

The Alaskan Way Viaduct & Seawall Replacement Program



Central Waterfront

**Alaskan Way Viaduct
Stakeholder Advisory Committee**

**Parking
Nov. 20, 2008**

**Provide efficient movement of people
and goods now and in the future.**

Guiding Principle 2, Measure 4:

Evaluate changes in parking and loading access to the central waterfront and other impacted business districts.

What are the effects on on-street parking?

- Key findings for 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 reductions than bypass scenarios.
 - Belltown, Denny Triangle, 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.

What are the effects on off-street parking?

- Key findings for 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.

What are the effects on commercial load zones?

- Key findings for commercial load zones:
 - Losses greatest in surface scenarios (A, B, C) and during peak periods: Scenario C has reductions 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?

- What did we learn about on- and off-street parking:
 - Mitigation of on- and off-street parking losses is possible through improved transit and the management of parking through the Center City Parking Program.