

2 King Street Summary 1,825 SF

On June 28, 2022, City Council declared 1,825 square feet of City-owned property located at 2 King Street surplus. City Council asked that staff further engage the community to solicit input into future options and uses of the property both private and public to help inform a possible Request for Proposal (RFP) for the sale and redevelopment of the property. **Note:** Although Council declared the property surplus does not mean that the property must be sold.

In June 2019, the City received an unsolicited offer to purchase the 1,825 SF of City owned property located at 2 King Street between King Street and Wales Alley at the rear of the Fitzgerald Warehouse complex located at 100 to 104 N. Union Street.

The property was leased and utilized as eight (8) parking spaces for the businesses located in the Fitzgerald Warehouse Complex.

These leases were terminated in May 2022 to correspond with the closure of Strand Street to vehicular traffic.

The Waterfront Plan confirms that surface parking lots are not a desirable use in this area

Staff has met with both the Parks and Recreation Commission and the Waterfront Commission, most recently in June 2022, to discuss possible future uses and options for this property.

Community recommendations to date include restrooms, indoor, outdoor, or covered outdoor recreation space, meeting rooms, visitor information; arts and cultural uses; and police/public safety offices.

Proposed City requirements include measures to address flooding and stormwater management and consistency with the City's Waterfront Plan

Staff will return to Council with a summary of the input received from the community and decide whether to move forward with the issuance of an RFP for no less than 90 days.

The last RFP to incorporate and require “community conditions” was the sale of City-owned property at 912-920 King Street and 116 S. Henry Street where any proposals were required to maintain the number of public parking spaces that existed throughout the properties in perpetuity plus meet the new development’s parking demands; and that public parking be delivered through a phased construction strategy in order to deliver publicly accessible parking first.

