



Local Government Parking Policy and Commute Trip Reduction

1999 Review

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The parking ordinance tables are based on research conducted by CTR Office staff. Readers are encouraged to contact the CTR Office at (360) 705-7839 if they discover errors or omissions. Also, the tables compiled for each CTR-affected jurisdiction can be viewed and downloaded from
**[http://www.wsdot.wa.gov/pubtran/CTR/
Parking_Matrices.htm](http://www.wsdot.wa.gov/pubtran/CTR/Parking_Matrices.htm)**



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Executive Summary

Parking Policy and Commute Trip Reduction

The Commute Trip Reduction (CTR) law was passed by the Washington State Legislature in 1991. This law was passed with three primary objectives: 1) reduce air pollution caused by automobiles; 2) reduce traffic congestion, and 3) reduce transportation fuel consumption.

Several studies have shown that the price and availability of parking have a significant impact on commuters' mode choice. Thus, the CTR law requires that each affected city or county commute trip reduction plan "include ... a review of local parking policies and ordinances as they relate to employers and major worksites and any revisions necessary to comply with commute trip reduction goals and guidelines." (RCW 70.94.527 [4e])

In fulfillment of this requirement, the 65 jurisdictions affected by the CTR law submitted their parking reviews to the CTR Office. This paper summarizes these reviews, provides a historical background on the development of parking policy, and highlights some significant developments in local government parking policy that support the goals of CTR.

Key Findings

- **The core assumptions that drive the determination of local parking policy are changing.** A review of contemporary parking literature reveals that for many years, the provision of generous off-street parking was assumed to reduce traffic congestion and ensure easy access for employees and customers. In the past 20 years, however, more economists, planners, and engineers have recognized that free and abundant parking stimulates more vehicle trips—which *increases* traffic congestion.
- **Washington is considered a leader in parking policy innovation.** The literature review also reveals that much of the rest of the United States has looked to Washington state for new methods in the field of parking policy. Several Washington jurisdictions have embraced policy innovations such as off-street maximum parking requirements, parking taxes, lease unbundling, and reductions in minimum parking requirements for transportation demand management efforts. Seattle, Bellevue, Kirkland, and Olympia have been cited as examples of communities with progressive parking policies that have implemented some of these measures.
- **Many Washington jurisdictions recognize the role parking policy can play in meeting CTR goals and other environmental concerns.** Many Washington parking ordinances include language indicating that the goals of their parking policy are to reduce single occupancy vehicle trips and support ridesharing, bicycling, and easier pedestrian movement. In addition, decreasing the amount of impervious surfaces to support salmon habitat

restoration is now a major issue in Puget Sound, Columbia and Snake River watershed communities—and parking space reduction will be an important tool in this effort.

- **Reducing the required amount of parking leads to other uses for valuable land.** Many developers desire a reduction in the amount of parking required at their properties. Parking reductions permit developers to build more leasable space and improve their bottom line. In other states, landowners have converted existing excess parking spaces to landscaping, child care centers, and recreational facilities.
- **Local parking policy must respond to the needs of many diverse interests.** The public, the business community, developers and their lending agents, environmentalists, urban designers, and traffic engineers all recognize the importance of parking, but often disagree on how it should be supplied and managed. These diverse interests must be included in the local policy-revision process.

Key Recommendations

The WSDOT CTR Office endorses a series of updated parking policy recommendations that combine strategies currently in place in Washington state with new strategies culled from the review of contemporary parking literature and recent federal environmental legislation. These strategies are intended to maintain parking policy reform momentum in Washington state and set an example for other states interested in supporting wiser land-use decisions, and reducing traffic congestion, air pollution, and fuel consumption.

1. **Impose off-street parking maximums.** All jurisdictions require minimum amounts of off-street parking, but few stipulate the maximum number of spaces that can be provided. Placing an upper limit on the number that can be built helps reduce impervious surface area, saves money, facilitates more compact development, and encourages alternatives to the automobile.
2. **Require bicycle and rideshare parking when a site has more than 10 automobile parking spaces.** Local governments can encourage ridesharing and bicycling by requiring additional off-street spaces for people who want to use these alternatives to driving alone.
3. **Institute Residential Parking Permit Programs.** Often, local governments are reluctant to reduce the minimum amount of parking required for a developer for fear of causing overflow parking on adjoining streets in residential neighborhoods. Residential Parking Permit Programs have proven to be an effective means of limiting this spillover parking.
4. **Streamline local administrative processes for permitting a developer to reduce parking supply.** Local officials are concerned that easy-to-get variances reduce the credibility of the government's established policy. Easier and faster administrative reductions made by a local planning director or a similar body can be built into the code if certain criteria are met, including the establishment of an approved transportation mitigation plan for the site.

5. **Educate the public about the role of parking.** Many people fail to recognize the relationship between parking policy, traffic congestion, and auto-generated air pollution. Educating the public about these relationships while effectively promoting commute alternatives creates the foundation for reducing the number of required parking spaces.
6. **Partner with salmon recovery efforts to reduce parking supplies.** The impact of the listing of several salmon species as endangered creates an unparalleled opportunity to advocate for the reduction of off-street parking supplies. Local governments will be required to implement measures that support salmon habitat restoration, and reducing total parking surface area can be a cost-effective means of achieving this goal.
7. **Require more users to pay the real cost of off-street parking.** Parking is not free. Yet, the *perception* of free parking is a powerful incentive for people to drive alone to work. A small percentage of employers charge their employees for parking, even though the costs of providing it—land, construction, maintenance—are quite significant and continue to rise. Two related tactics—lease un-bundling (where the cost of parking is no longer hidden in a building lease) and employer parking cash-out—are excellent ways of exposing the user to the true cost of parking.
8. **Conduct new local parking demand assessments after users have begun paying the true cost of parking.** Many communities simply use parking supply ratios published by national planning associations or ratios used by neighboring cities. But all of these supply ratios are based on demand for what the user perceives is *free* parking. Once the user is exposed to true cost of parking through parking charges and/or parking cash-out, the minimum requirements may then be adjusted downward to reflect the anticipated shift in demand.
9. **Adopt regional parking standards in order to reduce jurisdiction competition.** Parking codes are established at the local level. However, variations between communities' parking codes can create a competitive environment in which the city's desire to lure new development may supersede its desire to create an infrastructure supportive of CTR. Standardizing parking codes on a regional basis would reduce this competition and better support the long-term and statewide goals of reducing traffic, air pollution, and fuel consumption.

Next Steps

This review is intended to serve as a resource and tool for local planners who are interested in revising their parking policies to better support the goals of commute trip reduction and transportation demand management. In addition, local planners are encouraged to review the tables that summarize their community's parking codes for accuracy.

The Commute Trip Reduction Office intends to use this document to initiate greater discussion on the important role that parking policy plays in our transportation network. Plans are underway to offer a series of workshops on parking policy during the Fall of 1999.

Chapter 1

Parking Policy: Why Does it Matter?

This chapter: describes the relationship between government mandated parking policy and the transportation network; explains the relationship between the Commute Trip Reduction law and parking policy; briefly discusses the history of parking policy in the United States; and lists the various interests that should be considered before making revisions to local parking policy.

In 1998, Seattle tied for first place in a ranking of cities with the worst traffic congestion in the United States.¹ Recent surveys of public opinion and the overwhelming voter approval in November, 1998 of a \$2.4 billion transportation improvement plan clearly indicate that worsening traffic congestion is a major issue for Washington residents. But contradicting the public's desire for less congestion are a series of national and local trends that impact the increase in driving and congestion:

- ◇ The number of registered vehicles using our roads, and the total vehicle miles traveled upon these roads, are increasing at rates well above the population growth rate.
- ◇ The last years of this decade have seen some of the lowest fuel prices—in constant dollars—in U.S. history.
- ◇ Transit ridership, as a percentage of the total population, has been in a steady decline since the end of World War II.
- ◇ The popularity of solo commuting increased 78 percent between 1960 and 1990.

Other powerful, though often overlooked facts that affect traffic congestion deal with that parcel of space which holds automobiles while they are not in use: the parking stall. Employers in the United States provide 85 million free parking spaces for people who drive to work; 91 percent of commuters travel to work by automobile; 95 percent of automobile commuters park free at work; and 92 percent of automobiles driven to work have only one occupant.²

Most public and private offices, hospitals, manufacturers, and service providers in Washington state offer free parking to their employees. But consider this:

- ◇ The financial costs to employers for providing employee parking can be significant.
- ◇ The mandatory parking supply requirements imposed on developers limits the amount of enclosed commercial floor space they can lease.
- ◇ The mandatory supply of parking can hinder pedestrian movement and impose large, unsightly tracts of asphalt over land that could serve a variety of other uses.

- ◇ Collecting and moving the millions of gallons of water captured by acres of impervious surfaces directly affects salmon habitat.

Despite these truths, most people rarely think twice about the role of parking in their lives. In fact, most employees continue to look upon the provision of a parking place at their worksite to be a benefit not unlike a health or retirement plan—an expected, minimum characteristic of any “good” job.

The Goals of Commute Trip Reduction

In 1991, Washington State’s Commute Trip Reduction (CTR) law was adopted and incorporated into the Washington Clean Air Act³. This law was passed in order to meet three primary objectives: 1) reduce air pollution caused by automobiles; 2) reduce traffic congestion, and 3) reduce transportation fuel consumption.

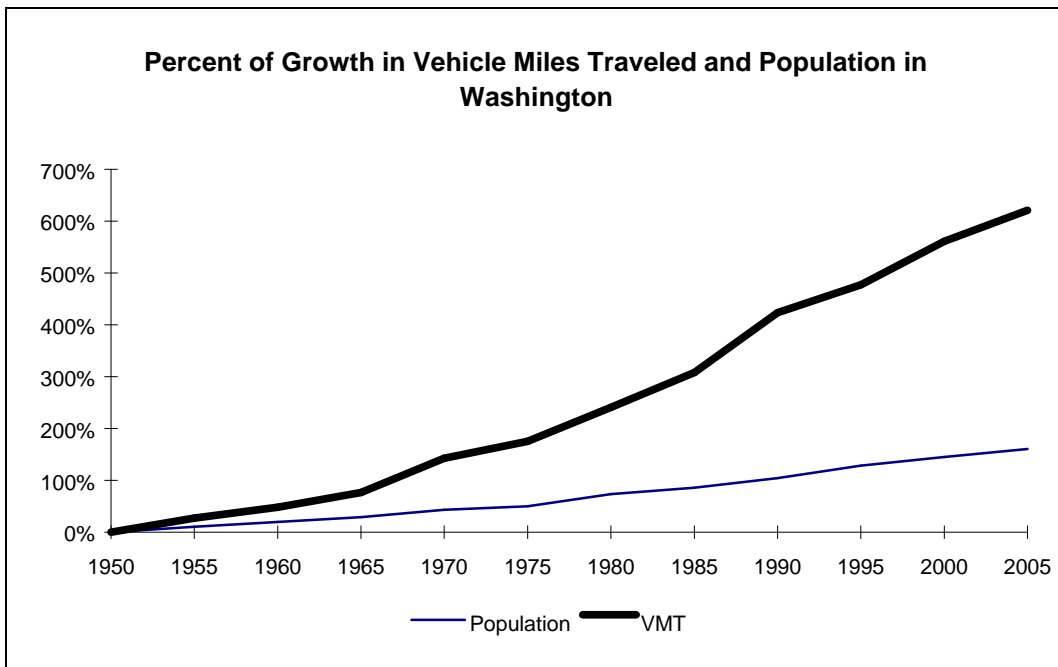


Figure 1

Commute Trip Reduction is a strategy that falls under the umbrella of transportation demand management (TDM). Transportation demand management is a set of projects and programs that maximize the efficiency of the transportation system by addressing demand. As can be seen in Figure 1, the growth in vehicle miles traveled in Washington is growing at a rate nearly five times the growth in population, which increases the demand for more roads and more highways. TDM endeavors to affect the total demand upon the transportation network by all users. CTR focuses upon a specific set of transportation network users: people traveling between their home and their place of employment. Though commuting accounts for only 18 percent of total person trips and 22 percent of person miles, as measured by the 1995 Nationwide Personal Transportation Survey, emphasis on reducing the use of the single occupant vehicle and the

vehicle miles traveled of this specific user group—the home to work commuter— is very important for the following reasons:

- ◇ Employed adults travel about 6600 more miles per year than those people without jobs.
- ◇ The temporal and geographic concentration of work trips places the largest strain on all transportation systems, (manifesting itself as traffic congestion and demand for expenditures to build new roads to reduce it).
- ◇ For the individual worker, the trip to work often dictates when, where, and how s/he accomplishes other travel.⁴

The CTR program targets Washington’s largest employers and strives to create an environment that supports greater use of transit, vanpools, carpools, compressed work weeks, flexible work schedules, telework arrangements, as well as bicycle and pedestrian access. These efforts can also be defined as *parking management* tools. Parking management is defined as:

“any technique, program, or policy that assists in managing the location, supply, cost or demand of parking facilities.”⁵

Parking management programs are usually site specific, and implemented by an employer. Local government parking policy—the focus of this study— is a set of minimum standards that establish the conditions for parking management strategies.

A Brief History of Parking Policy in the United States

“Plentiful, free parking characterizes much of the development which has occurred in recent decades. The presence of such parking, coupled with the absence of facilities for other forms of transportation, provides a compelling incentive for choosing automobile travel over other alternatives.”

*Creating Transit Supportive Regulations, 1995*⁶

While the CTR program has succeeded at reducing single occupancy vehicle rates and total vehicle miles traveled at the worksites affected by the statutes, local land-use decisions continue to play a major role in the success of CTR and TDM efforts in Washington. How communities are planned has a significant impact on how the public moves about on a daily basis. The location of housing, commercial districts, industrial areas—and the network of roads and parking lots built to accommodate steadily growing numbers of residents, shoppers, and workers—in turn affects decisions on the placement of new development, new roads, and more parking.

