

SUMMARY and FISCAL NOTE*

Department:	Dept. Contact/Phone:	CBO Contact/Phone:
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** Note that the Summary and Fiscal Note describes the version of the bill or resolution as introduced; final legislation including amendments may not be fully described.*

1. BILL SUMMARY

Legislation Title: AN ORDINANCE relating to the Traffic Code; amending Sections 11.14.277, 11.16.121, and 11.76.015 of, and adding a new Section 11.14.276 to, the Seattle Municipal Code to establish on-street paid parking rates for large events that are expected to draw at least 10,000 attendees.

Summary and background of the Legislation:

This legislation would allow for event rates for on-street paid parking near large-scale events (e.g., at the Climate Pledge Arena or other stadiums). Since 2010, the Seattle Department of Transportation (SDOT) has taken a data and performance approach to setting parking rates to ensure that 1-2 parking spaces are open and available throughout the paid day. Proposed legislation carries this data-driven approach to Seattle neighborhood business districts with arenas/stadium areas. SDOT proposes increasing the rate per hour to allow for up to \$12 per hour during events, including events that take place on Sundays or other holidays. Seattle continues to grow, and in areas near arenas and stadiums (e.g., Uptown and South Downtown), during events the current parking rate of \$0.50 per hour to the maximum \$5 per hour cannot effectively manage demand to maintain access to area businesses and residents. Likely off-street garage rates for large-scale events will be \$20 - \$80 per vehicle. SDOT and the Uptown community stakeholders have prioritized access for businesses, residents, and visitors, and want to discourage Climate Pledge Arena eventgoers from using on-street parking, in order to maintain access and prevent gridlock in Uptown. Specific event rates would be established through the Performance-Based Parking Pricing Program. SDOT’s program is an internationally accepted best practice for effective on-street parking management, and on-street event rates are common around the country to ensure reliable customer access to businesses during stadium events.

2. CAPITAL IMPROVEMENT PROGRAM

Does this legislation create, fund, or amend a CIP Project? ___ Yes X No

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation amend the Adopted Budget? X Yes ___ No

Appropriation change (\$):	General Fund \$		Other \$	
	2021	2022	2021	2022
Estimated revenue change (\$):	Revenue to General Fund		Revenue to Other Funds	

	2021	2022	2021	2022
	\$161,000	\$1,673,000		
Positions affected:	No. of Positions		Total FTE Change	
	2021	2022	2021	2022

Does the legislation have other financial impacts to the City of Seattle that are not reflected in the above, including direct or indirect, short-term or long-term costs?

There are costs and revenues specific to event rates. There are one-time and ongoing costs (event-specific sign manufacture and installation, parking studies, PaybyPhone and credit card processing fees) and anticipated new revenues (from event-specific parking revenues).

SDOT will work to implement event rates around the new Climate Pledge Arena in time for the arena opening expected in October 2021. Event rate costs will be covered within SDOT’s existing budget.

Is there financial cost or other impacts of *not* implementing the legislation?

If the legislation does not pass, there would be several transportation, curbside management, and financial implications. Areas near stadiums such as the new hockey arena would lack appropriate management of curbside parking during events and likely result in event goers parking long-term on-street, rather than ensuring those spaces are available for access for neighborhood business customers. The Uptown area would see traffic congestion from drivers circling for parking.

We have consistently heard strong support from the community for event rates to discourage vehicles from searching for free or cheap on-street parking and to help prevent gridlock in the neighborhood.

3.a. Appropriations

This legislation adds, changes, or deletes appropriations.

3.b. Revenues/Reimbursements

This legislation adds, changes, or deletes revenues or reimbursements.

Anticipated Revenue/Reimbursement Resulting from this Legislation:

Fund Name and Number	Dept	Revenue Source	2021 Revenue	2022 Estimated Revenue
General Fund 00100	SDOT	Parking revenue	\$161,000	\$1,673,000
TOTAL			\$161,000	\$1,673,000

Is this change one-time or ongoing?

Ongoing.

3.c. Positions

_____ This legislation adds, changes, or deletes positions.

4. OTHER IMPLICATIONS

a. Does this legislation affect any departments besides the originating department?

No

b. Is a public hearing required for this legislation?

No

c. Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?

No

d. Does this legislation affect a piece of property?

No

e. Please describe any perceived implication for the principles of the Race and Social Justice Initiative. Does this legislation impact vulnerable or historically disadvantaged communities? What is the Language Access plan for any communications to the public?

SDOT completed a RET for the Performance-Based Parking Pricing Program (the program that sets on-street parking rates based on Annual Study) in 2016. SDOT's annual rate setting process works to ensure that one to two parking spaces are open and available on each blockface throughout the day. Consequently, the program promotes access to minority-owned businesses in these areas. SDOT does not collect racial demographic data from parkers so we have no way of evaluating any specific impacts of having to pay from a racial demographic perspective. In addition, the PayByPhone app is available in twelve languages (including English, French, Punjabi, Simplified Chinese, Spanish, and Traditional Chinese), and SDOT has the ability to pay for development of other languages as part of our contract.

f. Climate Change Implications

1. Emissions: Is this legislation likely to increase or decrease carbon emissions in a material way?

This legislation would decrease carbon emissions as it would incent drivers to find other transportation choices besides driving a private vehicle to get to large events, or encourage drivers to make an advance parking reservation in an off-street lot. This would help prevent gridlock on neighborhood streets.

2. Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle's resiliency (or ability to adapt) to climate change in a material way? If so,

explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.

This legislation will increase Seattle’s resiliency in travelling around the City in modes other than a private vehicle.

- g. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program’s desired goal(s).**

Through the Performance-Based Parking Pricing Program, SDOT uses data to make rate and other management adjustments so that one or two open spaces are available on each block throughout the day, consistent with requirements that have existed in the SMC since 2010. Event rates would be an expansion of this program. This would better ensure that SDOT is meeting performance goals of available parking and access during sporting events such as those at the Climate Pledge Arena.

List attachments/exhibits below: