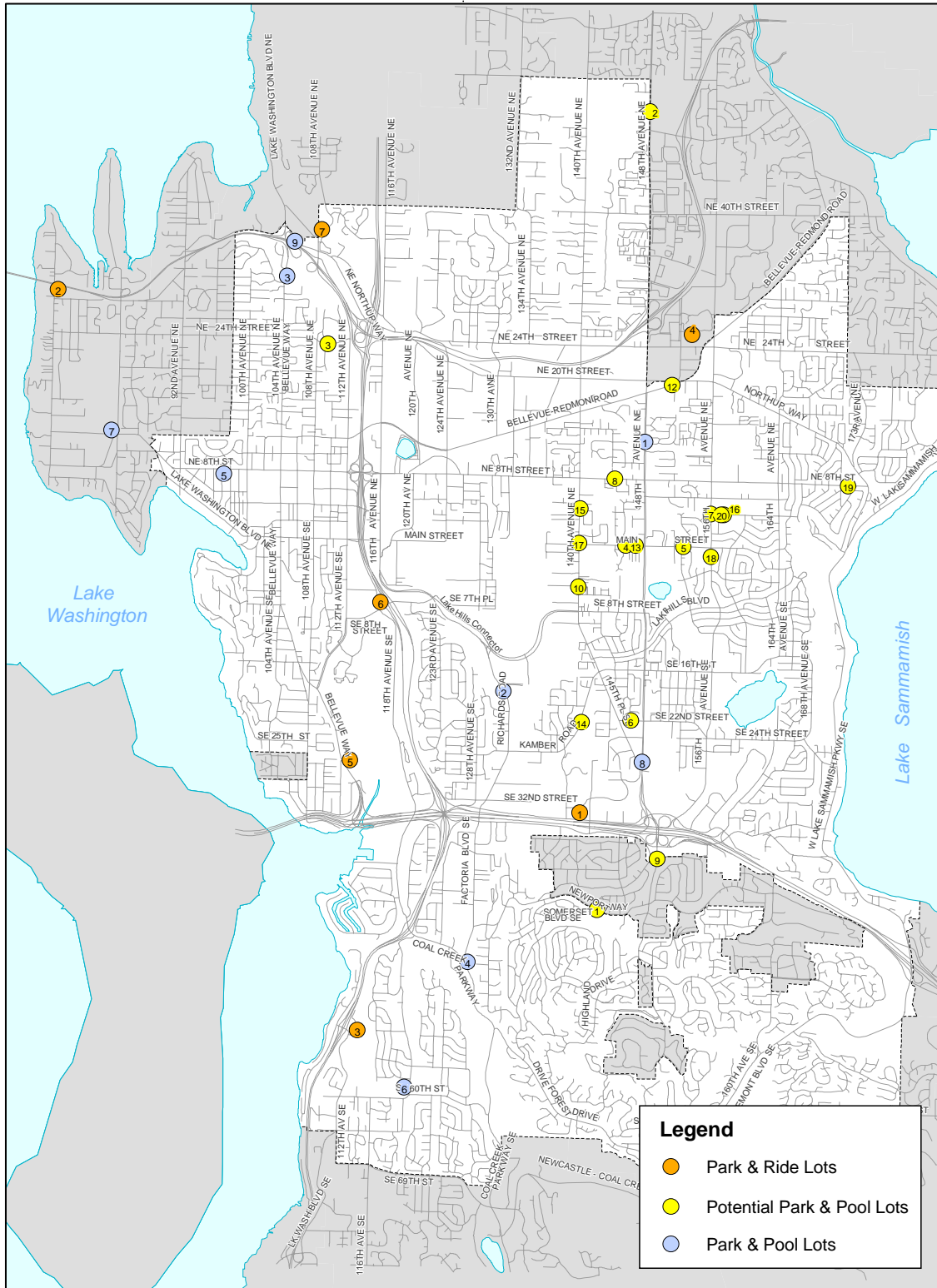
Table XIII-3  
Comparison Table of Potential Park-and-Pool Lots

