Off Street Parking Reforms

YOU CAN DO IT!!
Seattle Population and Annual Growth 2010-2019, OFM

Population
Growth Rate

500,000 510,000 520,000 530,000 540,000 550,000 560,000 570,000 580,000 590,000 600,000 610,000 620,000 630,000 640,000 650,000 660,000 670,000 680,000 690,000 700,000 710,000 720,000 730,000 740,000 750,000
0% 1% 2% 3% 4% 5%
Population and Transit Growth, 2010–2018

Source: National Transit Database. Monthly Adjusted Release, January 2019
King County Right Size Parking

Major Take Aways

Parking Recs require 1.4 spaces/unit though only 1 is used on average.

Excess Surface Parking adds $2/ft annually on commercial leases

Excess Garage Parking adds $6-$7/ft to annual residential leases

Typical Affordable Housing financing increases leasing costs by 12.5% for each parking space required
“Seattle Council Bill 119221 aims to ensure that only drivers will have to pay for parking, which seems fair,” said Donald Shoup, author of *The High Cost of Free Parking*. “People who cannot afford a car or choose not to own a car should not have to pay anything for parking. If drivers don’t pay for their parking, someone else has to pay for it, and that someone is everyone. But a city where everyone happily pays for everyone else’s free parking is a fool’s paradise.”
CB 119221 – Parking Reform

• Unbundling of parking in leases
• Defining/broadening flexible use parking
• Allowing new development along frequent transit routes to be built w/o parking
• Eliminating all parking requirements in affordable housing projects regardless of location
• Adopting new bike parking requirements
• Expanding the distance for off-site parking allowances
CB 119221 – Parking Reform

- Setting parking maximums
- Calculating parking for housing affordability payments
- Eliminating all parking requirements outside our designated urban growth areas
- Requiring EV charging parking spaces
- Eliminating parking requirements for ADU's and DADU's.
How'd we do it?

**SUPPORTERS**
- YIMBYs and Housing Advocates
- Housing Affordability Task Force
- Environmental Community

**STRATEGIES**
- Data Informed Decisions
- Excellent Story Telling
- Good Organizing

**OPPONENTS**
- Seattle Times
- Neighborhoods
- Some Business Community

**STRATEGIES**
- Litigation
- Public Hearings Turnout
- Op-Eds and Editorials
What's Next?

Expansion of paid parking

Carpool parking permits

First mile/last mile funding

Light Rail as an economic development tool

Conversion of surface parking lots into housing

Prohibition on building out structured garages