

Putting Parking on a Diet

Low-Carb **Codes** in Seattle for Parking Porkers



We all assume TODs require less parking:

BUT...not all TODs are created equal

Transitional TODs, like Northgate,
force us to be specific about
how much parking is the right amount.



Northgate Neighborhood

TOD in **Transition**

- Bisected by a 10-lane freeway
- Centered around a shopping mall
- Ringed by single family neighborhoods and strip commercial zoning

Northgate Neighborhood



Northgate
Commons



Key Components

for TOD **Success**



- First, the second busiest transit center outside of downtown – with headways similar to light rail
- Second, a shared political will to grow the transit center area into a TOD



Parking Obstacles

to TOD **Success**



- Out-of-date parking codes (“one size fits all”)
- Community perceptions (too little parking and parking will spill over into single-family neighborhoods)
- Developer perceptions (too little parking won’t serve customer/resident needs; too much parking is a budget-breaker)



Overcoming Obstacles



Methodology

1. The Seattle TOD methodology parking CAN:
 - increase the success of TOD projects
 - address neighborhood concerns
 - minimize developer's project risk -- and
 - inform model TOD standards
2. City Comp Plan Goals support appropriate TOD parking requirements, based on methodology

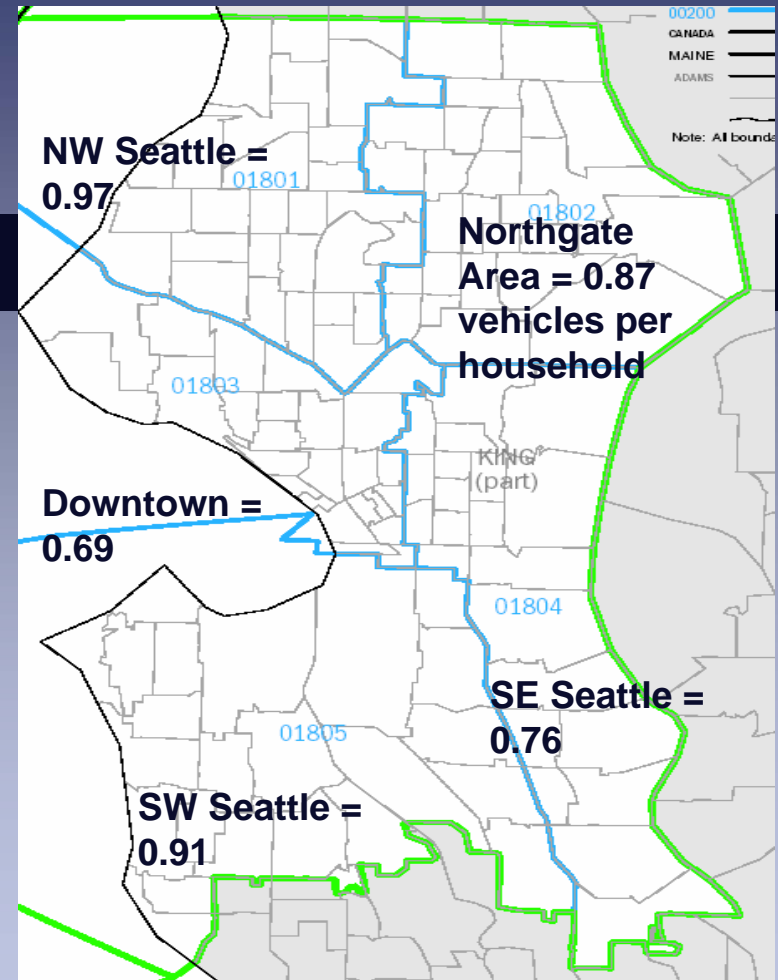


Determine Real Parking Demand

Methodology - Step 1

- 2000 Census provides a rough indication of real demand based on vehicle availability per household

Average Vehicle Availability
Per Household Per Sector



Does transit adjacency further reduce demand?

Methodology - Step 2

Nearness to frequent transit service validates reduced demand, reduced need for vehicle ownership – and reduced parking requirements!

Seattle's existing parking code allows commercial uses a 20% reduction in parking based on frequency of adjacent transit service

Portland, OR. No minimum parking requirements for sites well served by transit.

Oakland, CA. Parking requirements reduced to 0.5 parking spaces per HH unit within a TOD zone.

Developer's Voluntary Reductions

Methodology - Step 3

- The methodology also accommodates a developer's voluntary actions:

Examples of developer incentives to reduce vehicle ownership and manage parking supply more efficiently :

- car-sharing programs
- transit passes
- bike facilities
- TMA/PMA participation



Northgate Commons

Applying the Methodology



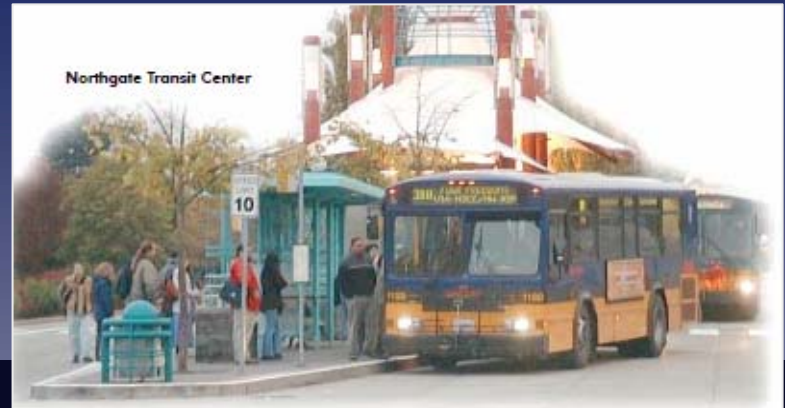
Watch it work!