Growth and development have been quite rapid in Washington over the past few decades, particularly in the central Puget Sound region. As more of Washington’s forests, shorelines, wetlands, and agricultural areas have been converted to suburban uses, more people are demanding greater consideration of the deleterious effects of this rapid expansion. More people are gaining a clearer understanding of the role transportation planning has played in this rapid growth. And finally, more people are beginning to realize the important role parking policy plays in the way the growth of our communities is managed.

Before taking a closer look at the contemporary world of parking, it might be useful to place the current reform efforts within a historical context.

I. Parking: The Model “T” to the Great Society

Automobiles first became affordable to large segments of the American population when the Ford Motor Company mass produced its famous Model “T”. More than 15 million units were built from 1908 to 1927, and the car triggered a revolution in social life-style.⁷ Communities that had been designed to accommodate railroads, trolleys, pedestrians, and horses and wagons were now forced to construct a transportation network that could accommodate the phenomenal popularity of automobiles.

The first requirements for off-street parking to appear in American zoning codes were in the communities of Columbus, Ohio in 1923 and Fresno, California in 1939.⁸ On-street parking was first regulated by parking meters in Oklahoma City, Oklahoma in 1935, where citizens viewed them with a degree of disdain.⁹

In the 1930s, cities such as Chicago, Philadelphia, the District of Columbia, and Detroit began to eliminate on-street parking in order to improve traffic flow and traffic safety within their commercial centers.¹⁰ Off-street parking requirements were viewed as a means of aiding the economic growth of these commercial districts and preventing customers and employees from parking in nearby residential areas.

Local governments were slow in adopting parking codes. In 1947, only 12 percent of American cities with populations over 10,000 had zoning ordinances that required off-street parking. New York City, in fact, did not have off-street parking requirements until 1950.¹¹ However, it soon became evident that popular demand for more facilities to serve the growth in auto ownership and usage had to be dealt with by local government planners.

In the late 1940s and early 50s, the Urban Land Institute, the American Automobile Association, the American Planning Association, and the Eno Foundation all began publishing recommended minimum off-street parking ratios for various land-uses. Many city planners, who had little formal experience with the calculation of parking supplies, relied on these recommendations and placed them into their local ordinances.

The United States prospered after World War II and millions of Americans purchased automobiles. As congestion increased on roads all over the nation, federal, state, and local governments responded by spending billions of dollars to provide the roads to support automobile travel. This cycle of growing demand for more roads and growing supply of roads became institutionalized in America—and remains with us today.

During this period, policy makers often set parking requirements at a level where the number of spaces available would be higher than actual parking demand. By setting supply above demand, they could be sure to accommodate needs under almost any circumstance, and to encourage drivers to park off-street. In the decades after World War II, land cost less, and the impacts of

vehicle use, such as pollution and congestion, were less apparent, so no other approach seemed appropriate. Planners building new suburban communities incorporated higher minimum requirements than ever, hoping to avoid the parking shortages that plagued many older downtown areas. Everyone assumed that road capacity would expand to meet increasing travel demand.¹²

But rising transportation costs and a growing environmental consciousness forced a rethinking of these assumptions.

II. Questioning Parking Supply Methodologies

In the 1960s and early 70s, many people began to question the role of automobiles in American life. Increasing air pollution, the incursion of development into pristine areas, and the sprawling nature of land-use patterns driven by the ubiquitous use of the car gave birth to a segment of the larger environmental movement that was growing around the world. This greater environmental concern began to demand federal, state, and local government action to prevent the wholesale ruination of the American landscape. To deal with some of the environmental consequences of America's phenomenal post-war growth, the federal government formed the Environmental Protection Agency (EPA) in 1970, and here in Washington, the state legislature passed the State Environmental Policy Act (SEPA) in 1971. But, of course, the biggest cause for a reassessment of automobile use came when the foreign supply of inexpensive oil was restricted and gasoline prices soared across the nation in 1973.

An understanding of the relationship between parking policy and the functioning of the entire transportation system had been around for decades. But as more people began to see and feel the destructive effects of our society's widespread reliance on the automobile, parking policy—its critical function within the transportation network and the means by which it was provided, used, and paid for—received more scrutiny.

Researchers who have looked at the evolution of American parking policy cite a 1978 *Traffic Quarterly* article written by Donald Shoup and Don Pickerell entitled “Problems with Parking Requirements in Zoning Ordinances.”¹³ In this article, the authors examined the fundamental assumptions that had driven off-street parking requirements. Well-intentioned local planners had sought to provide ample off-street parking to reduce traffic congestion, but this increased supply merely induced more people to drive—thus increasing overall congestion, fuel consumption, and air pollution.¹⁴

As the work of Shoup, Pickerell, and others received more attention in the late 1970s, many parking reform advocates followed their lead and began to use basic economic concepts to address parking policy: supply, demand, and price.

Studies on parking supply from as far back as the 1950s clear through to the 1990s showed that many communities had an oversupply of parking.¹⁵ Many communities' off-street parking supplies were based on national demand calculations made during the busiest times of the year, which traditionally are the four weeks preceding Christmas. Also, many communities simply

copied the parking supply ratios for particular land uses of neighboring cities and inserted them into their own municipal codes.¹⁶ This occurred because most local governments simply lacked the staff and money to conduct their own supply and demand assessments. Thus, local planners were forced to use the best available and widely accepted information.

Finally, the connection between parking supply costs and the price paid by parking users gained much wider acknowledgment. The construction of mandatory off-street parking facilities takes a significant amount of money. Cost figures vary considerably—as land prices and local economic conditions differ—but these are some general estimates:

- \$2,500 per stall for surface lots
- \$8,000 to \$10,000 per space located in tiered structures*
- \$15,000 for each underground parking stall
- \$175 per stall per year for striping, cleaning, and real estate taxes¹⁷

(* The recently completed Pacific Place parking garage in downtown Seattle had a *per stall* cost of \$61,000—making it one of the most expensive parking garages in the nation.¹⁸)

These construction and maintenance costs must be paid by someone. The 1995 Nationwide Personal Transportation Survey indicates that 95 percent of employees who park at the facilities provided by their employer do so at no cost to the employee. However, the employee or the businesses' customers *do pay* for this parking, whether they know it or not. Employees may pay for parking through slightly lower salaries, or reductions in other services or benefits that the employer does or could otherwise provide. If the cost of parking is not fully paid by the employee in this way, then customers may pay a portion or all of the costs associated with the provision of employee parking through higher prices for the goods or services the business sells to them.

Shoup and others have written extensively on the role parking pricing has on parking demand. Their argument in a nutshell is this: When these true costs of the provision of parking (land purchase, construction costs, maintenance) are passed directly on to parking users, and the users are exposed to these true costs, *usage drops*. However, most businesses do not charge employees directly for parking, and instead pay the landowner or leasing agent a set amount for these spaces, and simply pay for the parking in the manner described above.

The fact that parking is perceived as free by the user causes a further dilemma for local governments when they attempt to revise their minimum parking requirements. Shoup writes:

“If parking requirements are based on observing the number of cars parked at existing developments where parking is free, parking requirements are implicitly based on the quantity demanded at zero price, without regard to what it costs to provide the parking spaces or what people are willing to pay for them. When all the development is required to provide enough parking to satisfy demand at zero price, the market price will be zero. The result will be a viscous circle of parking subsidy, required over-supply of parking, and ubiquitous free parking.”¹⁹

Stakeholders in Parking Policy

“The one thing that I’ve learned about parking is that to get a handle on it you have to understand the perspectives of all those involved in its planning, development and operation.”

Dr. Richard Willson

Managing Employee Parking in a Changing Market - 1993

This introduction to the relevance of parking policy would be incomplete if it did not discuss the competing interests that shape our contemporary world of parking. This very simple description of the current dynamic is included to serve as a primer for the discussion of reform efforts detailed in Chapter 3.

The Parking Public

Automobiles are the preferred choice of transportation for most Americans. As depicted in Figure 1 (p. 2), total vehicle miles traveled have been increasing in Washington at a rate nearly five times the rate of population growth. It has also been mentioned that land-use patterns have accommodated this growth in automobile usage at the exclusion of other modes. For many people, it is quite difficult to use any other mode of transportation as they go about their daily activities.

America’s relationship with the automobile has been called both a love affair and a marriage of convenience. Either way, it is quite apparent that the penchant for using automobiles is an ingrained habit for most Americans, and any efforts to restrict the supply and/or increase the cost of the often-overlooked piece of the transportation network—the parking stall—will be met with some resistance in the absence of viable alternatives or clear benefits to the public.

The Business Community

Let’s look at a recent example of the relationship between the provision of parking by employers and the competition for employees in Seattle: When Adobe Systems Incorporated moved from Pioneer Square in downtown Seattle to their new location in the Fremont district, they started offering about 600 free employee spaces. The justification for this was the fact that one of their competitors, Microsoft, offers free parking.²⁰ In an industry as fiercely competitive as the software business, perks such as free parking can make a difference when it comes to recruiting and retaining talent.

This is also true when it comes to recruiting and retaining customers. Since the majority of Americans use automobiles for commuting and shopping, most business owners want plentiful parking in order to attract customers. This is particularly true in many commercial business districts that must compete with suburban shopping centers that provide acres of free parking for their patrons.

Though there are many examples of businesses who have taken steps to reduce parking supplies and increase the cost of parking to its users—some of the most prominent being right here in Washington state—it still remains a common belief that plentiful free parking lures good

employees and paying customers in a competitive marketplace. Convincing a critical mass of business owners otherwise will be a challenge.

Land Developers, Leasing Agents, and Lenders

Purchasing land, adding value to it, and selling it for a profit has been one of the driving forces in American history. With the soaring popularity of the automobile and the locally mandated provision of off-street parking, developers have naturally designed their properties to accommodate easy auto access and easy auto storage.

The availability of adequate and ample parking is often a consideration when banks lend money to these developers. Banks want to reduce the probability of loan default as much as possible, and it is widely considered by these lenders, as well as the leasing agents of speculative developments, that the provision of plentiful parking for employees, clients, and customers will ensure the marketability of these new properties far into the future.

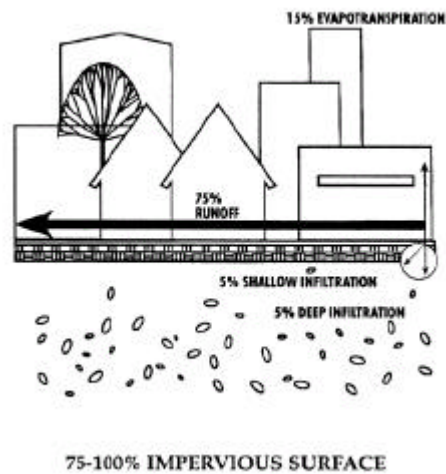
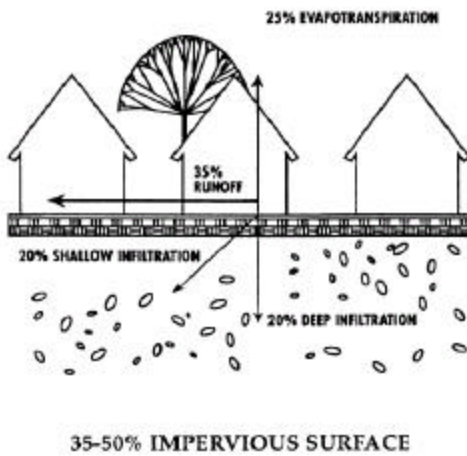
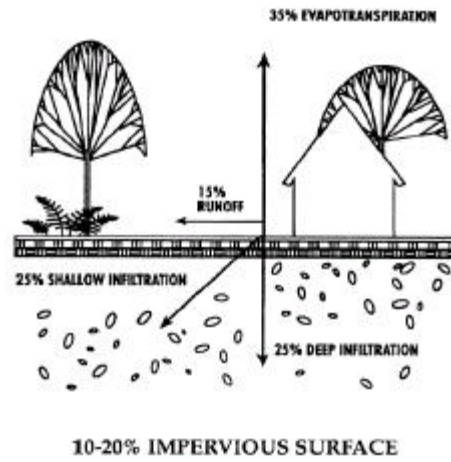
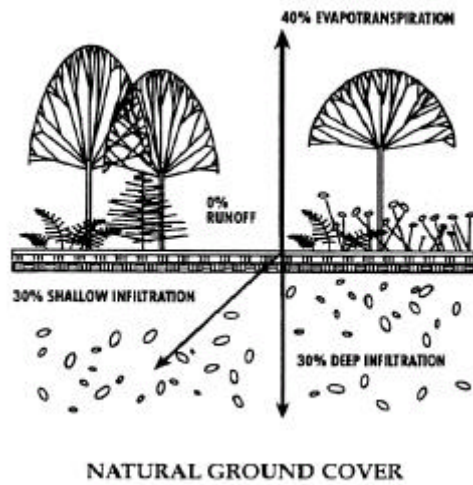
However, there are a growing number of developers who see benefit in reducing the minimum amount of parking at their properties, especially as the amount of land that can be developed is limited by Washington state's Growth Management Act. The cost of constructing parking is rising, and parking in and of itself often does not generate the revenue that could be produced through other uses. More developers are anxious to have their minimum parking requirements reduced or even waived, thus permitting them to maximize the size of the enclosed structure, lease more floor space, and ultimately improve their bottom line.

Environmental Advocates

On March 16, 1999 the National Marine Fisheries Service added nine species of salmon and steelhead in Washington and Oregon, including metropolitan Seattle, to the endangered species list—marking the first time federal protection has been extended to salmon found in streams in heavily populated areas of the Pacific Northwest. The listing of these species as endangered will affect land use and water-related activities in the entire Puget Sound region, including its urban areas.²¹

One cause of the degradation of salmon populations is the increase in the total amount of impervious surfaces being laid atop land that would otherwise capture, cool, and slowly feed the rivers and streams that had been salmon spawning grounds for thousands of years. Most materials used to build highways, streets, and parking lots are impervious to water. As the Pacific Northwest's abundant rainfall collides with these impervious surfaces, water moves off of these impenetrable coverings and into retention ponds, sewer systems, and eventually streams and rivers. Studies have shown this volume of captured water discharges into these salmon spawning areas at *10 times* the rate of water slowed by natural vegetation and topsoil.²² This "firehose" effect removes the gravel and sand where salmon spawn, thus reducing the reproductive capacity of the salmon fortunate enough to have reached that point in their journey.

