

PARKING - PRELIMINARY RECOMMENDATIONS

PLUS Committee Briefing

May 5, 2015

Key Policy Issues

2

- ❑ Parking influences transportation, environmental and housing policy objectives
- ❑ Requiring more parking will likely not have a noticeable effect on on-street parking congestion, and can actually add to neighborhood traffic congestion
- ❑ We recommend a more equitable approach promoting transportation choices, emphasizing areas well-served by transit
- ❑ We also recognize the relationship between cost of housing construction, cost of transportation and housing affordability

Objectives for Parking Reform

3

- ❑ Improve access to transportation options (Move Seattle)
- ❑ Better manage on- and off-street parking supply
- ❑ Limit impacts on housing costs

Policy Goals and Values

4

Setting parking requirements is not a science. Parking policy choices depend on balancing goals and values:

- ❑ Affordable housing
- ❑ Environmental quality
- ❑ Neighborhood character
- ❑ Economic and social justice



What does Seattle want to achieve?

Learning From Others: Parking Policy Best Practices

5

Off-Street Strategies

- ❑ Reduce or eliminate unnecessary parking requirements
- ❑ Establish residential parking maximums
- ❑ Facilitate shared parking

On-Street Strategies

- ❑ Price on-street parking
- ❑ Adopt availability target and use pricing, time limits to achieve target
- ❑ Manage parking impacts in neighborhoods with RPZs

Demand Management Strategies

- ❑ Adopt other parking demand mgmt. strategies (promote transit pass, bike, car share options)
- ❑ Promote accessible, convenient transportation options



