

PLANNING COMMISSION AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Right Size Parking Demonstration
DEPARTMENT: Planning & Community Development
PRESENTED BY: Brian Lee, Associate Planner

Public Hearing
 Discussion

Study Session
 Update

Recommendation Only
 Other

INTRODUCTION

Introduction and demonstration of King County Metro's Right Size Parking program.

BACKGROUND

King County is interested in helping jurisdictions and developers build successful transit-oriented communities. Because parking plays a significant role in this type of development, King County Metro embarked on the Right Sized Parking (RSP) Project, using a grant from the FHWA Value Pricing Program. The project assembled local information on multifamily residential parking demand to guide parking supply and management decisions in the future. The project will also explore ways to provide incentives for actions to reduce parking supply or to manage the supply through a range of tools. The program involved all relevant stakeholders, including developers, financiers, public decision makers, and residents.

SUMMARY

In an effort to gather relevant data, project staff conducted parking inventory counts in King County to ensure the highest possible statistical significance within the project time and budget constraints. More than two-hundred multi-family properties were inventoried during the field data collection process.

Committee members consisting of jurisdiction planners from 7 Cities, including City of Seattle; members from the Urban Land Institute, King County; consultants; and financiers were gathered in September, 2011 to provide public sector stakeholder review and input on technical aspects of the project that were developed by the RSP team.

Approved By:

Project Manager 

Planning Director _____

Committee members met monthly to review, revise, brainstorm, and test products produced by the findings. Topics included problem identification, local planning experience and case studies, research analysis and findings, policy framework, policy and zoning regulations to allow reduction in parking supply where appropriate, incentive program development. The committee worked to identify barriers to right sizing parking and develop innovative, but practical, solutions that can be implemented locally and possibly serve as a national model for success.

An interactive website was developed to display parking utilization data and to assist parking decisions. (www.rightsizeparking.org)

ATTACHEMENT

Attachment A – DRAFT: Municipal Code Gap Analysis Summary



King County Metro: Right Size Parking Project

DRAFT: Municipal Code Gap Analysis Summary

What Does this Evaluate?

The Right Size Parking (RSP) web tool (www.rightsizeparking.org) predicts multifamily parking utilization at the parcel level. This gap analysis compared the parking utilization at the parcel level for an average multifamily development¹ against the municipal code base minimum parking requirements for each City (listed in Table 1). The requirements used in this analysis do not include any site-specific reductions that would require City approval. This document provides draft results from a forthcoming technical memo.

What Are the Results?

Outside of Seattle, 88% of parcels have parking requirements that are greater than predicted parking utilization. Requirements were much greater than forecast utilization in parts of Tukwila, Kent, Redmond, Bothell, Des Moines, and Mercer Island. These results indicate that parking minima require substantial overbuilding of parking (60% extra) in much of King County. Conversely, Seattle, Renton, and Normandy Park have minimum requirements that are below forecast utilization.

