APPENDIX A

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A1. Draft Peer Cities Review Memo

CITY OF SAN DIEGO TRANSIT PRIORITY AREA MULTIFAMILY RESIDENTIAL

DRAFT: Peer City Review Memo

PARKING STANDARDS

September 23, 2018

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Executive Summary

The purpose of this report is to review and summarize the results of the peer cities assessment conducted for the City of San Diego Transit Priority Area Multifamily Residential Parking Standards Study.

ES.1 Background

To better inform the process of updating the City's multifamily parking requirements and understand the factors which influence automobile ownership and parking demand, a review of peer cities within the United States (US) was conducted. The peer city review examined large cities in the western half of the United States with lower vehicle ownership rates to better understand the steps that San Diego may be able take to achieve their goal of lower parking demand. Included in the peer review was, an assessment of each cities parking requirements, travel behaviors, an examination of geographic constraints and similarities to the City of San Diego, as well as an interview with City staff.

After detailed research of the peer cities, the pool of peer cities was narrowed down to a select few which were similar to San Diego in nature and have a vehicle ownership rate which is lower and trending down. This subset will be used as example cities in which a statistical model will be developed to better understand what transportation factors directly relate to vehicle ownership, and ultimately, parking demand (Parking Propensity Model). The resulting Parking Propensity Model will enable the identification of areas in San Diego where parking requirements could be lowered.

ES.2 Methodology for Selecting Peer Cities

On a high level three factors informed the choice of peer cities and their overall similarity to San Diego. The first factor was the size and location of the potential peer city. The second factor was if vehicle ownership rates are lower than San Diego's (vehicle ownership was used as analog for parking demand). The final factor was cities which have implemented similar multifamily parking reduction standards, particularly within transit areas.

The only deviation from the methodology was with regards to San Francisco. San Francisco is one of the 30-largest cities, west of the Mississippi, with lower vehicle ownership rates than the City of San Diego, however, because its urban form is more inline with an east coast city it was excluded.

ES.3 Peer Cities Selected

Table ES-1 outlined the peer cities that were selected for further review.

Table ES-1: Peer Cities Selected for Further Review

City	Veh/HH (2016)	Percent lower than San Diego	Year Implemented Parking Reduction for multifamily in TPAs
Seattle	1.37	22.6%	2004, reaffirmed 2018
Portland	1.48	16.4%	2002, reversed 2013
Phoenix	1.65	6.8%	2008, reaffirmed 2015
San Diego	1.77		TBD

As shown all three peer cities have average vehicle per household rates that are about 6.8 to 22.6% lower than the average vehicles per household rate in San Diego. Additionally, all of the peer cities have implemented a parking reduction program for multifamily uses located within transit areas. The following sections provide more detail regarding the similarities each peer city has to San Diego, the current parking policies they have in place as applicable to multifamily residential and, if an interview was conducted, the lessons they have learned from implementing these policies.

ES.4 Comparison of Peer Cities

The higher purpose of this assessment is to identify a subset of peer cities, example cities, which are similar to San Diego and have lower vehicle ownership rates, in an effort to ascertain which factors influence vehicle ownership, and in turn parking demand. All cities which have been reviewed in this memo have lower vehicle ownership rates. Once commonalities are established among a subset of the peer cities, those cities will then move forward to a regression analysis to further identify and isolate the variables which influence vehicle ownership.

As shown in **Table ES-2**, every peer city has undergone or is undergoing a code change/update to address parking reductions for multifamily residential buildings within either TPAs or Transit Oriented Districts (TODs). Transit Oriented Districts identify transit stations and the area around them.

Table ES-2: Peer Cities by Parking Reduction Adoption Year

Initial Parking Reductions	City	Reduction multifamily	Where	Subsequent Adjustment
2002	Portland	No parking minimums	Areas w/in 1,500ft of transit stations or 500ft within transit streets	2013 required parking for multifamily buildings starting at 31st unit
2003	Phoenix	25% reduction w/in 1,325 ft of rail station; 10% if further than 1,325 ft from fixed rail station	In TODs	2015 Reaffirmed these reductions
2004	Seattle	No parking requirements	Urban Centers and Light Rail Stations	2018 reaffirmed no parking requirements, also required "unbundling"

As noted in the table above, Seattle, Phoenix and Portland were early adopters in allowing no minimum parking requirements for multifamily housing in certain zones; starting in 2002 for Portland, 2003 for Phoenix and 2004 for Seattle.

As can be seen in **Table ES-3**, the percentage of households without vehicles decreased in every city, except for Seattle, where the percentage increased slightly (+4.7%); meaning more households in Seattle gave up their vehicles. In Seattle and Portland, the number of vehicles per household decreased from 2000 to 2016. Although vehicles per household increased in Phoenix from 2000 to 2010, Phoenix maintained their average vehicles per household rate from 2010 to 2016.

Table ES-3: Vehicle ownership rates by City

	Households without Vehicles			Vehicles Per Household		
City	2000	2010	2016	2000	2010	2016
Seattle	16.3%	15.5%	17.1%	1.40	1.40	1.37
Portland	14.0%	14.8%	13.7%	1.49	1.47	1.48
Phoenix	8.9%	4.2%	4.0%	1.61	1.65	1.65
San Diego	9.5%	7.1%	6.3%	1.64	1.75	1.77

Based on the review of each peer city, there seems to be a loose relationship between median household income and vehicle ownership rates, as shown in **Table ES-4**. The relationship is roughly that of an inverted bell curve. Seattle is an anomaly, since it is the city with the highest median household income, yet it has the lowest number of vehicles per household. Usually, the relationship trends in the opposite direction, as seen in San Diego where a higher median household income is equated with higher vehicle ownership rates. However, as can be seen by Phoenix, which has the lowest median household income and one of the higher vehicles per household rates, there are more factors which influence vehicle ownership rates than income alone, such as cost of living and the large geographic area of Phoenix.

Table ES-4: Cities by Median Household Income

City	MHI	Vehicles per Household (2016)
Seattle	\$74,458	1.39
San Diego	\$68,117	1.77
Portland	\$58,423	1.49
Phoenix	\$49,328	1.65

ES.5 Conclusions

As discussed, all three peer cities have lower vehicle ownership rates than San Diego. However, of the peer cities, in the sixteen-year timeframe from 2000 to 2016, only Seattle and Portland's vehicle per household rate decreased, as can be seen below in **Table ES-5**.

Table ES-5: Cities by Vehicles per Household

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	Vehicles Per Household			
City	2000	2010	2016	
Seattle	1.40	1.40	1.37	
Portland	1.49	1.47	1.48	
Phoenix	1.61	1.65	1.65	
San Diego	1.64	1.75	1.77	

Phoenix's average vehicle ownership rate increased from 2000 to 2016 and there is a 38.1% difference between Phoenix's median household income and San Diego's. Since Phoenix's vehicles per household rate has increased and its median household income is significantly lower, Phoenix has not been selected for further analysis.

Seattle and San Diego are comparable with regard to the size of their respective metropolitan populations, the geographic constraints, hilly nature, and diversity of employment centers.

Portland and San Diego have similar urban forms within their TPAs, both have mature light rail systems and in both cities the mobility is impacted by significant barriers such as freeways which bisect the city, rivers and/or canyons.

Based on these similarities and since this is an aspirational exercise, the City of San Diego would like to reduce its vehicle ownership rates and maintain those levels over time, the cities of Seattle and Portland have been chosen to examine more closely for factors which influence vehicle ownership rates.

1. Introduction

The purpose of this report is to review and summarize the results of the peer cities assessment conducted for the City of San Diego's Transit Priority Areas Multifamily Residential Parking Standards study.

1.1. Background

The Legislature of the State of California has recently passed into law a number of bills that are intended to reduce greenhouse gasses (GHG), traffic congestion and vehicle miles traveled (VMT), as well as create more housing, particularly in locations that provide residents with transportation alternatives, such as transit. At the same time, concerns regarding the impacts of parking requirements on housing affordability, as well as the City's Climate Action Plan strategies are leading the City of San Diego Planning Department to reevaluate multifamily residential parking requirements in its Transit Priority Areas (TPAs).

In 2013 Transit Priority Areas were established and defined in California Senate Bill 743 as an area within one-half mile of a major transit stop that is existing or planned, if the planned major transit stop is scheduled to be completed within the planning horizon included in a Regional Transportation Improvement Program. A major transit stop is defined in California Public Resources Code (CPRC) 21064.3, as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods."

To better inform the process of updating the City's multifamily residential parking requirements in TPAs and understand the factors which influence vehicle ownership and parking demand, a review of peer cities was conducted. The peer city review examined large cities by population in the western half of the United States (US) with lower vehicle ownership rates than San Diego to understand the steps that San Diego may be able take to achieve their goal of lower parking demand in TPAs. Included in the peer review is an assessment of each city's parking requirements, travel behaviors, an examination of geographic constraints and similarities to the City of San Diego, as well as an interview with peer city staff.

The pool of peer cities was narrowed down to a select few which were similar to San Diego, based on the methodology discussed in Section 3. This subset will be used as example cities in which a statistical analysis will be conducted to better understand which transportation factors have a direct effect on vehicle ownership, and ultimately, parking demand. The results of the analysis will enable the identification of areas in San Diego where parking requirements could be lowered. This will result in identifying the parking reduction propensity for the different TPAs.

1.2. Report Organization

After this introductory section, the report discusses the methodology used in selecting the peer cities and then transitions to an assessment of the peer cities. The assessment of each peer city includes an overview of the city, the transportation services available, the journey to work statistics, the multifamily residential parking requirements and vehicle ownership rates, as well as a summary of the interview with City Staff if one was conducted and a brief comparison between the specific peer city and the City of San Diego. The report ends with a discussion of all the peer cities in comparison to the City of San Diego and the conclusion of which cities should be chosen to advance to the final level of assessment, the regression analysis.

2. Methodology for Selecting Peer Cities

Three factors informed the initial choice of peer cities and their overall similarity to San Diego. The first factor was the size and location of the potential peer city. The second factor was a comparison of vehicle ownership rates to San Diego's (vehicle ownership was used as analog for parking demand). The final factor was whether cities have implemented similar multifamily residential parking reduction requirements within transit areas, as defined by each peer city.

2.1. Major Cities

In order to establish a pool of municipalities from which to choose peer cities, a list of the 30 most populous cities in the US was compiled. The list was then refined to only include cities in the western half of the US, using the Mississippi River as the cutoff point. Cities in the eastern half of the US, on the whole, tend not to be as relatable to cities in the west. Cities in the east are generally much older than their western counterparts and because of this, have a more compact urban form with greater density. They also tend to have more developed transit systems and less of a vehicle-centric culture. This results in the majority of eastern cities having a much lower average vehicle per household rate than western cities, regardless of the city's population size, access to transit, or parking requirements. Due to these factors, it was determined that lessons learned from eastern cities may not be applicable to San Diego. Therefore, only cities in the western half of the US were evaluated. Table 1 displays the 30 most populous cities in the US and highlights which cities are located in the western half.

Table 1: 30 Most Populous Cities in the United States (2014 Estimates)ⁱ

Rank	City, State	Pop. Size	Located in the Western Half?
1	New York, N.Y.	8,491,079	No
2	Los Angeles, Calif.	3,928,864	Yes
3	Chicago, III.	2,722,389	No
4	Houston, Tex.	2,239,558	Yes
5	Philadelphia, Pa.	1,560,297	No
6	Phoenix, Ariz.	1,537,058	Yes
7	San Antonio, Tex.	1,436,697	Yes
8	San Diego, Calif.	1,381,069	Yes
9	Dallas, Tex.	1,281,047	Yes
10	San Jose, Calif.	1,015,785	Yes
11	Austin, Tex.	912,791	Yes
12	Jacksonville, Fla.	853,382	No
13	San Francisco, Calif.	852,469	Yes
14	Indianapolis, Ind.	848,788	No
15	Columbus, Ohio	835,957	No
16	Fort Worth, Tex.	812,238	Yes
17	Charlotte, N.C.	809,958	No
18	Detroit, Mich.	680,250	No
19	El Paso, Tex.	679,036	Yes
20	Seattle, Wash.	668,342	Yes
21	Denver, Colo.	663,862	Yes
22	Washington, DC	658,893	No
23	Memphis, Tenn.	656,86	No
24	Boston, Mass.	655,884	No
25	Nashville-Davidson, Tenn	644,014	No
26	Baltimore, Md.	622,793	No
27	Oklahoma City, Okla.	620,602	Yes
28	Portland, Ore.	619,360	Yes
29	Las Vegas, Nev.	613,599	Yes
30	Louisville-Jefferson County, Ky	612,780	No

2.2. Average Vehicle Ownership

The cities which are located in the western half of the US were further refined based on their representative average number of vehicles per household (American Community Survey 2016 5-Year Estimate). As noted previously, since this is an effort to determine which factors influence vehicle ownership rates, cities with vehicles per household rates which were higher or near San Diego's rate of 1.77 were omitted from the list. As can be seen in **Table 2**, this step removed San Jose, El Paso, Fort Worth and Oklahoma City from the list.

Table 2: Most Populous Western Cities by Vehicle Ownership Rate

Rank	City, State	Veh/HH 2016
10	San Jose, Calif.	2.04
19	El Paso, Tex.	1.79
8	San Diego, Calif.	1.77
16	Fort Worth, Tex.	1.77
27	Oklahoma City, Okla.	1.76
7	San Antonio, Tex.	1.67
6	Phoenix, Ariz.	1.65
11	Austin, Tex.	1.63
29	Las Vegas, Nev.	1.62
2	Los Angeles, Calif.	1.57
4	Houston, Tex.	1.57
9	Dallas, Tex.	1.55
21	Denver, Colo.	1.55
28	Portland, Ore.	1.48
20	Seattle, Wash.	1.37
13	San Francisco, Calif.	1.08

Source: American Community Survey (ACS) Census Bureau

The next step looked at the direction in which a city's vehicles per household rate was trending. Cities with a vehicle per household rate which was trending up were then excluded and are identified in **Table 3.** As can be seen in the table, this eliminated San Antonio, Austin, Houston, Dallas and Denver.

Although there was a slight uptick in vehicles per household from 2010 to 2016 (by 0.68%) in Portland, the increase was less than a full percentage point compared to the other cities. The vehicle ownership rates for the other cities all increased between 2.5% and 5.4%. Additionally Portland was retained since there was a slight decrease in vehicles per household for the time period from 2000 to 2016.

Table 3: Vehicle Ownership Trends by City

Rank	City, State	Veh/HH 2010	Veh/HH 2016
7	San Antonio, Tex.	1.63	1.67
6	Phoenix, Ariz.	1.65	1.65
11	Austin, Tex.	1.58	1.63
29	Las Vegas, Nev.	1.63	1.62
2	Los Angeles, Calif.	1.57	1.57
4	Houston, Tex.	1.52	1.57
9	Dallas, Tex.	1.51	1.55
21	Denver, Colo.	1.47	1.55
28	Portland, Ore.	1.47	1.48
20	Seattle, Wash.	1.40	1.37
13	San Francisco, Calif.	1.10	1.08

It is also worth noting that the City of San Francisco was also eliminated. San Francisco, which has low average vehicles per household, has an urban form similar to many of the eastern cities which were previously eliminated from consideration due to having built environment characteristics unlike San Diego's. A significant portion of the San Francisco's housing stock was built without parking since most of the City's development predates the automobile era. Due to this consideration, it was decided that San Francisco might not be the best comparison case for San Diego despite meeting the criteria of downward trending vehicle ownership rates.

Additionally, Portland was retained though it's vehicle per household rate increased between 2010 and 2016 since it was less than a 1% increase.

2.3. Review of Cities' Parking Requirements in Transit Areas

After the aforementioned steps, the pool of cities was made up of Seattle, Portland, Los Angeles, Las Vegas, and Phoenix.

In a review of parking requirements, it became evident that neither Los Angeles nor Las Vegas offered parking reductions for multifamily residential near transit, from which San Diego could learn.

In 2017, Los Angeles adopted a transit-based affordable housing incentive program called Transit Oriented Communities Affordable Housing Incentive Program (TOC). Los Angeles's TOC program offers parking reductions for multifamily residential developments that are either mixed-income or 100% affordable. The TOC program bases its parking reductions on how far a project is from various types of transit. However, San Diego has already addressed parking in affordable housing through a separate effort and is only addressing market rate housing in this effort.

Las Vegas has reduced parking requirements in its downtown but has not specifically addressed parking for multifamily residential. In short, Las Vegas's lower vehicle per household rate appears to be due to factors other than reduced parking requirements in areas close to transit.

For the above-mentioned reasons, Los Angeles and Las Vegas were not moved forward as possible peer cities.

Table 4 displays the peer cities that were selected for further review, based on the selection process outlined in the previous sections. As shown, all three peer cities have average vehicle per household rates that are about 6.8 to 22.6% lower than that of San Diego and have implemented parking reductions for multifamily residential located within transit areas.

Table 4: Peer Cities Selected for Further Assessment

City	Veh/HH (2016)	Percent lower than San Diego	Year Implemented Parking Reduction for multifamily in TPAs
Seattle	1.37	22.6%	2004, reaffirmed 2018
Portland	1.48	16.4%	2002, reversed 2013
Phoenix	1.65	6.8%	2008, reaffirmed 2015
San Diego	1.77		TBD

The following sections provide more detail regarding the similarities between each peer city and San Diego.

3. Assessment of Peer Cities

The following sections provide a detailed summary of the geographic, municipal and transportation related features of each peer city, and how these features compare to the City of San Diego. In addition, this section discusses the current parking requirements each peer city has in place for multifamily residential near transit, and if an interview was conducted, the lessons they have learned from implementing these requirements.

3.1. San Diego

The basis in which the peer cities can be compared to San Diego is provided below.

The City: Context

The population size of the City of San Diego is approximately 1.42 million people (ACS 2017 Population Estimate). The greater San Diego metropolitan area has 3.25 million people.ⁱⁱⁱ

The median household income for the City of San Diego is \$68,117 (ACS 2016 5-Year Estimate). There are six Fortune 500 companies headquartered in San Diego: Qualcomm, Sempra Energy, PriceSmart, Illumina, ResMed, and AMN Healthcare Services.^{iv}

San Diego is home to a maritime port, as well as an international airport.

The geographic size of San Diego, which includes large uninhabited areas within the incorporated territory, is 325.19 square miles (2010). San Diego is bounded by coast and bay to the west and an international border to the south which, along with rugged terrain to the east, shape an irregular metropolitan geography that skews to the north from its downtown.

Transportation Services

- San Diego is served by light rail, referred to as the Trolley, and bus. MTS is the regional transit provider.
- San Diego is home to one car share company, Zip Car.

- San Diego is home to multiple bike share companies (Mo, LimeBike, Ofo, and Discover) as of Spring 2018.
- According to San Diego's 2013 Bicycle Master Plan, the City of San Diego has 494.6 miles of Class I, II and III facilities.^{vi}
- As of the fourth quarter of 2017, the average weekday transit ridership for San Diego was 269,400 riders. This includes 112,100 light rail (Trolley) riders and 157,300 bus riders.

Table 5 displays the journey to work trends within the City from the time period of 2000 through 2016. In terms of San Diego's journey to work figures, there's been a very slight increase in the number of people who drive to work, a pronounced decrease in the carpool rate, as well as a decrease in the rate with which residents use public transportation to get to work. There has also been an increase in the percentage of people who bike to work.

Table 5: Journey to Work Mode Share Percentages – San Diego

Mode	2000 Census	2010 Census	2016 ACS 5-Year Estimate	Percent Change (2000-2016)
Drive Alone	74.0%	75.1%	74.8%	+1.1%
Carpooled	12.2%	9.4%	8.9%	-27.1%
Public Transportation	4.1%	4.1%	3.9%	-4.9%
Bicycle	0.7%	0.9%	1.0%	+42.9%
Walk	3.6%	3.1%	3.1%	-13.9%

Source: American Community Survey (ACS) Census Bureau

Multifamily Residential Parking Requirements and Vehicle Ownership

The general parking requirements for multifamily housing in San Diego, according to San Diego Municipal Code Section 142.0525 Table 142-05C^{viii} are:

- Studios up to 400 square feet = 1.25 spaces
- 1 bedroom and studios over 400 square feet = 1.5 spaces
- 2 bedrooms = 2.0 spaces
- 3+ bedrooms = 2.25 spaces

In Transit Area Overlay Zone, areas within a Transit Priority Area, or areas within an Urban Village Overlay Zone, generally, the requirements are reduced by 0.25 spaces^{ix}. As shown below the 0.25 space reductions for these areas, results in the following requirements:

- Studios up to 400 square feet = 1.0 spaces
- 1 bedroom and studios over 400 square feet = 1.25 spaces
- 2 bedrooms = 1.75 spaces
- 3+ bedrooms = 2.0 spaces

In 2016, the City of San Diego had 1.77 Vehicles per Household (ACS 2016 5-Year Estimate), a 7.9% increase from its rate in 2000, as can be seen in **Table 6**.

Table 6: Vehicle Ownership Rates – San Diego

Households without Vehicles			Vehi	cles Per House	hold
2000	2010	2016	2000	2010	2016
9.5%	7.1%	7.0%	1.64	1.75	1.77

Source: American Community Survey (ACS) Census Bureau

3.2. Seattle

The City: Context

Seattle is the largest city in the state of Washington, with a population size of 724,745 residents (ACS Fact Finder 2017 population estimate) and at the center of metropolitan area estimated to have a population of 3.7 million.

Seattle has a median household income of \$74,458 (ACS 2012-2016 5-year estimate) which is the highest among the peer cities. Seattle is home to a number of Fortune 500 companies: Amazon, Starbucks, Nordstrom, Alaska Air Group, Weyerhaeuser, Expeditors International of Washington, and F5 Networks.* In addition, Costco Wholesalers, Microsoft, and Expedia are located in the metropolitan area of Seattle*i.

Seattle has one of the busiest ports in North America. In 2016 the Port of Seattle ranked 7th in North American Ports based on the volume of container-handling^{xii}. (This is below the other peer port City of Los Angeles at number one. The rest of the port peer cities did not make it into the top 25 slots). Seattle also has an international airport.

The geographic size of the City of Seattle, excluding any waterways, is 83 square miles. Seattle's primary geographic constraint are the bodies of water which surround the City: Puget Sound to the west, Lake Washington to the east, and Lake Union and the accompanying locks, which almost perfectly bi-sect the northern part of the City from the southern portion.

It is also worth noting that the City of Seattle is very hilly.

Transportation Services

- Seattle is served by light rail, two types of bus service (regular and rapid) as well as, streetcar and monorail. Multiple bus lines are defined as Trolley Buses, since they are powered by overhead electric cables.
- Within the City of Seattle there is one light rail route^{xiii}, approximately 78 bus routes^{xiv}, two streetcar lines^{xv}, and one monorail line^{xvi}.
- As of the fourth quarter of 2017, Seattle's public transportation system (light rail, bus, trolley bus) average weekday ridership was 536,700 riders. Of that, 457,500 average daily rides occurred on (all types of) bus and 79,200 average daily rides occurred on light rail.
- Seattle currently has three car share companies: car2go, Zipcar and ReachNow.xviii,xix
- As of 2018, Seattle has three bike share companies: LimeBike, Spin and Ofo.xx
- As of 2014, Seattle had 150 miles of bicycle lanes and sharrows^{xxi}

As shown in **Table 7**, the way Seattleites commuted to work changed significantly over the sixteen years from 2000 to 2016. The drive alone rate decreased from 2000 to 2016, and in the same sixteen years the carpool rate decreased as well. The use of public transportation

increased, bicycling to work increased and as did walking to work. Yet interestingly enough, as noted in Table 8 below, the vehicles per household hardly changed.

Table 7: Journey to Work Mode Share Percentages - Seattle

Mode	2000 Census	2010 Census	2016 ACS 5-Year Estimate	Percent Change (2000-2016)
Drive Alone	56.6%	53.2%	49.2%	-13.1%
Carpooled	11.1%	10.4%	7.7%	-30.6%
Public Transportation	17.4%	18.8%	20.8%	+19.5%
Bicycle	1.9%	2.8%	3.8%	+100.0%
Walk	7.4%	8.7%	10.1%	+36.5%

Source: American Community Survey (ACS) Census Bureau

Multifamily Residential Parking Requirements and Vehicle Ownership

Parking Requirements for Multifamily Residential in General

With regard to multifamily residential parking requirements, Seattle requires one parking space per dwelling unit, or one space for each two small efficiency dwelling units, as per Seattle's Municipal Code Section 23.54.015^{xxii} Table B.

Parking Requirements for Multifamily Residential in Transit Rich Areas

For multifamily residential housing in transit rich areas there is a 100% reduction in minimum parking requirements for urban villages, and a 50% reduction in parking minimums in areas outside of urban villages but within frequent transit service areas. **xiiii*

The above reductions were re-affirmed by ordinance on April 2, 2018. In addition to the reaffirming the reductions for minimum parking requirements, the ordinance clarified how frequent transit service is to be measured and required the "unbundling" of parking spaces in the rental agreements of multifamily residential buildings. The reduced parking requirements originally went into effect in 2010, the re-affirmation and other components of the ordinance went into effect on May 14, 2018.

As can be seen in **Table 8**, Seattle has had low vehicle ownership rates since 2000. There has been a recent slight increase (by 4.9%) in households without vehicles, there has also been a slight (2.1%) decrease in the number of vehicles per household.

Table 8: Vehicle Ownership Rates - Seattle

Households without Vehicles			Vehi	cles Per House	hold
2000	2010	2016	2000	2010	2016
16.3%	15.5%	17.1%	1.40	1.40	1.37

Source: American Community Survey (ACS) Census Bureau

Of all the peer review cities, Seattle has the lowest vehicles per household rate. It is also worth noting that Seattle has had no parking requirements in certain places for many years now. Starting in 1980, the City did not require parking in the central city for commercial uses. Starting in 2004,

the City set no parking requirements, for both residential and commercial, in Urban Villages and Light Rail Station Areas.

Summary of Interview with City Staff

The project team spoke with Mary Catherine Snyder, Parking Strategist in Seattle's Department of Transportation on May 22, 2018 for approximately one hour. A summary of the conversation can be found below in bullet point format:

- 1980 Seattle started strategically reducing their parking ratios, per Ms. Snyder
 - No parking requirements for non-residential uses in downtown
 - Set parking maximums of 1 space per 1,000 square feet
- 2004 Seattle was growing and there was a conscious effort to invest in transit
 - The City set policy requiring no parking requirements for Urban Centers and Light Rail Station Areas
- 2010 political leaders wanted to spur development
 - Expanded the geographic area in which no parking minimums were required to include the rest of the Urban Villages that had "Frequent Transit"
- 2018 born out of the need to clarify "Frequent transit" in the code, the City took the opportunity to:
 - Reaffirm the 100% parking reductions in Urban Villages
 - Reaffirm 50% reductions in areas with frequent transit service outside of Urban Villages
 - Require "unbundled" parking in lease agreements in multifamily residential buildings
 - This was a policy decision, though data is available, staff did not rely on data
 - o Address other issues such as shared parking and bicycle parking requirements.

With regard to this most recent effort, there was no separate outreach done within the community, but rather the outreach was included in a larger citywide process surrounding a housing affordability and livability agenda.

Ms. Snyder did say that most people at the community meetings were not supportive of the proposed changes. She was very clear in stating that this was a policy decision and several council members "took really brave votes." Ms. Snyder did say that one council member brought Donald Shoup's book, *The High Cost of Free Parking*, to every council meeting and had it prominently displayed. She also mentioned that a Council member, preceded his vote by making a statement regarding global climate change and the need for local action to impact such global issues.

(A complete summary of the conversation can be found in the appendix.)

Additional Sources/Research

An additional document was informative regarding the City of Seattle's parking requirements. The "<u>Director's Report and Recommendation Neighborhood Parking Reform</u>" (November 2017)^{xxv}. This report was prepared by planning staff. In the interview, Ms. Snyder did make mention that

the city relied on the King County's Right Size Parking Project; however, Ms. Snyder also clearly stated, that even though the City had data, reducing parking requirements was a policy decision.

The Director's report cites some of the Right Size Parking study's survey findings. Including a data point that in the 95 Seattle sample buildings, approximately 35% of residential parking spaces were not in use. (Report, p. 5). The Director's report also cites the Right Size Parking study to note that the most predictive factor for off-street parking utilization for different locations and different types of housing was the availability of transit. (Report, p. 11).

The report also reviewed development permit data from mid-2012 through late-2016 and found in the Urban Center and Urban Village areas –where the existing code provides the greatest flexibility for parking supply decisions – 87% of units are built with parking and the average amount of parking proposed was 0.73 spaces per dwelling unit. (Report, p. 13).

The Director's Report goes on to underscore this point by citing research conducted in London which found, "when parking minimums were removed, the parking supplied by new development was equivalent to 52% of the previous minimum parking level." (Report, p. 14).

Comparisons between Seattle and San Diego

As shown in **Table 9**, in comparison to San Diego, Seattle is significantly smaller both geographically and in population. Seattle occupies 83 square miles, whereas San Diego spans 325.19 square miles. However, both cities have geographic constraints, Seattle is hemmed in on two sides by large bodies of water. San Diego has the Pacific Ocean creating a barrier on the west, and the Laguna Mountains on the east. In addition, San Diego has the international border with Mexico on the south that acts as a boundary.

Table 9: Summary Comparison Table Seattle v. San Diego

Metric	Seattle	San Diego
City Population Size	724,745	1.4 million
Metro Population Size	3.7 million	3.25 million
Square Mileage	83	325.19
Median Household Income	\$74,458	\$68,117
Number of Fortune 500 Companies	7	6
Vehicle Ownership Rate (2016)	1.37	1.77
Percent of HH w/o a vehicle (2016)	17.1%	6.3%
Public Transit average weekday ridership (metro area)	536,700	269,400
Transit Ridership by Population (Metro)	0.15	0.08
Bus	Yes	Yes
Light Rail	Yes	Yes
Streetcar	Yes	No
Other Public Transit	Monorail, Ferry	No
Car Share	3	1
Bike Share	Yes	Yes
MFH Parking Reductions in "TPAs"	Yes	TBD
Year Implemented	2004	TBD

In contrast, Seattle has a slightly higher median household income than San Diego. Seattle's median household income is \$74,458, compared to San Diego's median household income of \$68,117; though this is only an 8.5% difference.

Similarly, (anecdotally) Seattle has more than one employment centers. Ms. Snyder described the following parts of town as employment centers: Downtown Seattle, South Lake Union, University of Washington, and First Hill. Likewise, San Diego has a number of employment centers, most notably, Downtown, Kearny Mesa, University, and Sorrento Valley.

Though the weather in Seattle and San Diego is very different, the weather in Seattle is not extreme. The average temperatures in Seattle for the months of June, July, August and September is between 69 and 73 degrees; with the average temperature for May at 64 degrees (NOAA). Influenced by the Pacific Ocean, San Diego's average temperatures for the months of June, July, August and September is mid-70's and May is on average in the high 60's (NOAA).

When taken as a whole – the size of Seattle's metropolitan population, its geographic constraints, hilly nature, diversity of employment centers – Seattle and San Diego are comparable.

3.3. Portland

The City: Context

Portland is the largest city in the State of Oregon, with a population size of 647,805 (ACS FactFinder 2017) and at the center of a metropolitan area estimated to have a population of 2.4 million.

The median household income for the City of Portland is \$58,423. Portland is home to two Fortune 500 company, Columbia Sportswear and Portland General Electric^{xxvi}, as well as a number of large companies which carry name recognition: Precision Castparts Corporation, StanCorp Financial Group, and Schnitzer Steel Industries. The greater metropolitan area of Portland is also home to Nike headquarters.

Portland is also a port city. The port closed its shipping container facility in 2016, which was reopened on a limited basis in 2018. In addition, Portland is home to an international airport.

The geographic size of Portland is 133.3 square miles. Water features prominently in; the Willamette River which passes just east of downtown Portland, acts as the dividing line between the west side and east side of town. To the north, the City is bounded by the Columbia River, which also serves as the dividing line between the States of Oregon and Washington. The City of Portland has 12 bridges spanning the Willamette River and two spanning the Columbia River; giving it one of its nicknames of Bridgetown.

The Tualatin Mountains, colloquially referred to as the "west hills," create a geographic boundary to the west.

Though relatively flat, the City does slope upwards away from the Willamette River.

Transportation Services

- TriMet, is Portland's public transportation provider. TriMet operates 80 bus routes, 5 light
 rail lines and one commuter rail line. Portland also has streetcar service that offers three
 routes; however, operations for this are managed through a separate entity.
- In addition, Portland has an aerial tram which is owned and operated by the City of Portland**xvii.
- As of the fourth quarter of 2017, Portland's public transportation system (light rail and bus) average weekday ridership was 301,000 riders. Of that, 181,300 average weekday rides occurred on (all types of) bus and 119,700 average weekday rides occurred on light rail.xxxiii
- Currently, three fleet carshare services Car2Go, Zipcar, and ReachNow operate in Portland, as well as two peer-to-peer car share services Getaround and Turo.xxix
- As of January 2016, Portland had 316 miles of bikeways.xxx This can be broken down into 77 miles of Neighborhood Greenways (also known as, bicycle boulevards), 188 miles of bike lanes and 85 miles of paths. Included in the paths category are 17 miles of physically separated bicycle infrastructure, either in the form of cycle tracks or buffered bicycle lanesxxxi.
- Portland launched its bike share, BIKETOWN in 2016 and currently has 1,000 bikes and 125 stations.xxxii

As shown in **Table 10**, from 2000 to 2016 the percentage of residents who drove to work (alone or in a carpool) decreased, as did the percentage of residents who took public transportation. During this same time period there was a dramatic increase in the percentage of people who rode their bicycles to work, as well as those who walked to work.

Table 10: Journey to Work Mode Share Percentages - Portland

Mode	2000 Census	2010 Census	2016 ACS 5-Year Estimate	Percent Change (2000-2016)
Drive Alone	63.7%	60.4%	57.8%	-9.2%
Carpooled	11.9%	9.4%	8.9%	-25.1%
Public Transportation	12.2%	12.0%	12.1%	+1.1%
Bicycle	1.76%	5.4%	6.5%	+269.3%
Walk	5.24%	5.4%	6.0%	+14.5%

Source: American Community Survey (ACS) Census Bureau

Multifamily Residential Parking Requirements and Vehicle Ownership

Parking Requirements for Multifamily Residential in General

Portland's Planning and Zoning Code Chapter 33.266 "Parking, Loading, and Transportation and Parking Demand Management"xxxiii describes the parking requirements. Embedded in this Chapter, Table 266-1 "Minimum Required and Maximum Allowed Parking Spaces by Zone [1], [2]" indicates that in general for "Household Living" the minimum required is one parking space per unit. Single Room Occupancy (SROs) buildings are exempt and for high density residential the requirement is zero parking spaces for the first three units and then after that, one parking space is required for every two units.

Parking Requirements for Multifamily Residential in Transit Rich Areas

As of 2013 Portland has minimum parking requirements for multifamily housing within transit rich areas; however, for several years leading into 2013 Portland had no parking requirements for multifamily housing in areas with frequent transit. The reasons for this are described below in the summary of our interview with Portland City staff.

For multifamily housing within 1500 feet of a transit station, or 500 feet or less from a transit street with 20-minute peak hour service defined by Chapter 33.266.110.B.1^{xxxiv}, the minimum parking requirements are:

- 0 parking spaces for 1 to 30 units
- 0.20 per unit for 31-40 units
- 0.25 per unit for 41-50 units; and
- 0.33 per unit for 51+ units

The maximum allowed is 1.35 per unit on sites that are both in commercial/mixed use zone and close to transit. Houses, attached houses, and duplexes are exempt from maximums. (Chapter 33.266 Table 266-2, Standard B)

As can be seen in **Table 11**, the percentage of households without vehicles has declined slightly (by 2.14%) while the number of vehicles per household since 2000 has decreased by 0.67%.

Table 11: Vehicle Ownership Rates - Portland

Households without Vehicles			Vehicles Per Household		
2000	2010	2016	2000	2010	2016
14.0%	14.8%	13.7%	1.49	1.47	1.48

Source: American Community Survey (ACS) Census Bureau

Summary of Interview with City Staff

On May 23, 2018 the project team spoke with Matt Wickstrom in Portland's Bureau of Development Services (BDS). Mr. Wickstrom had been in the Bureau of Planning and Sustainability (BPS) and had been the Bureau's project manager for the planning code changes regarding parking requirements for multifamily residential developments.

- Historically, there were two zones storefront and mixed use that since their inception never had any parking minimum requirements
 - Intended for small sites on transit streets
- 2002/2003 Portland included in its zoning rules that sites within 500' of frequent transit service (defined as bus service every 20 minutes) were exempt from parking requirements
 - Only the occasional "eco-friendly project" with around 20 units took advantage of this benefit
- End of 2012, heading into 2013, Portland started heading out of the recession and Portland had the second lowest vacancy rates in the entire nation
 - o One particular developer built an 80+ unit development without parking
 - This sparked public outrage
 - 2012 was also a mayoral election year and candidates started running on the platform that if they were elected they would require parking for multifamily housing developments
 - In the first week of office in 2013, the new Mayor, asked BPS to implement new parking requirements
- BPS conducted research for new parking requirements:
 - o (1) Surveyed buildings which had been built with a low amount of available parking
 - (2) reviewed seven years of building permits to see in which locations Citywide builders were including parking
 - (3) modeled development data to evaluate the cost of providing onsite parking on the affordability of rental units
- Since these code changes in 2013 Oregon has begun requiring inclusionary housing
 - City Council's "give" to developers was if inclusionary housing was included (and no in-lieu of fee was paid), they would remove parking requirements.
 - This is codified in <u>Chapter 33. 266.110.D</u>
 - In areas far from transit, the affordable units will not count toward the number of dwelling units when calculating required parking.
- 2017/2018 Mayor made public statements that the City was not building housing for cars, however no code changes have resulted from this

(A complete summary of the conversation can be found in the appendix.)

Comparisons between Portland and San Diego

There are noticeable differences between Portland and San Diego; however, there are also a lot of note-worthy similarities as well. Portland and San Diego differ greatly in geographic size, as can be seen in **Table 12**, 133.3 square miles as compared to 372.4 square miles. Additionally, the median household income for Portland is 14.2% lower than that of San Diego.

On the flip side, the areas within San Diego's TPAs are similar in urban form to the transit rich areas in Portland. Additionally, both San Diego and Portland have mature light rail systems and in both city's the mobility is impacted by significant barriers such as freeways which bisect the city, rivers and/or canyons.

Another parallel between the two cities is the current attention toward the critical need for additional housing supply. San Diego's investigation into parking requirements in transit priority areas is born out of Mayor Faulconer's Housing SD Plan which seeks to reduce off-street parking requirements in order to reduce the cost of housing.xxxv As revealed in the interview conducted with Mr. Wickstrom, when Portland re-instituted parking requirements for multifamily housing in transit rich areas, it was an effort based on data. Additionally, Mr. Wickstrom shared that the current Mayor of Portland is also concerned with the impacts that required parking has on housing affordability.

Though the weather in Portland and San Diego is very different, with Portland receiving significantly more rain than San Diego, the weather in Portland is not extreme. The average temperatures in Portland for the months of June, July, August and September is between 74 and 81 degrees; with the average temperature for May at 68 degrees (NOAA). Influenced by the Pacific Ocean, San Diego's average temperatures for the months of June, July, August and September is mid-70's and May is on average in the high 60's (NOAA).

Table 12: Summary Comparison Table Portland v. San Diego

Metric	Portland	City of San Diego
City Population Size	647,805	1.4 Million
Metro Population Size	2.4 million	3.25 million
Square Mileage	133.3	325.19
Median Household Income	\$58,423	\$68,117
# of Fortune 500 Co	2	6
Vehicle Ownership Rate (2016)	1.48	1.77
Percent of HH w/o a vehicle (2016)	13.7%	6.3%
Public Transit average weekday ridership (Metro area)	301,000	269,400
Transit Ridership by Population (Metro)	0.13	0.08
Bus	Yes	Yes
Light Rail	Yes	Yes
Streetcar	Yes	No
Other Public Transit	Aerial Tram	No
Car Share	5	1
Bike Share	Yes	Yes
MFH Parking Reductions in "TPAs"	Yes	TBD
Year Implemented	2002, 2013	TBD
MFH parking requirements in TPA	No requirements until 31 units	TBD

3.4. Phoenix

The City: Context

Phoenix is the most populous state capital in the United States, with 1,626,078 residents (ACS July 2017 Population Estimate). The greater metropolitan area of Phoenix has 4,737,270 people. ***xxxvii**

The median household income for Phoenix is \$49,328 (ACS 5-Year Estimate). There are 7 Fortune 500 Companies headquartered in Phoenix: Avnet, Freeport-McMoRan, Republic Services, ON Semiconductor, Sprouts Farmers Market, Knight-Swift Transportation Holdings. Phoenix does not have a maritime port but is home to an international airport.

The land area of Phoenix is 515.70 square miles (ACS Quick Facts). For marketing purposes, the Phoenix metropolitan area is frequently referred to as the Valley of the Sun. This moniker makes a point, that Phoenix is located in the Salt River Valley and is surrounded by mountains. The topography of the City of Phoenix is generally flat.

Transportation Services

 Phoenix has light rail, local, Express, and Rapid bus services, as well as neighborhood circulators and a rural route.xxxix

- As of the fourth quarter of 2017, the average weekday ridership rate for Phoenix's bus system was 175,000 riders, and for Phoenix's light rail the average weekday ridership rate is 48,900 riders; totaling 223,900 rides between the two systems.^{xl}
- Phoenix has ZipCar and Enterprise Car Share, as car share providers, as well as a local TNC company named RubyRide, with monthly plans.xii
- Phoenix also has a bike share provider, Grid, which has been serving Phoenix since 2015.xiii
- As of the middle of 2017, out of 713 miles of total bicycle facilities, Phoenix had 596 miles
 of bicycle lanes. xliii

As shown in **Table 13**, from 2000 to 2016 the percent of people who drove alone to work increased, as did taking public transit, whereas, carpooling, biking and walking all decreased. See table below.

Table 13: Journey to Work Mode Share Percentages - Phoenix

Mode	2000 Census	2010 Census	2016 ACS 5-Year Estimate	Percent Change (2000-2016)
Drive Alone	71.7%	74.0%	74.9%	+4.5%
Carpooled	17.4%	13.8%	12.1%	-30.5%
Public Transportation	3.1%	3.5%	3.4%	+9.7%
Bicycle	0.9%	0.6%	0.7%	-22.2%
Walk	2.2%	1.8%	1.8%	-18.2%

Multifamily Residential Parking Requirements and Vehicle Ownership

Requirements for Multifamily Residential in General

The requirements for multifamily residential according to Phoenix's Zoning Ordinance Chapter 7, subsection 702C, is:

- 1 space per less than 600 sq. feet regardless of number of bedrooms
- 1.3 spaces per efficiency unit (also known as a studio)
- 1.5 spaces per 1 or 2-bedroom units
- 2 spaces per 3 or more-bedroom units

Additionally, when the required parking is reserved for residents, there is a required number of quest parking space.

Requirements for Multifamily Residential in Transit Rich Areas

According to the City of Phoenix Zoning Ordinance Chapter 6, subsections 662L and 663L, and confirmed in Chapter 13, subsection 3017B, the parking requirements for multifamily residential in Transit Oriented Districts, is as follows:

- 25% reduction of required parking if the development is within 1,320 feet (1/4 mile) from a light rail station.
- 10% reduction of required parking if the development is greater than 1,320 feet (1/4 mile) from a light rail station.

It is also noted that on-street parking along the lot frontage "shall" count towards the on-site parking requirements, and bicycle parking is required at "0.25 spaces for each residential unit, with a maximum of 50 spaces."

As can be seen in **Table 14**, households without vehicles have been decreasing, while the number of vehicles per household has been increasing. The households without vehicles rate decreased by 55.1%, whereas a vehicle per household rate increased by only 2.5%.

Table 14: Vehicle Ownership Rates - Phoenix

Households without Vehicles			Vehi	cles Per House	hold
2000	2010	2016	2000	2010	2016
8.9%	4.2%	4.0%	1.61	1.65	1.65

Summary of Interview with City Staff

No interview was conducted.

Comparisons between Phoenix and San Diego

Phoenix and San Diego are both large cities within large metropolitan areas. Both cities have approximately the same number of Fortune 500 companies headquartered within their city limits. However, the median household income is noticeably divergent, \$49,328 as compared to \$68,117. Phoenix also has lower transit ridership than San Diego, particularly when you compare the size of the population within the respective metro areas.

Weather can influence behavior which is another point of stark difference between Phoenix and San Diego. The average temperatures in Phoenix for the months of June, July, August and September is 100 degrees or higher; with the average temperature for May at 94 degrees (NOAA). Influenced by the Pacific Ocean, San Diego's average temperatures for the months of June, July, August and September is mid-70's and May is on average in the high 60's (NOAA).

Table 15: Summary Comparison Table Phoenix v. San Diego

Metric	Phoenix	San Diego
City Population Size	1.6 Million	1.4 Million
Metro Population Size	4.7 million	3.25 million
Square Mileage	515.7	325.19
Median Household Income	\$49,328	\$68,117
Number of Fortune 500 Companies	7	6
Vehicle Ownership Rate (2016 5-Year Estimate)	1.65	1.77
Percent of HH w/o a vehicle (2016)	4.0%	6.3%
Public Transit average weekday ridership	223,900	269,400
Transit Ridership by Population (Metro)	0.05	0.08
Bus	Yes	Yes
Light Rail	Yes	Yes
Streetcar	No	No
Other Public Transit	No	No
Car Share	2	1
Bike Share	Yes	Yes
MFH Parking Reductions in "TPAs"	Yes	TBD
Year Implemented	2003, 2015	TBD
MFH parking requirements in TPA	In TOD: -25% w/in 1,325 ft; -10% outside of 1,325 ft	TBD

4. Comparison of Peer Cities

The purpose of this assessment is to identify a subset of peer cities (example cities) which are similar to San Diego and have lower vehicle ownership rates, in an effort to ascertain which factors influence vehicle ownership, and in turn parking demand. For the purposes of this study vehicle ownership is a proxy for parking demand. All cities which have been reviewed in this memo have lower vehicle ownership rates than San Diego. Once commonalities are established among the peer cities, these example cities will be selected for statistical analysis in order to isolate the factors which most influence vehicle ownership.

As shown in **Table 16**, almost every peer city has undergone or is undergoing a code change/update to address parking reductions for multifamily residential developments within either TPAs or Transit-Oriented Zoning Overlay Districts.

Table 16: Peer Cities by Parking Reduction Adoption Year

Initial Parking Reductions	City	Reduction multifamily	Where	Subsequent Adjustment
2002	Portland	No parking minimums	Areas w/in 500't of bus, 1,500' transit	2013 required parking for multifamily buildings starting at 31st unit
2003	Phoenix	25% reduction w/1325 ft of rail station; 10% further than 1325 ft from fixed rail station	In Transit-Oriented Zoning Overlay Districts	2015 Reaffirmed these reductions
2004	Seattle	No parking requirements	Urban Centers and Light Rail Stations	2018 reaffirmed no parking requirements, required "unbundling"

As shown in the table above, Portland, Phoenix and Seattle were early adopters in allowing no minimum parking requirements for multifamily housing in certain zones.

Portland is the only city which increased the parking requirements, from no parking minimums to required ratios starting at the 31st unit in multifamily residential buildings, though the required ratios are still relatively low (0.20 per unit for 31-40 units, 0.25 per unit for 41-50 units, and 0.33 per unit for 51+ units). These changes took place in 2013.

As can be seen in **Table 17**, the percentage of households without vehicles decreased in every city, except for Seattle, where the percentage increased slightly (+4.7%); meaning in every city except for Seattle fewer households are without a vehicle. Likewise, in almost every city the number of vehicles per household increased, except for Seattle and Portland. In Seattle, the number of vehicles per household decreased slightly (-2.1%). There was a decrease in the number of vehicles in Portland as well, for the time period from 2000 to 2016 (-0.67%).

Table 17: Vehicle Ownership rates by City

	Households without Vehicles			Vehicles Per Household		
City	2000	2010	2016	2000	2010	2016
Seattle	16.3%	15.5%	17.1%	1.40	1.40	1.37

Portland	14.0%	14.8%	13.7%	1.49	1.47	1.48
Phoenix	8.9%	4.2%	4.0%	1.61	1.65	1.65
San Diego	9.5%	7.1%	6.3%	1.64	1.75	1.77

Source: American Community Survey (ACS) Census Bureau

Based on the review of each peer city, there seems to be a loose relationship between median household income and vehicle ownership rates, as shown in **Table 18**. The relationship is roughly that of an inverted bell curve. Seattle is an anomaly, since it is the city with the highest median household income, yet it has the lowest number of vehicles per household. Usually, the relationship trends in the opposite direction, as seen in San Diego where a higher median household income is equated with higher vehicle ownership rates. With Phoenix, the city with the lowest median household income and the highest vehicles per household rates out of the peer city group, there are possibly two other factors at play: (1) the cost of living is significantly lower and (2) the geographic size of the city is larger than any of the others.

Table 18: Cities by Median Household Income

· ·		Vehicles per		
City	МНІ	Household (2016)		
Seattle	\$74,458	1.39		
San Diego	\$68,117	1.80		
Portland	\$58,423	1.49		
Phoenix	\$49,328	1.65		

Source: American Community Survey (ACS) Census Bureau

However, Seattle has had no minimum parking requirements for multifamily residential in Urban Centers and Light Rail Station Areas since 2004. Additionally, since 2010 this has included no parking requirements for Urban Villages and a 50% reduction for areas outside of urban villages which have "frequent transit." In short, there has been between 8 and 14 years to let these requirements have an effect. Additionally, Seattle has invested heavily in transit during that time period. And as noted in the Seattle section above, the City's review of development permits for a four-and-a-half-year period found that in the Urban Center and Urban Village areas, the areas which no minimum parking requirements, builder were providing parking at a ratio of 0.73 parking spaces per dwelling unit.

5. Conclusions

As discussed, all three peer cities have lower vehicle ownership rates than San Diego. However, of the peer cities, in the sixteen-year timeframe from 2000 to 2016, only Seattle and Portland's vehicle per household rate decreased, as can be seen below in **Table 19**.

Table 19: Cities by Vehicles per Household

	Vehicles Per Household			Households without Vehicles		
City	2000	2010	2016	2000	2010	2016
Seattle	1.40	1.40	1.37	16.3%	15.5%	17.1%
Portland	1.49	1.47	1.48	14.0%	14.8%	13.7%
Phoenix	1.61	1.65	1.65	8.9%	4.2%	4.0%
San Diego	1.64	1.75	1.77	9.5%	7.1%	6.3%

Phoenix's percentage of households without vehicles declined from 2000 to 2016, as can be seen in Table 19. In 2016, Phoenix's percentage of households without vehicles was 4%, significantly lower than San Diego's percentage of 6.3%. Additionally, as seen in Table 15, Phoenix's Transit Ridership by Metro Population rate is 0.05, whereas San Diego's is 0.08. Since one of the programs goal's is to leverage transit ridership, the metric's show that Phoenix is lagging behind San Diego and was not moved forward for further analysis.

As noted above, Seattle and San Diego are comparable with regard to the size of their respective metropolitan populations, the geographic constraints, hilly nature, and diversity of employment centers.

Portland and San Diego have similar urban forms within their TPAs, both have mature light rail systems and in both cities the mobility is impacted by significant barriers such as freeways which bisect the city, rivers and/or canyons.

Based on these similarities and since this is an aspirational exercise, the City of San Diego would like to reduce its vehicle ownership rates, and maintain those levels over time, the cities of Seattle and Portland have been chosen to examine more closely for factors which influence vehicle ownership rates.

 $https://www.opendatanetwork.com/entity/310M200US41740/San_Diego_Metro_Area_CA/demographics.population.count?year=2016$

https://www.sandiego.gov/sites/default/files/legacy/planning/programs/transportation/mobility/pdf/bicycle master plan fin al dec 2013.pdf

i https://www.infoplease.com/us/us-cities/top-50-cities-us-population-and-rank

[#] https://planning.lacity.org/ordinances/docs/toc/TOCGuidelines.pdf

iv http://fortune.com/fortune500/list/filtered?hqcity=San%20Diego

v https://www.census.gov/quickfacts/fact/table/sandiegocitycalifornia,US/PST045217

vii http://www.apta.com/resources/statistics/Documents/Ridership/2017-Q4-Ridership-APTA.pdf

viii http://docs.sandiego.gov/municode/MuniCodeChapter14/Ch14Art02Division05.pdf

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ix Footnotes for Table 142-05C in Chapter 14, Article 2, Division 5. Footnote number 2: "Transit Area or Transit Priority Area. The
transit area or transit priority area minimum parking ratios apply in the Transit Area Overlay Zone (Chapter 13, Article 2, Division
10), transit priority areas, and in the Urban Village Overlay Zone (Chapter 13, Article 2, Division 11)."
x http://fortune.com/fortune500/list/filtered?hqcity=Seattle
xi https://en.wikipedia.org/wiki/List of companies based in Seattle
xii https://www.shiplilly.com/blog/top-25-container-port-rankings-north-america/
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xx https://www.seattle.gov/transportation/projects-and-programs/programs/bike-program/bike-share
xxi http://sdotblog.seattle.gov/2014/05/06/time-to-get-out-for-a-spin-rain-or-shine/
https://library.municode.com/wa/seattle/codes/municipal code?nodeId=TIT23LAUSCO SUBTITLE IIILAUSRE CH23.54QUDEST
ACOREPASOWAST 23.54.015REPAMAPALI
xxiii http://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web informational/p3789953.pdf
xxiv http://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web informational/p3789953.pdf
xxv http://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web informational/p3578864.pdf
xxvi http://fortune.com/fortune500/list/
xxvii Sss.gobytram.com/about/
xxviii http://www.apta.com/resources/statistics/Documents/Ridership/2017-Q4-Ridership-APTA.pdf
xxix https://www.oregonlive.com/commuting/index.ssf/2016/09/car-sharing in portland driver.html#grid
xxx https://www.portlandoregon.gov/transportation/article/407660
xxxi https://www.portlandoregon.gov/transportation/article/407660
xxxii https://www.biketownpdx.com/#
xxxiii https://www.portlandoregon.gov/bps/article/53320
xxxiv As defined by Chapter 33.266.110.B.1
xxxv https://www.sandiego.gov/sites/default/files/20170621_housingsdfactsheetfinal.pdf
xxxvi https://en.wikipedia.org/wiki/Phoenix, Arizona
xxxvii https://en.wikipedia.org/wiki/Phoenix metropolitan area
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xxxviii http://fortune.com/fortune500/list/filtered?hqcity=Phoenix

xxxix https://www.valleymetro.org/maps-schedules

- xli http://www.apta.com/resources/statistics/Documents/Ridership/2017-Q4-Ridership-APTA.pdf
 xli ZipCar: https://www2.zipcar.com/pricing?zipfleet_id=1033492869; Enterprise CarShare:
 https://www.enterprisecarshare.com/us/en/programs/university/asu/asu-comm.html; RubyRide, https://rubyride.co/
- https://www.azcentral.com/story/money/business/2015/02/17/phoenix-officials-say-bike-program-showing-popularity/23567383/
- https://www.azcentral.com/story/news/local/arizona/2017/08/19/arizona-cities-bike-friendly-ranking/553071001/

A2. Interview notes: Matt Wickstrom



MEETING MINUTES

DATE: May 23, 2018

RE: Telephone Interview with Matt Wickstrom, City of Portland

Attendees:

Samir Hajjiri, City of San Diego George Ghossain, City of San Diego Claudia Brizuela, City of San Diego Pedro Valera, city of San Diego Steve Cook, Chen Ryan Associates Katja Dillmann, Chen Ryan Associates

The following notes summarize the discussion from the Wednesday, May 23, 2018 telephone interview with Matt Wickstrom from the City of Portland. The project working group called in from various locations for the 2 pm phone interview. The Call last until approximately one hour.

Questions

- Before the conversation started Matt asked what San Diego's ratios are
 - City of San Diego it depends on the number of bedrooms so ratios are between 1.75 – 2.5 parking spaces
 - There are reductions in Transit Areas
- With regard to Portland's history of parking requirements
 - There were two zones storefront and mixed use that since their inception, never had any parking minimums. It was intended for small sites on transit streets
 - 2002/2003 Metro (Portland's MPO) set planning rules and updated their land use policies, this led Portland to update their transportation system plans
 - It was during this effort that Portland included in its zoning rules that sites within 500' of frequent transit service (defined as bus service every 20 minutes) were exempt from parking requirements
 - Despite these updates no one took advantage of the no parking requirements – except for the occasional eco-friendly project with 20 units or so – so there was never a spot light on the issue
 - 2012/2013 Portland starts heading out of the recession and Portland has the second lowest vacancy rates in the entire nation



- One particular developer got started early and started building without any parking, this included an 81 (83?) unit development with no parking which sparked outrage
 - Though most buildings were 40-50 units
- It was also an election year and candidates started running on the platform that if they were elected they would require parking
- In the first week, the new Mayor in 2013, was asking BPS to implement new parking requirements

Matt referred us to New Apartments and Parking Frequently Asked Questions March 2013ⁱ

- For these parking requirements there was no public outreach, rather the developer was marched around to neighborhood meetings
- Did three things to see if the 2013 Parking Amendments were tolerable/acceptable
 - Survey buildings with low parking
 - Reviewed seven years of building permits to see in which locations Citywide parking was included
- For the 2013 proposal the City recommended to start parking requirements at 40 dwelling units
 - The compromise was to start at 30 dwelling units
 - The argument was made that if start at 40 dwelling, there would be a lot of 39 unit buildings
 - The city had wanted to start with 40 since they saw a lot of multifamily units going in on corner lots on transit streets and were worried about too many curb cuts with interior lots.
 - Changed code to say can request a variance on number of parking spots to be provide based on location
 - Never received a variance request based on this
- Since 2013 this has allowed evolved a little more
 - Up until 2016 Oregon was one of two states that did not allow for inclusionary zoning (inclusionary housing)
 - Once inclusionary housing was passed, which is required in any building that has 20 or more units
 - City council rewarded developers by removing parking requirements
 - All of this happened under Mayor Hales (2013-2016)
- The new Mayor, Mayor Ted Wheeler said that the City is not building housing for cars and therefore he was not even entertaining the discussion regarding parking requirements
 - However a site that is located more than 500' from bus or 1,500' from light rail that does not have good transit access still needs to put in parking



- Matt feels that there is a higher level of understanding among the general public regarding affordable housing
- BPS has been working with TriMet and though there are good intentions, TriMet does what TriMet wants to do.
 - BPS has worked with PBOT
- As of Thursday (note: I'm sure if this means 5/24/18 or 5/31/18) there will be a new update, and it's a map that includes service frequency
- Question: Is the City of Portland seeing a lot changes in service with TNC?
 - Matt: That won't affect the requirements since now using a map instead of TriMet schedule
- The requirement for mutli-family housing outside of transit service areas is 1 space per unit
- Some developers took the City up on the car share option, there are certain situations where a parking space was converted into a car share space
 - The only enforcement is complaint-based enforcement
- The Bike Share piece was placed into code before PDX had a bike share system
 - Since that time PBOT has modified this requirement
 - Question: how does Portland treat a development if there is transit planned for the future, but it still is not available at the time of development
 - Matt: The City has told people to apply for a land use review for parking adjustment
 - There is a light rail line planned but not yet built, however, this will go in on a street that is currently a frequent transit service street
- The code includes language regarding joint use however, the intentions for joint use were better than what entered the code, what entered the code was significantly scaled back so it hasn't really been used
- One thing that did happen is that banks started loaning to buildings that were being built without parking
- Unbundling: zoning code doesn't require it, parking is generally unbundled
- Car ownership buildings are converting car spaces to bike parking areas
- The City has been doing TDM research, the person to speak with here is a person in PBOT – Liz
- Bikeshare person is Steve Hoyt-McBeth 503.823.7191

Questions submitted to Matt Wickstrom before the Phone Interview

In terms of the big picture it is our understanding that there was time when Portland had no minimum parking requirements for a number of zones, including areas within 500 feet of transit streets and that this was then changed to require some minimums in the aforementioned areas.

Before we dive into what lead to the creation of parking minimums, we're curious about:



- a. How long were the no parking minimums in place? What types of requirements did they replace (i.e what preceded the no parking minimums)? And what was the impetus for the no parking minimums?
- b. Can you give us the historical developments that led to creation of minimum parking requirements, in multiple zoning areas as well as in areas within 500 feet of transit streets?
 - a. Including what was the impetus?
 - b. What type of public and/or stakeholder outreach was conducted?
 - c. Did you do research as to the impacts of these parking requirements on the impact of vehicle ownership levels or was it a purely policybased decision?
- 1) How were the break points decided? Requirements as of 2013 (see next page):
 - B. Minimum number of parking spaces required.
 - 1. Minimum for sites located close to transit. For sites located 1500 feet or less from a transit station, or 500 feet or less from a transit street with 20-minute peak hour service the following minimum parking requirements apply. Applicants meeting the thresholds must provide a map identifying the site and TriMet schedules for all transit routes within 500 feet of the site:
 - a. Household Living uses. The minimum number of required parking spaces for a site with a Household Living use is:
 - (1) Where there are up to 30 dwelling units on the site, no parking is required;
 - (2) Where there are 31 to 40 dwelling units on the site, the minimum number of required parking spaces is 0.20 spaces per dwelling unit;
 - (3) Where there are 41 to 50 dwelling units on the site, the minimum number of required parking spaces is 0.25 spaces per dwelling unit; and
 - (4) Where there are 51 or more dwelling units on the site, the minimum number of required parking spaces is 0.33 spaces per dwelling unit.
 - All other uses. No parking is required for all other uses.
 - 2. Minimum for sites located far from transit. For sites located more than 1500 feet from a transit station, or more than 500 feet from a transit street with 20-minute peak hour service, the minimum number of parking spaces required is stated in Table 266-1.
- 2) Since the parking minimums have been in place, how has it been working?
 - a. What's your sense as to how it's working from the perspective of the City?



- b. What has your feedback been from the development community?
- c. How have neighborhoods been reacting when multi-family residential is proposed in their neighborhood?
- The 2013 code amendments included an amendment regarding car sharing/bike sharing for parking reductions.
 - a. Have many developers provided car sharing as a way to lower their parking requirements?
 - b. Over time, how does the City monitor that this service is still being offered?
- 4) The 2013 Code amendment included an amendment regarding acceptable joint uses and off-street parking.
 - a. Do you know if there's been a several (more than just a few) joint use agreements?
- 5) Have you/the City done any data collection as to the actual parking ratios that have been built? Occupancy surveys/inventories of parking garages? On-street parking data collection in surrounding neighborhoods?
 - a. In the "New Apartments and Parking Zoning Code Amendments" (Adopted by City Council April 10, 2013ⁱⁱ) document I read, there were three follow up action items:
 - i. (1) "Evaluate how minimum parking requirements for multi-dwelling development could impact ... affordable housing projects" (page 7)
 - 1. Has this been done?
 - 2. What was found?
 - 3. Could you point us to the report?
 - ii. (2) "Explore neighborhood parking permit programs such that any potential parking permit program would operate as a piece of a greater Transportation Demand Management strategy for areas that may see impacts related to recent multi-dwelling development projects."
 - 1. Did this happen? What were the findings?



- 2. Does the City of Portland ever create a neighborhood parking permit program in response to a multi-family housing development project?
- iii. (3) "Monitor permits and development activity including measuring on-street parking congestion before and after the construction of the 81-unit building at SE Division & SE 37th Ave."
 - 1. Did this development get built?
 - 2. What did the data show you?
 - 3. Were there any other larger developments that went in that had before and after data collected?
- 6) Are there any code requirements regarding unbundling parking?
- 7) Portland has very low car ownership per household rates compared to other cities in the nation, especially San Diego see Table 1 below.

Table 1 Vehicles in Relationship to Householdsiii

City	Households Without Vehicles		Vehicles Per Household	
	2015	2016	2015	2016
Portland	14.7%	13.7%	1.49	1.49
San Diego	6.6%	6.3%	1.76	1.80

- d. Do you think there's a correlation between this and the reduced parking requirements?
- e. Or is there a greater correlation between the large investments in transit and/or bicycle infrastructure that Portland has made which resulted in reduced vehicle ownership rates and allowed for reduced parking ratios?

ⁱ New Apartments and Parking Frequently Asked Questions (March 2013) https://www.portlandoregon.gov/bps/article/420065



"New Apartments and Parking Zoning Code Amendments" (Adopted by City Council April 10, 2013) https://www.portlandoregon.gov/bps/article/454206

iii http://www.governing.com/gov-data/car-ownership-numbers-of-vehicles-by-city-map.html

A3. Interview notes: Liz Hormann



MEETING MINUTES

DATE: June 6, 2018

RE: Telephone Interview with Liz Hormann, City of Portland

Attendees.

Katja Dillmann, Chen Ryan Associates

The following notes summarize the discussion from the Wednesday, June 6, 2018 telephone interview with Liz Hormann from the Portland Bureau of Transportation (PBOT).

- Liz Hormann is in the Active Transportation & Safety Division within Portland's Bureau of Transportation
- She helped develop the Multi-Family Residential TDM requirement
 - This program was approved by Council in 2016
 - o And went into effect May 24, 2018
- Since it went into effect about two weeks ago, there's no data available but they do plan on monitoring
 - o The monitoring will be a survey of residents every year
 - o Thinking about what non-survey data could be monitored as well
- Liz was not a PBOT when the policy was developed
 - o It was part of the Comprehensive Plan 2035 Update (2016) and
 - o Transportation System Plan Update
 - Policy said that new commercial mixed-use development in major corridors or commercial centers (outside of the central district) close to transit with more than 10 units need a TDM plan
 - Close to transit: within 500 feet of a Transit Street and 1,500 feet of a Transit Station
 - The TDM plan needs to be approved before a building permit will be issued
- Developers have two options
 - Option 1: Develop a custom plan
 - This goes through a Type II Land Use review so its at a staff level, though there is public input
 - Once the building is at occupancy, the developer is responsible for implementation



- Need to hire a licensed traffic engineer
- o Option 2: Pre-Approved TDM
 - This is an administrative process
 - The developer is subject to a one-time financial fee
 - This fee was set by City Council to be equivalent to one annual tri-met pass per unit, currently \$1,100
 - The money is held and then at occupancy, PBOT works either with the property manager or the tenants directly
 - This is more then just distributing annual transit passes, it also includes PBOT's TDM best practice program
- Internally it has been a unique process between PBOT and BDS
- There has been an internal discussion as to how this impacts affordable housing
 - The annual pass rate equivalent to one TriMet Pass of \$1,100 is for market rate housing
 - Note: <u>TriMet</u> is Portland's Transit Agency. They provide bus, light rail and commuter rail service.
 - o TriMet has been working on a low income fare, which currently is set at \$308
 - However, currently there is a two-year moratorium on implementing this for affordable housing
 - This is for buildings that are 100% affordable
 - Or inclusionary zoning
 - If the mixed income is co-mingled with market rate, then the money is pooled for the building
- With Option 2 of the pre-approved TDM, the agreement includes that for the first four years after full occupancy that PBOT is allowed to distribute transportation options information and surveys to the building
- There are no parking reductions, the TDM is simply required
 - Though Liz said since there were changes in the Commercial Mixed-Use parking requirements, they talk about it "in tandem"
- Aside from survey data that SMART Trips program has not been collecting data, but are currently looking at the other data pieces which could be collected
- The outreach which was done for this TDM piece was included as part of the larger Comp Plan Outreach
 - Liz has anecdotally heard of slight tensions from the development community, feeling like they've been saddled with another requirement



- But then she has also heard from developers that they were planning on including TDM features as amenities in their buildings and were pleased that PBOT could just do it for them
- Portland also has High Density Multi-Family (in other words without the commercial) they are proposing TDM for that zoning as well
 - As part of this there has been several conversations with Portland Housing Bureau and the Portland Housing Commission
- Portland did not rely on any studies or data
 - The primary research that they consulted was information from the employer side and how incentivize affect behavior change
 - So they looked at TDM simply as one more leveraging point
- There also doing TDM in parking districts NW Parking District and Central Eastside for a long time the parking permits cost \$60/year to park on the street, they raised that rate to be able to include TDM measures
 - Now a parking permit costs \$99/year and comes with a Transportation Wallet which has:
 - \$100 TriMet value
 - an annual streetcar pass and
 - an annual bikeshare membership
 - This program is something Liz thought that individuals take advantage of so residents
 - Though she did say that if employers gave up a certain number of parking passes, that they got the same number of free Transportation Wallets
- Also in terms of data, they've been watching San Francisco which launched their residential TDM program about a year ago
 - The SF menu has points, Portland's system is not set up on a point-based system
 - Portland wanted to launch something they felt they could manage
 - They are open to having third parties providing TDM plans or options or monitoring in the future
- Santa Monica has an ongoing development charge that requires continual payment, but Liz hasn't looked into how this is administered with regard to condos, buildings without property managers, etc

KD Note:



- Portland has had a residential TDM program from several years, called SMART Trips
 - One of the components of this program was anytime anyone moved to Portland or within Portland, the SMART Trips program sent or delivered a package of information to the new arrival that included bike maps for the quadrant of town (PDX is divided by NE, SE, NW, SW) as well as transit information and information on their open streets, known as Sunday Parkways (sometimes referred to as ciclovia events)
 - The only data gathered on this program to date is survey data they send the household a survey
 - They are looking into other metrics to capture
- Links
 - Welcome to Portland SMART Trips Letter
 - https://www.portlandoregon.gov/transportation/article/571272
 - SMART Trips webpage
 - https://www.portlandoregon.gov/transportation/43801
 - o Portland's Active Transportation webpage
 - https://www.portlandoregon.gov/transportation/59969
 - TDM in Commercial/ Mixed Use Zone Project Website: https://www.portlandoregon.gov/transportation/75487
 - Portland Inclusionary Housing Requirements:
 https://www.portlandoregon.gov/phb/72698 and info sheet:
 https://www.portlandoregon.gov/phb/article/652708
 - From the Comprehensive Plan for 2035 (2016)
 https://www.portlandoregon.gov/bps/2035-comp-plan.pdf



Transportation Demand Management

Providing residents and employees information and incentives to walk, bicycle, use transit, and otherwise reduce the need to own and use private vehicles can be one of the quickest, least expensive, and most effective strategies to achieve City goals and to prevent traffic and parking impacts. Transportation and parking demand management (TDM) programs can cost-effectively increase the modal share of walking, bicycling, and shared vehicle trips.

- Policy 9.52 Outreach. Create and maintain TDM outreach programs that work with Transportation Management Associations (TMA), residents, employers, and employees that increase the modal share of walking, bicycling, and shared vehicle trips while reducing private vehicle ownership, parking demand, and drive-alone trips, especially during peak periods.
- Policy 9.53 New development. Create and maintain TDM regulations and services that prevent and reduce traffic and parking impacts from new development and redevelopment. Encourage coordinated area-wide delivery of TDM programs. Monitor and improve the performance of private-sector TDM programs.
- Policy 9.54 Projects and programs. Integrate TDM information into transportation project and program development and implementation to increase use of new multimodal transportation projects and services.

A4. Parking and Loading Code

33.266 Parking And Loading

266

Sections:

33.266.010 Introduction

Motor Vehicle Parking

- 33.266.100 General Regulations
- 33.266.110 Minimum Required Parking Spaces
- 33.266.115 Maximum Allowed Parking Spaces
- 33.266.120 Development Standards for Houses and Duplexes
- 33.266.130 Development Standards for All Other Development
- 33.266.140 Stacked Parking Areas
- 33.266.150 Vehicles in Residential Zones

Bicycle Parking

- 33.266.200 Purpose
- 33.266.210 Required Bicycle Parking
- 33.266.220 Bicycle Parking Standards

Loading

33.266.310 Loading Standards

33.266.010 Introduction

This chapter establishes the standards for the amount, location, and development of motor vehicle parking, standards for bicycle parking, and standards for on-site loading areas. Other titles of the City Code may regulate other aspects of parking and loading.

Motor Vehicle Parking

33.266.100 General Regulations

- **A.** Where the regulations apply. The regulations of this chapter apply to all parking areas in all zones, whether required by this code or put in for the convenience of property owners or users. Parking areas include those accessory to a use, part of a Commercial Parking use, or for a park and ride facility in the Community Services use category.
- **B.** Occupancy. All required parking areas must be completed and landscaped prior to occupancy of any structure except as provided in Chapter 33.248, Landscaping and Screening.

C. Calculations of amounts of required and allowed parking.

- 1. The number of parking spaces is computed based on the primary uses on the site except as stated in Paragraph C.3., below. When there are two or more separate primary uses on a site, the required or allowed parking for the site is the sum of the required or allowed parking for the individual primary uses. For joint use parking, see Paragraph 33.266.110.B., below.
- 2. When more than 20 percent of the net building area on a site is in an accessory use, the required or allowed parking is calculated separately for the accessory use. An

- example would be a 40,000 square foot building with a 30,000 square foot warehouse and a 10,000 square foot accessory office area. The required or allowed parking would be computed separately for the office and warehouse uses.
- 3. If the maximum number of spaces allowed is less than or equal to the minimum number required, then the maximum number is automatically increased to one more than the minimum.
- 4. If the maximum number of spaces allowed is less than one, then the maximum number is automatically increased to one.
- D. Use of required parking spaces. Required parking spaces must be available for the use of residents, customers, or employees of the use. Fees may be charged for the use of required parking spaces. Required parking spaces may not be assigned in any way to a use on another site, except for joint parking situations. See 33.266.110.B. Also, required parking spaces may not be used for the parking of equipment or storage of goods or inoperable vehicles.
- **E. Proximity of parking to use.** Required parking spaces for residential uses must be located on the site of the use or within a shared court parking tract owned in common by all the owners of the properties that will use the tract. On-street parking within a private street-tract other than a shared court does not count towards this requirement. Required parking spaces for nonresidential uses must be located on the site of the use or in parking areas whose closest point is within 500 feet of the site.
- **F. Stacked parking.** Stacked or valet parking is allowed if an attendant is present to move vehicles. If stacked parking is used for required parking spaces, some form of guarantee must be filed with the City ensuring that an attendant will always be present when the lot is in operation. The requirements for minimum or maximum spaces and all parking area development standards continue to apply for stacked parking. See also 33.266.140.
- **G. Office of Transportation review.** The Office of Transportation reviews the layout of parking areas for compliance with the curb cut and access restrictions of Section 17.28.110, Driveways Permits and Conditions.

33.266.110 Minimum Required Parking Spaces

A. Purpose. The purpose of required parking spaces is to provide enough on-site parking to accommodate the majority of traffic generated by the range of uses which might locate at the site over time. Sites that are located in close proximity to transit, have good street connectivity, and good pedestrian facilities may need little or no off-street parking. Parking requirements should be balanced with an active pedestrian network to minimize pedestrian, bicycle and vehicle conflicts as much as possible. Transit-supportive plazas and bicycle parking may be substituted for some required parking on a site to encourage transit use and bicycling by employees and visitors to the site. The required parking numbers correspond to broad use categories, not specific uses, in response to this long term emphasis. Provision of carpool parking, and locating it close to the building entrance, will encourage carpool use.

B. Minimum number of parking spaces required.

- Minimum for sites located close to transit. For sites located 1500 feet or less from a transit station, or 500 feet or less from a transit street with 20-minute peak hour service the following minimum parking requirements apply. Applicants meeting the thresholds must provide a map identifying the site and TriMet schedules for all transit routes within 500 feet of the site:
 - Household Living uses. The minimum number of required parking spaces for a site with a Household Living use is:
 - (1) Where there are up to 30 dwelling units on the site, no parking is required;
 - (2) Where there are 31 to 40 dwelling units on the site, the minimum number of required parking spaces is 0.20 spaces per dwelling unit;
 - (3) Where there are 41 to 50 dwelling units on the site, the minimum number of required parking spaces is 0.25 spaces per dwelling unit; and
 - (4) Where there are 51 or more dwelling units on the site, the minimum number of required parking spaces is 0.33 spaces per dwelling unit.
 - b. All other uses. No parking is required for all other uses.
- 2. Minimum for sites located far from transit. For sites located more than 1500 feet from a transit station, or more than 500 feet from a transit street with 20-minute peak hour service, the minimum number of parking spaces required is stated in Table 266-1.
- 3. Joint use parking. Joint use of required parking spaces may occur where two or more uses on the same or separate sites are able to share the same parking spaces because their parking demands occur at different times. Joint use of required parking spaces is allowed only if the uses and housing types to which the parking is accessory are allowed in the zone where the parking is located. Joint use of required parking spaces is allowed if the following documentation is submitted in writing to BDS as part of a building or zoning permit application or land use review:
 - a. The names and addresses of the uses and of the owners or tenants that are sharing the parking;
 - The location and number of parking spaces that are being shared;
 - c. An analysis showing that the peak parking times of the uses occur at different times and that the parking area will be large enough for the anticipated demands of both uses; and
 - d. A legal instrument such as an easement or deed restriction that guarantees access to the parking for both uses.
- **C. Carpool parking.** For office, industrial, and institutional uses where there are more than 20 parking spaces on the site, the following standards must be met:
 - 1. Five spaces or five percent of the parking spaces on site, whichever is less, must be reserved for carpool use before 9:00 AM on weekdays. More spaces may be reserved, but they are not required.

- 2. The spaces will be those closest to the building entrance or elevator, but not closer than the spaces for disabled parking and those signed for exclusive customer use.
- 3. Signs must be posted indicating these spaces are reserved for carpool use before 9:00 AM on weekdays.
- **D. Exceptions to the minimum number of parking spaces.** The minimum number of required parking spaces may be reduced as follows:
 - 1. Affordable housing exceptions:
 - a. Exception for sites close to transit. The minimum number of required parking may be reduced to zero when the following are met:
 - (1) The site is located 1500 feet or less from a transit station, or 500 feet or less from a transit street with 20-minute peak hour service; and
 - (2) The applicant demonstrates compliance with the on-site or off-site affordable dwelling unit requirements of Chapter 33.245, Inclusionary Housing, or the on-site or off-site affordable dwelling unit requirements of an applicable voluntary inclusionary housing bonus. This exception does not apply if the applicant pays a fee-in-lieu of complying with the requirements of Chapter 33.245, Inclusionary Housing, or makes a payment into the Affordable Housing Fund in exchange for bonus density or FAR.
 - b. Exception for sites far from transit. Affordable dwelling units are not counted toward the total number of dwelling units when calculating the number of required parking spaces when the following are met:
 - (1) The site is located more than 1500 feet from a transit station, or more than 500 feet from a transit street with 20-minute peak hour service; and
 - (2) The applicant demonstrates compliance with the on-site or off-site affordable dwelling unit requirements of Chapter 33.245, Inclusionary Housing, or the on-site or off-site affordable dwelling unit requirements of an applicable voluntary inclusionary housing bonus. This exception does not apply if the applicant pays a fee-in-lieu of complying with the requirements of Chapter 33.245, Inclusionary Housing, or makes a payment into the Affordable Housing Fund in exchange for bonus density or FAR.
 - Other exceptions. The minimum number of required parking spaces may not be reduced by more than 50 percent through the exceptions of this Paragraph. The 50 percent limit applies cumulatively to all exceptions in this Paragraph:
 - a. Exceptions for sites where trees are preserved. Minimum parking may be reduced by one parking space for each tree 12 inches in diameter and larger that is preserved. A maximum of 2 parking spaces or 10 percent of the total required may be reduced, whichever is greater. However, required parking may not be reduced below 4 parking spaces under this provision.
 - b. Bicycle parking may substitute for up to 25 percent of required parking. For every five non-required bicycle parking spaces that meet the short or long-term bicycle parking standards, the motor vehicle parking requirement is reduced by one space. Existing parking may be converted to take advantage of this provision.