Hydrological Changes Associated with Increased Impervious Surfaces²³



Another important environmental consideration is air quality. Internal combustion engines produce carbon monoxide, volatile organic compounds, oxides of nitrogen, particulate matter, and sulfur dioxide.²⁴ Though automobile emissions *per vehicle* have dropped over the years, the increases in *total vehicles and total vehicle miles traveled* is beginning to offset these technological improvements (Figure 1, p. 2). Greater Spokane has been out of compliance with carbon monoxide standards since the 1970s. The Puget Sound region is on the verge of violating federal clean-air standards because of ground-level ozone, or smog. Ozone is created by a chemical reaction in the atmosphere when pollutants from cars and other sources mix with sunlight. It is estimated that after only four summer days above 90 degrees in 1999, the central Puget Sound region will rise above the amount of ozone deemed safe by the EPA.²⁵

Air pollution and salmon restoration are two of the most important environmental issues that face the people of Washington. Unless steps are taken to alleviate these damaging effects caused by our reliance on automobiles, future generations will live with the consequences of our inaction.

Community Designers

In *The Geography of Nowhere*, James Kunstler points out that “80 percent of everything ever built in America has been built since the end of World War II.” During these years, Kunstler argues, community planning turned away from the classic style that embodied respect for public space and began to remake the American landscape to serve auto use. The impacts of this transformation are all around us in the form of strip malls, huge parking lots, ever-widening streets, and zoning codes that mandate poor civic design.

The movement of New Urbanism seeks change in our current methods and current thinking. Among other things, New Urbanism calls for smaller parking lots and a reduced role for the automobile, and in some instances, more architecturally pleasing tiered parking structures. A growing number of civic organizations, architects, and planning associations are embracing these concepts. The message of New Urbanists is reaching an expanding number of citizens who are beginning to recognize the aesthetic and centrifugal societal costs of our current growth strategies.

County and City Governments

City and county governments are responsible for on-street and off-street parking requirements. It falls upon these bodies to balance competing interests and ensure the safety and welfare of the people living within the bounds of their authority. But it is becoming a much more delicate balancing act.

The public wants less traffic congestion, clean air, and healthy, vibrant communities. Businesses want to be competitive. Developers want to ensure project marketability. Environmentalists want greater consideration of the damage done to our land, air, and water caused by the ubiquitous accommodation of the automobile. New Urbanists want to restore the virtue of the public realm and reduce the role of the automobile. And local governments strive to support all of these objectives, while trying to remain fiscally solvent in an era of constrained public resources.

Local governments respond to local issues and local voters. Jobs, economic enhancement, traffic circulation, and neighborhood impacts are topics that local governments are forced to tackle daily.²⁶ State and federal governments, on the other hand, respond to broader constituencies and issues, such as air quality, species restoration, and cumulative growth patterns.

Washington state has a long history of bottom-up governance. Thus, if true parking reform is to occur, the actions that stir this reform will take place at the local level. And unless the benefits of parking policy reform are clear to local traffic engineers, local planners, and local decision-

makers, they will be unable to convey these benefits to the various interests that resist changes to the status quo.

Conclusions: Why Does Parking Policy Matter?

The Governor's Commute Trip Reduction Task Force recognizes the integral relationship between local parking policy and commuter choice. It has been proven that parking policy can play an important role in reducing transportation demand and the environmental problems caused by our nation's reliance on the automobile. *Reducing the supply of parking and increasing the costs of parking reduce demand for parking.* And when automobile users—particularly those who drive alone—are faced with reduced parking supply and increased parking fees, some very positive things happen: People consider transportation alternatives; they drive alone less; air pollution is reduced; congestion is reduced; fuel consumption is reduced; and the demand for more costly streets and highways is similarly reduced.

It has been said that parking policy is the Rodney Dangerfield of the planning profession: it gets no respect.²⁷ Many people rarely think twice about the role of parking in our everyday lives. However, this popular ambivalence is being challenged from a variety of angles.

One-half of the land area of our nation's cities and suburbs is dedicated to roads, parking, and driveways. In fact, paved areas and vehicle storage account for more developed space in the United States than does housing.²⁸ As the financial costs of providing more transportation infrastructure increase, new solutions are being sought to reduce the demand for more streets, more highways, and more places to store the automobiles that use the transportation network.

The destructive impacts of auto-generated air pollution, impervious surface storm water run-off, and the replacement of shorelines, forests, wetlands, agricultural areas, and other scenic realms with the expanding automobile transportation network are becoming much more obvious. As these environmental costs of automobile accommodation grow, new strategies to reduce the role of the autos in our lives are necessary.

Making changes to the local ordinances that regulate the provision of parking will not be easy. There are many powerful and legitimate interests that are served by the way parking is currently supplied and priced. Some of these interests have been touched upon in this chapter.

The next chapter will take a closer look at the actual on-street and off-street parking regulations that exist today in CTR-affected jurisdictions across Washington state. This information shows the variety of parking rules local governments use to meet parking demand. Then, in Chapter 3, these current parking regulations serve as the foundation for a menu of parking policy reform options.

Endnotes: Chapter 1

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- ² Shoup, Donald. September 1997. "Evaluating the Effects of Parking Cash Out: Eight Case Studies." California Environmental Protection Agency, Sacramento, CA. P. 1.
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- ⁴ Federal Highway Administration. "1995 Nationwide Personal Transportation Survey Early Results Report." P. 12.
- ⁵ Definition combined from Synder, Mary Catherine. December 1997. "A Study of Parking Supply and Utilization in Neighborhood Commercial Centers in the Puget Sound Region." The University of Washington, Seattle, WA. P. vi; and The Mobile Source Air Pollution Reduction Review Committee. June 1996. "Using Demand-Based Parking Strategies to Meet Community Goals." Burbank, CA. P. 4.
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- ¹⁰ Synder, Mary Catherine, P. 9
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- ¹³ University of South Florida College of Engineering. December 1994. "Countywide Parking Policy Study Literature and Regulations Review Final Report." Miami, FL. P. 6
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Chapter 2

A Summary of Local Parking Ordinances from CTR-Affected Jurisdictions

This chapter revisits the 1993 Governor’s Task Force Parking Guidelines; reviews the methodology, parking terminology, and research questions used to compile this summary; and, presents and analyzes key elements of parking ordinances of all 65 jurisdictions affected by the Commute Trip Reduction law.

The CTR law requires all affected jurisdictions’ commute trip reduction plans to “include a review of local parking policies and ordinances as they relate to employers and major worksites and any revisions necessary to comply with commute trip reduction goals and guidelines.” In 1993, the Governor’s CTR Task Force—which oversees the implementation of the Commute Trip Reduction law across the state—published a set of guidelines intended to give direction to jurisdictions in their parking review and revision process, and to help achieve regional consistency in parking policy changes.

1993 Parking Guidelines: Points of Emphasis

Below is a list of the points conveyed in the 1993 CTR Task Force Parking Guidelines. These recommendations concerning supply, design, and cost demonstrate that the Task Force recognized parking policy as a contributing factor in the success of the CTR program. The 1993 recommendations are also included here in order to show the degree to which these recommendations have been adopted six years after their introduction.

Supply

- Lower the minimum parking requirements for all office and manufacturing land use categories to levels of projected parking demand, commensurate with the achievement of 1995 CTR goals.
- Allow further reductions below the minimum on a case-by-case basis. These reductions should be linked to implemented TDM measures. Requests for reductions below this minimum should be considered by administrative review rather than a variance process.
- Establish maximum parking ratios for new development. These maximums should be accompanied by residential parking permit zones or short term on-street meters to mitigate any spillover caused by the maximums.
- Require reserved spaces for carpools and vanpools.
- Permit shared parking arrangements when peak hours of operation are different.

Site Design

- Require secure, well-lit bicycle facilities close to the building entrance. Bicycle parking should be provided as a ratio of total parking stalls, with a minimum specified.

- Require parking to be designed and located to ensure direct, convenient, and safe access for pedestrians and transit riders between streets and building entrances.

Parking Cost

- Pursue educational and incentive strategies to determine if CTR goals can be achieved without parking charges.
- Pursue federal money to establish demonstration projects that provide incentives to encourage new and existing property owners to reduce parking supply and /or charge employees for parking.

It will be shown in the tables and discussion ahead that several of these recommendations have been adopted in a number of CTR-affected jurisdictions. Before turning to the summary tables and discussion, the methods used to support these findings should be outlined.

Research Methodology

In 1998, the CTR Office analyzed parking reviews submitted by local jurisdictions. Though the information they conveyed was extremely useful, many of the reviews were not current. Therefore, a new review was conducted by CTR Office staff. The following steps were followed to produce this new summary:

- ◇ The key information from the initial reviews conducted by the jurisdictions was recorded.
- ◇ Parking ordinance citations not included in the jurisdictions' reports were obtained from a database compiled by the Washington State Department of General Administration.
- ◇ A new table of important research questions that were to be applied to each parking code was created with the assistance of the Governor's Commute Trip Reduction Task Force, the CTR nine county coordinating group, several parking policy analysts, and the CTR Technical Assistance Team (TAT).
- ◇ The current parking codes of the 65 CTR-affected jurisdictions were reviewed. These codes were obtained through the Municipal Research Service Center's municipal code database and municipal code library in Seattle.
- ◇ A summary of the key elements was compiled and placed into the Tables 1-12 of this chapter.
- ◇ The information for each was edited and placed into Appendix A.

Research Questions and Parking Terminology

The research questions applied to each municipal code may require further explanation for readers who are not familiar with the lexicon of parking. Below is a list of the research

questions, definitions of important terms, and what the answers to these research questions will reveal.

1. What are the minimum off-street parking requirements for the primary land uses?

Off-street parking are those parking spaces situated off of the public street and instead located upon a parcel of land adjacent to or near a building. All jurisdictions require that some amount of parking be included with structures, and the amount varies depending on the type of land use for which the structure is designated and the zone in which the structure is located. *Parking ratios* are numbers that represent the quantities of off-street parking required within a designated area by a local government. This ratio is comprised of two numerical values; the numerator is the number of required parking spaces, and the denominator is a quantity measuring gross floor area (gfa), gross leasable area (gla), or other measurement unit that designates the number of employees, seats, beds, bowling lanes, etc. assigned to particular land uses.

The answer to this question allows comparisons of parking ratios for similar land use classifications.

2. Has the jurisdiction imposed parking maximum requirements?

Parking maximums refer to the maximum number of parking stalls that a building within a certain location can have. Parking maximums are slowly becoming more common, especially in high density commercial business districts. Without them, developers can potentially provide parking facilities that far exceed demand, which reduces the opportunity for more compact development.

The answer to this question will allow local planners to see which jurisdictions have used this tool to reduce unnecessary parking.

3. Who within the city or county government handles requests for changes from requirements stated in the local code?

This refers to the legal process by which a building owner or developer can have the parking minimum requirements, maximum requirements, or other mandated elements adjusted for their particular parcel of land. These modifications are also known as variances. As mentioned in the 1993 Task Force Parking Guidelines, many local governments receive requests from developers to supply less than the amount required by the local code. But a lengthy variance process that can last up to three or four months makes it more likely that the developer will supply the minimum amount of parking rather than deviate too far from their construction schedule.

The answer to this question will show who makes the parking supply decisions within a particular community. Another portion of the answer—what criteria, if any, this body uses to permit parking supply reductions—will be addressed in Chapter 3.

4. What are the parking lot location requirements?

This question is designed to determine if a jurisdiction requires that parking be on the same parcel of land as the development, how far it can be located from the building the parking is designed to serve, or if the jurisdiction requires that parking be located at the rear or side of the development in order to promote better pedestrian access and a more appealing landscape.

The answer to this question will identify the degree of importance jurisdictions assign to parking location, and which communities consider pedestrian movement and urban aesthetics when locating parking facilities.

5. Does the jurisdiction permit shared parking?

Shared parking is a way for adjoining buildings to share one lot rather than construct two separate lots to meet the parking code's minimum requirements. The conditions for these types of arrangements usually require the participating properties to have different peak usage times, such as banks and movie theaters. Shared parking arrangements may permit a reduction in the number of total spaces if the participating entities have, for example, TDM programs in place or have a transit stop nearby that has frequent service.

The answer to this question allows jurisdiction planners to see the various ways that shared parking arrangements are administered around the state.

6. Does the jurisdiction require parking for carpools and vanpools? Does the jurisdiction require bicycle parking facilities?

Carpool and vanpool spaces, also known as high occupancy vehicle (HOV) parking or rideshare parking, are typically located in proximity to the primary building entrance, second only in locational priority to parking spaces required under the Americans with Disabilities Act. HOV spaces will have signs restricting their use to carpool and vanpools only.

Bicycle parking facilities are racks, lockers, or other devices that allow a bicycle to be safely secured. These, too, are typically located near a building's primary entrance.

The answer to these questions will show which jurisdictions require these CTR supportive parking spaces, and what proportion of HOV or bicycle spaces to regular parking spaces shall be supplied.

7. Does the jurisdiction collect a Local Options Parking Tax?

The Local Option Parking Tax (RCW 82.80.030) was passed by the Washington State Legislature in 1990. The goals of the parking tax are (1) to discourage drive-alone commuting and (2) to generate revenue for transportation purposes.

The answer to this question will reveal which jurisdictions use it, and how much money it generates for the jurisdiction.

8. Does the jurisdiction have a fund where developers can contribute money for parking facilities rather than pay for the construction of the minimum amount of required off-street parking?

This provision—commonly known as a fee-in-lieu-of provision —allows a landowner or developer to forgo constructing the minimum parking spaces, or some portion thereof, and instead dedicate a fixed amount of money to a government fund. This financing instrument will then be used to pay for the construction of a parking garage situated near the various properties that contribute to the fund.