ID	Church Name	Lighting	Visibility from street	Street Activity	Pedestrian Activity	Proximity to bus stop	Sheltered bus stop	Paved
1	Aldersgate United Methodist Church	●	○	○	○	N/A	?	Y
2	All Saints Lutheran Church	●	○	●	○	< One block	Y	Y
3	Bellewood Presbyterian Church	○	●	●	○	N/A	?	Y
4	Church of Jesus Christ of LDS	●	●	●	○	< One block	N	Y
5	Church of Resurrection	○	●	●	●	.5 block	N	Y
6	Coal Creek Church	●	○	○	○	< One block	Y and N	Y
7	Cross of Christ Lutheran Church	○	○	●	○	< One block	Y	Y
8	Crossroads Bible Church	●	●	●	○	1 block	Y	Y
9	First Baptist Church	●	●	●	●	< One block	N	Y
10	First Baptist Church of Lake Hills	○	○	○	○	< One block	N	Y
12	Highland Covenant Church	●	●	●	●	< One block	N	Y
13	Islamic Center of Eastside	○	○	●	○	.5 block	N	Y and N
14	Kingdom Hall of Jehovah's Witnesses	●	○	●	○	N/A	?	Y
15	Neighborhood Church, The	●	●	○	○	2 blocks	N	Y
16	New Hope Ministries	●	●	○	○	1 block	Y	Y
17	Seventh Day Adventist Church	●	○	○	○	< One block	N	Y
18	Saint Louise Catholic Church	●	●	○	○	N/A	Y	Y
19	Saint Peter's United Methodist	○	●	●	○	< One block	N	N
20	Temple B'Nai Torah	●	●	○	○	1 block	Y	Y

- High
- Average
- Low

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**Figure XIII-1  
Park-and-Ride, Park-and-Pool, and Potential Park-and-Pool Sites**



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If the City of Bellevue is to make a commitment to responding to the immediate demand for commuter parking stalls vis-à-vis the development of near-term park-and-pool lots it will be important for the City to examine the permit approval process it has for such activities to occur. According to Metro, the City of Bellevue is the only jurisdiction in King County that Metro works with that requires it to undergo an administrative use permit approval process for park-and-pool lots.

In all other King County jurisdictions, Metro park-and-pool lots are considered a permitted use in all zones; as such, Metro is allowed to work directly with the church in developing lease agreements for parking areas. As reflected below, in the Bellevue *Land Use Code 20.20.200 - Commuter Parking Facility* a park-and-pool lot of 50 spaces or less requires an administrative conditional use process.

- A. The applicant may propose a commuter parking facility providing no more than 50 parking spaces and utilizing the parking area of an existing use through the administrative conditional use process, Part 20.30E LUC. Appeals of decisions made pursuant to this subsection will be decided using the Process II appeal procedures, LUC 20.35.250.
- B. The Director of Planning and Community Development may approve a commuter parking facility described in subsection A of this section only if he/she finds that:
  - 1. The commuter parking facility is proposed as part of a transportation program.
  - 2. The number of parking spaces proposed for the commuter parking facility is in excess of the actual parking demand for the primary use during overlapping hours of operation.
  - 3. The subject property abuts and gains access from a major, secondary, or collector arterial as defined by the Public Works Department.
  - 4. Signage proposed in conjunction with the commuter parking facility is adequate to identify the facility and in keeping with the general character of the immediate vicinity.
  - 5. The location of the commuter parking facility on the subject property will have no significant adverse impact on uses in the immediate vicinity.

An administrative use permit requires the following: application, application fees (minimum of \$1,102), mailed notice to property owners within 200 feet, public comment period of 14 days, and permit application and fees for all signs posted. Typically, processing an administrative use permit for this type of use will take up to 120 days.

The current permit process also affects Metro's ability to implement the shop-and-ride program it intends to initiate later this year. This program involves developing lease agreements between Metro and commercial property owners for use as commuter parking facilities. Implementing such a program at the Factoria Mall, Crossroads Mall, or other shopping centers has the potential to change the character of these parking lots to that of a transit center/community focal point thus increasing transit usage and pedestrian activity at the shopping center. Shop-and-rides also have the opportunity to diminish person trips in

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Bellevue by enabling people who use the bus to commute to work an opportunity to complete their shopping trips at one location before returning home in the evening.

It is also worth noting that park-and-ride lots, which tend to be located on the interstate system, on the periphery of the city, are frequently oriented toward serving regional trips passing through Bellevue rather than to linking Bellevue neighborhoods to Bellevue activity centers. Park-and-pool lots, when located at church facilities or retail developments close to neighborhoods, bring additional transit service closer to Bellevue residents. By integrating these facilities into the surrounding neighborhoods, park-and-pool lots reorient transit's focus making it easier for Bellevue residents to use transit while remaining sensitive to community character.