- Substitution of transit-supportive plazas for required parking. Sites where at least 20 parking spaces are required, and where at least one street lot line abuts a transit street may substitute transit-supportive plazas for required parking, as follows. Existing parking areas may be converted to take advantage of these provisions. Adjustments to the regulations of this paragraph are prohibited.
 - (1) Transit-supportive plazas may be substituted for up to 10 percent of the required parking spaces on the site;
 - (2) The plaza must be adjacent to and visible from the transit street. If there is a bus stop along the site's frontage, the plaza must be adjacent to the bus stop;
 - (3) The plaza must be at least 300 square feet in area and be shaped so that a 10'x10' square will fit entirely in the plaza; and
 - (4) The plaza must include all of the following elements:
 - A plaza open to the public. The owner must record a public access easement that allows public access to the plaza;
 - A bench or other sitting area with at least 5 linear feet of seating;
 - A shelter or other weather protection. The shelter must cover at least 20 square feet. If the plaza is adjacent to the bus stop, TriMet must approve the shelter; and
 - Landscaping. At least 10 percent, but not more than 25 percent of the transit-supportive plaza must be landscaped to the L1 standard of Chapter 33.248, Landscaping and Screening. This landscaping is in addition to any other landscaping or screening required for parking areas by the Zoning Code.
- d. Motorcycle parking may substitute for up to 5 spaces or 5 percent of required automobile parking, whichever is less. For every 4 motorcycle parking spaces provided, the automobile parking requirement is reduced by one space. Each motorcycle space must be at least 4 feet wide and 8 feet deep. Existing parking may be converted to take advantage of this provision.
- e. Substitution of car sharing spaces for required parking. Substitution of car sharing spaces for required parking is allowed if all of the following are met:
 - For every car-sharing parking space that is provided, the motor vehicle parking requirement is reduced by two spaces, up to a maximum of 25 percent of the required parking spaces;
 - (2) The car-sharing parking spaces must be shown on the building plans; and
 - (3) A copy of the car-sharing agreement between the property owner and the car-sharing company must be submitted with the building permit.
- f. Substitution of bike sharing facility for required parking. Substitution of a bike sharing facility for required parking is allowed if all of the following are met:
 - (1) A bike sharing station providing 15 docks and eight shared bicycles reduces the motor vehicle parking requirement by three spaces. The provision of

- each addition of four docks and two shared bicycles reduces the motor vehicle parking requirement by an additional space, up to a maximum of 25 percent of the required parking spaces;
- (2) The bike sharing facility must be adjacent to, and visible from the street, and must be publicly accessible;
- (3) The bike sharing facility must be shown on the building plans; and
- (4) Bike sharing agreement.
 - The property owner must have a bike sharing agreement with a bike-sharing company;
 - The bike sharing agreement must be approved by the Portland Bureau of Transportation; and
 - A copy of the signed agreement between the property owner and the bike-sharing company, accompanied by a letter of approval from the Bureau of Transportation, must be submitted before the building permit is approved.

Table 266-1			
Minimum Required and Maximum Allowed Parking Spaces By Zone [1], [2]			
Zone	Requirement		
OS, RF - RH, IR, CN2, CO2, CG, EG, I	Minimum is Standard A in Table 266-2. Maximum is Standard B in Table 266-2.		
EX	Minimum – None, except: Household Living: minimum of 0 for1 to 3 units, 1 per 2 units for four+ units, and SROs exempt		
	 Maximum is Standard A in Table 266-2, except: 1) Retail, personal service, repair-oriented - Maximum is 1 per 200 sq. ft. of net building area. 2) Restaurants and bars - Maximum is 1 per 75 sq. ft. of net building area. 3) General office - Maximum is 1 per 400 sq. ft. of net building area. 4) Medical/Dental office - Maximum is 1 per 330 sq. ft. of net building area. 		
CN1	Minimum – None. Maximum of 1 space per 2,500 sq. ft. of site area.		
CM, CS, RX, CX, CO1	Minimum – None, except: Household Living: minimum of 0 for 1 to 30 units, 0.2 per unit for 31-40 units, 0.25 per unit for 41-50 units, and 0.33 per unit for 51+ units. Maximum is Standard B in Table 266-2.		

[1] Regulations in a plan district or overlay zone may supersede the standards of this table.

[2] Uses subject to a Conditional Use or Impact Mitigation Plan review may establish different parking minimum and maximum requirements through the review.

Table 266-2 Parking Spaces by Use [2] (Refer to Table 266-1 to determine which standard applies.)

·			
Use Categories	Specific Uses	Standard A	Standard B
Residential Categories			
Household Living		1 per unit, except SROs exempt and in RH, where it is 0 for 1 to 3 units and 1 per 2 units for four + units	None
Group Living		1 per 4 residents	None
Commercial Categories			
Retail Sales And Service	Retail, personal service, repair oriented	1 per 500 sq. ft. of net building area	1 per 196 sq. ft. of net building area
	Restaurants and bars	1 per 250 sq. ft. of net building area	1 per 63 sq. ft. of net building area
	Health clubs, gyms, lodges, meeting rooms, and similar. Continuous entertainment such as arcades and bowling alleys	1 per 330 sq. ft. of net building area	1 per 185 sq. ft. of net building area
	Temporary lodging	1 per rentable room; for associated uses such as restaurants, see above	1.5 per rentable room; for associated uses such as restaurants, see above
	Theaters	1 per 4 seats or 1 per 6 feet of bench area	1 per 2.7 seats or 1 per 4 feet of bench area
Office	General office	1 per 500 sq. ft. of net building area	1 per 294 sq. ft. of net building area
	Medical/Dental office	1 per 500 sq. ft. of net building area	1 per 204 sq. ft. of net building area
Quick Vehicle Servicing		1 per 500 sq. ft. of net building area	1 per 196 sq. ft. of net building area
Vehicle Repair		1 per 750 sq. ft. of net building area [1]	1 per 500 sq. ft. of net building area
Commercial Parking		None	None
Self-Service Storage		1 per resident manager's facility, plus 3 per leasing office, plus 1 per 100 leasable storage spaces in multi-story buildings.	2 per resident manager's facility, plus 5 per leasing office, plus 1 per 67 leasable storage spaces in multi-story buildings.
Commercial Outdoor Recreation		20 per acre of site	30 per acre of site
Major Event Entertainment		1 per 8 seats	1 per 5 seats

Table 266-2					
	Parking Spaces by Use [2]				
(Refe	(Refer to Table 266-1 to determine which standard applies.)				
Use Categories	s Specific Uses Standard A Standard B				
Industrial Categories					
Manufacturing And		1 per 750 sq. ft. of net	1 per 500 sq. ft. of net		
Production		building area [1]	building area		
Warehouse And Freight Movement		1 per 750 sq. ft. of net building area for the first	1 per 500 sq. ft. of net building area for the first		
		3,000 sq. ft. of net	3,000 sq. ft. of net building		
		building area and then 1	area and then 1 per 2,500		
		per 3,500 sq. ft. of net	sq. ft. of net building area		
		building area thereafter	thereafter		
		[1]			
Wholesale Sales,		1 per 750 sq. ft. of net	1 per 500 sq. ft. of net		
Industrial Service,		building area [1]	building area		
Railroad Yards					
Waste-Related		See note [2]	See note [2]		
Institutional Categories					
Basic Utilities		None	None		
Community Service		1 per 500 sq. ft. of net	1 per 196 sq. ft. of net		
		building area	building area		
Parks And Open Areas		Per CU review for active	Per CU review for active		
		areas	areas		
Schools	Grade, elementary, middle, junior high	1 per classroom	1.5 per classroom		
	High school	7 per classroom	10.5 per classroom		
Medical Centers		1 per 500 sq. ft. of net	1 per 204 sq. ft. of net		
		building area	building area		
Colleges		1 per 600 sq. ft. of net	1 per 400 sq. ft. of net		
		building area exclusive of	building area exclusive of		
		dormitories, plus 1 per 4	dormitories, plus 1 per 2.6		
		dorm rooms	dorm rooms		
Religious Institutions		1 per 100 sq. ft. of main	1 per 67 sq. ft. of main		
_		assembly area	assembly area		
Daycare		1 per 500 sq. ft. of net	1 per 330 sq. ft. of net		
		building area	building area		

Table 266-2 Parking Spaces by Use [2]					
(Ref	(Refer to Table 266-1 to determine which standard applies.)				
Other Categories					
Agriculture		None	None		
Aviation		See note [2]	See note [2]		
Detention Facilities		See note [2]	See note [2]		
Mining		See note [2]	See note [2]		
Radio Frequency Transmission Facilities	Personal wireless service and other non-broadcast facilities	None	None		
	Radio or television broadcast facilities	2 per site	None		
Rail Lines & Utility Corridors		None	None		

Notes:

- [1] For uses in an EG or I zone, if the site size is 5,000 sq. ft. or less, no more than 4 spaces are required. Where the site size is between 5,001 and 10,000 sq. ft., no more than 7 spaces are required.
- [2] Uses subject to a Conditional Use or Impact Mitigation Plan review may establish parking minimum and maximum requirements through the review.

33.266.115 Maximum Allowed Parking Spaces

A. Purpose. Limiting the number of spaces allowed promotes efficient use of land, enhances urban form, encourages use of alternative modes of transportation, provides for better pedestrian movement, and protects air and water quality.

The maximum ratios in this section vary with the use the parking is accessory to and with the location of the use. These maximums will accommodate most auto trips to a site based on typical peak parking demand for each use. Areas that are zoned for more intense development or are easily reached by alternative modes of transportation have lower maximums than areas where less intense development is anticipated or where transit service is less frequent. In particular, higher maximums are appropriate in areas that are more than a 1/4 mile walk from a frequently served bus stop or more than a 1/2 mile walk from a frequently served Transit Station.

- **B. Maximum number of parking spaces allowed.** Regulations in a plan district or overlay zone may supersede the regulations in this subsection.
 - 1. Surface parking. Where more than 25 percent of the parking accessory to a use is on surface parking lots, both the structured and surface parking are regulated as follows. Parking accessory to a use includes accessory parking that is on- and off-site:
 - a. Generally. The maximum number of parking spaces allowed is stated in Tables 266-1 and 266-2, except as specified in subparagraph B.1.b, below;
 - b. Exception for sites not well served by transit. For sites located more than 1/4 mile from a bus stop with 20-minute peak-hour service and more than 1/2 mile from a Transit Station with 20-minute peak-hour service, the maximum number of parking spaces allowed is 125 percent of the amount stated in Tables 266-1 and 266-2. Applicants requesting this exception must provide a map identifying

the site and all bus stops and Transit Stations within 1/2 mile of the site and TriMet schedules for all transit routes within 1/2 mile of the site.

- 2. Structured parking. Where 75 percent or more of the parking accessory to a use is in structured parking, both the structured and surface parking are regulated as follows. Parking accessory to a use includes accessory parking that is on- and off-site:
 - a. Generally. There is no maximum number of parking spaces, except as provided in subparagraph B.2.b, below;
 - b. Parking accessory to Medical Centers and Colleges. The maximum parking allowed that is accessory to Medical Centers and Colleges is stated in Tables 266-1 and 266-2.
- 3. Exception in the EG and I zones. In the EG and I zones, there is no maximum number of accessory parking spaces for either structured or surface parking where both B.3.a and b are met, and either B.3.c or d is met:
 - a. The site is at least eight acres in area;
 - b. The site is located more than 1/2 mile from a transit stop or station with 20-minute peak-hour light rail or streetcar service; and
 - c. At least 700 of the accessory parking spaces are in a structure; or
 - d. The structured parking is in a structure with at least three floors, and parking is on at least three floors of the structure.

33.266.120 Development Standards for Houses and Duplexes

- **A. Purpose.** The size and placement of vehicle parking areas are regulated in order to enhance the appearance of neighborhoods.
- **B. Structures these regulations apply to.** The regulations of this section apply to houses, attached houses, duplexes, attached duplexes, manufactured homes, and houseboats. The regulations apply to required and excess parking areas. The following are exceptions to this requirement:
 - Parking that is in a parking tract is subject to the standards of Section 33.266.130
 instead of the standards of this section. However, perimeter landscaping is not
 required where the parking tract abuts a lot line internal to the site served by
 the tract.
 - 2. Parking for manufactured dwelling parks is regulated in Chapter 33.251.

C. Parking area locations.

- 1. Required parking.
 - a. Generally. Required parking spaces are not allowed within the first 10 feet from a front lot line or in a required front setback, whichever is greater. In addition, on corner lots, required parking spaces are not allowed within the side street setback.
 - b. Exception for common greens and shared courts. On lots where the front lot line abuts a common green or shared court, parking spaces are allowed within 10 feet of the front lot line.

- 2. Non-required parking. Where non-required parking is provided on a site, at least one parking space (required or not required) must meet the standards for required parking stated in Paragraph C.1 above. A non-required parking space is allowed within the first 10 feet from a front lot line or in a required front setback if it is in a driveway immediately behind a required parking space (See Figure 266-1, Non-Required Parking). On a corner lot, where the driveway is in the required side setback, a non-required space is allowed within the first 10 feet from the side street lot line or in the required side setback if it is in a driveway immediately behind a required parking space.
- 3. Front yard restrictions.
 - a. No more than 40 percent of the land area between the front lot line and the front building line may be paved or used for vehicle areas. In addition, on corner lots, no more than 20 percent of the land area between the side street lot line and the side street building line may be paved or used for vehicle areas. See Figure 266-2. As an exception to the area limitations in this subparagraph, the following is allowed:
 - (1) A lot is allowed at least a 9-foot wide vehicle area.
 - (2) In the multi-dwelling, C, E, and I zones, on sites where the front lot line abuts a shared court, paving blocks or bricks may be used to surface the entire area between the front lot line and the front building line.
 - b. For flag lots, where the width of the pole is greater than 30 feet, no more than 40 percent of the land area between the front lot line and the front building line may be paved or used for vehicle areas.
 - See Figure 266-2. As an exception to the area limitation of this subparagraph, a flag lot is allowed at least a 12-foot wide vehicle area.
- 4. Parking in garages. Parking in garages is subject to the garage setback standards of the base zone, overlay zone or plan district.

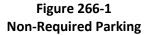
D. Parking space sizes.

- 1. A parking space must be at least 9 feet by 18 feet.
- 2. The minimum driveway width on private property is 9 feet.
- 3. Shared driveways are allowed to extend across a property line onto abutting private properties if the following are met:
 - a. The width of the shared driveway is at least 9 feet; and
 - b. There is a recorded easement guaranteeing reciprocal access and maintenance for all affected properties.

E. Paving.

- 1. Generally. All driveways and parking areas must be paved.
- 2. Exceptions.

- a. Gravel surfaces may be approved by BDS when the abutting street or alley is not paved, and the applicant executes a covenant agreeing to pave the area if the street or alley is paved in the future.
- b. Utility trailers and non-motorized accessory recreational vehicles may be stored on unpaved surfaces. A gravel surface is not required.



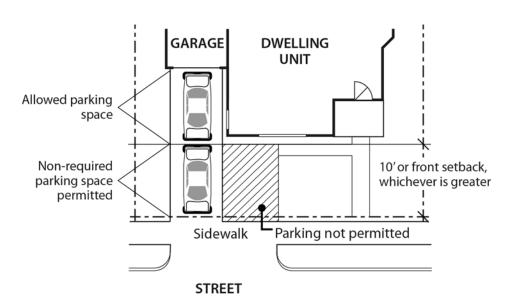
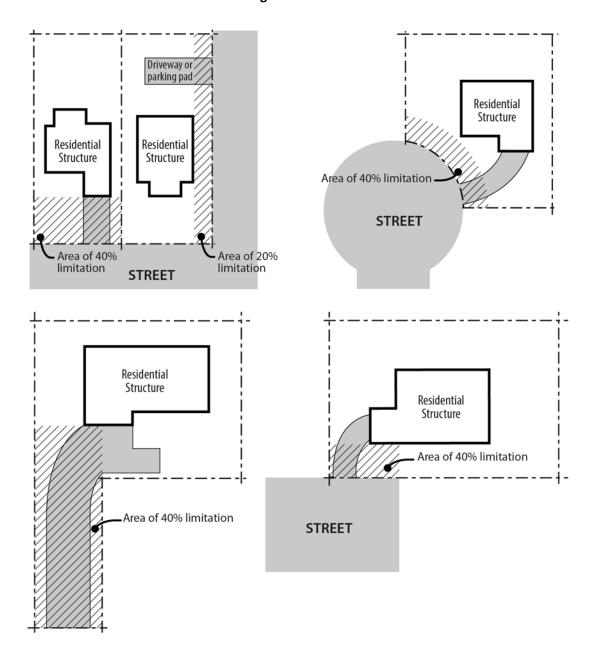


Figure 266-2 Parking Area Limitation



33.266.130 Development Standards for All Other Development

- A. Purpose. The development standards promote vehicle areas which are safe and attractive for motorists and pedestrians. Vehicle area locations are restricted in some zones to promote the desired character of those zones. Together with the transit street building setback standards in the base zone chapters, the vehicle area restrictions for sites on transit streets and in Pedestrian Districts:
 - Provide a pedestrian access that is protected from auto traffic; and
 - Create an environment that is inviting to pedestrians and transit users.

The parking area layout standards are intended to promote safe circulation within the parking area, provide for the effective management of stormwater runoff from vehicle areas, and provide for convenient entry and exit of vehicles. The setback and landscaping standards:

- Improve and soften the appearance of parking areas;
- Reduce the visual impact of parking areas from sidewalks, streets, and especially from adjacent residential zones;
- Provide flexibility to reduce the visual impacts of small residential parking lots;
- Direct traffic in parking areas;
- Shade and cool parking areas;
- Reduce the amount and rate of stormwater runoff from vehicle areas;
- Reduce pollution and temperature of stormwater runoff from vehicle areas; and
- Decrease airborne and waterborne pollution.
- **B.** Where these standards apply. The standards of this section apply to all vehicle areas whether required or excess parking, except for residential parking areas subject to the standards of 33.266.120.

C. On-site locations of vehicle areas.

- 1. Location of vehicle areas. The allowed on-site location of all vehicle areas is stated in Table 266-3.
- 2. Building setbacks for structures that contain vehicle areas.
 - a. Structures that contain vehicle areas are subject to the building setbacks of the base zone, where exiting in a forward motion is provided.
 - b. Structured parking that does not allow exiting in a forward motion in R Zones is subject to the garage entrance setback standard of the base zone.
 - c. Structured parking that does not allow exiting in a forward motion in C, E, or I Zones must be set back 18 feet from the street lot line.

3. Frontage limitation.

- a. The standard of this subparagraph applies outside the Central City plan district in the R3, R2 and R1 zones. No more than 50 percent of the frontage on a street may be used for vehicle areas. On sites with more than one street frontage, this standard applies to the street with the highest transit designation. If two streets have the same highest transit classification, the applicant may choose on which street to meet the standard. Sites where there is less than 100 square feet of net building area are exempt from this standard.
- b. The standard of this paragraph applies outside the Central City plan district in the RH, RX, IR, CN, CO, CG, CX, EG1, and EX zones. Where vehicle areas are adjacent to a transit street or a street in a Pedestrian District, no more than 50 percent of the frontage on the transit street or street in a Pedestrian District may be used for vehicle areas. Sites where there is less than 100 square feet of net building area are exempt from this standard.

D. Improvements.

- 1. Paving. In order to control dust and mud, all vehicle areas must be paved. However, some portions of individual parking spaces may be landscaped per the standards of Paragraph F.4, below.
- 2. Striping. All parking areas, except for stacked parking, must be striped in conformance with the parking dimension standards of Subsection F. below.
- 3. Protective curbs around landscaping. All perimeter and interior landscaped areas must have protective curbs along the edges. Curbs separating landscaped areas from parking areas may allow stormwater runoff to pass through them. Tire stops, bollards, or other protective barriers may be used at the front ends of parking spaces. Curbs may be perforated or have gaps or breaks. Trees must have adequate protection from car doors as well as car bumpers.

Table 266-3 Location of Vehicle Areas [1]				
OS, RF-R5, R2.5, EG2, I	No restrictions.		,	
R3, R2, R1, RH, IR, CN, CO,	Vehicle areas not allowed	May have vehicle areas	May have vehicle areas	
CG, EG1	between the portion of	between the portion of	between the portion of	
	the building that complies	the building that complies	the building that complies	
	with the maximum street	with the maximum street	with the maximum street	
	setback and the transit	setback and one Local	setback and two Local	
	street or streets in a	Service Transit Street.	Service Transit Streets.	
	Pedestrian District.			
CM, CS	Prohibited between a	May have vehicle areas	May have vehicle areas	
	building and any street.	between the building and	between the building and	
	[2]	one Local Service Transit	two Local Service Transit	
		Street.	Streets.	
RX, CX, EX	Not allowed between a	May have vehicle areas	May have vehicle areas	
	building and any street.	between the building and	between the building and	
		one Local Service Transit two Local Service Trans		
		Street.	Streets.	

Notes:

[1] Driveways that provide a straight-line connection between the street and a parking area inside a building are not subject to these regulations.

[2] Existing Development: Where the vehicle area exists, and an existing building is being expanded, the location of vehicle area between the building and any street is not allowed, rather than prohibited.

E. Stormwater management. Stormwater runoff from parking lots is regulated by the Bureau of Environmental Services. See Chapter 17.38, Drainage and Water Quality, and the City's Stormwater Management Manual, which contain requirements for managing stormwater in parking lot landscaping.

F. Parking area layouts.

- 1. Access to parking spaces.
 - a. All parking areas, except stacked parking areas, must be designed so that a vehicle may enter or exit without having to move another vehicle.
 - b. All parking areas must be designed to allow vehicles to enter and exit the roadway in a forward motion, except:
 - (1) Parking areas with one or two spaces whose only access is on a local service street;
 - (2) Parking areas with up to four spaces may be designed so that vehicles back out into an alley. However, there must be a maneuvering area of at least 20 feet between the end of each parking space and the opposite side of the alley. If the alley is less than 20 feet wide, some of this maneuvering area will be on-site.
- 2. Parking space and aisle dimensions. Parking spaces and aisles must meet the minimum dimensions contained in Table 266-4. For stacked parking areas, see Section 33.266.140 below.
- 3. Parking for disabled persons. The Bureau of Development Services regulates the following disabled person parking standards and access standards through the Oregon Structural Specialty Code.
 - Dimensions of disabled person parking spaces and access aisles;
 - The minimum number of disabled person parking spaces required;
 - Location of disabled person parking spaces and circulation routes,
 - Curb cuts and ramps including slope, width and location;
 - Signage and pavement markings.
- 4. A portion of a standard parking space may be landscaped instead of paved, as follows:
 - a. As shown in Figure 266-3, up to 2 feet of the front of the space as measured from a line parallel to the direction of the bumper of a vehicle using the space may be landscaped area;
 - b. Landscaping must be ground cover plants; and
 - c. The portion of the 2-foot wide area described in 4.a that is landscaped counts toward parking lot interior landscaping requirements and toward any overall site landscaping requirements. However, the landscaped area does not count toward perimeter landscaping requirements.

Table 266-4					
l N	/linimum Pa	rking Space	and Aisle D	imensions [1,2]
Angle	Width	Curb	1 Way Aisle	2 Way Aisle	Stall
(A)	(B)	Length	Width	Width	Depth
		(C)	(D)	(D)	(E)
0° (Parallel)	8 ft.	22 ft. 6 in.	12 ft.	20 ft.	8 ft.
30°	8 ft. 6 in.	17 ft.	12 ft.	20 ft.	15 ft.
45°	8 ft. 6 in.	12 ft.	12 ft.	20 ft.	17 ft.
60°	8 ft. 6 in.	9 ft. 9 in.	16 ft.	20 ft.	17 ft. 6 in.
90°	8 ft. 6 in.	8 ft. 6 in.	20 ft.	20 ft.	16 ft.

Notes:

- [1] See Figure 266-4.
- [2] See Section 33.266.130.F.3 for information on parking spaces for the disabled.

Figure 266-3 Landscaped area at front of parking space.

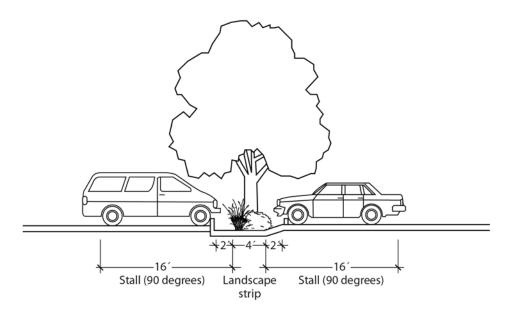
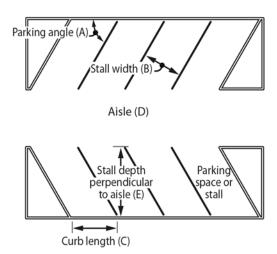


Figure 266-4 Parking Dimension Factors



- 5. Large parking areas in R, C, E, and IR zones. In the R, C, E, and IR zones, where a parking area on the site is more than 125,000 square feet, the parking area must contain the following elements. Parking areas in structures are not included in this total:
 - a. Internal access ways must divide the parking area into smaller areas that are no greater than 55,000 square feet;
 - b. These accessways must connect to the adjacent street at least every 250 feet; and
 - c. Each internal accessway must have at least one auto travel lane, curbs, and unobstructed sidewalks on both sides. One of the following must be met:
 - The sidewalks must be at least 10 feet wide and planted with trees. One large tree is required per 30 lineal feet of sidewalk, one medium tree per 22 lineal feet of sidewalk, or one small tree per 15 lineal feet of sidewalk. Trees of different sizes may be combined to meet the standard;
 - Trees must be planted in the center of unpaved tree wells that must be at least 18 square feet in area, with a minimum dimension of 3 feet. The unpaved area may be covered with a tree grate. Tree wells must be adjacent to the curb, and must be located so there is at least 6 feet of unobstructed sidewalk; or
 - The sidewalks must be at least 6 feet wide. There must be a planting strip at least 4 feet wide. The planting strip must be between the curb and the sidewalk, and be landscaped to at least the L1 standard except that trees cannot be grouped.
 - d. The internal accessways are excluded from the portion of the parking and loading area used to calculate required interior landscaping.

G. Parking area setbacks and landscaping.

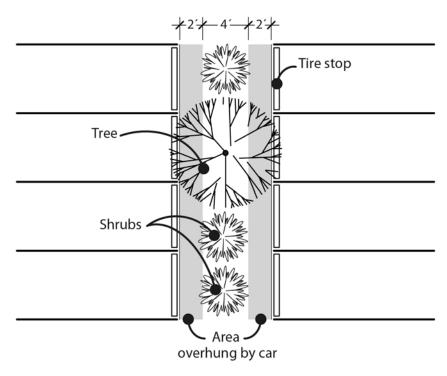
- All landscaping must comply with the standards of Chapter 33.248, Landscaping and Screening. Trees and shrubs must be fully protected from potential damage by vehicles.
- 2. Setbacks and perimeter landscaping.
 - a. Where these regulations apply. The regulations of this paragraph apply to:
 - (1) Surface parking areas abutting a lot line;
 - (2) Any portion of structured parking areas where the parking area is within 4 feet of adjacent grade and there is no roof over it;
 - (3) Driveways.
 - b. Exceptions.
 - (1) Shared driveways and parking aisles that straddle a lot line do not need to meet setback and perimeter landscaping requirements;
 - (2) Sites containing 5 or fewer parking spaces and developed only with residential development may provide a 3-foot-high fence meeting the F2 standards as an alternative to the perimeter setback and landscaping requirements on any lot line not abutting a street;
 - (3) Stacked parking areas must meet the requirements of Section 33.266.140, below.
 - c. Setbacks. The minimum required setbacks for surface parking areas are stated in Table 266-5. Protective curbs, tire stops, bollards or other protective barriers are not allowed within the minimum required setbacks.

Table 266-5 Minimum Parking Area Setbacks and Landscaping				
Location All zones except EG2 EG2, IG2				
	and IG2			
Lot line abutting street	5 ft. of L2	10 ft. of L2		
Lot line abutting a C, E, or I				
zone lot line	5 ft. of L2	5 ft. of L2		
Lot line abutting a OS or R zone				
lot line	5 ft. of L3	10 ft. of L3		

- d. Perimeter landscaping. The minimum setbacks and landscaping standards required are provided in Table 266-5.
 - (1) Surface parking abutting streets, and C, E, and I zones. Where a surface parking area abuts a street lot line, or a C, E, or I zone lot line, only the minimum required setbacks must be landscaped. The landscaping must meet the L2 standard of Chapter 33.248, and must be adjacent to the parking area and driveway. Where a setback is provided that is greater than the required minimum, the landscaping must be placed within 25 feet of the edge of the parking area and driveway. To provide connectivity between

- sites, a single driveway up to 20 feet wide may interrupt the landscaping that abuts a C, E, or I zone lot line.
- (2) Surface parking abutting OS and R zones. Where a surface parking area abuts an OS or R zone lot line, only the minimum required setbacks must be landscaped. The landscaping must meet the L3 standard of Chapter 33.248, and must be adjacent to the parking area and driveway. Where a setback is provided that is greater than the required minimum, the landscaping must be placed within 25 feet of the edge of the parking area and driveway.
- 3. Interior landscaping. The regulations of this paragraph apply to all surface parking areas except stacked parking areas. For stacked parking areas, see Section 33.266.140 below.
 - a. Amount of interior landscaping required. In all zones, interior landscaping must be provided for sites where there are more than 10 parking spaces on the entire site. At least 45 square feet of interior landscaped area must be provided for each parking space.
 - b. The landscape materials must comply with the P1 standard of Chapter 33.248.
 - c. The landscaping must be dispersed throughout the parking area. All of the required landscape area may be in the parking area, or some may be in the loading area.
 - d. Perimeter landscaping may not substitute for interior landscaping. However, interior landscaping may join perimeter landscaping as long as it extends at least four feet into the parking area from the perimeter landscape line.
 - e. Exception for existing parking lots. Where compliance with Subparagraph G.3.a, above, would result in the loss of existing required parking spaces, the amount of parking required is reduced by the amount needed to accommodate the minimum landscaping required.
 - f. Layout of interior landscaped areas. The layout of the interior landscaped areas must meet either one or a combination of the standards of this subparagraph:
 - (1) Option 1: Landscape strips. See Figure 266-5.
 - Interior landscaping must be arranged in landscape strips at least four feet wide between rows of parking stalls.
 - Where the front portions of parking stalls are landscaped as allowed by Paragraph F.4, the landscaped portion of the parking stall must be adjacent to the four-foot landscape strip.

Figure 266-5 Landscape Strips



- (2) Option 2: Other landscape patterns. See Figure 266-6.
 - Interior landscaping must be arranged in areas at the ends of rows of parking or between parking spaces within rows of parking.
 - Interior landscaping may join perimeter landscaping as long as the interior landscape area extends at least 4 feet into the parking area from the perimeter landscape line.
 - Landscaping that abuts, but does not extend into, the parking area may be included as interior landscaping if all of the following are met:
 - The abutting landscaped area must be in addition to required perimeter landscaping;
 - Only the first 10 feet of the abutting landscaped area, measured from the edge of the parking area, may be included as interior landscaping; and
 - The landscaped area is not abutting and parallel to required perimeter landscaping.
- g. Individual tree-planting spaces. Where an individual tree is planted in a space surrounded by pavement, the planting area must have a minimum interior dimension of five feet. See Figure 266-7.

Figure 266-6
Other Landscape Patterns

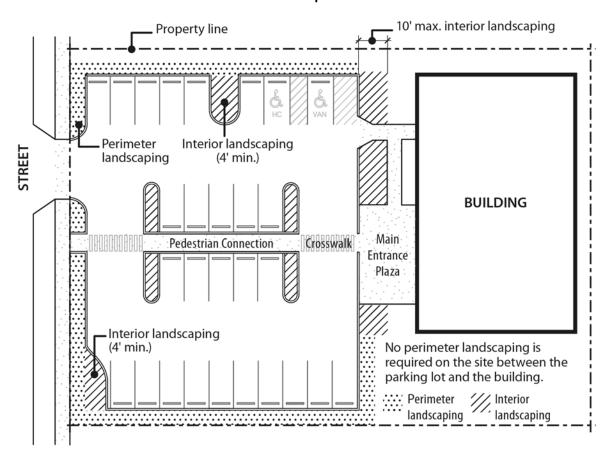
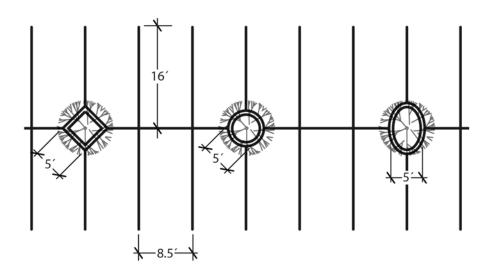


Figure 266-7
Individual Tree-Planting Spaces



33.266.140 Stacked Parking Areas

Stacked parking areas must comply with all of the development standards of Section 33.266.130 above, except for those standards superseded by this section.

- **A. Perimeter setbacks and landscaping.** Parking areas must be set back from streets at least 4 feet and landscaped to at least the L2 level.
- **B. Striping and layout.** Parking areas used exclusively for stacked parking need not be striped or meet the layout standards of Subsection F. above. Stacked parking areas which will allow parking at some times without attendants must be striped in conformance with the layout standards of Subsection F. above.
- C. Interior landscaping for surface parking areas. The minimum interior landscaping requirement for surface parking areas is one tree per 5,000 square feet of parking area. If surrounded by cement, the tree planting area must have a minimum dimension of 4 ft. If surrounded by asphalt, the tree planting area must have a minimum dimension of 3 ft. Trees must be protected from potential damage by vehicles through the use of bollards, curbs, wheel stops, or other physical barriers.

33.266.150 Vehicles in Residential Zones

- **A. Purpose.** The regulations of this section are intended to reinforce community standards and to promote an attractive residential appearance in the City's neighborhoods. The size, number, and location of parked and stored vehicles in residential zones are regulated in order to preserve the appearance of neighborhoods as predominantly residential in character. Since parking lots and outdoor storage are not intended to be primary activities in residential zones, these activities should constitute no more than a minimal intrusion on any residential area.
- **B.** Where these regulations apply. These regulations apply to all residential uses in all R zones.
- **C.** Parking of passenger vehicles and light trucks. Passenger vehicles and light trucks may be parked in any allowed parking area.
- D. Parking of medium and heavy trucks.
 - 1. The parking or storage of medium and heavy trucks and equipment is prohibited, except for motor homes and pickup trucks in the medium truck category.
 - 2. Motor homes in medium truck category may be parked in allowed parking areas except they may not be parked between the front lot line and the building line.
 - 3. Fire trucks and emergency vehicles are allowed if they are parked within a completely enclosed building.
- E. Utility trailers and accessory recreational vehicles. Utility trailers and accessory recreational vehicles may not be parked or stored in required parking spaces. Utility trailers and accessory recreational vehicles may be parked in other allowed parking areas, except they may not be parked or stored between the front lot line and the building line.
- **F. Inoperable vehicles.** The outdoor accumulation and storage of inoperable, neglected, or discarded vehicles is regulated by Section 29.20.010 of Title 29, Property and Maintenance Regulations.

- **G. Vehicle service and repair.** Service and repair of vehicles not owned by and registered to a resident of the site is prohibited. Vehicles may be serviced and repaired if:
 - 1. The vehicles are owned by and registered to residents of the site; and
 - The service and repair is minor. Minor service and repair includes tune-ups,
 replacement and servicing of oil and other fluids, and replacement and adjustment of
 minor parts such as tires, hoses, belts, filters, fuses, and similar items. It does not
 include: body and fender repair and replacement; painting; engine or transmission
 removal or replacement; or any work using welders, torches, or air-driven power
 tools.

OR

- 3. The vehicles are owned by and registered to a resident of the site; and
- 4. All work occurs within a completely enclosed building; and
- 5. The off-site impact standards of Chapter 33.262 are met.

Bicycle Parking

33.266.200 Purpose

Bicycle parking is required for most use categories to encourage the use of bicycles by providing safe and convenient places to park bicycles. These regulations ensure adequate short and long-term bicycle parking based on the demand generated by the different use categories and on the level of security necessary to encourage the use of bicycles for short and long stays. These regulations will help meet the City's goal that 10 percent of all trips be made by bicycle.

33.266.210 Required Bicycle Parking

A. Number of spaces required.

- 1. The required minimum number of bicycle parking spaces for each use category is shown on Table 266-6. No bicycle parking is required for uses not listed.
- 2. The required minimum number of bicycle parking spaces is based on the primary uses on a site. There are no bicycle parking requirements for accessory uses. However, if the required number of spaces for the primary uses is based on net building area, the net building area of accessory uses is included with the primary uses in the calculation. For example, a Manufacturing and Production use of 45,000 square feet with 15,000 square feet of accessory Office use would have a bicycle parking requirement of 4 spaces, based on 60,000 square feet of net building area. If the primary use is not listed in Table 266-6, no bicycle parking is required for the accessory use.
- When there are two or more separate primary uses on a site, the required bicycle parking for the site is the sum of the required parking for the individual primary uses.

B. Exemptions.

- No long-term bicycle parking is required on a site where there is less than 2,500 square feet of gross building area.
- 2. No bicycle parking is required for a Commercial Parking facility on a surface parking lot in the Central City plan district.

33.266.220 Bicycle Parking Standards

A. Short-term bicycle parking.

- 1. Purpose. Short-term bicycle parking encourages shoppers, customers, messengers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles. Short-term bicycle parking should serve the main entrance of a building and should be visible to pedestrians and bicyclists.
- 2. Standards. Required short-term bicycle parking must meet the following standards:
 - a. Short-term bicycle parking must be provided in lockers or racks that meet the standards of Subsection 33.266.220.C.
 - b. Location. Short-term bicycle parking must be:
 - (1) Outside a building;
 - (2) At the same grade as the sidewalk or at a location that can be reached by an accessible route; and
 - (3) Within the following distances of the main entrance:
 - Building with one main entrance. For a building with one main entrance, the bicycle parking must be within 50 feet of the main entrance to the building as measured along the most direct pedestrian access route. See Figure 266-8;
 - Building with more than one main entrance. For a building with more than one main entrance, the bicycle parking must be along all façades with a main entrance, and within 50 feet of at least one main entrance on each façade that has a main entrance, as measured along the most direct pedestrian access route. See Figure 266-9;
 - Sites with more than one primary building. For sites that have more than one primary building, but are not an institutional campus, the bicycle parking must be within 50 feet of a main entrance as measured along the most direct pedestrian access route, and must be distributed to serve all primary buildings. See Figure 266-10;
 - Institutional Campus. On an institutional campus with more than one building or main entrance, the bicycle parking must be either:
 - Within 50 feet of a main entrance as measured along the most direct pedestrian access route; or
 - If the short-term bicycle parking is more than 50 feet from a main entrance, it must be in a common bicycle parking location along a pedestrian access route.
 - c. Bicycle Parking Fund.
 - (1) This option may be used only if it is not possible to provide all of the required short-term bicycle parking on site in a way that complies with all of the standards in A.2.b. This option may not be used if:
 - There are surface parking areas, plazas, exterior courtyards, or other open areas on the site, other than required landscaping;

- Those open areas are large enough, separately or in combination, to accommodate all required short-term bicycle parking; and
- The open areas meet the locational requirements of A.2.b.
- (2) Fund use and administration. The Bicycle Parking Fund is collected and administered by the Office of Transportation. The funds collected will be used to install bicycle parking and associated improvements in the right-of-way.
- (3) This option may not be used if any required short-term bicycle parking is provided on site.

Table 266-6							
Minimum Required Bicycle Parking Spaces							
Use Categories	Specific Uses	Long-term Spaces	Short-term Spaces				
Residential Categories							
Household Living	Multi-dwelling	1.5 per 1 unit in Central City plan district; 1.1 per 1 unit outside Central City plan district	2, or 1 per 20 units				
Group Living		2, or 1 per 20 residents	None				
	Dormitory	1 per 8 residents	None				
Commercial Categories							
Retail Sales And Service		2, or 1 per 12,000 sq. ft. of net building area	2, or 1 per 5,000 sq. ft. of net building area				
	Temporary Lodging	2, or 1 per 20 rentable rooms	2, or 1 per 20 rentable rooms				
Office		2, or 1 per 10,000 sq. ft. of net building area	2, or 1 per 40,000 sq. ft. of net building area				
Commercial Parking		10, or 1 per 20 auto spaces	None				
Commercial Outdoor Recreation		10, or 1 per 20 auto spaces	None				
Major Event Entertainment		10, or 1 per 40 seats or per CU review	None				
Industrial Categories							
Manufacturing And Production		2, or 1 per 15,000 sq. ft. of net building area	None				
Warehouse And Freight Movement		2, or 1 per 40,000 sq. ft. of net building area	None				

	Table 266-6						
Minimum Required Bicycle Parking Spaces							
Use Categories	Specific Uses	Long-term Spaces	Short-term Spaces				
Institutional Categories							
Basic Utilities Light rail stations, transit centers		8	None				
Community Service		2, or 1 per 10,000 sq. ft. of net building area	2, or 1 per10,000 sq. ft. of net building area				
	Park and ride	10, or 5 per acre	None				
Parks And Open Areas		Per CU review	Per CU review				
Schools	Grades 2 through 5	2 per classroom, or per CU or IMP review	None				
	Grades 6 through 12	4 per classroom, or per CU or IMP review	None				
Colleges	Excluding dormitories (see Group Living, above)	2, or 1 per 20,000 sq. ft. of net building area, or per CU or IMP review	2, or 1 per 10,000 sq. ft. of net building area, or per CU or IMP review				
Medical Centers		2, or 1 per 70,000 sq. ft. of net building area, or per CU or IMP review	2, or 1 per 40,000 sq. ft. of net building area, or per CU or IMP review				
Religious Institutions		2, or 1 per 4,000 sq. ft. of net building area	2, or 1 per 2,000 sq. ft. of net building area				
Daycare		2, or 1 per 10,000 sq. ft. of net building area	None				
Other Categories							
Aviation And Surface Passenger Terminals, Detention Facilities		Per CU Review	Per CU Review				

Note: Wherever this table indicates two numerical standards, such as "2, or 1 per 3,000 sq. ft. of net building area," the larger number applies.

Figure 266-8
Short-term bike parking – one building, one entrance

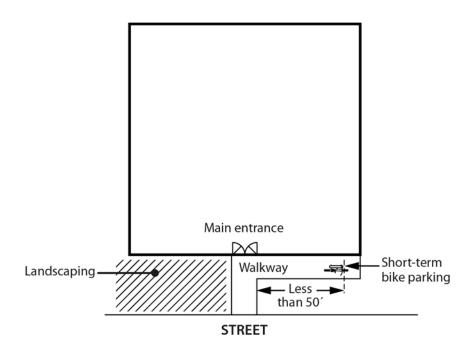


Figure 266-9
Short-term bike parking – one building, multiple entrances

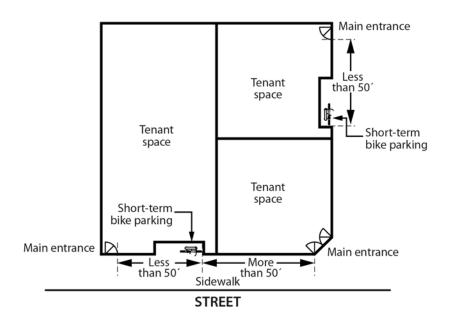


Figure 266-10
Short-term bike parking – multiple buildings, multiple entrances

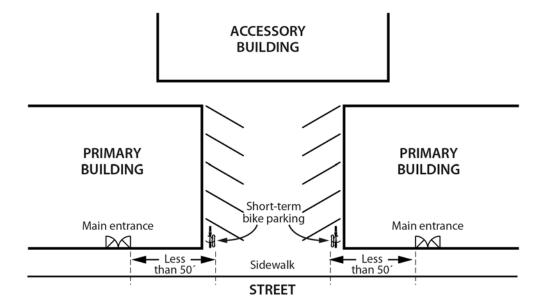
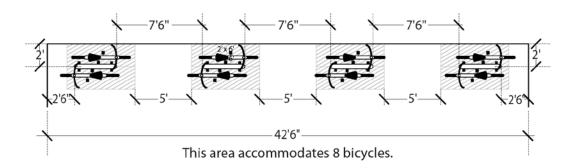
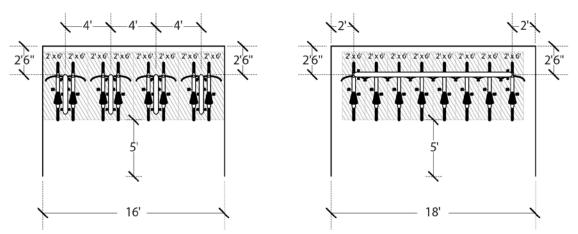
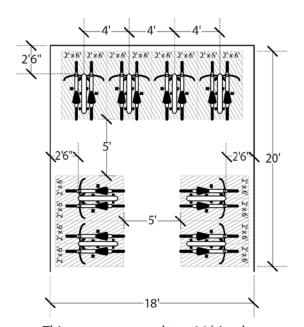


Figure 266-11 Examples of Bicycle Parking Layouts





These areas accommodate 8 bicycles.



This area accommodates 16 bicycles.

B. Long-term bicycle parking.

- Purpose. Long-term bicycle parking provides employees, students, residents, commuters and others who generally stay at a site for several hours, a secure and weather-protected place to park bicycles. Although long-term parking does not have to be provided on-site, the intent of these standards is to allow bicycle parking to be within a reasonable distance in order to encourage bicycle use.
- 2. Standards. Required long-term bicycle parking must meet the following standards:
 - a. Long-term bicycle parking must be provided in racks or lockers that meet the standards of Subsection 33.266.220.C;
 - b. Location. Long-term bicycle parking must be located on the site or in an area where the closest point is within 300 feet of the site;
 - c. Covered Spaces. At least 50 percent of required long-term bicycle parking must be covered and meet the standards of Paragraph 33.266.220.C.5, Covered Bicycle Parking; and
 - d. Security. To provide security, long-term bicycle parking must be in at least one of the following locations:
 - (1) In a locked room;
 - (2) In an area that is enclosed by a fence with a locked gate. The fence must be either 8 feet high, or be floor-to-ceiling;
 - (3) Within view of an attendant or security guard;
 - (4) Within 100 feet of an attendant or security guard;
 - (5) In an area that is monitored by a security camera; or
 - (6) In an area that is visible from employee work areas.

C. Standards for all bicycle parking.

- 1. Purpose. These standards ensure that required bicycle parking is designed so that bicycles may be securely locked without undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.
- 2. Bicycle lockers. Where required bicycle parking is provided in lockers, the lockers must be securely anchored.
- 3. Bicycle racks. The Office of Transportation maintains a handbook of racks and siting guidelines that meet the standards of this paragraph. Required bicycle parking may be provided in floor, wall, or ceiling racks. Where required bicycle parking is provided in racks, the racks must meet the following standards:
 - The bicycle frame and one wheel can be locked to the rack with a high security,
 U-shaped shackle lock if both wheels are left on the bicycle;
 - b. A space 2 feet by 6 feet must be provided for each required bicycle parking space, so that a bicycle six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components. See Figure 266-11; and

- c. The rack must be securely anchored.
- 4. Parking and maneuvering areas.
 - Each required bicycle parking space must be accessible without moving another bicycle;
 - b. There must be an aisle at least 5 feet wide behind all required bicycle parking to allow room for bicycle maneuvering. Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way; and
 - c. The area devoted to bicycle parking must be hard surfaced.
- 5. Covered bicycle parking. Covered bicycle parking, as required by this section, can be provided inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures. Where required covered bicycle parking is not within a building or locker, the cover must be:
 - a. Permanent;
 - b. Designed to protect the bicycle from rainfall; and
 - c. At least 7 feet above the floor or ground.
- 6. Signs.
 - a. Light rail stations and transit centers. If required bicycle parking is not visible from the light rail station or transit center, a sign must be posted at the station or center indicating the location of the parking.
 - b. Other uses. For uses other than light rail stations and transit centers, if required bicycle parking is not visible from the street or main building entrance, a sign must be posted at the main building entrance indicating the location of the parking.
- 7. Use of required parking spaces.
 - a. Required short-term bicycle parking spaces must be available for shoppers, customers, messengers, and other visitors to the site.
 - Required long-term bicycle parking spaces must be available for employees, students, residents, commuters, and others who stay at the site for several hours.

Loading

33.266.310 Loading Standards

- **A. Purpose.** A minimum number of loading spaces are required to ensure adequate areas for loading for larger uses and developments. These regulations ensure that the appearance of loading areas will be consistent with that of parking areas. The regulations ensure that access to and from loading facilities will not have a negative effect on the traffic safety or other transportation functions of the abutting right-of-way.
- **B.** Where these regulations apply. The regulations of this section apply to all required and non-required loading areas.

C. Number of loading spaces.

- 1. Buildings where all of the floor area is in Household Living uses must meet the standards of this Paragraph.
 - a. One loading space meeting Standard B is required where there are more than 40 dwelling units in the building and the site abuts a street that is not a streetcar alignment or light rail alignment.
 - b. One loading space meeting Standard B is required where there are more than 20 dwelling units in a building located on a site whose only street frontage is on a streetcar alignment or light rail alignment.
 - c. One loading space meeting Standard A or two loading spaces meeting Standard B are required when there are more than 100 dwelling units in the building.
- 2. Buildings where any of the floor area is in uses other than Household Living must meet the standards of this Paragraph.
 - a. Buildings with any amount of net building area in Household Living and with less than 20,000 square feet of floor area in uses other than Household Living are subject to the standards in C.1. above.
 - b. One loading space meeting Standard A is required for buildings with at least 20,000 and up to 50,000 square feet of net building area in uses other than Household Living.
 - c. Two loading spaces meeting Standard A are required for buildings with more than 50,000 square feet of net building area in uses other than Household Living.
- **D. Size of loading spaces.** Required loading spaces must meet the standards of this subsection.
 - 1. Standard A: the loading space must be at least 35 feet long, 10 feet wide, and have a clearance of 13 feet.
 - 2. Standard B: The loading space must be at least 18 feet long, 9 feet wide, and have a clearance of 10 feet.
- **E. Placement, setbacks and landscaping.** Loading areas must comply with the setback and perimeter landscaping standards stated in Table 266-7 below. When parking areas are prohibited or not allowed between a building and a street, loading areas are also prohibited or not allowed.

F. Forward motion.

- Outside the Central City plan district. Outside the Central City plan district, loading facilities generally must be designed so that vehicles enter and exit the site in a forward motion. Standard B loading spaces that are accessed from a Local Service Traffic Street are exempt from this requirement.
- 2. In the Central City plan district. In the Central City plan district, loading facilities that abut a light rail or streetcar alignment must be designed so that vehicles enter and exit the site in a forward motion. Standard B loading spaces that are accessed from a Local Service Traffic Street are exempt from this requirement.

G. Paving. In order to control dust and mud, all loading areas must be paved.

Table 266-7 Minimum Loading Area Setbacks And Perimeter Landscaping					
Location	All zones except EG2 and IG2	EG2, IG2			
Lot line abutting street	5 ft. / L2 or 10 ft. / L1	10 ft. / L2 or 15 ft. / L1			
Lot line abutting a C, E, or I zone lot line	5 ft. / L2 or 10 ft. / L1	5 ft. / L2 or 10 ft. / L1			
Lot line abutting an OS zone lot line	5 ft./ L3	10 ft./ L3			
Lot line abutting an R zone lot line	5 ft./ L4	10 ft./ L4			

(Amended by: Ord. No. 164014, effective 3/27/91; Ord. No. 164899, effective 12/11/91; Ord. No. 165376, effective 5/29/92; Ord. No. 166313, effective 4/9/93; Ord. No. 167054, effective 10/25/93; Ord. No. 167186, effective 12/31/93; Ord. No. 167189, effective 1/14/94; Ord. No. 169324, effective 10/12/95; Ord. No. 169535, effective 1/8/96; Ord. No. 169699, effective 2/7/96; Ord. No. 170704, effective 1/1/97; Ord. No. 171718, effective 11/29/97; Ord. No. 174263, effective 4/15/00; Ord. No. 174980, effective 11/20/00; Ord. Nos. 175341 and 175358, effective 3/16/01; Ord. No. 175837, effective 9/7/01; Ord. No. 175966, effective 10/26/01; Ord. Nos. 175965 and 176333, effective 7/1/02; Ord. No. 176469, effective 7/1/02; Ord. No. 177028, effective 12/14/02; Ord. No. 177422, effective 6/7/03; Ord. No. 177701, effective 8/30/03; Ord. No. 178172, effective 3/5/04; Ord. No. 178509, effective 7/16/04; Ord. No. 179316, effective 7/8/05; Ord. No. 179845, effective 1/20/06; Ord. No. 179980, effective 4/22/06; Ord. No. 181357, effective 11/9/07; Ord. No. 182429, effective 1/16/09; Ord. No. 183598, effective 4/24/10; Ord. No. 184524, effective 7/1/11; Ord. No. 185974, effective 5/10/13; Ord. No. 186639, effective 7/11/14; Ord. No. 187216, effective 7/24/15; Ord. No. 188162, effective 2/1/17; Ord. No. 188259, effective 3/31/17.)

New Apartments and Parking



Zoning Code Amendments



Adopted by City Council April 10, 2013 Ordinance # 185974 Effective May 10, 2013



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A digital copy of this report can be found at: http://www.portlandoregon.gov/bps/59974

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1. Introduction

In the last year, there has been an increase in development of new multi-dwelling buildings, including projects that do not include off-street parking. Many of these buildings are being developed along commercial streets in neighborhoods. The projects are being built under current city policies and zoning code provisions, some that have been in place since the 1980s. Community members have reacted with concern about the number of these projects and about the new buildings' height, size, density, design and lack of off-street parking. Others have expressed general support for current policy.

Responding to community concerns and an overall lack of data and literature on this issue, the Bureau of Planning and Sustainability (BPS) completed a series of studies about new apartments and parking. These studies included:

- Parking and travel behavior study an examination of travel, parking behavior and vehicle ownership by residents of eight existing residential and mixed use buildings with little or no parking. The study included counting vehicles parked on surrounding streets, interviews with residents and others, and a survey of residents. 116 completed surveys were received out of 333 mailed.
- Cost of parking analysis BPS modeled development data to evaluate the cost of providing onsite parking for infill apartments and impacts on affordability for apartment dwellers.
- TriMet service review an examination of the frequency of transit service in 2007 (prior to service cuts) and current service levels evaluating whether locations where new apartments are proposed are vulnerable to service cuts.
- **2006-2013 permits** a review of multi-dwelling permits from 2006 to February 2013 to examine trends related to development and parking.

Studies, an electronic version of this report and other information on new apartments and parking can be found at: http://www.portlandoregon.gov/bps/59974.

Results of studies and research related to new apartments and parking, as well as a summary of community concerns were presented at a November 13, 2012 Planning and Sustainability Commission (PSC) meeting and a City Council session on January 10, 2013. Public testimony was taken at both meetings. Some community members expressed opposition to current regulations. Others, who were supportive of current policy, still felt the need for improvements.

At the January 10th City Council session, Council accepted the BPS studies and directed staff to develop and publish a near-term proposal of concepts and regulatory changes related to parking for multi-dwelling buildings, focusing on inner Portland commercial streets, the areas where apartment development with little or no parking is primarily occurring.

BPS presented proposed amendments to the Zoning Code at a public hearing before the PSC on March 12, 2013. Following public testimony, the PSC made minor changes to the proposal, and recommended forwarding it for City Council consideration. City Council held a public hearing on the PSC's Recommended Draft on April 4, 2013. Following public testimony, Council made several changes to the PSC recommendation. On April 10, 2013,

they adopted the amended report and amended the Zoning Code as set out in the report. . These changes took effect May 10, 2013.

A central concept of the adopted amendments was the need to balance potential impacts of larger multi-unit buildings on on-street parking with Portland's goals of maintaining affordability, providing a variety of housing options, and promoting a pedestrian-oriented streetscape. Also considered was how Climate Action Plan and Portland Plan goals factor in New Apartments and Parking approaches.

This document details the amendments to the Zoning Code adopted by City Council and includes:

- Summary of the eight amendments made to the Zoning Code;
- The text of the amendments to the Zoning Code, along with commentary reflecting legislative intent;
- Information on parking for disabled people; and
- The adopting ordinance.

2. Summary of Amendments to the Zoning Code

This project made eight amendments to the Zoning Code. This section describes the amendments, and includes by a discussion of the rationale for each.

<u>Amendment #1 - Add Minimum Parking Requirements in Certain Zones and Near Frequent</u> Transit Service:

In most zones and most locations throughout Portland, one parking space is required for each dwelling unit. However, no parking is required for new multi-dwelling buildings in certain zones (CM, CS, RX, CX, CO1) and for sites within 500 feet of transit streets with 20-minute peak-hour service. This is based on the premise that good transit, pedestrian facilities, and street connectivity allow residents, guests, and customers a range of transportation options beyond personal automobiles. This approach seems to provide a balanced supply of off-street parking overall. BPS examined trends in development and parking by reviewing building permits for multi-dwelling development issued between 2006 and February 2013. The analysis found:

- Between 2006 and 2008, permits were issued for 78 multi-dwelling or mixed-use buildings.
 Of those 78, about two-thirds (52), included parking. The parking was at a rate of almost one space per dwelling unit.
- Almost no new development occurred in 2009.
- In the past three years, permits were issued for 52 multi-dwelling or mixed-use buildings. Of those, about one-third (19), included parking. The parking was at a rate of approximately 0.6 spaces per unit.

On the whole, the supply of parking has increased with the development of new units, although the ratios have been dropping. However, a reasonable case can be made that larger multi-dwelling projects (more than 30 units) without parking pose a risk of overtaxing the supply of local on-street parking. This can be of especial concern on and proximate to neighborhood commercial streets, where the supply of on-street parking is shared by nearby stores, restaurants, and services, as well as residents.

Many recent examples of new multi-dwelling development have been built on 10,000 square foot lots that face a commercial street and an intersecting side street. The most common approaches to providing parking on a lot this size would be either to reduce the building footprint to provide a surface parking lot or to include parking in some or all of the first floor of the building. This impacts the design and density of the building. It also affects the character of the surrounding streets by adding driveways and curb cuts, which interrupt the pedestrian environment and eliminate at least one on-street parking space. Still, there are good design solutions and many successful examples of larger multi-dwelling development buildings with parking in these types of locations.

The Bureau's study of the development economics of new buildings suggests that buildings with more than 30 units are able to better absorb the cost of providing on-site parking without requiring significantly higher rents. The adopted amendment requires parking only for development with more than 30 dwelling units, which helps address the concern about the impact of parking minimums on housing affordability.

The new minimum parking requirement will not apply to smaller buildings for several reasons. First, allowing some smaller buildings to be built without parking helps keep a mix of housing that offers residents options, including renting housing that does not include the cost of parking that the residents may not need or use. Second, smaller buildings are often on smaller lots and in mid-block locations with no side-street access. Mid-block curb cuts disrupt the pedestrian environment on commercial streets and pose safety concerns. Curb cuts to allow access to minimal on-site parking associated with smaller projects may remove a comparable amount of on-street parking, resulting in a net loss of public parking. Third, requiring larger parking minimums can result in undesirable building forms such as narrow buildings next to surface parking lots or curb cuts accessing small sites, which creates minimal ground floor activity. Finally, there are good design solutions and many examples of successful smaller multi-dwelling buildings being developed as infill on neighborhood commercial streets.

Amendment #2 - Expand Area Where New Minimum Parking Requirements Apply: Under current regulation, no parking is required for new multi-dwelling buildings in certain zones (CM, CS, RX, CX, CO1) and for sites within 500 feet of transit streets with 20-minute peak-hour service. Amendment #1 added a minimum parking requirement for these areas; this amendment expands the area covered by the new parking minimums to include the areas within 1,500 feet of light rail stations. This is based on the consideration that light rail provides some of the region's best and most frequent transit service with fixed station locations and larger service areas.

Amendment #3 - Minimum Required Parking—Purpose Statement:

For a variety of reasons, some sites are difficult to develop in compliance with the Zoning Code. In some cases a developer is proposing an innovate design that meets the intent of a regulation, but not the letter. The Adjustment Review process provides a mechanism to allow development that does not meet the regulations in the Zoning Code if the proposed development meets the purposes—the intents—of the regulations. Most sections of the code include a purpose statement which is used, among other things, to evaluate adjustment requests.

This amendment adds language to the purpose statement for minimum required parking. The added language stresses the intent to balance minimum parking requirements with an active pedestrian network and to minimize pedestrian, bicycle and vehicle conflicts as much as possible. This responds to concerns that minimum parking requirements entail driveways and curbs cuts, along with the loss of potential retail or other active ground floor uses; the result could be a negative impact on the streetscape and design of buildings, especially those located on mid-block sites.

Amendment #4 - Substitutions for Motor Vehicle Parking

Current regulations allow minimum parking to be reduced if specific amenities are provided. There are four such provisions in the Code now: tree preservation, bicycle parking, transit-supportive plazas, and motorcycle parking. This amendment adds two more options: car sharing and bike sharing.

Currently, the Zoning Code does not limit the amount of required parking that may be reduced through substitutions. Adding two more substitutions increases the potential to greatly reduce required parking. Limiting the amount of required parking that may be reduced through substitutions to 50 percent ensures that amenities may still be included in projects but without the potential to nearly or completely eliminate required parking.

<u>Car sharing</u> is becoming increasingly popular in Portland, where several different models of car share programs exist. Car share allows members an option to not own a vehicle and to instead reserve and use a fleet or peer vehicle when they need it. Car share allows for more efficient use of vehicles and parking. Data shows that car share provides potential environmental benefits as participants generally drive less than when they own a personal vehicle. For these reasons, allowing on-site car share spaces to substitute for up to 25 percent of required parking spaces allows for a more efficient use of the site area, by providing one or more vehicles that can be shared by all residents of the development.

Regional leaders approved funds in 2011 to start <u>Portland Bike Share</u> (scheduled to begin in Spring 2014). Bike Share relies on a system of self-service bike stations where Portland residents and visitors may check out a bike, ride to their destination and return the bike to any docking station near that destination. Allowing bike share to substitute for onsite parking can help build the Portland Bike Share network and provide a new amenity for residents and visitors of Portland's neighborhoods.

Amendment #5 - Joint Use and Off-site Parking

Current regulations allow two (or more) uses to use the same parking spaces to meet minimum parking requirements; it is called joint parking. Proposals for joint parking must be accompanied by an analysis that shows peak parking demand for each use occurs at a different time. In addition, an easement or deed restriction that guarantees access for all uses is required. Joint use of parking is only allowed for nonresidential uses. Parking for residential uses must currently be used exclusively for the dwelling units it is accessory to.

This amendment will allow residential parking to become joint use parking if all the uses associated with the parking are allowed in the zone. Allowing residential parking to be used by nearby nonresidential uses allows for more efficient use of parking, especially when demand for the residential parking is lower than the supply.

Zoning rules allow required parking for nonresidential uses to be up to 300 feet away. This amendment allows such parking to be up to 500 feet from the site, which is consistent with proximities allowed by exceptions for sites well-served by transit.

Amendment #6 - Loading Spaces.

Requiring a loading space for larger multi-dwelling buildings helps ensure the availability of a designated loading space for moving in and out, dropping off groceries, and other needs. Currently, multi-dwelling buildings with more than 50 units are required to provide an onsite loading space. Lowering the threshold to 40 units better ensures the availability of designated loading spaces for residents.

Requiring on-site loading for buildings with less than 40 units would result in additional curb cuts and effectively eliminate a comparable amount of on-street parking where

loading and unloading also occurs. This would also create less-frequently used loading spaces occupying critical site area. Smaller buildings are often on smaller lots and in midblock locations with no side-street access. Mid-block curb cuts disrupt the pedestrian environment on commercial streets and pose safety concerns.

The on-site loading space is intended to serve residents. The space could also be used for outside delivery if the parking/loading area is accessible to the public. UPS, TriMet's LIFT service, and other service vehicles may also use existing on-street spaces or require an on-street space designated for loading by the Portland Bureau of Transportation; however, the driveway or curb cut associated with the onsite parking and loading spaces will provide an additional space for quick pull-in and drop-off.

Amendment #7 - Bicycle Parking

Current bicycle parking requirements state that each short-term (guest use) bicycle parking space must be at least 2 feet by 6 feet. However, there is no size requirements for long-term (resident use) bicycle parking. This lack of long-term bicycle parking standards can lead to installation of required bike racks in inappropriate locations, where the racks are not accessible or readily usable by bicyclists. This amendment applies the same size standards to all bicycle parking. .

<u>Amendment #8 - Transit Street Main Entrance</u>

The Zoning Code includes regulations that require buildings on transit streets to orient their main entrance to the transit street. The intent of these regulations is to ensure that retail, office, and similar uses along transit streets are pedestrian- and transit-friendly, rather than having their main entrance oriented to a parking area, or set back from the sidewalk. This amendment clarifies that the regulations apply only to nonresidential uses on the ground floor.

4. Parking Information for People with Disabilities.

Over the course of the discussion about new apartments and parking, considerable concern and attention focused on the needs of residents with disabilities and aging Portlanders. In response, staff reviewed current requirements and processes for installation of parking spaces for people with disabilities. Three of these are important to highlight:

- 1. Parking for people with disabilities is triggered with the first on-site parking space. When one or more on-site parking spaces is created, at least one accessible space is required. Amendment #1, by requiring parking for multi-dwelling buildings with more than 40 units, ensures that at least one on-site accessible space is provided.
- 2. Residents with disabilities may continue to request installation of an on-street accessible space free of charge. When possible, the Portland Bureau of Transportation will work with the resident to accommodate the request in the most suitable location. This space will be available for use by anyone with a valid disabled permit, not just the requesting resident.

3. On-street loading and unloading spaces and limited duration spaces (e.g. 15-minute limit spaces) may be requested through the Portland Bureau of Transportation which will assess the need, suitable locations, and proximity to other spaces. These spaces are suitable for TriMet LIFT service and other vehicles that are picking up or dropping people off. .

5. Continued Work Items

While these amendments are intended as attainable near-term solutions, continued work is expected. Items that require continued observation and evaluation include:

- 1. Evaluate how minimum parking requirements for multi-dwelling development could impact historic buildings and affordable housing projects.
- 2. Explore neighborhood parking permit programs such that any potential parking permit program would operate as a piece of a greater Transportation Demand Management strategy for areas that may see impacts related to recent multi-dwelling development projects.
- 3. Monitor permits and development activity including measuring on-street parking congestion before and after the construction of the 81-unit building at SE Division & SE 37th Avenue.

6. Amendments to the Zoning Code

The language of the amendments to the Zoning Code is in this section of the report.

- Commentary explaining the code language is on the left-hand pages.
- Code language is on the right-hand pages. Code language to be added is <u>underlined</u>. Code language to be deleted is shown in strikethrough.

CHAPTER 33.130 COMMERCIAL ZONES

Table 130-3 - Summary of Development Standards in Commercial Zones

This table in the current code contains a line that summarizes whether parking is required in the different commercial zones.

The amendment to Chapter 33.266, Parking and Loading, requires parking for larger multi-dwelling developments. Due to this change, the parking information in this table is no longer correct or useful, and should be deleted. Deleting the information will also make this table consistent with the tables for other zones.

CHAPTER 33.130 COMMERCIAL ZONES

Table 130-3 Summary of Development Standards in Commercial Zones								
Standard	CN1	CN2	CO1	CO2	СМ	CS	CG	сх
Maximum FAR (see 33.130.205)	.75 to 1	.75 to 1	.75 to 1	2 to 1	1 to 1 See 33.130.253	3 to 1	3 to 1	4 to 1
Maximum Height (see 33.130.210)	30 ft.	30 ft.	30 ft.	45 ft.	45 ft.	45 ft.	45 ft.	75 ft.
Min. Building Stbks (see 33.130.215) Street Lot Line or Lot Line Abut- ting an OS, RX, C, E, or I Zone Lot	0	0	0	0	0	0	0	0
Lot Line Abut- ting other R Zoned Lot	See Table 130-4	See Table 130-4	See Table 130-4	See Table 130-4	See Table 130-4	See Table 130-4	See Table 130-4	See Table 130-4
Garage Entrance Setback (see 33.130.250 <u>.E</u>)	5/18 ft	5/18 ft	5/18 ft	5/18 ft	5/18 ft	5/18 ft	5/18 ft	5/18 ft
Max.Building Stbks (see 33.130.215) Street Lot Line Transit Street or Pedestrian District	None 10 ft.	None	None 10 ft.	None 10 ft.	10 ft.	10 ft. 10 ft.	None	None 10 ft.
Building Coverage (see 33.130.220)	Max. of 85% of site area	Max. of 65% of site area	Max. of 50% of site area	Max. of 65% of site area	Min. of 50% of site area	Min. of 50% of site area	Max. of 85% of site area	No Limit
Min. Landscaped Area (see 33.130.225)	15% of site area	15% of site area	15% of site area	15% of site area	None	None	15 % of site area	None
Landscaping Abutting an R Zoned Lot (see 33.130.215.B.)	5 ft. @ L3 or none	5 ft. @ L3 or none	5 ft. @ L3 or none	5 ft. @ L3 or none	5 ft. @ L3 or none	5 ft. @ L3 or none	5 ft. @ L3 or none	5 ft. @ L3 or none
Ground Floor Window Stds. Apply (see 33.130.230)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pedestrian Requirements (see 33.130 240)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Required parking [see 33.266]	None Req'd	Yes	None Req'd	Yes	None Req'd	None Req'd	Yes	None Req'd

33.130.242 Transit Street Main Entrance

The Zoning Code includes regulations that require buildings on transit streets to orient their main entrance to the transit street. The intent of these regulations is to ensure that retail, office, and similar uses on the ground floor along transit streets are pedestrian- and transit-friendly, rather than having their main entrance oriented to a parking area, or set back from the sidewalk. The provision does not apply to buildings only containing residential uses. Similar regulations are contained in the Employment Zones and the Division Street regulations in the Main Street Overlay chapter (with more strict setbacks). They also apply within the East Corridor and Gateway plan districts, although the regulations in the plan districts apply to all buildings within specific zones.

A recent Land Use Board of Appeals (LUBA) decision illustrated the need to clarify the code to reaffirm the original intent that the regulations apply to nonresidential spaces on the ground floor. This amendment clarifies that nonresidential spaces must orient to the transit street, but does not apply the requirement to dwelling units or residential lobbies.

33.130.242 Transit Street Main Entrance

A. Purpose. Locating the main entrance to a use on a transit street provides convenient pedestrian access between the use and public sidewalks and transit facilities, and so promotes walking and the use of transit.

B. Applicability.

- 1. Generally. All sites with at least one frontage on a transit street, and where any of the floor area on the site is in nonresidential uses, must meet the <u>following</u> standards of <u>Subsection C</u>, <u>below for the nonresidential uses</u>. If the site has frontage on more than one transit street, the standards of Subsection C, below, must be met on at least one of the transit streets;
- 2. Houses, attached houses, manufactured homes, and duplexes. Houses, attached houses, manufactured homes, and duplexes must meet the standards of 33.130.250.C, Residential Main Entrance, instead of the requirements of this section.
- **C. Location.** For portions of a building within the maximum building setback, at least one main entrance for each <u>nonresidential</u> tenant space <u>on the ground floor</u> must <u>meet the standards of this section. The ground floor is the lowest floor of the building that is within four feet of the adjacent transit street grade. The main entrance must:</u>
 - 1. Be within 25 feet of the transit street;
 - 2. Allow pedestrians to both enter and exit the building; and
 - 3. Either:
 - a. Face the transit street: or
 - b. Be at an angle of up to 45 degrees from the transit street, measured from the street property line, as shown in Figure 130-6, below.
- **D. Unlocked during regular business hours.** The main entrance that meets the standards of Subsection C, above, must be unlocked during regular business hours.

Figure 130-6
Transit Street Main Entrance

MAIN ENTRANCE

Transit Street

33.140 EMPLOYMENT ZONES

33.140.242 Transit Street Main Entrance See commentary for 33.130.242

33.140 EMPLOYMENT ZONES

33.140.242 Transit Street Main Entrance

A. Purpose. Locating the main entrance to a use on a transit street provides convenient pedestrian access between the use and public sidewalks and transit facilities, and so promotes walking and the use of transit.

B. Applicability.

- 1. Generally. In the EX and EG1 zones, all sites with at least one frontage on a transit street, and where any of the floor area on the site is in nonresidential uses, must meet the following standards for the nonresidential uses. If the site has frontage on more than one transit street, the standards of Subsection C, below, must be met on at least one of the transit streets;
- 2. Houses, attached houses, manufactured homes, and duplexes. Houses, attached houses, manufactured homes, and duplexes must meet the standards of subsection 33.140.265.D, Residential Main Entrance, instead of the requirements of this section.
- **C. Location**. For the portion of buildings that conform to the maximum building setback, at least one main entrance for each <u>nonresidential</u> tenant space <u>on the ground floor</u> must <u>meet the standards of this section</u>. The ground floor is the lowest floor of the <u>building that is within four feet of the adjacent transit street grade</u>. The main entrance must:
 - 1. Be within 25 feet of the transit street;
 - 2. Allow pedestrians to both enter and exit the building; and
 - 3. Either:
 - a. Face the transit street; or
 - b. Be at an angle of up to 45 degrees from the transit street, measured from the street property line, as shown in Figure 130-6, below.
- **D. Unlocked during regular business hours.** The main entrance that meets the standards of Subsection C, above, must be unlocked during regular business hours.

Figure 140-6
Transit Street Main Entrance
[No change – see Figure 130-6]

CHAPTER 33.266 PARKING AND LOADING

Motor Vehicle Parking

33.266.100 General Regulations

E. Proximity of parking to use. Currently, required parking for all residential uses must be on the site of the dwelling units or within a shared court. Required parking for nonresidential uses may be located off-site, if the parking area is within 300 feet of the use it serves.

This amendment increases the distance for parking for nonresidential uses from 300 to 500 feet. The Planning and Sustainability Commission recommended allowing parking for multi-dwelling development to also be off-site, but this recommendation was not supported by City Council without a more comprehensive parking study.

33.266.110 Minimum Required Parking Spaces

A. Purpose. The current purpose statement includes information about why some development may need little or no parking in certain situations, such as areas close to transit, and with good connectivity and pedestrian facilities. This amendment augments the Purpose Statement to explain why some parking would be required, regardless, for larger multidwelling developments. It also stresses the need to balance the need for parking with the need to minimize conflicts between modes of travel.

CHAPTER 33.266 PARKING AND LOADING

Motor Vehicle Parking

33.266.100 General Regulations

A-D. No Change.

E. Proximity of parking to use. Required parking spaces for residential uses must be located on the site of the use or within a shared court parking tract owned in common by all the owners of the properties that will use the tract. On-street parking within a private street-tract other than a shared court does not count towards this requirement. Required parking spaces for nonresidential uses must be located on the site of the use or in parking areas whose closest point is within 5300 feet of the site.

F-G. No Change.

33.266.110 Minimum Required Parking Spaces

A. Purpose. The purpose of required parking spaces is to provide enough on-site parking to accommodate the majority of traffic generated by the range of uses which might locate at the site over time. Sites that are located in close proximity to transit, have good street connectivity, and good pedestrian facilities may need little or no off-street parking. Multi-dwelling development that includes a large number of units may require some parking to support existing and future uses in the area and serve residents and guests, especially those with disabilities. Parking requirements should be balanced with an active pedestrian network to minimize pedestrian, bicycle and vehicle conflicts as much as possible. Transit-supportive plazas and bicycle parking may be substituted for some required parking on a site to encourage transit use and bicycling by employees and visitors to the site. The required parking numbers correspond to broad use categories, not specific uses, in response to this long term emphasis. Provision of carpool parking, and locating it close to the building entrance, will encourage carpool use.

- B. Minimum number of parking spaces required.
 - 2. Joint use parking. Joint use parking is currently allowed between non-residential uses, if specified standards are met. This amendment allows residential uses to participate in joint use parking to increase opportunities for such off-site parking. Current policy is that parking serving uses on other sites is only allowed in zones where those uses are allowed. For example, parking serving commercial uses is not allowed in residential zones. The sentence added to this paragraph clarifies this intent.
- C. Carpool Parking. This section is not changing but has been shifted within the code to accommodate the formatting amendments made to create Sections D and E on the following pages.

B. Minimum number of parking spaces required.

- 1. The minimum number of parking spaces for all zones is stated in Table 266-1. Table 266-2 states the required number of spaces for use categories. The standards of Tables 266-1 and 266-2 apply unless specifically superseded by other portions of the City Code.
- 2. Joint use parking. Joint use of required parking spaces may occur where two or more uses on the same or separate sites are able to share the same parking spaces because their parking demands occur at different times. Joint use of required parking spaces is allowed only if the uses and housing types to which the parking is accessory are allowed in the zone where the parking is located. Joint use of required nonresidential parking spaces is allowed if the following documentation is submitted in writing to BDS as part of a building or zoning permit application or land use review:
 - a. The names and addresses of the uses and of the owners or tenants that are sharing the parking;
 - b. The location and number of parking spaces that are being shared;
 - c. An analysis showing that the peak parking times of the uses occur at different times and that the parking area will be large enough for the anticipated demands of both uses; and
 - d. A legal instrument such as an easement or deed restriction that guarantees access to the parking for both uses.
- **C. Carpool parking.** For office, industrial, and institutional uses where there are more than 20 parking spaces on the site, the following standards must be met:
 - 1. Five spaces or five percent of the parking spaces on site, whichever is less, must be reserved for carpool use before 9:00 AM on weekdays. More spaces may be reserved, but they are not required.
 - 2. The spaces will be those closest to the building entrance or elevator, but not closer than the spaces for disabled parking and those signed for exclusive customer use.
 - 3. Signs must be posted indicating these spaces are reserved for carpool use before 9:00 AM on weekdays.

D. Minimum parking requirement for sites well served by transit.

In most locations, one parking space is required for each dwelling unit. However, near streets that are well served by transit no parking is required for any use. Streets well served by transit are those with 20-minute peak hour service, which is determined by consulting TriMet maps and schedules.

Although this regulation has been in the Zoning Code since 2002 it is only in the past three years that permits have been issued for many infill multi-dwelling developments that include little or no parking. The construction of these residential and mixed-use projects has created concerns that the parking impacts from larger-scale developments will spill into adjoining neighborhoods.

To address this concern, the parking exception is removed for larger multi-dwelling buildings, and is replaced with a regulation that requires a small amount of parking if there are more than 30 units on the site. The parking required is tiered with the requirement increasing as the number of total units increases. For example, a proposed building with 45 units to be built on a street with frequent transit service would be allowed now with no parking. This amendment will require 12 parking spaces (fractions are always rounded up for minimum requirements). It should be noted that the Building Code requires at least one space to meet ADA requirements whenever parking is required. More information is also provided in the commentary for Table 266-1.