The answer to this question will show which jurisdictions have established this fund, and what the criteria are for its use.

9. Does the jurisdiction have a residential parking permit zone?

All of the questions above deal with off-street parking. Typically, off-street parking requirements are listed in a jurisdiction’s land use or zoning titles. On-street parking requirements, on the other hand, are usually the responsibility of traffic engineers, and typically appear in a separate section of a municipal or county code. *On-street parking* refers to the spaces that are located on the street itself, usually aligned parallel with the flow of traffic. These spaces commonly have time limits (signs or meters) to encourage a turnover of users. Because these are located on public right-of ways, they are enforced by a city’s parking management office or the police department.

Residential parking permit zones are the areas of a city where the residents have worked with the local government to establish a program allowing them to park on the neighborhood streets, but forbids others from parking in these areas during certain hours. Typically, residents will receive a window sticker from the city that makes it easy for the parking enforcement officers or police to distinguish between residents and non-resident violators. Residential parking permit zones are designed to reduce the impacts caused by students, customers, and employees who do not park in the spaces provided in the nearby schools, businesses, or factories.

The answer to this question will show which jurisdictions have established this effective spillover mitigation program.

10. What is the fine for overtime parking on the city’s streets?

Low or no fines for overtime parking on city streets can render off-street supply reduction efforts virtually meaningless.

The answer to this question will reveal which jurisdictions have on-street overtime fines and at what level they are currently set.

11. Does the jurisdiction require that the cost of parking be a separate line-item in a building lease?

Parking “unbundling” reveals the cost that a business—which leases its facilities—pays specifically for its parking spaces, thereby allowing a greater scrutiny of this expense. Typically, the cost of parking is not isolated within a lease, and the business simply pays a set amount for their total package—the office itself, heat, water, cleaning, etc., and parking. *Parking cost and the lease line-item requirement* refers to a new practice in which the cost of parking is not “bundled” or hidden in the lease that a business signs with a building owner or developer. Once the business is aware of what it is paying for parking, it may decide to reduce the amount of parking that goes with its lease, or take advantage of the federal tax provision known as “parking cash-out.”

The answer to this question will show where, if anywhere, this unique strategy has been put in place.

12. Are there any other features within the parking code that may be of interest to local planners or decision-makers who are considering revising their own parking requirements?

One of the primary objectives of this review is to communicate CTR-supportive local government parking strategies that have been implemented in Washington state. Many of these strategies will be captured by research questions 1-11. However, it is always possible that there are other parking code provisions that support the goals of CTR beyond those uncovered through these inquiries.

This question is design to unveil these unique strategies and provide the actual code language used to implement them—with the intent that these approaches be used by other jurisdictions when they consider revising their own parking codes.

Research Findings

The general conclusion that can be drawn from the parking policies of Washington’s CTR-affected jurisdictions is this: many communities recognize the important role parking plays in achieving the goals of commute trip reduction and have highly-supportive code components. Other jurisdictions, however, have not embraced parking policy revision as a viable means of managing transportation demand.

To give the reader a comprehensive assessment of the local government parking policies, each of the research questions will be answered in order.

Table 1

Commercial Office Minimum Parking Requirements

Jurisdiction	Population	Minimum parking spaces per 1000 gross square feet (kgfa)
Large Cities		
Bellevue	104,800	2.0 to 2.5 for downtown zones; 4.0 for non-downtown zones
Bellingham	61,240	2.857
Everett	84,130	1.25 downtown, 2.77 non-downtown
Federal Way	75,960	3.3
Kent	62,006	no minimum downtown; 4.0 non-downtown
Lakewood	62,240	2.5
Seattle	536,600	0.67 (in high transit access locations); 0.94 (in moderate transit access locations); 1.0 for non-downtown areas
Shoreline	50,380	3.3
Spokane	188,300	2.5 of ground floor areas + 1 per 6000 sf in basements and upper floors
Tacoma	185,600	no minimums downtown; 2.857 (minimum of 5) non-downtown
Vancouver	127,900	1.0 downtown; 2.5 non-downtown
Yakima	63,510	no minimums downtown; 5.0 for non-downtown. If multiple use center (3 or more uses), 2.18 to 3.3
Medium Cities		
Auburn	36,720	3.3
Bothell	26,350	3.3
Bremerton	38,600	3.3
Burien	27,930	3.3
Des Moines	35,470	on-site customer service 2.857; without on-site customer service 1.25
Edmonds	35,470	on-site customer service 2.5; without on-site customer service 1.25
Kirkland	43,720	3.3
Lacey	27,570	downtown 1.67 to 2.5; non-downtown 2.5 with on-site customer service; without on-site customer service 1.25
Lynnwood	33,070	on-site customer service 5.0 (minimum of 10); without on-site customer service 3.3 (minimum of 10)
Mercer Island	21,550	3.3
Mountlake Terrace	20,360	2.5
Olympia	38,650	no minimum downtown; 2.5 to 4.0 non-downtown
Puyallup	29,490	3.3
Redmond	42,230	downtown 2.0; non-downtown 3.5
Renton	45,920	no minimum downtown; 3.0
Sea Tac	23,320	3.3

Table 1

Commercial Office Minimum Parking Requirements (continued)

Jurisdiction	Population	Minimum parking spaces per 1000 gross square feet (kgfa)
Small Cities		
Airway Heights	4,139	2.5
Algona	2,070	4.0
Arlington	6,010	downtown requirements. may be waived; 3.0 to 3.6
Blaine	3,575	downtown 2.5; non-downtown 3.3
Buckley	3,920	downtown 3.3; non-downtown 0.25 (minimum of 4) + 1 per employee
Camas	9,550	on-site customer service 2.5 +1 per employee; without on-site customer service 1.25 or 1 per 4 employees
Cheney	8,270	2.4
DuPont	915	2.0
Enumclaw	10,484	no minimum downtown; 3.3 non-downtown
Ferndale	7,235	no minimum downtown if paying into parking development fund; 3.3 non-downtown
Fife	5,895	3.3
Issaquah	9,610	3.3
Lynden	8,085	no requirement for historic business district; 3.3 (minimum of 5)
Marysville	18,770	2.5
Medical Lake	3,790	1 per 4 employees
Monroe	8,670	2.5
Mukilteo	15,890	downtown 3.0 (no minimum); non-downtown 3.0 (minimum of 5)
Port Orchard	6,965	portion of downtown exempt; 3.3
Poulsbo	6,175	2.875 to 5.0
Selah	5,730	5.0
Sumner	8,070	2.5
Toppenish	7,857	2.5
Tukwila	14,930	3.0
Tumwater	12,130	2.5 to 4.0
Union Gap	3,325	2.0 + 1 per employee
Washougal	7,575	4.0
Woodinville	9,980	3.3
Yelm	2,395	3.3

Table 1
Commercial Office Minimum Parking Requirements (continued)

Jurisdiction	Minimum parking spaces per 1000 gross square feet (kgfa)
Counties (incorporated areas)	
Clark	2.5
King	3.3
Kitsap	n/a
Pierce	2.5
Snohomish	3.0 (minimum of 5)
Spokane	2.857 (minimum of 5)
Thurston	3.3
Whatcom	3.3 to 5.0
Yakima	5.0

**Table 1A
Highs and Lows for Commercial Office Minimum Parking Requirements**

Large Cities	Spaces per 1000 square feet of gross floor area
Highest Requirement	Yakima - 5.0 (non-downtown)
Lowest Requirement	Kent, Tacoma, Yakima - no minimum downtown

Medium Cities	Spaces per 1000 square feet of gross floor area
Highest Requirement	Lynnwood - 5.0 (with on-site customer service)
Lowest Requirement	Olympia, Renton - no minimum downtown

Small Cities	Spaces per 1000 square feet of gross floor area
Highest Requirement	Camas - 2.5 + 1 per employee (with on-site customer service)
Lowest Requirement	Enumclaw, Lynden, Port Orchard - no requirements in portions of downtown

Counties (unincorporated areas)	Spaces per 1000 square feet of gross floor area
Highest Requirement	Yakima County - 5.0
Lowest Requirement	Pierce County, Clark Count, - 2.5

1. Minimum Off-street Parking Requirements - a) Commercial Offices

Tables 1 and 1A list the various requirements for commercial office space in the CTR-affected jurisdictions. The jurisdictions are broken into four categories: Large cities (populations over 50,000); medium cities (populations of 20,000 to 49,999); small cities (populations below 20,000) and the unincorporated areas of the nine counties affected by the CTR law.

Most of the large cities draw distinctions between the requirements for their commercial business districts and downtown areas, and those areas outside of the city core. In every case, the requirements for these core areas are lower than the requirements for the non-core areas.

Another distinction that is drawn in some cities is whether or not the commercial office space provides on-site customer service. Providing services for customers who frequent the office creates a higher demand for parking. Thus, the minimum requirements for these locations that provide on-site customer service are higher than the requirement for offices that do not have customer traffic.

When comparing the commercial office minimum requirements of 1999 to those published in the Parking Policy Report of July 1992 (CTR Taskforce Guidelines, Appendix F), it can be seen that several communities have made changes to their requirements. Of the 25 jurisdictions listed in the 1992 report, only one large city made a reduction in the minimum commercial office parking requirement: Tacoma now has no minimums in certain areas of downtown and the non-downtown ratio, though requiring a minimum of five spaces, dropped from 3.5 spaces per 1000 square feet of gross floor area (kgfa) to 2.8 kgfa. Medium and small cities that show reductions are Lacey, Lynnwood, Renton, Sea Tac, Vancouver, and Issaquah. Of the counties, only King shows a reduction.

In order to make true comparisons between jurisdictions, a scenario has been developed that will enable us see the disparity that exists in the parking requirements for this land use category. This scenario takes a hypothetical new office building development, and asks what amount of parking would be required for it in each jurisdiction.

Scenario A

Business W:	Suburban office with no on-site customer service
Office Size:	50,000 square feet of gross floor area
Number of employees:	375

If we apply this scenario to each jurisdiction, we can estimate the minimum number of spaces that will be required in each. The table below shows two jurisdictions with different parking requirements, revealing the disparity that exists between two Eastern Washington communities. (The number of spaces required in each jurisdiction under this scenario, and two others, appear in Table 3, p. 28.)

Scenario A

Suburban Location: Commercial Office Use with 50,000 Square Feet of Gross Floor Area and 375 Employees (populations over 50,000)

Jurisdiction	Code Formula	Estimated Number of Spaces Required	Total Cost for Parking Supply Requirement (at \$2,500 per space)
Yakima (non-downtown, single tenant)	5 spaces per 1000 gfa	250	\$625,000
Spokane	2.5 kgfa of ground floor area, + 1 per 6000 sf in basements and upper floors (for this example, our building is 125' x 125' at ground level)	45	\$112,500

1. Minimum Off-street Parking Requirements - b) Manufacturing Uses

Table 2 lists the various requirements for manufacturing uses in the CTR-affected jurisdictions. Manufacturing parking requirements use three units of measurement, one with a ratio of spaces to square footage of floor area, another with a ratio of spaces per employee, and a third combines the two, with a fixed amount per floor area and a ratio of spaces per employee. For this last requirement, some jurisdictions will stipulate that the number of spaces be whichever unit of measurement produces the most parking spaces.

Again, drawing comparisons between the jurisdictions that use the number of employees as part of the requirement and those that do not cannot be precise without knowing how many employees will be working at the site or the total square footage of the structure. In order to make the comparison, we will apply the following scenarios to each jurisdiction's manufacturing requirement.

Scenario B

Manufacturer X:	Light industrial mechanized assembly line
Plant size:	100,000 square feet
Number of employees:	50

Scenario C

Manufacturer Y:	Paper products
Plant size:	50,000 square feet
Number of employees:	150

A wide parking supply disparity is generated by Scenario B. If we use the figure of \$2,500 per surface lot space and apply it to the 100,000 square foot light industrial facility with 50 employees, the difference between the codes for non-downtown manufacturing uses in Bellevue (4.0 kgfa) and Lakewood (one per three employees on the maximum shift) requires the business owner or developer to pay considerably more in Bellevue for meeting the minimum legal requirement than he or she would in Lakewood. In Bellevue, the cost for supplying surface parking would be \$1,000,000; in Lakewood, the cost of code compliance would be \$42,500. For the business owner or developer, the cost difference of meeting the legal parking supply requirement between Bellevue and Lakewood is an astonishing \$957,500.

Scenario C also produces a parking supply disparity between the jurisdictions. Though not as great as the quantity difference produced by Scenario B, the number of spaces required in the non-downtown zones of Bellevue is significantly greater than the parking requirements for non-downtown manufacturing uses in Seattle.