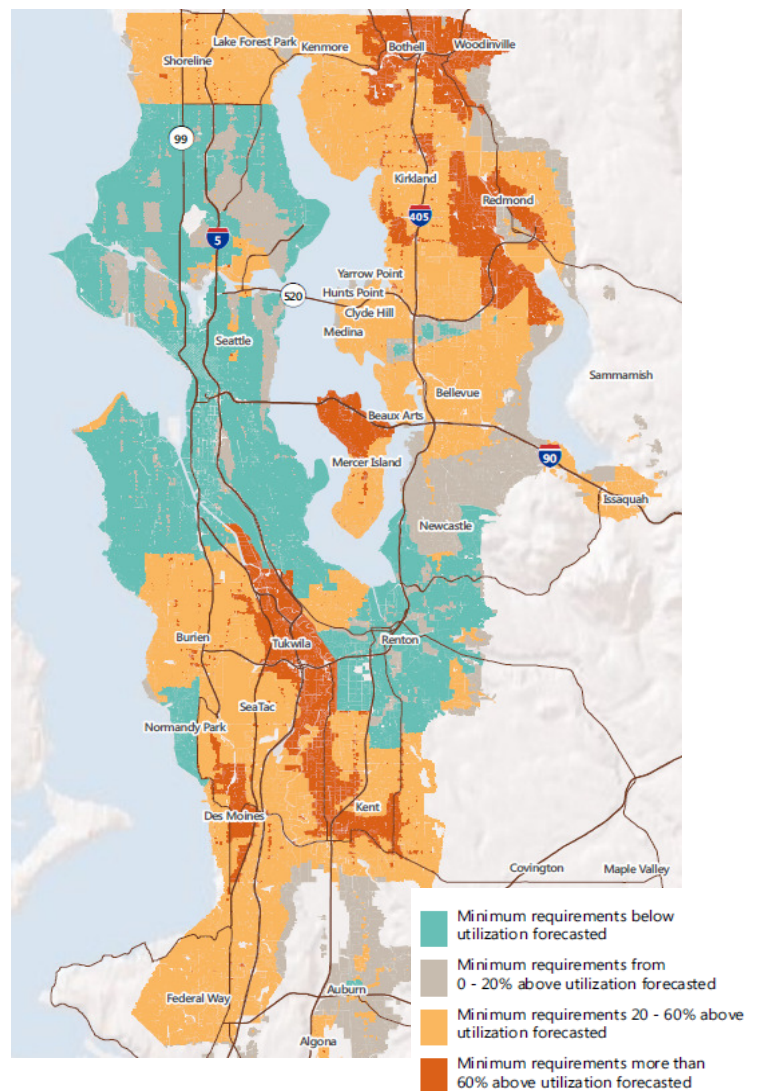
The results are summarized in the figure on the right and detailed in the table on the following pages.

What Else Was Analyzed?

Parking Maxima – Parts of Auburn, Bellevue, Normandy Park, Redmond, and Renton have parking maxima. Results from the RSP model were compared with these maxima for a typical multifamily development. In almost all cases, the maximum was above forecast utilization. The lone exception was that limited portions of Renton have parking maxima that are lower than anticipated utilization.

Actual Parking Supply – In reviewing a sample of 100+ built properties in the RSP database located outside of Seattle, just under 20% of developments provided roughly the minimum number of parking spaces required by code (within plus or minus 0.1 spaces per dwelling unit). The remaining properties provided either above or below the

code, with 40% of properties supplying more parking than required and 40% providing less. In Seattle, which has many areas with minimum requirements of 0 or 0.5 spaces per DU, developments built on average 0.85 spaces above the minimum. The discrepancies between minimum and built parking appear to be caused by (1) changes in code requirements, (2) variances for transit accessible or affordable housing, (3) shared parking between commercial uses, (4) overbuilding in planning for potential condominium conversion, (5) and, particularly in Seattle, simply building ample spaces to satisfy the anticipated market demand for parking.



Comparison of Code Minimum Requirements and RSP Model Forecast Utilization

¹ Average multifamily developments were developed for unique place types and specified using average values from the RSP data collection results.