The Planning and Sustainability Commission (PSC) recommended a single parking ratio, and to only require parking when there would be more than 40 dwelling units on the site. City Council discussed this in detail at their hearing, and adopted different code language. Council felt that the tiered approach would provide more flexibility to smaller proposals and require a higher ratio for larger projects that may have a greater parking impact. Council also set the threshold at 31 units.

The PSC recommended a change in the areas considered well served by transit. The current code—and the language adopted by Council—bases the area on transit streets with 20-minute peak hour service. The PSC recommended basing the area on TriMet's Frequent Service Map. City Council did not accept the PSC recommendation because it would alter the current number of streets that qualified. Council felt that the impact of such a change had not been adequately researched.

City Council voted to expand the area considered well-served by transit to include the areas within 1500 feet of light rail stations. The light rail stations can attract transit oriented development over a larger area.

E. Exceptions to the minimum number of parking spaces.

This is a new section that combines the new and existing regulations on exceptions to the minimum required parking regulations. New provisions limit the amount of parking that can be replaced by various amenities, and add two new exceptions.

- <u>D.</u> 3. Exceptions Minimum for sites well served by transit. There is no minimum parking requirement Ffor sites located less than 1500 feet from a transit station or less than 500 feet from a transit street with 20-minute peak hour service, the minimum parking requirement standards of this subsection apply. Applicants meeting these standards this exception must provide a map identifying the site and TriMet schedules for all transit routes within 500 feet of the site. The minimum number of parking spaces is:
 - 1. Household Living uses. The minimum number of parking spaces required for sites with Household Living uses is:
 - a. Where there are up to 30 units on the site, no parking is required;
 - b. Where there are 31 to 40 units on the site, the minimum number of parking spaces required is 0.20 spaces per unit;
 - c. Where there are 41 to 50 units on the site, the minimum number of parking spaces required is 0.25 spaces per unit; and
 - d. Where there are 51 or more units on the site, the minimum number of parking spaces required is 0.33 spaces per unit.
 - 2. All other uses. No parking is required for all other uses.

E. Exceptions to the minimum number of parking spaces.

- 1. The minimum number of required parking spaces may not be reduced by more than 50 percent through the exceptions of this subsection. The 50 percent limit applies cumulatively to all exceptions in this subsection.
- <u>2</u>4. Exceptions for sites where trees are preserved. Minimum parking may be reduced by one parking space for each tree 12 inches in diameter and larger that is preserved. A maximum of 2 parking spaces or 10 percent of the total required may be reduced, whichever is greater. However, required parking may not be reduced below 4 parking spaces under this provision.
- <u>35</u>. Bicycle parking may substitute for up to 25 percent of required parking. For every five non-required bicycle parking spaces that meet the short or long-term bicycle parking standards, the motor vehicle parking requirement is reduced by one space. Existing parking may be converted to take advantage of this provision.

COMMENTARY

2-5. These items were previously listed as Items B. 4.-7. and are not changing. They are included here to illustrate the other provisions that allow reductions in the number of parking spaces.

- <u>46</u>. Substitution of transit-supportive plazas for required parking. Sites where at least 20 parking spaces are required, and where at least one street lot line abuts a transit street may substitute transit-supportive plazas for required parking, as follows. Existing parking areas may be converted to take advantage of these provisions. Adjustments to the regulations of this paragraph are prohibited.
 - a. Transit-supportive plazas may be substituted for up to 10 percent of the required parking spaces on the site;
 - b. The plaza must be adjacent to and visible from the transit street. If there is a bus stop along the site's frontage, the plaza must be adjacent to the bus stop;
 - c. The plaza must be at least 300 square feet in area and be shaped so that a 10'x10' square will fit entirely in the plaza; and
 - d. The plaza must include all of the following elements:
 - (1) A plaza open to the public. The owner must record a public access easement that allows public access to the plaza;
 - (2) A bench or other sitting area with at least 5 linear feet of seating;
 - (3) A shelter or other weather protection. The shelter must cover at least 20 square feet. If the plaza is adjacent to the bus stop, TriMet must approve the shelter; and
 - (4) Landscaping. At least 10 percent, but not more than 25 percent of the transit-supportive plaza must be landscaped to the L1 standard of Chapter 33.248, Landscaping and Screening. This landscaping is in addition to any other landscaping or screening required for parking areas by the Zoning Code.
- <u>5</u>7. Motorcycle parking may substitute for up to 5 spaces or 5 percent of required automobile parking, whichever is less. For every 4 motorcycle parking spaces provided, the automobile parking requirement is reduced by one space. Each motorcycle space must be at least 4 feet wide and 8 feet deep. Existing parking may be converted to take advantage of this provision.

COMMENTARY

- 6. Substitution of car-sharing spaces for required parking. As part of a longer term analysis of parking requirements for infill development, staff with the Bureau of Planning and Sustainability and the Bureau of Transportation will analyze various strategies to reduce car use. However, in the interim, this amendment allows a reduction in required parking for developments that dedicate parking spaces to car sharing programs, where the cars can be used by residents of the development. This may help reduce reliance on private automobiles.
- 7. Substitution of bike-sharing spaces for required parking. This amendment is similar to the provision for car-sharing spaces, and was added after discussion at the Planning and Sustainability Commission hearing. With the expected opening of the city's bike-sharing program in 2014, multi-dwelling developers may have an interest in providing bike-sharing facilities. Allowing a bike share facility to substitute for onsite parking can help build the bike share network and provide a new amenity for residents and visitors of Portland's neighborhoods.

- 6. Substitution of car sharing spaces for required parking. Substitution of car sharing spaces for required parking is allowed if all of the following are met:
 - a. For every car-sharing parking space that is provided, the motor vehicle parking requirement is reduced by two spaces, up to a maximum of 25 percent of the required parking spaces;
 - b. The car-sharing parking spaces must be shown on the building plans; and
 - c. A copy of the car-sharing agreement between the property owner and the car-sharing company must be submitted with the building permit.
- 7. Substitution of bike sharing facility for required parking. Substitution of a bike sharing facility for required parking is allowed if all of the following are met:
 - a. A bike sharing station providing 15 docks and eight shared bicycles reduces the motor vehicle parking requirement by three spaces. The provision of each addition of four docks and two shared bicycles reduces the motor vehicle parking requirement by an additional space, up to a maximum of 25 percent of the required parking spaces;
 - b. The bike sharing facility must be adjacent to, and visible from the street, and must be publicly accessible;
 - c. The bike sharing facility must be shown on the building plans; and
 - d. Bike sharing agreement.
 - (1) The property owner must have a bike sharing agreement with a bike-sharing company;
 - (2) The bike sharing agreement must be approved by the Portland Bureau of Transportation; and
 - (3) A copy of the signed agreement between the property owner and the bikesharing company, accompanied by a letter of approval from the Bureau of Transportation, must be submitted before the building permit is approved.

Table 266-1

Table 266-1 spells out basic parking requirements throughout the city. Currently, there are several zones where no parking is required. Many of these zones, such as the CS (Commercial Storefront) and CM (Mixed Commercial) zones have had no minimum parking requirements for more 20 years. However, recent projects that focus on residential development have generated concern that the parking impacts from larger scale developments will spill into the adjoining neighborhoods.

To address this concern (similar to the regulations for sites near Frequent Transit Service above), a new standard is applied to the areas that currently do not require any parking. The new standard applies to development that includes more than 30 dwelling units, and the number of spaces required is tiered. For example, a proposed building with 45 units to be built in the CS zone would now be allowed with no parking. This amendment will require 12 parking spaces; fractions are always rounded up for minimum requirements,.

Where parking is required, the Building Code requires at least one space for disabled people be provided. More than one such space may be required, depending on the overall number of spaces provided.

See also the commentary for Section 33.266.110.D, Minimum Parking for Sites Well Served by Transit

The new parking standard is not being added in the CN1 (Neighborhood Commercial 1) zone. This zone applies to very small areas of the city, generally consisting of small lots within neighborhoods. Parking is discouraged in these zones by the very low maximum parking limit. The size of the lots, and the height limit (30-feet) precludes larger scale buildings from locating on these sites.

Minimum Required and	Table 266-1 d Maximum Allowed Parking Spaces By Zone [1]
Zone	Requirement
OS, RF - RH, IR, CN2, CO2, CG, EG, I	Minimum is Standard A in Table 266-2. Maximum is Standard B in Table 266-2.
EX	Minimum – None, except: Household Living: minimum of 0 for 1 to 3 units, 1 per 2 units for four+ units, and SROs exempt
	 Maximum is Standard A in Table 266-2, except: Retail, personal service, repair-oriented -
CN1	Minimum – None. Maximum of 1 space per 2,500 sq. ft. of site area.
CM, CS, RX, CX, CO1	Minimum – None, except:: Household Living: minimum of 0 for 1 to 30 units, 0.2 per unit for 31-40 units, 0.25 per unit for 41-50 units, and 0.33 per unit for 51+ units Maximum is Standard B in Table 266-2.

^[1] Regulations in a plan district or overlay zone may supersede the standards of this table.

Bicycle Parking

33.266.220 Bicycle Parking Standards

Issues related to bicycle parking have come up during review of permits for multi-dwelling developments that are built with no automobile parking.

A. Short-term bicycle parking. Currently the short-term bicycle parking regulations include a specific dimension (2-feet by 6-feet) for each bicycle space. This ensures that racks are installed with adequate spacing. A less specific requirement is currently in the standards for all bike parking, which requires that a bike rack be sufficiently spaced to hold a bike six feet long. Staff with Bureau of Development Services (BDS) have asked for more consistency in the two sections. The 2-foot by 6-foot dimension better ensures that enough room is reserved for the storage of each bike. This amendment removes the standard from the short-term bicycle parking standards, and adds the specific requirement to the standards for all bike parking.

Bicycle Parking

33.266.220 Bicycle Parking Standards

A. Short-term bicycle parking.

- Purpose. Short-term bicycle parking encourages shoppers, customers, messengers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles. Short-term bicycle parking should serve the main entrance of a building and should be visible to pedestrians and bicyclists.
- Standards. Required short-term bicycle parking must meet the following standards:
 - a. Short-term bicycle parking must be provided in lockers or racks that meet the standards of Subsection 33.266.220.C.
 - b. Location. (No change)
 - c. Standards for short-term bicycle parking. Each required short-term bicycle parking space must be at least 2 feet by 6 feet. See figure 266-11.
 - cd. Bicycle Parking Fund. (No change)
- B. Long-term bicycle parking. (No change)

- C. Standards for all bicycle parking.
 - 4. Parking and maneuvering areas. This provision is not changing but is shown here for information.

C. Standards for all bicycle parking.

- 1. Purpose. These standards ensure that required bicycle parking is designed so that bicycles may be securely locked without undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.
- 2. Bicycle lockers. Where required bicycle parking is provided in lockers, the lockers must be securely anchored.
- 3. Bicycle racks. The Office of Transportation maintains a handbook of racks and siting guidelines that meet the standards of this paragraph. Required bicycle parking may be provided in floor, wall, or ceiling racks. Where required bicycle parking is provided in racks, the racks must meet the following standards:
 - a. The bicycle frame and one wheel can be locked to the rack with a high security, U-shaped shackle lock if both wheels are left on the bicycle;
 - b. A <u>space 2 feet by 6 feet must be provided for each required bicycle parking space, so that a bicycle six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components (See Figure 266-11); and</u>
 - c. The rack must be securely anchored.
- 4. Parking and maneuvering areas.
 - a. Each required bicycle parking space must be accessible without moving another bicycle;
 - b. There must be an aisle at least 5 feet wide behind all required bicycle parking to allow room for bicycle maneuvering. Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way; and
 - c. The area devoted to bicycle parking must be hard surfaced.

5-7. (No Change)

Loading

33.266.310 Loading Standards

C. Number of loading spaces. Current regulations do not require a loading space for multi-dwelling buildings with 50 or fewer units in the building. The lack of loading spaces, along with the lack of parking, has been part of the concerns raised by those living near developments proposed without parking.

This amendment lowers the threshold that triggers a loading space for multi-dwelling development from 51 units to 41 units. Providing a loading space is easier with development that is already triggering a curb-cut, driveway, and set of parking spaces.

Loading

33.266.310 Loading Standards

- **A. Purpose.** A minimum number of loading spaces are required to ensure adequate areas for loading for larger uses and developments. These regulations ensure that the appearance of loading areas will be consistent with that of parking areas. The regulations ensure that access to and from loading facilities will not have a negative effect on the traffic safety or other transportation functions of the abutting right-ofway.
- **B.** Where these regulations apply. The regulations of this section apply to all required and non required loading areas.

C. Number of loading spaces.

- 1. Buildings where all of the floor area is in Household Living uses must meet the standards of this Paragraph.
 - a. One loading space meeting Standard B is required where there are more than 540 dwelling units in the building and the site abuts a street that is not a streetcar alignment or light rail alignment.
 - b. One loading space meeting Standard B is required where there are more than 20 dwelling units in a building located on a site whose only street frontage is on a streetcar alignment or light rail alignment.
 - c. One loading space meeting Standard A or two loading spaces meeting Standard B are required when there are more than 100 dwelling units in the building.
- 2. Buildings where any of the floor area is in uses other than Household Living must meet the standards of this Paragraph.
 - a. Buildings with any amount of floor area in Household Living and with less than 20,000 square feet of floor area in uses other than Household Living are subject to the standards in C.1. above.
 - b. One loading space meeting Standard A is required for buildings with at least 20,000 and up to 50,000 square feet of floor area in uses other than Household Living.
 - c. Two loading spaces meeting Standard A are required for buildings with more than 50,000 square feet of floor area in uses other than Household Living.

CHAPTER 33.460 MAIN STREET CORRIDOR OVERLAY ZONE

Division Street Regulation

33.460.310 Additional Standards.

A. Reinforce the corner

2. Main entrance.

See commentary for Section 33.130.242. Division Street's regulation requires that the main entrance be within 5 feet of the façade facing Division, but otherwise the standard is similar.

CHAPTER 33.460 MAIN STREET CORRIDOR OVERLAY ZONE

Division Street Regulation

33.460.300 Purpose

These regulations promote development that fosters a pedestrian- and transit-oriented main street and reinforces the pattern of older industrial, commercial, and residential buildings along the street. These regulations ensure that development:

- Activates Division Street corners and enhances the pedestrian environment;
- Steps down building heights to reduce the negative impacts of larger scale buildings on the adjoining single-dwelling zones;
- Is constructed with high quality materials in combinations that are visually interesting;
- Consists of retail that primarily serves the surrounding neighborhood, is small in scale and promotes pedestrian activity; and
- Provides neighbors with the opportunity to give early input to developers on significant projects.

33.460.310 Additional Standards.

- **A. Reinforce the corner.** This standard applies to all sites where any of the floor area on the site is in nonresidential uses. Where a site abuts both Division Street and an intersecting street:
 - 1. Setbacks. The requirements of Subparagraph 33.130.215.C.2.e, Setbacks in a Pedestrian District must be met;
 - 2. Main entrance. For portions of a building within the maximum building setback, at least one main entrance for each <u>nonresidential</u> tenant space <u>on the ground</u> floor must meet the standards of this section. The ground floor is the lowest floor of the building that is within four feet of the adjacent street grade. The main <u>entrance must</u>:
 - a. Be within 5 feet of the façade facing Division Street; and
 - b. Either:
 - (1) Face Division Street; or
 - (2) Be at an angle of up to 45 degrees from Division Street, measured from the street property line.
 - 3. Surface parking areas are not allowed within 40 feet of the corner.

B-D.[No change.]

CHAPTER 33.521 EAST CORRIDOR PLAN DISTRICT

33.521.250 Entrances

C. Entrances. See commentary for Section 33.130.242. It should be noted that the entrance requirement in the East Corridor plan district applies to all buildings within the specific zones, and not just buildings with non-residential uses. The code amendment acknowledges this difference.

CHAPTER 33.521 EAST CORRIDOR PLAN DISTRICT

33.521.250 Entrances

- **A. Purpose.** These regulations ensure that at least one of the main entrances into a building, and each tenant space in a building that faces a street, be oriented to public streets or light rail. This requirement enhances pedestrian access from the sidewalk to adjacent buildings. Together with the building design and pedestrian standards, these standards ensure that sidewalks in the plan district are convenient, active, pleasant environments with a high level of pedestrian amenities.
- **B.** Where these regulations apply. In the RH, R1, and C zones, buildings must meet the standards of Subsection C., below.
- **C. Entrances.** For portions of a building within the maximum building setback, at least one main entrance for each tenant space on the ground floor must meet the standards of this section. The ground floor is the lowest floor of the building that is within four feet of the adjacent street grade. Entrances that open into lobbies, reception areas, or common interior circulation space must also meet the standards of this section. The entrances must:
 - 1. Face a public street or light rail alignment;
 - 2. Be within 15 feet of the public street or light rail alignment it faces;
 - 3. Be oriented to nearby transit facilities as follows:
 - a. If a site abuts a street containing a light rail alignment, the entrance must orient to that alignment. If the proposed building is within 100 feet of a transit station, at least one entrance must be along the first 25 feet of the wall nearest the station.
 - b. If a site abuts a transit street other than a light rail alignment, the entrance must orient to that street.
 - c. If the site abuts intersecting transit streets, the main entrance must orient to the street with the highest classification.
 - d. If the site abuts intersecting transit streets with the same classification, the entrance may be at a 45-degree angle to both streets or within 25 feet of the corner along either transit street.

CHAPTER 33.526 GATEWAY PLAN DISTRICT

33.526.270 Entrances

C. Entrances. See commentary for 33.130.242 and 33.521.250.

CHAPTER 33.526 GATEWAY PLAN DISTRICT

33.526.270 Entrances

- **A. Purpose.** These regulations ensure that at least one main entrance into a building, and each tenant space in a building that faces a street, be oriented to public streets or the light rail alignment. This requirement enhances pedestrian access from the sidewalk to adjacent buildings. Together with the Enhanced Pedestrian Street, ground floor window, and pedestrian standards, the entrance standards ensure that the sidewalks in the plan district are convenient, active, pleasant environments with pedestrian amenities.
- **B.** Where these regulations apply. In R1, RH, RX, C, and EX zones, buildings must meet the standards of Subsection C., below.
- **C. Entrances.** For portions of a building within the maximum building setback, at least one main entrance for each tenant space on the ground floor must meet the standards of this section. The ground floor is the lowest floor of the building that is within four feet of the adjacent street grade. Entrances that open into lobbies, reception areas, or common interior circulation space must also meet the standards of this section. The entrances must:
 - 1. Face a public street or light rail alignment;
 - 2. Be within 15 feet of the public street or light rail alignment it faces;
 - 3. Be oriented to nearby transit facilities as follows:
 - a. If a site abuts a light rail alignment along East Burnside Street, the main entrance must orient to that alignment. If the proposed building is within 100 feet of a transit station, at least one entrance must be along the first 25 feet of the wall nearest the station.
 - b. If a site abuts a transit street other than a light rail alignment, the entrance must orient to that street.
 - c. If the site abuts intersecting transit streets, the main entrance must orient to the street with the highest classification.
 - d. If the site abuts intersecting transit streets with the same classification, the entrance may be at a 45 degree angle to both streets or within 25 feet of the corner along either transit street.



City of Portland, Oregon Charlie Hales, Mayor • Susan Anderson, Director



A6. Cost of Onsite Parking + Impacts on Affordability

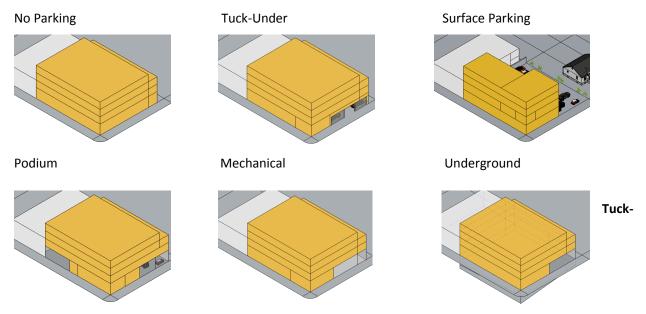
Cost of Onsite Parking + Impacts on Affordability

The Bureau of Planning and Sustainability modeled development data to evaluate the cost of providing onsite parking for infill apartments and impacts on affordability. Six different development prototypes were evaluated. A description of methodology used for this evaluation follows.

Methodology

WHAT ARE THE PARKING ALTERNATIVES THAT WERE EVALUATED?

Diagram A. Building Prototype Form



Under Parking

Tuck-under parking is distinguished by its open configuration. One wall of the parking area is open with no garage door. Most tuck-under areas have living space or commercial space abutting the rear wall of the parking area.

Surface Parking

Surface parking is a parking lot located on street level.

Podium Parking

Podium Parking is similar in design to tuck-under parking though will occupy a larger percentage of the ground floor. Podium parking would likely require two curb cuts (in and out) to allow for circulation of vehicles and may have a negative impact to continuous frontage (street-level activity).

Mechanical Parking

Parking lifts are automated or manual lift systems designed to stack one or more vehicles vertically. Parking lifts may be located indoors or outdoors. Where space to provide parking is limited, parking lifts may be an appropriate method for meeting parking requirements. Parking lifts located outdoors must meet applicable height and screening requirements.

Underground Parking

Underground parking is a below ground parking lot that is accessed by a ramped entry. Due to the limited site size for this building prototype, multi-story parking is not considered as the space required for circulation between floors adds significant cost and limits the number of practical spaces per floor. As a result, one level of underground parking is considered.

HOW WERE THE BUILDING PROTOTYPES MODELED?

Envision Tomorrow

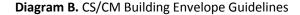
Envision Tomorrow puts powerful tools in planners' hands to design and test land use, site development, and transportation decisions. Envision Tomorrow provides planners with an easy-to-use, analytical decision making tool.

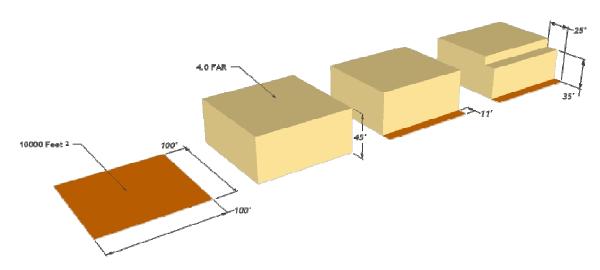
The Envision Tomorrow Prototype Builder & Return on Investment (ROI) Model tests the physical and financial feasibility of development. The tool allows for the examination of land use regulations in relation to the current development market and considers the impact of parking, height requirements, construction costs, rents and subsidies. This tool can be used to evaluate what development assumptions will generate a project profit (reported as 7 to 10 profit on investment in this study). In this study, the model was used to assess how alternative parking scenarios and forms of development, such as tuck-under and podium, might become more financially feasible. Similarly, by keeping a standard return on investment rate, a range of monthly rental rates can be modeled to more accurately depict the impact on affordability.

WHAT DEVELOPMENT ASSUMPTIONS WERE USED FOR MODELING?

Site Development Assumptions

All development prototypes assume a 10,000 square feet lot size with 100 foot depth, or 0.23 acres. CS (Storefront Commercial) or Mixed Commercial/Residential (CM) zone is assumed. Both zones intend to promote development that combines commercial and housing uses on a single site. This zone allows increased development potential on busier streets without fostering a strip commercial appearance. Development is intended to consist primarily of businesses on the ground floor with housing on upper stories. Development is intended to be pedestrian-oriented with buildings close to and oriented to the sidewalk, especially at corners.





Each development prototype assumes 4 stories of development with an 86% utilization rate. This utilization rate accounts for an eleven foot rear building set back and a maximum height reduction to 35 feet for a 25 foot depth, also at the rear of the building (*see Diagram B*). These reductions amount to an approximate loss of 6,000 square feet buildable area.

As part of the modeling, circulation, lobby, and egress spaces internal to the building are discounted from the gross building square footage. The no parking development prototype assumes 50 units, which translates to an average unit size of 550 square feet after circulation spaces. This unit size remains constant throughout each of the alternative building prototypes.

WHAT DEVELOPMENT COST ASSUMPTIONS WERE USED FOR MODELING?

A site acquisition cost of \$27.00/sq ft was assumed based on a sampling of land values in CS zones in Inner Portland neighborhoods. For a 10,000 sq foot site this translates to \$270,000. Construction costs for residential units were set at \$109.00 a square foot. Given an average unit size of 550 sq feet, this translates to approximately \$60,000 to produce a residential unit. Standard parking spaces are generally assumed to occupy 260 sq feet (including circulation area). Mechanical parking utilizes half this space on account for stacking spaces. In general two standard parking spaces will replace a residential unit. This is important as the main drivers for unit cost are number of units and overall construction cost. As the cost to produce additional parking spaces becomes greater than the cost of the units not produced, rental rates rise. Similarly, as the number of units decreases within a project, project costs are distributed in greater proportion to renters. For example, in the tuck-under development prototype there is an overall cost savings as the 5 units that are not produced (at a cost of \$300,000) come at a greater savings than the cost associated with producing 9 parking spaces (at a cost of \$20,000 a space or total cost of \$180,000). There is a small decrease in the overall project cost; however, as there are 5 fewer units to generate monthly revenue, a slim rental rate increase is observed. In other development scenarios, as the cost to produce parking increases, there is an increase in project cost and a decrease in the total number of units resulting in larger rental rate increases.

Table A. Cost of Parking

Parking Type	Parking Costs Per Space
Surface	\$3,000
Podium/Structured (above ground)	\$20,000
Underground	\$55,000
Internal (Tuck Under or Sandwich)	\$20,000
Mechanical	\$45,000

HOW DO THE BUILDING PROTOTYPE ALTERNATIVES PERFORM?

- A building with no parking is able to utilize the full capacity of the development on the site (factoring in assumptions above). In this scenario fifty units and zero parking spaces are constructed. This is the most affordable unit produced amongst the alternatives.
- A building with tuck-under parking is able to utilize nearly all development capacity, with a loss of 5 residential units. In this scenario 45 units and 9 parking spaces are constructed. There is a moderate rental

- rate increase associated with this scenario to accommodate the cost associated with providing tuck-under spaces and loss of potential residential units.
- A building with surface parking is able to utilize 50 percent of development capacity. In this scenario 30
 units and 19 parking spaces are constructed. There is a rental rate increase associated with this scenario
 to accommodate for the opportunity cost associated with not producing 20 units.
- A building with podium parking utilizes 75% of the ground floor to provide parking. In this scenario 42
 units and 22 parking spaces are constructed. There are negative impacts to ground floor activity and
 street frontage which may have a direct impact on surrounding businesses, pedestrians, and street
 character due to additional curb cuts and loss of continuous storefront/first floor character.
- A building with mechanical parking utilizes 40% of the ground floor to provide parking. In this scenario 46
 units and 23 parking spaces are constructed. Mechanical parking is a space-efficient parking alternative as
 it stacks parking spaces with the aid of mechanical systems. As a result, more parking spaces can be
 constructed in a smaller space; however, it adds significant cost, at \$45,000 a space.
- A building with underground parking is challenged given the limitations of the 10,000 sq foot lot. The
 practicality of producing underground parking is challenged given the short bay width (less than 100') and
 limitations to circulation between levels. In this scenario 44 units and 33 parking spaces are constructed.
 The rental increase can be attributed directly to the cost of providing underground parking at a cost of
 \$55,000 a space.

Table B. Building Prototype Summary

Building Development Prototype	# of Units	# of Parking Spaces	Parking Spaces per Unit	7% ROI* Monthly Rent	10 % ROI* Monthly Rent
No Parking	50	0	0	\$800	\$1150
Tuck-Under	45	9	0.25	\$850	\$1200
Surface	30	19	0.6	\$1200	\$1800
Podium	42	22	0.5	\$950	\$1350
Mechanical	46	23	0.5	\$1175	\$1660
Underground	44	33	0.75	\$1300	\$1900

*Note: ROI= Return on Investment

					Cost of Or	nsite Parking +	Cost of Onsite Parking + Impacts on Affordability	rdability			
	Development Prototype		# of Units	# of Parking Spaces	Parking Spaces per Unit	% of Ground Floor used for parking	Parking Cost as a Percentage of Total Construction Cost	Construction Cost	Potential N Range (550 sc	Potential Monthly Rental Range (550 sq ft apartment)*	Monthly Rent Increase as a percentage above No Parking Development Prototype
	No Parking				0	%0	%0	4.3 M	\$800	- \$1,150	1
∢			50	0	A building with this scenario fif	no parking is able t ty units and zero p	A building with no parking is able to utilize the full capacity of th this scenario fifty units and zero parking spaces are constructed.	ity of the develop tructed.	ment on the site	(factoring in assum	A building with no parking is able to utilize the full capacity of the development on the site (factoring in assumptions outlined in Methodology). In this scenario fifty units and zero parking spaces are constructed.
	Tuck-Under				0.25	33%	4%	4.3 M	\$850	- \$1,200	%9
ω			45	ō	A building with parking spaces providing tuck-u	tuck-under parking are constructed. Th under spaces and l	A building with tuck-under parking is able to utilize nearly all devel parking spaces are constructed. There is a moderate rental rate inc providing tuck-under spaces and loss of potential residential units.	ly all developmeni Ital rate increase a ntial units.	t capacity, with a ssociated with th	loss of 5 residential nis scenario to accon	A building with tuck-under parking is able to utilize nearly all development capacity, with a loss of 5 residential units. In this scenario 45 units and 9 parking spaces are constructed. There is a moderate rental rate increase associated with this scenario to accommodate the cost associated with providing tuck-under spaces and loss of potential residential units.
	Surface				9.0	47%	2%	2.8 M	\$1,200	- \$1,800	20%
U			30	19	A building with constructed. Th 20 units.	surface parking is a iere is a rental rate	able to utilize 50 perce increase associated w	int of developmen ith this scenario t	rt capacity. In this o accommodate	s scenario 30 units a for the opportunity o	A building with surface parking is able to utilize 50 percent of development capacity. In this scenario 30 units and 19 parking spaces are constructed. There is a rental rate increase associated with this scenario to accommodate for the opportunity cost associated with not producing 20 units.
	Podium				0.5	%99	10%	4.3 M	\$950	- \$1,350	19%
۵			42	22	A building with There are negal street characte	podium parking ut tive impacts to groi r due to additional	A building with podium parking utilizes 75% of the ground floor to provide parking. In this scenaric There are negative impacts to ground floor activity and street frontage which may have a direct im street character due to additional curb cuts and loss of continuous storefront/first floor character.	nd floor to provide street frontage wh continuous storefr	parking. In this in the parking in the parking have a contyfirst floor characterists.	scenario 42 units and direct impact on surr aracter.	A building with podium parking utilizes 75% of the ground floor to provide parking. In this scenario 42 units and 22 parking spaces are constructed. There are negative impacts to ground floor activity and street frontage which may have a direct impact on surrounding businesses, pedestrians, and street character due to additional curb cuts and loss of continuous storefront/first floor character.
	Mechanical				0.5	40%	22%	5.4 M	\$1,175	- \$1,660	47%
ш			46	23	A building with constructed. N more parking sp	mechanical parkin; Iechanical parking oaces can be const	A building with mechanical parking utilizes 40% of the grour constructed. Mechanical parking is a space-efficient parkin; more parking spaces can be constructed in a smaller space;	round floor to proviking alternative asce; however, it ad	vide parking. In t s it stacks parking ds significant co	nd floor to provide parking. In this scenario 46 units a g alternative as it stacks parking spaces with the aid c however, it adds significant cost, at \$45,000 a space.	A building with mechanical parking utilizes 40% of the ground floor to provide parking. In this scenario 46 units and 23 parking spaces are constructed. Mechanical parking is a space-efficient parking alternative as it stacks parking spaces with the aid of mechanical systems. As a result, more parking spaces can be constructed in a smaller space; however, it adds significant cost, at \$45,000 a space.
	Underground				0.75	20%	28%	6.5 M	\$1,300	- \$1,900	63%
ш			44	33	A building with is challenged gi are constructed	underground parki ven the short bay v I. The rental increa	A building with underground parking is challenged given the is challenged given the short bay width (less than 100') and are constructed. The rental increase can be attributed direc	the limitations of and limitations to or rectly to the cost	the 10,000 sq fo circulation betwe of providing und	ot lot. The practicali sen levels. In this sce erground parking at	A building with underground parking is challenged given the limitations of the 10,000 sq foot lot. The practicality of producing underground parking is challenged given the short bay width (less than 100') and limitations to circulation between levels. In this scenario 44 units and 33 parking spaces are constructed. The rental increase can be attributed directly to the cost of providing underground parking at a cost of \$55,000 a space.
		Housing Unit Housing Space	ø.						Based on Re L	sults of Envision Tomorr Developments with a Ret	Based on Results of Envision Tomorrow Return on Investment Model & Analysis. • Developments with a Return on Investment of 7 to 10% are reported.
		Housing Unit Not Built as a result of providing parking	esult of provia	ling parking						Cost Comparison: Parkina F	Cost Comparison: Parking Prototype Impacts on Form and Affordability

A7.	Transportation Demand Management in Commercial/Mixed Use Zones Flyer

Transportation Demand Management (TDM) Plans in Commercial/Mixed Use Zones

A new requirement to mitigate transportation impacts of new development and enhance neighborhood livability.

What is the new requirement for Commercial/Mixed Use Developments?

The new requirement applies to a subset of developments in the newly designated Commercial/Mixed Use Zones as part of the 2035 Comprehensive Plan. A development in this zone that includes more than 10 new dwelling units and is close to transit (500' from a transit street with 20-minute peak hour service, or 1,500' feet from a transit station) is required to have a Transportation Demand Management (TDM) Plan. A TDM Plan is required to be approved prior to the issuance of a building permit.

Purpose of these TDM Plans

To prevent, reduce, and mitigate the impacts of the new development on the transportation system, neighborhood livability, safety, and the environment, while providing safe and efficient mobility options.

What is TDM?

TDM is the practice of providing residents, employees, and visitors information and incentives to walk, bicycle, ride transit, and carpool while discouraging drive-alone trips.

Common TDM tools include subsidized transit passes; bike commute reimbursements; and providing encouragement information to residents and employees.

Why do we need TDM?

TDM is one of the quickest, least expensive and most effective strategies to reduce traffic and parking problems.

TDM Requirements for Developers

WWW.PORTLANDOREGON.GOV/TRANSPORTATION/75487

The City of Portland complies with all non-discrimination, Civil Rights laws including Civil Rights Title VI and ADA Title II. To request translation, interpretation, accommodation, modifications, or additional information, please contact Liz Hormann at 503-823-5185, or use City TTY 503-823-6868, or Oregon Relay Service: 711.





There are two options for a developer

to meet the TDM Plan requirement for Commercial/Mixed Use Zones (from Title 17):

1) Pre-Approved TDM Plan — Administrative Process:

- Multimodal financial incentives equivalent in value to an annual TriMet pass per unit due at building permit issuance. PBOT is proposing one rate for market rate units and one rate (based on TriMet's Low-Income Fare Pass) for affordable housing units. The current market rate is \$1,100 per unit and could fund:
 - BIKETOWN Membership
 - TriMet Hop Pass/Streetcar Pass
 - Car Share Incentives (e.g. Zipcar, car2go, ReachNow)
- Dissemination of transportation options information
- Participation in an annual transportation options survey

2) Custom TDM Plan — Land Use Review Process:

- Approved through a Transportation Impact Review (TIR) process
 The TIR is a Type II Discretionary Land Use Review, which requires public notice and is appealable.
- An applicant must meet all the TIR application requirements outlined in 33.852.105.H and 17.107.020 (see www.portlandoregon.gov/transportation/75487) and include a TDM Plan that addresses, at a mimimum, the following elements:
 - Transportation Options Information & Communication
 - Multimodal Incentives
 - On-site Multimodal Infrastructure
 - Parking Management
- Approval criteria The TDM plan must meet the approval criteria outlined in the adopted Chapter 33.852.110 (B) (https://www.portlandoregon.gov/bps/Zoning-Code_pending.pdf) and in general, the Custom TDM Plan must be at least as effective as the Pre-Approved TDM Plan.

Next Steps

The Portland Bureau of Transportation (PBOT) is currently developing the administrative rule and procedures for the implementation of the TDM Plan requirements.

Timing

This code requirement will go into effect with the enactment of the Comprehensive Plan, on May 24, 2018.

A8.	Transportation Demand Management Plan Fact Sheet: Pre-Approved Process Route

Pre-Approved Transportation Demand Management Plan: Process Route

The TDM requirement applies to a subset of development which are outside the Central City Plan District and in the newly designated Commercial/ Mixed Use Zones. A development in this Zone that includes more than 10 new dwelling units and is close to transit, is required to have a TDM Plan approved prior to the issuance of a building permit.

The following is the process for the Pre-Approved TDM Plan; developers can alternatively select the Custom TDM Plan option.





- 2 Submit Signed Agreement
- 3 Pay Multimodal Incentive Fee Equivalent to an annual adult TriMet Pass:
 - Market Rate Units: \$1,100 per unit
 - Affordable Units: \$0 per unit (exemption through June 30, 2020)



- Work with PBOT to select distribution plan for Multimodal Incentive Packages to tenants
- (5) Work with PBOT to distribute Transportation Options Information to tenants (over first four years of occupancy)



6 Work with PBOT to conduct annual Transportation Survey of tenants (over first four years of occupancy)

For more information visit: www.portlandoregon.gov/transportation/75487

The City of Portland complies with all non-discrimination, Civil Rights laws including Civil Rights Title VI and ADA Title II. To help ensure equal access to City programs, services and activities, the City of Portland will reasonably modify policies/procedures and provide auxiliary aids/services to persons with disabilities. Call 503-823-5185, TTY 503-823-6868 or Oregon Relay Service: 711 with such requests, or visit http://bit.ly/13EWaCq



A9.	Transportation Demand Management Plan Fillable Form: Pre-Approved Process Route



1900 SW Fourth Avenue, Suite 5000, Portland, OR 97201 503.823.5185

Fax 503.823.7576 TTY 503.823.6868 www.portlandoregon.gov/transportation

Dan Saltzman Commissioner Leah Treat Director

Transportation Demand Management Pre-Approved Plan Agreement Form

Project Name: Site Location (address/ ID #):
Site Location (address/ ID #):
Permit #

This Agreement summarizes the requirements and responsibilities for a Pre-Approved Transportation Demand Management (TDM) Plan. Please complete the requirement information and sign below.

I. Agree to the following as requirements under the Pre-Approved TDM Plan

- Payment of the Multimodal Incentive Fee Amount as required under 17.107 prior to the issuance of Building Permit.
- It is the responsibility of the TDM Contact, as assigned below to contact PBOT ATS staff (tdmmixeduse@portlandoregon.gov) within one month of obtaining a Certificate of Occupancy to determine the Multimodal Incentives for building tenants.
- Building manager, owner or designated TDM contact person must allow PBOT ATS staff to disseminate Transportation Options Information to tenants for the first four years of occupancy.
- Building manager, owner or designated TDM contact person must participate in, and help with the dissemination of, the annual transportation survey of residents for the first four years of occupancy.

II. Acknowledgement of the Enforcement and Penalties Provision (17.107.050)

It shall be a violation of this Chapter for any entity or person to fail to comply with the requirements of this Chapter or to misrepresent any material fact in a document required to be prepared or disclosed by this Chapter. Any building owner, employer, tenant, property manager, or person who fails, omits, neglects, or refuses to comply with the provisions of this Chapter shall be subject to a civil penalty of up to \$1,000 for every 7-day period during which the violation continues. If an entity or person is fully implementing all other elements of this Chapter, failing to meet performance targets alone shall not be an enforcement violation. The Bureau of Transportation shall seek voluntary compliance for a period of at least 1 month before resorting to penalties.

The City of Portland complies with all non-discrimination, Civil Rights laws including Civil Rights Title VI and ADA Title II. To help ensure equal access to City programs, services and activities, the City of Portland will reasonably modify policies/procedures and provide auxiliary aids/services to persons with disabilities. Call 503-823-5185, TTY 503-823-6868 or Oregon Relay Service: 711 with such requests, or visit http://bit.ly/13EWaCg



III.	Provide a TDM Contact f	or the building*:	
	Name:		
	Relation to Development	::	
	Email:	Ph	one:
		owner must notify PBOT	development or during the first four years of ATS Staff (tdmmixeduse@portlandoregon.gov information.
			e Pre-Approved TDM Plan, that the TDM risions outlined in 17.107.050.
Name	(printed):		
Name	(signature):		Date:
Pleas	e submit signed form to <u>td</u> ı	mmixeduse@portlandore Portland, OR 97	egon.gov or mail to 1120 SW 5 th Ave, Suite 800 7204

Do you have questions about the TDM requirement and this agreement form? Contact tdmmixeduse@portlandoregon.gov or call 503-823-5086

A10.	Transportation Demand Management Plan Fact Sheet: Custom Process Route

Custom Transportation Demand Management Plan:Process Route

The TDM requirement applies to a subset of development which are outside the Central City Plan District and in the newly designated Commercial/ Mixed Use Zones. A development in this Zone that includes more than 10 new dwelling units and is close to transit, is required to have a TDM Plan approved prior to the issuance of a building permit.

The following is the process for the Custom TDM Plan; developers can alternatively select the Pre-Approved TDM Plan option.

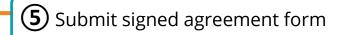








4 Land Use Review Approval







Pay multimodal incentive amount — as conditioned in the land use approval

7 Developer implements TDM Strategies as outlined in approved plan and conducts annual reporting



For more information visit: www.portlandoregon.gov/transportation/75487

The City of Portland complies with all non-discrimination, Civil Rights laws including Civil Rights Title VI and ADA Title II. To help ensure equal access to City programs, services and activities, the City of Portland will reasonably modify policies/procedures and provide auxiliary aids/services to persons with disabilities. Call 503-823-5185, TTY 503-823-6868 or Oregon Relay Service: 711 with such requests, or visit http://bit.ly/13EWaCq



A11.	Transportation Demand Management Plan: Custom Component Checklist		

Custom TDM Plan – Component Checklist

A Custom TDM Plan must include, at a minimum the requirements in 33.852.105.H. and 17.107.020. Below is an outline of the basic TDM requirements:

Sectio	n 1 – Description of Proposed Development, including				
	Trip Generation Rates				
	Proposed On-site Parking, including auto parking and bicycle parking				
Sectio	n 2 – Description of Existing Conditions, including				
	Land Uses, traffic conditions and multimodal facilities in the area within ¼ mile of the site				
Sectio	n 3 – Performance Targets				
	Mode Split Goals – based on the performance targets from the Transportation System Plan (TSP)				
	Alternative Performance Targets (if applicable) – include proposed alternative performance targets and demonstrate why it is not feasible to meet the given performance targets from the TSP				
Sectio	n 4 – TDM Strategies				
	Provide the TDM strategies under each of the following categories:				
	☐ Transportation Options Information & Communication				
	☐ Multimodal Incentives				
	On-site Multimodal Infrastructure				
	On-site Parking Management				
	Findings – explain how the TDM strategies help meet the approval criteria				
Sectio	n 5 – Reporting/ Documentation/ Demonstrating Compliance				
	Specify how the owner will demonstrate compliance of the TDM strategies overtime				
	Outline any additional reporting mechanisms				
Sectio	n 6 – Ongoing Participation and Adaptive Management				
	Specify what additional actions not detailed in the TDM strategies may be utilized to achieve the Performance Targets				

FOR ADDITIONAL INFORMATION OR QUESTIONS
EMAIL: TDMMIXEDUSE@PORTLANDOREGON.GOV
VIST: WWW.PORTLANDOREGON.GOV/TRANSPORTATION/75487

The City of Portland complies with all non-discrimination, Civil Rights laws including Civil Rights Title VI and ADA Title II. To request translation, interpretation, accommodation, modifications, or additional information please call 503-823-5185, TTY 503-823-6868 or Oregon Relay Service: 711 with such requests, or visit http://bit.ly/13EWaCg





A12. Transportation Demand Management Plan: Plan Option Comparison

Transportation Demand Management (TDM) Plans in Commercial/ Mixed Use Zones

A new requirement to mitigate transportation impacts of new development and enhance neighborhood livability.

Is your project subject to the TDM Requirement? (all four must apply to trigger requirement)				
	 □ Located in a Commercial/ Mixed Use Zone (CR, CX, CM1, CM2, CM3, CE) □ Includes more than 10 new dwelling units □ Located close to transit (within 500 feet of a Transit Street and 1,500 feet of a Transit Station) □ Located outside of the Central City Plan District 			
② Selec	ct a TDM Plan Option Pre-Approved TDM Plan	Custom TDM Plan		
Land Use Review	♦ N/A	 Submit TDM Scoping Form Submit Land Use Review Application and Fees Land Use Review Approval 		
Building Permit	 Pay Multimodal Incentive Fee Submit signed agreement form 	 Pay multimodal incentive amount (as conditioned in the land use approval) Submit signed agreement form 		
,	Work with PBOT to implement the TDM	▲ Developer to implement TDM Strategies		

commute survey

PBOT to distribute Transportation

PBOT to disseminate multimodal

modal Incentive Fee to residents PBOT to conduct annual resident

incentives purchased with the Multi-

Options Information

Plan:

Occupancy

For more information visit: www.portlandoregon.gov/transportation/75487

The City of Portland complies with all non-discrimination, Civil Rights laws including Civil Rights Title VI and ADA Title II. To help ensure equal access to City programs, services and activities, the City of Portland will reasonably modify policies/procedures and provide auxiliary aids/services to persons with disabilities. Call 503-823-5185, TTY 503-823-6868 or Oregon Relay Service: 711 with such requests, or visit http://bit.ly/13EWaCg



Developer to implement TDM Strategies

PBOT to supply and disseminate multi-

modal incentives as agreed upon in the

as outlined in approved plan and conduct annual reporting for 4 years

approved Custom TDM Plan



<u>Seattle</u>

- A13. Interview notes: Mary Catherine Snyder
- A14. King County Right Sized Parking Final Report
- A15. Director's Report
- A16. Mayor's Signed Ordinance
- A17. Reference Websites for the City of Seattle

A13. Interview notes: Mary Catherine Snyder



MEETING MINUTES

DATE: May 22, 2018

RE: Telephone Interview with Mary Catherine Snyder, City of Seattle Department

of Transportation

The following notes summarize the discussion from the Tuesday, May 22, 2018 telephone interview with Mary Catherine Snyder from the City of Seattle. The project working group called in from various locations for the 3 pm interview. The call lasted approximately 1 hour.

- Mary Catherine is the staff person working on land use code in the parking section. The lead department for code change is the Seattle Department of Construction & Inspection
- 1980 Seattle adopted no parking requirements for non-residential uses in downtown, the maximum was set at 1 space per 1,000 square feet
- The current comprehensive plan is based on Urban centers and Light Rail
 Station Areas (hub and spoke)
- 2004 Seattle was growing and there was a conscious effort to invest in transit, wanted transit investment in Capitol Hill as well. Expanded no parking requirements for Urban Centers and Light Rail Station Areas
- 2010 wanted to spur development, so expanded no parking minimums to the
 rest of the Urban Villages that had "Frequent Transit" (frequent transit at the time
 was not so clearly defined, but essentially areas with 15-minute headways
 during the week and 30-minute headways on the weekend and at night)
- The most current effort was underway for a while in fits and starts due to changes in political leadership (a lot of turn over in the mayoral position)
 - The impetus for it though was that there was a hearing examiner's ruling regarding the definition of frequent transit service – since this needed clarifying in the code, they took the opportunity to add policy particularly regarding shared parking and bicycle parking requirements.



- The City also adopted a housing affordability and livability agenda and that group had proposed a number of parking fixes as affordability strategies
 - There were a lot meetings regarding housing affordability, to which the parking folks tagged along to
 - And upon request, would attend other community meetings
 - To be honest, most people at the community meetings would not support the legislation
 - Several council members took really brave votes
 - Did reach out to developers
- One argument a council member made was regarding Climate Change –
 essentially said we can talk about the Artic Refuge but these are the votes that we can take to affect Climate Change
- Relied on the King County Right Size parking effort
 - Several people asked to have parking studies performed in their neighborhoods to show that there would be no spill over effect
 - Which they never would do but also couldn't figure out how was suppose to show that there would be no negative future impact
- There was data but this was largely a policy decision and Mary Catherine felt lucky that they got it through
- One item that Mary Catherine wished they would have focused on more, is that
 people who take transit a lot do own less cars. She felt this would have been a
 good point to focus on
 - Would encourage us to highlight effectiveness of transit and investments that are being made
 - People had this specific data question there's a lot of people who could not imagine living without a car
 - This really should have been a City Living Discussion
- There were no after studies regarding the number of units built, the quantity of parking built and utilization rates



- The 0.73 parking spaces per unit ratio is in regard to the Urban Center and Urban Villages
 - Mary Catherine will follow up with us regarding the size of these developments
- Up until the 2004/2007 effort, the amount of parking that had to be provided increased as the number of units that were provided
 - They found that this was the inverse of actually happened, this requirement was removed
- As part of the City's environmental policy review, it was decided that parking was a non-negotiable component of the project
 - So if a developer went to a neighborhood and the neighbors opposed the project, usually a developer would add parking to appease the neighborhood – but the decision was made that parking was not a negotiable component of the project
- The City is very upfront in the work they do that the street in front of someone's
 home is public and you don't own it the City is no longer what it use to be, so
 now it might be the case that you have to park a block or a couple of blocks from
 your house or you have to use your driveway or your garage
 - But the city is not documenting utilization rates in neighborhoods after a development goes in
- The City does have parking permit programs in places with restricted parking but they do not create parking permit programs just because a development is going in. In restricted parking areas they do sell more parking permits then there are on street spaces
 - A lot neighborhoods request that a parking permit program is implemented and that the units in the new development does not receive and permits
 - The City will not do this they talk about the justice/equity issues surrounding this.
- Have seen growth in rideshare and ride hailing
 - People find that this is an easier way of getting around then owning a car



- Seattle has a few employment centers
 - Downtown Seattle
 - South Lake Union
 - University of Washington
 - First Hill (lots of hospitals)
- When the City of Seattle started looking at no parking requirements, they looked at it in a tiered approach
 - If there was an area in a frequent transit zone but didn't have all the land uses and/or bike/ped infrastructure (essentially the quality of the urban environment was less robust)
 - The most outspoken neighborhoods would have been mollified by this approach
 - But there was a political desire to pursue just one approach no parking requirements in frequent transit areas
- With regard to the unbundling requirements spent a lot of energy trying to investigate if this was legal and how it would be enforced but didn't spend a lot of time researching.
 - Council member was interested in unbundling
- The data regarding paring space ratio was not geocoded to Mary Catherine's knowledge
- With regard to on-street parking, they manage it based on performance standards
 - Have talked to Jonathan with the City of San Diego about this
- Currently Mary Catherine spends a lot of time addressing commercial and residential loading at on street spaces



The Questions below were sent to Mary Catherine in advance of the call:

- Can you give us the historical development of the no minimum parking requirements within the urban centers and within the Station Area Overlay Districts?
 - o Including what was the impetus for no minimum parking requirements?
 - o What type of public and/or stakeholder outreach was conducted?
 - You mentioned in passing it took about five years to get in place during this time was there a change in political leadership (mayor/council)? A change in department leadership (at any of the relevant City Departments)?
 - Did you do research as to the impacts these parking reductions would have or was it a purely policy-based decision?
- How long have no minimum parking requirements in these two areas been in place?
- The <u>Director's Report and Recommendation: Neighborhood Parking Reform</u>
 (November 2017) on page 13 notes that the average amount of proposed
 parking is 0.73 spaces per dwelling unit. Does that seem to match reality? (It's
 conceivable that a development applies for a permit but then is not funded.)
- Has there been any type of backlash for neighbors of any of these developments?
- Seattle has very low car ownership per household rates compared to other cities in the nation (Table 1 below). Additionally, if one looks at the US Census Means to Work data for Seattle over the last sixteen years, the drive alone statistic has decreased by approximately 13.1%, other active transportation trips increasing. (Table 2). Do you think there's a correlation between this and the reduced parking requirements?



 Or is there a greater correlation between the large investment in transit that Seattle has made which resulted in reduced vehicle ownership rates and allowed for reduced parking ratios?

Table 1 Vehicles Per Household

Vehicles Per Household		
2015	2016	
1.40	1.39	



Table 2 Means to Work

	2000	2010	2016 ACS 5-Year Estimate
	Census	Census	
Drive Alone	56.6%	53.2%	49.2%
Carpooled	11.1%	10.4%	7.7%
Public	17.4%	18.8%	20.8%
Transportation			
Bicycle	1.9%	2.8%	3.8%
Walk	7.4%	8.7%	10.1%

- What was the impetus for the most recent Ordinance changes?
- What was the public outreach process for the most current changes, in particular, for: increased shared parking, unbundling parking spaces, 50% reduction in high frequency transit service areas
- With regard to the unbundling of parking, did you review any studies or particular data sets, that should unbundling of parking leads to decreased parking demand?
- Are there particular targets that you are trying to reach by implementing these changes?
- The <u>Director's Report and Recommendation: Neighborhood Parking Reform</u>
 (November 2017), cites King County's 2012 Right Size Parking study, that found
 in 95 of Seattle's buildings approximately 35% of residential parking spaces
 were not used.
 - How closely did the City work with this King County effort?
 - o Did that match any data that the City maintained?
 - o Did seeing these numbers spur this most recent effort?

A14. King County Right Sized Parking Final Report



RIGHT SIZE PARKING Final Report

AUGUST 2015







Project partners

U.S. Department of Transportation

Federal Highway Administration







Consultant team









Project contact information:

Daniel Rowe, Transportation Planner King County Metro Transit Daniel.Rowe@kingcounty.gov

Report prepared by VIA Architecture

August 2015

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What is the "right size" for parking?

Right-sizing parking means striking a balance between parking supply and demand.

Why does Right Size Parking matter?

Parking is expensive to build. Construction of parking in multi-family projects costs between \$20,000 - \$40,000 per stall, which has an impact on rent charged to tenants.

King County is over-parked. The Right Size Parking study found that on average, multifamily buildings in King County supply 40% more parking than is actually utilized.

Excess parking has negative effects on communities. Oversupply of parking leads to increased automobile ownership, vehicle miles traveled, congestion and housing costs.

The **Right Size Parking** project was designed to address the issues surrounding multifamily residential parking supply in King County, assembling local information on parking demand to guide parking supply and management decisions in the future.



www.rightsizeparking.org

Project overview

The Right Size Parking (RSP) project is an innovative, data-driven research and outreach effort focused on helping local jurisdictions and developers to balance parking supply and demand for multi-family buildings. Led by King County Metro, the public transit authority for King County, WA, the project advances the state of parking demand and pricing research by presenting up-to-date parking data in context.

Research has shown that multi-family parking is oversupplied. Based on parking utilization and pricing data gathered from over 200 multi-family properties in King County, WA, the RSP project determined that existing multi-family parking capacity exceeded utilization by an average of 0.4 spaces per housing unit — a 40% oversupply.

The RSP project determined that existing multi-family parking capacity exceeded utilization by an average of 0.4 spaces per housing unit — a 40% oversupply.

Excess parking presents significant barriers to smart growth and efficient transit service operations. Too much parking at residential properties is associated with more automobile ownership, vehicle miles traveled, and congestion as well as higher housing costs. On the other hand, too little parking can have negative impacts on the real estate marketability of multi-family housing projects in addition to on-street parking spillover impacts when on-street parking is not sufficiently managed and priced. Finding the balance of parking supply and demand supports transportation choice and walkable, more affordable neighborhoods.

The RSP project provides locally credible and contextsensitive data on parking demand, providing stakeholders with the information they need to make decisions that:

- Support economic development by reducing barriers to building mixed-use multi-family residential developments in urban centers near transit infrastructure
- Reduce housing costs as well as household monthly expenditures, allowing a larger demographic to participate in the urban and suburban infill housing markets
- Encourage transit use, ridesharing, biking and walking
- Reduce traffic congestion, vehicle miles traveled, and the amount of greenhouse gases (GHG) produced

Who benefits from RSP?

Developers, public decision makers, and communities all have the potential to benefit from the outcomes of this project. With updated context-sensitive information on parking demand, cities can regulate development in ways that meet local and regional goals. Developers can build more housing near transit and sell it for less.

This information is relevant to a wide variety of potential user groups, including jurisdictions, developers, and communities.

Sharing the research

A key goal of the RSP project is making the research available to and usable by the public. The data resources and tools created by the RSP project support a wide range of community and policy goals, such as providing a range of transportation choices (including transit), affordable housing, smart growth, and economic development. RSP tools have been designed for ease of use and adaptability.

Project background

The RSP project was funded through a grant from the Federal Highway Administration's (FHWA's) Value Pricing Pilot Program to address the issues around multi-family residential parking supply in King County. Initial data collection began in 2011, and the final RSP pilot projects were completed in 2015. The project directly addresses FHWA's call to action to develop policy that builds more livable communities. The project assembled local information on multi-family residential parking demand to guide future decisions regarding parking supply and management, therefore enabling the reduction of excess parking supply at multi-family housing developments in urban and suburban infill environments.

Why does right-sizing parking matter to affordability?

The high cost of parking construction and maintenance drives up the cost of housing and reduces the supply of affordable housing. Unless parking costs are separated from the cost of housing — "unbundled" - households are forced to pay for parking regardless of their needs. Even when parking costs are unbundled, developers often cannot

charge the full cost-recovery price for parking due to the required oversupply typical in zoning codes and 'sticker shock' concerns of their customers.

In King County, WA, parking makes up 10-20% of the cost to construct multi-family buildings, but only 6% is recovered through parking charges, meaning that the remainder must be accounted for through rent prices. This cross-subsidization, or recovering part of the parking investment through higher rental rates, causes a distorted market for parking and reduces the opportunity to use pricing as a tool to manage parking demand. Lower-income households are especially burdened by this distortion as they typically have lower rates of auto ownership and spend a larger percentage of their income on housing.

However, providing too little parking also can pose risks for real estate marketability and cause on-street parking impacts nearby, such as parking spillover, especially when on-street parking is not sufficiently managed and priced. These problems suggest that there is a "right size" to providing parking that strikes a delicate supply-to-demand balance, ensuring real estate marketability while meeting community goals.

Why King County Metro?

The RSP project is aligned with the mission of King County Metro Transit. King County Metro's Strategic Plan calls for supporting the integration of transit and land use to create compact, healthy communities. Communities that are compact and friendly to pedestrians and bicycles are most easily served by transit. Such communities foster healthier, more active lifestyles while reducing auto-dependency and associated road investments. By the same token, transit service can support and encourage development that is more compact.

Public transit is often most successful in markets in which parking is priced and supplied to reflect actual demand. As a transit agency, King County Metro has an interest in encouraging land uses and policies that prevent overbuilding of parking supply. Too much parking leads to increased automobile ownership, vehicle miles traveled, congestion and housing costs. In addition, it presents barriers to smart growth and efficient transit service. Right-sizing parking in locations where an oversupply of parking exists can be expected to help promote transit ridership and service efficiency.

RSP Project Approach

1. Get the Data

- Scientific approach
- · Field counts collect local, up-to-date data
- Statistical analysis

2. Provide New Tools

• Web tools, model code, best practices

3. Check the Code

Find gaps and make changes

4. Engage Partners

Implement public and private demonstration projects

Project scope

In order to address the project need for up-to-date, context-sensitive data and user-friendly tools for understanding parking supply and demand, the RSP team engaged a diverse set of stakeholders, including developers, financiers and public-sector decision makers. In collaboration with this assemblage of multidisciplinary advisors, the team worked to develop technical policy best practices aimed at overcoming barriers to right-sizing parking supply.

The RSP project was structured around an interdisciplinary approach to developing innovative research and tools, as well as providing best practices on policy reform and parking management. These tools were implemented and tested through demonstration pilot projects with local partners.

Through the coordinated work efforts of the project team, the RSP project was able to achieve the following objectives:

- Provide context-sensitive multi-family residential parking demand information on a dynamic website to guide stakeholder decisions about building new parking and managing existing parking
- Offer tools and incentives to jurisdictions and developers to test pricing and right-sizing of parking supply in residential and commercial developments
- Engage the development community through professional forums to utilize new parking demand information and implement pricing and management techniques

At the project outset, the RSP team conducted an audit of principal technical policy issues pertinent to achieving right-sized parking in multi-family residential buildings. From this assessment, the team compiled a Technical Policy Memorandum summarizing the known barriers and potential solutions for RSP in addition to a set of policy and action recommendations that set the stage for the project research. The Technical Policy Memorandum can be found at:

http://metro.kingcounty.gov/programs-projects/right-size-parking/pdf/rsp-technical-policy-memofinal-09-17-12.pdf

RSP research and modeling

The primary goals of the project research were to bring clarity to the existing lack of consensus on the factors that influence parking demand and to make the findings easily accessible to a broad audience. Despite a recent surge in research, a lack of consensus still exists on the factors that drive demand for parking in multi-family buildings across a variety of urban and suburban contexts. While sociodemographic, housing, and built environment variables have all been shown to have an impact on residential parking and vehicle availability, their relative influence is a source of debate.

The RSP research identified independent variables to be tested in a regression analysis of parking utilization within 208 multi-family housing developments in King County, WA, which was conducted in 2012. Parking utilization was correlated to building characteristics as well as to neighborhood characteristics where the building resides. The final model derived from this regression analysis incorporated seven variables – five pertaining to the property or development characteristics and two to the built environment – and has a high R-square value of 0.81, meaning that the model has very substantial explanatory power.

Web calculator

The King County Multi-Family Residential Parking Calculator is a map-based web tool that enables users to estimate parking use for multi-family developments in the context of specific building and site/neighborhood characteristics. The website tool condenses the research findings and RSP model into a simple interactive calculator format accessible to a wide variety of stakeholders. The web calculator can help analysts, planners, developers, and community members weigh factors that will affect parking use at multi-

family housing sites, including consideration of how much parking is "just enough" when making economic, regulatory, and community decisions about development.

Users are able to create custom multi-family parking scenarios and adjust them using variables related to the building and its location, including proximity to transit, unit and parking pricing, jobs and population. Understanding the influence of these variables helps determine how much parking is "just enough" for a particular site.

More detailed information about the web calculator can be found in Chapter 3. Try out the calculator online at:

www.rightsizeparking.org

Project partners and potential users

King County Metro applied for the FHWA grant in partnership with the Center for Neighborhood Technology (CNT) and the Urban Land Institute (ULI). As the leader of the RSP effort, King County Metro provided project administration and management as well as technical support for the project team. Recognizing that the issues addressed in the RSP project span multiple disciplines, Metro assembled a multidisciplinary team in order to ensure that the appropriate resources and expertise would be available to support the wide-ranging needs of the project.

What's in this document?



This document describes the RSP project goals, research methodology, and the results of the RSP pilot projects; provides an overview of stakeholder outreach efforts; and outlines next steps for RSP applications and research. In addition, this report introduces the tools and strategies created by the project for those interested in implementing RSP practices in other jurisdictions or communities. These tools can help analysts, planners, developers, and community members weigh factors that will affect parking use at multi-family housing sites.

Throughout this document, look for the RSP toolkit icon (above) to learn more about RSP tools and products. Links to additional project resources can be found in the Appendix.

Research scope and context

Today, multi-family residential buildings often provide too much automobile parking, which can be an impediment to achieving a wide range of community goals. An oversupply of parking can have deleterious effects on economic development, consumers, the community at large and the environment.

Excess parking consumes valuable urban real estate, which contributes to sprawl, lower-density development, and greater distances between buildings. Those outcomes can deter walking, transit use and efficient transit service operations. An oversupply of parking can also damage natural landscapes through urban sprawl, increase impervious surfaces and add to greenhouse gas emissions. These considerations pose challenges for communities that want to encourage multi-modal transportation options and promote smart growth land use planning strategies.

In auto-dominated suburban developments with little transit service, parking decisions are relatively straightforward; planners or developers can apply findings from parking generation studies conducted in similar communities across the country found in the Institute of Transportation Engineers (ITE) Parking Generation Manual. However, parking supply decisions become more complicated as suburban communities introduce more compact development, mixed uses, and new multimodal transportation options in addition to welcoming a more diverse demographic of multi-family housing users. Current suburban parking generation studies do not meet the objectives of these settings, nor do they account for factors that may influence parking demand. They also do not serve as an adequate model to guide parking provision in urban areas.

Despite a recent surge in research, a lack of consensus still exists on the factors that drive demand for parking and account for the variation in auto ownership in multi-family buildings across a variety of urban and suburban contexts. While socio-demographic, housing, and built environment variables have all been shown to have an impact on residential parking and vehicle availability, their relative influence is a source of debate.

Academics and practitioners have responded to this gap in research through a growing body of studies showing how the oversupply of parking can lead to increased auto ownership, vehicle miles traveled, congestion and housing costs. In addition, studies have shown that misaligned parking policies present barriers to smart growth and efficient transit service. There is some agreement that parking supply and pricing have a significant impact on parking demand and auto ownership, but these variables have been understudied.

The Right Size Parking research applies extensive data collection and analysis to provide clarity on the factors that influence parking demand in multi-family developments. Specifically, the objective of this research was to identify independent variables to be tested in regression analysis of parking utilization within 208 multi-family housing developments which were surveyed in King County, Washington in 2012.

The RSP research question: What are the contextual factors that influence parking demand for multi-family buildings?

Drawing upon an extensive literature review of existing parking standards and studies, the RSP team used regression analysis to develop a model of parking utilization. Where other studies have stopped at modeling parking demand based upon the utilization of existing parking supply, the RSP project went further to develop a robust statistical model that describes parking demand as a complex equation composed of strongly correlated independent and context-sensitive variables.

It is the goal of the RSP team that the new data, research, and tools developed by the project provide the information needed to help developers, financiers, jurisdictions, and neighborhood groups better estimate the optimum amount of parking for new multi-family developments across a wide variety of development contexts. The results are intended for use by practitioners and are made easily accessible through an interactive website tool.

Literature Review of Statistical Methods



Right Size Parking Project
King County Metro Transit

Literature Review
Statistical Methods
Osalur 12, 2011

Proposed by:
Center for Neighborhood Technology

The project team worked with the Center for Neighborhood Technology (CNT) to conduct a thorough literature review of parking supply standards and studies in order to determine the current state of knowledge and inquiry surrounding the balance of parking supply and demand. This initial

survey of accepted standards most often used to guide parking supply indicates that they are typically based on a single independent variable — unit count — and do not account for independent variables such as building type, transit and land use factors.

The incorrect application of existing parking data has been criticized both locally and nationally and has been identified as a major barrier to successful transit-oriented development. As a case in point, the ITE manual continues to be used as a standard for determining parking supply. However, these guidelines consider only the number of units in a building in its parking supply calculation and draw from mainly suburban data gathered in the 1980s.

The RSP team compiled an overview of current statistical methods for estimating parking demand and studied new models aimed at linking contextual factors, such as sociodemographic characteristics, to parking demand. The literature review included many studies that begin to address and model the relationships between parking demand and contextual variables such as household characteristics, housing type, qualities of the built environment, and parking price. Additionally, data sources that assess auto ownership or vehicle availability were reviewed to ascertain the extent to which vehicle ownership could serve as a proxy measure for estimating parking demand.

The RSP Literature Review can be found at:

http://metro.kingcounty.gov/programs-projects/right-size-parking/pdf/rsp-litreview 11-2011.pdf

Background research findings

The RSP team laid the foundation for the development of the research methodology by conducting a thorough literature review (see sidebar) to determine the current state of the industry methods for estimating parking demand. The findings of the literature review indicated that parking supply requirements and guidelines are typically not tied to demand and that there is currently no clear understanding of the factors contributing to parking demand.

The team reviewed multiple studies indicating that there is often a measurable oversupply of parking in multifamily buildings. This phenomenon is often caused by a combination of factors: developer overestimation, financier requirements, and/or jurisdictional parking requirements. The review of these studies clarified that the importance of considering parking demand is widely recognized while the impacts of contextual factors, although documented in many cases, are still debated. The two largest identified gaps were 1) a lack of consensus on factors that influence demand for parking; and 2) omission of data on parking availability, cost and pricing.

It was clear to the team that the tools and methods that have informed parking supply regulations in the past are often not appropriate for guiding parking supply decisions for new development in King County today. The literature review included several studies that have begun to establish a meaningful link between parking demand and a range of building and site characteristics. These initial findings served as the basis for the development of the RSP model.

RSP Research Guiding Principles

- Scientific approach
- Based on data and statistical analysis
- Local data with hyper-local applicability
- Relevant to community goals
- Actionable
- Support policy change, informed participation in project review and investment/development decisions
- Designed to support creation of interactive web tool

Methodology development

The RSP team set out to design the research to address the gaps in understanding regarding parking demand and vehicle availability uncovered during the literature review. A primary goal of the RSP study is to provide clarity on these issues in the form of practical tools for use in development and policy discussions. The literature review served as the basis for drafting the research methodology, which was vetted by a Methods Review Committee.

Methods Review Committee

The RSP team assembled a Methods Review Committee to assist with developing and vetting the research methodology. The committee consisted of a panel of parking experts, including national and local academics, practicing professionals, leaders of the urban planning and engineering fields, and ITE members.

Methods Review Committee

Cynthia Chen, University of Washington

Donald Shoup, University of California Los Angeles

John Holtzclaw, Sierra Club

John McIlwain, Urban Land Institute

Jeffrey Tumlin, Nelson\Nygaard

Robert Cervero, University of California Berkeley

Ransford McCourt, DKS Associates

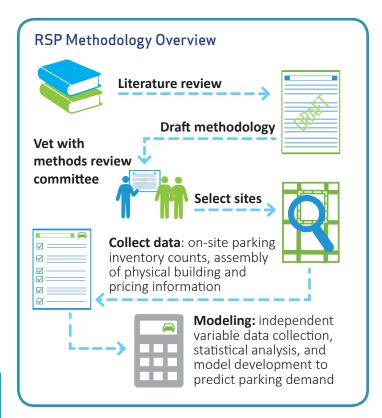
Rachel Weinberger, University of Pennsylvania

Richard Willson, California State Polytechnic University

Steffen Turoff, Walker Parking Consultants

The Methods Committee worked to ensure that the RSP research methodology met the highest academic and industry standards, honored the budget allocation, and provided statistically significant and replicable results.

Comments and input from the Methods Review Committee were integrated into the final research methodology documents, which documented background research, outlined the research objectives, and provided a road map for project development.



Site selection and data collection

Site selection process

Convenience and quota sampling techniques were used to assemble a total of 223 multi-family sites representing various types of multi-family development around King County, Washington. Study sites were chosen to provide a well-distributed sample of the dependent variable and many of the site-specific independent variables used to generate the RSP model.

The geographic location of eligible properties was defined to ensure that the sample was focused in areas where future multi-family residential development could potentially occur. Within the defined boundary, eligible sites included multi-family residential properties with a minimum of ten units either leased as apartments or sold as condominiums. For properties that contained a mix of uses, only the residential portion of the parking supply was studied.

Numerous developers, property owners, and property management companies were asked to participate in the data collection effort. Targets to ensure a representative sample were established based on transit connectivity, employment access, average medium gross rent, and average median household income.

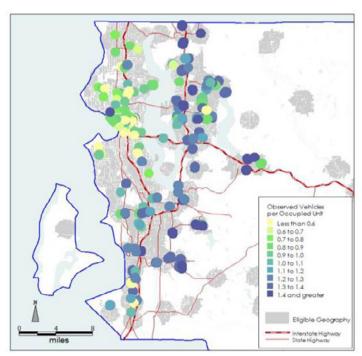


Fig. 1: Observed Vehicles per Occupied Unit.

Field counts

The RSP team collected data for 33,166 occupied apartment units throughout King County accompanied by 46,420 residential parking stalls (32,608 of which were observed to be occupied with vehicles). The field counts required at least two visits to the site: an initial visit to meet with the property manager and discuss data needs, and a second to perform the parking utilization count. The parking utilization count followed the Institute of Transportation Engineer's Parking Generation Manual method of counting between the parking peak hours of 12:00 a.m. and 5:00 a.m. on weekdays only for multi-family land uses.

The sample represented a range of parking types but included all residential parking, including visitor parking, identified by the property manager at each multi-family development. Parking was generally provided in off-street garages or lots located on the multi-family parcel, but some parking was located in dedicated on-street stalls or satellite garages.

Sites selected for the study were screened for building age and available parking supply to control for potential under-supplied parking where constrained supply made actual demand unknowable. The end result was the identification of 223 sites for which parking utilization could be measured via parking counts, and the exclusion of sites for which undefined off-site, on-street parking may have resulted in underrepresentation of parking use. The initial 223 sites were cut to 208 sites, as explained later in this document, in order to eliminate statistical outliers.

RSP data collection summary

What did we find?

The RSP team found that, on average, parking is supplied at 1.4 spaces per dwelling unit but is only used at about 1 space/unit.



What does this imbalance mean?

When these average supply and utilization findings are applied to a typical suburban project with 150 units, roughly \$800,000 would be wasted on unused parking. This estimate assumes a conservative construction cost of \$15,000/stall.



Fig. 2: Observed Vehicles per Occupied Unit as a function of urban form. Both parking utilization and the gap between parking supply and demand tend to be greater in suburban areas on average.

Parking oversupply by the numbers:

Oversupply of parking adds unnecessary cost to project development and inefficient use of land:

- Excess surface parking can add \$2 per foot to annual unit leasing cost (@ \$8,000 per stall)
- Excess garage parking can add \$6.00- \$7.00 per foot to annual unit leasing cost (@ \$30,000 per stall)
- For a typical affordable housing development, adding one space per unit increases leasing costs by about 12.5%; adding two parking spaces increases leasing costs by about 25%

Data modeling

Modeling parking utilization, dependent variable

The dependent variable used in the model estimating parking utilization was "observed vehicles per occupied residential unit" collected from the field data. This dependent variable analysis was comparable to the approach of some of the studies included in the literature review. However, the RSP study sought to determine the effect of contextual factors on parking demand in addition to the much more basic number of housing units.

Modeling parking utilization, independent variables

The RSP project went beyond modeling parking demand based on the utilization of existing supply per each unit of housing by also considering the effects of a host of other potential independent variables. The collection of the primary parking utilization data enabled a unique statistical analysis and the development of a model for predicting parking utilization at multi-family residential developments. Based on the field data, the Center for Neighborhood Technology used regression analysis to test a set of independent variables and to create a statistical model that would identify the building and environmental characteristics that best described the relationship between parking utilization and demand.

During the regression analysis and model development process, over 100 distinct potential independent variables grouped into five categories—parking supply and price, property/development characteristics, neighborhood household characteristics, accessibility, and built form characteristics — were analyzed, enabling the consideration of the greatest number of possible variables to create a complete picture of the primary factors contributing to parking demand. These external data were collected from a variety of sources, including the American Community Survey, the King County GIS Center, Zipcar, and Walkscore.

Because one variable can be represented in many different formats using different metrics, an extensive list of potential explanatory variables was analyzed. For example, while it was expected that transit access would correlate with parking utilization rates, the best measure of transit access to explain utilization rates was unknown, so several different kinds of transit access measurements were included in the study.

Parking supply as a variable

Parking supply is often cited as one of the most important variables in determining demand, and many past studies have found a high correlation between the two factors. A similarly high correlation was found in the RSP research data, indicating that it should be included in the model.

However, estimating parking utilization for the purposes of informing supply decisions should not be a function of supply. Parking supply was ultimately excluded from the model because its inclusion addresses a different research goal. The RSP research objective was to estimate the full quantity of parking that would be demanded at a given property in order to help inform a decision on the amount of parking that should be supplied at that location. Therefore, it was not desirable for the model to take into account situations for which parking utilization was low because of inadequate supply rather than low demand.

If supply were to be included in the regression model, its coefficient would indicate the effect of parking supply on usage, conditional on the other observable characteristics included in the model. Therefore, parking supply was excluded as an independent variable from the model.

Regression analysis

Because the regression analysis began with the presumption that the ordinary least squares (OLS) transformation would provide the optimal approach, a simple linear regression model was used at the outset of the modeling effort. However, because relationships between the dependent and independent variables were not all assumed to be linear, all variables were tested using various transformations (e.g. natural log, inverse, square root, etc.). Variables were tested for their correlation with the dependent variable as well as for the form that provided the best and most logical fit.

To construct the regression analysis, many approaches were tested to find the best method of including, removing, and ultimately assembling the best set of variables. In the end, the goal was to find the set of variables that provided the most robust theoretical framework while remaining relevant from a practical development and planning standpoint, keeping in mind that the resulting formula must ultimately be applied and made accessible via an online tool.

RSP Technical Research Memo



The RSP Technical Research Memo outlines the RSP research objectives and explains the project research methodology and model development in detail. The report identifies the key variables that describe parking demand in King County according to the RSP research. It also discusses the connection between characteristics of multi-family buildings and the parking and transportation needs of residents. The RSP Technical Research Memo can be found at:

http://www.rightsizeparking.org/Right_Size_Parking_ Technical Memo.pdf

Maintaining the criteria that all variables be significant (the probability that the coefficient is non-zero, or p < 0.05) and all multicollinearity be low (as assessed through variance inflation factors, or VIF values, less than 5) was considered throughout the modeling process. Because each factor or characteristic was represented using many independent variables (as well as multiple transformations of each), multicollinearity, or a high level of correlation between independent variables, was an important consideration.

The most effective modeling approach identified, which served as the basis for the parking utilization model, began with a set of variables that appeared in the highest-scoring results of multiple approaches. A stepwise method was used, with an entry criterion of 0.05 and a removal criterion of 0.10.

Variables were then considered based on their logical candidacy from a planning or development context. For example, for a case in which a variable representing the count of three-bedroom units was included in the final set of variables in the absence of any other count or average number of bedrooms, the three-bedroom unit count was removed and variables pertaining to average bedroom counts were added and tested in a stepwise method. Or, if two variables had high collinearity, such as block size and the transit connectivity index, one was removed and various variables were tested to replace the other.

Throughout the modeling process, outlying cases were tested to ensure that no single property was significantly influencing the fit. Sample properties, or cases, with high leverage values (approximately > 0.5) or outlying residuals (as identified through separated tails in a residual histogram) were removed from the sample. In the end, 15 cases were removed based on these criteria, resulting in a final sample size of 208 properties.

Further details on the regression analysis can be found in the RSP Technical Memo (see sidebar to left).

Results and summary of findings

The final model derived from the regression analysis incorporated seven variables – five pertaining to the property or development characteristics and two describing the built environment (these variables are described in further detail on p. 12). The final equation for the model is:

$$P_u = b + \sum_{i=1}^{7} C_i X_i$$

where P_u is the modeled value of the parking utilization, b is a constant term, C_i is the coefficient for the "ith" variable (derived from the regression equation), and X_i is the value of the "ith" variable representing a location or building characteristic.

Parking utilization was found to be correlated to individual building characteristics as well as to the neighborhood in which the building resides. In other words, parking utilization cannot be determined from the characteristics of the building alone, nor from the setting alone. To understand and accurately assess parking needs, both building type and location must be considered in tandem.

RSP independent variables

CNT identified seven variables that produce a combined R-square value of 81.0%, an adjusted R-square of 80.3%, and a standard error of 0.16: Table 1 identifies the seven independent variables as well as their individual R-square and stepwise R-square values. Individual R-square values represent the correlations between the given variable and the dependent variable. The stepwise R-square values represent the improved R-square value as each variable is added to the final model.