Scenario B

Manufacturing Use with 100,000 Square Feet of Gross Floor Area and 50 Employees (populations over 50,000)

Jurisdiction	Code Formula	Number of Spaces Required	Total Cost for Parking Supply Requirement (at \$2,500 per space)
Bellevue (non-downtown zone)	4 spaces per 1000 gfa	400	\$1,000,000
Lakewood	1 per 3 employees	17	\$42,500

Scenario C

Manufacturing Use with 50,000 Square Feet of Gross Floor Area and 150 Employees (populations over 50,000)

Jurisdiction	Code Formula	Number of Spaces Required	Total Cost for Parking Supply Requirement (at \$2,500 per space)
Bellevue (non-downtown)	4 spaces per 1000 gfa	200	\$500,000
Seattle (non-downtown)	0.667 spaces per 1000 gfa	33	\$82,500

Table 2
Manufacturing Use Minimum Parking Requirements

Jurisdiction	Minimum parking spaces per 1000 gross square feet (kgfa)
Large Cities	
Bellevue	0.7 to 4.0 , depending on the zone
Bellingham	0.2 or 1 per employee working at the same time, whichever is greater
Everett	1.667
Federal Way	1.0
Kent	1.0
Lakewood	1 per 3 employees on the maximum shift
Seattle	0.667
Shoreline	0.9
Spokane	1.0 or 2 for every 3 employees, whichever is greater
Tacoma	1 per employee
Vancouver	1.25
Yakima	1 per 3 employees on maximum shift
Medium Cities	
Auburn	1.0
Bothell	0.9
Bremerton	1.67
Burien	0.9
Des Moines	1.43, or 2 per 3 employees on maximum shift, whichever is greater
Edmonds	1 space per 2 employees on largest shift
Kirkland	determined on a case by case basis
Lacey	1 per employee on most populous shift + 1 square ft. of parking for each square ft. of display/retail area + 1 per each company vehicle
Lynnwood	1.67 or 1 per employee, whichever is greater
Mercer Island	None
Mountlake Terrace	2.0
Olympia	1 per 2 employees on maximum shift
Puyallup	2.0 + 1.0 for storage and mechanical equipment
Redmond	2.0
Renton	1.0
Sea Tac	2.0 + 1 per employee

Table 2

Manufacturing Use Minimum Parking Requirements (continued)

Jurisdiction	Minimum parking spaces per 1000 gross square feet (kgfa)
Small Cities	
Airway Heights	1.0 or 2 per 3 employees, whichever is greater
Algona	1.33 or 2 per 3 employees on maximum work shift, whichever is greater
Arlington	2.0 +any required for office, sales, or similar use
Blaine	1 per employee and 1 per company vehicle
Buckley	2.5 (minimum of 4) + 1 per employee
Camas	1 per 2 employees on maximum shift (minimum of 2)
Cheney	1 per 2 employees
DuPont	0.3 per worker on maximum shift
Enumclaw	1.0
Ferndale	1.5 per each 2 employees on largest shift
Fife	1.0 + 3.3 for adjoining office + 2.0 for display space
Issaquah	2.0
Lynden	1.0 or 1 per employee in largest shift, whichever is greater
Marysville	2.0 + 1 per 2 employees on maximum shift
Medical Lake	1 per 4 employees
Monroe	1.25 or 1 per employee
Mukilteo	2.5 or 1 per employee, whichever is greater
Port Orchard	0.9
Poulsbo	0.8 to 4.0
Selah	2.5
Sumner	1.0
Toppenish	5.0
Tukwila	0.25
Tumwater	1 per 2 employees on largest shift
Union Gap	1 per employee on maximum shift + 1 per company vehicle
Washougal	1.0 or 2 per employee on largest shift, whichever is greater
Woodinville	0.9 + 3.3 for adjoining office space
Yelm	1 per employee on maximum shift

Table 2
Manufacturing Use Minimum Parking Requirements (continued)

Jurisdiction	Minimum parking spaces per 1000 gross square feet (kgfa)
Counties (incorporated areas)	
Clark	2.0
King	0.9
Kitsap	n/a
Pierce	1 per 3 employees on maximum shift
Snohomish	1.0 or 1 per employee present during largest shift change, whichever is greater
Spokane	1.0 or 2 per 3 employees, whichever is greater
Thurston	2.0
Whatcom	1 per employee on maximum shift
Yakima	1 per 3 employees on maximum shift

**Table 2A
Highs and Lows for Manufacturing Use Minimum Parking Requirements**

Large Cities	# of spaces w/100,000 sf gfa + 50 employees
Highest Requirement	Bellevue (non-downtown) - 400
Lowest Requirement	Lakewood, Yakima - 17

Medium Cities	# of spaces w/100,000 sf gfa + 50 employees
Highest Requirement	Sea Tac - 250
Lowest Requirement	Edmonds, Olympia - 25

Small Cities	# of spaces w/100,000 sf gfa + 50 employees
Highest Requirement	Toppenish - 500
Lowest Requirement	Medical Lake - 13

Counties (unincorporated areas)	# of spaces w/100,000 sf gfa + 50 employees
Highest Requirement	Clark and Thurston Counties - 200
Lowest Requirement	Pierce and Yakima Counties - 17

Table 3

Estimated Number of Parking Spaces Depicted in Maps 1- 9

Scenarios exclude downtown zones with no minimum requirements

Jurisdiction	Scenario 1 Manufacturing Use: 100,000 sq. ft. and 50 employees	Scenario 2 Manufacturing Use: 50,000 sq. ft. and 100 employees	Scenario 3 Commercial Office Use: 50,000 sq. ft. and 375 employees (no onsite customer service)
Airway Heights	100	100	50
Algona	133	100	200
Arlington	200	100	150
Auburn	100	50	165
Bellevue	400	200	200
Bellingham	50	150	143
Blaine	50*	150*	165
Bothell	90	45	165
Bremerton	167	84	165
Buckley	300	275	388
Burien	90	45	165
Camas	25	75	120
Cheney	25	75	120
Clark Co.	200	100	125
Des Moines	143	100	63
DuPont	15	45	100
Edmonds	25	75	63
Enumclaw	100	50	165
Everett	168	83	139
Federal Way	100	50	case by case
Ferndale	38	113	128
Fife	100*	50*	165
Issaquah	200	100	165
Kent	100	50	200
King Co.	90	45	165

Jurisdiction	Scenario 1 Manufacturing Use: 100,000 sq. ft. and 50 employees	Scenario 2 Manufacturing Use: 50,000 sq. ft. and 100 employees	Scenario 3 Commercial Office Use: 50,000 sq. ft. and 375 employees (no onsite customer service)
Kirkland	case by case	case by case	165
Lacey	50*	150*	63
Lakewood	17	50	125
Lynden	100	150	165
Lynnwood	167	150	165
Marysville	225	175	125
Medical Lake	13	38	94
Mercer Island	not permitted	not permitted	
Monroe	125	150	125
Mountlake Terrace	200	100	125
Mukilteo	250	150	150
Olympia	25	75	125
Pierce Co.	17	50	125
Port Orchard	90	45	165
Poulsbo	80	40	143
Puyallup	200*	100*	165
Redmond	200	100	175
Renton	100	50	150
Sea Tac	250	250	165
Seattle	67	33	50
Selah	250	125	250
Shoreline	90	45	165
Snohomish Co.	100	150	150
Spokane	100	100	45
Spokane Co.	100	125	143

* additional spaces that may be required for adjoining offices, mechanical and storage areas, display areas, or company vehicles are not included.

Table 3

Estimated Number of Parking Spaces Depicted in Maps 1- 9

Scenarios exclude downtown zones with no minimum requirements

Jurisdiction	Scenario 1 Manufacturing Use: 100,000 sq. ft. and 50 employees	Scenario 2 Manufacturing Use: 50,000 sq. ft. and 100 employees	Scenario 3 Commercial Office Use: 50,000 sq. ft. and 375 employees (no onsite customer service)
Sumner	100	50	125
Tacoma	50	150	150
Thurston Co.	200	100	165
Toppenish	500	250	125
Tukwila	25	13	150
Tumwater	25	75	125
Union Gap	50*	150*	475
Vancouver	125	63	125
Washougal	100	300	200
Whatcom Co.	50*	150*	250
Woodinville	90*	45*	165
Yakima	50	150	134
Yakima Co.	17	50	250
Yelm	50*	150*	165

* additional spaces that may be required for adjoining offices, mechanical and storage areas, display areas, or company vehicles are not included.

2. Maximum Parking Requirements

Thirteen of the 65 CTR-affected jurisdictions have imposed maximum parking requirements. Table 4 lists these jurisdictions, and Appendix A gives the specific maximum assigned to the land uses in each jurisdiction.

Parking maximums are an important code feature that support the goals of commute trip reduction. When a jurisdiction sets an upper limit on the amount of parking that can be supplied, it reduces unnecessary impervious surfaces and frees up more land for other types of development. This “in-fill” helps create higher building and population densities that support public transit service and easier pedestrian mobility. Also, parking lots designed to meet actual demand rather than unlimited demand makes it far more likely that pricing mechanisms can be instituted.

Table 4
Maximum Parking Requirements

Jurisdiction	Description
Bellevue	For non-residential uses
Dupont	For non-residential uses
Enumclaw	For commercial and office uses
Fife	For commercial and industrial uses
Kent	For non-structured parking
Lacey	In the commercial business district
Olympia	For all uses - median ratio system
Redmond	For most non-residential uses
Renton	For commercial and manufacturing uses
Seattle	For major institutions and buildings over 10,000 square feet
Sumner	For non-residential uses over 4,000 square feet
Tacoma	In designated mixed-use centers and transit overlay districts
Tumwater	The required spaces represents both a minimum and maximum, unless otherwise noted

3. Parking Requirement Adjustment Responsibility

Table 5 lists the governmental body responsible within each jurisdiction for permitting a deviation from the parking requirements. A further discussion of innovative reduction criteria imposed by several of these jurisdictions will be covered in Chapter 3.

Table 5

Parking Requirement Adjustment Responsibility

Jurisdiction	Adjustment Body
Airway Heights	Variations are not granted
Algona	Board of Adjustment, Planning Commission, Public Works Superintendent, possible public hearing
Arlington	Responsible official
Auburn	Planning Director
Bellevue	Director of Department of Transportation, or the Director of Community Development
Bellingham	Board of Adjustment
Blaine	Planning Commission -may bring changes before the city council
Bothell	Community Development Director
Bremerton	Director of Community Development
Buckley	Board of Adjustment
Burien	City Council and Planning Director
Camas	Planning Commission, City Engineer
Cheney	Planning Commission, Board of Adjustment, or City Council.
Clark Co.	Review authority
Des Moines	Hearing Examiner

Jurisdiction	Adjustment Body
DuPont	Planning Administrator
Edmonds	Hearings Examiner
Enumclaw	Planning Department Administrator
Everett	Modifications made by Planning Director working with Traffic Engineer, or through review process, depending on the significance of the modification
Federal Way	Made by the Director of Community Development
Ferndale	City Council
Fife	Community Development Director or Planning Director
Issaquah	Planning Director/Manager
Kent	Planning Director
King County	Director of Development and Environmental Services
Kirkland	Planning Director
Kitsap County	n/a
Lacey	Site Plan Review Committee or Zone Enforcement Officer
Lakewood	Director of Community Development
Lynden	City Planner or Director of Public Works

Table 5

Parking Requirement Adjustment Responsibility (continued)

Jurisdiction	Adjustment Body
Lynnwood	Hearings Examiner or City Council, Public Works Director
Marysville	Hearings Examiner
Medical Lake	Hearings Examiner
Mercer Island	Changes made by the Code Official, with approval of the Design Commission and City Engineer
Monroe	Building Official or Hearing Body.
Mountlake Terrace	Planning Department or Planning Commission
Mukilteo	Planning Director or Designee, or Planning Commission
Olympia	Site Plan Review Committee
Pierce Co.	unknown
Port Orchard	City Engineer
Poulsbo	Director of Planning Department, Parking Review Committee
Puyallup	Planning Director, Community Development Director
Redmond	Must go through Site Plan Review process, Technical Committee.
Renton	Planning/Building/Public Works Director
Sea Tac	City Manager or Designee

Jurisdiction	Adjustment Body
Seattle	Design Construction and Land Use
Selah	City Council or subcommittee thereof, or Board of Adjustment
Shoreline	City Manager
Snohomish County	Planning Director
Spokane	Hearings Examiner
Spokane County	Hearings Examiner
Sumner	Hearings Examiner and Director of Community Development
Tacoma	Land-use Administrator
Thurston County	Hearings Examiner
Toppenish	Board of Adjustment
Tukwila	Public Works Director or Planning Commission.
Tumwater	Development Services Director
Union Gap	Planning Commission, but 17.52.070 (1979) reductions below minimum prohibited
Vancouver	Planning Commission
Washougal	Planning Commission

Table 5 (continued)

Parking Requirement Adjustment Responsibility

Jurisdiction	Adjustment Body
Whatcom County	Hearing Examiner and Zoning Administrator
Woodinville	Planning Director
Yakima	Hearings Examiner
Yakima County	Administrative Official
Yelm	Site Plan Review Committee, Planning Commission, or City Council

4. Location Requirements

The configuration of parking facilities in relation to the building or buildings they are designed to serve is important for several reasons. If the lots are placed between the primary entrance and the street, it forces pedestrians to walk from the sidewalks or transit stops across large tracts of pavement. This poses a safety hazard that can be a deterrent for people who might otherwise consider walking or riding transit. In suburban settings, this effect is compounded when several adjoining properties have uncoordinated parking facilities, making it very difficult for pedestrians to move between the buildings. When confronted with this arrangement, most pedestrians will simply return to their cars and drive the short distance, rather than stay afoot.

There are several jurisdictions that require the positioning of parking facilities at the rear or side of new structures where feasible. The parking codes for Bellevue, King County, Lacey, Marysville, Olympia, Redmond, Sumner, and Tacoma all include this stipulation.