### ***Recommendations***

The desire to provide sufficient commuter parking for Bellevue residents has long- and short-term components that must be met. From a long-term policy perspective, the City must decide whether it is willing to consider additional permanent commuter parking facility expansion possibilities (beyond the current construction effort at the Eastgate park-and-ride lot) in Bellevue. The South Bellevue Park-and-Ride and South Kirkland Park-and-Ride are both potential candidates for future expansion, based on existing and projected demand.

Based on the park-and-pool analysis detailed in Appendix G, 19 locations have been identified that have potential to immediately relieve at-capacity existing park-and-ride lots. It is recommended that the City of Bellevue examine the steps necessary to access this capacity. First, the City must decide whether it is willing to consider additional leased lot development in Bellevue. Second, the City will examine its permit process, including submittal requirements, cap on the number of leased parking spaces, and fees for leased lot development in Bellevue. Only if both of these issues are resolved will it again become cost-effective for Metro to negotiate park-and-pool locations within Bellevue.

The 19 park-and-pool locations were prioritized based on their proximity to the transit priority network and the number of routes serving the location. If the park-and-pool was located adjacent to a transit principal corridor and had existing bus service, then it scored a "High" priority. If the park-and-pool was located on a transit minor corridor and had existing bus service, it scored a "Medium" priority. If the park-and-pool was located on a on a transit local access or it had no existing bus service, it scored a "Low" priority. Table XIII-4 shows the prioritization and cost of each of the potential park-and-pool lots. Fourteen potential park-and-pool lots should be considered high priority for implementation. The cost of implementing park-and-pool lots is estimated at approximately \$20,000 (assuming a total of \$1,000 in permitting costs) of up-front costs and \$43,470 in annual maintenance costs (currently \$2.50 per month per stall, according to Metro).



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**Table XIII-4  
Potential Park-and-Pool Lots Costs and Prioritization**

ID	ADDRESS	Stalls <sup>7</sup>	Routes	Permit Cost <sup>8</sup>	Annual Cost <sup>9</sup>	Priority
2	5501 148th Ave NE	60	239, 253, 266, 441	\$1,000	\$1,800	High
4	14536 Main St	50	222	\$1,000	\$1,500	High
5	15220 Main St	25	229, 926	\$1,000	\$750	High
6	14615 SE 22nd St	96	271, 272, 222, 926	\$1,000	\$2,880	High
7	411 156th Ave NE	213	253, 230, 272, 229, 926	\$1,000	\$6,390	High
8	14434 NE 8th St	200	230, 253, 272	\$1,000	\$6,000	High
9	15005 SE 38th St	80	271, 272, 222	\$1,000	\$2,400	High
10	506 140th Ave SE	25	271	\$1,000	\$750	High
11	15022 Bel Red Rd	76	249	\$1,000	\$2,280	High
12	14700 Main St	25	222	\$1,000	\$750	High
15	15760 NE 4th St	57	926	\$1,000	\$1,710	High
17	141 156th Ave SE	75	245, 926, 229	\$1,000	\$2,250	High
19	15727 NE 4th St	117	225, 926	\$1,000	\$3,510	High
1	14230 SE Newport Wy	100	210, 222	\$1,000	\$3,000	Medium
18	17222 NE 8th St	65	230	\$1,000	\$1,950	Medium
3	10936 NE 24th St	45	234, 230, 243, 280	\$1,000	\$1,350	Low
13	2211 140th Pl SE	50	0	\$1,000	\$1,500	Low
14	625 140th Ave NE	50	0	\$1,000	\$1,500	Low
16	15 140th Ave NE	20	0	\$1,000	\$600	Low

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<sup>7</sup> This is the total amount of stalls in the parking lot. If an agreement is reached with each respective church, it is unlikely that the full amount of parking stalls will be available for park-and-pool purposes.

<sup>8</sup> Estimated.

<sup>9</sup> Based on existing King County Metro costs of \$2.50 per month per stall. This is a conservative estimate, as it assumes that 100 percent of all stalls will be available for park-and-pool purposes. The amount of available parking will depend on the actual needs of the church, and the number of vacant stalls.