The Methodology in Practice

- Methodology is already being used. The Northgate Commons project applied census data and a transit reduction to identify the appropriate amount of parking.
- In 2005, City of Seattle adjusted parking requirements for highest density n'hoods based in part on census data, with similar changes considered for other “urban centers” (targeted growth areas)

The Bigger Planning Picture

Northgate - Next Steps



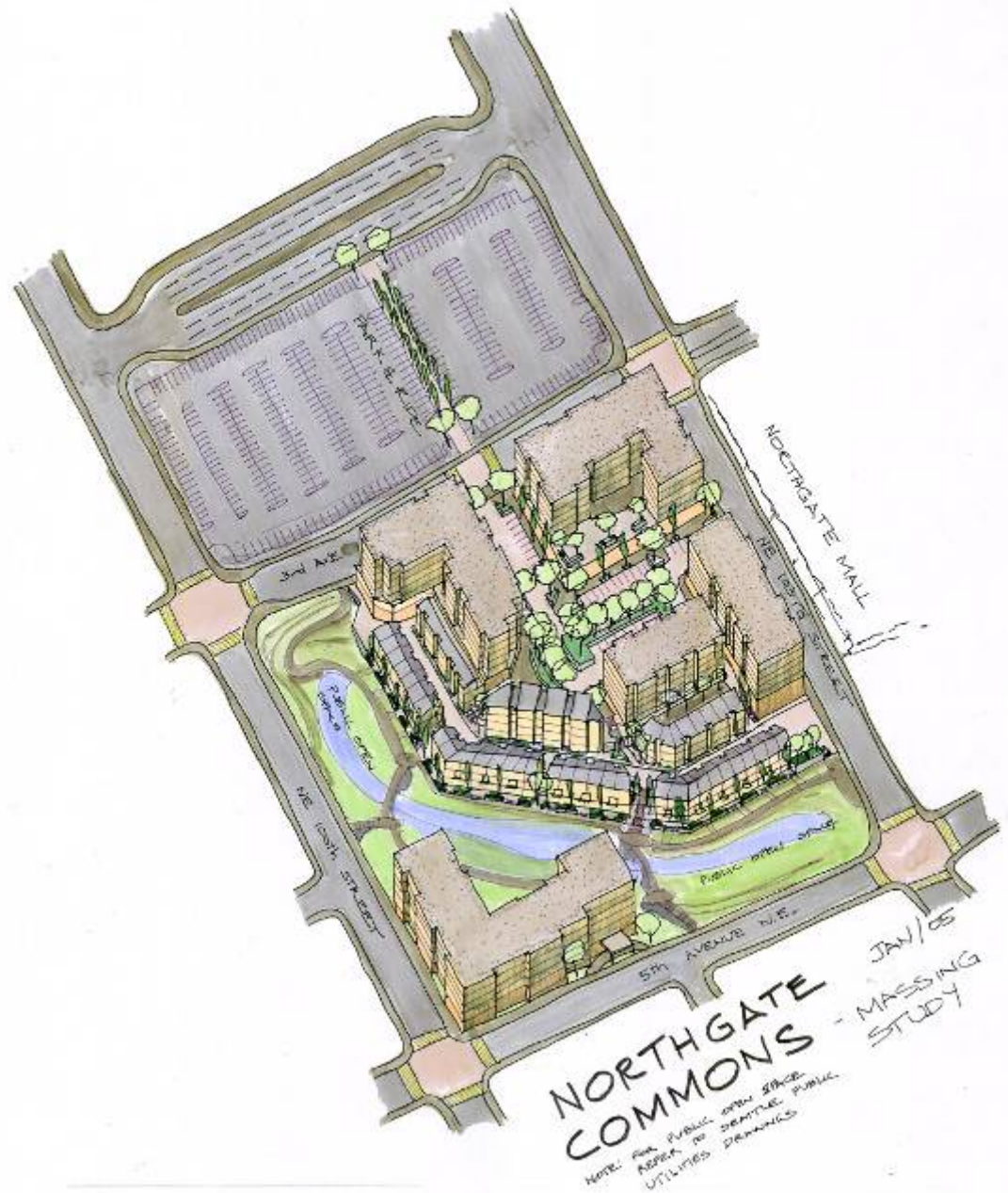
- **CTIP:** Coordinated Transportation Improvement Project: Executive was directed to facilitate investment, coordinate capital planning, and achieve long-term planning goals for area
- In 2006, CTIP's parking component may recommend voluntary cooperative arrangements such as a Parking Management Association (PMA) to efficiently use parking supply and support lower parking requirements for TOD projects



Northgate Commons: Before



Northgate Commons: After



Northgate Commons



Interior Square & Plazas



Northgate Commons

Streetscape



Thanks!

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Northgate Webpage: <http://www.seattle.gov/transportation/nctip.htm>