Table 6

Parking Lot Location Requirements

Jurisdiction	Location Requirement
Airway Heights	As convenient as possible
Algona	None stated
Arlington	None stated
Auburn	Within 500'
Bellevue	Not between the building and the street in certain areas of downtown.
Bellingham	None stated
Blaine	Same lot or within 200'. Can be extended to 500' by reviewing authority.
Bothell	Pedestrian friendly design required. Within 500'
Bremerton	Within 800'; Cannot be separated by an arterial, unless within 1 block of a signalized intersection. Satellite parking also permitted.
Buckley	None stated

Table 6
Parking Lot Location Requirements (continued)

Jurisdiction	Location Requirement
Burien	Within 500'
Camas	Within 400'
Cheney	None stated
Clark Co.	On site or within 300'
Des Moines	None stated
DuPont	Within 500'
Edmonds	Within 300' of structure to be served. If in downtown business area, the parking must be within that zone.
Enumclaw	Other than CB-2, on site unless there is a shared parking arrangement.
Everett	In B-3 zone, parking not allowed between the building and the street. In B-3 zone, parking must be within 1000'. In other areas, <10 acres must be within 300', > than 10 acres, within 600'.
Federal Way	Case by case
Ferndale	Same lot or within 300'. Distance may be extended by the city council.
Fife	On site. Within 500' of the use.
Issaquah	On site or within 800'; Further off-site if shuttle service to the lot and lot will only be used by employees.
Kent	On site or within 500'
King Co.	Within 600'; For lots that abut buildings, portion of lot must be within 150'. For certain uses, the lots shall be placed at side or rear of structure where feasible.
Kirkland	Case-by-case
Kitsap Co.	na
Lacey	45' from centerline of the right-of-way. Lots to be located on side or rear within CBD.
Lakewood	150 - 300'
Lynden	On site or within 300-400'
Lynnwood	On site. If off-site, must be within 200'. Also remote parking permitted with conditional use permit.
Marysville	Within 500'. "Parking areas should be located and designated to consider impacts to the streetscape. Where feasible, on-site parking shall be located at sides or rear of buildings or complexes.
Medical Lake	In institutional zoning district: pedestrian access required.
Mercer Island	Same lot or adjoining lot or lots -or within 500' of primary building entrance.
Monroe	On site, unless an approved joint use.
Mountlake Terrace	150' to 300' from use intended to serve.
Mukilteo	Not more than 300' from use intended to serve. May be further in downtown business district with approval of planning director or designee.
Olympia	At rear or side of building. This can be waived under certain circumstances. Must be within 700' for shared arrangements. Off-site permitted if shared arrangement on file of regular shuttle serves the lot.
Pierce Co.	Within 150' to 350'
Port Orchard	Within 500'. For all purposes permitted in downtown mixed-use district, parking spaces may be located on consolidated off-site district at accessible locations about the downtown district

Table 6
Parking Lot Location Requirements (continued)

Jurisdiction	Location Requirement
Poulsbo	All on-site, unless approved by parking review committee.
Puyallup	Except CBD - On-site or within 300' of walking distance.
Redmond	Not between building and street in pedestrian zone.
Renton	On same property or within 600-750'. This may be relaxed if the building occupant has a shuttle or other acceptable transportation system between remote lot and use.
Sea Tac	Within 500'. If a non-residential use in a residential zone, must be on-site and within 150'.
Seattle	Within 800'
Selah	Within 300' of structure to be served
Shoreline	Within 500'.
Snohomish Co.	Not more than 300' from use intended to serve
Spokane	On same lot, or within 400 to 600'
Spokane Co.	On site or within 150'. Cannot be separated by an arterial.
Sumner	Within 500'. In non-residential zones, on-site parking areas shall be located to the rear or side of the principal buildings except where standards in the district indicate otherwise.
Tacoma	Same lot or within 800'. All lots must contain pedestrian access within the lot to building entrances and to the public sidewalk. In transit overlay district, no parking shall be located between building and street.
Thurston Co.	Same lot or within 300'
Toppenish	Within 50-500' depending on the use.
Tukwila	On site or within 800'. Further if shuttle provided.
Tumwater	Employee parking must be on-site. On site or within 1/4 mile of primary entrance to building.
Union Gap	On site or within 200'
Vancouver	Within 300 - 800'
Washougal	Contiguous to building, within 300'
Whatcom Co.	Within 700'
Woodinville	Within 500'
Yakima	150-300 feet
Yakima Co.	150 - 500 feet
Yelm	150 - 300 feet

5. Shared Parking

Nearly all CTR-affected jurisdictions permit shared parking arrangements. Only Airway Heights and Buckley do not contain language in their codes that address shared parking arrangements.

Shared parking is called different things in different jurisdictions. The terms mixed use, joint parking, joint use, mutual use, cooperative areas, cooperative parking, and collective use are all used in CTR-affected jurisdictions to describe the arrangement where two or more buildings can

share one parking facility. The differences lie in whether or not the parties that are sharing the parking intend to use the parking facility at the same time, or if the hours of peak usage vary.

Another stipulation that all jurisdictions place upon shared arrangements is the on-file covenant. Each property manager or business owner who intends to use the shared parking facility must sign an agreement and file it with the jurisdiction in which the facility shall be located. These covenants typically last for three to five years.

Table 7 lists the criteria for permitting shared use of facilities, as well as any circumstances by which a shared facility can have fewer parking spaces than the sum of the requirements for the land uses that share the parking facility.

**Table 7
Parking Supply Requirements for Shared Facilities**

Jurisdiction	Shared Facility Space Requirements
Algona	Sum of the uses.
Arlington	Mixed uses: sum of the uses. If peak hours vary, reductions permitted.
Auburn	An detailed table has been produced to show which reductions will be acceptable. 18.52.030. (b2)
Bellevue	20% reduction below the sum of the uses permitted downtown if hours overlap. If hours do not overlap, it shall be the highest amount for any single use. Other areas: properties within 1000' of each other, convenient pedestrian connections exist, well-signed. Non-overlapping hours, sum of the uses or a 10% reduction permitted if: uses share a property line; vehicular connection between the lots exist, pedestrian connections exist, and well-signed.
Bellingham	Joint parking: pedestrian walkway between parking facility and generator.
Blaine	Mutual use: if hours the same, parking provided for the sum of the uses. Joint use (different hours) 50% daytime/nighttime. 100% from churches and schools.
Bothell	Shared reductions of 10%; more if certain conditions met.
Bremerton	Joint use: 50% if shared by daytime/nighttime uses.
Burien	Reduction of 10%; greater if 5000 sf lot, 1 hour gap between uses, study conducted, not less than minimum for any single use.
Camas	Joint use: permitted between daytime and nighttime/Sunday uses.
Cheney	Cooperative area: if at different times, both may be credited with the shared area. Mixed uses: sum of requirement for each use.
Des Moines	Shared parking can be reduced by 20% for same hours of operation. If different peak hours, can be reduced by 50%.
DuPont	Cooperative parking provisions: if at different hours, reduction permitted to a total representative of the greatest demand likely to occur at any one time.
Edmonds	Sum of uses, some reductions permitted, Joint use: 50% daytime/nighttime.
Everett	Sum of the uses.
Federal Way	Shared parking may receive a maximum 10% reduction.
Ferndale	Collective use of the facility: sum of all parties using it. If hours of operation do not overlap, city council may grant exemption to summation requirement.

**Table 7
Parking Supply Requirements for Shared Facilities (continued)**

Jurisdiction	Shared Facility Space Requirements
Fife	Joint use reduction: if at different times, use the highest parking requirement for the participating uses. Excess parking can be leased to another user.
Issaquah	As long as peak hours don't overlap, amount of parking for highest use will be provided. If hours overlap, requirement will be the sum of the uses. Good pedestrian access between shared uses. Shared arrangements will be evaluated after first year.
Kent	Joint use: reduced if total parking exceeds 5000 sf, lots connected by pedestrian walkway, 10% reduction permitted, lower if peak hours vary, to as low as minimum for one of the parties in the agreement.
King Co.	Over 5000 sf. Must have improved pedestrian facilities if a combined on-site off-site facility. Shared must be within 800'. 10% reduction permitted, more if dissimilar peaks; demand study submitted; total not to be less than minimum for one of the uses.
Kirkland	Must be for greatest number of spaces for uses operating at same time.
Lacey	50% reduction for alternative programs.
Lakewood	Joint use permitted: may be less than sum under some conditions, otherwise it will be the sum of the uses.
Lynden	Mixed use: sum of uses. Joint use (within 150') 50% day/night. 100% for Sunday and/or nighttime parking facilities for church or auditorium incidental to a school.
Lynnwood	Covenant required.
Marysville	Mixed use: sum of uses. Joint use: 50/50 day/night. 100% day for church, auditorium incidental to pub/parochial school. Also, up to 100% of parking facilities required for park and ride lot may be provided by nighttime use or weekend use.
Medical Lake	Cooperative parking area: if at different times, each use will be credited with same cooperative parking area.
Mercer Island	Typically, sum of each use. 25% reduction when applicant demonstrates no adverse impact will result.
Monroe	50% of parking facilities required by a daytime use may be provided by nighttime use, and vice versa. These facilities must be within 150' of use.
Mountlake Terrace	Joint use: if peak hours vary. 50% from daytime/nighttime uses. 70% obtained from religious facility or an auditorium incidental to a public or private school for daytime uses. Joint location must be within 800' and not across arterial unless within 1 block of signed intersection.
Mukilteo	Reduction through planning director or designee if shared program developed. Joint uses if the peak hours differ.
Olympia	Demand studies may be required. Different hours of operation: 50% reduction. If similar hours, 2 uses 5% reduction, if 3 uses, 10% reduction, if 4 uses, 15% reduction
Pierce Co.	Joint use: permitted if peak hours of operation are different. Study must also be submitted.
Port Orchard	May be reduced if lot exceeds 5000 sf, if lot is on one site, or connected by pedestrian walkways. Also, reduction shall not exceed 10% unless different peak hours or study submitted.
Poulsbo	Included in CTR ordinance 18.53.060.c and approved by the Planning Director
Puyallup	Leased parking permitted. Common parking: sum of uses reduced by 10% where common facility has no more than 2 access drives to adjoining street. Joint use: permitted if peak hours differ. 75% of designated. daytime use can be for nighttime use, and vice versa.

Table 7
Parking Supply Requirements for Shared Facilities (continued)

Jurisdiction	Shared Facility Space Requirements
Redmond	Cooperative parking: if peak hours differ, a maximum 40% reduction below the sum of the uses may be permitted.
Renton	Encouraged if dissimilar peak hours. Otherwise it will be the sum of the uses.
Sea Tac	Reduction for shared use shall not exceed 10% for each use.
Seattle	Office and retail sales: 20% reduction provided it doesn't exceed the minimum requirement for the office use. If hours of operation differ, 90% to 100% of daytime uses can be provided by nighttime use. If the shared parking arrangement is a cooperative on (with overlapping hours) 20% reduction for 4 separate businesses, 15% reduction for 3 businesses, 10% for 2.
Selah	Dual use: can occur if peak times do not conflict.
Shoreline	Permitted if lot exceeds 5000 sf. Shared uses must be within 800' of uses. 10% reduction maximum unless study submitted by traffic engineer, and that the reduction will not fall below minimum for any single use.
Snohomish Co.	Mixed occupancy: sum of the uses. Joint use: (different peak hours) 50-50 daytime/nighttime use. 100% for Sunday and/or nighttime church/auditorium incidental to a public/parochial school.
Spokane	Permitted with planning director approval. Up to 25% reduction
Spokane Co.	Joint use permitted by building and planning director. 50% of required can be from day/night share. 100% of Sunday and/or nighttime parking facilities for church/auditorium incidental to public or parochial school.
Sumner	Cooperative parking: must be at least the sum of the amount of the greater of the uses at any one time, or deemed necessary by the director of community development department.
Tacoma	Encouraged by the city. Reductions as follows: 2 uses 10%; 3 uses 15%; 4 uses 20%. 50% for nighttime/daytime uses. 100% reduction if using church or auditorium incidental to a public or private school, college, or university.
Thurston Co.	Reductions from sum only permitted if peak demand hours do not conflict.
Toppenish	Joint: when hours of operation do not overlap. If same operating times, shared facility shall have the sum of the uses.
Tukwila	Encouraged by city. Covenant must be on file.
Tumwater	Combined uses (same hours) 2 uses get a 5% reduction from minimum, 3 uses get 10% reduction, 4 uses get a 15% reduction.
Union Gap	Multiple use = sum of uses. Joint use: 20 or more spaces, minimum requirement will be 75% of the sum of the various uses.
Vancouver	Public parking can be used to satisfy the requirements if there is a long-term lease agreement.
Washougal	Reductions when peak hours do not overlap.
Whatcom Co.	30% reduction permitted in resort commercial district. joint use: permitted if peak hours do not overlap.
Woodinville	Minimum size of lot is 5000 sf. Reductions permitted if peak hour usage varies, cannot be less than minimum for any single usage.
Yakima	Shared uses permitted; However, no reduction criteria stated.
Yakima Co.	Reductions if hours do not overlap.
Yelm	Mixed uses: sum of the uses, though a reduction of the required parking is possible if, through a quantified parking demand analysis, it can be demonstrated that parking requirements for the highest and best uses occur at off-setting peak times.

6. HOV and Bicycle Parking Requirements

Many communities include parking for High Occupancy Vehicles—vanpools and carpools—on a menu of options for new projects where the developer wants to or is required to reduce the

proposed site’s parking supply. The following jurisdictions have specific language in their parking codes that mandate the inclusion of HOV spaces for entire land use categories, and not just specific developments.

Table 8
HOV Off-Street Parking Requirements

Jurisdiction	Requirement
Bellevue	HOV loading spaces required
Bothell	1 HOV space per 20 vehicle spaces
Burien	For government and business services; 1 HOV space per 20 vehicle spaces
DuPont	For land uses that require a minimum number of spaces per employee, 1 HOV space per 20 vehicle spaces
King County	1 HOV space per 20 vehicle spaces
Port Orchard	For all government/business services and manufacturing uses with 25 or more employees. Minimum of 1, and one for all rideshare vehicles registered with Kitsap Transit’s Rideshare Vehicle Registration Program.
Seattle	At Major Institutions. Also in downtown zone, a percentage of all off-street
Shoreline	For government/business services and manufacturing classifications; 1 HOV space per 20 vehicle spaces.
Woodinville	For institution, business services, manufacturing uses; 1 HOV space per 20 vehicle spaces.

Table 9 lists the 20 CTR-affected jurisdictions that have bicycle parking requirements. This is an important feature for off-street parking because it supports a non-motorized, non-polluting form of commuting. Also, when individuals can see that bicycle parking is safe and convenient, and that they will not have to lock their bike to a tree or a sign post along the sidewalk, it makes it far more likely that employees will consider bicycle commuting.