Independent variable	Individual R Square	Stepwise R Square
Gravity measure of transit frequency	55.5%	55.5%
Percent of units designated affordable	27.6%	67.1%
Average occupied bedroom count	34.3%	73.7%
Gravity measure of intensity (population + jobs)	53.3%	76.2%
Units per residential square feet	17.1%	78.7%
Average rent	6.7%	80.0%
Parking price as a fraction of average rent	18.1%	81.0%

Table 1: Independent Variables and Summary of Regression Results.

Figure 3 illustrates the final fit of the observed or measured data as compared to the predicted model results.

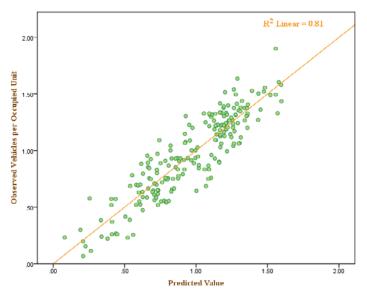


Fig. 3: Observed vehicles per occupied unit versus modeled value.

Limitations

The final model resulting from the RSP regression analysis can help to support and guide decisions about parking supply and management. However, it cannot provide definitive answers about specific future policies or developments. Rather, the model is intended to serve as a resource to inform discussions as users weigh the factors affecting parking use and consider how much parking is needed.

Model estimates and data collection

Although the final model is statistically very strong, it is important to keep in mind that it represents an estimate, which by definition has inherent limitations. Real-world parking use can and will vary from RSP estimates for many reasons. For example, some property managers provide transit passes to building residents as a transit demand management (TDM) strategy, which is likely to reduce the demand for parking in those buildings beyond what the RSP model estimates.

Limitations on data collection also affect the model's accuracy. For the most part, observed parking included supply that was on-site and off- street, unless additional resident parking was noted by property managers. The sites selected for the study were screened based on building age and available parking supply to control for potential under-supplied parking that could result in spillover and unmet on-site parking demand. The result was that the sites studied were those for which parking could be measured through parking counts rather than those for which undefined off-site parking would have resulted in an underrepresentation of parking demand.

Due to a lack of on-street parking data and limitations on scope, this research was not able to fully account for on-street parking supply, occupancy, and pricing in the modeling of off-street multi-family parking. Using neighborhood on-street parking counts and resident surveys, future research opportunities exist to establish a more comprehensive understanding of multi-family parking demand.

Additionally, the data collected and utilized in the model represents a single point in time. As factors related to both the built environment and parking usage change (e.g. expanded transit service), the independent variables may need to be updated and their relationships to the dependent variable (parking utilization) reassessed.

RSP Independent Variables

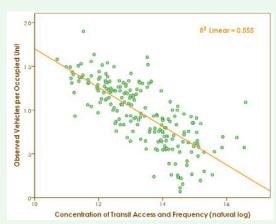


Fig. 4: Gravity measure of transit frequency.

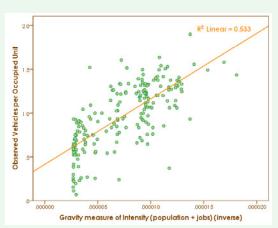


Fig. 5: Gravity measure of intensity (jobs + population).

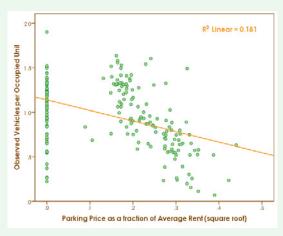


Fig. 6: Parking price as a fraction of average rent.

1. Gravity measure of Transit Frequency

Gravity measures take into account both the quantity and proximity of the factor being measured. RSP data indicated a strong correlation between concentration of transit frequency and observed vehicles per occupied unit. Transit concentration was able to serve as a proxy for many other built environment factors.

2. Percent of Units Designated Affordable

This variable includes all units identified as affordable by any designation as a percent of all units (regardless of occupancy). RSP data indicated that as the percent of affordable units increases, parking utilization decreases.

3. Average Occupied Bedroom Count

Average occupied bedroom count is the average number of bedrooms in all occupied units. To calculate this average, studio units were assumed to have a bedroom count of one. RSP data indicates that the average count of bedrooms has a positive correlation with parking utilization: as average bedroom count increases, parking utilization increases.

4. Gravity measure of Intensity (Population + Jobs)

Previous research often found a strong correlation between both residential density and job access with auto ownership. The strong correlation of the gravity measure of intensity and observed vehicles per occupied unit observed in the RSP data supports these findings.

5. Units per Residential Square Feet

Obtained from the property managers, units per residential square feet is calculated as total residential units divided by the residential square feet of the development. RSP data indicates that as units per residential square feet increase, or as average unit size decreases, parking utilization decreases.

6. Average Rent

Average rent (measured in dollars) represents the average monthly cost of all residential units in the building. RSP data indicates that observed parking utilization increases as average rent increases.

7. Parking Price as a Fraction of Average Rent

Parking price as a fraction of average rent is calculated as the monthly price of parking per stall divided by the average monthly rent. RSP data indicates a negative trend, revealing that as parking price increases, parking utilization decreases.

Model coverage

To ensure confidence in the model estimates, limits were established for the coverage area. The sample utilized for data collection covered a wide range of built environment characteristics and land uses, but it did not cover the full spectrum found throughout the county. Therefore, the coverage for which model estimates were calculated was limited to the range of built environment characteristics found in the data collection sample. In other words, areas of the county that had lower transit service, population, or job concentrations than those found within the RSP research sample were removed from the coverage area.

Applications

A principal goal of the RSP project is to provide stakeholder access to the research. The King County Multi-family Residential Parking Calculator, which is described in detail in the following chapter, condenses the project's complex research findings into a simple map-based format accessible to a wide variety of stakeholders. Using the RSP model to estimate parking utilization, resulting outputs for most developable parcels in King County, Washington are clearly illustrated on this interactive, mapping website.

Conclusions

The RSP project provides analysts with new tools to consider the proper provision of parking, given several land use, transit and walk factors. Block size, population and job density, and walk and transit access to trip destinations influence parking utilization, in some cases by as much as 50 percent. They provide clear indication of where parking for low auto ownership characteristics can be applied. CBD multi-family parking utilization of 0.51 vehicles per occupied dwelling unit in the sites studied, compared with suburban 1.18 vehicles per occupied dwelling unit, indicates that accommodations and environments conducive to low- and zero-auto-ownership households correlate with reduced need for parking. Economic and pricing considerations were also found to matter, including average rent units, the share of units that are affordable, and the price charged for parking.

Web Tool 3

Background and goals

A principal goal of the RSP project is to provide stakeholder access to the project research. To achieve this goal, the RSP team used the project data and conclusions to design and build an easy-to-use web calculator tool that can provide useful information and guidance for the broad spectrum of RSP stakeholders and potential users. The web calculator is a map-based tool that provides place-specific estimates of parking demand at the parcel level. The web tool has been designed to demonstrate RSP research findings, illustrate the influence of the identified predictive factors, and present data that multiple stakeholders will find valuable in their efforts to right-size parking supply.

Design and function

In order to achieve the project outreach goals, King County Metro partnered with the Center for Neighborhood Technology (CNT) to create a dynamic website with the ability to estimate multi-family residential parking demand across King County. The multi-family residential parking demand information provided by the calculator can be used for both policy guidance and market research.

Data-based

The calculator is based on the RSP model developed during the research phase of the project, which was created using local data of actual parking use collected in 2012 at over 200 developments in urban and suburban localities across King County, Washington. The interactive calculator tool uses the RSP statistical model to estimate parking use for multi-family developments throughout King County in the context of specific sites. The parking use data is correlated with factors related to the observed building, its occupants, and its surroundings - particularly concentrations of transit, residents and jobs, as well as the price charged directly to the users of parking. Using best available research findings and industry-accepted rule of thumb assumptions, additional impacts were estimated to highlight the associated 'costs' of parking, which are displayed as part of the web calculator interface.

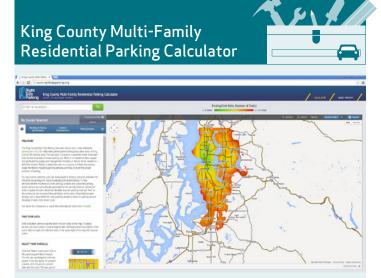


Figure 7. Screenshot of the King County Multi-Family Residential Parking Calculator.

To highlight the importance of parking price and presence of affordable units on parking utilization, the calculator automatically calculates and displays the different parking utilization estimates for two scenarios: a given parcel and building with 1) parking pricing bundled with or unbundled from rent, and 2) 100% affordable units or no affordable units. Additional calculator functions include:

- Viewing estimated parking/unit ratios for multifamily developments in urban King County, WA
- Creating scenarios for a specific parcel or custom area by inputting variables particular to a proposed development (instead of relying on default values representing development averages), such as number of units, unit type and size, and average rent
- Adjusting scenarios for contextual factors such as concentration of population, jobs and transit service to estimate parking use if neighborhood characteristics were to change in the future
- Comparing the impacts of alternative parking scenarios, including information about cost, greenhouse gas (GHG) emissions and estimated vehicle miles traveled (VMT) of building users

See the following pages for step-by-step instructions on how to use the web calculator tool. The King County Multi-family Residential Parking Calculator is online at:

http://www.rightsizeparking.org/



Web Calculator Overview

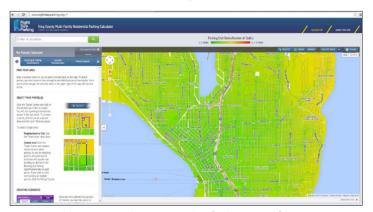
Calculator basics

The King County Multi-Family Residential Parking Calculator is a map-based web tool that helps users estimate parking demand for multi-family developments at specific sites. The calculator can help analysts, planners, developers, and community members weigh factors that will affect parking use at multi-family housing sites and determine how much parking is "just enough" when making economic, regulatory, and community decisions about development.



The RSP web calculator can be accessed online at: www.rightsizeparking.org

How to use the King County Multi-Family Residential Parking Calculator:



Enter an address or use the zoom tool to find an area of interest.



Select an individual parcel using the "Select" arrow tool.

1 Find your area

Enter a location or use the zoom and pan tools on the map to zoom in to the area of interest. When zoomed in close enough, individual parcels boundaries will become visible and the selection tools in the upper right of the map will become active.

2 Select your parcels

Click the "Select" button and then click on the parcel(s) of interest. A parking/unit estimate will appear in the calculator box. Parcels can be added to or subtracted from a selection using the "Select" tool. A larger area, such as an entire neighborhood or city, can be selected using the "Select Area" drop down menu.

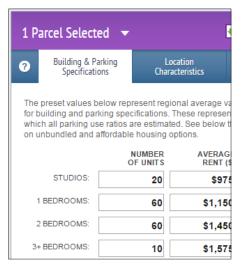
Parking demand can be estimated for a custom area by using the "Draw" tool to select multiple parcels. In a custom calculation, the parking/unit estimates assume that one building will be assigned to each parcel. The "Merge" tool allows users to assign one building to multiple parcels.



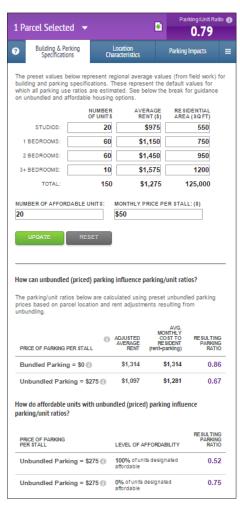
Select multiple parcels or draw a custom area if desired.

3 Create scenarios

Once the parcel(s) of interest have been selected, the default inputs are shown and can be adjusted using the "Building and Parking Specifications" and "Location Characteristics" tabs. Two preset scenario options (unbundled parking and affordable housing) are provided on the "Building and Parking Specifications" tab to provide a starting point for developing custom scenarios.



Adjust default inputs under the first two tabs.



Enter building and parking specifications.

4 View results

Parking/Unit Ratio: The calculator tool displays the estimated parking spaces per residential unit for the selected building(s), or the parking/unit ratio. When multiple parcels are selected, an average is displayed. The calculator also provides additional information about the selection, such as parcel data and the estimated parking use ratio for the selected parcel(s).

Parking Impacts: This tab provides average parking construction costs and estimated vehicle miles traveled (VMT) as well as greenhouse gas (GHG) emissions based on the amount of parking supplied.

Selection Info: Click the up arrow in the bottom right of the map screen for trip generation reduction estimates and Census data on average commute distance and journey to work mode split.



Make adjustments for location characteristics.



View parking use estimates and impacts.

User interface

The RSP web calculator condenses complex research findings into a user-friendly, map-based format accessible to a wide variety of stakeholders. The tool allows users to apply the RSP statistical model to real-world scenarios, whether it be planning at the neighborhood level or designing and financing a building at the parcel level.

Outputs for most developable parcels in King County, Washington are illustrated on this interactive website calculator. Users have the ability to select a parcel, input details specific to a proposed development (replacing the default values that represent development averages), adjust factors of the built environment, and view the resultant parking utilization estimate. Users can also adjust scenarios using variables related to a specific site and its location, including proximity to transit, jobs and/or population.

This ability to adjust variables enables users to compare the impacts of alternative scenarios in order to weigh factors that will affect parking use at multi-family housing sites when making economic, regulatory, and community decisions about development.

When variables are entered, the calculator displays the impacts of creating the stated amount of parking, including: total capital costs of parking, monthly costs per residential unit, annual vehicle miles traveled (VMT) of building residents, and greenhouse gas (GHG) emissions from building construction and maintenance as well as from the vehicle use of residents. Understanding the variables influencing parking supply and demand helps users to determine how much parking is "just enough" for a particular site.

Built-in scenarios

RSP research found that parking pricing and the presence of affordable units are two factors that have a pronounced effect on parking utilization. In order to highlight these findings, the website includes two "built-in" scenarios that automatically calculate and display the different parking utilization estimates for a given parcel and building with:

- Parking pricing bundled with or unbundled from rent, and
- 100% affordable units or no affordable units

Who benefits and how?

Developers, public decision makers, and communities will all benefit from the King County Multi-family Residential Parking Calculator.

Developers and financiers: Decreased costs of housing development, ownership, rental and operation

Action: Right-size new developments; build more housing near transit and sell it for less

Jurisdictions: Improved pedestrian environment, walkable neighborhoods, and transportation choices

Action: Adjust code to reflect findings

Neighborhoods: Improved pedestrian environment, transit operations and efficiency; decreased housing costs

Action: Community participation in the development process

Users and intended applications

Calculating parking use at multi-family developments can help provide information to users that can guide and inform decisions on building and managing parking. The calculator can help analysts, planners, developers, and community members weigh factors that will affect parking use.

The calculator can also be used as a resource to inform discussions and help consider the proper provision of parking. With updated context-sensitive information on parking demand, the calculator allows communities to regulate development in a way that meets both local and regional goals.

This new approach provides public and private sector practitioners with information and tools to better align parking supply with demand, preserving resources and supporting a range of community goals including transitoriented development and housing affordability. The tool also facilitates developers in building more housing, especially affordable housing, in areas well-served by transit.

While the web calculator tool is intended to help support and guide parking supply and management decisions, it should not be viewed as providing a definitive answer on parking provision. Rather, it should be seen as a resource for informing discussions and weighing the factors impacting parking demand.



USER TESTIMONIALS RSP WEB CALCULATOR

Web calculator users representing both municipal and developer stakeholder groups provided the RSP team with feedback on the utility of the interactive RSP tool:

City of Kirkland

"The City of Kirkland used the King County Multi-Family Residential Parking Calculator to help draft new parking requirements for multi-family zoning districts within the City. The parking calculator was fundamental in establishing a baseline parking requirement, which we then modified based on additional parking information and policy direction from City officials."

- Jon Regala, Senior Planner, City of Kirkland Department of Planning and Community Development

William Popp Associates

"The tool has been very helpful in our parking demand studies for predicting demands for multi-family apartments in urban settings with abundant public transportation and nearby shop, restaurant, and socio-recreational opportunities. We have found the tool very useful in that we can narrow down our study area to a parcel specific condition or expand out to a larger block area or neighborhood community when predicting demand. Previous data sources for parking demand are often all-encompassing, and they are often only stratified into urban and suburban areas. In general, the tool has been very useful in our recent parking analysis endeavors, particularly in urban settings."

- William Popp Jr., Transportation Engineer

Beacon Development Group

"As a development consultant to non-profits building affordable housing, Beacon used the Right Size Parking calculator to help one of our clients plan for the amount of parking needed by their new mixed-use project. The tool is very easy to use, and it gave us a firm number to start from so that our client could formulate a parking plan during project development rather than simply react to parking needs after the project was completed."

- Boting Zhang, Housing Developer

Capitol Hill Housing

"The King County Multi-Family Residential Parking Calculator web tool has been a great resource for advocacy about parking in our neighborhood of Capitol Hill. Capitol Hill is a dense urban neighborhood in which many residents do not own a car and large households only own one car. Many developers, new to the neighborhood, are skeptical of the low parking demand or need hard evidence to show during their financing negotiations.

King County's parking calculator, and the research behind it, has provided that evidence. We can sit down with developers and pull up recommendations for their specific site, mix of unit sizes, levels of affordability, and the price they are planning to charge. Working with the parking calculator results in lower, more realistic parking ratios in new buildings. Increasingly, new developers have already consulted the parking calculator before we meet with them.

The calculator is also helpful for assuaging neighborhood fears about parking spillover. The tool allows everyone to easily access accurate information about parking demand and make informed decisions."

- Alex Brennan, Senior Planner

City of Renton

"The ability to compare the City's regulations with RSP findings allowed City staff to verify that the adopted City parking regulations were appropriate. The ability to compare our regulations to such an extensive study instead of simply comparing to neighboring jurisdictions gave City staff the confidence that our parking numbers were appropriate for the development patterns in Renton."

Vanessa Dolbee, Current Planning Manager,
 Community & Economic Development Department

Usage cases and stakeholder input

During its initial two years of use, the calculator website has seen constant use, with visits originating from across the country. The most frequently performed actions by visitors to the RSP web calculator include running the model and viewing the information tabs that allow for user scenario adjustments and display information about parking impacts. Of these tabs, the Building and Parking Specifications tab has been most highly utilized.

King County Multi-Family Residential Parking Calculator usage statistics (Feb 1, 2013 - Feb 1, 2015)

Total Events & Unique Events by Event Category						
Run Model	40,017	2,834				
View Tab	27,856	10,104				
Update	5,667	1,412				
Location Search	2,233	926				
Total & Unique Events by Event Action						
Building/Parking Specs	4,152	1,174				
Location Specs	758	331				
Parking Impacts	757	383				

Demonstration Projects

Introduction

The final stage of the RSP project consisted of the development and implementation of pilot demonstration projects with local partners. The project team engaged seven demonstration pilot project partners, including both local jurisdictions and property owners, to put RSP research into practice through policy and management pilots. Pilot project partners were selected through a competitive bid process.

The **policy-based pilots** were designed to align jurisdiction parking regulations with regional goals for vehicle miles traveled (VMT), housing affordability, and greenhouse gas (GHG) emissions. Four King County cities - Kent, Kirkland, Seattle, and Tukwila - were selected as partners and worked with the RSP team to analyze potential policy changes.

The management-based pilots utilized innovative Transportation Demand Management (TDM) strategies, including parking pricing and incentive strategies, to test parking management scenarios. The partners for the management pilots included Capitol Hill Housing, an affordable housing provider; El Centro de la Raza, a community-based civil rights organization and housing provider; and Hopelink, an emergency services center.

In order to best support and empower these pilot projects, the RSP team developed a set of tools to assist policy makers and developers in understanding the market demand for parking based on location-specific characteristics. These tools, which include the Right Size Parking Model Code, a Parking Requirements and Utilization Gap Analysis, and a Multi-Family Parking Strategies Toolkit, are described in more detail in the following sections of this chapter.

Policy pilots

Pilot funding and technical support to test innovative parking policy approaches were awarded to four partner King County cities: Seattle, Kent, Kirkland, and Tukwila. These pilot projects began in 2014.

The intent of the policy pilot projects was to apply the RSP research findings in order to achieve better alignment between jurisdiction parking regulations and regional goals, such as increased transit ridership and provision of affordable housing.

Policy changes considered by the partner municipalities ranged from reductions in parking minimums for development to parking management strategies, including shared parking and residential parking program reform.

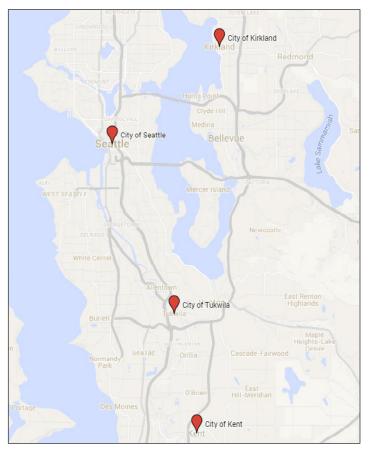


Fig. 8: A map of the Right Size Parking Policy Pilot Project partner locations.

Policy pilot partners

The selected pilot partners worked with RSP staff and consultants to analyze potential policy changes using the RSP web calculator. Both the RSP Model Code and the Parking Requirements and Utilization Gap Analysis were used to provide guidance for the recommendations for each partner city.

Each pilot project had a unique focus based on local issues and context:

- **Kent:** Identify best code and management strategies for mixed-use areas in a suburban context
- Kirkland: Establish parking requirements that reflect market demand and prevent spillover
- Seattle: Evaluate existing parking policies and programs and explore private shared parking opportunities
- Tukwila: Identify parking strategies for the Tukwila International Boulevard Station area; explore the potential for implementing private shared parking

Parking Requirements & Utilization Gap Analysis



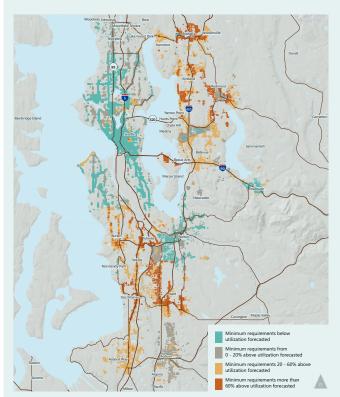


Fig. 9: Data map illustrating the gap between minimum parking requirements and observed parking utilization in King County.

The Parking Requirements and Utilization Gap Analysis provides a comparison of local municipal code minimum parking requirements with multi-family off-street parking utilization forecast by the RSP web calculator. The motivation behind this research is that misaligned parking requirements may spur new development to supply more parking than necessary, leading to oversupply and increased housing costs. They can also make it difficult to unbundle the price of parking from rent as it would only lead to a higher parking vacancy rate, but no cost savings.

The analysis indicates that in most King County locations, parking requirements are higher than forecast parking utilization, often by around 50%. More than 82% of King County parcels outside the City of Seattle have minimum parking requirements that are greater than the RSP model utilization. For more information, see:

http://metro.kingcounty.gov/up/projects/right-size-parking/pdf/gap-analysis-7-12-13.pdf

Right Size Parking Model Code





The RSP study found that many parts of King County have established minimum parking requirements that exceed modeled utilization. In many King County municipalities, parking codes may not be up to date with changes in land use, demographics and consumer preferences that

have already reduced – and could potentially further reduce – the demand for parking. In some municipalities, parking minimums do not take into account the fact that demand for parking varies based on unit type, occupant income, proximity to transit, or other contextual factors.

In order to address this gap, the RSP team developed the **Right Size Parking Model Code** to help local jurisdictions implement policies that more accurately reflect their stated goals, such as housing affordability and neighborhood walkability. The model code document provides policy options and model code for cities looking to better match their local parking supply with demand using an adaptable, customizable menu of options with an explanation of each policy choice.

The purpose of the model code is to provide a resource for municipalities that are interested in implementing code changes to help right-size local parking supply. The model code draws from several other components of the RSP project, including best practices research, the RSP Technical Policy Memo, multi-family utilization surveys, parking code gap analysis, the RSP calculator, and stakeholder input.

The primary recommendation of the model code is for a market-based approach to parking supply in multifamily buildings and for spillover to be controlled by on-street parking pricing in lieu of parking minimums. The document also provides, as a second best alternative, recommendations for a context-based regulatory approach in which minimums are set based on a comprehensive assessment of neighborhood and project-specific conditions.

http://metro.kingcounty.gov/programs-projects/right-size-parking/pdf/140110-rsp-model-code.pdf

CITY OF KENT POLICY PILOT

PILOT FOCUS

Parking code adjustments and parking management strategies

CONTEXT

The Kent Downtown area is experiencing tensions as it urbanizes from a suburban retail center to a mixed-use transit node. Large surface parking lots provide public parking free of charge throughout the Downtown, and several arterials traversing the area do not currently accommodate on-street parking.

As new multi-family development integrates with the existing urban fabric, the City of Kent desires to ensure that parking is managed as a valuable resource for livability and economic development within the Downtown area. In order to provide the City with tools for achieving this goal and addressing the transitional tensions affecting Downtown Kent, the RSP team worked to identify parking code and parking management strategies appropriate for this urbanizing, mixed-use area located within a broader suburban region.

RSP FINDINGS

A multi-family parking utilization survey conducted by the RSP team indicated that in Kent actual parking demand is less than what is required by the City's parking codes. When presented with this information, both the City and other project stakeholders expressed interest in exploring strategies for right-sizing the parking supply in Downtown Kent.

RSP RECOMMENDATIONS

The pilot project consisted of the creation of a parking code and parking management strategy that recognize the economic value and cost of parking stalls and support the appropriate prioritization of parking users within a mixed-use context. In general, the project team found the need



Fig. 10: Combined On and Off-Street Peak Hour Occupancies.

for consistent and user-friendly communication of parking expectations and regulations to different user types as well as a need for focused enforcement and management of surface parking, including dedicated employee parking.

Project deliverables included:

- Documentation of existing parking conditions and identification of parking challenges and barriers
- A policy technical memo with code alternatives that are right-sized for Kent's development context
- Prioritized recommendations for parking code adjustments
- A context-specific parking management strategy that supports RSP standards while directly addressing and responding to stakeholder concerns

CITY OF KIRKLAND POLICY PILOT

PILOT FOCUS

Establish parking requirements based on actual parking demand

CONTEXT

The Kirkland Planning Commission and Houghton Community Council expressed interest in gaining a better understanding of how the RSP calculator tool results compared with observed multi-family parking utilization in Kirkland. To address this issue, the RSP team compared the results obtained by using the web calculator to observed parking utilization rates collected at 24 multi-family developments across the City of Kirkland.

RSP FINDINGS

The team found that the RSP web calculator generally predicts parking utilization in the City of Kirkland accurately, with most sites within +/-15 percent of the observed value. Using the results of this analysis, the team compiled a technical memo that included recommendations for adjustments in parking requirements that reflect documented parking demand and prevent parking spillover.

The team also found that in certain transit-rich environments, the calculator may overestimate parking utilization due to the sensitivity of the transit score to relatively small differences in walking distances to transit. They determined that it was reasonable to manually adjust the RSP web model accordingly to more accurately consider the availability of high quality transit service in portions of Kirkland.

RSP RECOMMENDATIONS

Use a unit-based approach to developing parking standards

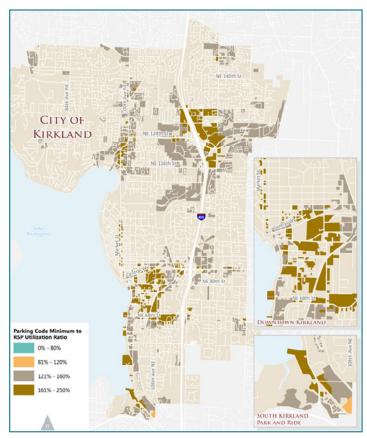


Fig. 11: RSP comparison of Kirkland parking code minimum requirements to RSP utilization ratio.

- Set minimum requirements at or just below utilization rates (may warrant additional on-street parking management)
- Supplement adjustments for parking requirements that respond to transit service with additional on-street parking management strategies



CITY OF SEATTLE POLICY PILOT

PILOT FOCUS

Parking Code Review, Shared Parking Strategies, and Residential Parking Zone (RPZ) Review

CONTEXT

The City of Seattle participated in the RSP pilot to identify methods, including code and policy changes, for better balancing on and off-street parking supply and pricing. This pilot included an evaluation of existing parking codes and policies, an assessment of the existing Restricted Parking Zone (RPZ) program, and identification of opportunities to expand the feasibility of private shared parking. The goal of the project was to develop key revisions to the parking management process, tying together RSP goals of off-street requirements with effective on-street management.

RSP FINDINGS

Parking Code Review: Seattle parking standards are extremely varied, with distinct separations by use types, making it difficult to "right size" parking requirements.

Shared Parking Strategies: Building design can facilitate shared use parking by bringing the parker to a plaza connected to both the street and the building's private space. Signage and wayfinding systems are also important to supporting successful shared use parking.

Residential Parking Zone Review: The number of parking permits issued exceeds the actual supply of parking. The relationship between the cost of on-street and off-street parking is skewed to favor on-street parking, particularly where off-street parking is unbundled from rent.

RSP RECOMMENDATIONS

The RSP team researched each of these issues and produced reports focused on each of the three analytical tasks. It is hoped that these preliminary recommendations will spur discussion around clarifying issues and strategies for making adjustments to the City of Seattle's parking management practices:

Minimum and Maximum Requirements Recommendations

 Consider the context of vision goals for unique areas of the City and develop an encompassing policy



Fig. 12: Signage regulating Seattle's Restricted Parking Zones (RPZs).

Fig. 13: RPZ locations in Seattle.

foundation to "right size" parking everywhere for consistency

Simplify the parking code by creating broader land use categories

Shared Parking Recommendations

- Research and understand the range of shared use options that could be met within existing parking surpluses
- Establish consensus on those types of shared parking that are acceptable to the City
- Develop communication and facilitation strategies that bring potential shared use partners together

Residential Parking Zone Review Recommendations

- Increase the base price of residential parking permits and shift to monthly permit billing
- Graduate the price of residential parking permits in high-demand neighborhoods
- Modify institutional agreements
- Tie permit eligibility to off-street parking availability

CITY OF TUKWILA POLICY PILOT

PILOT FOCUS

Private shared parking strategies and on-street parking user prioritization

CONTEXT

The RSP team partnered with the City of Tukwila to perform an "audit" of the RSP web calculator tool to determine how accurately it reflected parking utilization and demand in the Tukwila International Boulevard (TIB) light rail station area. The City also sought parking policy recommendations that would support a walkable, affordable, transit-oriented neighborhood around the TIB station.

RSP FINDINGS

The team found that the RSP model estimates parking utilization accurately for the majority of the selected sites: 15 of 18 sites fell within a 20 percent level of error. On average, apartments in the study area do not share as strong a link between good transit service and lower parking utilization as elsewhere in the County. This relationship is not very strong because current levels of transit service in Tukwila do not vary enough to make a meaningful impact on parking use.

The team found that many businesses actively take measures to prevent non-patron parking in their lots to eliminate spillover. They also found that Tukwila enforces more regulations for non-residential parking than other cities, making shared parking difficult to implement.

RSP RECOMMENDATIONS

Based on the data gathered through the RSP audit, the team worked to identify parking strategies for the TIB station area, including an exploration of private shared parking. The RSP team proposed recommendations and strategies that would enable the City of Tukwila to achieve its vision of creating a welcoming place, supporting equity, and preserving affordabilty. RSP recommendations included:

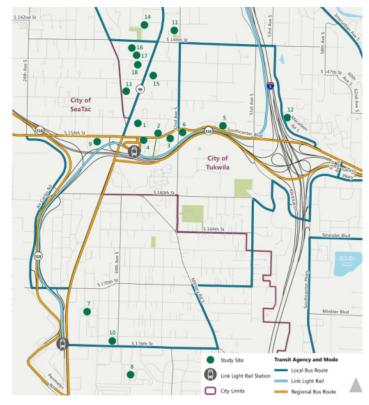


Fig. 14: Tukwila and SeaTac Study Site Locations

- Reduce multi-family parking minimums
- Develop clear policy language about the purpose and intent of on-street parking
- More directly facilitate the use of shared parking agreements between commercial and/or residential lots for off-street parking
- Create design standards that include on-street parking for new and improved streets
- Continue to monitor occupancy levels at the TIB station and transition the area to transit-oriented development

Management pilots

Pilots to test innovations in parking management, pricing, and transportation demand management to reduce parking demand were awarded to three non-profit partners at multi-family properties in King County: Capitol Hill Housing, Hopelink, and El Centro de la Raza.

The intent of the management pilots is to generate data and case studies that reflect the impact of implementing innovative parking pricing and TDM strategies. In some cases, the RSP team took various approaches to address financial incentives that would support future pricing initiatives. Strategies explored by the partner municipalities included developing shared parking strategies at multiple scales, identifying TDM strategies for affordable housing projects, and applying RSP strategies at multifamily properties with unique federal constraints and requirements. Additional support and funding for the management pilot projects was provided by the Federal Transit Administration.

In response to stakeholder input received during the course of the pilot projects, the RSP team developed both a Multifamily Parking Toolkit and a Multi-family Development Passport transit product for use by multi-family property owners and managers. More information on these tools can be found on the following pages.

Management pilot partners

The management pilots were selected to test RSP concepts aimed at supporting regional smart growth goals of dense, compact development that leads to non-auto mode share growth, thereby promoting affordable housing, transit and other travel alternatives. Three partners were selected through a competitive bid process:

- Capitol Hill Housing: Test district shared parking strategies; identify a business model to coordinate shared parking at the neighborhood level
- El Centro de la Raza: Identify TDM and parking management tools for a planned affordable housing project using the RSP web calculator
- Hopelink: Implement TDM and parking management strategies at senior and low-income properties with unique needs and constraints, including federal restrictions on pricing parking

Multi-family Parking Strategies Toolkit





The RSP Multi-family
Parking Strategies Toolkit is
a guide that presents a set
of tools for developers and
property managers to use
for managing parking supply
in multi-family buildings.
The toolkit addresses
pricing, transportation
demand management (TDM)
strategies, design, and

parking management as well as providing a case study and additional RSP resources.

Some of the tools presented can reduce the amount of parking needed to serve residential demand, resulting in a significant positive impact on project bottom line in terms of both construction costs and rent. Others can increase parking utilization and create new revenue streams.

By encouraging alternatives to driving, these parking strategies can help facilitate transit-oriented development, protect the environment, reduce congestion, and support local businesses. Reduced parking can also earn points in green building ratings systems such as LEED.

The tools in this guide address pricing, transportation demand management, design, and parking management. They can be applied to new developments or existing buildings, and many work best when combined in a multi-pronged approach. A case study that employed some of the recommended tools is included at the end of the document.

The "toolkit" is intended only as an overview of the best tools. Further details on implementation can be obtained from widely available publications or from a parking or transportation demand management expert.

The Multi-Family Parking Strategies Toolkit can be found online:

http://metro.kingcounty.gov/programs-projects/rightsize-parking/pdf/multifamily-parking-toolkit.pdf

V

CAPITOL HILL HOUSING MANAGEMENT PILOT

PILOT FOCUS

District shared parking strategies and business model CONTEXT

Capitol Hill Housing (CHH), an affordable housing provider, engaged the RSP team to develop district shared parking strategies in the Pike/Pine corridor of Seattle's Capitol Hill neighborhood as a means of managing oversupply. Shared parking fits strongly within Capitol Hill's EcoDistrict program and supports neighborhood goals of developing neighborhood-scale strategies that benefit the environment while increasing housing affordability. The RSP team analyzed current Pike/Pine parking practices and economics, reviewed best practices case studies, and provided next steps toward the creation of a district parking system. The team identified a business model that could be used to coordinate shared parking at the neighborhood level.

RSP FINDINGS

CHH carried out the bulk of the data collection and research, drawing upon its long-standing neighborhood relationships to identify and recruit initial participants for pilot leases. The team conducted focus groups with residents as well as with owners and property managers to help develop and test the pilot lease agreements. The team generally found that neighborhood stakeholders

strongly support transitioning to a shared parking system. Stakeholder interviews revealed the following findings:

- Developers supply excess parking to reduce risk of a shortage; if that risk could be mitigated through shared parking strategies, parking ratios could be reduced
- Employers are concerned about the cost of employee time spent searching for parking
- Residents parking on the street tend to base parking decisions on price rather than on time spent looking for or walking to and from a more distant location

RSP RECOMMENDATIONS

The RSP team developed a four-step approach toward creating a district parking system in the Pike/Pine corridor. The progressive process, which describes an evolution from a relatively simple "Broker" model to a more complex and dynamic "Internet of Parking" model, would allow CHH to make adjustments gradually and minimize risk (see Fig. 15). Specific recommendations were made at each step regarding operations, responsibilities, and technologies.

The final report for this pilot can be accessed online: https://capitolhillecodistrict.org/projects/pike-pine-shared-parking/

	Broker	Smart Broker	Intranet of Parking	Internet of Parking
Buyers	Residents, Buildings	Broker Plus Businesses	Same as Smart Broker	Smart Borker Plus Visitors
Data Collection Method	N/A	Automated	Same as Smart Broker	Same as Smart Broker
Data Collection Times	N/A	Real Time	Same as Smart Broker	Same as Smart Broker
Space Assignment	Assigned	Unassigned	Same as Smart Broker	Same as Smart Broker
Garage Assignment	Assigned	Same as Broker	Unassigned	Same as Intranet
Notification Incentives	No	Yes	Yes	Yes
Peak Demand Incentives	No	Yes	Yes	Yes
Valet Service	No	Yes	Yes	Yes
Equipment Changes	None	Occupancy Tracking	Smart Broker Plus Card Readers	Same as Intranet
Garage Communication	None	One-Way	Two-Way	Same as Intranet
Rental Period Length	Monthly	Same as Broker	Same as Broker	Broker Plus Daily, Hourly
Time Restrictions For	Businesses	Same as Broker	Same as Broker	Broker Plus Individuals
Target Occupancy	Low	Medium	Medium-High	High
Cost	Low	Low-Medium	Medium-High	High
Revenue	Low-Medium	Medium	Medium-High	High

Fig. 15: The recommended business model for progression toward shared parking in Pike/Pine. Table from final report, *District Shared Parking: Program, Policy and Technology - Strategies for a More Resilient Parking System in Pike Pine.* Link to complete report provided above.

HOPELINK MANAGEMENT PILOT



PILOT FOCUS

Assistance with parking demand management and improving affordable housing resident mobility

CONTEXT

Hopelink is a non-profit community action agency that provides mobility management services in King County. Hopelink proposed implementing TDM and parking management strategies at senior and low-income properties in King County, including an exploration of parking pricing options.

In partnership with Senior Housing Assistance Group (SHAG) and Catholic Housing Services (CHS), Hopelink's Mobility Management team created Existing Conditions Reports for three SHAG properties and two CHS properties. Parking management plans were created for four of the five properties. The plans incorporated TDM best practices with site-specific factors to prioritize implementation strategies.

During the second half of 2014, prioritized strategies determined by project partners to be most feasible within the constraints of each property were implemented. Strategies specific to each study site were selected, which included shared and/or remote parking, nonmotorized infrastructure improvements, mobility management strategies, financial incentives, and parking regulation and enforcement, among others. A parking utilization assessment was conducted to gauge the relative success of the implemented strategies, and the team followed up with household surveys and staff interviews.

RSP FINDINGS

One of the primary pilot implementation strategies was the facilitation of a Transit Incentive Program (TIP) to encourage use of public transit by residents. The program, implemented across all of the study properties, was designed to reduce dependence on private automobiles, allowing residents to consider giving up vehicles or ensuring that additional vehicles are not purchased. The TIP gave participants a fully-loaded ORCA card for four months during 2014. As a result, an overall increase in resident mobility and comfort with use of transit was observed. A

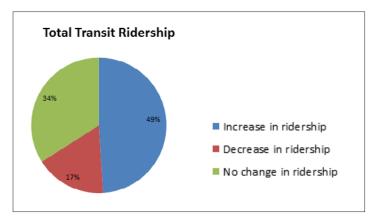


Fig. 16 A Transit Incentive Program implemented during the pilot project resulted in increased total transit ridership.

majority of participant survey respondents reported an increase in weekly transit use (see Fig. 16). Data collected on parking utilization showed a slight decrease in parking utilization at all properties.

Additional implementation strategies included pedestrian safety enhancements, a Car2Go waiver for SHAG residents, and clarification of existing parking policies and operations practices.

RSP RECOMMENDATIONS

Due to the regulatory framework governing facilities built using low income tax credits, the team recognized that unbundling parking, a potential strategy explored during the course of the project, would require a policy change at the federal level.

As an outcome of the pilot project, SHAG staff expressed interest in self-funding a parking utilization assessment of a nearby park-and-ride lot as well as implementing a community rideshare program for group trips.

Hopelink is currently exploring opportunities to help partner agencies develop mobility plans for residents, develop tools to explain cost differentials between gas and transit for certain trips, and facilitate financial workshops for CHS residents who are burdened by high-interest car loans.

V

EL CENTRO DE LA RAZA MANAGEMENT PILOT

PILOT FOCUS

Traffic study and TDM plan

CONTEXT

El Centro de la Raza (ECDLR), a social services organization and housing provider, sought to explore and select TDM and parking management tools for application at a planned affordable housing project, Plaza Roberto Maestas. The mixed-use project and auxiliary garage would replace existing parking lots, keeping total parking in the campus context at approximately 150 stalls while bringing new residents and businesses to the site. The team was charged with determining the parking and traffic needs on the campus after completion of the project.

The RSP team worked together with ECDLR, Beacon Development Group, the project developer, and the City of Seattle's Department of Transportation to balance parking supply and demand for the entire campus. The project began with a community meeting to gather feedback about the design of the proposed parking garage. Needed parking supply was determined using the RSP web calculator. The team conducted a parking and traffic study, which included consideration of construction parking and staging as well as recommended project-related outreach efforts.

RSP FINDINGS

During the course of the project, the team learned that the Columbia City Station Apartments (CCSA), a 52-unit low-income 1- and 2-bedroom apartment building adjacent to the Columbia City Light Rail Station, has nearly filled its 23 rentable stalls while being situated in a similar restricted parking zone. Recognizing that paid parking could help the project and ECDLR in a number of ways, including inducing and underwriting transit ridership, ECDLR is exploring the possibility of charging households for parking with pricing scaled to reflect a percentage of tenant rent.

Though not an initial focus of the project, it became clear during the study that office-related parking demand will also influence parking demand in the completed ECDLR campus. To address ECDLR's office parking uses, the RSP team explored a TDM strategy that included layered parking uses throughout the day, establishing an organizational

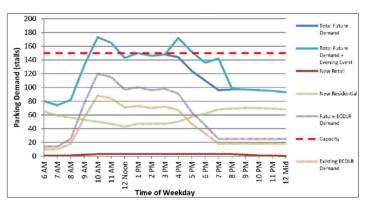


Fig. 18: Future on-site parking demand compiled for the Plaza Roberto Maestas Traffic Study.

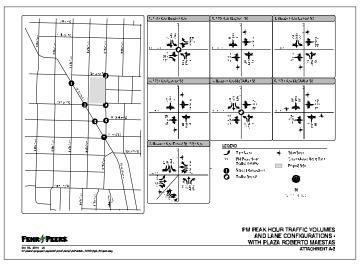


Fig. 19: Projected future peak hour traffic volumes and lane configurations from the Plaza Roberto Maestas Traffic Study.

account with ZipCar for ECDLR staff members, and providing 50% subsidies for employee ORCA passes.

RSP RECOMMENDATIONS

The calculator projections were used to identify TDM strategies for the completed project. The final RSP deliverable was an operating plan for TDM at the completed project that outlined guiding principles for implementing TDM and provided detailed recommendations regarding residential parking, alternative transportation, office and shared daytime parking, and event parking.

ORCA Multi-family Development Passport Pilot Program





The ORCA Multi-family Development Passport pilot program provides an ORCA card that is an annual transportation pass for multi-family property owners or managers to offer to

residents. Participating multi-family property owners and managers purchase the ORCA cards to offer to their residents. In exchange for a substantial discount, the program requires that the ORCA card be offered to every residential unit in the building; however, participation by residents is not mandatory.

The program benefits multi-family property owners and managers by providing an amenity for residents that encourages transit use, in turn reducing traffic congestion around buildings, lessening neighborhood parking impacts, and facilitating easier building parking management. Offering this product to residents can also give building owners and managers a competitive edge in a crowded rental and real estate market and contribute to more sustainable building and transportation management practices.

Residents benefit from receiving a single card to access comprehensive transit services throughout Seattle and beyond, ensuring a convenient, flexible, and affordable transportation option for choosing how to get to work, run errands, or visit family and friends.

The cost of the passport varies depending on property location and existing transit use. After the first year of the program, the cost is adjusted based on resident participation and use from the previous year. Property owners and managers may elect for residents to co-pay up to 50% of the cost of the product.

More information on the ORCA Multi-family Development Passport program and other transportation programs available to multi-family property owners and managers can be found here:

http://www.seattle.gov/waytogo/navSeattle.htm

Stakeholder Involvement & Project Outreach 5

Telling the RSP story

Though rooted in academically-rigorous statistical analysis, it was Metro's intention that the RSP story not be solely an academic exercise. RSP's goal is to put data in the hands of those who make parking decisions in order to have a direct impact on communities, both within King County and beyond.

It was critical for the RSP project to create a call-to-action among stakeholders in order to spread the word about RSP research and to affect meaningful change in parking pricing behavior. The RSP findings tell a compelling story about the dynamics surrounding parking supply and the necessity for taking action to implement change in order to support community and regional goals.

RSP tools and education

RSP interfaces and products have been designed with ease of use and flexibility of application in mind. The primary means by which RSP research and data have been made easily accessible to stakeholders — including policymakers, project planners and developers, and the general public — is via the RSP web calculator. In order to best leverage the research and web tool products, the RSP project also developed guidelines for parking best practices that address both regulatory and property development topics.

These products, which include the RSP Model Code, the Parking Requirements and Utilization Gap Analysis, and the Multi-family Parking Strategies Toolkit, provide hands-on guidance for decision-makers and practitioners seeking to meet organizational goals through parking reform.

Stakeholder involvement

The RSP team recognized at the outset of the project that stakeholder outreach and involvement would be an essential component of sharing the RSP message and research. To that end, the RSP project sought an interdisciplinary approach, soliciting input from a wide array of parking stakeholders, developing innovative research and tools, providing best practices on policy reform and parking management, and implementing demonstration pilot projects with local partners. Stakeholder input came

from a variety of forums, including focus groups as well as a methods committee of national academics and practicing professionals that guided the development of the research.

The RSP team has made a concerted and comprehensive effort to spread the word about RSP findings and tools via outreach through publications, conference presentations, and meetings with interested stakeholder groups.

The project team presented the RSP research and findings at conferences focused on issues of transportation, parking management, smart growth, real estate, land use, and urban planning. The team also presented to municipal, agency, and organizational audiences that were interested in potential applications of the RSP tools and research. RSP presentations were a feature of multiple FHWA-sponsored parking pricing and management workshops throughout the country. In addition, the RSP project was shared with student audiences at the University of Washington and the University of Oregon.

The realization and implementation of the pilot projects are also a testament to the success of the RSP outreach efforts. The project team partnered with seven developer and jurisdictional partners to successfully complete pilot projects focused on parking management and policy reform.

RSP project outreach goals and audiences

Primary RSP outreach goals included the following:

- Educate a broad range of stakeholders regarding the availability and utility of RSP tools and products
- Increase stakeholder understanding of the impacts of building too much or little parking
- Raise awareness of individual stakeholder perspectives and concerns between and among the broader stakeholder group
- Promote the website tool and other RSP products; Explain how to use the tool
- Create momentum around RSP concepts and actions within relevant industries and professions (for example, use of the web calculator by developers or policy changes on the part of jurisdictions)
- Identify new partners for RSP implementation and continued research

"Supply & Demand: A Balanced Approach to Parking" Presentation and Panel





Fig. 20: Professor Donald Shoup presents on parking supply and demand at a Right Size Parking event. Photo courtesy ULI.

In February 2013, the Urban Land Institute Northwest partnered with King County Metro to present a lunch event entitled 'Supply & Demand: A Balanced Approach to Parking'. The event featured opening remarks from King County Executive Dow Constantine, a keynote presentation by Donald Shoup, Professor of Urban Planning at UCLA, and a panel of local industry experts. The discussion focused on issues surrounding the art and science of parking and the presentation of groundbreaking data from the Right Size Parking Project.

Key points presented by Shoup, a highly-regarded expert in balancing parking supply and demand, included the observation that municipal land use codes have a tendency to require the provision of quantities of parking that exceed actual demand. In Shoup's experience, city codes that keep street parking free or cheap and that seek to prevent spillover parking effects actually have the effect of distorting the parking market.

Shoup presented three potential solutions: implementing variable pricing for street parking that targets 85% parking space occupancy, returning parking meter revenue directly to the district in which it is generated, and removing off-street parking requirements for buildings in coordination with changes in land use.

A video of the full presentation can be found at:

https://vimeo.com/65086043

Audiences include:

- Developers of multi-family and mixed-use projects
- Financiers of multi-family and mixed-use developments
- Local government staff and decision-makers (transportation, land use/permitting, neighborhoods, economic development)
- Local, regional, national levels of public sector, industry/professional organizations
- Urban planning and architecture consultants
- Neighborhood groups with an interest in parking supply issues
- Advocacy groups with interest in the environment, smart growth, transit, health, and active transportation
- Chambers of commerce and business groups
- Academics
- Media

Project team partners

The RSP team, which included agency, private and non-profit sector partners, worked to balance issues of parking supply with competing interests while creating tools that support economic development and community goals alike. Project outreach included the range of user types and multidisciplinary experts necessary to assure a relevant and accurate product.

Within the RSP project team, several committees were organized that helped to provide guidance for the various initiatives of the RSP project, including a Jurisdictional/
Technical Committee, a ULI Development Committee, a Methods Committee, and an Education Outreach
Committee. The following is a list of the key partners in the RSP project:

Federal Highway Administration (FHWA)

The FHWA provided project funding, grant oversight, and technical review of deliverables.

Washington State Department of Transportation (WSDOT)

WSDOT provided project management, grant oversight and progress review.

Center for Neighborhood Technology

Metro engaged the Center for Neighborhood Technology (CNT), a non-profit organization and leader in the promotion of livable and sustainable urban communities, to assist in the development of the project research methodology. CNT worked with Metro staff and project partners to design the research to meet RSP project goals. CNT also supported the analysis and reporting of the RSP data and produced statistical models to enable the development of data-driven tools for informing and influencing development and parking supply decisions. In addition, CNT supported the production of the website calculator tool to help disseminate project information to a broad audience of potential users.

Urban Land Institute

Metro collaborated with the Urban Land Institute (ULI) to structure the community engagement and outreach component of the RSP project. ULI reviewed the project research, explored concepts and strategies, and helped to develop and recommend guidelines and incentives to be advanced by the RSP project.

In addition, ULI established a committee to engage multi-family development professionals to support the overall program development and implementation of the RSP project. ULI was also charged with marketing and communicating the RSP work products and concepts to existing and potential project stakeholders as well as to the broader public.

Consultant team

In addition to the project partners listed above, Metro enlisted a consultant team to provide technical expertise in the various disciplines engaged by the RSP project:

- VIA Architecture: Urban design and planning consultants
- Rick Williams Consulting: Parking and Transportation Demand Management consultants

- Fehr & Peers: Transportation consultants
- **Kidder Mathews:** Commercial real estate consultants

The consultant team conducted local parking demand research and data collection. The team used this information to develop guidelines for best practices and strategies for addressing parking issues in complex, mixed-use urban environments. In addition, the consultant team facilitated the stakeholder committee meetings and gathered feedback from participants.

The consultant team identified potential barriers and challenges to achieving RSP goals and collaborated to provide solutions. They also developed guidelines for implementing incentive program pilot projects.

Pilot partners

The RSP project engaged several municipal and developer partners to participate in seven policy and management pilot projects to test the RSP model and findings. See Chapter 4 for more information on the RSP pilot projects.

Stakeholder committees

The RSP project organized two stakeholder committees to provide valuable input and feedback to project deliverables: the **ULI Development Committee** and a **Jurisdiction Technical Committee**. These two committees were developed to provide unique skills and experience that are necessary for effectively addressing residential multi-family parking issues in King County. The two groups met together several times throughout the course of the project to ensure efficient review and input on project concepts and deliverables, including:

- Developing a common understanding of project parameters, assumptions, and outcomes
- Discussion of public/private conflicts, finding common ground, and identifying project opportunities
- Developing ideas about function, content and target audience for the RSP website and web calculator

ULI Development Committee

The ULI Development Committee comprised a broadly representational stakeholder group consisting of ULI members representing the multi-family development community, financiers, property managers, engineers, and city planning managers.

This committee was convened to serve as a sounding board to the larger RSP project team by supporting the overall program development and implementation. The ULI Development Committee was tasked with advocating for the outcomes and solutions developed through the project and serving as a liaison to the real estate community during project implementation. In addition, the committee provided targeted support to the following RSP project efforts:

- Identification of barriers and solutions to RSP development in multi-family and mixed-use properties within King County
- Development of a list of monitoring and measurement metrics, including identification of gaps in information
- Creation of technical program guidelines, model code language and development of incentives
- Oversight of RSP community engagement and outreach, including development of a project implementation plan
- **Jurisdiction Technical Committee**

The Jurisdiction Technical Committee was composed of members familiar with the technical issues surrounding parking demand and its implications for urban development and transportation. Committee members included jurisdiction technical staff members from cities throughout King County, with a representative mix of expertise in permit review, long range planning, code writing, traffic demand management, and traffic engineering.

The Jurisdiction Technical Committee provided public sector stakeholder review and input on technical aspects of the RSP project, such as new methods to assess multi-family residential parking demand, and suggested policy and zoning regulations to allow a reduction in parking supply when appropriate. The committee provided additional support to the RSP project in the following ways:

- Identification of barriers to RSP and the corresponding development of innovative but practical solutions that could be implemented locally
- Contribution to the creation of products that help jurisdictions and developers build successful transitoriented communities
- Review, revision, and testing of RSP products
- Provision of advice and feedback for the development of technical program guidelines and incentives necessary for the implementation of a new approach to parking

The RSP project has attracted national attention. Several regions and cities around the country are currently working to replicate the RSP study and web calculator concept for their own planning purposes, including the San Francisco Bay Area, Washington, D.C., Boston, and Chicago. Many regions are reexamining parking requirements in support of pedestrian-oriented design, transit access, and a compact mix of uses to increase transportation choices. Such priorities demonstrate a long-term commitment to RSP principles such as lowering reliance on cars, and they provide justification for reductions in or elimination of requirements for off-street parking in multi-family developments.

The strategies and tools created by the RSP project offer a model to jurisdictions aiming to base parking decisions on local data and sound scientific methods, as well as to developers seeking to determine how much parking to supply in a multi-family building. In particular, the web calculator tool advanced the parking industry by developing a context-sensitive approach to predicting multi-family residential parking utilization.

Overall challenges and successes

Challenges

The primary challenges faced by the RSP team during the course of the project involved questioning and challenging institutionally-entrenched "status quo" assumptions about parking utilization and demand. These assumptions influence public perception of parking supply and demand dynamics. They provide the foundation for developer and financier decisions regarding the building of new parking in multi-family projects and are not necessarily aligned with the realities of current conditions in many urban contexts, as the RSP research revealed.

Another challenge faced by the team was ensuring property manager follow-through with research assistance during the data collection stage of the project.

Successes

RSP has significantly advanced the industry's understanding of residential parking dynamics through its high-quality, comprehensive research, originality, and transferability to other regions. RSP presentations were a feature of multiple FHWA-sponsored parking pricing and management workshops throughout the country. The RSP study was also recently featured by both ITE and the Transportation Research Board, and it has received national attention for its innovative data-driven process, strategies of public engagement, and best practice policy development.

The pilot projects have demonstrated that the results of the RSP research can help to successfully support and guide decisions about parking supply and management. RSP tools and strategies can serve as resources to inform discussions as users weigh the factors affecting parking use and consider how much parking to provide or how much to reduce parking requirements.

Top Tips for Implementing RSP

Following are the top recommendations from the project team to other cities looking to implement RSP:

- Good communication is important. Maintain good relationships between real estate and jurisdictional communities.
- Data collection takes time. Develop strong methods that can be implemented efficiently and consistently.
- Consider your audience. Create tools and products that are audience-specific, context-relevant and user-friendly.
- Improve upon the research. The RSP project is one approach to understanding the relationship between parking supply and demand, and it lays the groundwork for future research efforts. The RSP team would like to see future efforts continue to develop and improve the research methodology. This might include conducting resident surveys, analyzing vehicle licensing information, and including on-street parking counts in the project data.

Next steps for RSP

RSP data and methodologies are currently being shared with ITE and other interested parties beyond King County, leading to subsequent projects in other regions and potential inclusion in the next edition of the *ITE Parking Generation Manual*. RSP has garnered national attention, spurring initiatives in other regions, and many communities are examining the project to identify how RSP concepts can be implemented in their area.

One of the most important aspects of the RSP project is its up-to-date and context-specific data. Because many of the areas included in the RSP data collection sample continue to experience rapid development that results in an ever-changing context, it is important that data collection and database updates remain an ongoing piece of the

RSP effort. The RSP team is analyzing options for regularly updating RSP data and the website calculator to ensure the continued accuracy of the model estimates.

Current RSP goals include continuing to gather momentum on data-driven parking allocations and securing additional partnerships for pilot projects. The RSP team also plans to develop a monitoring evaluation program to measure the effectiveness of the incentive program pilot projects.

See the project website for more information on the Right Size Parking Project: http://metro.kingcounty.gov/programs-projects/right-size-parking/



GREENTRIP PARKING DATABASE CASE STUDY

The GreenTRIP Parking Database provides data from more than 65 multi-family residential sites around the San Francisco Bay Area, a region that has shown a trend in decreased car ownership in recent years.

The GreenTRIP Parking Database project built upon the research methods developed by the King County Multifamily Residential Parking Calculator. Although not a predictive model like the RSP calculator, the GreenTRIP Parking Database takes into account many similar factors, such as income and access to transit.

Working together with CNT, the GreenTRIP team used lessons learned from RSP to optimize data collection, resulting in a wider range of data for each site. The database also incorporated more about depth of affordability than the RSP data set.

The parking database can be used to search for specific sites and to view actual total parking used at a particular location or for a particular building type. Reports can be printed and shared freely with developers and decision-makers.

The Metropolitan Transportation Commission (MTC) partially funded the research that served as the basis for

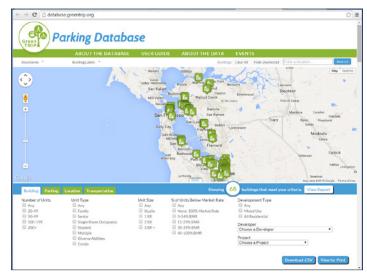


Fig. 21: The GreenTRIP user interface.

the GreenTRIP database, with additional support from a U.S. Department of Housing and Urban Development grant.

The GreenTRIP Parking Database can be found at:

http://database.greentrip.org/

Right Size Parking products and tools

In an effort to ensure that the project data and findings continue to be easily accessible and usable by the full spectrum of stakeholders, the team created a set of technical memoranda, RSP "toolkit" documents, and a multifaceted web calculator tool to aid users in determining how much parking is "just enough" for a specific site. These tools, listed below, are described in further detail throughout this report (look for the RSP tool icon below) and can also be accessed online:



Right Size Parking Literature Review

Review of existing parking supply standards and studies http://metro.kingcounty.gov/programs-projects/right-size-parking/pdf/rsp-litreview 11-2011.pdf

 King County Multi-family Residential Parking Calculator

Interactive map-based RSP web calculator http://www.rightsizeparking.org/

- Right Size Parking Technical Research Memo
 A summary of the RSP research findings
 http://www.rightsizeparking.org/Right_Size_Parking_Technical_Memo.pdf
- Right Size Parking Technical Policy Memo
 Provides policy-based solutions to identified RSP barriers
 http://metro.kingcounty.gov/programs-projects/right-size-parking/pdf/rsp-technical-policy-memo-final-09-17-12.pdf
- Right Size Parking Model Code

A menu of RSP model code language for jurisdictions http://metro.kingcounty.gov/programs-projects/rightsize-parking/pdf/140110-rsp-model-code.pdf

- Parking Requirements and Utilization Gap Analysis
 Comparison of code requirements and actual utilization
 http://metro.kingcounty.gov/up/projects/right-size-parking/pdf/gap-analysis-7-12-13.pdf
- Multi-family Parking Strategies Toolkit
 RSP parking management toolkit for property owners
 http://metro.kingcounty.gov/programs-projects/right-size-parking/pdf/multifamily-parking-toolkit.pdf

King County Metro web resources

King County Metro Right Size Parking website

The **King County Metro Right Size Parking website** includes an introduction to the RSP project and web tool, an overview of the project objectives, and links to project deliverables and additional resources.

http://metro.kingcounty.gov/programs-projects/rightsize-parking/

King County Multi-family Residential Parking Calculator

The King County Multi-family Residential Parking Calculator is the interactive web tool that enables a wide variety of audiences to interact with the RSP data and apply the project research and findings to specific projects or areas.

http://www.rightsizeparking.org/

Right Size Parking Glossary

The **Right Size Parking Glossary** provides definitions for project-related terminology and further describes key project concepts and variables.

http://www.rightsizeparking.org/glossary.php

Additional resources & related research:

- Minimum Efforts: How a City Successfully Addressed
 Minimum Parking Requirements for Multi-family
 Properties, Daniel Rowe, Parking Professional
 Magazine, November 2013. http://metro.kingcounty.gov/programs-projects/right-size-parking/pdf/parking-professional-article-nov-2013-drowe.pdf
- <u>Do Land Use, Transit, and Walk Access Affect</u>
 <u>Residential Parking Demand?</u>, Daniel Rowe, Ransford
 S. McCourt, P.E., PTOE, Stephanie Morse, and Peter
 Haas, Ph.D., *ITE Journal*, February 2013. http://metro.kingcounty.gov/programs-projects/right-size-parking/pdf/ite-journal-feb-2013-drowe.pdf
- Contemporary Approaches to Parking Pricing: A Primer, U.S. Department of Transportation, Federal Highway Administration, May 2012. http://metro.kingcounty.gov/programs-projects/right-size-parking/pdf/fhwa-parking-pricing-primer.pdf
- Getting the Parking Right for Transit-Oriented
 <u>Development</u>, Ming Zhang, Katie Mulholland, Jane
 Zhang, and Ana J. Gomez-Sanchez, Center for
 Transportation Research, University of Texas at Austin,
 March 2012. http://metro.kingcounty.gov/programs-projects/right-size-parking/pdf/getting-the-parking-right-transit-oriented-development.pdf
- Searching for the Right Spot: Minimum Parking
 Requirements and Housing Affordability in New York
 City, Furman Center for Real Estate & Urban Policy,
 New York University, March 2012. http://metro.kingcounty.gov/programs-projects/right-size-parking/pdf/furman-parking-requirements-policy-brief-3-21-12-final.pdf
- Evaluating the Impact of Transit Service on Parking
 <u>Demand and Requirements</u>, Daniel H. Rowe, C.
 H. Christine Bae, and Qing Shen, *Transportation Research Record 2245*, December 2011. http://metro.kingcounty.gov/programs-projects/right-size-parking/pdf/trb-rowe-transit-service-impacts-parking.pdf
- San Diego Affordable Housing Parking Study, Wilbur Smith Associates, December 2011. http://www.sandiego.gov/planning/programs/transportation/mobility/pdf/111231sdafhfinal.pdf

- Parking Evaluation: Evaluating Parking Problems, <u>Solutions, Costs, and Benefits</u>, Victoria Transport Policy Institute, October 2011. http://www.vtpi.org/tdm/tdm73.htm
- Parking Pricing Implementation Guidelines, Todd Litman, Victoria Transport Policy Institute, March 2011. http://metro.kingcounty.gov/programs-projects/right-size-parking/pdf/park-pricing.pdf
- Parking Demand and Zoning Requirements for Suburban multi-family Housing, Richard Willson and Michael Roberts, 90th Annual Meeting of the Transportation Research Board, January 2011. http://metro.kingcounty.gov/programs-projects/right-size-parking/pdf/willson-parking-demand-suburban.pdf
- A Parking Utilization Survey of Transit-Oriented
 Development Residential Properties in Santa Clara

 County, San Jose State University and Santa Clara Valley
 Transportation Authority, December 2010. http://metro.kingcounty.gov/programs-projects/right-size-parking/pdf/vta-tod-parking-survey-report-vol2.pdf
- The Trouble With Minimum Parking Requirements, Donald Shoup, December 1999. http://www.vtpi.org/shoup.pdf
- Smart Growth Alternatives to Minimum Parking
 Requirements, Christopher V. Forinash, Adam MillardBall, Charlotte Dougherty and Jeffrey Tumlin. http://www.urbanstreet.info/2nd_sym_proceedings/
 Volume%202/Forinash_session 7.pdf



A15. Director's Report

Director's Report and Recommendation Neighborhood Parking Reform

Proposal Summary

The Seattle Department of Construction and Inspections (SDCI) and Seattle Department of Transportation (SDOT) recommend strategies to address transportation and parking demand by increasing opportunities for shared parking, and setting or reinforcing progressive parking policies in places where Seattle invests in frequent transit service. These strategies will promote access for the greatest number of Seattleites to a range of transportation options that promote social equity, help reduce household transportation costs, and reduce reliance on automobiles. Updates to policies and regulations are proposed. Highlights of the proposal, grouped by topics, include:

EXPAND ACCESS TO OFF-STREET PARKING

- Create a new use category, "flexible-use parking," to allow for greater sharing of parking in certain zones, including in Lowrise 3, Midrise, Highrise, most commercial, and most industrial zones; and in mixed-use development garages in light rail station areas.
- Allow park-and-ride facilities within garages as a permitted use in certain zones, including in Lowrise 3, Midrise, Highrise, most commercial, and industrial zones.
- Add a new maximum parking limit to manage the amount of flexible-use parking provided; and delete a special exception allowing more than the maximum parking limit in Downtown zones.
- Clarify and update parking provisions by allowing off-site parking to be within one-quarter mile (1,320 feet) of the uses served, up from 800 feet; and change the Northgate overlay zone parking provisions to be consistent with the new city-wide approach.

CLARIFY HOW FREQUENT TRANSIT SERVICE IS MEASURED

Define geographic areas accessible to frequent transit service – and thereby subject to more flexible off-street parking regulations using a map based on scheduled service and updated transit measurement criteria, aligned with King County Metro's and the City's transit planning, which account for minor schedule-adherence- and frequency-deviations.

OTHER SUPPORTING CHANGES

- Require unbundling of parking space rental from multi-family dwelling unit rental and lease agreements in new structures 10 dwelling units or greater in size, and new commercial lease agreements in existing structures 10,000 square feet or greater in size, and commercial leases in new structures greater than 10,000 square feet in size.
- Allow surface parking for up to three car share vehicles in building setbacks in commercial, Midrise, and Highrise zones.
- Clarify and reduce the parking requirement for rent- and income-restricted housing, including for the disabled.

- For new structures with a garage in zones where flexible-use parking may occur, require
 pedestrian access between the garage and a public right-of-way to accommodate non-resident
 garage access and use.
- Apply the same flexibility for parking to public uses/institutions (non-Major) in frequent transit service areas.
- In all areas except Downtown, allow exceptions to off-street minimum parking requirements, with parking supply as needed to serve the parking demand for proposed uses as demonstrated by an access, parking utilization and demand study performed by a licensed professional engineer or transportation planner.
- Apply parking stall size requirements to parking for residential and live-work uses whether parking is required or not.
- Update SEPA parking policies to better align with Comprehensive Plan and City transportation policies.

BICYCLES

• Update bicycle parking requirements/performance standards, and consolidate the Downtown requirements with requirements for the rest of the city.

Purpose and Overview

The City of Seattle (the City) and other Puget Sound cities jointly plan for growth using an Urban Center-based approach described by the City's Comprehensive Plan as the "Urban Village strategy." We are currently planning to accommodate 70,000 new households and 115,000 new jobs through 2035.

A key to managing this growth is directing it to where local and regional transportation systems can best serve residents' needs. The City's policies strongly support this coordination in land use and transportation system planning. Our transportation system investments serve all kinds of users, including transit riders, pedestrians, bicyclists, freight, and automobiles. These investments align with our City's growth strategy. Likewise, our preferred growth areas are places that are well-connected by transportation systems. This contributes to equitable, accessible transportation choices for households at all income levels, also an important objective of the City's plans.

Continuing this coordinated approach is critical to growing the city in a way that is: sustainable and efficient; the least impacting on the environment; and livable, accessible, and equitable. A key component of equity is having available housing and access to services for households at all income levels. Parking, which makes up 10-20% of typical construction costs, is a key component affecting the cost of housing. To help the City respond to issues of housing affordability and city livability, the Mayor and City Council convened a group, the Housing Affordability and Livability Agenda (HALA) Advisory Committee, which made a number of recommendations that are carried out in this proposal. The HALA report includes 60 recommendations and is available at: www.seattle.gov/hala/about.

Figure 1 on the next page shows the multiple City policy themes that inform this proposal.

Mobility

As population and jobs continue to grow, many of Seattle's streets, in areas such as Downtown, are full at rush hour. Because we cannot expand our street network, we need to make meaningful investments in bus, train, ridesharing, bicycle, and pedestrian solutions to effectively plan and manage our transportation network. The City and region have made significant commitments to support and invest in public transit and other multimodal options to improve access and mobility across the City. These include:

- Voter-approved Sound Transit 2 (ST2) package for added regional transit investment including more bus, heavy rail service, and Link light rail expansion including the recently opened service to the University of Washington Station at Husky Stadium;
- Additional Sound Transit expansion through the voter-approved Sound Transit 3 (ST3) package that will extend light rail service to Ballard and West Seattle;
- Local investment of voter-approved Seattle Transportation Benefit District (STBD) revenues on expanded transit service in Seattle, including more frequent service and longer service hours on King County Metro bus lines within the city (see more information below).
- Voter-approved expansion of King County's Rapid Ride transit services, including Lines C (West Seattle), D (Ballard), E (Aurora Ave N/SR-99 corridor);
- The Center City Streetcar, which will connect the South Lake Union and First Hill Streetcar lines via First Avenue;
- Taxi and transportation network company (TNC) rule updates; and
- Facilitating expansion of new flexible car sharing services, such as Car2Go and ReachNow.
- Implementing the Levy to Move Seattle, a 9-year strategic plan with voter-approved funding for maintenance of and improvements to the City's multimodal transportation network;
- Improving the safety and connectivity of pedestrian and bicycle infrastructure;
- Developing integrated land use and transportation policies to provide convenient, multimodal access to services, amenities, and employment.

Figure 1
Coordination of Planning Efforts to Address Mobility, Affordability and Growth

MOBILITY INVESTMENTS AND STRATEGIES

- Sound Transit system expansion
- Rapid Ride expansion and corridor planning
- Seattle Transit Benefit District, Prop 1 bus service investments
- MOVE Seattle levy:
- o Safe routes
- o Corridor mobility improvements
- Maintenance and repair
- Encourage mobility options:
- o Car share
- o Taxi, rideshare
- o Free-floating bike share

HOUSING AFFORDABILITY

HALA recommends:

- Clarify parking supply flexibility in areas with frequent transit service
- Consider lower parking minimums in other areas
- Update the on-street Restricted Parking Zone program

STRATEGIES TO MANAGE GROWTH

- Seattle 2035 Growth Management Strategy: Urban Centers and Villages, linked by transit
- Channel growth to transit accessible areas. "Transitoriented development"
- Remove code barriers to shared parking
- Address climate change

A
coordinated and
equitable
mobility and growth
strategy.

Seattle Transportation Benefit District¹

In 2014, Seattle voters approved Proposition 1 to fund the purchase of increased Metro service and additional transit programs for Seattle residents. This voter-approved funding measure includes a \$60 vehicle license fee and a 0.1% sales tax increase to generate about \$45 million annually to improve transit availability and access for six years (through 2020).

STBD primarily funds the addition of more than 270,000 bus service hours (a 15% increase in service) annually to improve frequency and reliability, and reduce overcrowding. Improved bus service began in June 2015, and since then updated quarterly. In the first year, additional service was provided at an equivalent rate of 61 buses running 12 hours per day, every day. Service was added on 85% of Seattle's routes (56 out of 66 routes), including 37 routes to address overcrowding, 54 routes for improved reliability, and 38 routes to run more frequently. In addition, almost 18,600 ORCA Lift (reduced price) cards were issued to Seattle residents for more than 400,000 trips and a new Youth ORCA program was launched.

In September 2017, new night owl bus service launched, saving three routes from elimination and expanding key regular routes all night long. All-night service on the C Line, D Line, and E Line is increased to hourly. Two more late-night round trips each are added to routes 3, 5, 11, 44, 48, 65, 67, 70, and 120.

Seattleites are relying more on transit for daily commuting. Over the last 16 years through 2016, personal choices on how to travel to work have shifted toward transit, walking, biking, and rideshare, which now represent about 70 percent of the person trips taken by commuters to/from Downtown and nearby "Center City" vicinities, up from 50 percent in 2000. Most of the growth in these travel modes occurred on transit, which increased from 29 percent of commuter person trips to/from Downtown in 2000 to 47 percent in 2016; and during the same time commuters using single-occupant vehicles decreased from 50 percent to 30 percent of commuter trips.²

Making Better Use of Underused Parking Resources

The City can help the entire parking system work better by addressing regulatory barriers and inefficiencies in the ways parking is used. For example, King County's 2012 Right Size Parking study found that existing off-street parking is significantly underused. In its sample of 95 Seattle buildings, it found that approximately 35% of residential parking spaces were not in use. This supply is a resource that should be tapped to better serve parking demands as the city grows.

The Importance of Effective Transportation and Parking Policies

Parking spaces serve multiple functions, including providing access for people to businesses and goods and services, and providing long-term vehicle storage for residents and businesses in the city. Ideally, parking spaces are supplied and managed in a way that matches the demand for

¹ City of Seattle, Seattle Transportation Benefit District Year 1 Performance Report (June 2015-June 2016)

² Commute Seattle, 2016 Center City Commuter Mode Split Survey, 2016

these functions while supporting other City goals and objectives. Cities are increasingly recognizing the links between parking, personal transportation choices, and a community's overall functionality and livability. Places dominated by automobile use and parking tend to be more congested and less attractive as living environments. Places with many transportation options and well-managed parking encourage mobility choices and living patterns that are more efficient. We also know that parking tends to be oversupplied (see the "off-street supply and demand" discussion later in this report), leading to costly inefficiencies that increase the cost of housing and commercial space and create burdens on our transportation systems.

Policy and best practices underscore the importance of aligning our parking, transportation, and land use planning policies by:

- Avoiding consuming space on properties due to minimum parking requirements, which prioritize car storage over residential or commercial use.
- Aiding housing affordability by limiting the financial impacts of parking on housing. Underground garage parking adds costs of up to \$55,000 per space, which can add up to approximately \$500 per month per dwelling unit to apartment rents.³
- Distinguishing between *accessory* parking, which is reserved to serve specific uses, and *flexible-use* parking, which is shared and publicly available.
- Requiring too much parking that increases the likelihood people will drive⁴, which exacerbates traffic congestion. In dense cities, the negative cycle of automobile dependence inducing worsening congestion is broken by revealing the cost of parking and both the time and cost savings of other mobility choices.
- Providing transit, which is 30 times more efficient in the amount of space used on a street than a single-occupancy vehicle.⁵ This illustrates the potential severity of high automobile traffic demands on road systems, and the high degree of benefits in preserving road capacity by encouraging substitution of transit and other kinds of trips for automobile trips.
- Acknowledging that parking is costly to provide. Where parking is bundled with commercial and residential property lease and purchase transactions, it is paid for indirectly through higher rents. For commercial properties, these higher rents may be passed on to consumers in higher costs of goods and services. National transportation planning experts point out that the hidden costs and subsidies of parking that is bundled, or provided to tenants/users free of a separate charge (a.k.a. "free parking") are high and are borne by all as societal costs.⁶
- Recognizing that rent and transportation costs make up a major share of typical household expenditures, income availability for health, education, and other priorities is significantly affected by a household's location, transportation opportunities and choices.

³ City of Portland, OR Bureau of Planning and Sustainability. November 2012. "Cost of Onsite Parking and Impacts on Affordability"

⁴ Christopher McCahill, Norman Garrick. University of Connecticut. "Lessons from Escalation in Parking Facilities in Older American Cities over Last 50 Years." Cited in CityLab article, Jan. 12, 2016, by Eric Jaffe "The strongest case yet that excessive parking causes driving"

⁵ Fehr & Peers, 2016. Appendix B-3 to Comprehensive Plan Final Environmental Impact Statement, on mode share level of service standard proposal.

⁶ Donald Shoup, 2005. *The High Cost of Free Parking*, pg. 218; Todd Litman, Victoria Transport Policy Institute, 2013. *Transportation Cost and Benefit Analysis II – Parking Costs*.

For example, while the average American family household pays about 51% of their income for housing and transportation costs, those living in distant suburbs pay about 57% of their income for these costs, while those living in transit-oriented development pay about 41% of their income for these costs. Unbundling parking and expanding housing capacity in areas well served by transit and other non-auto modes of transportation can reduce combined household expenditures on housing and transportation. This happens when housing costs are reduced by expanded supply in high demand areas, and transportation costs are reduced by the accessibility and availability of transit and other non-auto access choices.

- Moreover, this shift to housing in transit accessible areas reduces demand for singleoccupant vehicle travel that increases vehicle traffic and associated impacts to society, the economy, public health, and the environment, including wildlife, and air and water quality.
- Increasing access to transportation options helps people make better choices that will be more convenient and affordable. As the reliability, proximity, and convenience of transit and shared services increase, people will choose transit and other options that increase mobility and put less strain on their personal budgets and schedules.
- Implementing effective approaches that use a combination of strategies including continued performance-based managing of on-street parking rates, more active management of restricted parking zones (RPZs), and promotion of shared parking and a variety of transportation choices.

Existing Parking Conditions

This summary describes known characteristics of parking demand and supply in the city. Key themes include:

- SDOT uses a performance-based approach to manage on-street parking within paid parking zones across the City, and collects data. On-street parking is in higher demand and more heavily used in many of the city's dense neighborhood centers (including late afternoons and evenings), while demand utilization is typically lower in less dense areas, further removed from Urban Centers and Urban Villages. Patterns of use depend on the varying characteristics of each neighborhood's streets and buildings, their activity levels, and attractions such as restaurants and nightclubs.
- Existing off-street parking is a resource that is relatively underused, with available capacity to accommodate some of the increased demand for vehicle access and storage associated with new development and the city's vibrant neighborhood business districts.

⁷ Nadine Fogarty, Strategic Economics, and Bureau of Labor Statistics, 2004. Center for Transit Oriented Development, and Center for Neighborhood Technology. Housing + transportation affordability index. Also see reference in The Brookings Institution, 2006. "The Affordability Index: A New Tool for Measuring the True Affordability of a Housing Choice." Urban Markets Initiative, Market Innovation Brief.

- Many households in multifamily-oriented areas already live without owning an automobile. This legislation helps limit actual levels of parking demand from existing and new housing, in mixed-use neighborhoods where the most growth is happening.
- While development without parking is occurring, most new residential units (87% in the affected area) are being provided in buildings with parking.

