

Neighborhood Parking



Photo by John Skelton



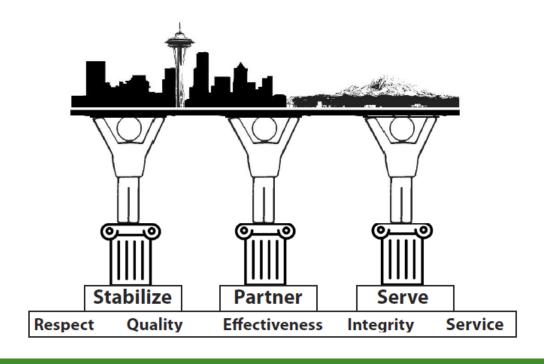
SDCI PURPOSE AND VALUES

Our Purpose

As stewards and regulators of land and buildings, we preserve and enhance equity, livability, safety, and health of our communities.

Our Values

- Respect
- Quality of work
- Effectiveness
- Integrity
- Service



POLICY OBJECTIVES

- Promote transportation choices more transit and fewer cars on the street
- Help manage traffic congestion
- Improve environment
- Reduce housing cost (HALA)
- Monitor outcomes and explore future opportunities for community benefit



KEY RECOMMENDATIONS

- Continue to right-size parking
- Update frequent transit service measure
- Add shared parking opportunities
- Support bicycle, car-share, and transit



SEATTLE TRENDS

Right-size parking:

- 70% of development proposals include parking
- 87% of the proposed housing units are in buildings with parking
- .72 spaces/unit is the average amount of parking provided in new buildings with parking

Under-use of existing off-street parking resources

30-35% of parking in existing buildings is not used

Source: SDCI findings, 2012-2017; King Co. Right Size Parking study.



MEASURING TRANSIT FREQUENCY

- Reduction in off-street parking tied to adequate transit service
- Recognize minor variations in buses arriving every
 15 minutes and every 30 minutes
 - Allow for occasional longer headways
 - Measure across 18 hours per day, everyday
- Use published bus schedules
- Apply based on a map that is updated periodically as transit service changes



BICYCLE PARKING

- Support increased bicycle use
- Follow national APBP* guidelines
- Residential: 1 space per dwelling; and 0.2 for short-term bike parking
- Non-residential: make consistent across city
- Shower facilities, for buildings 100,000+ sf citywide (250,000 sf today in Downtown)



^{*}Association of Pedestrian and Bicycle Professionals

Thank you.

For more information visit SDCI Neighborhood Parking Website:

www.seattle.gov/sdci

Contact:

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