Table 9
Bicycle Parking Requirements

Jurisdiction	Bicycle Parking Requirement
Bellingham	If more than 50 parking spaces, 10% of the number of required vehicle spaces.
Bothell	1:12 maximum of 20.
Bremerton	10% of minimums for auto parking except schools. Schools 1:20 students. For places that attract youth, 1/3 of required parking. Businesses that do not attract bicyclists, no requirement.
Burien	1:12. Can be raised or lowered, depending on the level of bicycle activity generated by the site.
Fife	Commercial, industrial, public and recreational uses with 25 or more parking stalls, minimum of 5 bicycle spaces. Planning director may require more if more than 100 car spaces.
Issaquah	1:12 can be reduced or increased if it can be demonstrated more or less bicycle activity will occur.
King County	If more than 6 vehicle spaces, 1:12. When more than 10 people employed at the site, locker-type facility shall be provided.
Kirkland	Determined on a case by case basis.
Olympia	A wide range of requirements for different land use types: 1:5 to 1:25, with a minimum of 2.
Port Orchard	A minimum of 1 space. Can be waived or raised by city engineer.
Poulsbo	1:20. In areas that offer special bicycling opportunities, 1:10. Also developers may receive credit in the form of decreased vehicle parking requirement: by providing 5 covered bicycle parking facilities, 1 vehicle space will be eliminated. This can be done to reduce up to 10% of required parking.
Puyallup	If there are 25 or more parking spaces - a minimum of 5 bike spaces with a secure facility required. If over 1000 auto stalls, city may require more bicycle parking.
Seattle	For Major Institutions: Medical; number equal to 2% of all employees present at peak hour. Educational; number equal to 10% of maximum students present at peak hour + 5% of employees. Other zones 10% of required parking. Non-residential structures over 10,000 sf: 1:20 spaces for developments requiring more than 20 vehicle spaces.
Shoreline	1:12 if there are at least 6 auto spaces.
Spokane County	For larger facilities: 2 racks for lots containing 50-74 spaces, and an additional rack is required for every additional 25 required parking spaces.
Sumner	There shall be 10% of the number of required off-street parking for non-residential uses.
Tacoma	In mixed-use centers, a number equal to 5% of car stalls for first 300 stalls. 1.5% for stalls in excess of 300.
Tukwila	1:50, minimum of 2 for high schools. hospitals, manufacturing uses.
Whatcom County	1 space per 1000 sf in resort commercial district, minimum of 1, whichever is greater.
Woodinville	If 6 or more vehicle spaces, 1:12.

7. The Local Options Parking Tax

The answer to this research question does not require a table. There are only two jurisdictions in the entire state that collect the Local Options Parking Tax. Bainbridge Island, a non-affected CTR community, takes in a little over \$100,000 per year from this tax. Sea Tac, a CTR-affected jurisdiction, projects revenues of \$4.6 million for fiscal year 1999. Eighty-five percent of the money they collect comes from the Port of Seattle, which operates the Sea Tac International Airport garage. The City of Sea Tac receives \$1.00 for each parking fee paid. The HOV lane on State Route 99 was partially funded through this method. Most of the other money is dedicated toward road maintenance and capacity expansion.

It can be seen that this tax is currently collected at commercial parking facilities located at points of embarkation—an airport and a ferry terminal. The opportunity for local governments to take advantage of this tax remains intact, but for a variety of reasons, most local decision-makers have not embraced it as a viable means of reducing the demand for parking or as a means of generating revenue.

University of Washington Research Associate Professor Cy Ulberg did an analysis on this tax in 1992. Professor Ulberg's chief concern with the tax as it is currently written is the fact that it only applies to commercial operations and it does not target free parking, which is the norm for off-street parking in Washington state. Ulberg recommended that the language of the tax be revised to include non-commercial parking facilities, but this effort has not been undertaken to date.

8. Parking Facility Development Fund

There are 12 CTR-affected jurisdictions that have established a fund for the construction of new parking facilities. The money deposited into this fund is from business owners or developers who want to avoid constructing all the parking spaces required by local code, and instead make a contribution that will be used at a later date for a parking facility managed by the city for use by the depositor and other contributors.

During the course of the research, it was noted that at least three communities have repealed this provision. Auburn, Puyallup, and Des Moines once had it, but took this provision out of their codes in the late 1980s. This prompted a phone survey of the communities still offering this option. It soon became clear that parking development funds—though sound conceptually—are rarely used, and pose some problems for the local governments charged with managing the fund. These problems include the timing of the parking facility construction using these funds, and how the money will be refunded if it is not spent in a timely manner.

Table 10

Communities Offering Parking Fund Contributions In-Lieu-Of Meeting Minimum Requirements

Jurisdiction	Details
Blaine	In downtown zones, \$2500 per space into the City of Blaine Cumulative Parking Fund.
Bothell	The off-street parking/downtown revitalization fund
Buckley	For downtown; \$750 per space
Edmonds	In downtown zone.
Ferndale	Downtown zones - the city of Ferndale off-street parking cumulative fund. This fund is to be used exclusively for parking facilities. \$2000 for 1 space to \$26,500 total for 10 spaces. Each space over 10 add \$3500.
Lacey	In Commercial Business District
Kent	Downtown local improvement district
Poulsbo	Project must still provide 80% of required parking on-site. Money collected will be dedicated to multi-modal transportation facilities.
Redmond	An in-lieu parking fee may be submitted to the City for each required parking space which is not provided on-site. The in-lieu parking fee shall be determined annually by the Technical Committee based on current land and construction costs.
Seattle	The downtown parking fund
Sumner	Local improvement district in commercial business district
Vancouver	Option exist in the city center.

9. Residential Parking Permit Program

The following 15 communities have established residential parking permit zones. These are implemented in neighborhoods threatened by parking spillover from community colleges, universities, large industries, government buildings, or ferry terminals.

Table 11

Communities With Residential Parking Permit Programs

Bellevue	Bremerton	Mulilteo	Renton	Tumwater
Bellingham	Edmonds	Olympia	Seattle	Vancouver
Bothell	Everett	Port Orchard	Tacoma	Yakima

10. On-street Overtime Fines

On-street parking fines are an important part of any community's parking program. If on-street parking is perceived as free, abundant, and unregulated, it has the same effect as having free and abundant off-street parking: it becomes far less likely that people will consider using alternative forms of transportation.

Table 12 depicts the monetary penalties that jurisdictions collect for overtime parking. It can be seen that many jurisdictions have extremely high fines. These fines exist where there are no time restrictions other than a 72 hour limit, and the infraction is aimed at abandoned vehicles, rather than commuters or shoppers.

**Table 12
On-Street Parking Fines**

Jurisdiction	Overtime Fine
Airway Heights	None
Algona	\$10.00 -\$47.00
Arlington	72 hour limit \$50.00. \$25.00 if paid within 10 days.
Auburn	\$2.00-\$5.00, after 15 days goes to \$5 -\$10.
Bellevue	\$13.00. Goes to \$30 if unpaid.
Bellingham	\$5.00 \$3.00 if paid within 72 hours
Blaine	Not more than\$75.00
Bothell	None
Bremerton	\$10 for first infraction in 30 days, \$25 for second infraction within 30 days, \$50 for third infraction in 30 days.
Buckley	\$1.00 (1972)
Burien	\$57.00
Camas	None
Cheney	\$25 after 72 hours
Clark Co.	None
Des Moines	Impound fee of \$50.00 or actual cost, whichever greater, and \$25.00 per day storage.
DuPont	None
Edmonds	\$5.00 if paid within 24 hrs. \$10.00 basic fine, increases by \$10.00 to max of \$30.00
Enumclaw	\$10.00, goes to \$25 if not paid on time
Everett	\$10.00. After 15 days, goes to \$20.00.
Federal Way	Not more than \$250
Ferndale	Not more than \$100
Fife	None
Issaquah	Not more than \$250
Kent	\$20.00
King Co.	\$50.00
Kirkland	Sliding scale based on frequency of infractions \$10 -\$100
Kitsap Co.	na
Lacey	\$25.00
Lakewood	\$10.00
Lynden	0 - \$100.
Lynnwood	None-repealed

Table 12

On-Street Parking Fines (continued)

Jurisdiction	Overtime Fine
Marysville	\$40.00. If paid within 24 hrs, drops to \$20.00. after 15 days, turned over to collection agency.
Medical Lake	None
Mercer Island	None
Monroe	None
Mountlake Terrace	None
Mukilteo	\$20.00. if paid within 72 hours, drops to \$10.00. if not paid within 15 days, goes to \$40.00
Olympia	\$10.00
Pierce Co.	Notice to appear in court may be issued
Port Orchard	In city lot - \$10.00- \$25 if late. \$50 for 3 or more tickets per month
Poulsbo	\$10.00 - goes to \$25 after 15 days.
Puyallup	\$5.00 - paid within 24 hrs. \$10.00 -reg. goes to \$25 after 30 days.
Redmond	None
Renton	None
Sea Tac	None
Seattle	License cannot be renewed until parking fines are paid. \$24 to \$28
Selah	None
Shoreline	None
Snohomish Co.	None
Spokane	\$10.00 -\$25.00
Spokane Co.	\$10.00 in Spokane Co. Courthouse garage.
Sumner	\$15.00 - \$25.00
Tacoma	\$15.00
Thurston Co.	None
Toppenish	None
Tukwila	Not more than \$250/impound. 72 hour on-street max.
Tumwater	Not to exceed \$200.00
Union Gap	None
Vancouver	\$5.00, going to \$25.00 after 15 days
Washougal	None
Whatcom Co.	None
Woodinville	None
Yakima	\$10.00
Yakima Co.	None
Yelm	\$10.00

11. Parking Cost Identified in Leases

This is another research question that does not require a table to depict the variations among jurisdictions. Bellevue is only community in the state that calls for the identification of the cost of leased parking for a new building. This may be one of the most important parking policy

innovations uncovered in the course of this review. Below is the actual language of this unique provision:

14.60.80 Transportation Management Program - Downtown.

- A. The director may require a transportation management program (TMP) for any project proposed within the downtown in order to reduce congestion, reduce peak hour trips, or implement the policies of the comprehensive plan.
- B. Programmatic Requirements.
1. The owner of a building with 50,000 gross square feet or more of office shall, in addition to the programmatic elements identified in the Transportation Management Requirement Chart in BCC 14.60.070(F), perform or cause to be performed the following elements:
- c. Identification of parking cost as a separate line item in such leases and a minimum rate for monthly long-term parking, not less than the cost of a current Metro two-zone pass.**

The reason that the City of Bellevue inserted this clause in their transportation code was to improve their ability to monitor the cost of parking in comparison to the cost of a two-zone transit pass, which had been a requirement of transportation management plans for some time. The city understood permitting parking costs that were less than the cost of a transit pass would essentially defeat the purpose of the transit pass provision. Therefore, this pricing requirement was added to the code.

The ramifications of this provision are significant. Not only does it mandate that new development publish the cost of leased parking by tenants, it legally establishes the relationship between parking price and transit usage cost, as well as a minimum parking price. Bellevue City Code 14.60.080 (C) represents the first time in state history that a city has linked parking price and transit fares in its rules of governance.

12. Other Features

Several interesting code features were uncovered during the course of this research. Examples include land bank provisions, parking supply reductions linked to CTR programs, and the formation of parking review committees. These code features and their code citations will be listed in Chapter 3.

Conclusion: Looking Back and Looking Ahead

Many of the suggested practices included in Governor's CTR Taskforce 1993 Parking Guidelines have been adopted. Below is a breakdown of the degree to which those recommendations have been adopted:

- At least eight jurisdictions (12 percent) have lowered their commercial office minimum ratios.

- At least three jurisdictions (five percent) have lowered their minimum ratios for manufacturing uses (Yakima, Spokane County, and King County). At least four jurisdictions (six percent) have raised their parking minimum supply ratios since 1992 (Kent, Issaquah, Marysville, and Snohomish County).
- At least 25 jurisdictions (39 percent) permit reductions below the minimum supply requirement and link these reductions to transportation demand management measures. These jurisdictions are:

Arlington	Issaquah	Mountlake Terrace	Renton	Tukwila
Bothell	Kent	Mukilteo	Seattle	Vancouver
Burien	King County	Olympia	Shoreline	Whatcom County
Dupont	Lynden	Port Orchard	Snohomish County	Woodinville
Everett	Lynnwood	Poulsbo	Sumner	Yelm

- Nine jurisdictions (14 percent) have HOV parking requirements.
- At least 57 jurisdictions (89 percent) permit shared parking arrangements if peak hours differ.
- 20 jurisdictions (31 percent) have bicycle parking requirements.
- At least 10 jurisdictions (16 percent) require that parking be located on the side or in the rear whenever possible, and require consideration of pedestrian movement when designing parking facilities.
- Several communities require parking fees for specific new developments, but these are typically at sites complying with conditions imposed under the State Environmental Policy Act (SEPA). The parking codes of two jurisdictions stipulate that parking shall remain free of charge. In the unincorporated areas of Spokane County:

“all required parking shall be made permanently free of charge to the customers of the use on-site maintained for parking purposes only.”

And in Union Gap:

“it shall be the responsibility of the owner and/or occupant of any main building or structure to provide, and thereafter maintain, the minimum free off-street facilities set forth in this chapter.”

Looking Ahead: Maintaining Reform Momentum

A review of parking literature from around the country indicates that Washington state is considered a leader in parking policy reform. This is based on the fact that many of the state’s jurisdictions have recognized the relationship between parking policy, transportation demand management, and commute trip reduction efforts—and revised their municipal and county parking codes accordingly.

The 1993 CTR Task Force Parking Guidelines encouraged jurisdictions to consider a series of recommendations when revising parking standards. These included:

- Shared parking for adjoining properties when their peak hours of operation differ.
- Establishment of an administrative process that encourages existing developments to reduce excess parking as an element of their CTR programs.
- Establishment of requirements for transit facilities if a development is located adjacent to a street with existing or planned transit service.
- Pursuit of grant dollars to support demonstration projects that provide incentives to encourage new and existing property owners to reduce parking supply and/or charge employees for parking.