King County Metro: Right Size Parking Project

DRAFT: Municipal Code Gap Analysis Summary

MULTI-FAMILY OFF STREET PARKING MINIMUM REQUIREMENTS BY CITY & ZONE AND RSP MODEL OBSERVED UTILIZATION RATES ¹							
City or Zone	Minimum Parking Requirement (spaces/DU)				Average Difference between Requirement and RSP Model Utilization (Spaces/DU) ²	RSP Number of Survey Sites	RSP Observed Average Utilization (spaces/DU)
	Studio	1 Br	2 Br	3 Br			
Algona	2.0	2.0	2.5	2.5	0.65	0	N/A
Auburn	1.5	1.5	1.5	2.0	0.20	0	N/A
<i>Downtown Urban Core</i>	1.0	1.0	1.0	1.0	-0.23	0	N/A
Bellevue	1.2	1.2	1.6	1.6	0.26	20	1.21
<i>DNTN-O1, -O2</i>	0.0	0.0	0.0	0.0	-0.83	2	1.14
<i>DNTN-R, -MU, -OB, -OLB</i>	1.0	1.0	1.0	1.0	0.12	2	1.98
<i>BR-MO1, -OR1, -OR2, -RC1, -RC2, -RC3</i>	0.75	0.75	0.75	0.75	-0.23	0	0
<i>BR-MO, -OR, -RC, -CR, -GC, -R, -ORT</i>	1.0	1.0	1.0	1.0	0.03	2	1.23
Bothell	2.2	2.2	2.2	2.2	0.94	1	1.5
Burien	1.8	1.8	1.8	1.8	0.57	4	1.14
Des Moines	2.1	2.1	2.1	2.1	0.78	3	1.22
<i>Pacific Ridge Neighborhood</i>	1.5	1.5	2.1	2.1	0.60	2	1.28
Federal Way	1.7	1.7	1.7	1.7	0.41	7	1.23
Issaquah	1.0	2.0	2.0	2.0	0.48	3	1.5
<i>CBD Zone</i>	0.85	1.7	1.7	1.7	N/A ³	0	0
Kenmore	1.4	1.7	1.9	2.2	0.56	0	0
<i>Downtown Commercial & Residential west of 68th Ave NE</i>	1.2	1.2	1.7	1.9	0.34	0	0
Kent	1.0	2.0	2.0	2.0	0.68	9	1.37
Kirkland	1.7	1.7	1.7	1.7	0.54	10	1.16
<i>CBD-1, -2, -8</i>	1.1	1.1	2.2	3.3	0.51	0	0
Lake Forest Park	1.5	1.5	1.5	1.5	0.26	0	0
Mercer Island	2.0	2.0	2.0	2.0	0.75	1	1.06
Newcastle	1.0	1.0	1.5	2.0	0.01	1	1.37
Normandy Park	1.0	1.0	1.0	1.0	-0.41	0	0
Pacific	2.0	2.0	2.0	2.0	0.53	0	0
Redmond	2.0	2.0	2.0	2.0	0.78	6	1.28
<i>Downtown, Overlake Village, & Neighborhood Commercial</i>	1.25	1.25	1.25	1.25	0.20	10	1.05
Renton	1.0	1.0	1.0	1.0	-0.24	3	1.24



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MULTI-FAMILY OFF STREET PARKING MINIMUM REQUIREMENTS BY CITY & ZONE AND RSP MODEL OBSERVED UTILIZATION RATES¹

City or Zone	Minimum Parking Requirement (spaces/DU)				Average Difference between Requirement and RSP Model Utilization (Spaces/DU) ²	RSP Number of Survey Sites	RSP Observed Average Utilization (spaces/DU)
	Studio	1 Br	2 Br	3 Br			
Center Downtown	1.0	1.0	1.0	1.0	-0.05	0	0
RM-U, -T, -F, -R14, -R10	1.0	1.0	1.4	1.6	0.04	4	1.34
Sammamish	1.2	1.5	1.7	2.0	0.21	0	0
SeaTac	1.0	1.5	2.0	2.0	0.58	4	1.02
Seattle	1.0	1.0	1.0	1.0	-0.03	3	0.85
UW Parking District	1.0	1.0	1.5	1.5	0.34	1	0.90
Alki Parking Area	1.5	1.5	1.5	1.5	0.35	0	0
Urban Centers & Urban Villages within Frequent Transit Corridor	0.0	0.0	0.0	0.0	-0.86	86	0.66
Within Frequent Transit Corridor	0.5	0.5	0.5	0.5	-0.45	5	0.86
Shoreline	1.2	1.5	1.8	2.0	0.50	2	0.80
Tukwila	2.0	2.0	2.0	2.0	0.85	7	1.20
Urban Renewal Overlay	1.0	1.5	2.0	2.5	0.70	1	1.00
Woodinville ⁴	2.0	2.0	3.0	4.0	1.26	1	1.90
King County	1.2	1.5	1.7	2.0	0.40	7	1.3

¹ These values assume no variances that would require municipal approval. They include any required off-street guest parking spaces.

² Positive values indicate minimum requirements are above RSP forecast utilization. This value is an average delta of all parcels that lie within each City or zone.

³ The CBD zone of Issaquah is not included in the coverage area of the RSP model.

⁴ Woodinville requires one parking space per 300 square feet of development, but does not have specific requirements for MF housing. In practice, most developers complete parking studies. The estimates above are based on an average size per unit type.

Source: Fehr & Peers, 2013, Based on Jurisdictional Municipal Codes and RSP Model

What Are the Next Steps?

We welcome feedback and review of the minimum parking requirements used for comparison with the RSP model utilization.

This analysis will feed into development of model parking code which may include recommendations for reduced or flexible minimum parking requirements where appropriate.

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