On-street parking supply and demand

On-street city-wide parking trends are difficult to neatly summarize given the variety of conditions in places ranging from lower-density residential neighborhoods to Urban Village centers to the densest parts of Downtown. The City does not extensively track parking trends except in on-street meter-paid parking areas, including most of the center-city neighborhoods and the mixed-use core of neighborhoods including the University District, Ballard, Fremont, Green Lake, and Roosevelt. The City has a "performance based parking pricing program" where rates are adjusted on an annual basis to meet performance targets of 70-85 percent occupancy. That way, one to two spaces are available on each block throughout the day for access to nearby businesses. Paid parking rates currently range between \$0.50 and \$5.00 per hour.

For these areas, 2017 data shows that in most parts of the center city, such as Downtown, Capitol Hill, and South Lake Union, mid-afternoon usage of the paid parking ranges between 70 percent and 93 percent of capacity. In addition, evening parking capacity is well-used in Capitol Hill, and other places such as paid parking streets in Ballard and Green Lake. In neighborhood centers with many active uses, on-street parking is affected by restaurant-goers, other visitors and residents.

There is also a common pattern of diminishing demand in many neighborhoods on blocks farther than one-quarter mile walking distance from neighborhood commercial cores. One illustration of this is reflected in the parking rate-setting in the U-District and Ballard, where the higher rates are in the core areas along University Way and Ballard Avenue, and lower rates are on the neighborhoods' edges. A second illustration is SDOT's 2013 Ballard Residential Parking Study that focused mostly on streets north of NW Market Street on a Friday early evening period (see Figure 2). Within 4-5 blocks walk of NW Market Street, on-street parking occupancy was at 90% or higher, but was lower, at 75% occupancy or less in most other blocks north of NW 60th Street to NW 65th Street.⁸ This study was completed to assess whether to install a restricted parking zone; SDOT decided not to install the RPZ after reviewing study data and the community discussions.

Residential land use patterns also affect total on-street parking demand. In denser neighborhoods like Capitol Hill, concentrations of housing and other uses generate competition for a fixed on-street parking supply. High levels of on-street parking have been present for decades. Older buildings may have little or no off-street parking. As new infill development occurs in Capitol Hill and other neighborhoods, competition for on-street parking will increase, although the degree of added demand will relate to factors like new residents' vehicle ownership rates. It will also depend on City policy: how on-street parking is addressed through signage, metering, RPZ programs, and

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⁸ These 2013 findings are a few years old. SDCI and SDOT recognize that on-street parking occupancy rates today could be higher.

enforcement. For example, when the cost of an on-street RPZ parking permit is only \$65 for two years, there is an economic motivation for residents to continue to seek on-street parking.

Citywide, on-street parking patterns can vary tremendously from block to block, but there is an estimated probable range of 50% up to around 100% parking occupancy in many Seattle neighborhoods. In some places such as the Eastlake neighborhood, physical edges such as Lake Union and Interstate 5 may limit the extent of on-street parking opportunities that are conveniently available. While localized on-street parking use levels can be high on a regular basis, opinions about parking also can be quite subjective. One example from development project review in 2014 found that in the Morgan Junction vicinity, a professional parking assessment of a multi-block area with perceived high-intensity parking found a 55% occupancy level in a late-evening count. Regardless of the exact occupancy rate of on-street parking within a given area, perceptions of parking congestion may also be influenced by changes to parking search time (having to look longer and farther away from destinations for available on-street parking spaces), and a sense of entitlement to the curb parking in front of one's residence.

SDCI and SDOT recognize the importance of on-street parking in serving neighborhoods but also its relatively fixed supply. As a limited resource, SDOT manages on-street parking to move people and goods efficiently, support business district vitality, and create livable neighborhoods. Recognizing that growth will continue, policy choices should aim to make the whole parking system work better, including enabling better use of off-street parking resources and adjusting on-street parking management practices to better serve future area parking needs.

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⁹ City of Seattle Analysis and Decision of the Director of the Department of Planning and Development, for MUP #3016077 at 6917 California Ave SW, Pholston Paradise, March 2014.

NW 65TH ST NW 64TH ST NW 63RD ST 2 TS TS19 WM NW 62ND ST NW 61ST ST 24TH AVE NW 26TH AVE NW NW 60TH ST NW 60TH ST NW 59TH ST NW 58TH ST NW 57TH ST TTH AVE NW NW 56TH ST NW MARKET ST NW 54TH ST 22ND AVE NW NW 54TH ST NW 53RD ST NW 52ND ST NW 51ST ST NW 50TH ST NW 49TH ST Source: SDOT, 2013 Legend — No Parking Occupancy 50% - 75%

Figure 2
Ballard subarea parking study, north of NW Market Street (Friday 6:30-8:00 PM)

Auto Ownership Patterns

25% or less

25% - 50%

Approximately 40-48% of Seattle renter households living in the neighborhoods with the most apartments and condominiums already live without an automobile. This helps to limit residential parking demand.

75% - 90%

90% or more

This is confirmed by SDCI analysis of data from the annual American Community Surveys covering the 2010-2014 period. For the one-quarter of Seattle census tracts with the highest proportion of renter households, 40% of all renter households have no vehicle. In the top-eighth subset of census tracts with most renter households, the proportion of households without vehicles is higher, at 48% of all renter households (see Figure 3). This compares to an average of 21% of renter households with no vehicle available in Seattle census tracts, and 9% of renter households in the one-quarter of census tracts with the lowest shares of renter-occupied housing. Also, the average condition for owner-occupied housing in Seattle census tracts is that only 6% of homeowner households have no vehicle available to them (SDCI, 2016-2017).

Off-street supply and demand

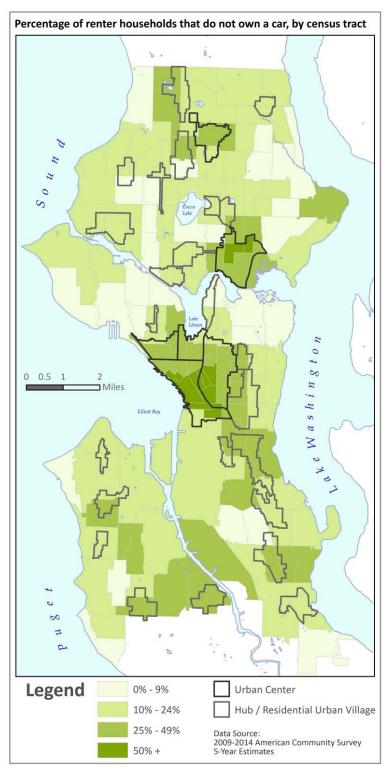
Information about off-street parking supply and demand is available from local studies prepared by King County, from professional standards of demand, and local observations of demand from certain housing types. These illustrate a variability of parking demand that depends on type of housing, location, and availability of transit alternatives.

King County's 2012 Right Size Parking study extensively surveyed the supply and utilization of off-street parking at sample sites throughout King County including Seattle, and developed models that predict off-street parking utilization for different locations and housing types (see www.rightsizeparking.org). These predictions are based on research on the extent to which parking utilization ratios (e.g., the number of parking spaces occupied per housing unit, or per 1,000 square feet of residential space) are influenced by factors including rent, dwelling unit size, affordability, occupied bedroom count, density, price of parking, population and job concentration; and a measure of proximity and strength of transit service. Of these factors, the availability of transit has the greatest value in predicting actual parking demand. The presence of smaller and more affordable units also correlates to lower-than-average levels of off-street parking demand.

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¹⁰ D. Rowe, Morse, Ratchford, Haas, Becker. "Modeling of Multifamily Residential Parking Use in King County, Washington." Transportation Research Record 2469. 2014.

Figure 3



Professional parking demand standards used by consulting engineers and transportation planners in reviewing Seattle development proposals typically use information about parking demand from the Institute of Transportation Engineers (ITE). This information is adjusted for in-city

neighborhoods because ITE includes suburban or rural development that would otherwise overstate demand. Results range from some condominium developments that may cater to households owning more than one vehicle, to housing such as small apartments where less than one-half of future residents are likely to own an automobile, and small efficiency dwelling units (SEDUs) with projected parking demand levels as low as 0.3 parking stalls per dwelling unit.¹¹

The 2012 Right Size Parking Study's survey of off-street parking usage found that approximately 35% of off-street parking resources were not occupied even during the overnight period of peak residential demand in a sample of 95 Seattle multifamily housing complexes. A few sample parking characteristics are summarized as follows:

- Eastlake: The two sampled complexes jointly have 317 dwellings and 443 residential parking spaces (1.4 spaces per unit). Of these, 276 (62%) spaces were occupied, leaving 167 residential parking spaces unoccupied.
- Ballard: Three sampled complexes jointly have 524 dwellings and 627 residential parking spaces (1.2 spaces per unit). Of these, 415 (66%) spaces were occupied, leaving 212 residential parking spaces unoccupied.
- Capitol Hill: Five sampled complexes jointly have 520 dwellings and 588 residential parking spaces (1.13 spaces per unit). Of these 400 (68%) spaces were occupied, leaving 188 residential parking spaces unoccupied.

A similar study by the Capitol Hill EcoDistrict found 66% night-time occupancy of 613 parking spaces in 14 buildings in the Pike Pine neighborhood. These findings point out that many existing buildings have off-street parking that is being significantly underused.

Development and Parking Trends

Development permit data from the last four-plus years, between mid-2012 and late 2016, illustrate findings about parking supply choices builders are making in providing parking in new multifamily residential and mixed-use development. These data are from the Urban Center and Urban Village areas where existing code provides the greatest flexibility for parking supply decisions.

- Approximately 156 development applications (30% of the total number reviewed) are proposed with no parking.
- Of 50,000 residential units reviewed, approximately 6,500 units (13% of the total) are proposed with no parking, while about 43,500 units (87%) are in development with parking.
- Of development that includes parking, the average amount of parking proposed is 0.73 spaces per dwelling unit.

¹¹ William Popp Associates. "Parking Demand Study, and Parking Utilization Study" for Pholston Paradise Apartments, 6917 California Ave. SW, Multi-Family Residential Development, [MUP] Project #3016077. January 2014

¹² Right Size Parking data sheet "101512 longheads and raw CNT data" for Seattle, WA sampled developments. The survey did not measure on-street parking demand levels generated by the sampled housing.

¹³ "District Shared Parking in Pike Pine" by Alexander Brennan and Erin David, 2015.

These findings (see Figure 4) show that the majority of dwelling units recently or soon to be built have parking available of three parking spaces for every four dwelling units on average.

As intended by today's flexible policies, developers are choosing to tailor the amount of parking provided according to the type of anticipated resident. This is known as "right-sizing." While many are choosing to provide close to one parking space per dwelling unit, others are choosing parking ratios that are less than one parking space per dwelling unit, or none. In general, this flexibility in codes enables developers to make more efficient choices in parking. Research on changes in residential parking codes in London found that when parking minimums were removed, the parking supplied by new development was equivalent to 52 percent of the previous minimum parking level. ¹⁴

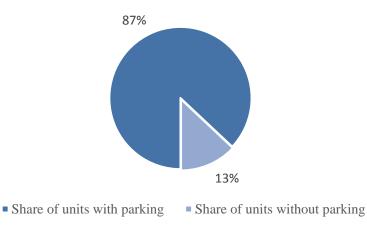
Low minimum parking requirements or codes that permit project applicants to define parking supply also enable new housing to be provided on properties that otherwise might not be feasible due to lot size limitations or high costs to provide garage parking on smaller lots. This enables the provision of housing to be targeted toward populations that are less likely to own vehicles, including younger households and below-median income households that seek affordable housing.

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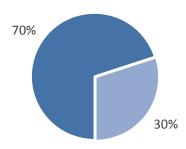
¹⁴ Zhan Guo and Shuai Ren. 2013. "From Minimum to Maximum: Impact of the London Parking Reform on Residential Parking Supply from 2004 to 2010," Urban Studies 50(6): 1183-1200. Cited by Donald Shoup in Access Magazine, Spring 2016. "Cutting the Cost of Parking Requirements."

Figure 4

Proportion of Dwelling Units in
Developments With Parking in Urban
Centers and Urban Villages



Share of Development Projects With Parking in Urban Centers and Urban Villages



■ Share of projects with parking ■ Share of projects without parking

Source: SDCI, 2017

Geographically, the majority of development proposed with no parking is most notably grouped in a few different neighborhoods. In the 4.5 years between mid-2012 and late 2016, this included 33 developments reviewed in the Capitol Hill Urban Center, 23 in the University District Urban Center, 16 in Central District neighborhoods, and 16 in Ballard. The Aurora-Licton and Roosevelt Urban Villages each saw approximately 8 development proposals without parking, and other neighborhoods such as Uptown, West Seattle Junction, and North Rainier Urban Villages each also saw approximately 5-6 developments proposed with no parking (SDCI, 2017). All these areas have frequent transit service, and a mixture of uses allowing residents access to goods and services.

Proposal Analysis

More than ever as the City expects continued growth, we recognize there are important linkages between personal choices — where to live, how to travel to work — and how well the city will be able to function as it grows. There is also a clear role for the City to enact policies that align affordable housing, parking, environmental, and transportation policies. The outcomes of these policy choices will affect whether a range of households and individuals with different incomes will have affordable housing choices in Seattle, and how well people will be able to move around the city. Likewise, the City's choices will influence environmental quality outcomes by continuing to support growth and transportation strategies that avoid longer car commutes and the associated air quality and greenhouse gas emission impacts. Given this, already-adopted growth policies encourage new housing and employment to be located most efficiently in places that are best served by transit systems.

The following addresses the major proposals by topic:

1. Defining "flexible-use parking" and facilitating more shared parking.

This proposal would facilitate greater use of existing and new off-street parking facilities, especially where they are currently under-used. The proposal removes code barriers that unnecessarily limit the use of off-street parking to tenants, visitors, and other users for whom such parking is "accessory" to the land uses and activities on site. By making it easier to access off-street parking opportunities, growing areas will be better able to accommodate access and parking demand between on-street and off-street resources.

The proposal would:

- Maximize the use of the existing parking supply and promote more efficient use of future supply;
- Provide an economic benefit to the owners of parking;
- Reduce the long-term need to build parking in future development; 15 and
- Reduce pressures upon on-street parking.

Current code

The Land Use Code already includes provisions for shared parking, cooperative parking, and offsite parking arrangements. However, these existing regulations primarily address "required parking," identifying how much parking must be provided as a minimum and allowing reductions in the minimum requirement when parking for different uses can be shared. The Code contains no minimum parking requirements in Urban Centers and Station Area Overlay Districts, and other Urban Village areas within a one-quarter mile walk of frequently served bus and rail stops. This approach jointly accomplishes growth management and transportation planning objectives by encouraging new housing where people have the most access to good transit, jobs, and services.

Proposal

¹⁵ Rick Williams Consulting memorandum, March 2014, "Shared Parking: Issues Framework."

The proposal provides an opportunity to modernize and better coordinate our parking strategies to support transit-oriented development patterns consistent with *Seattle 2035*, allow for parking supportive to transit users, and enable the most efficient use of parking resources on and off the street. The recommended approach is to:

- Create a new use category, "flexible-use" parking, to allow existing and future parking in certain zones to be shared by short-term parking (shoppers), or long-term (residential car storage, commuter) parking associated with commercial or residential uses.
- Allow flexible-use parking in Lowrise 3, Midrise, Highrise, and commercial and mixed-use zones, and in garages in mixed-use development located in light rail station areas.
- Continue to restrict flexible-use parking opportunities in South Lake Union and Downtown, by maintaining consistency with current parking use limits and maximums.
- Allow park-and-ride facilities (operated or approved by a public transit agency) within garages as a permitted use in selected multifamily zones, and in commercial zones, except not in a Station Area Overlay District (certain light rail station areas), Downtown and South Lake Union.
- Add a maximum parking limit of 145 spaces for flexible-use parking per lot to avoid overprovision in any given location.
- Clarify and update parking provisions by allowing more opportunities for off-site parking by expanding the area within which parking can be provided from 800 feet to one-quarter mile (1,320 feet) of the uses served; allowing flexible-use parking in mixed-use buildings in light rail station areas; and making the Northgate overlay zone parking provisions consistent with the new city-wide approach.

The flexible-use parking strategy would expand the ability for off-street parking resources to be used by anyone for any length of time. "Flexible-use parking" would replace "principal use parking" in the code. This strategy would encourage parking owners to make their underused parking resources available to the public at competitive prices, while discouraging costly oversupply at the district level. In high-demand parking areas, greater availability of well-priced parking off-street would be likely to attract greater use over time, which would help improve the demand and supply balance for on- and off-street parking. This would be accommodated in the multifamily zones and commercial zones most commonly found in Urban Centers, Urban Villages, and light rail station areas. Under the proposal, certain parking uses would continue to be more prohibited or closely managed in certain areas like Downtown and South Lake Union where traffic congestion, commuter traffic management objectives, and retail and mixed-use concentrations necessitate a more detailed parking strategy. Flexible-use parking would be allowed in light rail station areas only on lots where an equal amount of floor area is in residential or commercial use, and could only be in a garage.

Maximum Parking Space Limits

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¹⁶ The proposed term "flexible-use parking" corresponds closely to the existing term "principal-use parking." The definitions of parking in the Land Use Code states that anything other than accessory parking (meaning reserved or required for a particular use or structure) is principal-use parking, a term that would be replaced by flexible-use parking in all locations except the Shoreline District.

With a broadened ability to offer flexible-use parking for public use, the proposal includes a new maximum limit on how much flexible-use parking may be provided in new development. The new limit of 145 flexible-use spaces per lot is sufficient to accommodate more parking flexibility while setting an upper bound that prevents overprovision of total parking supply. This would be complementary to the City's growth management, transportation system, and affordable housing strategies, by continuing to manage overall parking supply even as it provides drivers with enhanced parking flexibility that will better balance neighborhood parking supply and demand (on-street and off-street) at the local level.

Existing maximum parking limits of 1 parking space per 1,000 square feet for most non-residential uses in Downtown, South Lake Union, and the University District would remain unchanged.

2. Convenient access to car share

Car sharing vehicles are most accessible to users when in visible on-street spaces and surface lots, rather than located within parking structures and garages. (An important exception is that car sharing vehicles located within residential parking facilities are especially accessible to residents of the site.) To permit car share vehicles to park in visible off-street places, the proposal would allow off-street parking for up to three car share vehicles per property in commercial and Midrise and Highrise multifamily zones, in outdoor locations where they will be visible to passersby. This would allow development to incorporate the parking into the site design, with appropriate lighting or landscape features to assist in maintaining aesthetic compatibility with surroundings.

3. Update and clarify provisions for Frequent Transit Service (FTS) areas

The current definition of "frequent transit service" in the Land Use Code is "transit service headways in at least one direction of 15 minutes or less for at least 12 hours per day, 6 days per week, and transit service headways of 30 minutes or less for at least 18 hours every day."

FTS areas are within one-quarter mile walking distance of frequently-served transit stops. See the maps in Attachment 1. Within FTS areas, no parking is required. In certain areas, like commercial zones outside of Urban Villages but along corridors served by FTS (portions of Rainier Ave S, for example), the minimum amount of parking required is reduced by 50%.

Proposal

The proposal would better define how scheduled transit service frequency is measured and adopt a map for use in applying parking requirements to new development. The changes would make the City's definition more consistent with Metro's bus scheduling and SDOT's transit planning practices. According to Metro's scheduling practices, minor scheduled headway timing variations of 1 to 3 minutes greater than 15 minutes are considered consistent with 15-minute service guidelines, if the general objectives for a service period are met (King County Metro, J. Bez, 2017). Currently, Seattle's Land Use Code definition does not allow counting of service if there are minor variations in scheduled bus timing intervals ("headways") that exceed 15 or 30 minutes that may occur for reasons such as traffic congestion, or schedule coordination to facilitate transfers. The proposal would also recognize that total daily FTS coverage can vary

modestly depending on Metro's service allocations (e.g., how it assigns buses to various routes depending on the available funded resources), especially on Saturdays and Sundays. The proposal would amend the Land Use Code as follows:

- Amendments to the definition of FTS would authorize the Director to define FTS in a Director's Rule and be shown on a map. The rule would define FTS as follows:
 - Specify a minimum frequency of "four scheduled trips per 1.1 hours" in place of a 15-minute headway between scheduled transit trips, and specify a minimum frequency of "two scheduled trips per 1.1 hours" in place of a 30-minute time interval:
 - o Allow flexibility in the scheduled headways that is up to 18 minutes instead of the current 15-minute allowance, and up to 35 minutes instead of the current 30-minute allowance;
 - O Use a 17-hour period to define the span of the two trips per 1.1-hour service in place of the current 18-hour span, applicable to service every day of the week;
 - Use a 12-hour period to define the span of the four trips per 1.1-hour service, applicable to service 6 days per week (like the current standard).
 - o Establish that FTS may include scheduled trips from multiple transit routes when they are in the same direction of travel; and
 - o Clarify that the term "headway" may refer to scheduled time intervals between transit vehicles associated with multiple transit routes, not just one single route.
- Adopt a map of FTS areas. Rather than the current practice of relying on applicants' documentation of bus schedules, the proposal is to establish a map of frequent transit service areas to be adopted by Director's Rule. The rule would also include criteria to be used to evaluate and update the map on a periodic basis.

Analysis of proposed FTS changes

The proposed changes to the FTS definition will clarify how transit service can be counted, in ways that recognize realities of transit scheduling practices. The proposal describes the intended flexibility with clearly stated allowances for scheduled gaps in service greater than the current stated time limits. This would allow service to qualify as frequent that is already regularly present as a public transit resource but currently cannot be counted toward frequent transit service due to current code definitions.

Combined with the service levels provided by Metro and Sound Transit, the proposal will increase the share of the city covered by FTS from 18.6% to 22.5%. This is equivalent to a 2,062-acre expansion in the FTS area within Seattle's 53,151 gross-acres. This will newly cover portions of northeast Seattle, and new portions of corridors in other parts of the city. Part of this expansion of FTS coverage is also due to the added 270,000 hours of service that Seattle has purchased from Metro. Examples of what the service added since 2015 now means for selected routes:

- Added 9 buses in morning peak commute to Rapid Ride C (West Seattle) and added 22 per day to northbound travel;
- Added 4 buses in morning peak commute to Rapid Ride D (Ballard) and added 21 per day to southbound travel;
- Added 3 buses in morning peak commute to Rapid Ride E (Aurora) and added 8 per day to southbound travel; and

• Added 5 buses in afternoon peak commute to Route 48 (Central District) and added 14 per day to southbound travel. 17

The added service and proposed FTS changes would result in several new FTS routes in Urban Villages that did not previously meet frequency criteria for at least one period (weekdays, Saturdays or Sundays):

- 3 and 4 bus routes, Central District, portions of 6-12 individual blocks south of E Alder Street between 14th and 20th Avenues;
- 8 bus route, Central District 23rd and Union-Jackson Urban Village along MLK Jr. Way between E Union Street and Rainier Ave S.;
- 67 bus route, Roosevelt Way NE and 11th Ave NE through the Roosevelt Urban Village;
- 75 bus route, the southeast edge of the Lake City Urban Village north of NE 120th Street:
- 62 bus route, portions of Green Lake Urban Village, Wallingford and Fremont Urban Villages: Green Lake Way N (west of Latona Ave. N), and Stone Way N between approximately N 35th and N 42nd Streets; and
- 3 and 4 bus routes, the northern portion of the Upper Queen Anne Urban Village near Queen Anne Avenue/Boston Street.

With increased FTS there are also areas outside Urban Villages where the proposed FTS frequency measure would newly allow for a 50% reduction in the required minimum parking level. These include multifamily and non-residential zoned areas in the following locations:

- In West Seattle, near the 21 bus route, portions of land along 35th Avenue SW between approximately SW Edmunds Street and SW Kenyon Street;
- In the Central District, portions of land near the 2 bus route (Madrona vicinity), 3 and 4 bus route (between Cherry and Jefferson west of 19th Avenue), the 8 (MLK Jr. Way); and the 11 bus route (east of 28th Ave E to Lk. Washington Blvd.);
- In north Capitol Hill, near the 49 bus route;
- In northeast Seattle, near the 75 bus route: Lake City Way north of Northgate Way; and Sand Point Way between University Village and Lake City; and
- In northeast Seattle, near the 41 bus route (NE 125th St.), the 65 bus route (35th Avenue NE), the 62 bus route (along NE 65th Street), and 67 bus route (Roosevelt Way in Maple Leaf); and
- 31 and 32 bus routes where combined. North Queen Anne (Nickerson Street) and Wallingford (Wallingford Ave N between N 35th and N 40th Streets, intersection of N 40th Street/Wallingford Ave N, and south of NE 40th Street and east of 1st Ave NE to Interstate 5).
- 106 bus route. Along Martin Luther King Jr. Way SE and points south.

Table 2 shows the mid-2017 weekday service levels for a sampling of routes, measured according to the existing and the recommended definitions of FTS.

¹⁷ Source: SDCI, 2016. Using King County's definitions, morning peak commute period is from 5-9 a.m., and afternoon peak commute period is 3-7 p.m.; daily count in this comparison is the 21-hour period between 5 a.m. and 2 a.m.

- Overall, the recommended FTS definition would more fairly represent the regularity of bus service that is provided.
- Adjacent columns in Table 2 show different total time of bus service counted as frequent, based on the differing definitions of FTS. On several routes, the proposed definitions would result in more service time counted toward FTS, because previously omitted gaps of more than 15 minutes (or more than 30 minutes) would now be counted toward FTS.
- Most but not all the primary routes now meet the strictest standard from today's code, but some fall just short of the current standard. For example, the 21 bus route in West Seattle fails to meet the current standard due only to a one-minute discrepancy in 15-minute scheduling that occurs late on Saturdays.

Table 2
Comparison of Daily Service-Hour Levels as Measured By Existing and Proposed FTS
Definitions on Sample Routes

	Hours of Daily Service ¹ Four Trips Per Hour Measure (12:00 hours needed) Two Trips Per Hour Measu (18:00 hours needed today 17:00 hours recommended			Hour Measure needed today; ecommended)
Route	Per the			Per the
	Existing Definition	Recommended Definition ²	Existing Definition	Recommended Definition ³
Rapid Ride C (West Seattle)	16:17 hrs.	17:22 hrs.	19:23 hrs.	19:58 hrs.
Rapid Ride D (Ballard)	16:41	18:35	19:05	19:05
Rapid Ride E (Aurora)	16:28	16:44	19:46	19:46
5 (Greenwood)	14:59	17:13	18:42	19:13
7 (Rainier Valley)	17:22	18:04	20:22	20:22
70 (Eastlake)	17:50	18:24	20:52	20:52
Examples Where Change in Definition Affects FTS Finding				
41 (Lk.City-N'gate) *Saturday **Sunday	12:54 12:36	15:53 14:32 	17:12 (Fails) 17:31* (Fails) 14:29**(Fails)	18:16 (Meets) 18:05* (Meets) 17:04** (Meets)
3,4 (Central Area) *Sunday	16:57 	18:33	19:40 16:55* (Fails)	19:40 18:34* (Meets)
21 (West Seattle) *Saturday	12:40 12:43	14:04 13:15	18:04 17:45* (Fails)	19:41 18:51* (Meets)

Source: SDCI, 2017. King Co. Metro schedules effective March 11, 2017 – Sept. 22, 2017.

4. Update parking policies in Seattle's version of the State Environmental Policy Act (SEPA).

¹ Service level totals shown are scheduled service for weekdays unless otherwise noted.

² Recommended definition is four trips per 1.10 hours.

³ Recommended definition is two trips per 1.10 hours.

The proposed amendments would clarify and strengthen the policy rationale addressing parking impacts and mitigation in the City's SEPA Policies, SMC 25.05. These policies describe the combined intent of the City's land use and transportation planning objectives as they relate to the Parking Element in SEPA. The proposed amendments are intended to provide a more well-rounded description of the context and a basis for understanding the parking policy's relevance to urban planning objectives and environmental impact determinations.

Currently these policies are already tailored to work with the approach to parking policy in the Land Use Code, recognizing that parking is not required for new development in FTS areas. Where parking is not required, the SEPA policies do not provide parking mitigation authority, other than for cumulative impact mitigation, within the Station Area Overlay District, Urban Centers or FTS areas in Urban Villages (except a portion of the University District Urban Center) or require more parking or reduce the size of development proposals, based on parking.

5. Update and consolidate bike parking requirements for new development

The proposal consolidates bicycle parking rules to apply equally inside and outside of Downtown. Until now, there has been less detail and lower requirements for Downtown, which is inconsistent with the City's support for increasing bicycling use as a transportation choice. The amount of required bicycle parking is also updated, generally requiring more spaces be available for short-term and long-term bicycle parking needs than is currently the case. The bicycle code update is recommended by the City's Bicycle Master Plan, and is consistent with the Commute Seattle organization's efforts toward greater presence of appropriate end-of-trip facilities, to encourage bicycling commuting. Proposed standards are derived from guidelines of the Association of Pedestrian and Bicycle Professionals best practices guide, and with reference to other cities including San Francisco and Cambridge, Massachusetts (SDOT, 2016).

The proposal adds more guidance in performance standards for installing bicycle parking features and emphasizes security, lighting, wayfinding, and convenience. Bike lockers, secured rooms, and properly-installed features that avoid conflicts with automobile driveways are encouraged.

The proposal broadens the requirement for commuter-supporting shower facilities for bicyclists to apply to smaller buildings and to areas outside Downtown. Until now, this has only been a requirement for buildings 250,000 square feet or more in Downtown. The proposal is to require this city-wide for buildings 100,000 square feet or more in size. Also, the distance to possible off-site shared bicycle parking would be increased from 100 feet to 600 feet. This will enable the possibility of shared bicycle parking facilities that could locate around employment centers to serve the needs of multiple buildings.

6. Other Related Code Amendments

In addition to the proposals described above, other complementary code amendments are proposed to update, correct, and expand code flexibility to:

- Require "unbundling" of parking-space rental cost from the cost of a rented dwelling
 unit, in new structures 10 dwelling units or more in size. Giving the option to prospective
 rental residents to not purchase parking aids housing affordability, and enables more
 efficient transportation choices. When parking is not automatically available by being
 bundled into residential rents and thus has a separate monetary cost, more residents tend
 to choose to forego automobile ownership.
- Require "unbundling" of parking-space costs from the cost of renting or leasing commercial space in existing and new structures 10,000 square feet or more in size. Like the residential proposal, giving a clearer choice in amount and cost of parking in these leases should lead to more efficient transportation and parking choices made by commercial tenants. Unused parking freed up by this could be converted to flexible-use parking, which would contribute to overall parking supply availability in a given neighborhood. The proposal exempts lodging and certain heavy commercial uses such as automobile and marine sales and service uses from this requirement because their parking facilities may be sized according to business operational factors other than simply covering minimum employee and customer parking needs.
- Allow required off-site parking to be provided within one-quarter mile (1,320 feet) for new developments rather than within 800 feet as required by current code. This would expand the acceptable range for off-site parking to match a distance that most people find walkable according to accepted professional urban design standards. The proposal would provide more options for finding off-site parking.
- Update terminology and reduce the parking requirement for low-income housing development, including those that are rent and income-restricted and those serving the disabled.
- Require that non-required parking for residential and live-work uses meet the existing minimum size standards for parking spaces. In 2012, the code was amended to apply parking space standards only to required parking, and in 2014 the applicability of minimum sizes to all non-residential uses except live-work uses was clarified. The City has received complaints that the non-required parking provided is in some cases difficult to use because the spaces are too small. As an example, several instances were pointed out in a KING 5 television report: D. Leigh, "Parking spaces shrinking in Seattle developments," May 2015. The proposal would apply the standards listed in Section 23.54.030.A for all parking rather than letting non-required parking be smaller than the minimum size stated in the code.
- Require a pedestrian access door and route between the garage and a public right-of-way to accommodate access to the garage for new structures with a garage in zones where flexible-use parking may occur. Fire exits or other access routes through building lobbies could be designed to satisfy this purpose. This access would allow non-residents who are parking in a building to find ways to enter and leave the garage even as building security is maintained by door lock controls or keycards.
- Allow flexibility for less parking for public uses and institutional uses that are not Major Institutions, like child care facilities and religious facilities, in FTS areas. Currently, individual facilities that may provide beneficial services to the community are held to higher minimum parking standards than residential and commercial uses. In places where transit service is frequent and nearby, increased parking flexibility could make the

- difference in the ability to locate in an area. Location in a transit-rich area benefits these uses just as it does residential and commercial uses.
- Allow flexibility for less parking, as an exception, for uses in any zone except Downtown zones, if an applicant demonstrates by study to the SDCI Director that a development will have a lower parking demand than indicated by the requirement in the code. This change allows for the possibility that specific uses that need less parking than is required would have the opportunity to demonstrate that to the Director.
- Replace Northgate-specific minimum and maximum parking and access regulations in SMC 23.71.016, to apply the same parking provisions that apply in other Urban Centers. This means no minimum requirement for most residential, commercial, and institutional uses (except hospitals), and a new proposed maximum parking limit on flexible-use parking comparable to many zones across the city. A transit-related parking exception applicable to Northgate would be retained, as would a requirement for landscaped pedestrian walkway improvements in Northgate parking lots greater than 250 parking spaces. The current parking provisions in Northgate were adopted in 1994 and are out of step with the City's current transportation and parking policies and regulations. The new proposal would be consistent with the original intent of the Northgate provisions to balance meeting the parking needs of businesses in the area while promoting a more pedestrian-oriented neighborhood.

7. Consistency with the Comprehensive Plan

In the past decade, the City has already closely aligned its city-wide growth planning and transportation policies with its development standards. The proposal reiterates and strengthens support for the Comprehensive Plan's vision of directing growth toward its six Urban Centers and 30 other Urban Village neighborhoods to:

- Enhance their vitality and mix of living and commercial opportunities;
- Provide plentiful housing opportunities that are affordable to a broad cross-section of households; and
- Achieve optimal land use patterns and transportation systems.

The proposal, which will continue to enable more opportunities for efficient, affordable housing and employment within the most transit-accessible areas, will retain and improve upon the parking policies already in effect, and will be consistent with several parking-related goals and policies in the adopted Comprehensive Plan, including:

Goal

LU G6 Regulate off-street parking to address parking demand in ways that reduce reliance on automobiles, lower construction costs, create attractive and walkable environments, and promote economic development throughout the city.

Policies

LU 6.1 Establish parking requirements where appropriate for both single-occupant vehicles and their alternatives at levels that further this Plan's goal to increase the use of public transit, car pools, walking, and bicycles as alternatives to the use of single-occupant vehicles.

- **LU 6.2** Modify residential parking regulations, where parking is required, to recognize differences in the likely auto use and ownership of intended occupants of new developments, such as projects provided for low-income, elderly, or disabled residents.
- **LU 6.3** Rely on market forces to determine the amount of parking provided in areas of the city that are well-served by transit, such as Urban Centers and Urban Villages.
- **LU 6.4** Consider setting parking maximums in Urban Centers and Urban Villages, where high levels of pedestrian, bicycle, and transit accessibility make many trips possible without a car.
- LU 6.5 Establish bicycle parking requirements to encourage bicycle ownership and use.
- **LU 6.6** Limit the off-street impacts on pedestrians and surrounding areas by restricting the number and size of automobile curb cuts, and by generally requiring alley access to parking when there is an accessible, surfaced alley that is not used primarily for loading and when not prevented by topography.
- **LU 6.7** Prohibit most street-level parking between buildings and the street in multifamily zones and pedestrian-oriented commercial zones in order to maintain an attractive and safe street-level environment, facilitate the movement of pedestrian and vehicular traffic, minimize adverse impacts on nearby areas and structures, and, where appropriate, maintain or create continuous street fronts.
- **LU 6.8** Allow shared off-site parking facilities for more efficient use of parking and to provide the flexibility to develop parking on a site separate from the development site. Ensure that such parking is compatible with the existing or desired character of the area.
- **LU 6.9** Require parking in areas with limited transit access and set the requirements to discourage underused parking facilities, even if occasional spillover parking could result.
- **LU 6.10** Allow parking management provisions in select commercial and multifamily residential areas to include measures such as cooperative parking, shared parking, shared vehicles, restricted access, car pools, van pools, or transit pass subsidies.
- **LU 6.11** Achieve greater parking efficiency by allowing fewer parking spaces per business when several businesses share customer parking, thereby enabling customers to park once and walk to numerous businesses.
- **LU 6.12** Locate off-street parking facilities to minimize impacts on the pedestrian environment, especially in areas designated for active pedestrian use.
- **LU 6.13** Limit parking in City parks to discourage auto use and to limit the use of parkland for parking private cars; where parking is needed, design parking facilities in ways that preserve open space, green space, and trees and other mature vegetation.

LU 6.14 Prohibit principal-use parking in places where that parking would be incompatible with the area's intended function.

LU 6.15 Discourage the development of major stand-alone park-and-ride facilities within Seattle. Additions to park-and-ride capacity could be considered

- at the terminus of a major regional transit system,
- where opportunities exist for shared parking, or
- where alternatives to automobile use are particularly inadequate or cannot be provided in a cost-effective manner.

LU 3.3 Allow standards to be modified for required off-street parking associated with public facilities and small institutions based on the expected use and characteristics of the facility and the likely impacts on surrounding parking and development conditions, and on existing and planned transportation facilities in the area.

Recommendation

The SDCI Director recommends adopting the proposed amendments. This proposal will address transportation and parking demand by increasing opportunities for shared off-street parking. It will implement progressive parking policies where transit service is frequent and regularly supported by investment. The proposal is consistent with and supportive of the City's Comprehensive Plan. Finally, the proposal will accomplish recommendations from the Housing Affordability and Livability Agenda in addressing the impact that constructed parking adds to the cost of housing.

A16. Mayor's Signed Ordinance



SEATTLE CITY COUNCIL

Legislative Summary

CB 119221

Record No.: CB 119221

Type: Ordinance (Ord)

Status: Passed

Version: 1

Ord. no: Ord 125558

In Control: City Clerk

File Created: 03/22/2018

Final Action: 04/13/2018

Title: AN ORDINANCE relating to land use and zoning, amending Sections 7.24.020, 7.24.030, 23.42.040, 23.44.030, 23.45.504, 23.45.506, 23.45.508, 23.45.536, 23.45.570, 23.46.002, 23.46.004, 23.46.022, 23.47A.004, 23.47A.006, 23.47A.013, 23.47A.032, 23.48.020, 23.48.085, 23.48.205, 23.48.280, 23.48.605, 23.48.705, 23.49.019, 23.49.042, 23.49.044, 23.49.045, 23.49.046, 23.49.090, 23.49.094, 23.49.096, 23.49.142, 23.49.146, 23.49.148, 23.49.180, 23.49.322, 23.49.324, 23.49.338, 23.50.012, 23.50.028, 23.51A.004, 23.54.015, 23.54.016, 23.54.020, 23.54.025, 23.54.030, 23.61.008, 23.66.122, 23.66.124, 23.66.320, 23.66.324, 23.66.342, 23.71.014, 23.74.008, 23.76.004, 23.76.006, 23.76.032, 23.84A.030, 23.84A.038, and 25.05.675 of the Seattle Municipal Code (SMC); repealing Section 23.71.016 of the SMC; and adding new Sections 23.42.070, 23.54.026, and 23.54.027 to the SMC; in order to promote transportation options, update the definition of "frequent transit service," update bicycle parking requirements, update parking space standards, update SEPA environmental review parking policies, and make clarifications.

		,	<u>Date</u>
Notes:	CB 119221 replaces CB 119173.	Filed with City Clerk:	*
		Mayor's Signature:	
Sponsors:	Johnson	Vetoed by Mayor:	
		Veto Overridden:	
		Veto Sustained:	
Attachments:	Full Text: CB 119221 v1	,	

Filing Requirements/Dept Action:

History of Legislative File		File	Legal Notice Published:		☐ Yes	□ No		
Ver- sion:	Acting Body:	Date:	Action:		Sent To:	Due Date:	Return Date:	Result:
1	City Clerk	03/22/2018	sent for review		Council President's Office			
	Action Text: Th	e Council Bill (CB) wa	s sent for review	to the C	Council President's Office	ce	,	

Drafter: Emilia.Sanchez@seattle.gov

Legislative Summary Continued (CB 119221)

Notes:

Council President's

03/23/2018 sent for review

Full Council

Office

Action Text:

The Council Bill (CB) was sent for review. to the Full Council

Notes:

Full Council

03/26/2018 referred

Full Council

Full Council

04/02/2018 passed

Pass

Action Text:

The Motion carried, the Council Bill (CB) was passed by the following vote, and the President signed

the Bill:

Notes:

ACTION 1:

Motion was made and duly seconded to pass Council Bill 119221.

ACTION 2:

Motion was made by Councilmember Herbold and duly seconded, to amend Council Bill 119221, by amending Sections 63, and 65 through 68, of the Bill, as shown in Attachment 1 to the Minutes.

The Motion failed by the following vote:

In Favor: 2 - Harrell, Herbold

Opposed: 6 - Bagshaw, González, Johnson, Juarez, Mosqueda, O'Brien

ACTION 3:

Motion was made and duly seconded to pass Council Bill 119221.

In Favor: 7

Councilmember Bagshaw, Councilmember González, Council

President Harrell, Councilmember Johnson, Councilmember Juarez,

Councilmember Mosqueda, Councilmember O'Brien

Opposed: 1

Councilmember Herbold

City Clerk

04/05/2018 submitted for

Mayor

Mayor's signature

Mayor

04/13/2018 Signed

Mayor

04/13/2018 returned

City Clerk

City Clerk

04/13/2018 attested by City Clerk

Action Text:

The Ordinance (Ord) was attested by City Clerk.

Notes:

Gordon Clowers/Lish Whitson/Ketil Freeman SDCI Neighborhood Parking Reform ORD 1 **CITY OF SEATTLE** ORDINANCE 125558 2 COUNCIL BILL 119221 3 4 5 AN ORDINANCE relating to land use and zoning, amending Sections 7.24.020, 7.24.030, 6 23.42.040, 23.44.030, 23.45.504, 23.45.506, 23.45.508, 23.45.536, 23.45.570, 23.46.002, 7 23.46.004, 23.46.022, 23.47A.004, 23.47A.006, 23.47A.013, 23.47A.032, 23.48.020, 8 23.48.085, 23.48.205, 23.48.280, 23.48.605, 23.48.705, 23.49.019, 23.49.042, 23.49.044, 9 23.49.045, 23.49.046, 23.49.090, 23.49.094, 23.49.096, 23.49.142, 23.49.146, 23.49.148, 23.49.180, 23.49.322, 23.49.324, 23.49.338, 23.50.012, 23.50.028, 23.51A.004, 10 11 23.54.015, 23.54.016, 23.54.020, 23.54.025, 23.54.030, 23.61.008, 23.66.122, 23.66.124, 12 23.66.320, 23.66.324, 23.66.342, 23.71.014, 23.74.008, 23.76.004, 23.76.006, 23.76.032, 13 23.84A.030, 23.84A.038, and 25.05.675 of the Seattle Municipal Code (SMC); repealing 14 Section 23.71.016 of the SMC; and adding new Sections 23.42.070, 23.54.026, and 15 23.54.027 to the SMC; in order to promote transportation options, update the definition of 16 "frequent transit service," update bicycle parking requirements, update parking space 17 standards, update SEPA environmental review parking policies, and make clarifications. 18 19 BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS: 20 Section 1. Section 7.24.020 of the Seattle Municipal Code, last amended by Ordinance 21 125222, is amended as follows: 22 7.24.020 Definitions 23 As used in this ((chapter)) Chapter 7.24: 24 25 "Parking fee" means a periodic fee charged for the privilege of parking a motorized

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"Person" means any individual, firm, corporation, association, governmental entity, or

partnership and its agents or assigns.

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vehicle.

Section 2. Section 7.24.030 of the Seattle Municipal Code, last amended by Ordinance 125222, is amended as follows:

7.24.030 Rental agreement requirements

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E. Any rental agreement entered into after the effective date of the ordinance introduced as Council Bill 118817 shall describe the terms and conditions of any monthly or periodic payments required as a condition of tenancy, including but not limited to: rent, security deposits, non-refundable move-in fee, last month's rent, utility payments, parking ((eharges)) fees, late fees authorized by the rental agreement, or other monthly or periodic payments required to be made by the tenant to the landlord. When any monthly or periodic payment is made pursuant to the rental agreement, the landlord shall first apply the payment to the rent due before applying it to other payments due by the tenant to the landlord, except that if the payment is made in response to a notice issued pursuant to RCW 59.12.030 during the period of that notice, the landlord shall first apply the payment to the amount specified in that notice, before applying it to the rent due or to other payments due by the tenant to the landlord.

* * *

G. Parking charges separately documented. For housing units in multifamily or mixeduse structures that meet the threshold size requirement of Section 23.42.070.A:

1. Any rental agreement entered into after the effective date of the ordinance introduced as Council Bill shall specify in a rental agreement addendum or in a separate parking agreement the amount of any parking fee.

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2. A tenant may elect not to rent or lease parking when renting or leasing a unit, in which case the tenant is not required to sign a rental agreement addendum or a separate parking agreement that requires the tenant to pay a parking fee.

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Section 3. Section 23.42.040 of the Seattle Municipal Code, last amended by Ordinance

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124105, is amended as follows:

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23.42.040 Intermittent, temporary, and interim uses

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The Director may grant, deny, or condition applications for the following intermittent,

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temporary, or interim uses not otherwise permitted or not meeting development standards in the

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zone<u>:</u> ((-))

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((G. Interim Use Parking.

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1. Permitted use. A Master Use Permit may be issued for principal use surface parking in all zones within the Station Area Overlay District within the area bounded by I-5 to

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the west, I-90 to the north, Lake Washington to the east, and the Seattle corporate limits to the

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south, except within the boundaries of the North Beacon Hill station area, and in any zone on

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sites occupied or owned by established institutions within a quarter mile of a light rail station,

2. Eligibility. A site is eligible for interim principal use surface parking if there is

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including the North Beacon Hill light rail station.

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existing, legally established parking on the site, or if the site or a portion of the site was

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interrupted at any time since January 1, 2001 by a government agency for construction staging

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purposes, provided that no existing principal structures may be demolished to facilitate

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establishment of interim principal use parking.

3. Requirements

a. A permit for interim principal use surface parking may be issued for a period not to exceed three years. A permit for interim principal use surface parking may not be renewed or extended, and a new permit to reauthorize the principal use surface parking shall not be issued.

b. A permit for interim principal use surface parking may not be issued for property that is located within a riparian corridor, a wetland, a wetland buffer, a steep slope, or a steep slope buffer pursuant to the provisions of Chapter 25.09, Regulations for Environmentally Critical Areas, or within priority freshwater habitat or priority saltwater habitat described in Section 23.60A.160.

4. Standards. The following standards for interim principal use surface parking shall be met:

a. Measures shall be incorporated to shield vehicle lights to minimize glare on nearby uses;

b. The site shall, at a minimum, be improved with a crushed rock surface;

c. If a barrier-free parking space is required pursuant to the Washington

State Building Code, Chapter 11-or other applicable law, then the barrier-free space shall be located adjacent to a paved sidewalk or an area of the site sufficient to accommodate the barrier-free space shall be paved;

d. In order to meet the landscaping requirements of the respective zone in which the parking use is to be located, temporary landscaping provided in planter boxes or similar containers may be substituted for required landscaping on site as determined by the Director;

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e. Lighting shall be provided by light poles or an equivalent substitute for light poles that are between 10 feet and 30 feet in height from finished grade, but no higher than the height limit of the zone in which the site is located, and placed at intervals sufficient to light the entire parking lot with uniformity, provided that the lighting is shielded and directed away from adjacent uses.

f. No more than 40 new parking spaces shall be established on any site where interim light rail parking is permitted, except that institutions within a quarter mile of a light rail station that are not within the boundaries of the Station Area Overlay District may establish up to 100 spaces for interim rail parking.))

G. Reserved

* * *

Section 4. A new Section 23.42.070 is added to the Seattle Municipal Code as follows: 23.42.070 Parking for rented or leased multifamily dwelling units and commercial uses

A. Parking for multifamily dwelling units

- 1. Off-street parking accessory to rented or leased multifamily dwelling units shall not be included in any dwelling unit rental agreement and shall be subject to a rental agreement addendum or in a separate rental agreement.
- 2. Multifamily residential uses with rent and income criteria as described in Part III of Table B for 23.54.015 shall be exempt from the requirement of subsection 23.42.070.A.1.
- 3. Multifamily dwelling units with individual garages that are functionally a part of the dwelling unit, including but not limited to townhouses and rowhouses, shall be exempt from the requirement of subsection 23.42.070.A.1.

B. Parking for commercial uses

1. Unless commercial uses are listed as exempt in subsection 23.42.070.B.2, offstreet parking accessory to rented or leased commercial use spaces in structures that contain
4,000 square feet or more of gross floor area shall not be included in any new rental or lease
agreement and shall be subject to a separate rental or lease agreement. The measurement of gross
floor area in a structure shall be as described in Section 23.86.007 and shall include gross floor
area for non-exempt and exempt uses if uses are known, minus gross floor area in parking uses,
for determining if the structure exceeds the minimum floor area for this requirement.

2. Exempt uses include:

- a. Lodging uses;
- b. Sales and services, automotive;
- c. Sales and services, heavy; and
- d. Sales and services, marine.

Section 5. Section 23.44.030 of the Seattle Municipal Code, last amended by Ordinance 124378, is amended as follows:

23.44.030 Park and ((pool lot)) ride facility

The Director may authorize a park and ((pool lot)) <u>ride facility</u> under the management of a public agency responsible for commuter pooling efforts as an administrative conditional use. The Director shall determine that:

- A. It is to be located on an existing parking lot;
- B. That parking proposed for the park and ((pool lot)) ride facility is not needed by the principal use or its accessory uses during the hours proposed for park and ((pool)) ride use; and

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C. The park and ((pool)) <u>ride</u> use shall not interfere or conflict with the peak-hour activities associated with the principal use and its accessory uses. The Director may control the number and location of parking spaces to be used.

Section 6. Section 23.45.504 of the Seattle Municipal Code, last amended by Ordinance 124843, is amended as follows:

23.45.504 Permitted and prohibited uses

A. All uses are permitted outright, prohibited, or permitted as a conditional use according to Table A for 23.45.504 and this Section 23.45.504. Uses not referred to in Table A for 23.45.504 are prohibited, unless otherwise indicated in this Chapter 23.45 or Chapters 23.51A, 23.51B, or 23.57. Communication utilities and accessory communication devices, except as exempted in Section 23.57.002, are subject to the regulations in this Chapter 23.45 and additional regulations in Chapter 23.57. Public facilities are subject to the regulations in Section 23.51A.004.

B. All permitted uses are allowed as a principal use or as an accessory use, unless otherwise indicated in this Chapter 23.45.

	or 23.45.504 Prohibited Uses		
Uses	Permitted and prohibited uses by zone		
	LR1, LR2, and LR3	MR and HR	
A. Residential use except as listed below	P	P	
A.1. Congregate residence	X/P ¹	P/X ²	
B. Institutions	P/CU ³	P/CU ³	

Table A for 23.45.504 Permitted and Prohibited Uses				
C. Uses in existing or former public schools				
C.1. Child care centers, preschools, public or private schools, educational and vocational training for the disabled, adult evening education classes, nonprofit libraries, community centers, community programs for the elderly, and similar uses in existing or former public schools	Р	P		
C.2. Other non-school uses in existing or former public schools	Permitted pursuant to procedures established in Chapter 23.78	Permitted pursuant to procedures established in Chapter 23.78		
D. Park and ride facilities				
D. <u>1</u> Park ((and pool and park)) and ride <u>facilities on</u> <u>surface parking</u> lots	X/CU ⁴	X/CU ⁴		
D.2 Park and ride facilities in parking garages	<u>X/P⁵</u>	<u>X/P⁵</u>		
E. Parks and playgrounds including customary uses	P	P		
F. Ground floor commercial uses	RC	RC/P ^{((≶))} 6		
G. Medical service uses other than permitted ground floor commercial uses	P/X ⁽⁽⁶⁾⁾ 7	P/CU/X ((6)) 7		
H. Uses not otherwise permitted in landmark structures	CU	CU		
I. Cemeteries	P/X ((7)) 8	P/X ((7)) 8		
J. Community gardens	P ·	P		
K. Parking, flexible-use	<u>X/P⁹</u>	<u>P</u> 9		
((K)) <u>L.</u> All other uses	X	X		

Footnotes to Table A for 23.45.504 ((÷))

¹ Congregate residences that are owned by a college or university; or are a sorority or fraternity; or are owned by a not-for-profit entity or charity; or are licensed by the State and provide on-site supportive services for seniors or persons with disabilities; are permitted outright. All others are prohibited. Supportive services include meal service, cleaning service, health services, or similar.

² Congregate residences that are owned by a college or university; or are a sorority or fraternity; or are owned by a not-for-profit entity or charity; or are licensed by the State and provide on-site supportive services for seniors or persons with disabilities; are permitted outright. All others are permitted only in locations within urban villages and urban centers. Supportive services include meal service, cleaning service, ((heal)) health services, or similar.

³ Institutions meeting development standards are permitted outright; all others are administrative conditional uses pursuant to Section 23.45.506. The provisions of this Chapter 23.45 shall apply to Major Institution uses as provided in Chapter 23.69.

Table A for 23.45.504 **Permitted and Prohibited Uses**

⁴ Prohibited in Station Area Overlay Districts (SAODs); otherwise, permitted as an administrative conditional use pursuant to Section 23.45.506 on surface parking existing as of January 1, 2017.

⁵ Prohibited in LR1 and LR2 zones, including LR1/RC and LR2/RC. Permitted outright in LR3, MR, HR, and LR3/RC zones, except prohibited in the SAOD.

 $\frac{((5))}{6}$ Subject to subsection 23.45.504.E except in zones that include an RC designation.

((6)) ⁷ Subject to subsection 23.45.504.G and 23.45.506.F.

((7)) 8 Subject to subsection 23.45.504.F.

⁹ Prohibited in LR1 and LR2 zones. Permitted outright in al<u>l other multifamily zones as surface</u> parking on surface parking lots existing as of January 1, 2017; permitted outright in garages; subject to Section 23.54.026.

P = Permitted outright

CU = Permitted as an Administrative Conditional Use

RC = Permitted in areas zoned Residential Commercial (RC), and subject to the provisions of the RC zone, Chapter 23.46

X = Prohibited

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Section 7. Subsection 23.45.506.E of the Seattle Municipal Code, which section was last amended by Ordinance 123495, is amended as follows:

23.45.506 Administrative conditional uses

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E. Park and ride ((or park and pool)) facilities on surface parking lots may be permitted as a Type II decision subject to the following:

1. ((A park and ride or park and pool-lot)) The facility may be permitted only ((on parking lots existing at least 5 years prior to the establishment of the park and ride or park and pool lot that have)) where there is direct vehicular access to an arterial street improved to City standards in subsection 23.53.015.B.

2. ((If the proposed park and ride or park and pool lot)) The facility is located on a lot containing required accessory parking for other uses, and there must be no substantial conflict

	Gordon Clowers/Lish Whitson/Ketil Freeman SDCI Neighborhood Parking Reform ORD D1a
1	in the principal operating hours of the ((park and ride or park and pool lot)) facility and other
2	uses on the lot.
3	3. The Director may require ((landscaping and screening in addition to that
4	required for surface parking areas,)) noise mitigation, vehicular access control, signage
5	restrictions, landscaping and screening in addition to that required for surface parking areas, and
6	other measures to provide comfort and safety for pedestrians and bicyclists. ((and)) The purpose
7	of these measures is to help ensure the compatibility of the ((park and ride or park and pool lot))
8	facility with the surrounding area.
9	* * *
10	Section 8. Subsection 23.45.508.B of the Seattle Municipal Code, which section was last
11	amended by Ordinance 124843, is amended as follows:
12	23.45.508 General provisions
13	* * *
14	B. Off street parking shall be provided pursuant to Section 23.54.015, and as permitted by
15	provisions of Sections 23.45.504 and 23.45.506, if applicable.
16	* * *
17	Section 9. Section 23.45.536 of the Seattle Municipal Code, last amended by Ordinance
18	125272, is amended as follows:
19	23.45.536 Parking location, access, and screening
20	A. Off-street parking spaces are required to the extent provided in Chapter 23.54. ((5
21	Quantity and Design Standards for Access, Off-Street Parking, and Solid Waste Storage.))

B. Location of parking

- 1. If parking is required, it shall be located on the same lot as the use requiring the parking, except as otherwise provided in this subsection 23.45.536.B.
- 2. Except as otherwise provided in this subsection 23.45.536.B, surface parking may be located anywhere on a lot except:
 - a. ((between)) Between a principal structure and a street lot line;
 - b. ((in)) In the required front setback or side street side setback; and
 - c. ((within)) Within 7 feet of any street lot line.
- 3. Parking in a structure. Parking may be located in a structure or under a structure, provided that no portion of a garage that is higher than 4 feet above existing or finished grade, whichever is lower, shall be closer to a street lot line than any part of the street-level, street-facing facade of the structure in which it is located;
- 4. On a through lot, parking may be located between the structure and one front lot line. The front setback in which the parking may be located will be determined by the Director based on the prevailing character and setback patterns of the block.
- 5. On waterfront lots in the Shoreline District, parking may be located between the structure and the front lot line, if necessary to prevent blockage of view corridors or to keep parking away from the edge of the water, as required by Chapter 23.60A, Shoreline District.
- 6. Parking that is required and accessory to a residential or non-residential use may be located on a lot within 800 feet of the lot where the ((residential)) use that requires the parking is located, provided that:
 - a. ((the)) The lot is not located in a single-family zone; and

	Gordon Clowers/Lish Whitson/Ketil Freeman SDCI Neighborhood Parking Reform ORD D1a
1	b. ((the)) The requirements of Section 23.54.025 for required parking are
2	met.
3	C. Access to parking
4	1. Alley access required. Except as otherwise expressly required or permitted in
5	subsections 23.45.536.C or 23.45.536.D, access to parking shall be from the alley if the lot abuts
6	an alley and one of the conditions in this subsection 23.45.536.C.1 is met.
7	a. The alley is improved to the standards of subsection 23.53.030.C;
8	b. The development gains additional FAR pursuant to subsection
9	23.45.510.C; or
10	c. The Director determines that alley access is feasible and desirable to
. 11	mitigate parking access impacts, improve public safety, and/or maintain on-street parking
12	capacity.
13	2. Street access required. Access to parking shall be from the street if:
14	a. The lot does not abut an alley.
14 15	a. The lot does not abut an alley.b. The lot abuts an alley, and the Director determines that the alley should
15	b. The lot abuts an alley, and the Director determines that the alley should
15 16	b. The lot abuts an alley, and the Director determines that the alley should not be used for access for one or more of the following reasons:
15 16 17	b. The lot abuts an alley, and the Director determines that the alley should not be used for access for one or more of the following reasons: 1) Due to the relationship of the alley to the street system, use of
15 16 17 18	b. The lot abuts an alley, and the Director determines that the alley should not be used for access for one or more of the following reasons: 1) Due to the relationship of the alley to the street system, use of the alley for parking access would create a significant safety hazard;
15 16 17 18 19	b. The lot abuts an alley, and the Director determines that the alley should not be used for access for one or more of the following reasons: 1) Due to the relationship of the alley to the street system, use of the alley for parking access would create a significant safety hazard; 2) Topography makes alley access infeasible; or
15 16 17 18 19 20	b. The lot abuts an alley, and the Director determines that the alley should not be used for access for one or more of the following reasons: 1) Due to the relationship of the alley to the street system, use of the alley for parking access would create a significant safety hazard; 2) Topography makes alley access infeasible; or 3) The alley is on the uphill side of a steeply sloping lot, and the

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1	additional FAR pursuant to subsection 23.45.510:C, the alley shall be paved rather than
2	improved with crushed rock, even for lots containing fewer than ten units.
3	7. If the lot does not abut an improved alley or street, access may be permitted
4	from an easement that meets the provisions of Chapter 23.53, Requirements for Streets, Alleys,
. 5	and Easements.
6	8. If street access is required, either:
7	a. ((driveways)) <u>Driveways</u> that provide access from the street to garages
8	opening on a street-facing facade of individual townhouse or rowhouse units shall be paved with
9	permeable materials; or
10	b. ((access)) Access to a majority of garages opening on street-facing
11	facades of individual townhouse or rowhouse units shall be provided by shared driveways.
12	D. Screening of parking
13	1. Parking shall be screened from direct street view by:
14	a. ((the)) The street-facing facade of a structure;
15	b. ((garage)) <u>Garage</u> doors;
16	c. $((a))$ \underline{A} fence or wall; or
17	d. ((landscaped)) <u>Landscaped</u> areas, including bioretention facilities or
18	landscaped berms.
19	2. Screening provided by a fence, wall, or vegetation in a landscaped area shall
20	not be located within any required sight triangle and shall meet the following conditions:
21	a. The fence, wall, or vegetation in the landscaped area shall be at least
22	3 feet tall measured from the elevation of the curb, or from the elevation of the street if no curb is
23	present. If the elevation of the ground at the base of the fence, wall, or landscaped area is higher

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than the finished elevation of the parking surface, the difference in elevation may be measured as
a portion of the required height of the screen, so long as the fence, wall, or vegetation in the
landscaped area is at least 3 feet in height. If located in a setback, the fence or wall shall meet the
requirements of subsection 23.45.518.J.7.
b. The fence, wall, or vegetation in the landscaped area shall be set back at
least 3 feet from the lot line.
3. Screening by garage doors. If parking is provided in a garage in or attached to a
principal structure and garage door(s) face a street, the garage door(s) may be no more than 75
square feet in area.
* * *
Section 10. Subsection 23.45.570.G of the Seattle Municipal Code, which section was
last amended by Ordinance 125272, is amended as follows:
23.45.570 Institutions
. ***
G. Parking
1. Parking ((Quantity)) quantity. Parking and loading is required pursuant to
Section 23.54.015, except as modified by Section 23.54.020.
2. Location of ((Parking)) parking. Parking areas and facilities may be located
anywhere on the lot except in the required front setback or side street side setback.
* * *
Section 11. Section 23.46.002 of the Seattle Municipal Code, last amended by Ordinance
124843, is amended as follows:

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23.46.002 Scope of provisions

A. This Chapter 23.46 details those authorized commercial uses which are or may be permitted in Residential-Commercial (RC) zones.

B. All RC zones are assigned a residential zone classification on the Official Land Use Map. The development standards of the designated residential zone for apartments apply to all principal structures in the RC zone. The development standards of the designated residential zone shall apply to all structures in the RC zone, except as otherwise specified for commercial uses in this Chapter 23.46, and except that parking quantity is required as provided in Chapter 23.54 and as permitted by Section 23.45.504 and Section 23.45.506.

* * *

Section 12. Section 23.46.004 of the Seattle Municipal Code, last amended by Ordinance 123046, is amended as follows:

23.46.004 Uses

A. All uses, except commercial uses, ((and)) live-work units, flexible-use parking, and park and ride facilities, which are permitted outright or by conditional use in the applicable residential zone shall be regulated by the residential zone provisions, including provisions relating to accessory uses.

- B. ((Live-work units and the)) The following ((commercial)) uses are permitted outright:
 - 1. Sales and services, general;
 - 2. Medical services;
 - 3. Restaurants;
 - 4. Business support services;
- 5. Offices;

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1	6. Food processing and craft work; ((and))
2	7. Retail sales, major durables; ((-))
3	8. Live-work units;
4	9. Flexible-use parking; and
5	10. Park and ride facilities in garages, if located in LR3/RC zones.
6	* * *
7	Section 13. Section 23.46.022 of the Seattle Municipal Code, enacted by Ordinance
8	112777, is amended as follows:
9	23.46.022 Parking requirements ((;))
10	A. Parking Quantity. Each permitted commercial use shall provide a minimum number of
11	off-street parking spaces according to the requirements of Section 23.54.015. ((, Required
12	parking.))
13	B. Location of Parking. ((Parking)) Required parking for commercial uses may be
14	located:
15	1. On the same lot, according to the locational requirements of the designated
16	residential zone; or
17	2. Within 800 feet of the lot on which the commercial use is located, when either:
18	a. The parking is located in a commercial zone; or
19	b. The parking is part of the joint use of existing parking in an RC zone.
20	3. ((When)) If required parking is provided on a lot other than the lot of the use to
21	which it is accessory, the provisions of Section 23.54.025 ((, Parking covenants,)) shall apply.
22	Section 14. Section 23.47A.004 of the Seattle Municipal Code, last amended by
23	Ordinance 125272, is amended:

23.47A.004 Permitted and prohibited uses

A. All uses are permitted outright, prohibited, or permitted as a conditional use according to Table A for 23.47A.004 and this Section 23.47A.004, except as may be otherwise provided pursuant to ((subtitle)) Subtitle III, Division 3, Overlay Districts, of this Title 23.

* * *

E. Changes from accessory to ((principal use)) <u>flexible-use</u> parking <u>may occur</u>, <u>subject to Section 23.54.026</u>. ((On a lot where principal use parking is permitted outright, legally established accessory parking may be converted to principal use parking without a use permit or approval when the use served by the accessory parking has been discontinued. Any lawfully existing nonconformities as to development standards may be maintained.))

F. ((Use)) <u>Public use</u> of accessory parking <u>is subject to Section 23.54.027</u>. ((Where principal use parking is permitted outright, legally established accessory parking may be made available to the general public as short term parking without a separate use permit or approval.))

* * *

I. The terms of Table A for 23.47A.004 are subject to any applicable exceptions or contrary provisions expressly provided for in this Title 23.

Table A for 23.47A.004 Uses in Commercial zones					
Uses	PERMITTED AND PROHIBITED USES BY ZONE ¹				
	NC1	NC2	NC3	C1	C2
	* * *				
L. TRANSPORTATION FACILITIES					
L.1. Cargo terminals	X	X	X	S	P
L.2. Parking and moorage		1			
L.2.a. Boat moorage	S	S	S	S	S
L.2.b. Dry boat storage	X	25	P	P	P

		23.47A.004 nercial zones			4
L.2.c. Parking, ((principal use, except as listed below ¹⁹)) flexible-use ¹⁹	X	25	P	P	Р
((L.2.c.i Park and pool lots¹⁹))	$((P^{2\theta}))$	((P))	((P))	((P))	((P))
((L.2.e.ii.)) <u>L.2.d.i.</u> Park and ride ((lots ¹⁹)) <u>facilities on surface</u> <u>parking lots²⁰</u>	X	((X)) <u>CU-</u> <u>25</u>	CU	CU	CU
L.2.d.ii. Park and ride facilities in parking garages	X	<u>P²¹</u>	<u>P²¹</u>	<u>P²¹</u>	<u>P²¹</u>
((L.2.d.)) <u>L.2.e.</u> Towing services	X	X	X	P	P
L.3. Passenger terminals	X	X	25	P	P
L.4. Rail transit facilities	P	P	P	P	P
L.5. Transportation facilities, air					
L.5.a. Airports (land-based)	X	X	X	X	X
L.5.b. Airports (water-based)	X	X	X	X	S
L.5.c. Heliports	X	X	X	X	X
L.5.d. Helistops	X	X	CCU	CCU	CCU
L.6. Vehicle storage and maintenance					
L.6.a. Bus bases	X	X	X	CCU	CCU
L.6.b. Railroad switchyards	X	X	X	X	X
L.6.c. Railroad switchyards with a mechanized hump	X	X	X	X	X
L.6.d. Transportation services, personal	X	X	P	P	P
M. UTILITY USES					•
M.1. Communication utilities, major ^{22 ((21))}	X	X	X	CCU	CCU
M.2. Communication utilities, minor ^{22 ((21))}	P	P	P	P	P
M.3. Power plants	X.	X	X	X	X
M.4. Recycling	X	X	X	Р	P/CU ²³ ((22))
M.5. Sewage treatment plants	X	X	X	X	X
M.6. Solid waste management	X	X	X	X	X
M.7. Utility services uses	10	25	P	P	P

Table A for 23.47A.004 Uses in Commercial zones

KEY

A = Permitted as an accessory use only

CU = Administrative Conditional Use (business establishment limited to the multiple of 1,000 square feet of any number following a hyphen, pursuant to Section 23.47A.010)

CCU = Council Conditional Use (business establishment limited to the multiple of 1,000 square feet of any number following a hyphen, pursuant to Section 23.47A.010)

P = Permitted

S = Permitted in shoreline areas only

X = Prohibited

<u>CU-25</u> = Conditionally permitted; use is limited to 25,000 square feet, pursuant to Section 23.47A.010

10 = Permitted, business establishments limited to 10,000 square feet, pursuant to Section 23.47A.010

20 = Permitted, business establishments limited to 20,000 square feet, pursuant to Section 23.47A.010

25 = Permitted, business establishments limited to 25,000 square feet, pursuant to Section 23.47A.010

35 = Permitted, business establishments limited to 35,000 square feet, pursuant to Section 23.47A.010

40 = Permitted, business establishments limited to 40,000 square feet, pursuant to Section 23.47A.010

50 = Permitted, business establishments limited to 50,000 square feet, pursuant to Section 23.47A.010

Footnotes to Table A for 23.47A.004

¹ In pedestrian-designated zones, a portion of the street-level street-facing facade of a structure along a designated principal pedestrian street may be limited to certain uses as provided in subsection 23.47A.005.D. In pedestrian-designated zones, drive-in lanes are prohibited (Section 23.47A.028).

² In addition to the provisions in this Chapter 23.47A, uses that entail major marijuana activity are subject to the requirements of Section 23.42.058.

³ For commercial uses with drive-in lanes, see Section 23.47A.028.

⁴ Subject to subsection 23.47A.004.H.

⁵ Permitted at Seattle Center.

⁶ Bed and breakfasts in existing structures are permitted outright with no maximum size limit.

⁷ Medical services over 10,000 square feet within 2,500 feet of a medical Major Institution Overlay boundary require conditional use approval, unless they are included in a Major Institution Master Plan or dedicated to veterinary services.

⁸ Medical service uses that are located in an urban center or urban village, which are in operation at such location before August 1, 2015, and that routinely provide medical services on a reduced fee basis to individuals or families having incomes at or below 200 percent of the poverty guidelines updated periodically in the Federal Register by the U.S. Department of Health and Human Services under the authority of 42 USC 9902(2), are limited to 20,000 square feet. This

Table A for 23.47A.004 Uses in Commercial zones

provision does not apply to medical service uses that are subject to a Major Institution Master Plan.

⁹ Office uses in C1 and C2 zones are permitted up to the greater of 1 FAR or 35,000 square feet as provided in subsection 23.47A.010.D. Office uses in C1 and C2 zones are permitted outright with no maximum size limit if they meet the standards identified in subsection 23.47A.010.D.

¹⁰ Gas stations and other businesses with drive-in lanes are not permitted in pedestrian-designated zones (Section 23.47A.028). Elsewhere in NC zones, establishing a gas station may require a demonstration regarding impacts under Section 23.47A.028.

¹¹ Grocery stores meeting the conditions of subsection 23.47A.010.E are permitted up to 23,000 square feet in size.

¹² Subject to subsection 23.47A.004.G.

¹³ Permitted pursuant to subsection 23.47A.004.D.7.

¹⁴ Residential uses may be limited to 20 percent of a street-level street-facing facade pursuant to subsection 23.47A.005.C.

¹⁵ Residential uses are conditional uses in C2 zones under subsection 23.47A.006.A.3, except as otherwise provided above in Table A for 23.47A.004 or in ((that)) subsection 23.47A.006.A.3.

¹⁶ Congregate Residences that are owned by a college or university, or are a sorority or fraternity, or are owned by a not-for-profit entity or charity, or are licensed by the State and provide supportive services; are permitted outright. All others are prohibited. Supportive services include meal service, cleaning service, health services or similar.

¹⁷ Congregate Residences that are owned by a college or university, or are a sorority or fraternity, or are owned by a not_for_profit entity or charity, or are licensed by the State and provide supportive services; are permitted outright. All others are permitted only in locations within urban villages and urban centers. Supportive services include meal service, cleaning service, health services or similar.

¹⁸ Permitted at Seattle Center; ((5)) see Section 23.47A.011.

¹⁹ Flexible-use parking is subject to Section 23.54.026. In pedestrian-designated zones, surface parking is prohibited adjacent to principal pedestrian streets pursuant to subsection 23.47A.032.B.2.

((19)) 20 Permitted as surface parking only on surface parking lots existing as of January 1, 2017. In pedestrian-designated zones, surface parking is prohibited adjacent to principal pedestrian streets pursuant to subsection 23.47A.032.B.2.

((²⁰Permitted only on parking lots existing at least five years prior to the establishment of the park and pool lot.))

²¹ Permitted outright, except prohibited in the SAOD.

((24)) 22 See Chapter 23.57, Communications regulations, for regulation of communication utilities.

((22)) 23 A recycling use that is located on the same development site as a solid waste transfer station may be permitted by administrative conditional use, subject to the requirements of subsection 23.47A.006.A.7.

1 Section 15. Section 23.47A.006 of the Seattle Municipal Code, last amended by 2 Ordinance 123872, is amended as follows: 3 23.47A.006 Conditional uses 4 A. The following uses, where identified as administrative conditional uses on Table A for 5 23.47A.004, or other uses identified in this Section 23.47A.006, may be permitted by the 6 Director when the provisions of both Section 23.42.042 and this subsection 23.47A.006.A are 7 met: 8 * * * 9 2. Park and ride ((lots)) facilities. ((Park and ride lots)) Park and ride facilities on 10 surface parking lots in NC2, NC3, C1, and C2 zones may be permitted as conditional uses in a 11 Type II decision, subject to the following: 12 a. The park and ride ((lot)) facility shall have direct vehicular access to a 13 designated arterial improved to City standards in subsection 23.53.015.B. 14 b. If the proposed ((park-and-ride lot)) park and ride facility is located on a 15 lot containing required accessory parking for other uses, there must be no substantial conflict in 16 the principal operating hours of the ((park-and-ride lot)) park and ride facility and other uses on 17 the lot. 18 c. The Director may require ((landscaping and screening in addition to that 19 required for surface parking areas,)) noise mitigation, vehicular access control, signage 20 restrictions, landscaping and screening in addition to that required for surface parking areas, and 21 other measures to provide comfort and safety for pedestrians and bicyclists. ((and)) The purpose 22 of these measures is to ensure the compatibility of the park and ride ((lot)) facility with the 23 surrounding area.

* * *

* * *

Section 16. Section 23.47A.013 of the Seattle Municipal Code, last amended by Ordinance 125267, is amended as follows:

23.47A.013 Floor area ratio

5

6

1

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3

4

D. The following gross floor area is not counted toward maximum FAR:

7

1. All underground stories or portions of stories;

8

2. All portions of a story that extend no more than 4 feet above existing or

3. Gross floor area of a transit station, including all floor area open to the general

4. Within First Hill, on lots zoned NC3 with a 160-foot height limit, all gross floor

a. The above-grade parking extends no more than 6 feet above existing or

5. On a lot containing a peat settlement-prone environmentally critical area,

9

finished grade, whichever is lower, excluding access;

10

public during normal hours of station operation but excluding retail or service establishments to

11 12

which public access is limited to customers or clients, even where such establishments are

13

primarily intended to serve transit riders;

1415

area occupied by a residential use;

16

above-grade parking within or covered by a structure or portion of a structure, if the Director

18

17

finds that locating a story of parking below grade is infeasible due to physical site conditions

finished grade and no more than 3 feet above the highest existing or finished grade along the

structure footprint, whichever is lower, as measured to the finished floor level or roof above,

19

such as a high water table, if either:

20

21

22

23 pursuant to subsection 23.47A.012.A.3; or

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1	b. All of the following conditions are met:
2	1) No above-grade parking is exempted by subsection
3	23.47A.013.D.5.a;
4	2) The parking is accessory to a residential use on the lot;
5	3) Total parking on the lot does not exceed one space for
6	each residential dwelling unit plus the number of spaces required for non-residential uses; and
7	4) The amount of gross floor area exempted by this
8	subsection 23.47A.013.D.5.b does not exceed 25 percent of the area of the lot in zones with a
9	height limit less than 65 feet, or 50 percent of the area of the lot in zones with a height limit 65
10	feet or greater. ((; and))
11	6. Rooftop greenhouse areas meeting the standards of subsections 23.47A.012.C.6
12	and 23.47A.012.C.7; ((-)) and
13	7. Bicycle commuter shower facilities required by subsection 23.54.015.K.8.
14	* * *
15	Section 17. Section 23.47A.032 of the Seattle Municipal Code, last amended by
16	Ordinance 124843, is amended as follows:
17	23.47A.032 Parking location and access
18	A. Access to parking
19	1. NC zones. The following rules apply in NC zones, except as provided under
20	subsections 23.47A.032.A.2 and 23.47A.032.D:
21	a. Access to parking shall be from the alley if the lot abuts an alley
22	improved to the standards of subsection 23.53.030.C, or if the Director determines that alley

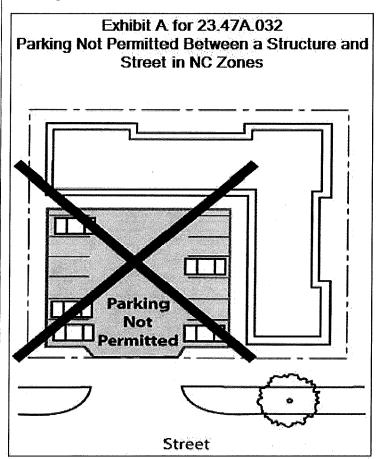
- access is feasible and desirable to mitigate parking access impacts. If alley access is infeasible, the Director may allow street access.
 - b. If access is not provided from an alley and the lot abuts only one street, access is permitted from the street, and limited to one two-way curb cut.
 - c. If access is not provided from an alley and the lot abuts two or more streets, access is permitted across one of the side street lot lines pursuant to subsection 23.47A.032.C, and curb cuts are permitted pursuant to subsection 23.54.030.F.2.a.1.
 - d. For each permitted curb cut, street-facing facades may contain one garage door, not to exceed the maximum width allowed for curb cuts.
 - 2. In addition to the provisions governing NC zones in subsection 23.47A.032.A.1, the following rules apply in pedestrian-designated zones, except as may be permitted under subsection 23.47A.032.D:
 - a. If access is not provided from an alley and the lot abuts two or more streets, access to parking shall be from a street that is not a principal pedestrian street.
 - b. If access is not provided from an alley and the lot abuts only a principal pedestrian street or streets, access is permitted from the principal pedestrian street, and limited to one two-way curb cut.
 - 3. In C1 and C2 zones, access to off-street parking may from a street, alley, or both when the lot abuts an alley. However, structures in C zones with residential uses, structures in C zones with pedestrian designations, and structures in C zones across the street from residential zones shall meet the requirements for parking access for NC zones as provided in subsection 23.47A.032.A.1. If two or more structures are located on a single site, then a single

- 1 | curb cut shall be provided according to the standards in Sections 23.47A.032.A.1,
- 2 23.47A.032.A.2, and 23.54.030.F.2.
 - 4. In the event of conflict between the standards for curb cuts in this subsection
 - 23.47A.032.A and the provisions of subsection 23.54.030.F, the standards in subsection
- 5 23.54.030.F shall control.
 - B. Location of parking
- 7 1. The following rules apply in NC zones, except as provided in subsection
- 8 23.47A.032.D; ((-))

4

6

- a. Parking shall not be located between a structure and a street lot line
- 10 (Exhibit A for 23.47A.032).
- 11 Exhibit A for 23.47A.032
- 12 Parking Not Permitted Between a Structure and Street in NC Zones



b. Within a structure, street-level parking shall be separated from street-

level, street-facing facades by another permitted use. This requirement does not apply to access

to parking meeting the standards of subsection 23.47A.032.A.

c. Parking to the side of a structure shall not exceed 60 feet of street

frontage (Exhibit B for 23.47A.032).

