

Central Waterfront

Stakeholder Advisory Committee
Nov. 13, 2008

What are the effects on parking?
(Measure 2.4)



Key findings:

- On-street parking
 - Decrease in supply is significant in all scenarios (between 8 and 13% in PM peak period, between 6 and 10% off-peak).
 - Most on-street parking eliminated is in the SR 99 corridor.
 - Surface street scenarios (A, B, C) have more reduction than bypass scenarios.
 - Belltown, Denny Triangle, the International District, South Lake Union and the retail core see little change.
 - The waterfront loses 30 to 50% of PM peak supply.
 - Pioneer Square loses 30 to 40% of PM peak supply.
 - Uptown loses 23% of peak and off-peak supply.
 - Office core loses about 30% of PM peak supply in scenarios A and B.
- Off-street parking
 - In all scenarios, reductions are less than 1% of existing supply in study area.
 - All subareas have off-street parking to accommodate displaced demand from parking losses.
- Commercial load zones
 - Losses greatest in surface scenarios (A, B, C) and during peak periods: Scenario C has reduction of 42 commercial load zones in PM peak, 19 off-peak, compared to existing supply of 645.
 - Off-peak changes are less significant.
 - Where feasible these zones would be relocated to nearby blocks.

What did we learn?

- Mitigation of on- and off-street parking losses is possible through improved transit and the management of parking through the Center City Parking Program.

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Change in On-Street Parking Spaces - Off-Peak Periods										
Subarea	Existing Off-Peak On-Street Spaces	Change due to Holgate to King Project	Scenarios (Net change in spaces)							
			A: Demand Mgmt/ Low Capital	B: Surface Blvd	C: Couplet	D: 4-Lane Elevated	E: Integrated Elevated	F: Bored Tunnel	G: Cut and Cover Tunnel	H: Lidded Trench
Belltown	1,548	0	-44	-76	-106	0	-31	-13	-31	-15
Denny Triangle	963	0	-72	-72	-72	-10	-10	-10	-10	-10
International District	680	0	-14	-14	-13	-9	-9	-13	-9	-13
Office Core	676	0	-101	-101	-66	-24	-16	-15	-32	-15
Pioneer Square	864	-91	-185	-193	-210	-190	-189	-170	-171	-175
Retail Core	641	0	-29	-37	-57	-8	-16	-51	-16	-8
South Lake Union	1,510	0	47	47	47	54	54	46	54	47
Stadium Area	1,878	-356	37	37	37	5	20	24	8	37
Uptown	1,008	0	-229	-229	-229	-229	-229	-229	-229	-229
Waterfront	741	0	-268	-267	-345	-233	-264	-357	-261	-262
Total	10,509	-447	-858	-905	-1,014	-644	-690	-788	-697	-643

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Change in On-Street Parking Spaces – PM Peak Period										
Subarea	Existing Afternoon Peak On-Street Spaces	Change due to Holgate to King Project	Scenarios (Net change in spaces)							
			A: Demand Mgmt/ Low Capital	B: Surface Blvd	C: Couplet	D: 4-Lane Elevated	E: Integrated Elevated	F: Bored Tunnel	G: Cut and Cover Tunnel	H: Lidded Trench
Belltown	1,467	0	-44	-72	-102	0	-27	-13	-27	-15
Denny Triangle	916	0	-98	-98	-98	-36	-36	-36	-36	-36
International District	639	0	-34	-14	-13	-9	-9	-13	-9	-13
Office Core	534	0	-157	-149	-119	-38	-22	-29	-38	-29
Pioneer Square	743	-91	-290	-298	-315	-273	-272	-217	-254	-258
Retail Core	541	0	-47	-47	-67	-8	-8	-51	-8	-8
South Lake Union	1,486	0	47	47	47	54	54	46	54	47
Stadium Area	1,829	-356	37	-3	-3	5	20	24	8	37
Uptown	1,008	0	-229	-229	-229	-229	-229	-229	-229	-229
Waterfront	741	0	-268	-267	-373	-233	-264	-393	-261	-262
Total	9,904	-447	-1,083	-1,130	-1,272	-767	-793	-911	-800	-766

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Changes in Off-Street Parking Spaces											
Subarea	Existing Off-Street Spaces	Average Occupancy (2006)	Change due to Holgate to King Project	Scenarios (Net change in spaces)							
				A: Demand Mgmt/ Low Capital	B: Surface Blvd	C: Couplet	D: 4-Lane Elevated	E: Integrated Elevated	F: Bored Tunnel	G: Cut and Cover Tunnel	H: Lidded Trench
Belltown	2,829	59%	0	-103	-103	-28	0	0	-28	-130	-130
Denny Triangle	5,645	67%	0	0	-45	-45	0	0	0	0	0
International District	2,640	66%	0	0	0	0	0	0	0	0	0
Office Core	14,994	67%	0	0	0	0	0	0	0	0	0
Pioneer Square	4,797	66%	0	0	-250	-265	0	-15	-15	0	0
Retail Core	9,907	66%	0	0	0	0	0	0	0	0	0
South Lake Union	6,060	57%	0	0	-2	0	0	0	0	0	0
Stadium Area	7,902	54%	-820	0	0	0	0	0	0	0	0
Uptown	10,555	56%	0	0	0	0	0	0	0	0	0
Waterfront	4,979	61%	0	-65	-65	-65	-65	-65	-65	-65	-65
Total	70,308		-820	-168	-465	-403	-65	-80	-108	-195	-195