Findings: Development in Seattle

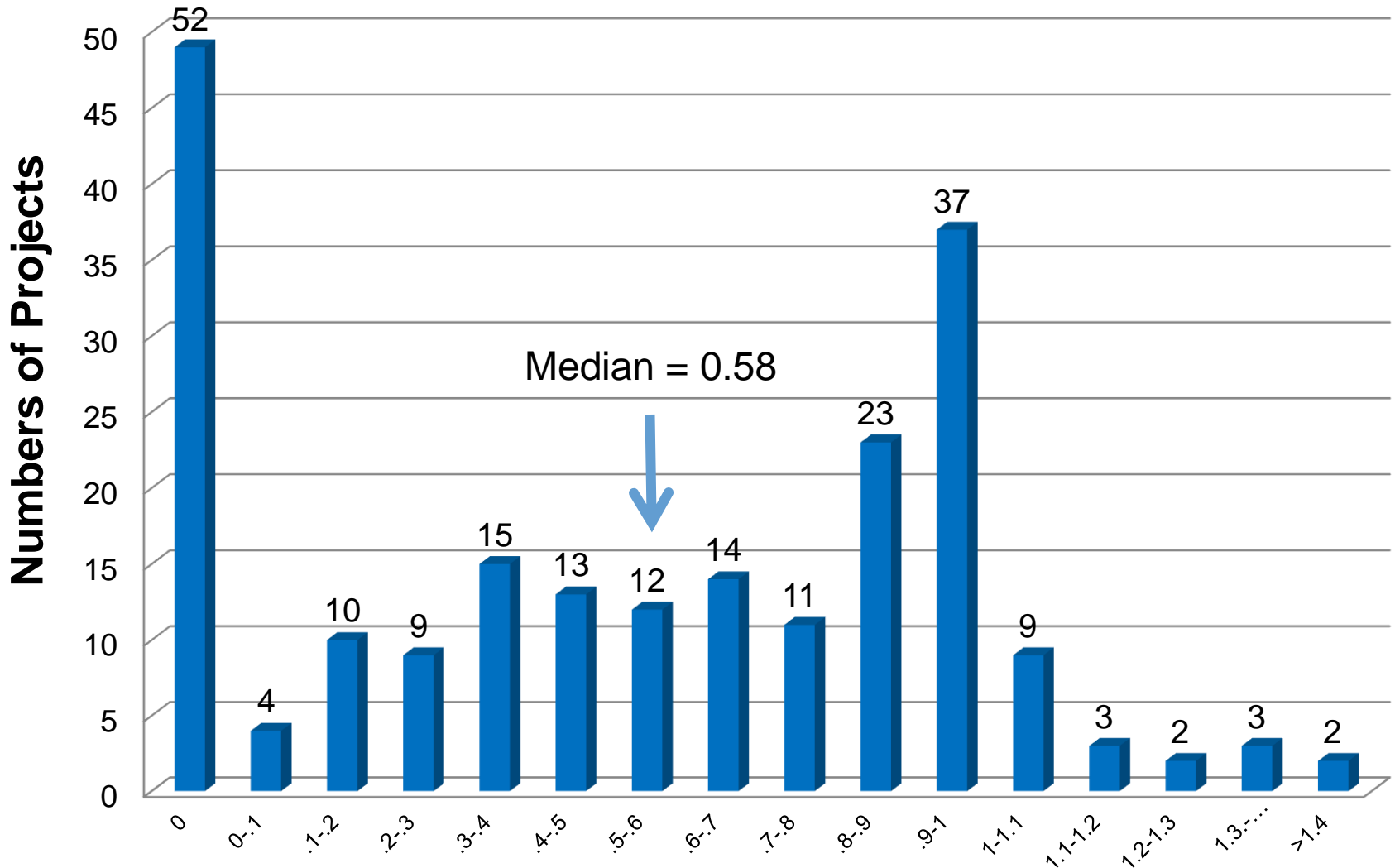
6

In developments reviewed/permitted from 2012-2014, where no parking is required:

- About 75% of the projects in these areas provided parking. Of 219 projects totaling ~19,000 units:
 - 167 provided parking (~16,600 units)
 - 52 provided no parking (2,400 units)
 - These were primarily in Capitol Hill, U-District, Ballard, Central District
- Median parking provided = 0.58 per unit