Exhibit B for 23.47A.032

2

3

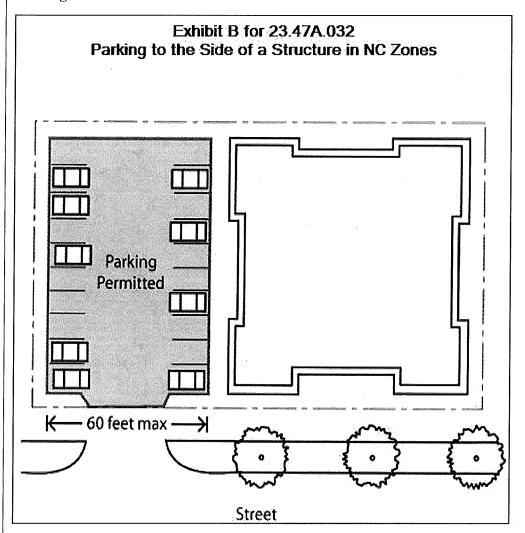
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7

Parking to the Side of a Structure in NC Zones



2. In pedestrian designated zones, surface parking is prohibited abutting the street lot line along a principal pedestrian street.

8

9

10

Template last revised December 1, 2016

- 3. Off-street parking may be located anywhere on a lot in C1 and C2 zones, except that structures with residential uses in C zones, structures in C zones with pedestrian designations, and structures in C zones across the street from residential zones shall meet the requirements for parking location for NC zones as provided in subsection 23.47A.032.B.1, except that if a lot in a C zone is bordered by streets on all sides, then parking may be provided between a street and a structure, but only on sides facing other commercially ((-)) zoned lots.
- 4. Required parking shall be located no farther than 800 feet from the lot with the use to which it is accessory, and <u>off-site parking</u> shall comply with the provisions of Section 23.54.025. ((, Off-site parking.))
- C. When a lot fronts on two or more streets, the Director will determine which of the streets will be considered the front lot line, for purposes of this section only. In making a determination, the Director will consider the following criteria:
- 1. The extent to which each street's pedestrian-oriented character or commercial continuity would be disrupted by curb cuts, driveways, or parking adjacent to the street;
 - 2. The potential for pedestrian and automobile conflicts; and
- 3. The relative traffic capacity of each street as an indicator of the street's role as a principal commercial street.
 - D. Exceptions to parking location and access requirements ((-))
- 1. Access to off-street parking may be from a street if, due to the relationship of an alley to the street system, use of the alley for parking access would create a significant safety hazard as determined by the Director.
- 2. If a lot borders an unopened right-of-way, the Director may apply the parking access and location requirements as if that street did not border the lot if, after consultation with

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1	the Director of Transportation, the Director determines that the street is unlikely to be opened or
2	improved.
3	3. On waterfront lots in the Shoreline District, parking may be located between
4	the structure and the front lot line, if necessary to prevent blockage of view corridors or to keep
5	parking away from the edge of the water as required by the Shoreline Master Program.
6	4. For fire and police stations, the Director shall determine the appropriate access
7	to parking based upon needs of emergency and other vehicles and the configuration of the site.
8	* * *
9	Section 18. Section 23.48.020 of the Seattle Municipal Code, last amended by Ordinance
10	125432, is amended as follows:
11 .	23.48.020 Floor area ratio (FAR)
12	* * *
13	B. Floor area exempt from FAR calculations. The following floor area is exempt from
14	maximum FAR calculations:
15	1. All underground stories or portions of stories.
16	2. Portions of a story that extend no more than 4 feet above existing or finished
17	grade, whichever is lower, excluding access.
18	3. As an allowance for mechanical equipment, in any structure 65 feet in height or
19	more, 3.5 percent of the total chargeable gross floor area in a structure is exempt from FAR
20	calculations. Calculation of the allowance includes the remaining gross floor area after all
21	exempt space allowed in this subsection 23.48.020.B has been deducted. Mechanical equipment
22	located on the roof of a structure, whether enclosed or not, is not included as part of the
23	calculation of total gross floor area.

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1	4. All gross floor area for solar collectors and wind-driven power generators.
2	5. Bicycle commuter shower facilities required by subsection 23.54.015.K.8.
3	* * *
4	Section 19. Subsection 23.48.085.A of the Seattle Municipal Code, which section was
5	last amended by Ordinance 125432, is amended as follows:
6	23.48.085 Parking and loading location, access, and curb cuts
7	A. Parking accessory to non-residential uses may be provided on-site ((and/or)) or within
8	800 feet of the lot to which it is accessory, according to the provisions of Section 23.54.025. ((5
9	Off-site-parking.))
10	***
11	Section 20. Subsection 23.48.205.B of the Seattle Municipal Code, which section was
12	enacted by Ordinance 124883, is amended as follows:
13	23.48.205 Uses for South Lake Union
14	* * *
15	B. Prohibited uses. ((Principal use)) Flexible-use parking.
16	* * *
17	Section 21. Section 23.48.280 of the Seattle Municipal Code, last amended by Ordinance
18	124883, is amended as follows:
19	23.48.280 Required parking in South Lake Union Urban Center
20	A. Off-street parking spaces and bicycle parking are required according to Section
21	23.54.015 ((, Required parking)) unless modified by this Section 23.48.280.

B. Maximum parking ((limit for non-residential uses)) limits

~ 1

1. Except as provided in subsections 23.48.280.B.2 and 23.48.280.B.3, the amount of parking reserved for or accessory to non-residential uses is limited to one parking space per every 1,000 square feet of gross floor area in non-residential use minus gross floor area in parking uses.

- 2. If, on or before September 1, 2012, a lot is providing legal off-site parking for another lot, by means such as a recorded parking easement or off-site accessory parking covenant on the subject lot, then the number of such off-site parking spaces is allowed on the off-site lot in addition to one space per 1,000 square feet for non-residential uses minus gross floor area in parking uses on the subject lot.
- 3. A lot in the SM-SLU 85/65-160 zone may exceed the maximum parking ((limit)) limits in this subsection 23.48.280.B without approval of a special exception pursuant to subsection 23.48.280.B.2 when, prior to issuance of a Master Use Permit for the lot that exceeds the maximum parking limit, the fee owners of both the property subject to the Master Use Permit for the lot that exceeds the maximum parking limit and the fee owners of the property subject to the Master Use Permit execute a restrictive covenant that is recorded in the King County real property records that limits the amount of parking that can be provided on other lot(s), such that the total quantity of parking provided as part of the Master Use Permit together with the parking to be provided on the other lot(s) subject to the restrictive covenant does not exceed the maximum parking ((limit)) limits in subsection 23.48.280.B.

* * *

Section 22. Section 23.48.605 of the Seattle Municipal Code, enacted by Ordinance 125267, is amended as follows:

	Gordon Clowers/Lish Whitson/Ketil Freeman SDCI Neighborhood Parking Reform ORD D1a
1	23.48.605 Uses in SM-U zones
2	A. Conditional uses. ((Principal use)) Flexible-use parking garages shall only be
3	permitted as an administrative conditional use if the provisions of subsection 23.48.605.B are
4	met.
5	B. To approve a ((principal use)) <u>flexible-use</u> parking garage as an administrative
6	conditional use, the Director shall, after consulting with the Director of Transportation, find that:
7	1. Traffic from the garage will not have substantial adverse effects on peak hour
8	traffic flow to and from Interstate 5 or on traffic circulation in the area around the garage;
9	2. The vehicular entrances and exits to the garage are located so that they will not
10	disrupt traffic, pedestrian circulation, bicycle circulation, or transit routes;
11	3. The garage will be operated by a parking company whose primary purpose is to
12	support the University Community Urban Center business community by providing and
13	managing parking facilities for its customers, business owners, and employees.
14	* * *
15	Section 23. Section 23.48.705 of the Seattle Municipal Code, enacted by Ordinance
16	125432, is amended as follows:
17	23.48.705 Uses in SM-UP zones
18	((Principal use)) Flexible-use parking is prohibited in SM-UP zones.
19	Section 24. Section 23.49.019 of the Seattle Municipal Code, last amended by Ordinance
20	125291, is amended as follows:
21	23.49.019 Parking quantity, location, and access requirements, and screening and

The regulations in this Section 23.49.019 do not apply to the Pike Market Mixed zones.

landscaping of parking areas

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A. Parking quantity requirements

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Downtown zones, except as follows:

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a. In the International District Mixed and International District Residential zones, parking requirements for restaurants, motion picture theaters, and other entertainment uses

1. No parking, either long-term or short-term, is required for uses on lots in

are as prescribed by Section 23.66.342.

b. In the International District Mixed and International District Residential zones, the Director of the Department of Neighborhoods, upon the recommendation of the

International District Special Review District Board, may waive or reduce required parking according to the provisions of Section 23.66.342, Parking and access.

c. Bicycle parking is required as specified in subsection ((23.49.019.E.1))

23.54.015.K.

2. Reduction or elimination of parking required by permits. A property owner may apply to the Director for the reduction or elimination of parking required by any permit issued under this Title 23 or Title 24, except for a condition contained in or required pursuant to any Council conditional use, contract rezone, planned community development, or other Type IV decision. The Director may grant reduction or elimination of required parking as a Type I decision, either as part of a Master Use Permit for the establishment of any new use or structure, or as an independent application for reduction or elimination of parking required by permit. Parking for bicycles may not be reduced or eliminated under this subsection 23.49.019.A.2. Any Transportation Management Plan (TMP) required by permit for the development for which a parking reduction or elimination is proposed shall remain in effect, except that the Director may change the conditions of the TMP to reflect current conditions and to mitigate any parking and

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1	traffic impacts of the proposed changes. If any bonus floor area was granted for the parking, then
2	reduction or elimination shall not be permitted except in compliance with applicable provisions
3	regarding the elimination or reduction of bonus features. If any required parking that is allowed
4	to be reduced or eliminated under this subsection 23.49.019.A.2 is the subject of a recorded
5	parking covenant, the Director may authorize modification or release of the covenant.
6	***
7	C. Maximum parking limits ((for non-residential uses))
8	1. Except as provided in subsections 23.49.019.C.2 ((, 23.49.019.C.3,)) and
9	23.66.342.B, parking for non-residential uses is limited to a maximum of one parking space per
10	1,000 square feet.
11	((2. Parking for non-residential uses in excess of the maximum quantities
12	identified in subsections 23.49.019.C.1 and 23.49.019.C.3 may be permitted as a special
13	exception pursuant to Chapter 23.76. When deciding whether to grant a special exception, the
14	Director shall consider evidence of parking demand and alternative means of transportation,
15	including but not limited to the following:
16	a. Whether the additional parking will substantially encourage the use of
17	single occupancy vehicles;
18	b. Characteristics of the work force and employee hours, such as multiple
19	shifts that end when transit service is not readily available;
20	c. Proximity of transit lines to the lot and headway times of those lines;
21	d. The need for a motor pool or large number of fleet vehicles at the site;
22	e. Proximity to existing long-term parking opportunities downtown which

might eliminate the need for additional parking on the lot;

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SDCI Neighborhood Parking Reform ORD
D1a

f. Whether the additional parking will adversely affect vehicular and pedestrian circulation in the area;

g. Potential for shared use of additional parking as residential or short-term parking;

h. The need for additional short-term parking to support shopping in the retail core or retail activity in other areas where short-term parking is limited;

i. Whether the area is located at the edge of the Downtown Urban Center where available short-term parking and transit service is limited.

3)) 2. In the area east of Interstate 5, parking for general sales and service uses and for eating and drinking establishments is limited to a maximum of two parking spaces per 1,000 square feet.

* * *

E. Bicycle parking is required according to subsection 23.54.015.K.

((1. The minimum number of off-street spaces for bicycle parking required for specific use categories is set forth in Table A for 23.49.019 below. In the case of a use not shown on Table A for 23.49.019, there is no minimum bicycle parking requirement. After the first 50 spaces for bicycles are provided for a use, additional spaces are required at 0.5 times the ratio shown in Table A for 23.49.019. Spaces within dwelling units or on balconies do not count toward the bicycle parking requirement.))

((Table A for 23.49.019 Minimum Bicycle Parking Requirement				
Use	Bicycle parking required			
Office	1 space per 5,000 square feet of gross floor area of office use			
Hotel	.05 spaces per hotel room			
Retail use over 10,000 square feet	1 space per 5,000 square feet of gross floor area of retail use			
Residential	1 space for every 2 dwelling units))			

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((2. Required bicycle parking shall be provided in a safe, accessible and
convenient location. Bicycle parking hardware shall be installed according to its manufacturer's
instructions, and the Scattle Department of Transportation design criteria, allowing adequate
clearance for bicycles and their riders. Directional signage shall be installed if bicycle parking
facilities are not clearly visible from the street or sidewalk. If any covered automobile parking is
provided, all required long-term bicycle parking shall be covered. If located off-street, bicycle
and automobile parking areas shall be separated by a barrier or painted lines.

- 3. Bicycle parking facilities for non-residential uses shall be located on the lot or in a shared bicycle parking facility within 100 feet of the lot, except as provided in subsection 23.49.019.E.6.
 - 4. Bicycle parking for residential uses shall be located on-site.
 - 5. Co-location of bicycle parking facilities by more than one use is encouraged.
- 6. For non-residential uses, the applicant may make a payment to the City to fund public bicycle parking in the public right-of-way in lieu of providing required bicycle parking on- or off-site, if the Director determines that:
- a. Safe, accessible and convenient bicycle parking accessory to a non-residential use cannot be provided on site or in a shared bicycle parking facility within 100 feet of the lot, without extraordinary physical or financial difficulty;
- b. The payment is comparable to the cost of providing the equivalent bicycle parking on-site, and takes in consideration the cost of materials, equipment and labor for installation; and
- c. The bicycle parking funded by the payment is located within sufficient proximity to serve the bicycle parking demand generated by the project.

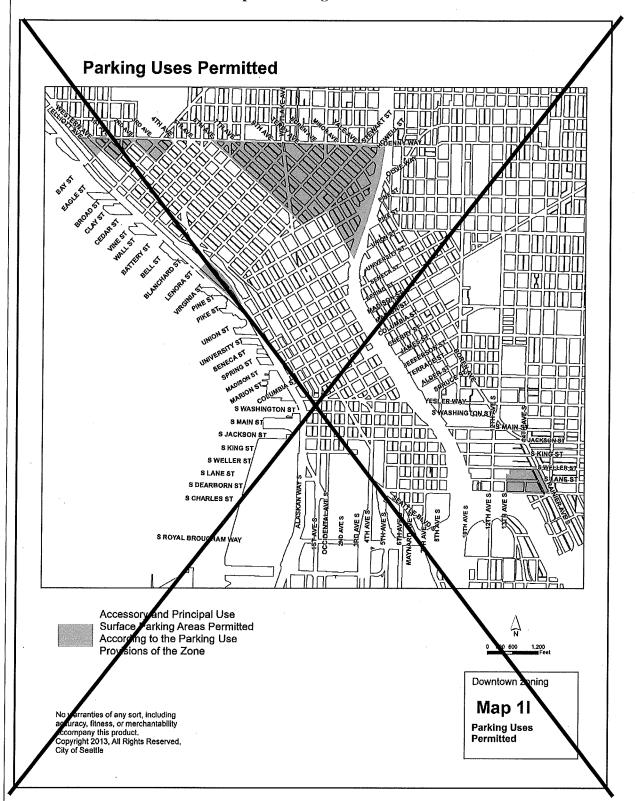
	SDCI Neighborhood Parking Reform ORD D1a
1	d. Any such payment shall be placed in a dedicated fund or account and
2	used within five years of receipt to provide the bicycle parking.
3	F. Bicycle commuter shower facilities. Structures containing 250,000 square feet or more
4	of office gross floor area shall include shower facilities and clothing storage areas for bicycle
5	commuters. One shower per gender shall be required for every 250,000 square feet of office use.
6	Such facilities shall be for the use of the employees and occupants of the building, and shall be
7	located where they are easily accessible to parking facilities for bicycles.))
8	F. Reserved
9	* * *
10	Section 25. Section 23.49.042 of the Seattle Municipal Code, last amended by Ordinance
11	124969, is amended as follows:
12	23.49.042 Downtown Office Core 1, Downtown Office Core 2, and Downtown Mixed
13	Commercial permitted uses
14	The provisions of this Section 23.49.042 apply in DOC1, DOC2, and DMC zones.
15	A. All uses are permitted outright except those specifically prohibited by Section
16	23.49.044 and those permitted only as conditional uses by Section 23.49.046. Parking is allowed
17	pursuant to Section 23.49.019 and Section 23.49.045, and major marijuana activity is allowed
18	pursuant to Section 23.42.058.
19	B. All uses not prohibited shall be permitted as either principal or accessory uses.
20	* * *
21	Section 26. Section 23.49.044 of the Seattle Municipal Code, last amended by Ordinance
22	123589, is amended as follows:

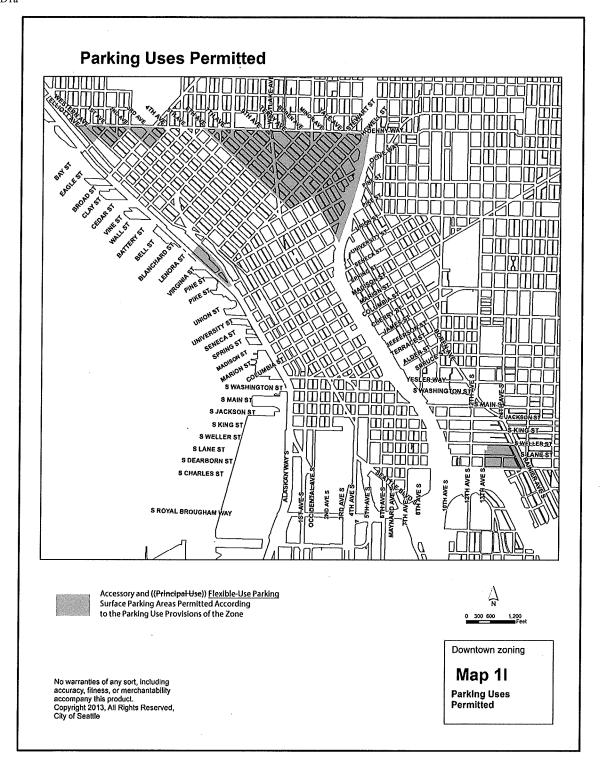
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1	23.49.044 Downtown Office Core 1, Downtown Office Core 2, and Downtown Mixed
2	Commercial prohibited uses
3	The following uses are prohibited as both principal and accessory uses in DOC1, DOC2, and
4	DMC zones, or where a single zone classification is specified, in zones with that classification
5	only.
6	A. Drive-in businesses, except gas stations located in parking garages;
7	B. Outdoor storage;
8	C. All general and heavy manufacturing uses;
9	D. Solid waste management;
,10	E. Recycling, except in DMC zones in South Downtown;
11	F. All high-impact uses;
12	G. In DMC zones, adult motion picture theaters and adult panorams; and
13	H. ((Principal use)) <u>Flexible-use</u> parking garages for long-term parking.
14	Section 27. Section 23.49.045 of the Seattle Municipal Code, last amended by Ordinance
15	123589, is amended as follows:
16	23.49.045 Downtown Office Core 1, Downtown Office Core 2, and Downtown Mixed
17	Commercial ((principal)) <u>flexible-use</u> and accessory parking
18	The provisions of this Section 23.49.045 apply in DOC1, DOC2, and DMC zones. DMC zoned
19	areas within the International Special Review District are also subject to Chapter 23.66. If there
20	is any conflict between this Section 23.49.045 and Chapter 23.66, Chapter 23.66 applies.
21	A. ((Principal Use Parking.)) Flexible-use parking
22	1. ((Principal use)) <u>Flexible-use</u> parking garages for short-term parking may be
23	permitted as conditional uses, pursuant to Section 23.49.046.

1	2. In DOC1 zones, ((principal use)) <u>flexible-use</u> long-term and short-term surface				
2	parking areas are prohibited. In DOC2 and DMC zones, ((principal use)) flexible-use long-term				
3	and short-term surface parking areas may be permitted as administrative conditional uses in areas				
4	shown on Map 1I, pursuant to Section 23.49.046.				
5	B. Accessory Parking.				
6	1. Accessory parking garages for both long-term and short-term parking are				
7	permitted outright, up to the maximum parking limit established by Section 23.49.019.				
8	2. Accessory surface parking areas are:				
9	a. Permitted outright in areas shown on Map 1I if they contain a total of 20				
10	or fewer parking spaces on the lot; ((and))				
11	b. Permitted outside South Downtown as administrative conditional uses				
12	pursuant to Section 23.49.046 if located in areas shown on Map 1I on a lot containing more than				
13	20 parking spaces; ((and))				
14	c. Prohibited in areas not shown on Map 1I; and				
15	d. Notwithstanding the maximum parking limit in Section 23.49.019,				
16	permitted outright for replacement of a short-term surface parking area with more than 20				
17	parking spaces in existence on December 31, 2009, if the original location and new location are				
18	both located in a DMC zone in South Downtown, and if the existing and replacement parking are				
19	accessory to the same principal use.				
20	3. Temporary ((principal)) flexible-use and accessory surface parking areas may				
21	be permitted as conditional uses pursuant to Section 23.49.046.				

Map 1I Parking Uses Permitted





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1	Section 28. Subsection 23.49.046.B of the Seattle Municipal Code, which section was
2	last amended by Ordinance 124680, is amended as follows:
3	23.49.046 Downtown Office Core 1 (DOC1), Downtown Office Core 2 (DOC2), and
4	Downtown Mixed Commercial (DMC) conditional uses and Council decisions
5	* * *
6	B. ((Principal use)) Flexible-use parking garages for short-term parking may be permitted
7	as administrative conditional uses, if the Director finds that:
8	1. Traffic from the garage will not have substantial adverse effects on peak hour
9	traffic flow to and from Interstate 5 or on traffic circulation in the area around the garage; and
10	2. The vehicular entrances to the garage are located so that they will not disrupt
11	traffic or transit routes; and
12	3. The traffic generated by the garage will not have substantial adverse effects on
13	pedestrian circulation; and
14	4. In the DMC 160 zone, the following standards are met:
15	a. ((the)) The total gross floor area of all parking uses on the lot is less
16	than the total gross floor area of all non-parking uses on the lot, and
17	b. ((any)) Any short-term ((principal use)) flexible-use parking is provided
18	for the life of the structure and a covenant to that effect is recorded against the title with the King
19	County Recorder.
20	* * *

	Gordon Clowers/Lish Whitson/Ketil Freeman SDCI Neighborhood Parking Reform ORD D1a
1	Section 29. Section 23.49.090 of the Seattle Municipal Code, last amended by Ordinance
2	124969, is amended as follows:
3	23.49.090 Downtown Retail Core, permitted uses
4	A. All uses are permitted outright except those which are specifically prohibited by
5	Section 23.49.092 and those which are permitted only as conditional uses by Section 23.49.096.
6	Parking is allowed subject to <u>Section 23.49.019 and</u> Section 23.49.094 and major marijuana
7	activity is allowed subject to Section 23.42.058.
8	B. All uses not prohibited shall be permitted as either principal or accessory uses.
9	* * *
10	Section 30. Section 23.49.094 of the Seattle Municipal Code, last amended by Ordinance
11	122054, is amended as follows:
12	23.49.094 Downtown Retail Core, principal and accessory parking ((7))
13	A. ((Principal Use Parking.)) Flexible-use parking
14	1. ((Principal use)) <u>Flexible-use</u> parking garages for long-term parking are
15	prohibited.
16	2. ((Principal use)) Flexible-use parking garages for short-term parking may be
17	permitted as administrative conditional uses pursuant to Section 23.49.096.
18	3. ((Principal use)) <u>Flexible-use</u> surface parking areas for both long- and short-

* * *

term parking are prohibited, except that temporary ((principal use)) flexible-use surface parking

areas may be permitted as conditional uses pursuant to Section 23.49.096.

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	Gordon Clowers/Lish Whitson/Ketil Freeman SDCI Neighborhood Parking Reform ORD D1a
1	Section 31. Section 23.49.096 of the Seattle Municipal Code, last amended by Ordinance
2	123046, is amended as follows:
3	23.49.096 Downtown Retail Core, conditional uses and Council decisions
4	* * *
5	C. ((Principal use)) Flexible-use parking garages for short-term parking may be permitted
6	as conditional uses, if the Director finds that:
7	1. Traffic from the garage will not have substantial adverse effects on peak hour
8	traffic flow to and from Interstate 5, or traffic circulation in the area around the garage; and
9	2. The vehicular entrances to the garage are located so that they will not disrupt
10	traffic or transit routes; and
11	3. The traffic generated by the garage will not have substantial adverse effects on
12	pedestrian circulation.
13	* * *
14	Section 32. Section 23.49.142 of the Seattle Municipal Code, last amended by Ordinance
15	124969, is amended as follows:
16	23.49.142 Downtown Mixed Residential, permitted uses
17	A. All uses are permitted outright except those specifically prohibited by Section
18	23.49.144 and those permitted only as conditional uses by Section 23.49.148. Parking is
19	permitted pursuant to Section 23.49.019 and Section 23.49.146, and major marijuana activity is
20	allowed pursuant to Section 23.42.058.
21	B. All uses not prohibited are permitted as either principal or accessory uses.
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Section 33. Section 23.49.146 of the Seattle Municipal Code, last amended by Ordinance 123589, is amended as follows:

23.49.146 Downtown Mixed Residential, principal and accessory parking

A. ((Principal Use Parking.)) Flexible-use parking

1. ((Principal use)) Flexible-use parking garages for long-term and short-term parking are prohibited in a DMR zone except that ((principal use)) flexible-use parking garages for short-term parking may be permitted either as an administrative conditional use in South Downtown outside the International Special Review District pursuant to Section 23.49.148, or within the International Special Review District pursuant to Section 23.66.324.

2. ((Principal use)) Flexible-use surface parking areas are prohibited, except that temporary ((principal use)) flexible-use surface parking areas in DMR/C areas may be permitted as conditional uses pursuant to Section 23.49.148.

Section 34. Section 23.49,148 of the Seattle Municipal Code, last amended by Ordinance 123589, is amended as follows:

23.49.148 Downtown Mixed Residential, conditional uses and Council decisions

A. All conditional uses shall meet the following criteria:

- 1. The use shall be determined not to be materially detrimental to the public welfare or injurious to property in the zone or vicinity in which the property is located.
- 2. In authorizing a conditional use, adverse negative impacts may be mitigated by imposing requirements or conditions deemed necessary for the protection of other properties in the zone or vicinity and the public interest. The Director or Council shall deny

1. Traffic from the parking area will not have substantial adverse effects on

traffic circulation in the surrounding areas; and

non-residential uses or as ((principal use)) flexible-use parking replacing the surface spaces

existing on the lot on June 25, 1998, is exempt from FAR calculations if it is separated from all

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1	streets abutting the lot by another use or is screened according to the provisions of subsection
2	23.49.180.G.9.
3	c. Street-level uses other than residential lobbies are exempt if they meet
4	the requirements of subsection 23.49.180.F.
5	* * *
6	Section 36. Subsection 23.49.322.A of the Seattle Municipal Code, which section was
7	last amended by Ordinance 122235, is amended as follows:
8	23.49.322 Downtown Harborfront 2, ((principal)) flexible-use parking and accessory
9	parking ((-))
10	A. ((Principal Use Parking.)) Flexible-use parking
11	1. ((Principal use)) Flexible-use parking garages for both long-term and short-
12	term parking shall be conditional uses, according to Section 23.49.324.
13	2. ((Principal use)) Flexible-use surface parking areas shall be conditional uses in
14	areas shown on Map 1I, and shall be prohibited in other locations, except that temporary
15	((principal use)) <u>flexible-use</u> surface parking areas may be permitted as conditional uses pursuant
16	to Section 23.49.324.
17	* * *
18	Section 37. Section 23.49.324 of the Seattle Municipal Code, last amended by Ordinance
19	123046, is amended as follows:
20	23.49.324 Downtown Harborfront 2, conditional uses
21	A. All conditional uses shall meet the following criteria:
22	1. The use shall be determined not to be materially detrimental to the public
23	welfare or injurious to property in the zone or vicinity in which the property is located.

	Gordon Clowers/Lish Whitson/Ketil Freeman SDCI Neighborhood Parking Reform ORD D1a
1	2. In authorizing a conditional use, adverse negative impacts may be mitigated by
2	imposing requirements or conditions deemed necessary for the protection of other properties in
3	the zone or vicinity and the public interest. The Director or Council shall deny the conditional
4	use, if it is determined that the negative impacts cannot be mitigated satisfactorily.
5	B. ((Principal use)) Flexible-use parking garages for long-term or short-term parking may
6	be permitted as conditional uses, if the Director finds that:
7	1. Traffic from the garage will not have substantial adverse effects on traffic
8	circulation in the area around the garage; and
9	2. The entrances to the garages are located so that they will not disrupt traffic or
10	transit routes; and
11	3. The traffic generated by the garage will not have substantial adverse effects on
12	pedestrian circulation.
13	* * * .
14	Section 38. Section 23.49.338 of the Seattle Municipal Code, last amended by Ordinance
15	124969, is amended as follows:
16	23.49.338 Pike Market Mixed, prohibited uses ((;))
17	A. The following uses are prohibited as both principal and accessory uses in areas outside
18	of the Pike Place Market Historical District, Map 1K:
19	1. Drive-in businesses, except gas stations located in parking garages;
20	2. Outdoor storage;

5. Major communication utilities;

4. Transportation facilities, except ((principal use)) flexible-use parking;

3. Adult motion picture theaters and adult panorams;

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1	6. All general manufacturing uses;
2	7. Solid waste management;
3	8. Recycling;
4	9. All industrial uses;
5	10. Jails;
6	11. Work-release centers; and
7	12. Major marijuana activity.
8	B. Within the Pike Place Market Historical District, Map 1K, uses may be prohibited by
9	the Pike Market Historical Commission pursuant to the Pike Place Market Historical District
10	Ordinance.
11	Section 39. Section 23.50.012 of the Seattle Municipal Code, last amended by Ordinance
12	124969, is amended as follows:
13	23.50.012 Permitted and ((Prohibited Uses)) prohibited uses

A. All uses are permitted outright, prohibited or permitted as a conditional use, according to Table A for 23.50.012 and this Section 23.50.012.

Table A for 23.50.012 Uses in Industrial zones						
Uses	PERMIT	PERMITTED AND PROHIBITED USES BY ZONE				
	IB	IC		Duwamish	IG2 in the Duwamish M/I Center	
* * *						
L. TRANSPORTATION FACILITIES						
L.1. Cargo terminals	P	P	P	P	P	
L.2. Parking and moorage						
L.2.a. Boat moorage	P	P	P	P	P	
L.2.b. Dry boat storage	P	P	P	P	P	

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Uses	PERMITTED AND PROHIBITED USES BY ZONE					
	IB	IC		IG1 in the Duwamish M/I Center	Duwamish	
L.2.c. Parking, ((principal use, except as listed below)) flexible-use	P	P or X(17)	Р	X(5)	X(5)	
((L.2.e.i.)) <u>L.2.d.</u> Park and ((Pool Lots)) <u>ride facilities</u>	P(18)	P(18)	P(18)	CU	CU	
((L.2.e.ii. Park and Ride Lots))	((CU))	((CU))	((CU))	((CU))	((CU))	
((L.2.d.)) <u>L.2.e.</u> Towing services	P	P	P	P	P	

KEY

CU = Administrative conditional use

CCU = Council conditional use

EB = Permitted only in a building existing on October 7, 1987.

EB/CU = Administrative conditional use permitted only in a building existing on October 7, 1987.

P = Permitted

X = Prohibited

Footnotes to Table A for 23.50.012

- (1) In addition to the provisions in this Chapter 23.50, urban farms that entail major marijuana activity are regulated by Section 23.42.058.
- (2) Except within designated manufacturing and industrial centers, where they are permitted only on rooftops and/or as agricultural uses within an enclosed building. Except for agricultural uses within an enclosed building operating prior to January 4, 2016, agricultural uses within an enclosed building are not permitted in the IG1 zone. Agricultural uses within an enclosed building within designated manufacturing and industrial centers (excluding associated office or food processing areas) shall not exceed:
- (a) 5,000 square feet in IG1 zones for agricultural uses within an enclosed building established prior to January 4, 2016;
- (b) 10,000 square feet in IB and IC zones; and
- (c) 20,000 square feet in IG2 zones.
- (3) Animal shelters and kennels maintained and operated for the impounding, holding, and/or disposal of lost, stray, unwanted, dead, or injured animals are permitted.
- (4) Subject to subsection 23.50.012.E.
- (5) Parking required for a spectator sports facility or exhibition hall is allowed and shall be permitted to be used ((for general parking purposes)) as flexible-use parking or shared with another such facility to meet its required parking. A spectator sports facility or exhibition hall within the Stadium Transition Area Overlay District may reserve parking. Such reserved non-required parking shall be permitted to be used ((for general parking purposes)) as flexible-use parking and is exempt from the one-space-per-650-square-feet ratio under the following circumstances:

Table A for 23.50.012 Uses in Industrial zor					
Uses	PERMIT	TED AN	ND PROHI	BITED USE	S BY ZONE
	IB	IC	IG1	IG1 in the	IG2 in the
			and IG2	Duwamish	Duwamish
			(general)	M/I Center	M/I Center

- (a) The parking is owned and operated by the owner of the spectator sports facility or exhibition hall, and
- (b) The parking is reserved for events in the spectator sports facility or exhibition hall, and
- (c) The reserved parking is outside of the Stadium Transition Area Overlay District, and south of South Royal Brougham Way, west of 6th Avenue South and north of South Atlantic Street. Parking that is covenanted to meet required parking will not be considered reserved parking.
- (6) Medical service uses over 10,000 square feet, within 2,500 feet of a medical Major Institution Overlay District boundary, require administrative conditional use approval, unless included in an adopted major institution master plan. See Section 23.50.014.
- (7) The high-impact uses listed in subsection 23.50.014.B.10 may be permitted as conditional uses.
- (8) High-impact uses may be permitted as conditional uses as provided in subsection 23.50.014.B.5.
- (9) Research and education facilities that are a part of a college or university, and that are water-dependent or water-related, as defined by Section 23.60.944, are permitted in new and existing buildings in the Ballard/Interbay Northend Manufacturing & Industrial Center.
- (10) A college or university offering a primarily vocational curriculum within the zone is permitted.
- (11) Hospitals may be permitted as a conditional use where accessory to a research and development laboratory or an institute for advanced study pursuant to subsection 23.50.014.B.14.
- (12) On IC zoned parcels within the Ballard Hub Urban Village and abutting Market Street, museums are allowed in new buildings or structures.
- (13) Museums are prohibited except in buildings or structures that are designated City of Seattle landmarks.
- (14) Transitional encampments accessory to religious facilities or to principal uses located on property owned or controlled by a religious organization are regulated by Section 23.42.054.
- (15) The heavy manufacturing uses listed in subsection 23.50.014.B.9 may be permitted as a conditional use. All other heavy manufacturing uses are prohibited.
- (16) Heavy manufacturing uses may be permitted as a conditional use within the Queen Anne Interbay area as provided in subsection 23.50.014.C.
- (17) Prohibited in an IC 85-160 zone for development that exceeds the base FAR limit.
- (18) Park and ((pool lots)) <u>ride facilities</u> are not permitted within 3,000 feet of the Downtown Urban Center.
- (19) Subject to subsection 23.50.014.B.7.e.

* * *

	Gordon Clowers/Lish Whitson/Ketil Freeman SDCI Neighborhood Parking Reform ORD D1a
1	Section 40. Section 23.50.028 of the Seattle Municipal Code, which section was last
2	amended by Ordinance 125291, is amended as follows:
3	23.50.028 Floor area limits
4	* * *
5	E. Exemptions from FAR calculations
6	1. The following areas are exempt from FAR calculations in all industrial zones:
7	a. All gross floor area below grade;
8	b. All gross floor area used for accessory parking, except as provided in
9	subsection 23.50.028.F;
10	c. All gross floor area located on the rooftop of a structure and used for
11	any of the following: mechanical equipment, stair and elevator penthouses, and communication
12	equipment and antennas; ((and))
13	d. All gross floor area used for covered rooftop recreational space of a
14	building existing as of December 31, 1998, in an IG1 or IG2 zone, if complying with subsection
15	23.50.012.D; ((-)) <u>and</u>
16	e. Bicycle commuter shower facilities required by subsection
17	23.54.015.K.8.

Section 41. Subsection 23.51A.004.D of the Seattle Municipal Code, which section was last amended by Ordinance 125173, is amended as follows:

23.51A.004 Public facilities in multifamily zones

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3	

D. The following public facilities are prohibited in all multifamily zones:

1. Jails, except for youth service centers existing as of January 1, 2013, in public

facilities operated by King County within an Urban Center;

4

2. Work-release centers;

5

3. Bus bases;

6

((4. Park and ride lots:

7

5)) 4. Sewage treatment plants;

8

((6)) 5. Animal control shelters; and

9

((7)) 6. Post office distribution centers.

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Section 42. Section 23.54.015 of the Seattle Municipal Code, last amended by Ordinance 125272, is amended as follows:

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23.54.015 Required parking and maximum parking limits

A. ((Minimum)) Required parking. ((requirements.)) The minimum number of off-street motor vehicle parking spaces required for specific uses is set forth in Table A for 23.54.015 for non-residential uses other than institutional uses, Table B for 23.54.015 for residential uses, and Table C for 23.54.015 for institutional uses, except as otherwise provided in this ((Section 23.54.015 and Section 23.54.020)) Chapter 23.54. ((The minimum)) Required parking ((requirements are)) is based upon gross floor area of a use within a structure minus gross floor area in parking uses, and the square footage of a use when located outside of an enclosed structure, or as otherwise specified. Maximum parking limits for specific uses and specific areas are set forth in subsection 23.54.015.C. Exceptions to ((the)) motor vehicle parking requirements

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set forth in this Section 23.54.015 are provided in: ((subsection)) subsections 23.54.015.B and

	SDCI Neighborhood Parking Reform ORD D1a
1	23.54.015.C; and in Section 23.54.020, Parking quantity exceptions, unless otherwise specified.
2	This Chapter 23.54 does not apply to parking for construction activity, which is regulated by
3	Section 23.42.044.
4	B. ((Parking requirements)) Required parking for specific zones and areas
5	1. Parking in downtown zones is regulated by ((Section 23.49.019)) Chapters
6	23.49 and 23.66, and not by this Section 23.54.015.
7	2. Parking in the MPC-YT zone is regulated by Section 23.75.180 and not by this
8	Section 23.54.015.
9	3. Parking for major institution uses in the Major Institution Overlay District is
10	regulated by Sections 23.54.015 and 23.54.016.
11	((4. Parking in the Northgate Overlay District is regulated by Chapter 23.54.
12	except as modified by Section 23.71.016.
13	5. No parking is required for single-family residential uses on lots in any
14	residential zone that are less than 3,000 square feet in size or less than 30 feet in width where
15	access to parking is permitted through a required yard or setback abutting a street according to
16	the standards of subsections 23.44.016.B.2, 23.45.536.C.2, or 23.45.536.C.3.
17	6. No parking is required for urban farms or community gardens in residential
18	zones.))
19	4. The Director shall adopt by rule a map of frequent transit service areas based
20	on proximity to a transit station or stop served by a frequent transit route. The determination
21	whether a proposed development site is in a scheduled frequent transit service area shall be based
22	on the frequent transit service area map adopted by rule that exists on the date a project vests
23	according to the standards of Section 23.76.026, provided that a rule that takes effect on a date

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1	after the project vests may be applied to determine whether the site is in a scheduled frequent
2	transit service area, at the election of the project applicant in accordance with Section
3	23.76.026.G.
4	C. Maximum parking limits for specific zones or areas
5	1. In the Stadium Transition Area Overlay District certain uses are subject to a
6	maximum parking ratio pursuant to subsection 23.74.010.A.1.b. When there are multiple uses
7	on a lot, the total parking requirement for all uses subject to a maximum ratio cannot exceed
8	the aggregate maximum for those uses under Section 23.74.010.
9	2. In all commercial zones, except C2 zones outside of urban villages, no more
10	than 145 spaces per lot may be provided as surface parking or as flexible-use parking.
11	3. In all multifamily zones, commercial uses are limited to no more than ten
12	parking spaces per business establishment.
13	4. In the Northgate Overlay District, the Director may permit parking to exceed
14	applicable maximum parking limits as a Type I decision pursuant to Chapter 23.76 if:
15	a. The parking is provided in a structure according to a joint-use parking
16	agreement with King County Metro Transit; and
17	b. It can be demonstrated to the satisfaction of the Director through a
18	parking demand study that the spaces are only needed to meet evening and weekend demand or
19	as overflow on less than ten percent of the weekdays in a year, and the spaces shall otherwise be
20	available for daytime use by the general public.
21	* * *

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K. Bicycle parking. The minimum number of off-street parking spaces for bicycles required for specified uses is set forth in Table D for 23.54.015. <u>Long-term parking for bicycles</u>

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shall be for bicycles parked four or more hours. Short-term parking for bicycles shall be for bicycles parked less than four hours. In the case of a use not shown on Table D for 23.54.015, ((there is no minimum bicycle parking requirement)) one bicycle parking space per 10,000 gross square feet of either short- or long-term bicycle parking is required, except single-family residential use is exempt from bicycle parking requirements. The minimum requirements are based upon gross floor area of the use in a structure minus gross floor area in parking uses, or the square footage of the use when located outside of an enclosed structure, or as otherwise specified.

((1. After the first 50 spaces for bicycles are provided, additional spaces are required at ½ the ratio shown in Table D for 23.54.015, except for rail transit facilities; passenger terminals; and park and ride lots.))

- 1. Rounding. For long-term bicycle parking, calculation of the minimum requirement shall round up the result to the nearest whole number. For short-term bicycle parking, calculation of the minimum requirement shall round up the result to the nearest whole even number.
- 2. <u>Performance standards.</u> ((Required bicycle parking shall be provided)) <u>Provide</u> bicycle parking in a <u>highly visible</u>, safe, ((accessible)) and convenient location, <u>emphasizing user</u> convenience and theft deterrence, based on rules promulgated by the Director of the Seattle <u>Department of Transportation that address the considerations in this subsection 23.54.015.K.2</u>.
- a. Provide secure locations and arrangements of long-term bicycle
 parking, with features such as locked rooms or cages and bicycle lockers. The bicycle parking
 should be installed in a manner that avoids creating conflicts with automobile accesses and
 driveways.

	SDCI Neighborhood Parking Reform ORD D1a
1	b. Provide pedestrian and bicycle access to long-term bicycle parking that
2	is separate from other vehicular entry and egress points.
3	c. Provide adequate lighting in the bicycle parking area and access routes
4	to it.
5	d. If bicycle parking facilities are not clearly visible from the street or
6	sidewalk, install directional signage in adequate amounts and in highly visible indoor and
7	outdoor locations in a manner that promotes easy wayfinding for bicyclists. Wayfinding signage
8	shall be visible from adjacent on-street bicycle facilities.
9	e. Long-term bicycle parking shall be located where bicyclists are not
10	required to carry bicycles on stairs to access the parking.
11	f. Where practicable, long-term bicycle parking shall include a variety of
12	rack types to accommodate different types of bicycles.
13	g. Install ((Bieyele)) bicycle parking hardware ((shall be installed)) so that
14	it can perform to its manufacturer's specifications and any design criteria promulgated by the
15	((Director of Transportation)) Director of the Seattle Department of Transportation, allowing
16	adequate clearance for bicycles and their riders. ((Directional signage shall be installed when
17	bike parking facilities are not clearly visible from the street or sidewalk.))
18	<u>h.</u> ((If any covered automobile parking is provided,)) <u>Provide full weather</u>
19	protection for all required long-term bicycle parking. ((shall be covered. If located off street,
20	bicycle and automobile parking areas shall be separated by a barrier or painted lines.
21	3. Long-term parking for bicycles shall be for bicycles parked four hours or more.
22	Short-term parking for bicycles shall be for bicycles parked less than four hours.

4)) <u>3</u>. Bicycle parking required for residential uses shall be located on-site.

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((5)) 4. Bicycle parking required for small efficiency dwelling units and congregate residence sleeping rooms is required to be covered for <u>full</u> weather protection. If the required, covered bicycle parking is located inside the building that contains small efficiency dwelling units or congregate residence sleeping rooms, the space required to provide the required bicycle parking shall be exempt from Floor Area Ratio (FAR) limits. Covered bicycle parking that is provided beyond the required bicycle parking shall not be exempt from FAR limits.

((6)) 5. Bicycle parking facilities shared by more than one use are encouraged.

((7)) <u>6</u>. ((Bicycle)) <u>Except as provided in subsection 23.54.015.K.7, bicycle parking facilities required for non-residential uses shall be located:</u>

 \underline{a} . ((on)) On the lot; or

b. For a functionally interrelated campus containing more than one building, in a shared bicycle parking facility within ((100)) 600 feet of the lot. ((, except as provided in subsection 23.54.015.K.8.))

((8)) 7. ((Bieyele)) Both long-term and short-term bicycle parking for non-residential uses on a functionally interrelated campus containing more than one building may be located in ((a facility)) an off-site location within ((100)) 600 feet of the lot, ((that is not a shared bicycle parking facility, or)) and short-term public bicycle parking may be provided in ((the right-of-way)) a public place, subject to approval by the Director of the Seattle Department of Transportation. ((, in lieu of providing required on-site bicycle parking, if the Director determines that:)) The Director of the Seattle Department of Transportation may consider whether bicycle parking in the public place shall be sufficient in quality to effectively serve bicycle parking demand from the site.

((a. Safe, accessible, and convenient bicycle parking accessory to a non-residential use cannot be provided on site or in a shared bicycle parking facility within 100 feet of the lot, without extraordinary physical or financial difficulty;

b. The bicycle parking in the right of-way is equivalent to bicycle parking that would otherwise be required on-site, and takes into consideration the cost of materials, equipment and labor for installation;

e. The bicycle parking in the right-of-way is located within sufficient proximity to serve the bicycle parking demand generated by the project; and

d. Construction of the bicycle parking is completed before issuance of a certificate of occupancy for the development.))

8. Bicycle commuter shower facilities. Structures containing 100,000 square feet or more of office use floor area shall include shower facilities and clothing storage areas for bicycle commuters. Two showers shall be required for every 100,000 square feet of office use.

They shall be available in a manner that results in equal shower access for all users. The facilities shall be for the use of the employees and occupants of the building, and shall be located where they are easily accessible to bicycle parking facilities.

9. Bicycle parking spaces within dwelling units, other than a private garage, or on balconies do not count toward the bicycle parking requirement.

3599.65		for 23.54.015 L Parking for Non-residential Uses Oth	ier Than Institutions		
Us	e		Minimum parking required		
I.	G	eneral Non-residential Uses (other tha	n institutions)		
A. AGRICULTURAL USES ¹		CULTURAL USES ¹	1 space for each 2,000 square feet		
В.	COM	MERCIAL USES			
	B.1.	Animal shelters and kennels	1 space for each 2,000 square feet		
	B.2.	Eating and drinking establishments	1 space for each 250 square feet		

	B.3.		inment Uses, general, except as elow ² (((1)))	For public assembly areas: 1 space for each 8 fixed seats, or 1 space for each 100 square feet of public assembly area not containing fixed seats		
		B.3.a	Adult cabarets	1 space for each 250 square feet		
		B.3.b	Sports and recreation uses	1 space for each 500 square feet		
	B.4.	Food pr	ocessing and craft work	1 space for each 2,000 square feet		
	B.5.	Laborat	cories, research and development	1 space for each 1,500 square feet		
	B.6.	Lodging	g uses	1 space for each 4 rooms; For bed and breakfast facilities in single-family and multifamily zones, 1 space for each dwelling unit, plus 1 space for each 2 guest rooms		
	B.7.	Medical	l services	1 space for each 500 square feet		
	B.8.	Offices		1 space for each 1,000 square feet		
	B.9.	Sales ar	nd services, automotive	1 space for each 2,000 square feet		
	B.10.	Sales and services, general, except as noted below		1 space for each 500 square feet		
		B.10.a.	Pet Daycare Centers ³ (((2)))	1 space for each 10 animals or 1 space for each staff member, whichever is greater, plus 1 loading and unloading space for each 20 animals ((-))		
	B.11.	Sales an	nd services, heavy	1 space for each 2,000 square feet		
	B.12.	Sales an	nd services, marine	1 space for each 2,000 square feet		
C.	HIGH	IMPAC	T USES	1 space for each 2,000 square feet		
D.	LIVE-	WORK	UNITS	0 spaces for units with 1,500 square feet or less; 1 space for each unit greater than 1,500 square feet; 1 space for each unit greater than 2,500 square feet, plus the parking that would be required for any nonresidential activity classified as a principal use		
E.	MAN	TUFACTURING USES		1 space for each 2,000 square feet		
F.	STOR	AGE US	SES	1 space for each 2,000 square feet		
G.	I	SITION RIM USI	1	1 space for every vehicle used as shelter; plus 1 space for each 2 staff members onsite at peak staffing times		

Η.	TRA	NSPOR'	TATION FACILITIES	
	H.1.	Cargo 1	terminals	1 space for each 2,000 square feet
	H.2.	Parking	g and moorage	
		H.2.a.	((Principal use)) Flexible-use parking	None
		H.2.b.	Towing services	None
		H.2.c.	Boat moorage	1 space for each 2 berths
		H.2.d.	Dry storage of boats	1 space for each 2,000 square feet
	H.3.	Passeng	ger terminals	1 space for each 100 square feet of waiting area
	H.4.	Rail tra	nsit facilities	None
	H.5.	Transpo	ortation facilities, air	1 space for each 100 square feet of waiting area
	H.6.	Vehicle	storage and maintenance uses	1 space for each 2,000 square feet
[.	UTIL	ITIES		1 space for each 2,000 square feet
II.	Non-r	esidenti	al Use Requirements ((For)) <u>for</u> S	pecific Areas
J.	1		al uses in urban centers or the Overlay District ⁴ (((3)))	No minimum requirement
K.	within Overland locate frequentiatan	n an urba ay Distri d within ent transi ee from f the lot	al uses in urban villages that are not in center or the Station Area ct, if the non-residential use is ((1,320 feet of a street with it service, measured as the walking the nearest transit stop to the lot containing the non-residential use. It transit service area. ⁴	No minimum requirement
L.	Non-residential uses permitted in MR and HR zones pursuant to Section 23.45.504.		*	No minimum requirement

Footnotes for Table A for 23.54.015 ((÷))

No parking is required for urban farms or community gardens in residential zones.

(((1))) ² Required parking for spectator sports facilities or exhibition halls must be available when the facility or exhibition hall is in use. A facility shall be considered to be "in use" during the period beginning three hours before an event is scheduled to begin and ending one hour after a scheduled event is expected to end. For sports events of variable or uncertain duration, the expected event length shall be the average length of the events of the same type for which the most recent data are available, provided it is within the past five years. During an inaugural season, or for nonrecurring events, the best available good faith estimate of event duration will be used. A facility will not be deemed to be "in use" by virtue of the fact that administrative or maintenance personnel are present. The Director may reduce the required parking for any event when projected attendance for a spectator sports facility is certified to be 50 percent or less of

Table A for 23.54.015 <u>Required</u> Parking for Non-residential Uses Other Than Institutions

the facility's seating capacity, to an amount not less than that required for the certified projected attendance, at the rate of one space for each ten fixed seats of certified projected attendance. An application for reduction and the certification shall be submitted to the Director at least 15 days prior to the event. When the event is one of a series of similar events, such certification may be submitted for the entire series 15 days prior to the first event in the series. If the Director finds that a certification of projected attendance of 50 percent or less of the seating capacity is based on satisfactory evidence such as past attendance at similar events or advance ticket sales, the Director shall, within 15 days of such submittal, notify the facility operator that a reduced parking requirement has been approved, with any conditions deemed appropriate by the Director to ensure adequacy of parking if expected attendance should change. The parking requirement reduction may be applied for only if the goals of the facility's Transportation Management Plan are otherwise being met. The Director may revoke or modify a parking requirement reduction approval during a series, if projected attendance is exceeded.

 $((\frac{2}{2}))^3$ The amount of required parking is calculated based on the maximum number of staff or animals the center is designed to accommodate.

(((3))) ⁴ The general minimum requirements of ((lines A through H)) Part I of Table A for 23.54.015 ((is)) are superseded to the extent that a use, structure, or development qualifies for either a greater or a lesser minimum parking requirement (which may include no requirement) under any other provision. To the extent that a non-residential use fits within more than one line in Table A for 23.54.015, the least of the applicable minimum parking requirements applies. The different parking requirements listed for certain categories of non-residential uses shall not be construed to create separate uses for purposes of any requirements related to establishing or changing a use under this Title 23.

Use		Minimum parking required
I. General residential uses		
A.	Adult family homes	1 space for each dwelling unit
В.	Artist's studio/dwellings	1 space for each dwelling unit
C.	Assisted living facilities	1 space for each 4 assisted living units; plus 1 space for each 2 staff members on-site at peak staffing time plus 1 barrier-free passenger loading and unloading space
D.	Caretaker's quarters	1 space for each dwelling unit
E.	Congregate residences	1 space for each 4 sleeping rooms
F.	Cottage housing developments	1 space for each dwelling unit
G.	Floating homes	1 space for each dwelling unit
Н.	Mobile home parks	1 space for each mobile home lot as defined in Chapter 22,904

I.	Multifamily residential uses, except as otherwise provided in this Table B for 23.54.015 ((-)) 1	1 space for each dwelling unit, or 1 space for each 2 small efficiency dwelling units
J.	Nursing homes ²	1 space for each 2 staff doctors; plus 1 additional space for each 3 employees; plus 1 space for each 6 beds
K.	Single-family dwelling units	1 space for each dwelling unit ³
II. R	esidential use requirements for specific areas	
L.	All residential uses within urban centers or within the Station Area Overlay District ¹	No minimum requirement
M.	All residential uses in commercial and multifamily zones within urban villages that are not within urban center or the Station Area Overlay District, if the residential use is located within ((1,320 feet of a street with frequent transit service, measured as the walking distance from the nearest transit stop to the lot line of the lot containing the residential use.)) a frequent transit service area 1,4	No minimum requirement
N.	Multifamily residential uses within the University of Washington parking impact area shown on Map A for 23.54.015 ¹	1 space per dwelling unit for dwelling units with fewer than two bedrooms; plus 1.5 spaces per dwelling units with 2 or more bedrooms; plus 0.25 spaces per bedroom for dwelling units with 3 or more bedrooms
O.	Multifamily dwelling units, within the Alki area shown on Map B for 23.54.015 ¹	1.5 spaces for each dwelling unit
III. M	Iultifamily residential use requirements with <u>ren</u>	t and income criteria
((P.))	((Multifamily residential uses: for each dwelling unit rented to and occupied by a household with an income at time of its initial occupancy at or below 30 percent of the median income ³ , for the life of the building ¹))	((0.33 space for each dwelling unit with two or fewer bedrooms, and one space for each dwelling unit with three or more bedrooms))
<u>P.</u>	For each dwelling unit rent and income-restricted at or below 80 percent of the median income ^{1, 5}	No minimum requirement
((Q.))	unit rented to and occupied by a household with	((0.75 spaces for each dwelling unit with two or fewer bedrooms, and one space for each dwelling unit with three or more bedrooms))

F44500000000000000000000000000000000000	B for 23.54.015 ired Parking for Residential Uses	
((R.))	((Low-income disabled multifamily residential uses))	((1 space for each 4 dwelling units))
	((Low-income elderly/low-income disabled multifamily residential uses ^{1,3}))	((1 space for each 5 dwelling units))
((T.))	((Low-income elderly multifamily residential uses ^{1,3} not located in urban centers or within the Station Area Overlay District))	((1 space for each 6 dwelling units))

Footnotes to Table B for 23.54.015

The minimum amount of parking prescribed by ((line)) Part I of Table B for 23.54.015 does not apply if a use, structure, or development qualifies for a greater or a lesser amount of minimum parking, including no parking, under any other provision of this Section 23.54.015. If more than one such provision may apply, the provision requiring the least amount of minimum parking applies, except that if an applicable minimum parking requirement in ((line)) Part II of Table B for 23.54.015 requires more parking than ((line I, the)) Part I, it shall be applicable and other minimum parking requirements in ((line I does)) Part I of Table B shall not apply. The minimum amount of parking prescribed by Part III of Table B for 23.54.015 applies to individual units within a use, structure, or development instead of any requirements in Parts I or II of Table B for 23.54.015.

² For development within single-family zones the Director may waive some or all of the minimum parking requirements according to Section 23.44.015 as a special or reasonable accommodation. In other zones, if the applicant can demonstrate that less parking is needed to provide a special or reasonable accommodation, the Director may reduce the requirement. The Director shall specify the minimum parking required and link the parking reduction to the features of the program that allow such reduction. The parking reductions are effective only as long as the conditions that justify the waiver are present. When the conditions are no longer present, the development shall provide the amount of minimum parking that otherwise is required.

³ No parking is required for single-family residential uses on lots in any residential zone that are less than 3,000 square feet in size or less than 30 feet in width where access to parking is permitted through a required yard or setback abutting a street according to the standards of subsections 23,44.016.B.2, 23.45.536.C.2, or 23.45.536.C.3.

⁴ Except as provided in Part III of Table B, the minimum amounts of parking prescribed by Part 1 of Table B apply within 1,320 feet of the Fauntleroy Ferry Terminal.

((³Notice of income restrictions.)) ⁵ Dwelling units qualifying for parking reductions according to Part III of Table B for 23.54.015 shall be subject to a recorded restrictive housing covenant or recorded regulatory agreement that includes rent and income restrictions at or below 80 percent of median income, without a minimum household income requirement. ((If these provisions are applied to a development, then prior to the issuance of any permit to establish, construct or modify the development, or to reduce the amount of parking accessory to the development, the applicant shall record)) The housing covenant or regulatory agreement including rent and income restrictions qualifying the development for parking reductions according to Part III of Table B for 23.54.015 shall be for a term of at least 15 years from the date of issuance of the certificate of occupancy and shall be recorded with the King County Recorder, ((a restrictive))

Table B for 23.54.015 Required Parking for Residential Uses

eovenant)) signed and acknowledged by the owner(s), in a form prescribed by the Director of Housing. ((, that provides notice that compliance with the income limits prescribed by this Section 23.54.015 is a condition for maintaining the reduced parking allowed by this Section 23.54.015, and requiring any subsequent owner to provide the amount of parking otherwise required in the event the income limits are not met.)) If these provisions are applied to a development for housing for persons 55 or more years of age, such housing shall have qualified for exemptions from prohibitions against discrimination against families with children and against age discrimination under all applicable fair housing laws and ordinances.

* * *

Us	e	Minimum parking required
_	General Public Uses and Institutions	
A.	Adult care centers $\frac{1,2}{((1),(2))}$	1 space for each 10 adults (clients) or 1 space for each staff member, whichever is greater; plus 1 loading and unloading space for each 20 adults (clients)
В.	Child care centers $(((1), (2), (3)))$	1 space for each 10 children or 1 space for each staff member, whichever is greater; plus 1 loading and unloading space for each 20 children
C.	Colleges	A number of spaces equal to 15 percent of the maximum number of students that the facility is designed to accommodate; plus 30 percent of the number of employees the facility is designed to accommodate; plus 1 space for each 100 square feet of spectator assembly area in outdoor spectator sports facilities
D.	Community centers owned and operated by the Seattle Department of Parks and Recreation (((DOPAR))) (SPR) ^{1, 4} (((1), (4)))	1 space for each 555 square feet; or for family support centers, 1 space for each 100 square feet
Е.	Community clubs, and community centers not owned and operated by ((DOPAR)) <u>SPR^{1, 5}</u> (((1), (5)))	1 space for each 80 square feet of floor area of all auditoria and public assembly rooms not containing fixed seats; plus 1 space for every 8 fixed seats for floor area containing fixed seats; or if no auditorium or assembly room, 1 space for each 350 square feet, excluding ball courts
F.	Hospitals	1 space for each 2 staff doctors; plus 1 additional space for each 5 employees other than staff doctors; plus 1 space for each 6 beds

	equired Parking for Public Uses and	
G.	Institutes for advanced study, except in single-family zones	1 space for each 1,000 square feet of offices and similar spaces; plus 1 space for each 10 fixed seats in all auditoria and public assembly rooms; or 1 space for each 100 square feet of public assembly area not containing fixed seats
H.	Institutes for advanced study in single_family zones (existing) ¹ (((1)))	3.5 spaces for each 1,000 square feet of office space; plus 10 spaces for each 1,000 square feet of additional building footprint to house and support conference center activities; or 37 spaces for each 1,000 square feet of conference room space, whichever is greater
I.	Libraries ^{1, 6} (((1) (6)))	1 space for each 80 square feet of floor area of all auditoria and public meeting rooms; plus 1 space for each 500 square feet of floor area, excluding auditoria and public meeting rooms
J.	Museums ¹	1 space for each 80 square feet of all auditoria and public assembly rooms, not containing fixed seats; plus 1 space for every 10 fixed seats for floor area containing fixed seats; plus 1 space for each 250 square feet of other gross floor area open to the public
K.	Private clubs	1 space for each 80 square feet of floor area of all auditoria and public assembly rooms not containing fixed seats; or 1 space for every 8 fixed seats for floor area containing fixed seats; or if no auditorium or assembly room, 1 space for each 350 square feet, excluding ball courts
L.	Religious facilities ¹ (((1)))	1 space for each 80 square feet of all auditoria and public assembly rooms
M.	Schools, private elementary and secondary (((1)))	1 space for each 80 square feet of all auditoria and public assembly rooms, or if no auditorium or assembly room, 1 space for each staff member
N.	Schools, public elementary and secondary ^{7,8} (((7) (8)))	1 space for each 80 square feet of all auditoria or public assembly rooms, or 1 space for every 8 fixed seats in auditoria or public assembly rooms containing fixed seats, for new public schools on a new or existing public school site
O.		1 space for each 2 faculty that the facility is designed to accommodate; plus 1 space for each 2 full-time employees other than faculty that the facility is designed to accommodate; plus 1 space for each 5 students, based on the maximum number of students that the school is designed to accommodate

((P <u>Re</u>	Table C for 23.54.015 ((PARKING FOR PUBLIC USES AND INSTITUTIONS)) Required Parking for Public Uses and Institutions				
	General Public Uses and Institution				
P.	General public uses, institutions and Major Institution uses, except hospitals, in urban centers or the Station Area Overlay District ⁹ (((9)))	No minimum requirement			
Q.	General public uses and institutions, except hospitals, including institutes for advanced study in single-family zones, within urban villages that are not within the Station Area Overlay District, if the use is located within a	No minimum requirement			

Footnotes for Table C for 23.54.015:

frequent transit service area

- (((1))) ¹ When this use is permitted in a single-family zone as a conditional use, the Director may modify the parking requirements pursuant to Section 23.44.022; when the use is permitted in a multifamily zone as a conditional use, the Director may modify the parking requirements pursuant to Section 23.45.570. The Director, in consultation with the ((Director of Transportation)) Director of the Seattle Department of Transportation, may allow adult care and child care centers locating in existing structures to provide loading and unloading spaces onstreet, if not prevented by current or planned transportation projects adjacent to their property, when no other alternative exists.
- $(((2)))^2$ The amount of required parking is calculated based on the maximum number of staff, children, or clients that the center is designed to accommodate on site at any one time. $(((3)))^3$ A child care facility, when co-located with an assisted living facility, may count the

passenger load/unload space required for the assisted living facility toward its required passenger load/unload spaces.

(((4))) ⁴ When family support centers are located within community centers owned and operated by the Department of Parks and Recreation, the Director may lower the combined parking requirement by up to a maximum of 15 percent, pursuant to subsection 23.54.020.I.

- (((5))) ⁵ Indoor gymnasiums are not considered ball courts, nor are they considered auditoria or public assembly rooms unless they contain bleachers (fixed seats). If the gymnasium contains bleachers, the parking requirement for the gymnasium is one parking space for every eight fixed seats. Each 20 inches of width of bleachers is counted as one fixed seat for the purposes of determining parking requirements. If the gymnasium does not contain bleachers and is in a school, there is no parking requirement for the gymnasium. If the gymnasium does not contain bleachers and is in a community center, the parking requirement is one space for each 350 square feet.
- (((6))) ⁶ When a library is permitted in a single-family zone as a conditional use, the Director may modify the parking requirements pursuant to Section 23.44.022; when a library is permitted in a multifamily zone as a conditional use, the Director may modify the parking requirements pursuant to Section 23.45.122; and when a library is permitted in a commercial zone, the Director may modify the parking requirements pursuant to subsection 23.44.022.L.

Table C for 23.54.015 ((PARKING FOR PUBLIC USES AND INSTITUTIONS)) Required Parking for Public Uses and Institutions

(((7))) ⁷ For public schools, when an auditorium or other place of assembly is demolished and a new one built in its place, parking requirements are determined based on the new construction. When an existing public school on an existing public school site is remodeled, additional parking is required if any auditorium or other place of assembly is expanded or additional fixed seats are added. Additional parking is required as shown on Table C for 23.54.015 for the increase in floor area or increase in number of seats only. If the parking requirement for the increased area or seating is 10 percent or less than that for the existing auditorium or other place of assembly, then no additional parking is required.

(((8))) ⁸ Development standard departures may be granted or required pursuant to the procedures and criteria set forth in Chapter 23.79 to reduce the required or permitted number of parking spaces.

(((9))) ⁹ The general requirements of lines A through O of Table C for 23.54.015 for general public uses ((5)) and institutions, and requirements of subsection 23.54.016.B for Major Institution uses, are superseded to the extent that a use, structure, or development qualifies for either a greater or a lesser parking requirement (which may include no requirement) under any other provision. To the extent that a general public use, institution, or Major Institution use fits within more than one line in Table C for 23.54.015, the least of the applicable parking requirements applies. The different parking requirements listed for certain categories of general public uses or institutions shall not be construed to create separate uses for purposes of any requirements related to establishing or changing a use under this Title 23.

Tab]				
Park				

		Bike parking requirements			
Use		Long-term	Short-term		
A. COI	MMERCIAL USES		111111111111111111111111111111111111111		
A.1.	Eating and drinking establishments	1 per ((12,000)) <u>5,000</u> square feet	1 per ((4,000)) <u>1,000</u> square feet ((1 per 2,000 square feet in UC/SAO²))		
A.2.	Entertainment uses <u>other</u> than theaters and spectator sports facilities	1 per ((12,000)) <u>10,000</u> square feet	((1 per 40 seats and 1 per 1,000 square feet of nonseat area; 1 per 20 seats and 1 per 1,000 square feet of non seat area in UC/SAO ²) Equivalent to 5 percent of maximum building capacity rating		
	A.2.a Theaters and spectator sports facilities	1 per 10,000 square feet	Equivalent to 8 percent of maximum building capacity rating ²		

31000000000000000000000000000000000000	D for 23.54.015 ng for Bicycles ¹		
		Bike parking	requirements
Use		Long-term	Short-term
A.3.	Lodging uses	((1 per 20)) <u>3 per 40</u> rentable rooms	((2)) 1 per 20 rentable rooms plus 1 per 4,000 square feet of conference and meeting rooms
A.4.	Medical services	1 per ((12,000)) <u>4,000</u> square feet	((1 per 4,000 square feet;)) 1 per 2,000 square feet ((in UC/SAO ²))
A.5.	Offices and laboratories, research and development	1 per ((4,000)) <u>2,000</u> square feet ((; 1 per 2,000 square feet in UC/SAO ²))	1 per ((40,000)) <u>10,000</u> square feet
A.6.	Sales and services, general	1 per ((12,000)) <u>4,000</u> square feet	1 per ((4,000)) <u>2,000</u> square feet ((; 1 per 2,000 square feet in UC/SAO ²))
A.7.	Sales and services, heavy	1 per 4,000 square feet	1 per ((40,000)) 10,000 square feet of occupied floo area; 2 spaces minimum
B. INS	TITUTIONS	* .	
B.1.	Institutions not listed below	1 per 4,000 square feet ((; 1 per 2,000 square feet in UC/SAO ²))	1 per ((40,000)) 10,000 square feet
B.2.	Child care centers	1 per 4,000 square feet	1 per ((40,000 square feet)) 20 children. 2 spaces minimum
В.3.	Colleges	((A number of spaces equal to 10 percent of the maximum students present at peak hour plus 5 percent of employees)) 1 per 5,000 square feet	((None)) 1 per 2,500 square feet
B.4.	Community clubs or centers	1 per 4,000 square feet	1 per ((4,000)) <u>1,000</u> square feet
B.5.	Hospitals	1 per 4,000 square feet ((; 1 per 2,000 square feet in UC/SAO ²))	1 per ((4 0,000)) <u>10,000</u> square feet
B.6.	Libraries	1 per 4,000 square feet	1 per ((4,000)) <u>2,000</u> square feet ((; 1 per 2,000 square feet in UC/SAO ²))

 No. 2010 (Sept.) (Sept.) 	for 23.54.015 for Bicycles ¹		
		Bike parking	requirements
Use		Long-term	Short-term
B.7.	Museums	1 per 4,000 square feet	1 per ((4,000)) <u>2,000</u> square feet
В.8.	Religious facilities	1 per ((12,000)) <u>4,000</u> square feet	((1 per 40 seats or 1 per 1,000 square feet of non seat area)) 1 per 2,000 square feet
B.9.	Schools, ((elementary)) primary and secondary	((1)) 3 per classroom	((None)) 1 per classroom
((B.10.))	((Schools, secondary (middle and high)))	((2 per classroom))	((None))
((B.11)) <u>B.10</u> .	Vocational or fine arts schools	((A number of spaces equal to 10 percent of the maximum students present at peak hour plus 5 percent of employees)) 1 per 5,000 square feet	((None)) 1 per 2,500 square feet
C. MANU	UFACTURING USES	1 per 4,000 square feet	((None)) 1 per 20,000 square feet
D. RESII	DENTIAL USES ³		
D.1.	Congregate residences ⁴ ((3))	((0.75)) <u>1</u> per sleeping room	((None)) 1 per 20 sleeping rooms. 2 spaces minimum
D.2.	Multi-family structures ⁴ (⁽³⁾⁾	1 per ((4)) dwelling ((units)) unit ((or 0.75)) and 1 per small efficiency dwelling unit	((None)) 1 per 20 dwelling units
<u>D.3</u>	Single-family residences	<u>None</u>	<u>None</u>
E. TRAN	SPORTATION FACILITIES	S	
E.1.	Park and ride <u>facilities on</u> <u>surface parking</u> lots	At least 20 ⁵ ((4))	((None)) At least 10
E.2.	Park and ride facilities in parking garages	At least 20 if parking is the principal use of a property; zero if non-parking uses are the principal use of a property	At least 10 if parking is the principal use of a property; zero if non-parking uses are the principal use of a property

	Table D for 02 54 015
	Table D for 23.54.015
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	Parking for Bicycles ¹
	I alkning for Dicycles

		Bike parking requirements					
Use		Long-term	Short-term				
((E.2)) <u>E.3</u> .	((Principal use)) Flexible-use parking ((except park-and-ride lots))	1 per 20 auto spaces	None				
((E.3)) <u>E.4</u> .	Rail transit facilities and passenger terminals	((At least 20 ⁴)) Spaces for 5% of projected AM peak period daily ridership ⁵	((None)) Spaces for 2% of projected AM peak period daily ridership				

Footnotes to Table D for 23.54.015:

((¹If a use is not shown on this Table D for 23.54.015, there is no minimum bicycle parking requirement.

²For the purposes of this Table D for 23.54.015, UC/SAO means urban centers or the Station Area Overlay District.))

1 Required bicycle parking includes long-term and short-term amounts shown in this table.

² The Director may reduce short term bicycle parking requirements for theaters and spectator sport facilities that provide bicycle valet services authorized through a Transportation Management Program. A bicycle valet service is a service that allows bicycles to be temporarily stored in a secure area, such as a monitored bicycle corral.

³ For residential uses, after the first 50 spaces for bicycles are provided, additional spaces are required at three-quarters the ratio shown in this Table D for 23.54.015.

((3)) 4 For congregate residences that are owned by a not-for-profit entity or charity, or that are licensed by the State and provide supportive services for seniors or persons with disabilities, the Director shall have the discretion to reduce the amount of required bicycle parking if it can be demonstrated that residents are less likely to travel by bicycle.

(4) 5 The Director, in consultation with the Director of the Seattle Department of Transportation, may require more bicycle parking spaces based on the following factors: Area topography; pattern and volume of expected bicycle users; nearby residential and employment density; proximity to the Urban Trails system and other existing and planned bicycle facilities; projected transit ridership and expected access to transit by bicycle; and other relevant transportation and land use information.

Section 43. Section 23.54.016 of the Seattle Municipal Code, last amended by Ordinance

123963, is amended as follows:

23.54.016 Major Institutions—parking and transportation

- Except in the MPC-YT zone, Major Institution uses are subject to the following transportation
- 5 and parking requirements:

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C. Requirement for a Transportation Management Program ((-))

- 1. When a Major Institution proposes parking in excess of 135 percent of the applicable minimum requirement for short-term parking spaces calculated pursuant to subsections 23.54.016.A and 23.54.016.B, or when a Major Institution prepares a master plan or applies for a master use permit for development that would provide 20 or more parking spaces or increase the Major Institution's number of parking spaces by 20 or more above the level existing on May 2, 1990, a transportation management program shall be required or an existing transportation management program shall be reviewed and updated. The Director shall assess the traffic and parking impacts of the proposed development against the general goal of reducing the percentage of the Major Institution's employees, staff, and/or students who commute in single-occupancy vehicles (SOV) during the peak period to 50 percent or less, excluding those employees or staff whose work regularly requires the use of a private vehicle during working hours.
- 2. Transportation management programs are prepared and implemented in accordance with the Director's Rule governing Transportation Management Programs. The Transportation Management Program shall be in effect upon Council adoption of the Major Institution master plan.
- 3. If an institution has previously prepared a transportation management program, the Director, in consultation with the Director of Transportation shall review the Major Institution's progress toward meeting stated goals. The Director shall then determine:
- a. That the existing program should be revised to correct deficiencies and/or address new or cumulative impacts; or

commitment to SOV alternatives.

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g. The extent to which the Major Institution has demonstrated a

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Section 44. Section 23.54.020 of the Seattle Municipal Code, last amended by Ordinance 124770, is amended as follows:

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23.54.020 Parking quantity exceptions

The <u>motor vehicle</u> parking quantity exceptions set forth in this ((section)) <u>Section 23.54.020</u> apply in all zones except downtown zones, which are regulated by Section 23.49.019, and Major Institution zones, which are regulated by Section 23.54.016.

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B. Tandem Parking in Multifamily Structures ((-))

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tandem parking, as defined in Section 23.54.030. A tandem parking space counts as one and one-

1. Off-street parking required for multifamily structures may be provided as

2. When a minimum of at least one (((1))) parking space per dwelling unit in a

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half $(((1 \frac{1}{2})))$ parking spaces, except as provided in subsection ((B2)) 23.54.020.B.2 below, and

must meet the minimum size requirements of subsection ((A of Section)) 23.54.030.A.

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multifamily structure is required, the total number of parking spaces provided, counting each

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tandem parking space as one space, may not be less than the total number of dwelling units.

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C. Parking Exception for Landmark Structures. The Director may reduce or waive the

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minimum accessory off-street parking requirements for a use permitted in a Landmark structure,

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or when a Landmark structure is completely converted to residential use according to Sections

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23.42.108 or 23.45.506, or for a use in a Landmark district that is located in a commercial zone,

determining parking impact.

as a special exception pursuant to Chapter 23.76, Procedures for Master Use Permits and Council Land Use Decisions.

1. In making any such reduction or waiver, the Director will assess area parking
needs. The Director may require a survey of on- and off-street parking availability. The Director
may take into account the level of transit service in the immediate area; the probable relative
importance of walk-in traffic; proposals by the applicant to encourage carpooling or transit use
by employees; hours of operation; and any other factor or factors considered relevant in

- 2. The Director may also consider the types and scale of uses proposed or practical in the Landmark structure, and the controls imposed by the Landmark designation.
- 3. Such a reduction or waiver may be allowed, for conversion of structures to residential use, only if the Director also determine that there is no feasible way to meet parking requirements on the lot.
- D. Expansion of Existing Nonresidential Uses in Commercial Zones. In commercial zones additional parking spaces for nonresidential uses are not required for the expansion of existing structures if the minimum parking requirement would not be increased by more than ten (((10))) percent. If the minimum parking requirement would be increased by more than ten (((10))) percent, the parking spaces required for the entire expansion shall be provided. This exception may be used only once for any individual structure.

E. RESERVED

- F. Reductions to ((minimum)) required parking ((requirements.))
- 1. When parking is required, reductions ((to minimum parking requirements))
 permitted by this subsection 23.54.020.F will be calculated from the minimum required parking

	Gordon Clowers/Lish Whitson/Ketil Freeman SDCI Neighborhood Parking Reform ORD D1a				
1	((requirements)) in Section 23.54.015. Total reductions to required parking as provided in this				
2	subsection 23.54.020.F may not exceed 50 percent.				
3	2. Transit reduction ((-))				
4	a. In multifamily and commercial zones, the minimum required parking				
5	((requirement)) for all uses is reduced by 50 percent if the ((use)) property is located within				
6	((1,320 feet of a street with)) a frequent transit service area, and the property is not located in an				
7	Urban Center, Urban Village, or Station Area Overlay District. ((This distance will be the				
8	walking distance measured from the nearest transit stop to the lot line of the lot containing the				
9	use.))				
10	b. In industrial zones, the minimum parking requirement for a				
11	nonresidential use is reduced by 15 percent if the use is located within a frequent transit service				
12	area. ((1,320 feet of a street with peak transit service headways of 15 minutes or less. This				
13	distance will be the walking distance measured from the nearest transit stop to the lot line of the				
14	lot containing the use.))				
15	3. For new or expanding offices or manufacturing uses that require 40 or more				
16	parking spaces, the minimum required parking ((requirement)) may be reduced by up to a				
17	maximum of 40 percent by the substitution of alternative transportation programs, according to				
18	the following provisions:				
19	a. For every carpool space accompanied by a cash fee, performance bond,				
20	or alternative guarantee acceptable to the Director, the total <u>required</u> parking ((requirement)) will				
21	be reduced by 1.9 spaces, up to a maximum of 40 percent of the parking requirement.				
22	b. For every vanpool purchased or leased by the applicant for employee				
23	use, or equivalent cash fee for purchase of a van by the public ridesharing agency, the total				

	SDCI Neighborhood Parking Reform ORD D1a
1	required parking ((requirement)) will be reduced by six spaces, up to a maximum of 20 percent
2	of the parking requirement.
3	c. If transit or transportation passes are provided with a 50 percent or
4	greater cost reduction to all employees in a proposed structure for the duration of the business
5	establishment(s) within it, or five years, whichever is less, and if transit service is located within
6	((800)) one-quarter mile (1,320 feet), the required parking ((requirement)) shall be reduced by 10
7	percent. With a 25 percent to 49 percent cost reduction, and if transit service is located within
8	((800)) one-quarter mile $(1,320)$ feet), the parking requirement shall be reduced by $((5))$ five
9	percent.
10	d. For every ((four)) two covered long-term bicycle parking spaces
11	provided, the total parking requirement shall be reduced by one space, up to a maximum of ((5))
12	20 percent of the parking requirement, provided ((that)) there is access to an arterial over
13	improved streets.
14	G. ((Shared Parking.)) Reductions in required parking for shared parking
15	1. ((Shared Parking, General Provisions.)) General provisions for required parking
16	when it is shared parking
17	a. Shared parking is allowed between two $((\frac{2}{2}))$ or more uses to satisfy all
18	or a portion of ((the minimum)) required off-street parking ((requirement of)) for those uses as
19	provided in subsections ((G2 and G3)) <u>23.54.020.G.2 and 23.54.020.G.3</u> .
20	b. Shared parking to satisfy required parking is allowed between different
21	categories of uses or between uses with different hours of operation, but not both.
22	c. A use for which an application is being made for shared parking must
23	be located within ((eight hundred (800))) 800 feet of the parking.

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(4) ((lodging)) <u>Lodging</u> uses; ((-))

(2) ((heavy)) Heavy sales and services uses; ((-))

(3) ((eating)) Eating and drinking establishments; ((-))

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	Gordon Clowers/Lish Whitson/Ketil Freeman SDCI Neighborhood Parking Reform ORD D1a					
1	(5) ((entertainment)) Entertainment; ((-))					
2	(6) ((medical) Medical services; ((-))					
3	(7) ((animal)) Animal shelters and kennels; ((-))					
4	(8) ((automotive)) Automotive sales and services; ((5)) or					
5	(9) ((maritime)) Maritime sales and services. ((; the parking					
6	requirement for the non-office use may be reduced by twenty (20) percent, provided that the					
7	reduction will not exceed the minimum parking requirement for the office use.))					
8	c. If a residential use shares <u>required</u> parking with one of the following					
9	uses, the required parking for the residential use may be reduced by 30 percent, provided that the					
10	reduction does not exceed the minimum required parking for the non-residential use:					
11	(1) ((general)) General sales and services; ((5))					
12	(2) ((heavy)) Heavy sales and services uses; ((5))					
13	(3) ((medical)) Medical services; ((5))					
14	(4) ((animal)) <u>Animal</u> shelters and kennels; ((5))					
15	(5) ((automotive)) Automotive sales and services; ((5)) or					
16	(6) ((maritime)) Maritime sales and services. ((; the parking					
17	requirement for the residential use may be reduced by thirty (30) percent, provided that the					
18	reduction does not exceed the minimum parking requirement for the non residential use.))					
19	d. If an office and a residential use share <u>required</u> off-street parking, the					
20	required parking ((requirement)) for the residential use may be reduced by ((fifty (50))) 50					
21	percent, provided that the reduction does not exceed the minimum required parking					
22	((requirement)) for the office use.					

1	3. Shared ((Parking for Uses With Different Hours of Operation.)) required					
2	parking for non-residential uses with different hours of operation					
3	a. For the purposes of this ((section)) Section 23.54.020, the following					
4	uses will be considered daytime uses:					
5	(1) Commercial uses, except eating and drinking establishments,					
6	lodging uses, and entertainment uses;					
7	(2) Storage uses;					
8	(3) Manufacturing uses; and					
9	(4) Other similar primarily daytime uses, when authorized by the					
10	Director.					
11	b. For the purposes of this ((section)) Section 23.54.020, the following					
12	uses will be considered nighttime or Sunday uses:					
13	(1) Auditoriums accessory to public or private schools;					
14	(2) Religious facilities;					
15	(3) Entertainment uses, such as theaters, bowling alleys, and dance					
16	halls;					
17	(4) Eating and drinking establishments; and					
18	(5) Other similar primarily nighttime or Sunday uses, when					
19	authorized by the Director.					
20	c. Up to ((ninety (90))) 90 percent of the required parking ((required)) for					
21	a daytime use may be supplied by the off-street parking provided by a nighttime or Sunday use					
22	and vice-versa, when authorized by the Director, except that this may be increased to ((one					
23	hundred (100))) 100 percent when the nighttime or Sunday use is a religious facility.					

- d. The applicant must show that there is no substantial conflict in the principal operating hours of the uses for which the sharing of parking to satisfy required parking is proposed.
- e. The establishment of ((park-and-pool lots)) a park and ride facility use is permitted subject to use allowances in the zone, provided that ((the park-and-pool lot)) it will not use spaces required by another use if there is a substantial conflict in the principal operating hours of the ((park-and-pool lot)) park and ride use and the other use.
 - H. ((Cooperative Parking.)) Reductions in required parking for cooperative parking
- 1. Cooperative parking to satisfy required parking is permitted between two (((2))) or more business establishments that are commercial uses according to the provisions of this subsection 23.54.020.H.
- 2. Up to a ((twenty (20))) 20 percent reduction in the total number of required parking spaces for four (((4))) or more separate business establishments, ((tifteen (15))) 15 percent reduction for three (((tifteen (15)))) business establishments, and ten ((tifteen (15))) percent reduction for two ((tifteen (15))) commercial uses may be authorized by the Director under the following conditions:
- a. No reductions to ((the parking requirement)) required parking may be made if the proposed business establishments have already received a reduction through the provisions for shared parking ((5)) in subsection 23.54.020.G. ((of this section.))
- b. Each business establishment for which the application is being made for cooperative parking is located within ((eight hundred (800))) 800 feet of the parking, and the parking is located in a commercial or residential-commercial zone or the Seattle Mixed (SM) zone.

c. The reductions to <u>required</u> parking permitted through cooperative parking will be determined as a percentage of the minimum parking requirement as modified by

Programs.)) car-sharing programs

d. An agreement providing for the cooperative use of parking to satisfy required parking must be filed with the Director when the facility or area is established as cooperative parking. Cooperative parking privileges will continue in effect only as long as the agreement to use the cooperative parking remains in force. If the agreement is no longer in force, then required parking, as applicable, must be provided as otherwise required by this ((chapter)) Chapter 23.54. New business establishments seeking to meet required parking ((requirements)) by becoming part of an existing cooperative arrangement must provide the Director with an amendment to the agreement stating their inclusion in the cooperative parking facility or area.

the reductions permitted in subsections 23.54.020.A through 23.54.020.F. ((of this section,))

J. ((Parking)) Reductions in required parking for City-recognized ((Car-sharing

1. For any development, one (((1))) space or up to five (((5))) percent of the total number of required spaces, whichever is greater, may be used to provide parking for vehicles operated by a car-sharing program. The number of required parking spaces will be reduced by one (((1))) space for every parking space leased by a car-sharing program.

2. For any development requiring ((twenty (20))) <u>20</u> or more parking spaces under Section 23.54.015 that provides a space for vehicles operated by a car-sharing program, the number of required parking spaces may be reduced by the lesser of three (((3))) required parking spaces for each car-sharing space or ((fifteen (15))) <u>15</u> percent of the total number of required spaces. In order to gain this exception, an agreement between the property owner and a car-

sharing program must be approved by the Director and the agreement, along with a notice that the agreement is the basis for this exception to the parking requirement, must be recorded with the title to the property before a Master Use Permit is issued.

* * *

L. ((SM/D/40-85 zone.)) <u>Director discretion.</u> As a Type I decision pursuant to Chapter 23.76, Procedures for Master Use Permits and Council Land Use Decisions, the Director may reduce required parking for any proposed uses in ((the SM/D/40-85 zone)) <u>any zone, except Downtown zones</u>, to a level not less than the amount needed to serve parking demand to be generated by those uses as demonstrated to the satisfaction of the Director by a parking demand study performed by a licensed professional engineer and submitted by the applicant.

Section 45. Section 23.54.025 of the Seattle Municipal Code, last amended by Ordinance 124843, is amended as follows:

23.54.025 Off-site required parking

A. Where allowed

- 1. Off-site parking provided to fulfill ((minimum)) required parking ((requirements)) may be established by permit on a lot if the parking proposed is otherwise allowed by the provisions of this Title 23 on the lot where the off-site parking is proposed or is already established by permit on the lot where the off-site parking is proposed.
- 2. All applicable standards for parking accessory to the use for which the parking is required shall be met on the lot where off-site parking is proposed, if new parking spaces are proposed to be developed. Existing parking may be used even if nonconforming to current standards provided it is not required for a use on the lot that is the site of the off-site parking.

3. If parking and parking access, including the proposed off-site parking, are or will be the sole uses of a site, or if surface parking outside of structures will comprise more than ((½)) one-half of the site area, or if parking will occupy more than half of the gross floor area of all structures on a site, then a permit to establish off-site parking may be granted only if ((principal use)) flexible-use parking is a permitted use for the lot on which the off-site parking is located.

B. Development standards

- 1. Off-site parking shall satisfy the screening and landscaping requirements and other development standards applicable where it is located, except to the extent that it is legally nonconforming to development standards prior to establishment of the off-site parking use.

 Unless otherwise provided, development standards regarding the relation of parking to structures apply to off-site parking in the same manner as they apply to parking accessory to the uses in such structures.
- 2. Parking allowed only as temporary surface parking does not qualify as off-site parking.
- 3. Parking provided to fulfill ((minimum parking requirements)) required parking shall not be established as off-site parking for more than one use unless authorized to be shared according to the shared parking provisions of this Chapter 23.54.
- 4. If maximum parking limits apply to a use, off-site parking permitted for that use shall count against the maximum limit unless otherwise expressly stated in the provisions of this Title 23 applicable to the lot where the use requiring parking is located.

* * *

E.	Termination,	change	or sus	nension	of c	off-site	narkino	nse	((-`	'n
٠.	i Cilillianon,	change,	or sas	pension	OI C)11-91(C	parking	usc	117.	,,

1. Except as otherwise provided in subsection ((F of this Section)) 23.54.025.F, ((in-order)) a change of use permit is required to terminate any off-site parking use, or to establish a new use for which off-site required parking ((will)) is to be provided on the off-site parking lot. ((, a change of use permit is required.)) Such a change of use permit shall not be issued unless:

a. ((the)) The owner of the lot on which the use requiring parking is located has been notified in writing of the change of use; and

b. ((the)) <u>The</u> off-site parking is not required for any reason, which may include one or more of the following:

- 1) ((the)) The use requiring parking has been discontinued or reduced in size;
 - 2) ((the)) The parking is no longer required by this Title 23;
- 3) ((other)) Other parking meeting the requirements of Title 23 has been provided for the use requiring parking and, if it is off-site parking, established by permit; or
- 4) ((a)) A variance allowing the use requiring parking to continue without all or part of such off-site parking has been granted.
- 2. If the owner of a lot where off-site parking is established plans to improve the lot and continue to provide off-site parking for the use requiring parking after completion of the improvements, the owners of such lot and the lot on which the use requiring parking is located, or such owners' authorized representatives, may apply for a temporary suspension of the off-site parking use, by submitting to the Director:

a. ((a)) <u>A</u> plan, with attached drawings showing the number and location of parking spaces, for providing interim parking for the use requiring parking, satisfying all applicable requirements of this ((title)) <u>Title 23</u>, until improvements to the off-site parking lot are completed;

b. ((a)) A plan, with attached drawings showing the number and location of parking spaces, for the provision of permanent parking for the use requiring parking, satisfying all applicable requirements of this ((title)) Title 23, when the improvements are completed; and

- c. ((such)) <u>Such</u> other materials as the Director may require to evaluate the proposal.
- 3. If the Director approves the plans for purposes of subsection 23.54.025.E.2, then the Director may authorize the suspension of the off-site parking use pending the completion of the proposed improvements, conditioned upon issuance of a building permit for the proposed improvements, issuance of any permits necessary to establish the interim parking use, and the actual provision of the other off-site parking in accordance with applicable development standards.
- 4. If a use requiring off-site parking is suspended as a result of fire, act of nature, or other causes beyond the control of the owners, or for substantial renovation or reconstruction, then subject to the applicable provisions in the zone or district where the off-site parking is located, the Director may approve the temporary use of the off-site parking to serve one or more other uses, or as ((general purpose)) flexible-use parking, for a period not to exceed 180 days, subject to extensions for not more than 180 days if at the end of the initial period or any extension the use requiring parking has not recommenced.

5. No permit for the demolition of a structure including off-site parking, established under this Section ((24.54.025)) 23.54.025, or of any portion thereof necessary for such off-site parking, shall be issued, except in case of emergency, unless the off-site parking use has been terminated or temporarily suspended pursuant to this ((Section)) subsection 23.54.025.E. If any such structure, or such portion thereof, is destroyed as a result of fire, act of nature, or other causes beyond the control of the owners, then the owner of the off-site parking lot may obtain a change of use permit. Upon such destruction of off-site parking, the lot ((on which)) with the use requiring parking will be subject to ((Section)) subsection 23.54.025.G.

G. Effect of loss of required off-site parking ((-))

1. If, for any reason, any off-site parking used to satisfy ((the minimum)) required parking for any use requiring parking is not available for off-site parking for such use in conformity with the applicable use permit, then it shall be unlawful to continue the use requiring parking unless:

a. ((other)) Other parking meeting the requirements of this Title 23 is provided on the same lot as the use requiring parking within 30 days;

b. ((other)) Other off-site parking is secured, a permit is applied for to establish the off-site parking use within 30 days, such permit is obtained within 180 days, and the other off-site parking is completed in accordance with all applicable requirements and is in use within 180 days unless the Director, upon finding that substantial progress toward completion has been made and that the public will not be adversely affected by the extension, grants an extension in writing;

c. ((the)) The loss of off-site parking is caused by damage to or destruction of a structure, and either:

use requiring parking apply for a permit to establish other existing spaces on the off-site parking

1) ((the)) The owners of the off-site parking and of the lot of the

d. ((a)) A variance is applied for within 30 days and subsequently granted;

or

lot as parking for such use within 90 days, and such permit is granted within 180 days; or

2) ((the)) The owner of the off-site parking lot applies for any
permit necessary to repair or rebuild the structure so as to provide the off-site parking within 90
days, the off-site parking is completed in accordance with all applicable requirements within 180
days, unless the Director, upon finding that substantial progress toward completion has been
made and that the public will not be adversely affected by the extension, grants an extension in
writing, and if the location on the lot of the off-site parking is modified, the owner executes and
records within 180 days an amendment to the notice identifying the location of the off-site
parking in the rebuilt or repaired structure; or

e. ((the)) <u>The</u> off-site parking was exempt, under subsection 23.54.025.F, from the requirements of subsections <u>23.54.025.C</u>, <u>23.54.025.D</u>, and <u>23.54.025.E</u>, ((of-this section 23.54.025,)) and within 30 days substitute off-site parking, on a lot where such parking is permitted by the provisions of this Title 23 and consistent with all applicable development standards, is provided and established by recorded <u>parking notice or</u> covenant consistent with the terms of this Section 23.54.025. ((as in effect immediately prior to the effective date of this ordinance.))

2. Unless a variance is applied for within such 30_day period and not denied, upon the expiration of any applicable period in subsections 23.54.025.G.1.a, 23.54.025.G.1.b, or 23.54.025.G.1.c without the completion of the action or actions required, the use requiring parking shall be discontinued to the extent necessary so that the remaining parking for that use satisfies the applicable minimum parking requirement. Upon the denial of a variance from parking requirements the use requiring parking must be discontinued to that extent, unless the conditions of subsection 23.54.025.G.1.a, 23.54.025.G.1.b, 23.54.025.G.1.c, or 23.54.025.G.1.e are then satisfied. Each period stated in this subsection 23.54.025.G runs from the first date upon which spaces established as off-site parking are not available for use as off-site parking.

* * *

Section 46. A new Section 23.54.026 is added to the Seattle Municipal Code as follows: 23.54.026 Flexible-use parking

A. Flexible-use parking is allowed according to this Chapter 23.54, other applicable chapters, and the provisions of each zone, provided the parking is not required parking for another use or subject to a recorded parking notice or covenant according to Section 23.54.025.

B. Except as described in other applicable chapters and the provisions of each zone, flexible-use parking may be used as short- or long-term parking.

C. Legally established accessory parking may be converted to flexible-use parking without a use permit or approval when meeting the provisions of the zone and subsection 23.54.026.A. Any lawfully existing nonconformities as to development standards may be maintained.

D. Except where it is a prohibited use, flexible-use parking is allowed in a garage within the Station Area Overlay District if the total gross floor area of all parking uses on the lot is less than the total gross floor area of all non-parking uses on the lot.

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Section 47. A new Section 23.54.027 is added to the Seattle Municipal Code as follows:

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23.54.027 Public use of accessory parking

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A. Legally established parking that is not required parking and is accessory to residential uses may be used as off-site parking for other residential uses, without a separate use permit or

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approval.

B. Legally established parking that is accessory to residential or non-residential uses may be made available to the public as short-term parking without a separate use permit or approval, regardless of nonconformities of parking uses that may be present.

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Section 48. Section 23.54.030 of the Seattle Municipal Code, last amended by Ordinance 125272, is amended as follows:

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23.54.030 Parking space and access standards

15 16 All parking spaces provided, whether required by Section 23.54.015 or not, and required barrier-

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free parking, shall meet the standards of this Section 23.54.030. ((, except that parking for

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residential and live-work uses provided in excess of the quantity required by Section 23.54.015 is

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exempt from the requirements of subsections 23.54.030.A and 23.54.030.B.))

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A. Parking space dimensions

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1. "Large vehicle" means the minimum size of a large vehicle parking space shall be 8.5 feet in width and 19 feet in length.

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2. "Medium vehicle" means the minimum size of a medium vehicle parking space

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shall be 8 feet in width and 16 feet in length.

- 3. "Small vehicle" means the minimum size of a small vehicle parking space shall be 7.5 feet in width and 15 feet in length.
 - 4. "Barrier-free parking" means a parking space meeting the following standards:
- a. Parking spaces shall not be less than 8 feet in width and shall have an adjacent access aisle not less than 5 feet in width. Van-accessible parking spaces shall have an adjacent access aisle not less than 8 feet in width. Where two adjacent spaces are provided, the access aisle may be shared between the two spaces. Boundaries of access aisles shall be marked so that aisles will not be used as parking space.
- b. A minimum length of 19 feet or when more than one barrier-free parking space is provided, at least one shall have a minimum length of 19 feet, and other spaces may be the lengths of small, medium, or large spaces in approximate proportion to the number of each size space provided on the lot.
- 5. "Tandem parking" means a parking space equal to the width and 2 times the length of the vehicle size standards in subsections 23.54.030.A.1, 23.54.030.A.2, and 23.54.030.A.3 for the size of the vehicle to be accommodated.
- 6. Columns or other structural elements may encroach into the parking space a maximum of 6 inches on a side, except in the area for car door opening, 5 feet from the longitudinal centerline or 4 feet from the transverse centerline of a parking space (see Exhibit A for 23.54.030). No wall, post, guardrail, or other obstruction, or lot line, is permitted within the area for car door opening.
- 7. If the parking space is next to a lot line and the parking space is parallel to the lot line, the minimum width of the space is 9 feet.

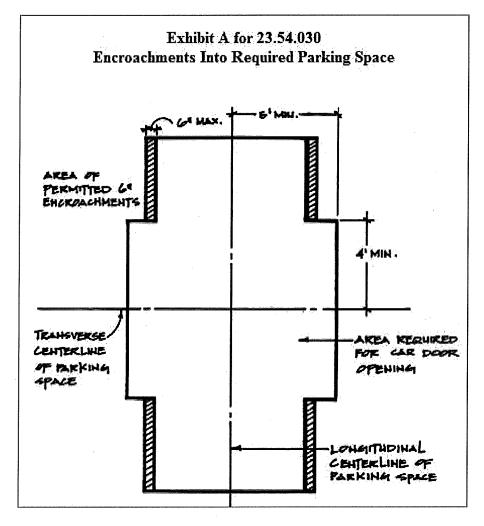


Exhibit A for 23.54.030 Encroachments Into Required Parking Space

B. Parking space requirements. The required size of parking spaces shall be determined by whether the parking is for a residential, live-work, or non-residential use. In structures containing residential uses and also containing either non-residential uses or live-work units, parking that is clearly set aside and reserved for residential or live-work use shall meet the standards of subsection 23.54.030.B.1; parking for all other uses within the structure shall meet the standards of subsection 23.54.030.B.2. All uses shall provide barrier-free accessible parking if required by the Building Code, Subtitle I of Title 22, or the Residential Code, Subtitle IA of Title 22.

Template last revised December 1, 2016

1. Residential uses

a. When five or fewer parking spaces are provided, the minimum required size of a parking space shall be for a medium ((ear)) vehicle, as described in subsection 23.54.030.A.2, except as provided in subsection 23.54.030.B.1.d.

b. When more than five parking spaces are provided, a minimum of 60 percent of the parking spaces shall be striped for medium vehicles. The minimum size for a medium parking space shall also be the maximum size. Forty percent of the parking spaces may be striped for any size category in subsection 23.54.030.A, provided that when parking spaces are striped for large vehicles, the minimum required aisle width shall be as shown for medium vehicles.

c. Assisted living facilities. Parking spaces shall be provided as in subsections 23.54.030.B.1.a and 23.54.030.B.1.b, except that a minimum of two spaces shall be striped for a large vehicle.

d. Townhouse units. For an individual garage serving a townhouse unit, the minimum required size of a parking space shall be for a large ((ear)) vehicle, as described in subsection 23.54.030.A.

2. ((Non-residential)) Nonresidential uses

a. When ten or fewer parking spaces are provided, a maximum of 25 percent of the parking spaces may be striped for small vehicles. A minimum of 75 percent of the spaces shall be striped for large vehicles.

b. When between 11 and 19 parking spaces are provided, a minimum of 25 percent of the parking spaces shall be striped for small vehicles. The minimum required size for these small parking spaces shall also be the maximum size. A maximum of 65 percent of the

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D1a

parking spaces may be striped for small vehicles. A minimum of 35 percent of the spaces shall be striped for large vehicles.

c. When 20 or more parking spaces are provided, a minimum of 35 percent of the parking spaces shall be striped for small vehicles. The minimum required size for small parking spaces shall also be the maximum size. A maximum of 65 percent of the parking spaces may be striped for small vehicles. A minimum of 35 percent of the spaces shall be striped for large vehicles.

d. The minimum vehicle clearance shall be at least 6 feet 9 inches on at least one floor, and there shall be at least one direct entrance from the street that is at least 6 feet 9 inches in height for all parking garages accessory to non-residential uses and live-work units and for all ((principal use)) flexible-use parking garages.

3. Live-work uses. The first required parking space shall meet the parking standards for residential use. Additional required parking for a live-work use shall meet the parking standards for non-residential use.

* * *

F. Curb cuts. The number of permitted curb cuts is determined by whether the parking served by the curb cut is for residential or nonresidential use, and by the zone in which the use is located. If a curb cut is used for more than one use or for one or more live-work units, the requirements for the use with the largest curb cut requirements shall apply.

1. Residential uses

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a. Number of curb cuts

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Arterial street map, Section 11.18.010, curb cuts are permitted according to Table A for

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23.54.030:

Table A for 23.54.030 Curb cuts for non-arterial street or easement frontage	
Street or easement frontage of the lot	Number of curb cuts permitted
80 feet or less	1
Greater than 80 feet up to 160 feet	2
Greater than 160 feet up to 240 feet	3
Greater than 240 feet up to 320 feet	4
For lots with frontage in excess of 320 feet, the pat	tern established above continues.

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2) For lots on principal arterials designated on the Arterial street

1) For lots not located on a principal arterial designated on the

map, Section 11.18.010, curb cuts are permitted according to Table B for 23.54.030:

Table B for 23.54.030 Curb cuts for principal arterial street frontage	
Street or easement frontage of the lot	Number of curb cuts permitted
160 feet or less	1
Greater than 160 feet up to 320 feet	2
Greater than 320 feet up to 480 feet	3
For lots with street frontage in excess of 480 feet, t	he pattern established above continues.

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3) On a lot that has both principal arterial and non-principal arterial street frontage, the total number of curb cuts on the principal arterial is calculated using only the

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length of the street lot line on the principal arterial.

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4) If two adjoining lots share a common driveway, the combined

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frontage of the two lots will be considered as one in determining the maximum number of

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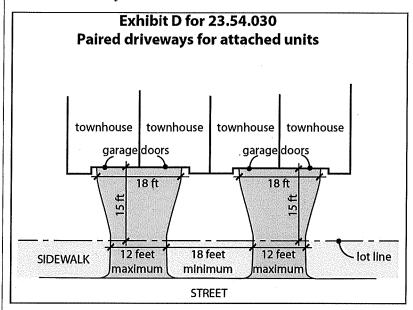
permitted curb cuts.

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1	b. Curb cut width. Curb cuts shall not exceed a maximum width of 10 feet
2	except that:
3	1) For lots on principal arterials designated on the Arterial street
4	map, Section 11.18.010, the maximum curb cut width is 23 feet;
5	2) One curb cut greater than 10 feet but in no case greater than 20
6	feet in width may be substituted for each two curb cuts permitted by subsection 23.54.030.F.1.a;
7	3) A greater width may be specifically permitted by the
8	development standards in a zone;
9	4) If subsection 23.54.030.D requires a driveway greater than 10
10	feet in width, the curb cut may be as wide as the required width of the driveway; and
11	5) A curb cut may be less than the maximum width permitted but
12	shall be at least as wide as the minimum required width of the driveway it serves.
13	c. Distance between curb cuts
14	1) The minimum distance between any two curb cuts located on a
15	lot is 30 feet, except as provided in subsection 23.54.030.F.1.c.2. (()-))
16	2) For rowhouse and townhouse developments, the minimum
17	distance between curb cuts is 18 feet (See Exhibit D for 23.54.030). For rowhouse and
18	townhouse developments located on abutting lots, the minimum distance between curb cuts is 18
19	feet.

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Exhibit D for 23.54.030

Paired driveways for attached units



2. Nonresidential uses in all zones except industrial zones ((-))

a. Number of ((Curb)) curb cuts $((\cdot))$

1) In all residential zones, RC zones, and within the Major

Institution Overlay District, two-way curb cuts are permitted according to Table C for 23.54.030:

Table C for 23.54.030:

Number of ((Curb Cuts)) <u>curb cuts</u> in residential zones, RC ((Zones)) <u>zones</u>, and the Major Institution Overlay District

Street ((Frontage of the Lot)) frontage of the lot	Number of ((Curb cuts Permitted)) curb cuts permitted
80 feet or less	1
Greater than 80 feet up to 240 feet	2
Greater than 240 feet up to 360 feet	3
Greater than 360 feet up to 480 feet	4

For lots with frontage in excess of 480 feet, one curb cut is permitted for every 120 feet of street frontage.

2) The Director may allow two one-way curb cuts to be substituted

for one two-way curb cut, after determining, as a Type I decision, that there would not be a significant conflict with pedestrian traffic.

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1	3) For public schools, the maximum width of a curb cut is 25 feet.
2	Development standard departures may be granted or required pursuant to the procedures and
3	criteria set forth in Chapter 23.79.
4	4) For fire and police stations, the Director may allow curb cuts up
5	to, and no wider than, the minimum width necessary to provide access for official emergency
6	vehicles that have limited maneuverability and that must rapidly respond to emergencies. Curb
7	cuts for fire and police stations are considered curb cuts for two-way traffic.
8	5) If one of the following conditions applies, the Director may
9	require a curb cut of up to 30 feet in width, if it is found that a wider curb cut is necessary for
10	safe access:
11	i. The abutting street has a single lane on the side that abuts the
12	lot; or
13	ii. The curb lane abutting the lot is less than 11 feet wide; or
14	iii. The proposed development is located on an arterial with an
15	average daily traffic volume of over 7,000 vehicles; or
16	iv. Off-street loading berths are required according to ((subsection
17	G of)) Section 23.54.035.
18	c. The entrances to all garages accessory to nonresidential uses or live-
19	work units and the entrances to all ((principal use)) flexible-use parking garages shall be at least
20	6 feet 9 inches high.
21	3. All uses in industrial zones ((-))
22	a. Number and location of curb cuts. The number and location of curb cuts

will be determined by the Director.

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1	b. Curb cut width. Curb cut width in Industrial zones shall be as follows:
2	1) Except as set forth in subsection 23.54.030.F.3.b.4, ((),)) if the
3	curb cut provides access to a parking area or structure, it must be a minimum of 15 feet wide and
4	a maximum of 30 feet wide.
5	2) If the curb cut provides access to a loading berth, the maximum
6	width may be increased to 50 feet.
7	3) Within the minimum and maximum widths established by this
8	subsection 23.54.030.F.3, the Director shall determine the size of the curb cuts.
9	4) If the curb cut provides access to a solid waste management use
10	the Director may determine the maximum width of the curb cut.
11	4. Curb cuts for access easements ((-))
12	a. If a lot is crossed by an access easement serving other lots, the curb cut
13	serving the easement may be as wide as the easement roadway.
14	b. The curb cut serving an access easement shall not be counted against
15	the number or amount of curb cuts permitted to a lot if the lot is not itself served by the
16	easement.
17	5. Curb cut flare. A flare with a maximum width of 2.5 feet is permitted on either
18	side of curb cuts in any zone.
19	6. Replacement of unused curb cuts. When a curb cut is no longer needed to
20	provide access to a lot, the curb and any planting strip must be replaced.

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7. Curb cuts are not allowed on streets if alley access to a lot is feasible but has

not been provided.

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1	K. Pedestrian access to garage. For new structures that include a garage, in a zone
2	where flexible-use parking is permitted, at least one pedestrian access walkway or route shall be
3	provided between a garage and a public right-of-way, which may be an alley, including a side-
4	hinged door for pedestrian use. A fire exit door, or other access through lobbies, may serve this
5	purpose if the access route and doors are accessible for ingress and egress by garage users.
6	Section 49. Section 23.61.008 of the Seattle Municipal Code, last amended by Ordinance
7	125267, is amended as follows:
8	23.61.008 Prohibited uses
9	The following uses are prohibited within an underlying commercial zone as both principal and
10	accessory uses, except as otherwise noted:
11	A. Drive-in businesses;
12	B. Dry boat storage;
13	C. General manufacturing;
14	D. Heavy commercial services, except laundry facilities existing as of April 1, 2001;
15	E. Sales and rental of large boats;
16	F. Vessel repair (major or minor);
17	G. Mini-warehouse;
18	H. ((Principal use, nonresidential long-term parking)) Flexible-use parking garage;
19	I. Flexible-use parking surface lot;
20	((L)) <u>J.</u> Outdoor storage;
21	((J.)) <u>K.</u> Heavy commercial sales;
22	((K.)) <u>L.</u> Sales and rental of motorized vehicles, except within an enclosed structure;
23	((L-)) M. Solid waste management;

	SDCI Neighborhood Parking Reform ORD D1a
1	((M.)) N. Recycling uses;
2	((N-)) O. Towing services;
3	((O-)) P. Principal use vehicle repair (major or minor);
4	((P.)) <u>Q.</u> Wholesale showroom; ((and))
5	$((Q_{-}))$ <u>R.</u> Warehouse; $((-))$ <u>and</u>
6	S. Park and ride facility.
7	Section 50. Subsection 23.66.122.B of the Seattle Municipal Code, which section was
8	last amended by Ordinance 124969, is amended as follows:
9	23.66.122 Prohibited uses
10	* * *
11	B. Except for the uses listed in subsection 23.66.122.B.2, automobile-oriented
12	commercial uses are prohibited, including but not limited to the automobile-oriented uses listed
13	in subsection 23.66.122.B.1.
14	1. Examples of prohibited automobile-oriented commercial uses:
15	a. Drive-in businesses;
16	b. ((Principal)) Flexible-use and accessory surface parking areas not in
17	existence prior to August 10, 1981;
18	c. ((Principal-use)) <u>Flexible-use</u> parking garages for long-term parking;
19	and
20	d. Motels.
21	2. Permitted automobile-oriented uses:
22	a. Gas stations accessory to parking garages;
:	

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1	b. Accessory-use surface parking in the Subarea B shown on Map C for
2	23.66.122 and 23.66.150 either:
3	1) ((if)) If the accessory-use surface parking is in a location
4	permitted by and complies with the standards contained in Section 23.49.180; or
5	2) ((if)) If the lot satisfies the provisions of Section 23.49.019;
6	c. ((Principal-use)) Flexible-use parking garages for long-term parking in
7	structures authorized pursuant to subsection 23.49.180; and
8	d. Accessory-use parking garages.
9	Section 51. Subsection 23.66.124.A of the Seattle Municipal Code, which section was
10	last amended by Ordinance 123034, is amended as follows:
11	23.66.124 Uses subject to special review
12	A. ((Principal-use)) Flexible-use parking garages for short-term parking at any location,
13	except ((principal use)) flexible-use parking garages for short-term parking in structures
14	authorized pursuant to Section 23.49.180, require approval of the Department of Neighborhoods
15	Director after review and recommendation by the Preservation Board and may be permitted if the
16	following conditions are met:
17	1. The use will not increase the ambient noise level in existing residences within
18	line of sight of the proposed parking structure; and
19	2. Exterior materials, height, wall openings, and fenestration will reflect, to the
20	extent possible, the character of the adjoining structures or structures on the adjoining block
21	facing the site; and
22	3. Access will comply with the standards in Section 23.66.170; and

	SDCI Neighborhood Parking Reform ORD D1a
1	4. Automobile circulation within the garage will not be visible from the adjoining
2	public streets.
3	* * *
4	Section 52. Section 23.66.320 of the Seattle Municipal Code, enacted by Ordinance
5	112134, is amended as follows:
6	23.66.320 Permitted uses ((¬))
7	A. All uses shall be permitted outright except those specifically prohibited by Section
8	23.66.322 and those subject to special review under Section 23.66.324.
9	B. All uses not specifically prohibited shall be permitted as both principal and accessory
10	uses except:
11	1. Gas stations, which are not permitted as principal uses and are permitted as
12	accessory uses only in parking garages;
13	2. Surface parking areas, which are not permitted as principal uses but may be
14	permitted as accessory uses pursuant to Section 23.66.342 ((of this Land Use Code)); and
15	3. ((Principal use)) Flexible-use parking garages, which may be permitted only if
16	approved after special review by the Board pursuant to Section 23.66.324 ((of this Land Use
17	Code)). Accessory parking garages shall be permitted outright.
18	Section 53. Section 23.66.324 of the Seattle Municipal Code, last amended by Ordinance
19	123589, is amended as follows:
20	23.66.324 Uses subject to special review
21	A. Uses subject to special review require approval of the Department of Neighborhoods
22	Director after review and recommendation by the Board. Approval may be granted, conditioned,
23	or denied based on consideration of the recommendation and the criteria in this Section

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1	23.66.324 and in Section 23.66.326, if applicable. The following uses are subject to special
2	review by the Board:
3	1. Formula fast food restaurants;
4	2. Hotels;
5	3. Planned community developments;
6	4. ((Principal use)) Flexible-use parking garages;
7	5. Street-level uses subject to special review as provided in subsection
8	23.66.326.C; <u>and</u>
9	6. Accessory surface parking areas, if located in a Downtown Mixed Residential
10	zone within the International Special Review District.
11	B. Nature of ((Review.)) review
12	1. The evaluation of applications for uses subject to special review shall be based
13	upon the proposal's impacts on the cultural, economic, social, historical, and related
14	characteristics of the International District, particularly those characteristics derived from its
15	Asian heritage; existing and potential residential uses; the pedestrian environment; traffic and
16	parking in the District; noise and light and glare.
17	2. In addition to the criteria in subsection 23.66.324.B.1, in reviewing applications
18	in a Downtown Mixed Residential zone for ((principal-use)) flexible-use parking garages or
19	accessory surface parking areas, the Board shall also consider the potential of the proposal to
20	serve the particular parking needs of the International District. The Board shall encourage

participation in an area-wide merchants' parking association.

Section 54. Section 23.66.342 of the Seattle Municipal Code, last amended by Ordinance 123589, is amended as follows:

23.66.342 Parking and access ((7))

A. ((Principal use Parking Garages)) Flexible-use parking garages. ((Principal use))

Flexible-use parking garages are subject to special review by the Board pursuant to Section

23.66.324 ((of this Land Use Code)). Parking garages shall be designed so that the street-level portion of the garage is committed to pedestrian-oriented uses permitted in the District. When abutting street slopes exceed eight percent (((8%))) this requirement may be waived by the Director of the Department of Neighborhoods ((Director)), following review and recommendation by the Board. View-obscuring screening may be required by the Director of the Department of Neighborhoods ((Director)) as needed to reduce adverse visual impacts on the area.

B. Accessory ((Parking and Loading.)) parking and loading

- 1. Parking ((Quantity)) quantity. The number of parking spaces required for any use shall be the number required by the underlying zoning, except that restaurants shall be required to provide one space per ((five hundred (500))) 500 square feet for all gross floor area in excess of ((two thousand five hundred (2,500))) 2,500 square feet; motion picture theaters shall be required to provide one (((1))) space per ((fifteen (15))) 15 seats for all seats in excess of ((one hundred fifty (150))) 150; and other entertainment uses shall be required to provide one (((1))) space per ((four hundred (400))) 400 square feet for all gross floor area in excess of ((two thousand five hundred (2,500))) 2,500 square feet.
- 2. Exceptions to ((Parking Quantity)) parking quantity. To mitigate the potential impacts of required accessory and loading on the District, the <u>Director of the</u> Department of

	SDCI Neighborhood Parking Reform ORD D1a
1	Neighborhoods ((Director)), after review and recommendation by the Special Review Board, and
2	after consultation with the Director of Transportation, may waive or reduce required parking and
3	loading under the following conditions:
4	a. After incorporating high-occupancy-vehicle alternatives such as
5	carpools and vanpools, required parking spaces exceed the net usable space in all below-grade
6	floors; or
7	b. Strict application of the parking or loading standards would adversely
8	affect desirable characteristics of the District; or
9	c. An acceptable parking and loading plan is submitted to meet parking
10	demands generated by the use. Acceptable elements of the parking and loading plan may include
11	but shall not be limited to the following:
12	((()) 1) Valet parking service; ((,))
13	((()) 2) Validation system; ((5))
14	((()) 3) Lease of parking from parking management company; ((,))
15	((()) 4) Provision of employee parking; ((5)) and
16	5) Accommodations for commercial deliveries and passenger drop
17	off and pick up.
18	C. When parking is provided it shall be subject to the requirements of Section 23.54.030.
19	((of this Land Use Code.))
20	***

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Section 55. Section 23.71.014 of the Seattle Municipal Code, last amended by Ordinance

124378, is amended as follows:

23.71.014 Open space

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C. Minimum ((Standards for Usable Open Space.)) standards for usable open space

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((Table 23.71.014 A

Minimum Square Footage Requirements For Usable Open Space))

<u>Table 23.71.014 A</u> Minimum square footage requirements for usable open space			
	Minimum ((Width)) width in feet	Minimum ((Area)) area in square feet	
Active park	80 ((¹))	11,000 ((square feet))	
Atrium/greenhouse	40 ((¹))	2,000 ((square feet))	
Courtyard	30 ((-1))	2,000 ((square feet))	
Galleria	20 ((-1))	2,000 ((square feet))	
Landscaped interior – block pedestrian	10 ((¹))	((no minimum area))	
connections		No minimum	
Passive park	100 ((¹))	22,000 ((square feet))	
Public meeting space	30 ((¹))	1,500 ((square feet))	
Terrace	10 ((¹))	800 ((square feet))	
Town square	80 ((¹))	11,000 ((square feet))	
Urban garden	10 ((-1))	((no minimum area))	
		No minimum	
Urban plaza	50 ((¹))	3,500 ((square feet))	

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1. Active ((Park)) park. An active park shall be essentially level, accessible from a public right-of-way and shall include areas for active recreation such as, but not limited to, ball

fields, courts, and children's play area(s). Public seating shall be provided.

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2. ((Atrium/Greenhouse, Galleria)) Atrium/greenhouse or galleria. An

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atrium/greenhouse or galleria shall provide a large, enclosed, weather-protected space, generally

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covered by transparent and/or translucent material and meeting the following minimum

standards and guidelines:

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1	a. Location and access. The location of an atrium/greenhouse or
2	galleria shall be highly visible from the street and easily accessible to pedestrians. Pedestrian
3	access should be designed to improve overall pedestrian circulation on the block.
4	b. Minimum standards.
5	((i.)) 1) The minimum height shall be ((thirty)) 30 feet.
6	(((30').))
7	((ii.)) 2) A minimum of ((fifteen)) 15 percent (((15%))) of
8	an atrium/greenhouse or galleria shall be landscaped.
9	((iii.)) 3) A minimum of ((fifteen)) 15 percent (((15%))) of
10	an atrium/greenhouse or galleria shall be reserved for public seating at a rate of one lineal foot
11	for every ((thirty (30))) 30 square feet of floor area or one lineal foot of public seating area for
12	every ((thirty (30))) 30 square feet of floor area.
13	((iv.)) <u>4)</u> A minimum of ((thirty five)) <u>35</u> percent (((35%)))
14	of the perimeter of an atrium/greenhouse or galleria shall be occupied by retail sales and service
15	uses and ((sixty)) 60 percent ((60%))) of every retail frontage on the atrium/greenhouse or
16	galleria shall be transparent.
17	((v.)) <u>5</u>) Perimeter walls of an atrium/greenhouse or
18	galleria, excluding the wall of the structure, shall be no more than ((fifteen)) 15 percent
19	(((15%))) blank. All nontransparent perimeter walls shall include measures to reduce the effect
20	of the blank wall including, but not limited to, architectural detailing, landscaping, modulation,
21	or art.
22	3. Courtyard. A courtyard shall meet the following minimum standards and
23	guidelines:

	Dia
1	a. Location and ((Access)) access. A courtyard shall be adjacent to or
2	attached to a structure or public sidewalk and shall be highly visible from adjacent sidewalks and
3	public areas and have direct access to the streets on which it fronts. A courtyard shall be easily
4	accessible and inviting to pedestrians and provide enclosure through use of design elements such
5	as pedestrian walkways, structures containing retail uses, low planters or benches, and seating.
6	b. Fifty percent (((50%))) of the courtyard area, outside of areas of major
7	pedestrian traffic, shall be level.
8	c. Courtyards shall include unit paving; landscaping, which encourages
9	privacy and quiet; and pedestrian-scaled lighting and seating. Public seating shall be provided at
10	a rate of one lineal foot of seating for every ((fifty (50))) 50 square feet of courtyard area.
11	4. Passive ((Park)) <u>park</u> . Passive parks shall provide landscaped space for
12	unstructured recreational activity such as walking or picnicking.
13	5. Public ((Meeting Space)) meeting space. Public meeting spaces shall be
14	enclosed rooms available for use by the public free of charge, designed for the purposes of
15	accommodating meetings, gatherings, or performances with seating capacity for at least ((fifty
16	(50))) 50 people. Public meeting spaces shall be available to the public between the hours of
17	((ten)) <u>10</u> a.m. $(((10:00 a.m.)))$ and $((ten))$ <u>10</u> p.m. $(((10:00 p.m.)))$ Monday through Friday and
18	shall not count towards minimum parking requirements.
19	6. Terrace. A terrace is intended to provide additional opportunity for open space
20	in areas of concentrated development.
21	a. Location and ((Access)) access.
22	((i.)) 1) A terrace is a wind-sheltered area above street-level uses in
23	a structure.

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1	((ii.)) 2) A terrace should be easily accessible from the street and
2	access should be plainly identified.
3	((iii.)) 3) Direct access by stairs, ramps or mechanical assist shall
4	be provided from a public right-of-way or public open space to the terrace.
5	((4.)) 4) The path of access must have a minimum width of ((ten))
6	10 feet (((10'))).
7	b. A minimum of ((eighty)) 80 percent (((80%))) of the terrace shall
8	receive solar exposure from ((eleven)) 11 a.m. (((11:00 a.m.))) until ((two)) 2 p.m. (((2:00
. 9	p.m.)))) PDT between the spring and autumn equinox.
10	c. Public seating shall be provided in an amount equal to one $(((1)))$ seat
11	for each ((thirty (30))) 30 square feet of terrace area or one lineal foot of public seating for each
12 .	((thirty (30))) 30 square feet of terrace area.
13	d. Terraces shall be landscaped in a manner which provides for the
14	comfort and enjoyment of people in the space ((as well as)) and creates a visual amenity for
15	pedestrians and occupants of surrounding buildings.
16	e. A terrace shall be open to the public from at least ((seven)) 7 a.m.
17	(((7:00 a.m.))) until one $(((1)))$ hour after sunset seven $(((7)))$ days a week.
18	7. Town ((Square)) <u>square</u> . A town square shall meet the criteria for an urban
19	plaza and, in addition, shall meet the following:
20	a. Location and ((Access)) access. A town square shall be located adjacent
21	to a Major Pedestrian Street.
22	b. A large, essentially level, unobstructed area should characterize the
23	center of a town square and be available for public events.

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1	8. Urban ((Garden)) garden. Urban gardens are intended to provide color and
2	visual interest to pedestrians and motorists and are characterized by such amenities as specialized
3	landscaping, paving materials, and public seating.
4	a. Location and ((Access)) access. Urban gardens shall be located at or
5	near sidewalk grade and adjacent to a public right-of-way or building lobby.
6	b. One (((1))) public seating space for each ((twenty (20))) 20 square feet
7	of garden area or one (((1))) lineal foot of public seating for every ((twenty (20))) $\underline{20}$ square feet
8	of garden area shall be provided.
9	c. Urban gardens shall be developed with unit paving and plant materials
10	in a garden-like setting. Landscaping shall include a mix of seasonal and permanent plantings,
11	including trees and shrubs. A water feature is encouraged.
12	d. A minimum of ((seventy-five)) 75 percent ((75%))) of the garden area
13	shall receive solar exposure from ((eleven)) 11 a.m. ((11:00 a.m.)) until ((two)) 2 p.m. (((2:00
14	p.m.))) PDT, between the spring and autumn equinox.
15	e. The garden shall be open to the public at least five $(((5)))$ days a week
16	from ((eight)) 8 a.m. (((8:00 a.m.))) until ((seven)) 7 p.m. (((7:00 p.m.).))
17	9. Urban ((Plaza)) <u>plaza</u> . An urban plaza shall serve as a link between a building
18	and the pedestrian network and/or as a focal point between two $((\frac{2}{2}))$ or more buildings.
19	a. Location and ((Access.)) <u>access</u>
20	((i-)) 1) An urban plaza shall be one $(((1-)))$ contiguous space, with
21	at least one $(((1)))$ edge abutting a street at a transit stop or anywhere along a Major Pedestrian
22	Street.

	D1a
1	((ii.)) 2) The area within $((ten))$ 10 feet $(((10')))$ of the sidewalk,
2	along a minimum of $((fifty))$ $\underline{50}$ percent $(((fifty)))$ of each street frontage, shall be within
3	((three)) 3 feet $(((3')))$ elevation of the adjoining public sidewalk.
4	b. There shall be no physical obstruction between an urban plaza and the
5	sidewalk. The plaza should be distinguished from the public right-of-way by landscaping and/or
6	a change in paving materials.
7	c. The aggregate area of retail kiosks and carts in an urban plaza should
8	not exceed ((one hundred fifty (150))) 150 square feet or one percent (((1%))) of the total area of
9	the plaza, whichever is greater.
10	d. Urban ((Plazas)) plazas shall have retail sales and service uses on
11	frontage equivalent to at least ((fifty)) $\underline{50}$ percent (($\underline{(50\%)}$)) of the perimeter of the plaza. The
12	retail sales and service uses shall have direct access onto the plaza.
13	e. Urban ((Plazas)) plazas shall be landscaped and paved in such a way as
14	to provide continuous access to the public right-of-way. A minimum of ((twenty)) 20 percent
15	(((20%))) and a maximum of $((thirty))$ 30 percent $(((30%)))$ of the plaza shall be landscaped.
16	f. A minimum ratio of one (((1))) tree per ((seven hundred (700))) 700
17	square feet of plaza area is required. Trees should be arranged in such a manner as to define the
18	perimeter of the space and to maximize solar exposure to the principal space.
19 .	g. A minimum of ((eighty-five)) <u>85</u> percent (((85%))) of the plaza shall be
20	uncovered and open to the sky, excluding deciduous tree canopies.
21	h. There shall be one $(((1)))$ lineal foot of public seating area or one $(((1)))$
22	public seat for every ((thirty-five (35))) 35 square feet of plaza area. Up to ((fifty)) 50 percent
23	(((50%))) of the seating may be moveable.

Table A for 23.71.016

Minimum and Maximum Parking Requirements

	LONG TERM		SHORT TERM	
	Minimum	Maximum	Minimum	
Office	0.9/1000	2.6/1000	0.2/1000	
General sales and service (Customer service	1.0/1000	2.4/1000	1.6/1000	
office)*				
General sales and service (other and Major	0.93/1000	2.4/1000	2.0/1000	
durables retail sales*				
Motion picture theaters	N/A	N/A	Min: 1/8 seats	
			Max: 1/4 seats	

*Except that the minimum requirements for pet daycare centers is pursuant to Table A for Section 23.54.015 and as regulated in Section 23.47A.039.

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- 2. Parking waivers provided under Section 23.54.015 D apply in the Northgate Overlay District, except that no waiver of parking may be granted to medical service uses.
- 3. Parking may exceed the maximums if provided in a structure pursuant to a joint use parking agreement with the Metro Transit Center, if the spaces are needed only to meet evening and weekend demand or as overflow on less than ten percent of the weekdays in a year, and will otherwise be available for daytime use by the general public.
- 4. Short-term parking for motion picture theaters may be increased by ten percent beyond the maximum requirement, if these additional spaces are not provided as surface parking, will not adversely impact pedestrian circulation and will reduce the potential for overflow parking impacts on surrounding streets.
 - B. Additional Parking Waivers on Major Pedestrian Streets.
- 1. When the amount of required parking has been determined pursuant to subsection A of this section, waivers are permitted, as follows:
- a. Parking shall not be required for the first one hundred fifty (150) seats of all motion picture theatre uses and the first seven hundred fifty (750) square feet for all eating and drinking establishments.
- b. Parking shall not be required for an additional two thousand five hundred (2,500) square feet to a maximum of five thousand (5,000) square feet for all other required street-level personal and household retail sales and service uses.
- 2. The Director may permit an additional parking waiver up to a maximum of four thousand (4,000) square feet for eating and drinking establishments as a special exception subject to the provisions of Chapter 23.76, Procedures for Master Use Permits and Council Land Use

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1	Decisions. The following factors shall be considered by the Director in making a determination
2	whether to allow additional parking waivers for eating and drinking establishments:
3	a. Anticipated parking demand for the proposed use;
4	b. The extent to which an additional parking waiver is likely to create or
5	add significantly to spillover parking in adjacent residential neighborhoods;
6	c. Whether land is available for parking without demolishing an existing
7	commercial structure, displacing a commercial use, or rezoning land to a commercial
8	designation;
9	d. The availability of shared or joint use parking within eight hundred feet
. 10	(800') of the business establishment;
11	e. The Director may require that a transportation study be submitted for
12	review by the Director;
13	f. The Director shall determine the content of the transportation study
14	based on the following factors:
15	i. The size and type of the proposed use;
16	ii. The size of the requested parking waiver;
17	iii. Any anticipated impacts of an additional parking waiver.
18	3. Parking waivers permitted by this subsection shall apply to each street-level
19	business establishment in a structure.
20	C. Shared Parking. Shared parking, as provided in Section 23.54.020 G, is permitted for
21	two (2) or more uses to satisfy all or a portion of minimum off-street parking requirements in the
22	Northgate Overlay District.

D. Owners shall provide parking for bicycles which is protected from the weather.

Owners shall provide bicycle lockers for storage of commuter bicycles.

E. Payment in Lieu of On-site Long-term Parking.

1. In lieu of providing up to twenty percent (20%) of the long-term parking which is otherwise required, the Director may permit an owner to make a payment to a Northgate Parking Commission, if a commission is established by the City Council. The payment shall be used to build a public parking structure for long-term parking within the Northgate Core area. The payment and use thereof shall be consistent with RCW 82.02.020.

- 2. The amount of the payment shall be based on the construction cost of a parking space in a structured garage in the Northgate Core area, as determined by the Northgate Parking Commission.
- 3. The Director shall apply the following criteria in determining whether to approve a payment in lieu:
- a. Spillover parking would not occur which would significantly impact nearby residential neighborhoods;
- b. The parking demand proposed to be met by in-lieu payment will not exceed the capacity provided by the long-term parking structure.
- 4. If a public parking structure is not constructed within six (6) years of the date of issuance of a certificate of occupancy for a development which made a payment in lieu, the City may use the payments to help reduce vehicle trips in the area. If the owner can show that the long-term parking demand of the site has been reduced enough to eliminate the need for the waived spaces, the amount of payments shall be returned to the property owner.

F. Parking Location and Access.

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1. Parking location and access are subject to the provisions of the underlying zone, except as modified by this subsection and Section 23.71.008.

2. The following provisions shall apply to all new parking provided, the reconfiguration of more than two hundred fifty (250) parking spaces, or the replacement of existing surface parking with structured parking. Existing nonconforming parking used to meet the parking requirement for newly developed space or new uses shall not be required to meet these standards.

a. The first two hundred (200) proposed parking spaces located on-site may be located in either a surface parking area, or within or under a structure. In addition, seventy-five percent (75%) of the spaces in excess of two hundred (200) shall be accommodated either below grade or above grade in structures. All parking in excess of two hundred (200) spaces may be located off-site within eight hundred feet (800') of the site-except as provided in subsection E1 of this section. The Director may waive or modify this requirement if site size, shape, or topography makes it infeasible to construct an accessory parking structure.

b. The first two hundred (200) proposed surface parking spaces may be increased to three-hundred fifty (350) spaces if 1) the surface parking area does not cover more than thirty-five percent (35%) of the total lot area, and 2) the on-site open space requirement, in excess of the minimum required landscaped open space provided for in Section 23.71.014, is provided as usable open space which is contiguous to other usable open space on the site.

c. For surface parking areas exceeding two hundred fifty (250) parking spaces, a ten foot (10') wide landscaped pedestrian walkway separating each of these parking areas and connecting to the building is required, or separation of parking areas exceeding two

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	1	hundred fifty (250) spaces shall be provided by structures on-site. These landscaped pedestrian		
	2	walkways may be counted towards open space requirements as provided in Section 23.71.014.		
	3	3. Surface parking areas shall be screened and landscaped according to the		
	4	provisions of the underlying zone.))		
	5	Section 57. Section 23.74.008 of the Seattle Municipal Code, last amended by Ordinance		
	6	122311, is amended as follows:		
	7	23.74.008 Uses		
	8	Notwithstanding the use provisions of the underlying zone, the following use provisions apply:		
	9	* * *		
1	0	C. The following uses are prohibited:		
1	1	1. Heavy manufacturing uses;		
1	2	2. High-impact uses;		
1	3	3. Solid waste management;		
1	4	4. Recycling uses;		
1	5	5. Animal shelters and kennels;		
1	6	6. Veterinary offices;		
-1	7	7. Pet grooming;		
1	8	8. Airports, land and water based;		
1	9	9. Hospitals;		
2	0	10 Elementary and secondary schools;		
2	1	11. Drive-in businesses, except gas stations;		
22	2	12. Bus bases;		
2.	3	13. ((Principal use)) <u>Flexible-use</u> parking ¹ ;		

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1	14. Lodging uses; and
2	15. Colleges ² .
3	((1.)) ¹ Parking required for a spectator sports facility or exhibition hall is allowed and shall be
4	permitted to be used for ((general)) <u>flexible-use</u> parking ((purposes)) or shared with another such
5	facility to meet its required parking. A spectator sports facility or exhibition hall within the
6	Stadium Transition Overlay Area District may reserve non_required parking only outside the
7	overlay district and only if:
8	(a) The parking is owned and operated by the owner of the spectator sports facility or
9	exhibition hall; and
10	(b) The parking is reserved for events in the spectator sports facility or exhibition hall;
11	and
12	(c) The reserved parking is south of South Royal Brougham Way, west of 6th Avenue
13	South and north of South Atlantic Street. Parking that is provided to meet required parking will
14	not be considered reserved parking.
15	$((2.))^{\frac{1}{2}}$ Training facilities for industrial trades operated by colleges and universities are permitted.
16	Section 58. Section 23.76.004 of the Seattle Municipal Code, last amended by Ordinance
17	125429, is amended as follows:
18	23.76.004 Land use decision framework
19	* * *
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Table A for 23.76.004 LAND USE DECISION FRAMEWORK¹

Director's and Hearing Examiner's Decisions Requiring Master Use Permits TYPE I

Director's Decision

(Administrative review through land use interpretation as allowed by Section 23.88.020²)

l	* * *		
	*	Intermittent uses	
	((<u>*</u>))	((Interim use parking authorized under subsection 23.42.040.G))	
	*	Uses on vacant or underused lots pursuant to Section 23.42.038	
		* * *	

Footnotes for Table A for 23.76.004

Section 59. Section 23.76.006 of the Seattle Municipal Code, last amended by Ordinance

125429, is amended as follows:

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23.76.006 Master Use Permits required

- A. Type I, II, and III decisions are components of Master Use Permits. Master Use Permits are required for all projects requiring one or more of these decisions.
 - B. The following decisions are Type I:
 - 1. Determination that a proposal complies with development standards;
- 2. Establishment or change of use for uses permitted outright, ((interim use parking under subsection 23.42.040.G₅)) uses allowed under Section 23.42.038, temporary relocation of police and fire stations for 24 months or less, transitional encampment interim use, temporary uses for four weeks or less not otherwise permitted in the zone, and renewals of

¹ Sections 23.76.006 and 23.76.036 establish the types of land use decisions in each category. This Table A for 23.76.004 is intended to provide only a general description of land use decision types.

² Type I decisions may be subject to administrative review through a land use interpretation pursuant to Section 23.88.020.

³ Shoreline decisions, except shoreline special use approvals that are not part of a shoreline substantial development permit, are appealable to the Shorelines Hearings Board along with all related environmental appeals.

	SDCI Neighborhood Parking Reform ORD D1a
1	temporary uses for up to six months, except temporary uses and facilities for light rail transit
2	facility construction and transitional encampments;
3	3. The following street use approvals:
4	a. Curb cut for access to parking, whether associated with a development
5	proposal or not;
6	b. Concept approval of street improvements associated with a
7	development proposal, such as additional on-street parking, street landscaping, curbs and gutters
8	street drainage, sidewalks, and paving;
9	c. Structural building overhangs associated with a development proposal;
10	d. Areaways associated with a development proposal;
11	4. Lot boundary adjustments;
12	5. Modification of the following features bonused under Title 24:
13	a. Plazas;
14	b. Shopping plazas;
15	c. Arcades;
16	d. Shopping arcades; and
17	e. Voluntary building setbacks;
18	6. Determinations of Significance (determination that an Environmental Impact
19	Statement is required) for Master Use Permits and for building, demolition, grading, and other
20	construction permits (supplemental procedures for environmental review are established in
21	Chapter 25.05, Environmental Policies and Procedures), except for Determinations of
22	Significance based solely on historic and cultural preservation;

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1	7. Discretionary exceptions for certain business signs authorized by subsection
2	23.55.042.D;
3	8. Waiver or modification of required right-of-way improvements;
4	9. Special accommodation pursuant to Section 23.44.015;
5	10. Reasonable accommodation;
6	11. Minor amendment to Major Phased Development Permit;
7	12. Streamlined design review decisions pursuant to Section 23.41.018 if no
8	development standard departures are requested pursuant to Section 23.41.012, and design review
9	decisions in an MPC zone if no development standard departures are requested pursuant to
10	Section 23.41.012;
11	13. Shoreline special use approvals that are not part of a shoreline substantial
12	development permit;
13	14. Determination that a project is consistent with a planned action ordinance,
14	except as provided in subsection 23.76.006.C;
15	15. Decision to approve, condition, or deny, based on SEPA policies, a permit for
16	a project determined to be consistent with a planned action ordinance;
17	16. Determination of requirements according to subsections 23.58B.025.A.3.a,
18	23.58B.025.A.3.b, 23.58B.025.A.3.c, 23.58C.030.A.2.a, 23.58C.030.A.2.b, and
19	23.58C.030.A.2.e;
20	17. Decision to increase the maximum height of a structure in the DOC2 500/300-
21	550 zone according to subsection 23.49.008.F;
22	18. Decision to increase the maximum FAR of a structure in the DOC2 500/300-
23	550 zone according to subsection 23.49.011.A.2.n;

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1	19. Minor revisions to an issued an unexpired MUP that was subject to design
2	review, pursuant to subsection 23.41.008.G;
3	20. Building height departures for minor communication facilities in downtown
4	zones, pursuant to Section 23.57.013; and
5	21. Other Type I decisions.
6	* * *
7	Section 60. Section 23.76.032 of the Seattle Municipal Code, last amended by Ordinance
8	125108, is amended as follows:
9	23.76.032 Expiration and renewal of Type I and II Master Use Permits
10	A. Type I and II Master Use Permit expiration
11	1. An issued Type I or II Master Use Permit expires three years from the date a
12	permit is approved for issuance as described in Section 23.76.028, except as follows:
13	a. A Master Use Permit with a shoreline component expires pursuant to
14	WAC 173-27-090.
15	b. A variance component of a Master Use Permit expires as follows:
16	1) Variances for access, yards, setback, open space, or lot area
17	minimums granted as part of a short plat or lot boundary adjustment run with the land in
18	perpetuity as recorded with the King County Recorder.
19	2) Variances granted as separate Master Use Permits pursuant to
20	subsection 23.76.004.G expire three years from the date the permit is approved for issuance as
21	described in Section 23.76.028 or on the effective date of any text amendment making more

stringent the development standard from which the variance was granted, whichever is sooner. If

	Dla
1	a Master Use Permit to establish the use is issued prior to the earlier of the dates specified in the
2	preceding sentence, the variance expires on the expiration date of the Master Use Permit.
3	c. The time during which pending litigation related to the Master Use
4	Permit or the property subject to the permit made it reasonable not to submit an application for a
5	building permit, or to establish a use if a building permit is not required, is not included in
6	determining the expiration date of the Master Use Permit.
7	d. Master Use Permits with a Major Phased Development or Planned
8	Community Development component under Sections 23.47A.007, 23.49.036, or 23.50.015
9	expire as follows:
10	1) For the first phase, the expiration date shall be three years from
11	the date the permit is approved for issuance;
12	2) For subsequent phases, the expiration date shall be determined
13	at the time of permit issuance for each phase, and the date shall be stated in the permit.
14	e. Permits for uses allowed under Section 23.42.038, ((and)) temporary ((5,
15	interim,)) or intermittent use permits issued pursuant to Section 23.42.040, and transitional
16	encampment interim use permits issued under Section 23.42.056 ((5)) expire on the date stated in
17	the permit.
18	f. Except as otherwise provided in this subsection 23.76.032.A.1.f, Master
19	Use Permits for development pursuant to Sections 23.49.180 and 23.49.181 expire on the date set
20	by the Director in the Master Use Permit decision, which date may be a maximum of 15 years
21	from the date the Master Use Permit is approved for issuance. The Director shall consider the
22	complexity of the project, economic conditions of the area in which the project is located, and

the construction schedule proposed by the applicant in setting the expiration date. If no

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1	expiration date is set in the Master Use Permit decision, the expiration date is three years from
2	the date a permit is approved for issuance.
3	1) In order for the Director to set the Master Use Permit expiration
4	date, the applicant shall:
5	a) Submit with the application a site plan showing a level of detail
6	sufficient to assess anticipated impacts of the completed project; and
7	b) Submit a proposed schedule for complying with the conditions
8	necessary to gain the amount of extra floor area and the extra height sought for the project.
9	2) The expiration date of the Master Use Permit may be extended
10	past the expiration date set in the Master Use Permit decision or the date established in this
11	subsection 23.76.032.A.1.f if:
12	a) On the expiration date stated in the Master Use Permit decision,
13	a building permit for the entire development has been issued, in which case the Master Use
14	Permit is extended for the life of the building permit if the Master Use Permit would otherwise
15	expire earlier, or
16	b) A complete application for a building permit that either is for
17	the entire development proposed pursuant to Section 23.49.180, or is for construction to
18	complete the entire development proposed pursuant to Section 23.49.180, is:
19	i. ((submitted)) Submitted before the expiration date of the Master
20	Use Permit; and
21	ii. ((made)) Made sufficiently complete to constitute a fully
22	complete building permit application as defined in the Seattle Building Code, or for a highrise
23	structure regulated under Section 403 of the Seattle Building Code, made to include the complete

	SDCI Neighborhood Parking Reform ORD D1a
1	structural frame of the building and schematic plans for the exterior shell of the building, in
2	either case before the expiration date of the Master Use Permit, in which case the Master Use
3	Permit is extended for the life of the building permit issued pursuant to the application if the
4	Master Use Permit would otherwise expire earlier.
5	((h)) g. The permit expires earlier pursuant to Section 22.800.100.
6	2. On the expiration date determined as provided in subsection 23.76.032.A.1, a
7	Master Use Permit expires unless one of the conditions in this subsection 23.76.032.A.2 exists:
8	a. A building permit is issued before the expiration date, in which case the
9	Master Use Permit shall be extended for the life of the building permit.
10	b. A valid and fully complete application for a building permit is
11	submitted prior to the Master Use Permit expiration date and a building permit is subsequently
12	issued. In such cases, the Master Use Permit shall be extended for the life of the building permit.
13	c. For projects that do not require a building permit, the use has been
14	established prior to the expiration date and is not terminated prior to that date by abandonment,
15	change of use, or otherwise. In such cases the Master Use Permit expires when the use permitted
16	by the Master Use Permit is terminated by abandonment, change of use, or otherwise.
17	d. The Master Use Permit is renewed pursuant to subsection 23.76.032.C.
18	e. A Major Phased Development or Planned Community Development
19	component is part of the Master Use Permit, in which case subsection 23.76.032.A.1.d applies.
20	f. The Master Use Permit is for development subject to Section 23.49.180,

* * *

in which case the provisions in subsection 23.76.032.A.1.f apply.

21

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1	Section 61. Section 23.84A.030 of the Seattle Municipal Code, last amended by
2	Ordinance 124378, is amended as follows:
3	23.84A.030 "P"
4	* * *
5	(("Park and pool lot." See "Principal use parking" under "Parking and moorage" under
6	"Transportation facility."))
7	"Park and ride ((lot)) <u>facility</u> ." See (("Principal use parking")) "Park and ride facility"
8	under "Parking and moorage" under "Transportation facility."
9	"Parking" when used as a noun means a surface parking area or parking garage.
10	"Parking, accessory" means one or more parking spaces that are either reserved or
11	required for a particular use or structure.
12	"Parking and moorage." See "Transportation facility."
-13	"Parking, flexible-use." See "Parking and moorage," under "Transportation facility."
14	"Parking garage" means a structure or a portion of a structure used or intended to be used
15	for parking or storage of vehicles.
16	"Parking, long-term" means one or more long-term parking spaces.
17	"Parking, non-required" means one or more parking spaces not required by either the
18	Land Use Code (Title 23 SMC) or the Zoning Code (Title 24 SMC) as accessory to a principal
19	use and not required as a mitigating measure pursuant to the State Environmental Policy Act.
20	(("Parking, principal use." See "Parking and moorage" under "Transportation facility".))
21	"Parking screen" means a screen that effectively obscures view of off-street parking from
22	the public right-of-way or private lots. (See also "Screen.")
23	"Parking, short-term" means one or more short-term parking spaces.

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SDCI Neighborhood Parking Reform ORD
Dia

"Parking space" means an area for the parking of one vehicle within a parking facility or parking area, exclusive of driveways, ramps, and office and work areas.

"Parking space, long-term" means a parking space that will be occupied by the same motor vehicle for four (((4))) hours or more, including a space generally used by persons who commute to ((5)) work by private motor vehicle or by residents.

"Parking space, short-term" means a parking space occupied by individual motor vehicles for less than four (((4))) hours and generally used intermittently by shoppers, visitors, or outpatients.

"Parking, surface" means an open area used or intended to be used for the parking of vehicles. It may be available to the public or reserved to accommodate parking for a specific purpose.

* * *

Section 62. Section 23.84A.038 of the Seattle Municipal Code, last amended by Ordinance 125272, is amended as follows:

23.84A.038 "T"

* * *

"Transit route, frequent" means a transit route or segment of a transit route providing frequent transit service in each direction. Segments of overlapping routes that are co-scheduled and together provide frequent transit service shall be considered to provide frequent transit service, and segments of these routes that do not overlap or do not meet these frequencies will not be considered to provide frequent transit service.

"Transit service, frequent" means transit service ((headways in at least one direction of 15 minutes or less for at least 12 hours per day, 6 days per week, and transit service headways of

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1	30 minutes or less for at least 18 hours every day.)) with scheduled service in a typical week
2	meeting or exceeding the following scheduled frequencies:
3	1. On weekdays from 6 a.m. to 7 p.m., 15 minutes on average (i.e., 52 trips
4	between 6 a.m. and 6:59 p.m., inclusive), and no individual hour with fewer than three scheduled
5	trips in each direction;
6	2. On weekdays from 7 p.m. to 12 a.m., 30 minutes on average (i.e., ten trips
7	between 7 p.m. and 11:59 p.m., inclusive), and no individual hour with fewer than one scheduled
8	trip in each direction; and
9	3. On weekends from 6 a.m. to 12 a.m., 30 minutes on average (i.e., 36 trips
10	between 6 a.m. and 11:59 p.m., inclusive), and no individual hour with fewer than one scheduled
11	trip in each direction.
12	4. For the purposes of this definition, "individual hour" means the 60-minute
13	period beginning at the top of each hour; e.g., 6 a.m. to 6:59 a.m., inclusive, or 3 p.m. to 3:59
14	p.m., inclusive.
15	"Transit service area, frequent" means an area within 1,320 feet walking distance of a bus
16	stop served by a frequent transit route or an area within 2,640 feet walking distance of a rail
17	transit station, as shown on a map adopted by Director's Rule.
18	* * *
19	"Transportation facility" means a use that supports or provides a means of transporting
20	people ((and/or)) or goods from one location to another. Transportation facilities include but are
21	not limited to the following:
22	1. "Cargo terminal" means a transportation facility in which quantities of goods or
23	container cargo are, without undergoing any manufacturing processes, transferred to carriers or

b. "Dry boat storage" means a use in which space on a lot on dry land, or inside a building over water or on dry land, is rented or sold to the public or to members of a yacht or boating club for the purpose of storing boats. Sometimes referred to as "dry storage."

c. "Parking, principal use" means a use within a Shoreline District, subject to Chapter 23.60A, in which an open area or garage is provided for the parking of vehicles by the public, and is not reserved or required to accommodate occupants, clients, customers, or employees of a particular establishment or premises. Battery charging stations for electric vehicles are accessory to principal use parking. ((Principal use parking includes but is not limited to the following uses:

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1) "Park and pool lot" means a principal use parking use, operated
or approved by a public ridesharing agency, where commuters park private vehicles and join
together in carpools or vanpools for the ride to work and back, or board public transit at a stop
located outside of the park and pool lot.))

d. "Parking, flexible-use" means a use in which an open area or garage is provided for the parking of vehicles by the public, and is not reserved or required to accommodate occupants, clients, customers, or employees of a particular establishment or premises. Battery charging stations for electric vehicles are accessory to flexible-use parking.

Flexible-use parking includes but is not limited to the following uses:

1) "Flexible-use parking garage" means a parking garage structure that solely consists of flexible-use parking.

2) "Flexible-use parking surface lot" means a surface parking lot that solely consists of flexible-use parking.

((2))) <u>e.</u> "Park and ride ((lot)) <u>facility</u>" means a ((principal use parking)) use, operated or approved by a public transit or ridesharing agency, where commuters park private vehicles and either join together in carpools or vanpools, or board public transit. ((at a stop located in the park and ride lot.))

((d)) <u>f</u>. "Towing services" means a parking and moorage use in which more than two tow trucks are employed in the hauling of motorized vehicles, and where vehicles may be impounded, stored, or sold, but not disassembled or junked.

* * *

Section 63. Section 25.05.675 of the Seattle Municipal Code, last amended by Ordinance 125291, is amended as follows:

25.05.675 Specific environmental policies

2

3

1

M. Parking

4

1. Policy background ((-))

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a. It is the City's policy to encourage use of a broad range of transportation options and to reduce reliance on single-occupant vehicles.

7

transportation options and to reduce remained on single-occupant venicles

8

may adversely affect the availability of parking in an area, especially one that is not well served

((a)) b. Increased parking demand associated with development projects

((b)) c. Parking regulations, ((to mitigate)) where appropriate, and other

9

by transit or other transportation choices.

10

policies and regulations designating preferred land use patterns and promoting transportation

1112

choices, combine to alleviate most growth-related parking impacts ((and to accommodate most

13

of the)) including cumulative ((effects of future projects on parking are implemented through the

14

City's Land Use Code)) impacts. This policy recognizes that the City's land use and

15

transportation planning policies encourage development patterns that support personal choices

16 17 among many transportation modes and maximize the ability of the street network to function

18

efficiently. This policy also recognizes the substantial costs imposed on housing by requiring

construction of parking, which adversely affects the ability to provide housing, including

19

affordable housing. City land use policies that encourage residential and commercial growth in

20

the areas with the greatest availability of transportation choices promote efficiencies that may

21

reduce or limit per capita parking demand. ((However, in some neighborhoods, due)) Due,

22

however, to ((inadequate off-street)) shortfalls in available parking resulting from existing or

23

projected demands, the City recognizes that in some neighborhoods ((streets are unable to

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1	transit service, measured as the walking distance from the nearest transit stop to the lot line of the
2	lot;
3	b) ((the)) The Station Area Overlay District; and
4	c) ((portions)) Portions of urban villages within one-quarter
5	mile (1,320 feet) of a street with frequent transit service, measured as the walking distance from
6	the nearest transit stop to ((the)) a lot line, ((of the lot)) which in the case of unit lots shall be
7	made from the parent lot;
8	3) Outside of the areas listed in this subsection 25.05.675.M.2.b,
9	parking impact mitigation for multifamily development, except in the Alki area, as described in
10	subsection 25.05.675.M.2.c, may be required only where on-street parking is at capacity, as
11	defined by the Seattle Department of Transportation, or where the development itself would
12	cause on-street parking to reach capacity as so defined.
13	c. For the Alki area, as identified on Map B for 23.54.015, a higher
14	number of spaces per unit than is required by Section 23.54.015 may be required to mitigate the
15	adverse parking impacts of specific multifamily projects. Projects that generate a greater need for
16	parking and that are located in places where the street cannot absorb that need—for example,
17	because of proximity to ((the)) Alki Beach Park—may be required to provide additional parking
18	spaces to meet the building's actual need. In determining that need, the size of the development
19	project, the size of the units, and the number of bedrooms in the units shall be considered.
20	d. If parking impact mitigation is authorized by this subsection
21	25.05.675.M, it may include but is not limited to:
22	1) Transportation management programs;
23	2) Parking management and allocation plans; or

3) Incentives for the use of alternatives to single-occupancy vehicles, such as transit pass subsidies, parking fees, <u>subsidies for participation in car share or bike share programs or similar mobility choice programs</u>, and provision of bicycle parking space;

4) Increased parking ratios; and

5) ((Reduced)) Reductions in non-residential development densities to the extent that it can be shown that reduced parking spillover is likely to result; provided, that parking impact mitigation for multifamily development may not include reduction in development density.

* * *

Section 64. The Council requests that by January 1, 2019, the Director of the Department

of Transportation and the Director of the Department of Construction and Inspections
recommend to the Council a process by which the Director of the Department of Construction
and Inspections, in consultation with the Director of the Department of Transportation, may
modify bicycle parking requirements for light rail transit facilities. The recommendation should:
(1) allow for flexibility in determining how much short- and long-term bicycle parking to
require; (2) list factors the City may consider in determining whether to modify bicycle parking
requirements; (3) describe how the modification decisions would be integrated into system-wide
permitting for light rail transit facilities; and (4) consider whether some or all modification
decisions should be based on a recommendation from the Light Rail Review Panel or a successor
body.

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Section 65. The provisions of this ordinance are declared to be separate and severable. The invalidity of any clause, sentence, paragraph, subdivision, section, or portion of this ordinance or any exhibit to this ordinance, or the invalidity of the application thereof to any person or circumstance, shall not affect the validity of any other provisions of this ordinance or its exhibits, or the validity of their application to other persons or circumstances.

1	Section 66. This ordinance shall take effect and be in force 30 days after its approval by
2	the Mayor, but if not approved and returned by the Mayor within ten days after presentation, it
3	shall take effect as provided by Seattle Municipal Code Section 1.04.020.
4	Passed by the City Council the
5	and signed by me in open session in authentication of its passage this 200 day of
6	Apr., 2018.
7	Brue & Harrell
8	President of the City Council
9	Approved by me this 13 ⁴⁴ day of April , 2018. Junny A Dut
1011	Jenny A. Durkan, Mayor
12	Filed by me this 13 th day of April , 2018.
13	/ Must p. Simming
14	Monica Martinez Simmons, City Clerk
15	(Seal)

A17. Reference Websites for the City of Seattle

Reference Websites for the City of Seattle

Neighborhood Parking Proposed Changes Explained "What & Why"

http://www.seattle.gov/dpd/codesrules/changestocode/parkingrecommendations/whatwhy/default.htm

Neighborhood Parking Project Documents

http://www.seattle.gov/dpd/codesrules/changestocode/parkingrecommendations/projectdocuments/default.htm

Neighborhood Parking Background

http://www.seattle.gov/dpd/codesrules/changestocode/parkingrecommendations/background/default.htm

Sunnyvale – TDM

*Note: The City of Sunnyvale was contacted with regard to their Multifamily Residential TDM Toolkit

- A18. Interview notes: Amber Blizinski
- A19. Sunnyvale Multi-Family Residential Toolkit
- A20. Multi-Family TDM Menu of Strategies

A18. Interview notes: Amber Blizinski





MEETING MINUTES

DATE: May 24, 2018

RE: Telephone Interview with Amber Blizinski

City of Sunnyvale Community Development Department

The following notes summarize the discussion from the Thursday, May 24, 2018 telephone interview with Amber Blizinski from the City of Sunnyvale. The project working group called in from various locations for the interview. The call lasted approximately 1 hour.