Parking Spaces per Dwelling

7



*Projects in Urban Centers and Villages since mid-2012

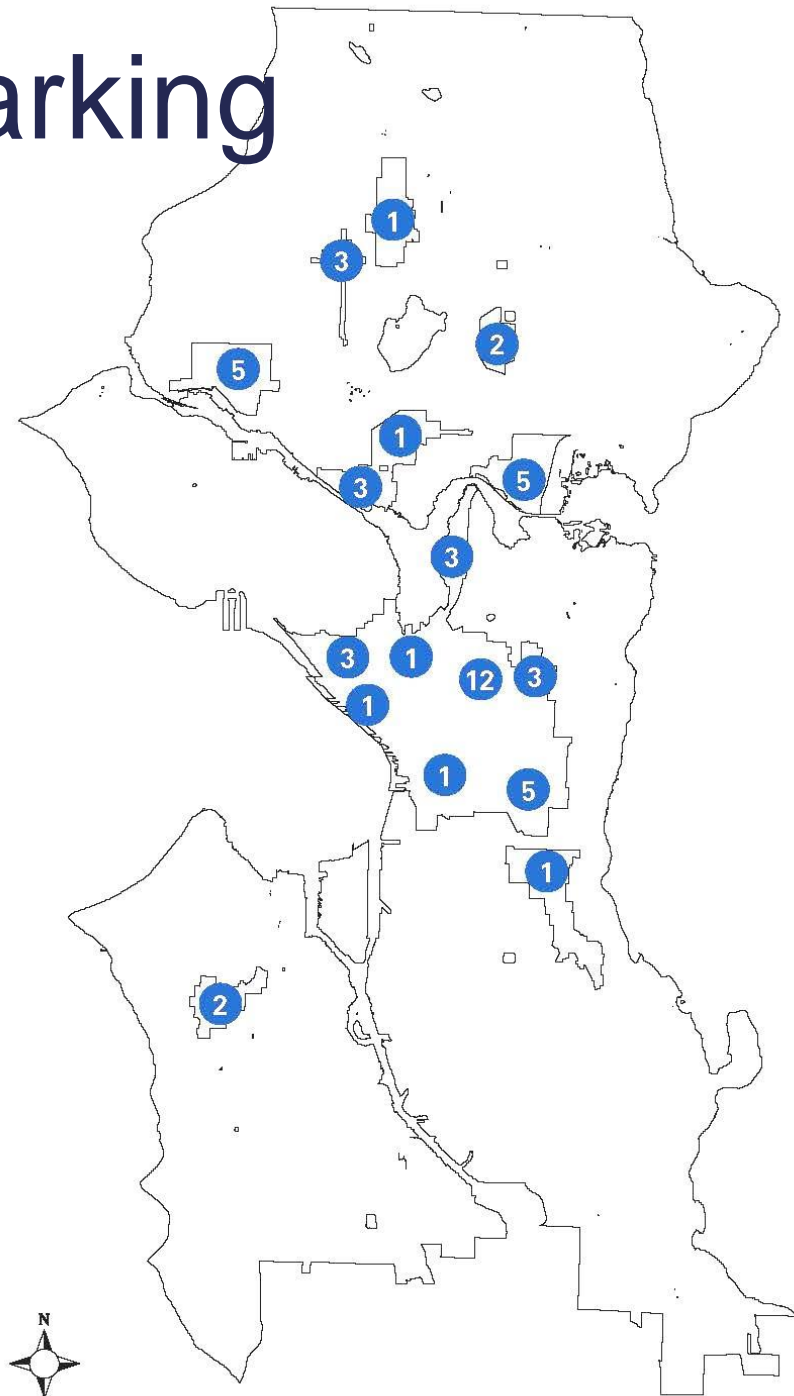
Projects With No Parking

8

Near frequent transit, including:

- ❑ Capitol Hill (556 units)
- ❑ Ballard (214 units)
- ❑ U District (351 units)
- ❑ Central District (254 units)