 Amber Blizinski is a Principal Planner, in the Community Development Department

Conversation:

- In Sunnyvale every year the Council sponsors a study issue study issues are
 issues that the council would like more information on. Staff then writes up a
 white paper on the study issue and then in January of the following year they
 rank the study issues and then staff works on them
- Residential TDM was one of these study issues
- Sunnyvale is experiencing a building boom
- Sunnyvale has had industrial/office TDM requirements since early 2000
- 2004 Adopted TDM for an Industrial Specific Plan
 - But only recently adopted penalties
- 2013 Residential TDM was a sponsored study, it ranked pretty high
 - o It coincided with a wave of Multi-Family Residential development permits
 - The work was done in 2014
- Nelson-Nygaard was hired to help with the Multi-Family Residential TDM
 - Discovered not a lot of cases/studies were available, mostly was rough estimates of trip reductions
 - Used data from San Francisco
 - Mainly from projects that Nelson-Nygaard had been involved with
- At this point Sunnyvale made the decision to proceed, felt that they were experts in the industrial/employment TDM area
 - At that time Sunnyvale became the only city in the County to have a residential TDM program
 - Since then there are a few cities in the county that have adopted Sunnyvale's approach
- For residential TDM Sunnyvale has not implemented monitoring or penalties
 - This is because the property owner has to pay for driveway counts in their industrial/employment arena and assumed the same for the residential side
- Nelson-Nygaard created the toolkit with options



- The points loosely correspond with the trip reduction you would hope to achieve with this measure
- o It also pushes TDM on to developments far from transit
- Sunnyvale did not find much resistance from developers but the housing market is so hot right now, that the City feels like they could ask
 - They did outreach with the development community
 - They did not want any monitoring right away
- There are no parking reductions associated with their TDM
 - There Council still feels like Sunnyvale is the suburbs
 - There are two planning areas close to the Caltrans Station that do have reduced parking
 - Downtown Specific Area
 - Lawrence Specific Plan
 - o The market doesn't dictate a desire for reduced parking
- Since the adoption of the Toolkit 1,000 units have been approved
- The monitoring will most likely come on line once a few buildings have been put in the ground
 - A few developers have provided VTA passes
- Residential TDM is a city requirement development standards
 - o Conditions are recorded as part of the deed and conditions of approval
- Sunnyvale did not do any other research, they relied on their industrial/employment TDM knowledge
- Currently the only enforcement is complaints and those go to code enforcement
- Amber had no tips for us on the front end of the process
- Ria Lo, who is now with the City of Mountain View in their Public Works
 Department, had been the project manager at Nelson Nygaard and has a ton of
 TDM knowledge
- The original table of the points system included the trip reduction numbers, but Amber no longer remembers those
- Amber feels like the biggest reductions in car ownership come from unbundling parking



Questions for Amber Bilzinski with the City Sunnyvale re TDM program

- 1. Can you give us the history of, and the impetus for, developing the Multi-Family Residential Development TDM toolbox?
- 2. While crafting the toolbox did you meet with the multi-family development community? If so, what was their reaction?
 - a. Did you meet with the general public? Were there other stakeholders you met with?
- 3. There is a note in the document that states, Sunnyvale should/could look at reducing its minimum parking requirements. Has this been looked into? Have those changes been made?
- 4. How much Multi-Family residential has occurred since the adoption of the toolbox?
- 5. How was the TDM point system developed? Did any research studies guide the development of the point system?
- 6. Is there any guidance given to a development regarding which of the strategies to incorporate into their development?
- 7. How is the City monitoring outcomes of the TDM programs which have been implemented? Are there any before and after studies available to measure the success of the program/toolkit?
- 8. Do developers receive a parking reduction credit by implementing the TDM measures? Or is implementing the TDM required and developers still need to build minimum amounts of off-street parking?
- 9. Were there any studies you relied on that indicated residential TDM works?
- 10. How many staff people are involved with the Multi-Family Residential TDM program?
- 11. Open Discussion/Follow Up Questions

A19. Sunnyvale Multi-Family Residential Toolkit



Transportation Demand Management Toolkit

for Multi-Family Residential Development

July 2016









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RTDM)INTRODUCTION

WHAT IS RESIDENTIAL TRANSPORTATION DEMAND MANAGEMENT?

Transportation demand management (TDM) is the use of various strategies for reducing demand for travel by single-occupant vehicles.

Travel demand from residential developments is affected by location and land use factors such as proximity to high quality transit, and the presence of transit supportive land use densities and mixed land use patterns. Travel demand is also affected by programs or features such as on-site design of

pedestrian and bicycle amenities, transportation information kiosks, wayfinding information, rideshare matching, school transportation, bike train and walking groups, bike or car sharing, emergency ride home programs, reductions in parking requirements, unbundled parking, and other related strategies.



GOALS



This toolkit provides information to assist the City of Sunnyvale in considering and developing a Multi-Family Residential Transportation Demand Management (TDM) Program. Except in the case of mixed-use developments, this

toolkit does not address TDM programs for commercial, industrial, and office developments. The information provided in this toolkit includes some strategies that are not currently allowed or discussed in the Sunnyvale Municipal Code or existing City or Council policies. In order to create a robust toolkit for multi-family residential TDM, it is important that the toolkit list as many options and ideas as are relevant to the topic regardless of whether they are ultimately recommended as a part of the Multi-Family Residential TDM Program.

RATIONALE

There are a number of reasons for implementing a multi-family residential TDM program within the City of Sunnyvale:

Facilitating Economic Growth



Sunnyvale lies at the heart of Silicon Valley, the technological engine of the world. The city and surrounding region boasts numerous technology start-ups and some of the world's

most successful technology companies. With rapid growth of the economy, there is strong demand for new commercial, R&D and residential development throughout the city. A multi-family residential TDM program would allow economic and population growth to occur within the city while minimizing traffic-related impacts on the surrounding community.

Enhancing Livability



Population and economic growth has the potential to generate escalating transportation impacts and declining quality of life if existing travel patterns continue. On the other

hand, development, employment and population growth present tremendous opportunity for more livable patterns of urban form, more efficient and safe transportation options, and a more vibrant community. A multi-family residential TDM program is key to maintaining and enhancing quality of life for Sunnyvale residents by encouraging new trips to occur by modes other than single-occupant vehicles (SOVs).

Improving Transportation Efficiency



Transportation demand management (TDM) is a key element of encouraging and supporting more efficiency and sustainable forms of urban development and transportation. TDM strategies have important effects on the propensity

of people to walk, cycle, ride transit or drive cars for all sorts of trips including both home- and work-based trips. With population and employment growth, shifting commute trips to alternative modes of transportation helps to reduce congestion on existing streets, highways, and freeways.

Complying with Laws and Policies



State legislation encourages communities to reduce travel demand and cities to better link transportation and land use development. Relevant legislation includes

the following, with further explanation provided in Appendix A:

- California Global Warming Solutions Act of 2016 (AB 32);
- Sustainable Communities Act of 2008 (SB 375);
- Plan Bay Area, 2013;
- SB 743 Changes to Environmental Review;
- * Draft New CEQA Guidelines, 2016; and
- AB 744 Planning and Zoning: Density Bonuses, 2015.

Current city policies also affect transportation demand management in both the positive and negative direction. Key policies are listed below and described in more detail in Appendix B:

- Municipal Code requirements that relate to bulk and density;
- Municipal Code provisions on minimum parking requirements for residential development, senior housing, and affordable housing;
- Municipal Code provisions for bicycle parking, mechanical lift parking, parking adjustments, and shared parking;
- Council Policy 1.1.15 on residential transportation demand management;
- Sunnyvale TDM requirements for commercial and industrial uses; and
- Sunnyvale Climate Action Plan.

STRUCTURE OF THE TOOLKIT

This toolkit document will serve to present TDM strategies that may be implemented at various stages of multi-family residential development to affect travel demand. The toolkit presents three main components to accomplish the goals of transportation demand management (TDM):



- City supportive policies;
- Development site design; and
- ❖ Ongoing TDM programs, operations and communication.

Under each component, TDM strategies will be described in terms of a program description, benefits, and best practice elements. In some cases, best practice elements have also been described under the GreenTRIP program—a certification program for residential projects that apply strategies to reduce vehicle trips, excessive parking and greenhouse gases, while making transportation more affordable.

CITY ACTIONS TO SUPPORT A MULTI-FAMILY RESIDENTIAL TDM PROGRAM









Program Description

CITYWIDE BICYCLE AND PEDESTRIAN FACILITIES

Improved city and regional bicycle facilities can reduce vehicular travel demand associated with residential development by making it safer, easier and more convenient for residents to use a bicycle.

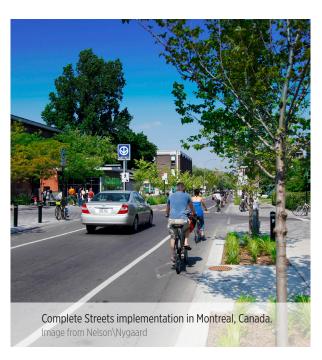
Citywide bicycle and pedestrian facilities include networks of multi-use paths, bike lanes, and protected bike facilities, as well as auxiliary facilities such as parking and bike share programs.

Non-Motorized Transportation Network Improvements

In Sunnyvale, low density land uses, autooriented street networks, and traffic conflicts are the most significant barriers to use of alternative modes. The City can increase the proportion of residents who use bicycles or walk by closing gaps in the local non-motorized transportation network and making existing facilities more appealing to bicyclists of all competencies. Over time, improved nonmotorized transportation network facilities have escalating benefits because a wider range of destinations become accessible, and physical and cultural barriers to walking and cycling are overcome. Pedestrian friendly design also improves the performance of retail areas and the attractiveness of residential communities.

Residential developers may contribute to this program by providing improvements to adjacent facilities as part of their development or through in-kind contributions to non-motorized transportation improvements across the city. Key elements of this approach include the following:

- Complete streets design
- Bicycle lanes, buffered or protected bicycle lanes along arterials, and multiuse paths
- Intersection improvements such as shorter crossing distances, high



visibility crosswalks, corner bulbouts, bike boxes, and protected intersections

- Sidewalk improvements to comply with ADA requirements such as corner curb ramps, sidewalk clearance, and improvements to ensure appropriate cross slopes at driveway
- In-lieu contributions to non-motorized transportation networks

ATTACHMENT 5 PAGE 9 OF 47 M TOOLKIT City Actions to Support a Multi-Family Residential TDM Program

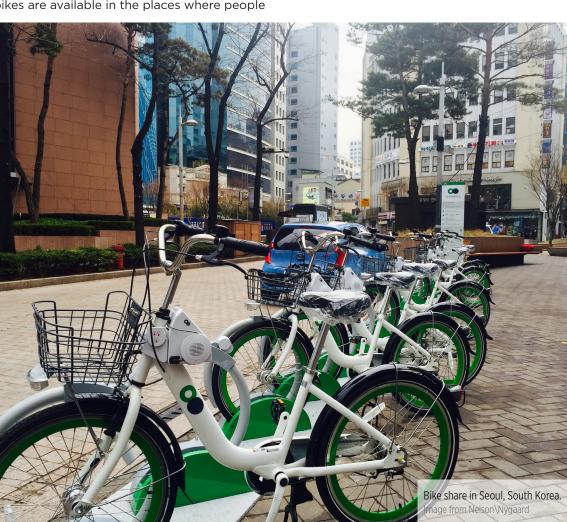
Program Description

Citywide Bike Share

Citywide bike share programs make bikes available to any of their members for short term use between hubs located in different parts of the city. A third party provider periodically maintains the bikes and rebalances the system to make sure that bikes are available in the places where people

are most likely to need them. If a private or citywide bike share program is implemented, the City would most likely need to acquire the system in advance. Developers could then contribute the program or sponsor individual pods in the vicinity of their development.











Best Practice Elements

Citywide bicycle and pedestrian improvements should include the following elements:

- Street design standards and programs to increase street connectivity throughout the city and make all streets and intersections convenient, safe, and accessible by all modes of transportation;
- Maximizing connectivity of publicly accessible walking and bicycling routes (sidewalks, paths, and bike lanes) between neighborhoods and destinations that include transit stops and car share services;
- Citywide plan and program to provide safe, high quality bicycle and pedestrian infrastructure between all key destinations (housing, schools, transit stops, shops, work);
- Standards and requirements for auxiliary bicycle facilities including easily accessible short- and long-term bicycle storage and changing facilities (for mixed-use developments);
- Establishment of a citywide bike share program; and
- Citywide and/or individualized marketing of non-motorized transportation options.



REDUCED MINIMUM PARKING REQUIREMENTS

Reducing minimum parking requirements is an area the City could study as a strategy to foster a higher level of involvement in trip reduction through a TDM program. In an effort to evaluate as many strategies as possible, some of the items listed in this strategy are items that would require modifications to the existing Sunnyvale Municipal Code and are suggested as potential changes but not necessarily current recommendations.

High minimum parking requirements tend to serve a different purpose to transportation demand management. Standard municipal code parking requirements with minimum parking ratios may result in an oversupply of private off-street parking at transit-oriented development sites. Transit-oriented residential developments in Santa Clara County have been found to exhibit 30 percent lower parking demand than that required by minimum parking requirements, even in the absence of TDM strategies like unbundling.* Also, imposing high minimum parking requirements on otherwise transit-oriented developments undermines TDM performance and encourages higher rates of motor vehicle trip making.†

- * Salazar, Dayana et al. **Parking Utilization Survey of Transit- Oriented Development Residential Properties in Santa Clara County**, San José State University and Santa Clara Valley
 Transportation Authority, 2010.
- † Office of Planning and Research (OPR), "Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA: Implementing Senate Bill 743 (Steinberg, 2013)." 2016. https://www.opr.ca.gov/docs/Revised_VMT_ CEQA_Guidelines_Proposal_January_20_2016.pdf









Modifying existing municipal code sections to reduce minimum parking requirements would help to support successful TDM programs that would be implemented by developers. Paired with TDM programs that promote the use of alternative modes of transportation, reducing excessive on-site parking can be an effective way to manage travel demand and avoid inadvertently undermining other TDM strategies. Reducing parking requirements may occur in a number of ways:

Simplified and Reduced Minimum Parking Requirements

To be effective, transportation demand management and parking management strategies must be accompanied by low minimum parking requirements. Lower parking ratios reduce demand for single occupant vehicle (SOV) travel and encourage the use of transportation alternatives. Reduced minimum parking requirements also give greater freedom to developers to determine how much parking is actually needed for a project, which may improve the feasibility of higher quality urban design as well as affordable housing development. Where best practice TDM strategies are implemented, minimum parking requirements should be further reduced to reinforce rather than undermine these strategies. As is the case for mechanical lift and tandem parking in Sunnyvale, space saved as a result of lower minimum parking requirements could be reallocated for other related purposes such as on-site pathways, open space that increases connectivity, sidewalk dedications, and bicycle parking.

Elimination of Minimum Parking Requirements

In downtown settings, some cities have chosen to eliminate minimum parking requirements in order to protect the walkable character of the area, encourage appropriate development, and allow the market to determine the appropriate level of parking to be provided. This strategy has been used successfully in the Central Petaluma Specific Plan area, as well as the Rincon Hill, Market and Octavia Neighborhood Plans of San Francisco.

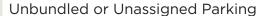
Introduction of Maximum Parking Requirements

Some cities have also introduced maximum parking requirements to ensure that excessive parking supplies do not damage the quality of urban form and undermine local transit or TDM strategies. For example, Sunnyvale has maximum parking requirements for non-residential developments. These requirements are particularly useful in downtown and transit-oriented areas where more clustered development is desired.

ATTACHMENT 5 PAGE 13 OF 47M TOOLKIT **City Actions** to Support a Multi-Family Residential TDM Program

In-Lieu Fee Programs

In-lieu fee programs provide developers with the flexibility of paying a fee in-lieu of providing all of the required parking on-site. An in-lieu fee program may encourage desirable development types (such as Santana Row-style pedestrian-oriented mixeduse development with restaurant and retail uses on the ground floor and housing on the upper floors) that may not otherwise be feasible under existing parking requirements. Revenue that is generated by the fee may be directed toward shared off-site parking resources, multimodal transportation, and neighborhood streetscape improvements. In-lieu programs are not intended to provide public parking equivalent to that that would otherwise be provided on-site. Instead, they facilitate more pedestrian-oriented development that may not be feasible under present parking requirements.



In order to allow developers to implement best practice strategies such as unbundled parking and shared parking, modifications would need to be made to the Sunnyvale Municipal Code. In Sunnyvale, the format of the parking chapter of the Sunnyvale Municipal Code currently assumes that all units have at least one assigned parking space, which interferes with the ability to unbundle parking for multi-family residential developments.

Flexible Parking Provision Strategies and Technologies

Sunnyvale's Municipal Code allows for adjustments to standard parking dimensions if tandem parking, mechanical lifts, stackers or other similar means of mechanized parking are used. Under this strategy developers may be permitted to meet minimum parking requirements for a development by installing tandem, mechanical lift or automated parking technologies.' In conjunction with mechanical lift or automated parking, corresponding adjustments may be allowed to parking standards that relate to drive aisles, entrances, and stall dimensions. More flexible requirements would allow for more space efficient parking facilities and higher quality urban design within and around communities.

* The City of Sunnyvale defines tandem parking as placement of two parking spaces in such an arrangement where access to one or more parking spaces is dependent on moving another vehicle. Mechanical lifts, stackers, and other mechanized parking where spaces are not independently accessible are therefore part of this definition. (Sunnyvale Municipal Code § 19.46.020). Pairs of tandem parking spaces must be assigned to the same unit. Other forms of automated parking which are independently accessible are referred to as independent mechanized parking and are also permitted under the code. (Sunnyvale Municipal Code § 19.46.060 and Citywide Design Guidelines §3.H1)





Image from Nelson\Nygaard







Benefits

The benefits associated with each parking management program are shown in Figure 1.

Figure 1 Parking Management Programs

Program	Description	Benefits
Reduced or retracted parking minimums	City reduces the amount of parking required based on actual utilization or anticipated trip reduction	 Reduces demand for private motor vehicle trips and reinforces TDM strategies Improves development feasibility and facilitates more walkable urban design
Introduction of maximum parking requirements for residential development	City introduces ordinance to cap the maximum allowable amount of parking to be provided with a development	 Reduces demand for private motor vehicle trips and reinforces TDM strategies Facilitates improved amenity and more walkable urban design within the community
In-lieu fee program	City permits developers to pay a fee in-lieu of a portion of the otherwise required on-site parking	 Improves feasibility of development Facilitates higher quality of urban design and provides funds for shared parking, multimodal transportation and streetscape improvements
Alternative parking provision	Developer is permitted to satisfy parking requirements through tandem, mechani- cal lift, and/or automated parking	 Allows communities to provide parking in a more space efficient manner Space savings may be used for other purposes such as community open space or setbacks

Best Practice Elements

Reduced minimum parking requirements for new developments should encompass the following elements:

- Reducing or retracting parking minimums and implementing parking maximums in high density, transit rich neighborhoods and districts;
- Implementing an in-lieu parking program in areas to be targeted for pedestrian oriented retail or restaurant development; and
- * Make sure high quality, safe pedestrian and bicycle infrastructure exists in areas where parking requirements will be reduced to promote active and alternative travel choices.







Case Study Verandas Apartments, Union City

Verandas Apartments is a residential transit-oriented development located within a close walk of Union City BART station—a station that is served by frequent BART services as well as a number of AC Transit lines. The development was constructed in 1989 and includes 282 units (330 bedrooms) along with 418 parking spaces. This parking provision is equivalent to a rate of 1.5 parking spaces per unit or 1.28 spaces per bedroom. The development represents market rate housing with an average asking rent of \$2,353 in 2015.

Three peak parking utilization studies have been conducted at Verandas Apartments over the past decade. The first study was conducted in 2009, shortly after the housing market crash. In this study, researchers found that peak overnight parking occupancy at Verandas was equivalent to 1.11 occupied spaces per unit, which is equivalent to a 26 percent oversupply of parking within the development.* After a return to more normal economic conditions, a 2014 GreenTRIP study of peak overnight parking measured a peak occupancy rate of 0.99 spaces per unit, which is equivalent to a 34 percent oversupply of parking. And finally in 2015, a Nelson\Nygaard study of peak overnight parking measured a peak occupancy rate of 0.83 spaces per unit, which is equivalent to a 44 percent oversupply of parking. Vacancy rates have remained low throughout this period, though household composition may have changed.

All three studies suggest that the apartment complex has a sizeable proportion of parking spaces (26 to 44 percent) that remain empty even at peak times—a pattern that was repeated at other residential developments observed in the 2009 and 2014 studies. Given the high cost of providing parking (approximately \$30,000 for each space in a structured parking facility), unused parking represents a substantial cost to developers and residents for which no benefit is gained if the resident does not utilize the parking space. The underutilization also suggests the minimum parking requirement in this transit-oriented location generates an oversupply of parking.

^{*} Cervero, Robert, Arlie Adkins, and Cathleen Sullivan. "Are Suburban TODs Over-Parked?." **Journal of Public Transportation** 13.2 (2010): 3.

HOW TO DESIGN YOUR PROJECT





LAND USE DENSITY, MIX AND TRANSIT PROXIMITY



AFFORDABLE HOUSING & PARKING SUPPLY



BICYCLE FACILITIES



LAND USE DENSITY, MIX AND TRANSIT PROXIMITY

The first aspect to be considered for TDM is site design. How a property is chosen and designed can influence the success of future TDM programs. Key attributes of site design are referred to as "the four Ds" and include Density, Diversity, urban Design, and transit access to regional Destinations.*

* Cervero, Robert and Kara Kockelman. "Travel Demand the Three Ds: Density, Diversity and Design" Transportation Research D, 1997.

High density and mixed-use development oriented around high quality transit are crucial to TDM strategies that complement other tools presented in this toolkit. Associated strategies encompass "the four Ds": land use density (density), mixed land uses (diversity), transit proximity (destinations), and walkable urban design (design).

The Four Ds

Density

Destinations

Diversity

Density

Higher density development will better support transit services and tend to generate

fewer trips. Developments that facilitate *net* population densities of more than 45 people per acre will be supportive of high quality transit. Likewise,

development-based densities of more than 35 units per residential acre are associated with a 5% trip reduction rate.

In addition to absolute density, developments that incorporate senior housing or affordable housing will perform even better from a trip reduction standpoint.

Diversity

Developments that facilitate a mix of land uses allow residents to do some of their daily activities without the need to drive. Mixed land uses include ground floor retail or corner store development (mixed-use developments or vertical mixed-use), as well as locating developments within a 10-minute walk of neighborhood, downtown or regional retail, commercial and employment opportunities. When horizontal mixed-use is proposed it is important to consider the quality of the pedestrian experience between the housing and the other uses as discussed in relation to urban design.

Destinations

Locating residential developments near major (existing and future) transit stops and stations encourages the use of alternative

transportation modes by reducing geographic barriers to access. It also enhances household mobility options, reduces the demand for parking spaces, and reduces household costs. Preferably, new development should be located within a 10-minute walk of a rail station or at least two bus services that operate

at 15-minute headways or better throughout the day.

Design

Design

Perceived distance to transit and mixed-use opportunities may be affected by the quality of urban design and walkability in and around a development. The pedestrian experience is enhanced by the presence of continuous sidewalks, safe and narrow street crossings, buffering from high speed traffic, active and interesting street frontages, the lack of driveways, human scale lighting, attractive landscaping, and intermediate elements such as windows, seating or porches at eye height.

Developers can enhance these elements through site design as well as by closing gaps in the pedestrian network, widening sidewalks, improving crossing safety at key intersections, and calming traffic adjacent to the development. These design elements encourage walking trips and reduce the dependency on vehicles for short trips.

Program Description

Basic Elements

Basic elements of land use density, mix and transit proximity are shown below.

Figure 2 Site Design and the Four Ds

Density and Diversity	Destinations	Design
 Increasing project density Increasing the mix of uses within the project e.g. housing above retail Locating the project within a 10-minute walk of groceries, daycare, schools, and employment locations 	 Locating within 1-mile of a rail station or bus stop with two or more services operating at 15-minute frequencies or better throughout the day Increasing connectivity or intersection density on the site Providing internal pathways to minimize walking/biking distance to transit and other locations Avoiding the use of neighborhood walls or gates that reduce visual access or non-motorized access to, from and through the site 	 Orienting building entrances toward transit, pathways, and the street, and not parking lots Incorporating human scaled elements such as pedestrian lighting, landscaping, seating, porches, and transparent windows Contributing to traffic calming, crossing safety, bike lane and sidewalk improvements Minimizing driveway interruptions along street Avoiding the use of blank walls at eye height and ensuring that buildings meet the ground in an attractive manner Keeping sidewalks and bicycle facilities open and accessible during construction



Best Practice Elements

Prior to implementation the following should be considered:

- Developments should be located within a 10-minute walk of high quality bus, light rail, and/or commuter rail corridors that provide fast, reliable transit service every 15 minutes throughout the day;
- Transit adjacency is not the same as transit-orientation. Developments in close proximity to transit are most successful in reducing vehicle trips when coupled with reduced on-site parking supply, safe and attractive urban form, a mix of land uses, and other TDM tools;
- Developments should increase network connectivity for pedestrians and bicyclists to, from and through the site;
- Developments should minimize driveway interruptions and avoid use of blank walls at eye level; and
- ❖ Developers must be permitted to provide fewer parking spaces in conjunction with a commitment to ongoing implementation and monitoring of TDM programs as well as penalties for failing to meet trip reduction or parking demand goals.





AFFORDABLE HOUSING & PARKING SUPPLY

Research has demonstrated the important effects of affordable housing and parking provisions on travel demand. Projects that incorporate affordable housing and lower supplies of parking have been found to have lower trip generation rates.

Program Description

Affordable Housing

The presence of Below Market Rate (BMR) housing as part of a residential development has demonstrated positive effects on the use of TDM strategies and lower travel demand. In particular, affordable housing that is located near transit performs particularly well in terms of transportation demand management.

Parking Supply

As outlined in the New CEQA Guidelines, the provision of more parking than what is required by the local jurisdiction undermines the potential benefits of transit proximity. Provisions of higher parking supplies than required are therefore inconsistent with TDM strategies that apply to a development.

Given the lower rates of trip and parking generation associated with affordable housing located near transit, AB 744 requires that cities do not impose a requirement of more than 0.5 spaces per unit for 100% affordable housing located within a 0.5 mile walk of a major transit stop.



Best Practice Elements

The following elements should be considered:

- ❖ Affordable housing of all types should be encouraged through density bonuses as well as reduced minimum parking requirements that relate to the percentage of below market rate units, proximity to transit and TDM implementation
- Developments that feature robust TDM implementation should have reduced parking requirements
- * Disincentives could be provided for exceeding the City's minimum parking requirements







Description

Program

BICYCLE FACILITIES

Investing in bicycle facilities at residential developments can reduce vehicular travel demand by providing amenities or tools that reduce some of the physical and cultural barriers to riding a bike.

Various types of bicycle facilities may be associated with residential developments. These are outlined below:

Bicycle Access Improvements

Residential development should incorporate bicycle access in early stages of the site design. This includes ensuring that the site provides multiple pedestrian and bicycle entries and increases path connectivity by providing publicly accessible multi-use paths through the site. Residential developments should not favor automobile access over that of non-motorized transportation by orienting key entrances toward parking facilities rather than the street and sidewalk. As discussed previously, residential developers may also contribute to closing gaps in the wider local bicycle network through on-street bike facilities adjacent to their development, bicycle friendly intersection improvements, and in-lieu contributions to bicycle network improvements.*

Secure Bicycle Parking

Most residential development projects are required to provide motor vehicle parking on-site. Adequate bicycle parking encourages bicycle ridership by offering riders the same level of access and security as motorists. On-site bicycle parking should include bike lockers, bike cages, or indoor bicycle parking for long-term parking such as residents and on-site employees, as well as convenient short-term racks for visitors.

On-Site Bicycle Repair Facilities

On-site bicycle repair facilities range from a simple do-it-yourself bicycle stand with support tools including, tire gauges, air pumps, wrenches, and air compressors for tires, to a full service, staffed bicycle repair facility. Larger developments may include additional amenities such as bike supply vending machines, valet bike parking, and management and/or membership of an on-site bicycle fleet or bike share. Investments in bicycle repair facilities reduce barriers to owning and riding a bicycle and help keep bicycles in circulation.



Bike lockers provide secure parking for riders.
Image from Pali House, West Hollywood

^{*} For more detail on types bicycle network improvements, please see the NACTO Urban Bikeway Design Guide.

Basic Elements

The following table summarizes types of investments that can be made by developers in bicycle facilities.



Figure 3 Bicycle Facility Options

Program	Benefits	Cost Level	Implementing/Managing Party
Bicycle Network Improvements	Encourages use of bikes by improving perceptions of safety and reducing traffic impacts	• High	Developer (initial build)
Secure Bicycle Parking	 Reduces the likelihood of theft or vandalism Reduces barriers to owning and keeping a bike 	Low Costs include the initial installation of secure bicycle parking facilities	Developer (initial build), property management (maintenance)
On-Site Bicycle Repair Facilities	Improves perceived obstacles to owning and maintaining a bike	Low to highCost vary between a do-it-yourself station (low) or a staffed facility (high)	Developer (initial installation), property management (maintenance)
Locker Room Reciprocity for Mixed-Use Developments	 Reduces barriers to relying on bicycling as a primary mode choice for commute trips by supplying showers, changing areas, and lockers. 	 Low to high Cost vary depending on the level of amenities provided on the site 	Property management makes shower facilities associated with residential pool or gym available to commercial tenants who ride to the site



Best Practice Elements

Prior to implementation the following should be considered:

- Bike parking and facilities should be located in easily accessible, well-lit and attractive locations that are close to main entrances and experience high pedestrian traffic to promote active surveillance and safety;
- Class II bike parking such as inverted U racks or circular racks should be used as they provide the greatest combination of security, utility, ease-of-use and aesthetics for visitor parking; and
- Class III long term bike parking should be designed to be as secure as possible (e.g. bike lockers, bike cages, indoor bike parking, or locked bike stations).

Detailed guidelines on bicycle parking, both amount and configuration, can be obtained from the Association of Pedestrian and Bicycle Professionals "Bicycle Parking Guidelines" or the VTA Bicycle Technical Guidelines.



HOW TO DESIGN A TDM PROGRAM





TDM COORDINATION & COMMUNICATION



PARKING MANAGEMENT



TRANSIT PASS PROGRAMS



BIKE SHARE





TDM COORDINATION AND COMMUNICATION

Coordination and communication strategies are important in gaining support and maintaining ongoing functionality and participation in residential TDM strategies. TDM coordination and communication is particularly important within communities where there is steady turnover of residents (e.g. apartment complexes). Coordination and communication programs are supportive approaches that improve understanding and performance of other implemented trip reduction programs within a community.

TDM coordination and communication efforts include outreach on available alternatives to driving alone, coordination of programs such as internal rideshare matching and bike share programs, and wayfinding strategies

associated with alternative transportation options. Elements of TDM coordination and communication are outlined in the following table.

Figure 4 TDM Coordination and Communication Approaches for Residential Developments

	Approach	Benefit	Description
	Marketing and distribution of materials for tenants	Improves attractiveness of the community for those interested in multimodal transportation choices; Educates new residents on available transportation options	 Marketing materials communicate household savings, health and environmental benefits associated with alternative transportation and car-free lifestyles Upon move-in, residents receive a transportation package with details on nearby transit and bicycle facilities and TDM programs such as transit pass programs (see later section on this topic), walking/biking groups, and rideshare matching
	Personalized commute coordinator	Provides guidance to those who need extra assistance or support	Having an on-site TDM coordinator provides an additional source of information for those who do not understand or have access to all potential alternatives
Oi gr	Rideshare or ride matching	Reduces single occupancy vehicle trips	 Interested residents submit travel preferences and are matched with partners who have similar schedules, origins, and destinations. Most effective with large participation; may be a joint effort between multiple neighboring developments or programs such as 511 Rideshare.
	Organized walk or bike groups	Promotes pedestrian and bicycle travel, raises an individual's comfort level with these modes of transporta- tion, and improves the health of residents	 Those interested in biking or walking to nearby destinations can do so in a group, with an experienced group leader. Often used for suburban bike to work journeys, school bike trains, and walking school buses
	Updated transportation news and commuter alerts	Improves user experience and awareness, and reduces barriers to using alternative modes of transportation	Communicating information on transit schedules, transit and bike maps, important service changes, and real time transit arrivals are provided at key community exit points and community websites or apps
	Wayfinding	Makes the surrounding area more navigable and encourages the use of alternative modes of transportation	• Provide signage for clear directions and walk/bike time to key destinations such as major transit stops, downtown, shops, and major employers.

How to Design a TDM Program



Best Practice Elements

To effectively communicate and promote TDM programs in residential developments, the property manager (or homeowners association) should designate a TDM Coordinator. Having a knowledgeable on-site coordinator greatly improves the effectiveness of getting travelers to use alternative modes of transportation. This person should have authority to implement TDM strategies and oversee the management and marketing of TDM programs. Responsibilities of this position should include, but are not limited to the following:

- Developing and distributing information materials, including websites or apps, and printed material
- Managing transportation services offered as part of the TDM program, including the distribution of transit passes, coordination of in-house rideshare matching, coordination of walking school buses and bike trains, and responding to resident/employee questions
- Overseeing upkeep or transportation assets such as secure bike parking, wayfinding signs, and notices
- Monitoring TDM programs and their impacts
- **Coordinating** with City staff and neighboring communities

The GreenTRIP program certifies residential projects that apply strategies to reduce vehicle trips, excessive parking and greenhouse gases, while making transportation more affordable. Best practice strategies that are outlined under the GreenTRIP program include the following efforts.*

- * Marketing geared towards residents looking for car free living
- Inclusion of information on household savings from reduced parking and transit amenities
- ❖ Annual transportation fairs or local travel choice tours
- Facilitated conversations with service providers for residents to learn more about available trip reduction techniques

^{*} Green Trip Certification Guide, 2015.



Los Angeles' Walk to School Day encourages students to walk and bike to school. Image from LADOT





PARKING MANAGEMENT

Parking management strategies have been shown to be one of the most effective ways of encouraging households to own fewer cars and rely more on transit, walking and bicycling. Parking management strategies provide adequate parking without providing an oversupply, encourage more efficient use of the available parking, and require residents to weigh the costs and benefits of parking. Parking management strategies may include unbundled parking costs, shared parking allocations, and flexible parking provision strategies and technologies.

Unbundled Parking

Providing parking free of charge or at highly subsidized rates encourages higher rates of car ownership and use, which undermines TDM efforts and results in more parking spaces to achieve the same rate of availability. The practice of automatically assigning a certain number of parking spaces to individual units, and including the cost of these spaces in the rental or purchase price, also reduces the feasibility of development and makes housing less affordable for those who prefer not, or cannot afford, to own a vehicle. Unbundled parking separates the cost of a parking space from the sale, lease or rental price of housing. When consumers receive the correct price signal for parking, they are more likely to consider living without a car or a second car. Property managers may also apply revenue from unbundled parking to other TDM strategies such as transit passes, car share and bike share membership.



Shared Parking

Mixed-use developments and mixed-use areas offer the opportunity to share parking spaces between multiple uses, thereby reducing the total number of spaces required compared to parking allocated to individual uses in standalone developments. Throughout the day and across the week, different uses have different peak demands. In Silicon Valley, there are many examples of residential developments and event venues that experience what is perceived as a shortage of resident or visitor parking on weekends, and yet they are surrounded by vast amounts of unused parking on neighboring commercial properties.

Shared parking agreements benefit the entire community by using the available parking supply efficiently to encourage more walkable places. This has the potential to make housing more affordable, improve traffic flow due to fewer driveways, reduce collisions, and reduce emissions from idling vehicles. Shared parking in medium-to-high density developments also reduces the need for vehicle trips by creating a park-once environment that allows people to "park once" and experience a pleasant walking experience as they go to various destinations such as restaurants and shopping.



Benefits

The benefits associated with each parking management program are shown in the following table:

Figure 5 Parking Management Programs

Program	Description	Benefits		
Unbundled parking costs	 Property manager separates the cost of housing from the cost of parking so parking changes from a required purchase to an optional amenity Partial implementation could unbundle only the second space 	 Reveals true cost of parking to residents and reduces overconsumption of parking. Reduces development costs if developers are permitted to reduce the supply of parking. May improve housing affordability and housing choice if undertaken in a revenue neutral manner 		
Shared parking	Property manager reaches agreement to share parking resources with neighboring uses that experience peak demand at a different time	Reduces total parking supply requiredImproves walkability		



Best Practice Elements

Prior to implementation, the following should be considered

- ❖ Parking management strategies and programs are most successful when coupled with other TDM measures—particularly those that facilitate other modes of transportation—in environments where transit, walking and bicycling facilities are present. This may be facilitated by applying unbundled parking revenues to other TDM related strategies.
- Unbundled parking is most effective when it applies to all parking spaces within the development and not just the second space.
- Shared parking arrangements should be continuously monitored to ensure that parking demand does not exceed the available shared parking supply.





Case Study

Via Development at Fair Oaks Station, Sunnyvale

The Via mixed-use development is located near Fair Oaks Station at Tasman Drive and N Fair Oaks Avenue. The development includes 284 units (400 bedrooms), with 15% affordable housing. As a mixed-use development built in 2011, several retail land uses are available on the ground floor including cafes and a neighborhood market. The mixed-use nature of the development means that residents are able to run errands and meet some of their daily needs without the use of a car.

The complex is also located adjacent to Fair Oaks station, which is served by VTA light rail and two VTA bus routes. Transit route information and schedules are provided on-site, as well as bike parking. The development includes 457 parking spaces at a rate of 1.61 parking spaces per unit, with 100% of parking "unbundled" from the cost of housing and offered for an additional \$300 per year. A recent study of peak parking demand found that 24% of spaces are unused during peak times, which represents a cost of \$8,610,200 for unused parking spaces over the life of the project.

^{*} GreenTrip Parking Database Building Report: Via, Sunnyvale



Description

Program

TRANSIT PASS PROGRAMS

Transit pass programs offer discounted transit passes or prepaid unlimited transit passes for use by residents.

Implementing an effective transit pass program will have the following benefits:

- **Encouraging the use of public transportation** by reducing financial barriers to using transit or providing closer parity between the cost of public transit and the cost of parking
- Improving transportation access, equity, and mobility options for residents and employees who earn less than the median income by making transit more affordable
- Reducing rates of vehicle ownership and demand for parking spaces by making it easier for households to be car free or decreasing their need to buy a second or third car
- Reducing the carbon footprint of multi-family residential uses

There are two basic types of transit pass programs; both are described below.

Universal Transit Pass Programs

Universal transit pass programs are established by local transit agencies, which allow multifamily residential communities to participate. These programs typically offer residents unlimited use of all regular services within the respective system. The transit agency may offer a significant discount on the cost of the annual pass, and in return the community must enroll and purchase passes for all residents. The property manager or Home Owners Association (HOA) would then distribute the transit passes to residents at or below the purchasing cost from the transit agency. Costs may then be recouped from rent, HOA dues, or other mechanisms such as unbundled parking fees. There are two universal transit pass programs currently available, the VTA EcoPass and Caltrain GoPass. These programs are subject to change by the transit agency.

Discount Transit Pass Programs

Discount transit pass programs require the property manager to provide residents a subsidy on the purchase of monthly passes that are offered by the transit agency. The program may also provide equivalent discounts on monthly express passes and on-demand public transit services. HOA fees or rental revenue may be used to cover the cost. As an in-house program, the community does not get the same level of discount but does not have to enroll every resident.

Residential Guaranteed Ride Home

A number of residential developments have offered guaranteed ride home programs similar to that offered by employers. Under this program, those who opt not to own and park a car are eligible for up to \$600 or 6 trips per year to get home in qualified emergencies. The subsidy may be used for rides on transit, on-demand transit, taxi, and/or transportation network company (TNC) services such as Lyft and Uber.





Available Options

For multi-family residential developments in Sunnyvale, available transit pass program options include those listed below.

Figure 6 Currently Available Transit Pass Options

Program	Qualified Participants	Distribution
VTA EcoPass ¹ , ²	Communities of 25 or more dwelling units within a certain boundary are permitted to participate; residential programs require enrollment of all residents	Community management engages in a contract with VTA and distributes passes to participants at or below the purchase cost
Caltrain GoPass ³	Any housing community or development is permitted to participate; residential programs require enrollment of all residents over 5 years of age	Community management purchases and distributes passes to all residents
In-house discount transit pass program ⁴	Any resident in a residential community who does not opt out of the discount transit pass program	Community managers provide a subsidy for purchase of transit passes by participants; the discounted amount that residents contribute to the transit pass can be added to rent or HOA payment
Residential guaranteed ride home	Any resident in a residential community who opts not to rent a parking space	Community managers may provide a transit, taxi or TNC subsidy to those who do not rent a parking space and need to get home in a qualified emergency (cap at \$600 per year or 6 trips)

- 1 Valley Transportation Authority, http://www.vta.org/getting-around/Fares/Eco-Pass-Residential-FAQ.
- 2 Valley Transportation Authority, http://www.vta.org/getting-around/Fares/Eco-Pass-Pricing.
- 3 Caltrain, http://www.caltrain.com/Fares/tickettypes/GO_Pass.html.
- 4 Valley Transportation Authority, http://www.vta.org/getting-around/fares.

Best Practice Elements

Prior to implementation the following considerations should be considered.

- Transit pass programs work in many settings but are most effective in reducing travel demand in areas with fast, frequent, reliable, and high-capacity transit service.
- Universal transit pass programs are likely to be most attractive to residents located within close proximity of high quality transit hubs (1 mile of rail stations), but can also generate transit ridership in areas where there is significant unused capacity. Differences in utility are reflected to some degree in the pricing structure of the VTA Eco Pass program.
- In less transit-oriented areas, property managers may find discount transit pass programs to be more cost effective.
- * Where transit services are operating at or near capacity (i.e. Caltrain), the transit agency could choose not to enroll further participants into universal transit pass programs. For this reason, a TDM point system rather than fixed requirements is recommended.

The GreenTRIP certification program has set the following standards for transit pass programs:

- Providing at least a 50 percent discount of the retail price of a monthly pass
- Offering at least one pass per unit, or two passes per unit for projects served by VTA
- ❖ Structuring resident participation on an "opt-out" basis



Vendome Place Apartments, San Jose

Vendome Place Apartments is a residential transit-oriented development with 74 units (123 bedrooms) that was built in 2006. The development is located in the Japantown neighborhood of San Jose, within walking distance from bus and light rail stops and the downtown area. The local area context is highly walkable, with a mix of housing, retail, and commercial land uses. Bay Area Bike Share is also present in this neighborhood. In addition to its proximity to high quality transit and a walkable downtown, Vendome Apartments provides a range of transportation benefits to residents and has good bike and transit access.

Key features include:

- VTA EcoPass program with discounted passes provided to residents for a \$50 discount; and
- Bike parking for residents.

The development includes 109 parking spaces, none of which are unbundled. A 2014 survey revealed that during peak parking periods, 21% of parking spaces remained unoccupied.



BIKE SHARE

Bike share at residential and mixed-use developments can be an attractive building amenity for prospective residents and commercial tenants. A bike share program encourages the use of bicycles for short trips and reduces the dependency on vehicle travel.

Within Sunnyvale, many destinations are accessible within a reasonable biking distance of 2 to 3 miles, however, bicycle infrastructure such as bike parking and bike share options are still underdeveloped. Bike share programs help to reduce barriers to biking by offering the speed and convenience of biking without the need to own, maintain and locate parking for a personal bicycle. They also provide health benefits associated with physical activity, as well as reductions in traffic congestion and air pollution as a result of reduced car use.

Bike share programs operate in the following ways.

Private Bike Share

escription

Program

Private municipal bike share programs operate in a similar manner to public bike share, but are provided by a private entity. Developers may also have the ability to sponsor an existing bike share program in exchange for bikes to be located outside their development. These programs could then be linked to nearby systems such as that operating at Santa Clara University.

Private Individual Bike Share

Individual private bike share programs may provide access to shared bikes for round trips or between a network of bike share pods that are only available to residents or employees affiliated with a particular developer or company, which may or may not have multiple holdings.

Loaner Bikes

A loaner bike program makes bicycle available for residents to rent or borrow for a certain period of time. These bicycles will generally come with a helmet and lock and require residents to return the bicycle within a designated time period.

Flexible Bike Share

Finally, flexible bike share integrate the technology from bike hubs (for payment, location, and locking) into "smart locks" within the bikes themselves. This allows users to drop up and pick up bikes from either designated bike share hubs or publicly accessible bike racks or poles anywhere in the city. To improve reliability, availability and rebalancing, a limited number of fixed hubs may be provided at strategic locations or bike corrals may be branded and geofenced as hubs. In contrast to fixed hubs, which require installation of a physical bike station, geofencing defines a space as a virtual bike share hub through global positioning systems (GPS) or radio frequency identification (RFID). This program could be linked to nearby systems planned in the area.

TDM TOOLKIT



Available Options

The following table summarizes bike share options for development in the City of Sunnyvale.

Figure 7 Bike Share Options

System	System Provider	Benefits	Constraints	Costs to Residents and Employees
Private Municipal Bike Share	Developer or property manager outsources to third party (e.g., Zagster)	With each development, the network of available bikes and hubs expands	Most costs are associ- ated with maintenance and operations such as system rebalancing	Costs vary depending on system character- istics
Flexible Bike Share	City acquires system via third party e.g. SoBi and sells sponsorships to developers	 Easily expanded as demand increases Flexibility of parking location and access Reduced visual clutter of bike hubs More suitable for low density settings 	Without any hubs, bikes may disperse, reducing reliability and availability	Costs depend upon system characteristics
Individual private bike share or loaner bikes	Property manager or third party (e,g., Apple and Google bikes)	Simple operations for smaller developments	 Loaner bikes are limited to round trip journeys Programs are not open to other members of the community 	



Best Practice Elements

Prior to implementation the following should be considered.

- Initial costs may be needed to operate and maintain the program until it becomes financially sustainable and profitable.
- Programs implemented in conjunction with developments should include promotional assistance to residents, subsidized memberships for residents, and possibly sponsorship of an individual hub or group of bikes.
- * Bike share programs have been found to be most successful in areas that have a mix of land uses, higher density, walkable urban form, low vehicle ownership rates, access to basic services and transit, and an on-site parking ratio of less than one space per unit.
- In a lower density setting, a flexible bike share model may be more suitable due the inability to provide a sufficiently dense network of hubs. Like regular bike share programs, system rebalancing is needed to ensure that bikes are always available at key hub locations such as transit stations and active commercial areas.



CAR SHARE

Car share facilities at residential and mixed-use developments act as both a transportation solution and an attractive building amenity for prospective residents and commercial tenants. Car share programs allow residents and employees to forgo the purchase of a personal vehicle by providing access to a reliable vehicle when needed.

Car sharing is viewed as a crucial component in a package of alternatives to the private automobile. Car sharing programs allow for 24/7, on-demand access to a shared fleet of vehicles on an asneeded basis. Car share programs function in the following way:

- System users must be members of a car-sharing organization, which may have application fees, refundable deposits or annual memberships fees; and
- The car-sharing organization sets usage fees at an hourly and/or mileage rate to emphasize short-term rentals rather than daily or weekly rentals.

At residential or mixed-use developments, car share may allow households to forego ownership of one or more cars by making vehicles accessible for occasional trips.

Fleet-Based Car Share

Car share companies operate on either a peer-to-peer or fleet-based model. Fleet-based operators purchase, place and maintain a fleet of cars and may require a subsidy for operational costs from developers, property managers or municipalities.

Peer-to-Peer Car Share

Peer to peer operators rely on the cars of members for a fleet of available cars. The availability of a particular type of vehicle is dependent upon those who provide cars for the program. Arrangements typically involve the following:

- Developers provide designated, on-site parking spaces for car share vehicles in a location that is highly visible and publicly accessible;
- Property managers may subsidize application and annual membership fees for all eligible residents using revenue from unbundled parking fees;
- Reservations and access to vehicles are made by users on a self-service manner; and
- Users pay fees associated with their individual use of vehicles (such as mileage rates, tolls, late return fees, damage fees, or cancellation fees).

One-Way Car Share

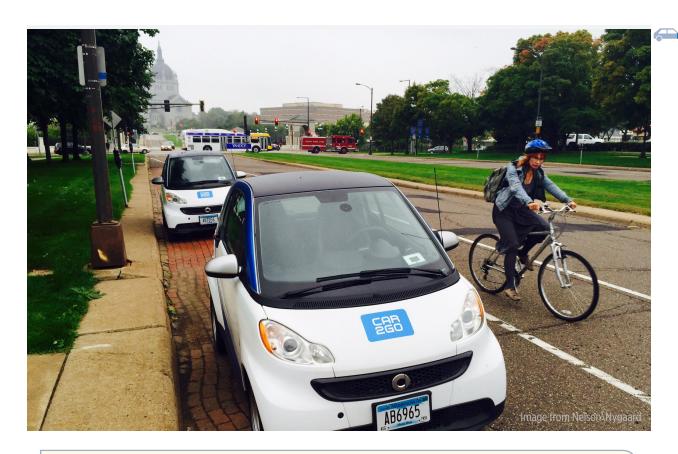
A third type of fleet based car share program is one-way car share, where a vehicle may be picked up in one location and dropped off at a different pod near the users destination.

In the Bay Area, car share programs have generated significant benefits to vehicle ownership and trips, including:

- City CarShare members have a ratio of 36 members per car;
- Bay Area roads have an estimated 600 to 2,800 fewer vehicles at any given time;
- Zipcar members drive 50% fewer vehicle miles than when they had a private vehicle; and
- After joining car share programs vehicles per household reduced on average from .47 to .24

Program Description





Best Practice Elements

Prior to implementation the following should be considered.

- Fleet based programs may require initial or permanent subsidy for program operations until the program becomes financially sustainable and profitable.
- On-site spaces should be designated for car share program vehicles.
- In-kind services such as subsidized memberships for residents (and employees), dedicated advertising space or promotional assistance should be considered.
- ❖ People are willing to walk up to ¼ mile to access a car and therefore, car share locations can be off-site and still be effective in encouraging mode shifts, similarly on site car share vehicle should be made available to other car share members.
- Car share programs are most successful in areas that have a mix of land uses, higher density, walkable urban form, low vehicle ownership rates, access to basic services and transit, and an on-site parking ratio under 1:1.
- At least two spaces should be reserved for either fleet- based or peer-to-peer vehicles; small developments should be able to swap out at least one required space for a shared vehicle.

The requirements for GreenTrip certification for car share are:

- * Provide 2 free car share memberships per unit for 40 years, eliminating the cost barrier to participation (residents must meet eligibility requirements of the car share provider); and
- ❖ Identify an existing car share pod within ¼ mile of the project or provide one on-site.



Case Study

Madera Apartments, Mountain View

Madera Apartments is a residential transit-oriented development with 203 units (290 bedrooms) that was built in 2013. The development is located across the street from the Mountain View Transit Center which includes Caltrain Baby Bullet service to San Francisco and San Jose, as well as multiple bus lines, VTA light rail service, publicly accessible shuttles (Mountain View Community Shuttle and MVgo), and numerous private employer shuttles. The local area context is highly walkable, with a mix of housing, retail, and commercial land uses, and attractive urban design in historic Downtown Mountain View. Bay Area Bike Share also has a bike share pod across the street from the development and a farmers market operates within the Caltrain parking lot on Sundays.

In addition to its proximity to high quality transit and a walkable downtown, Madera Apartments provides a range of transportation benefits to residents and is marketed as eco-friendly living with good bike and transit access. Key features include:

- Two car share vehicles on-site that are available to residents who sign up for an unsubsidized membership.
- Transit Screen which provides a real-time feed of transportation arrivals and departures; and VTA EcoPass program with passes provided to residents for free.
- ❖ The development includes 279 parking spaces including one space per apartment, 48 unbundled second spaces at a rate of \$100 per month, and 30 commercial spaces. A 2014 survey revealed that during peak parking periods, 36% of parking spaces remained unoccupied.

APPENDIX A: RELEVANT LEGISLATION

The following legislation relates to transportation demand management:

California Global Warming Solutions Act of 2006 (AB 32)

The California Global Warming Solutions Act sets statewide targets to reduce greenhouse gas (GHG) emissions to 1990 levels by 2020, with ongoing reductions beyond 2020. The law also requires the monitoring and annual reporting of statewide greenhouse gas (GHG) emissions as well as the preparation of a Climate Change Scoping Plan.

Under the resulting Climate Change Scoping Plan, Sustainable Communities Strategies (SCSs) were designated as critical policy mechanisms for reducing GHG emissions in the transportation sector. Plan Bay Area is the Bay Area's SCS as required under both AB 32 and SB 375.

Sustainable Communities Act of 2008 (SB 375)

The Sustainable Communities and Climate Protection Act acknowledges that California will not be able to achieve the goals of AB 32 without integrated approaches to transportation, land use and housing. It therefore charged the California Air Resources Board (ARB) with establishing regional reduction targets for GHG emissions associated with passenger vehicle use, and required the California Transportation Commission (CTC) to develop guidelines for modeling regional travel demand and mode split, accounting for the relationship between land use density, household vehicle ownership and vehicle miles traveled (VMT).

The Sustainable Communities Act requires regional and local planning agencies to develop Sustainable Communities Strategies (SCSs) to meet GHG reduction targets as an integral part of federally-mandated Regional Transportation Plans (RTPs). The law also provides incentives for transit-oriented developments by exempting projects from full or partial CEQA review if they have the following characteristics:

- at least 50% residential uses (by total square footage);
- net density of at least 20 dwelling units per acre;
- FAR of at least 0.75 if the project contains non-residential uses;

- located within half a mile of a high quality transit corridor or major transit stop, which is defined as a rail transit station, or an intersection of two or more major bus routes with service headways of 15 minutes or less during the morning and afternoon peak periods;
- no net loss of affordable housing units and potential inclusion of 20% moderate income, 10% low income, or 5% very low income within the development; and
- other criteria related development size (less than 8 acres or 200 units), adequacy of utilities, habitat loss, absence of safety hazards, and energy efficiency.

As mandated by SB 375, the California Air Resources Board established GHG reduction targets for all regions within the state in 2010. The applicable targets for the Bay Area are a 7% reduction in GHG emission by 2020 and a 15% reduction by 2035.

Plan Bay Area, 2013

In response to these required targets, the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) adopted Plan Bay Area as the regional sustainable communities strategy. Plan Bay Area was estimated to achieve a 10% reduction in GHG emissions by 2020 and 16% reduction by 2035, and was accepted by the state as meeting GHG emission reduction targets.¹ These reductions are expected to result from meeting much of the Bay Area's housing needs within priority development areas (PDAs) with a mix of uses located within walking distance of frequent transit service. In Sunnyvale, PDAs areas include the El Camino Real corridor, Downtown/Caltrain station area, Lawrence station area, and Tasman/Fair Oaks area. While local governments are not required to comply with Plan Bay Area, there are incentives for doing so and for encouraging developments that reduce the demand for travel and capitalize on existing transit networks.

SB 743 Changes to Environmental Review

In September 2013, Governor Jerry Brown signed Senate Bill No. 743, which transforms the way that development-related transportation impacts

¹ Executive Order G-14-028 ABAG and MTC's Sustainable Communities Strategy: ARB Acceptance of GHG Quantification Determination

are analyzed and mitigated under the California Environmental Quality Act (CEQA). The law makes it no longer acceptable to use automobile level of service (LOS) as a measure of the transportationrelated environmental impact of proposed projects. Instead, the environmental performance of projects will need to be assessed in relation to other criteria such as vehicle miles traveled (VMT) including induced travel demand effects.² These new metrics better reflect the State's goals of reducing greenhouse gas emissions, and more appropriately balancing congestion management with statewide goals related to promote infill development, public health, and sustainability. They will mean that past mitigation measures, such as roadway widening, intersection expansions, and locating projects in greenfield sites, will no longer be encouraged as a means of improving environmental quality.

CEQA Guidelines

Based on SB 743, the Governor's Office of Planning and Research (OPR) released Revised Proposal on Updates to the CEQA Guidelines was released in January 2016. These Guidelines indicate that the most appropriate measures of a project's transportation impacts are vehicle miles traveled (VMT), effects on transit and non-motorized travel, and safety of all travelers.

2 SB 743, Chapter 386. 2013.

For residential developments tour-based VMT is most relevant and for retail projects total VMT is most relevant. The Guidelines also recognize that various project and program attributes affect travel demand as outlined in the following table:³

AB 744 Planning and Zoning: Density Bonuses, 2015

As noted above, excessive parking supplies negate the TDM benefits of transit-oriented development. AB 744 acknowledges the high cost of parking and the fact that affordable housing projects located near transit have lower than average travel and parking demand. The law states that cities cannot require developers to provide more than 0.5 per unit (inclusive of handicapped and guest parking) for 100% affordable housing developments located within an unobstructed 0.5 mile walk of a major transit stop. Major transit stops include rail station or the intersection of two bus routes with headways of 15-minute or better during the AM and PM peak commute periods.

Figure A-1 Attributes Affecting Trip Generation as Outlined in the Proposed CEQA Guidelines (2016)

Project Alternatives that Reduce VMT	Project Attributes that Reduce VMT	TDM Measures that Reduce VMT	Project Attributes that Increase VMT
 Locating project in an area of the region that already exhibits low VMT Locating project near transit (within 1-mile of a major transit stop or high quality transit presume no significant impact unless counteracted by excessive parking etc.) Increasing project density Increasing the mix of uses within the project or surrounding area e.g. locating project near employment and services Increasing connectivity and/or intersection density on the project site Deploying road or lane management e.g. pricing, HOV requirements 	 Improving or increasing access to transit Increasing access to common goods and services e.g. groceries, schools, and daycare Incorporating affordable housing into the project Orienting project toward transit, bike and pedestrian facilities, not parking supply Improving pedestrian or bicycle networks, or transit service Providing traffic calming 	 Incorporating neighborhood electric vehicle network Providing bicycle parking Limiting or eliminating parking supply Unbundling parking costs Pricing parking or roadways or providing parking cash-out program Implementing or providing access to a commute reduction program Providing car-sharing, bike sharing, and ride-sharing programs Providing transit passes 	 Excessive parking (higher than City's minimum require- ment disqualifies transit-proximate developments from presumption of insignificant impacts) New roadway capacity (new lane miles increases VMT through induced travel demand)

³ Office of Planning and Research (OPR), "Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA: Implementing Senate Bill 743 (Steinberg, 2013)." 2016. https://www.opr.ca.gov/docs/Revised_VMT_CEQA_Guidelines_Proposal_January_20_2016.pdf

APPENDIX B: CURRENT LOCAL REQUIREMENTS

In Sunnyvale, a number of policies currently relate to transportation demand management.

Municipal Zoning Code

Various provisions from the City's existing zoning code affect travel demand associated with residential development in a positive and negative way.

Land Use Zoning

One of the most important drivers of travel demand is land use density. The city's zoning ordinance outlines permitted land uses in all areas of the city. For each land use type, the zoning code specifies permitted land use intensities. In Sunnyvale, these intensities are presented in terms of maximum number of dwelling units (du) per acre, building height, lot coverage, and floor area ratio (FAR).

Densities may be marginally increased through the development of up to one accessory living unit per lot. Accessory living units must accompanied by an additional on-site parking space that is not in tandem with parking for the primary dwelling unit (§19.68.040). In addition, medium and high density housing may be combined with Mixed-Use development, which is accompanied by an increased height limit of 1 story or 10 feet. Also, higher limits apply to the Downtown Specific Plan district and other specific plan areas. Downtown limits are provided on a block by block basis.

Minimum Parking Requirements

Sunnyvale has minimum parking requirements that are typical for Silicon Valley. The city's minimum parking requirements for multifamily residential developments are based on the type of parking that is provided and the land use. As seen in the following table, minimum parking requirements range from around 0.5 spaces per bedroom for a 4-bedroom apartment with carports or structured garages to 2.25 spaces per bedroom for a 1-bedroom unit with 2 assigned covered spaces. Different parking requirements apply to senior housing, affordable housing, single room occupancy accommodation and mobile homes. Please note, that 100% affordable housing developments are also subject to state law including AB 744 described previously.

Figure B-1 Density Limits for Residential Development in Sunnyvale

Zone	Description	Maximum Density	Maximum Height	Maximum Lot Coverage and FAR
R0 / R1	Low density residential	7 du / acre	2 stories or 30 ft	45%
R1.5	Low medium density residential	10 du / acre	2 stories or 30 ft	40% LC, 50% FAR
R1.7	Low medium density residential (PD)	14 du / acre	2 stories or 30 ft	40% LC, 50% FAR
R2	Low medium density residential	12 du / acre	2 stories or 30 ft	45% LC, 55% FAR
R3	Medium density residential*	24 du / acre	3 stories or 35 ft	40% LC
R4	High density residential*	36 du / acre	4 stories or 55 ft	40% LC
R5	High density residential and office (hotel)*	45 du / acre	4 stories or 55 ft	40% LC
R-MH	Residential mobile home	12 du / acre	2 stories or 30 ft	By block
	Downtown Specific Plan District		2–6 stories or 30–100 ft	

^{*} May be combined with Mixed-Use (MU) if within 0.5 miles of expressway or major public transit stop

Source: Sunnyvale Municipal Code Section 19.18.020 (Residential), 19.18.220 (Mixed-Use), 19.32.020 (Building height, lot coverage and FAR)

Figure B-2 Multifamily Residential Parking Requirements in Sunnyvale

Bedrooms	Required as- signed spaces	Type of assigned spaces	Required unassigned spaces	Total per unit	Total per bedroom
	1 carport, structured garage or downtown		0.5	1.5	1.50
1	1	fully enclosed garage	0.8	1.8	1.80
	2	Covered	0.25	2.25	2.25
	1	carport, structured garage or downtown	1	2	1.00
2	1	fully enclosed garage	1.33	2.33	1.17
	2	Covered	0.4	2.4	1.20
	1	carport, structured garage or downtown	1	2	0.67
3	1	fully enclosed garage	1.4	2.4	0.80
	2	Covered	0.5	2.5	0.83
	1	carport or structured	1.15	2.15	0.54
4	1	fully enclosed garage	1.55	2.55	0.64
	2	Covered	0.65	2.65	0.66
	1	carport or structured	1.3	2.3	0.46
5	1	fully enclosed garage	1.7	2.7	0.54
	2	covered	0.8	2.8	0.56
	1	carport or structured	1.45	2.45	0.41
6	1	fully enclosed garage	1.85	2.85	0.48
	2	covered	0.95	2.95	0.49

Source: Sunnyvale Municipal Code Section 19.46.060 (parking requirements), 19.28.140 (downtown parking requirements)

Figure B-3 Senior Housing, Affordable Housing, and Single Room Occupancy (SRO)
Parking Requirements in Sunnyvale

Housing Type	Bedrooms	Room Size	Required spaces per unit	Total per bedroom
SRO	1	< 200 sf	0.25	0.25
	1	200-250 sf	0.5	0.5
	1	> 250 sf	1	1.0
Affordable to lower income		1	1	1.0
households		2	2	1.0
		3	2	0.67
		4	2.15	0.54
		5	2.15	0.43
		6	2.15	0.36
Standard housing with unit for senior citizens or persons with disabilities	Any size		0.6	0.6 or less
Assisted living	Any size		-	0.25 per resident
Mobile homes	,		2 spaces per unit plus 1 space per employee living off-site plus 1 space per special purpose vehicle	

Source: Sunnyvale Municipal Code Section 19.46.070, 19.46.080, 19.46.090

While high rates of required parking may lead to higher rates of travel demand, there are number of provisions within the Sunnyvale parking code that allow for features that are consistent with transportation demand management:

- Required bicycle parking for multifamily uses with five or more units, at a rate of 1 space for every 4 units;
- Use of mechanical lift parking that varies from that of standard and compact spaces;
- Parking adjustment based on transit proximity, mixed uses with complementary peak hours, or parking management plan that includes valet parking, off-site employee parking, parking agreements, or other demand management tools;2 and
- Provision for shared parking in nonresidential uses.

It should be noted that parking adjustments and shared parking are not permitted by right, but require developers to go through the discretionary permit review process. In general, the Municipal Code specifies minimum dimensions for both the parking spaces as well as aisles, driveways and maneuvering area for facilities with more than fifteen (15) parking spaces. It also specifies landscaping and shading requirements for parking lots.

Design Guidelines from Sunnyvale Citywide Design Guidelines Document on Tandem Parking

The City of Sunnyvale allows for tandem parking, in accordance with Title 19 of the Municipal Code. when the development is located within half a mile of a major transit station, such as Caltrain or VTA Light Rail, or involves one or more of the following features:

- Increased on-site open space (or amenities) commensurate with the square foot reduction in the size of the parking area;
- Increased setbacks commensurate with the square foot reduction in the size of the parking area;
- ❖ Increased green point rating of at least 5% (above what would typically be required) with inclusion of other sustainable features. such as a green roof or photovoltaic system; or
- Inclusion of additional alternative transportation amenities, such as bikeshare, carshare, bike lockers or a residential TDM program that exceeds City requirements.

City Council enacted a legislative policy that requires that practicable TDM techniques be incorporated in all high and very high density residential development throughout the city, and that TDM design techniques be implemented in all attached housing development within a 1/3 of a mile of a major transit stop.3 The policy identifies key transit-oriented development locations including the Caltrain station area (1/3-mile radius); the Downtown Specific Plan area; El Camino Real corridor (1/3-mile locus); Tasman / Fair Oaks Light Rail Corridor and Industrial to Residential (ITR) areas 7 and 8; and transit nodes including stations or high activity commute bus stops (1/3-mile radius).

Under this policy, required site development features may include:

- information kiosks on site or an adjacent right-of-way:
- on-site rideshare and carpool contact information;
- secured and guest bicycle parking as described in the VTA Bicycle Technical Guidelines; and
- designated exclusive pathway connections to sidewalks.

Optional site development features include:

- designated carpool loading area; and
- bus shelter improvements on adjoining streets.

TDM Requirements for Commercial and Industrial Uses

The City of Sunnyvale imposes TDM requirements as a condition of approval (COA) for new commercial development in the city. The Commercial TDM Ordinance applies to developments where a TDM Plan is identified as a mitigation measure. There are several steps required under the TDM Ordinance:

- Establish TDM trip reduction goals;
- Develop a draft and final TDM Plan;
 - Designate a TDM coordinator responsible for implementing the TDM Plan; and
 - Undertake post-occupancy monitoring based on AM and PM peak hour driveway counts.

Council Policy 1.1.15 Residential Transportation Demand Management

¹ McCahill, Chris, Norman Garrick, Carol Atkinson-Palombo, and Adam Polinski. "Effects of Parking Provision on Automobile Use in Cities: Inferring Causality." Transportation Research Board, Washington, D.C., 2016.

³ Sunnyvale Council Policy 1.1.15 Residential Transportation Demand Management http://sunnyvale.ca.gov/Portals/0/ Sunnyvale/CodesAndPolicies/1.01.15.pdf

² Sunnyvale Municipal Code §19.46.130(c)

In order to assist in development of TDM Plans, the city has provided a TDM Toolkit for Commercial Development. Key strategies outlined in the toolkit are summarized in the table below.

Figure B-4 Commercial TDM Toolkit Options

Planning / Design Measures	Programs / Service Measures
Building design and layout Orient building entries toward plazas, parks, pedestrian oriented streets, and transit stops, not parking lots Reduce building setbacks Place passenger loading zones near entrances Wire buildings with fiber optics to facilitate teleworking	Employment conditions Develop a telecommute program for suitable employees Develop an alternative work schedule program such as flextime, staggered work hours, and compressed work week
 On site amenities and information Provide on-site services that would otherwise require a separate trip e.g. cafeteria, ATM, gym, convenience retail, childcare, valet, post office, on-site transit pass sales Locate and maintain permanent boards for TDM information 	 Transportation Coordinator Designate an on-site Transportation Coordinator to actively promote TDM measures Develop and implement promotional programs such as new employee orientations, flyers, posters, emails, newsletter articles, commuter information center, transit field trip, free trial rides, bike/transit riders guides, transportation fairs and bike to work day Distribute information (bike maps, transit info, rideshare matching applications) to all new and existing tenants / employees annually Maintain TDM information boards and kiosks Implement a guaranteed ride home program Liaise with transit agencies and transportation agencies Spot check, monitor and evaluate all TDM programs
 Parking design Locate off street parking at the side or rear of building Configure parking so it does not interrupt pedestrian routes or dominate pedestrian oriented streets Designate 10% preferential spaces for carpools, vanpools, alternative fuel vehicles Reduce parking spaces required with strong TDM Reduce parking fees for preferential parking spaces 	Parking programs Reduced carpool/vanpool parking cost Offer employees who forego parking to cash out the value of employer provided parking Carpool / Vanpool programs Implement internal car/vanpool with address clusters Participate in regional carpool matching service Sponsor vanpool service with owned or leased vans Subsidize or participate in third party vanpool service
 Transit design Design intersections to accommodate transit vehicles Design streets to support weight of buses Dedicate land for rail station / bus stops Construct or pay for adjacent bus stop / shelter Subsidize cost of land, constructing or maintaining bus center within ¼ mile or rail station within ½ mile 	 Transit programs Subsidize transit pass programs such as Commuter Check and VTA Eco Passes Provide on-site transit pass outlet Sponsor an employee shuttle program
Pedestrian design Minimize walking distances to transit stops Provide pedestrian connections, lighting, landscaping and appropriate building orientation Incorporate internal pedestrian walkways within project	Pedestrian programs • Establish, market and monitor a walking program including a walking club and walk information
Bicycle design Provide employees showers and clothes lockers near bike storage Provide secured bicycle parking (lockers, locked area) in well-lit, convenient areas near key entrances Provide short term bicycle parking near entrances Provide long term bicycle parking with security and 50% covered	Bicycle programs • Establish, market and monitor bicycle programs such as bike buddy program, bike to work day, and bicycle information Output Description:

Planning / Design Measures	Programs / Service Measures	
Implementation Mechanisms	Monitoring and Evaluation	
Mechanisms to ensure perpetuity of TDM programs	Monitor initial program implementation closely	
 Incorporate TDM program requirements into Covenants, Conditions and Restrictions (CC&Rs) of the property Incorporate TDM program measures into tenant lease requirements 	 Undertake annual monitoring Conduct commute mode survey Provide annual status report to the City 	

Source: Sunnyvale Transportation Demand Management (TDM) Tool Kit, December 1999, http://www.pmcworld.com/client/ sunnyvale/documents/4-11-11/TDM-Tool-Kit.pdf

As indicated above, City of Sunnyvale requires that TDM programs are accompanied by monitoring and reporting. Where the development fails to comply with the trip reduction targets, non-compliance fees are imposed. Non-compliance fees are based on AM and PM peak hour trip generation and the level of deficiency of the program. Non-compliance fees from 2014 are set out below and would be indexed annually based on the ENR Bay Area Construction Cost Index:

Mixed-Use Toolkit

In July 2015, the City of Sunnyvale released a Toolkit for Mixed-Use Development that outlines principles and guidelines for mixed-use development.4 Many of the guidelines within the toolkit relate to travel demand as it is affected by pedestrian-oriented design such as humanscaled elements, visual interest, ground floor activity, transparency, balconies, and pedestrian lighting. Non-motorized transportation is also encouraged through guidelines for short blocks, midblock crossings, and interstitial pathways which increase connectivity around and through mixed-use developments. Shared parking and shared driveway facilities are also encouraged within mixed-use developments, and pedestrianunfriendly elements such as blank walls.

⁴ City of Sunnyvale. Live, Work, Play: A Toolkit for Mixed-Use Development in Sunnyvale, July 2015. http://sunnyvale.ca.gov/ Portals/0/Sunnyvale/CDD/Planning/Planning%20Library/ FinalToolkitforMixedUseWeb.pdf

Figure B-5 Sunnyvale Mixed Use Toolkit Elements Related to Pedestrian Orientation and Travel Demand

TDM Element	Site Guidelines	Building Design Guidelines	Parking Guidelines and TDM Strategies
Transit access	SS-1 Develop mixed-use development close to transit stops e.g. Caltrain and VTA light rail		 PK-2 Provide and maintain transit shelters, bike parking and amenities for pedestrians, transit riders, and cyclists Consider providing free or discounted transit passes, information kiosks, and Caltrain shuttles
Street connectivity	 BP-1 Establish a street grid with block lengths of 300 feet BP-2 Limit block lengths to 400-feet BP-3 Provide midblock crossings for blocks longer than 300 feet BP-4 Add publicly accessible pathways where street connectivity is limited SP-4.5 Link compatible uses with access roads, walkways, landscaping, building orientation and unfenced property lines SP-5.4 Encourage convenient, direct connections to retail uses and transit stops 		 PL-1 Locate surface parking away from street edges or behind buildings with decorative screening or landscaping PL-4 Accommodate pedestrian and bicycle traffic with pedestrian-only pathways and bicycle facilities through parking areas PG-1 Provide mews where traditional street and block patterns are difficult to create PS-1 Locate parking structures away from primary pedestrian access
Bicycle facilities			 PK-3 Locate bike parking racks near building entrances PK-4 Ensure bicycle parking is secured, weather protected and located in a highly visible area Provide short-and long-term bike parking in garages and near building entrances at a rate of 10-20 percent of required car parking spaces Consider providing bike repair tools or services
Car and bike share			 Consider providing on-site car share Consider providing bicycles for communal use

TDM Element	Site Guidelines	Building Design Guidelines	Parking Guidelines and TDM Strategies
Pedestrian- orientation	 SS-3/SA-2 Design contributes to sense of place and evolving character SP-1.1 Maximize building frontage along streets (street orientation) SP-1.2 Provide active ground floor uses and pedestrian scaled elements SP-2.1 Include a transition zone for ground floor residential e.g. stoops SP-2.2 Incorporate ground floor retail SP-2.3 Locate pedestrian-friendly uses along frontage SP-3.3 Reduce setbacks for ground floor retail and provide 15-foot sidewalks SP-5.2 Design pedestrian-friendly private drives 	 BMA-1/BD-1.1 Incorporate human scaled elements, human-scaled façade detail, visual interest, and identity BD-1.2 Use architectural features to provide weather protection for pedestrians and highlight entries BD-1.7/BO-1.3/BO-2.1 Provide a high percentage of windows and transparent ground floor façades and encourage clear, non-reflective ground floor storefronts BD-2.1 Create modules 25 to 50 foot wide BD-2.3 Use quality building materials and colors to provide visual interest BD-3.2 Encourage upper floor balconies BD-3.3 Encourage decorative lighting fixtures on commercial storefronts BO-1.2/BO-3.2 Orient primary façades and entrances to the street or pedestrian-oriented circulation areas and locate grand entry lobbies on pedestrian-friendly streets BO-1.8 Limit blanks walls to less than 30 percent or 20 linear feet of a façade BO-2.8 Include recessed seating space OS-2.5 Ensure outdoor areas are visible from streets and accessible from buildings, streets, paths, bikeways LS-7 Plant street trees in scale with street width and building height LS-13 Create plazas that people can use for rest, congregating, recreation and dining 	 PS-2 Wrap ground level of parking structures with activity uses along residential and pedestrian-oriented streets PS-3 Design street-facing parking structured to reduce apparent bulk and create visual interest
Parking	SA-5 Develop shared facilities such as driveways, parking, plazas, open space, walkways	LS-8 Use permeable materials for parking areas, driveways and pathways that do not impede pedestrian access	 PK-1 Share access drives Consider shared parking to allow more efficient use of land and lower development costs Consider unbundled parking, especially in areas within walking distance of good transit service and allow developers to only provide the number of spaces occupants will be willing to pay for Encourage GreenTrip certification and reduce parking requirements for certified developments

A20. Multi-Family TDM Menu of Strategies



Multi-family Residential TDM Program

All multi-family development projects consisting of 10 or more residential units shall participate in the Multi-family Residential TDM Program.

TDM Points Required

Number of Residential Units	Minimum Number of Points Required
100 or more residential units	10 points from the menu of TDM strategies
Between 10 and 99 residential units	Proportionate Percentage of 10 points (rounded to the nearest half or whole number) from the menu of TDM strategies
	Ex: 94 units/10 points = 9.4 rounded to 9.5 points 62 units/10 points = 6.2 rounded to 6 points

Menu of TDM Strategies

Tran	sportation Demand Management Strategies	Points Obtained*
Proximity to Transit	Less than .5 miles to a major transit route (15-min headway)	1
	Less than .5 miles to a major transit stop (2 routes @ 15-min headway)	5
	Less than .5 miles to Caltrain/Light Rail Station	8
Affordable Housing	20% Affordable Housing Project	1
	40% Affordable Housing Project	2
	60% Affordable Housing Project	3
	80% Affordable Housing Project	4
	100% Affordable Housing Project	5

Proximity to	 Less than .5 miles from: 1. A shopping center consisting of at least three tenant spaces, or 2. Three separate retail/restaurant/service/recreational uses 	1
Commercial Uses	Less than .25 miles from: 1. A shopping center consisting of at least three tenant spaces, or 2. Three separate retail/restaurant/service/recreational uses	3
Access	Close Gaps: Bicycle, Pedestrian, and/or transit access	3
Improvements	improvements (e.g. bike lanes)	3
Bicycle Facilities	Provide an on-site bicycle repair station and secured bicycle parking	0.5
Wayfinding Station	On-site kiosk or information center with multi-modal wayfinding information and transit information	0.5
TDM Coordination	On-site TDM Coordinator (can be property manager) offering: multi-modal and wayfinding information, rideshare matching, walking/biking group coordination	0.5
TDM Communication	Distribution of transit, wayfinding and other TDM informational materials to new residents as they move in and annually to all residents	0.5
Transit Pass Programs	Provide VTA EcoPass (or a comparable program) membership to all residents for the first ten years following project completion	5
	Provide Caltrain Go Pass (or a comparable program) membership to all residents for the first ten years following project completion	10
	Offer discounted transit passes (VTA or Caltrain) to residents for the first ten years following project completion	2
Bicycle Share Program	Providing private or public bicycle share memberships to on-site residents	0.5
Proximity to	Site is less than .5 miles from a bicycle share hub with bicycles available to on-site residents	0.5
Car Share	Providing private or public car share memberships to on-	0.5
Proximity to	Less than .5 miles from a car share hub with cars	0.5
Car Share	available to on-site residents	
Bicycle Share Program Proximity to Bicycle Share Car Share Program Proximity to	Offer discounted transit passes (VTA or Caltrain) to residents for the first ten years following project completion Providing private or public bicycle share memberships to on-site residents Site is less than .5 miles from a bicycle share hub with bicycles available to on-site residents Providing private or public car share memberships to on-site residents Less than .5 miles from a car share hub with cars	0.5 0.5 0.5 0.5

^{*} If a TDM category has multiple options, only one option/point value can be used.

Definitions of TDM Terms Used in the TDM Menu

Affordable Housing Project – a development project consisting of below market rate housing units.

Multi-Family Residential – for the purpose of this program, multi-family residential includes all medium, high and very high density residential developments, including the residential component of a mixed-use project.

Multi-modal Information – may consist of information on transit schedules, transit and bike maps, important service change information, real time transit information, biking or walking group organization, rideshare matching, etc.

Shopping Center – a group of retail, restaurant, commercial service or recreational uses that are planned, constructed and managed as a total entity.

Secured Bicycle Parking - means lockable facilities such as individual lockers or enclosed, locked, limited-access areas for parking of bicycles. Secured bicycle parking may also be known as Class 1 bicycle parking. For residential uses, an enclosed garage assigned to one residential unit meeting the minimum area requirements for a two-car garage is considered one secured bicycle parking space.

Wayfinding Information - provide signage for clear directions and walk/bike time to key destinations such as major transit stops, downtown, shops, and major employers.

Note: Additional information and explanation on the TDM strategies described in this program can be found in the *Sunnyvale Multi-Family Residential TDM Toolkit*.