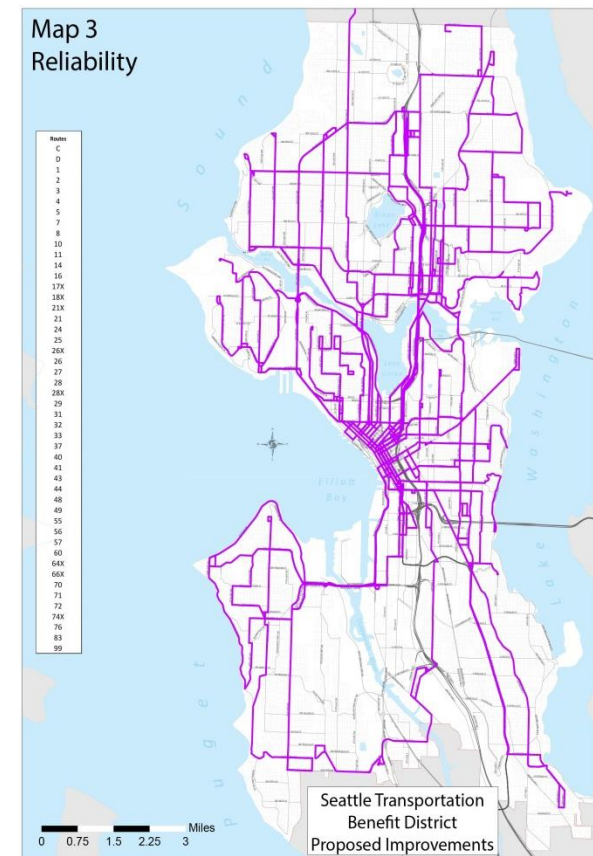
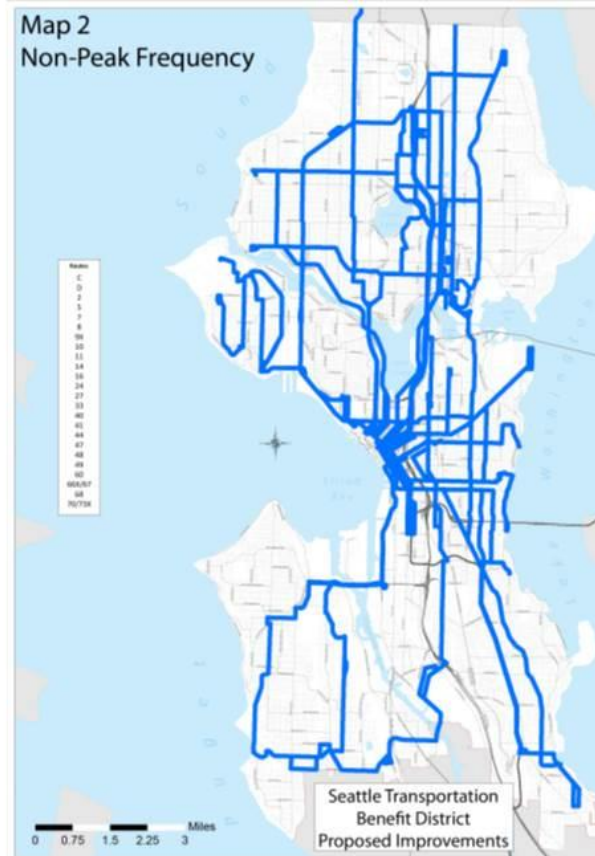
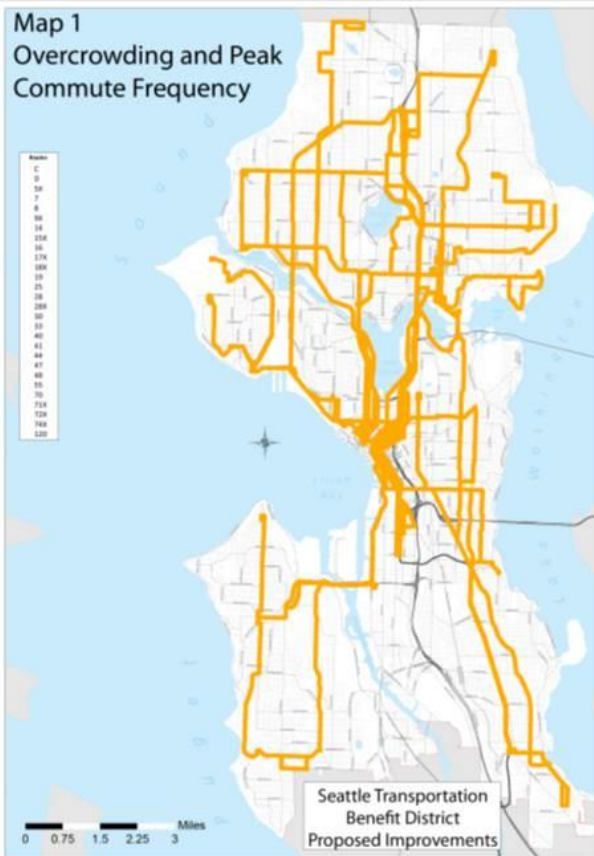
- ❑ About 2,400 dwelling units in all such developments



Transit Service Expansion

9

- Through 2020, \$45 million annually to address overcrowding, frequency, and reliability



Proposal: Land Use Code

10

- ❑ Add a Residential Transportation Options Program
 - ❑ Require transit passes for new residential development
 - ❑ Require other amenities such as car share memberships, bike share memberships, guaranteed ride home
- ❑ Remove barriers to shared parking
- ❑ Update bicycle parking requirements
- ❑ Clarify definition of “frequent transit service”



Proposal: Build on Existing Work

11

- ❑ Review residential parking conditions and the Restricted Parking Zone (RPZ) permit program
- ❑ Develop guidance for garage design to facilitate shared parking
- ❑ Promote transportation options & transit service expansion
- ❑ Support shared parking and new technology approaches to match parking demand with supply



Thank You

<http://buildingconnections.seattle.gov>