The WSDOT CTR Office continues to support these recommendations. In addition to these, the CTR Office endorses a series of updated parking policy recommendations that combine strategies currently in place in Washington state with new strategies culled from the review of contemporary parking literature and recent federal environmental legislation. These strategies are intended to maintain parking policy reform momentum in Washington state and set an example for other states interested in supporting wiser land-use decisions, and reducing traffic congestion, air pollution, and fuel consumption. Some of these elements may be more difficult to implement than others, particularly pricing strategies and regional parking standards. Nevertheless, these strategies will support the attainment of the goals identified in the Commute Trip Reduction law—as well as salmon habitat restoration—if implemented. The CTR Office recommends that jurisdictions take the following actions:

1. **Impose off-street parking maximums.** All jurisdictions require minimum amounts of off-street parking, but few stipulate the maximum number of spaces that can be provided. Placing an upper limit on the number that can be built helps reduce impervious surface area, saves money, facilitates more compact development, and encourages alternatives to the automobile.
2. **Require bicycle and rideshare parking when a site has more than 10 automobile parking spaces.** Local governments can encourage ridesharing and bicycling by requiring additional off-street spaces for people who want to use these alternatives to driving alone.
3. **Institute Residential Parking Permit Programs.** Often, local governments are reluctant to reduce the minimum amount of parking required for a developer for fear of causing overflow parking on adjoining streets in residential neighborhoods. Residential Parking Permit Programs have proven to be an effective means of limiting this spillover parking.
4. **Streamline local administrative processes for permitting a developer to reduce parking supply.** Local officials are concerned that easy-to-get variances reduce the credibility of the government’s established policy. Easier and faster administrative reductions made by a local planning director or a similar body can be built into the code if certain criteria are met, including the establishment of an approved transportation mitigation plan for the site.

5. **Educate the public about the role of parking.** Many people fail to recognize the relationship between parking policy, traffic congestion, and auto-generated air pollution. Educating the public about these relationships while effectively promoting commute alternatives creates the foundation for reducing the number of required parking spaces.
6. **Partner with salmon recovery efforts to reduce parking supplies.** The impact of the listing of several salmon species as endangered creates an unparalleled opportunity to advocate for the reduction of off-street parking supplies. Local governments will be required to implement measures that support salmon habitat restoration, and reducing total parking surface area can be a cost-effective means of achieving this goal.
7. **Require more users to pay the real cost of off-street parking.** Parking is not free. Yet, the *perception* of free parking is a powerful incentive for people to drive alone to work. A small percentage of employers charge their employees for parking, even though the costs of providing it—land, construction, maintenance—are quite significant and continue to rise. Two related tactics—lease un-bundling (where the cost of parking is no longer hidden in a building lease) and employer parking cash-out—are excellent ways of exposing the user to the true cost of parking.
8. **Conduct new local parking demand assessments after users have begun paying the true cost of parking.** Many communities simply use parking supply ratios published by national planning associations or ratios used by neighboring cities. But all of these supply ratios are based on demand for what the user perceives is *free* parking. Once the user is exposed to true cost of parking through parking charges and/or parking cash-out, the minimum requirements may then be adjusted downward to reflect the anticipated shift in demand.
9. **Adopt regional parking standards in order to reduce jurisdiction competition.** Parking codes are established at the local level. However, variations between communities' parking codes can create a competitive environment in which the city's desire to lure new development may supersede its desire to create an infrastructure supportive of CTR. Standardizing parking codes on a regional basis would reduce this competition and better support the long-term and statewide goals of reducing traffic, air pollution, and fuel consumption.

Chapter 3 will highlight examples of code language that can be used to support these recommendations.

Chapter 3

Parking Code Components that Support Commute Trip Reduction

In this chapter, samples of CTR-supportive code components will be exhibited.

The success of the Commute Trip Reduction program is dependent upon a number of factors. These include the level of employer support, the existence of viable alternatives to drive-alone commuting, and a willingness of employees to change their commuting behavior. Another significant factor is local government off-street and on-street parking policies. As stated throughout this document, the provision of abundant and free parking stimulates the demand to drive alone between one's place of residence and employment. Fortunately, many of this state's communities have recognized the relationship between mode choice and parking policy, and have made revisions to their municipal and city codes to reflect this new awareness.

A number of Washington jurisdictions have developed excellent parking codes that reduce unnecessary supply, make it easier to reduce the amount of parking if certain criteria are met or certain conditions exist on a proposed development site, and support alternative transportation modes. Examples of this support take the form of priority parking for high occupancy vehicles and bicycles, and improved pedestrian amenities.

In order to foster CTR-supportive revisions to parking codes, actual code language from several Washington jurisdictions are listed below. In addition, other code provisions will be highlighted: Land bank arrangements; local government employee parking programs; local parking review teams; and, the state law governing the formation of local parking commissions.

Parking Code Purpose Statements

The purpose statement of a parking code identifies how a jurisdiction views the provision of parking, and lists the civic priorities that it believes the parking policy should support.

<i>Jurisdiction:</i>	King County
<i>Code Citation:</i>	21A.18.010 Development Standards - Parking and Circulation
<i>Code Language:</i>	The purpose of this chapter is to provide adequate parking for all uses allowed in this title; to reduce demand for parking by encouraging alternative means of transportation including public transit, rideshare and bicycles; and to increase pedestrian mobility in urban areas by: <ol style="list-style-type: none">A. Setting minimum off street parking standards for different land uses that assure safe, convenient and adequately sized parking facilities within activity centers;B. Providing incentives to rideshare through preferred parking arrangementsC. Providing for parking and storage of bicycles;D. Providing safe, direct, pedestrian access from public rights-of-way to structures and between developments; andE. Requiring uses which attract large numbers of employees or customers to provide transit stops.

Jurisdiction:
Code Citation:
Code Language:

Olympia

18.38.020 Parking and Loading

The objectives of this chapter are:

1. To provide accessible, attractive, well-maintained and screened off-street parking facilities.
2. To reduce traffic congestion and hazards.
3. To protect neighborhoods from the unwanted effects of vehicular traffic generated by adjacent non-residential land use districts.
4. To assure the maneuverability of emergency vehicles
5. To provide aesthetically pleasing parking facilities in proportion to individual land -use needs.
6. To implement comprehensive plan transportation demand management policies, thereby lowering single occupancy vehicle trips.

Jurisdiction:
Code Citation:
Code Language:

DuPont

Off-Street Parking

The purpose of the parking chapter of the municipal code is to:

- 1.1 Assure that the supply of off-street parking spaces reasonably satisfies demand of all but the peak demand times of the year;
- 1.2 Avoid over-reliance on on-street parking, and;
- 1.3 Retain enough scarcity so drivers have an incentive to utilize modes of transportation other than the single occupant vehicle, and so permeable soils are not unnecessarily paved over.

Parking Code Maximum Requirements

The establishment of parking maximum requirements reduces unnecessary impervious surfaces and eliminates the possibility that developers will construct parking well-beyond the jurisdiction minimum requirement.

Jurisdiction:
Code Citation:
Code Language:

Sumner

18.42.043 Maximum Number of Parking Spaces

For nonresidential developments of over 4,000 square feet, the maximum number of parking spaces shall not exceed 25 percent over the minimum standards identified in SMC 18.42.040. Requests for a variance to allow for greater than 25 percent over the minimum parking standards shall be reviewed as a variance in accordance with chapter 18.50 SMC.

Jurisdiction:
Code Citation:
Code Language:

Tumwater

18.50.070 Off-Street Parking

Required spaces represent minimum and maximum numbers unless otherwise noted.

High Occupancy Vehicle (HOV) Parking Requirements

Jurisdiction: **Port Orchard**

Code Citation: **C3 Parking and Vehicular Circulation**
Code Language: For all government/business services and manufacturing uses with 25 or more employees. Minimum of one, and one for all rideshare vehicles registered with Kitsap Transit’s Rideshare Vehicle Registration Program.

Jurisdiction: **Seattle**
Code Citation: **Chart 23.49.016 (A) Parking Requirements**
Code excerpt:

Long Term Parking Requirements
(expressed in parking spaces per 1,000 square feet of gross floor area of the use)

Areas with high transit access

Areas with moderate transit access

Use	Unrestricted Long Term	Carpool	Total	Unrestricted Long term	Carpool	Total
Office	0.54	0.13	0.67	0.75	0.19	0.94
Retail sales and service, except lodging	0.32	0.08	.40	0.56	0.14	0.70
Other non-residential	0.16	0.04	0.20	0.16	0.04	0.20

Jurisdiction: **Shoreline**
Code Citation: **18.18.090 Transit and Rideshare Provisions**
Code Language: A. All land uses listed in SMC 18.08.060(A), government/business services, and in Shoreline Municipal Code 18.08.080(A), manufacturing, shall be required to reserve one parking space of every 20 required spaces for rideshare parking as follows:

1. The parking spaces shall be located closer to the primary employee entrance than any other employee parking except handicapped;
2. Reserved areas shall have markings and signs indicating that the space is reserved; and
3. Parking in reserved areas shall be limited to vanpools and carpools established through ride share programs by public agencies and to vehicles meeting minimum rideshare qualifications set by the employer.

Bicycle Parking Requirements

Jurisdiction: **King County**
Code Citation: **21.18.030 (E) Parking and Circulation**
Code Excerpts: In any development required to provide six or more parking spaces, bicycle parking shall be provided. Bicycle parking shall be a bike rack or locker-type parking facilities unless otherwise specified.

1. Off-street parking areas shall contain at least one bicycle parking space for every 12 spaces required for motor vehicles except as follows:
 - a) the director may reduce bike rack parking facilities for patrons when it is demonstrated that bicycle activity will not occur at the site
 - b) The director may require additional spaces when it is determined that the use or its location will generate a high volume of bicycle activity.
2. Bicycle facilities for patrons shall be located within 100 feet of the building entrance and shall be designed to allow either a bicycle frame or wheels to be locked to a structure attached to the pavement.
3. All bicycle parking and storage shall be located in safe, visible, areas that do not impede pedestrian and vehicle flow, and shall be well-lit for nighttime use.

4. When more than 10 people employed on site, enclosed locker-type facilities for employees shall be provided. The director shall allocate the required number of parking spaces between bike rack parking and enclosed locker-type facility.

Jurisdiction:
Code Citation:
Code Excerpts:

Poulsbo

18.52.040 (A) Off-Street Parking Standards

In areas that offer special bicycling opportunities, such as parks and open spaces that also provide SOV parking, the ratio of bicycle parking to vehicle parking shall be 1:10. Developers may receive credit in the form of a decreased vehicle parking requirement by providing 5 covered bicycle parking facilities. For each 5 covered spaces provides, one vehicle space shall be eliminated. Up to 10% of vehicle parking may be substituted in this manner.

Jurisdiction:
Code Citation:
Code Language:

Spokane County

14.802 Off-Street parking and Loading Standards

For larger facilities: 2 racks for lots containing 50-74 spaces, and an additional rack is required for every additional 25 required parking spaces.

Jurisdiction:
Code Citation:
Code Language:

Puyallup

20.55.016 Parking Regulations

All commercial, industrial, institutional, and recreational uses which require 25 or more parking spaces pursuant to this title shall provide a designated bicycle parking area to accommodate a minimum of five bicycle spaces. Such bicycle parking areas shall provide a secure facility (e.g., rack, posts) to which to lock bicycles and shall be located so as to be reasonably convenient to the on-site use and not interfere with pedestrian and automobile traffic. Prior to issuing permits for facilities requiring 100 or more parking spaces pursuant to this title and/or uses with high expected bicycle traffic (e.g., schools) the city may require reasonable additional bicycle parking capacity over and above the minimum five spaces.

Residential Parking Permit Zones

Jurisdiction:
Code Citation:

Everett

46.30 Residential Permit Parking Zones

Code Excerpts:

- The traffic engineer, or citizens can call for an thorough impact analysis
- Zones will be designated by neighborhood if: 25% of dwelling units have less than two of-street parking spaces; on average, 50% of the available on-street parking is occupied during the daytime; 50% of the on-street spaces occupied during the daytime are occupied by vehicles of persons not residents of that neighborhood; or if the area is already posted with general on-street parking time limits.
- Public hearing must be held regarding the designation of the residential permit parking zone.
- All permits are valid for one year from date of issue
- Cost of the permit shall be set at a level not higher than that which will meet the costs of the operation of the residential parking zone program
- No residential parking zone permit shall be issued to any resident who, in the opinion of the city's traffic engineer or his designee, has sufficient off-street parking to provide parking for those vehicles owned or controlled by the applicant.

Jurisdiction:
Code Citation:

Yakima

9.50.200 Traffic

Code Language:

- A. Authority: residential parking permits for the central business district may be issued by the customer service (cs) manager or his designee.
- B. Permits may be issued to resident of the area described in subsection A upon written application of such resident to the customer service manager or his designee. Such applications shall contain the following information:
 - 1) Name address and telephone number of the applicant together with proof of residency at such address;
 - 2) Make, model and year of one passenger motor vehicle or pickup truck, neither of which shall exceed fourteen thousand pounds in gross weight, which is registered to the applicant and for which a permit is sought;
 - 3) The names of those persons living in at same residential unit as the applicant
 - 4) Such other information as the customer service manager or his designee may deem necessary in complying with the terms of this section.
- C. Issuance: upon proper application, the cs manager or his designee may issue a residential parking permit to the applicant upon payment of a 12 dollar non-refundable fee to cover the cost of administration . Such permits shall expire a year after its issuance and may be renewed annually. The permit shall be in the form of a vehicle windshield sticker issued by the cs manager or his designee containing the name of the applicant, the address of his residence, the make, model, year and license number of the vehicle to which such permit applies.
- D. Rules and regulations:
 - 1. no more than one residential parking permit may be issued to the resident of each residential unit within the area described in subsection A of this section. A residential unit means a housing unit in which all persons reside as a single group, such as a family, whether in a single or multiple dwelling.
 - 2. The permit only applies in the area described in subsection A. Such permit does not reserve a parking space in such area upon the public streets.
 - 3. the sticker must be applied the left rear window.
 - 4. Such permit shall not be transferable. Provided, that a permit which has more than 6 months remaining may be reissued by the CS manager or his designee for its unexpired term to the original applicant upon the applicant showing that the vehicle to which such permit applies has been sold, destroyed, or otherwise transferred or that the applicant has moved to another residential unit within the area described in subsection A and for which no permit is issued
 - 5. The permit granted under this section shall not apply to areas where parking is not otherwise allowed and the following restrictive parking zones: fifteen minute, 30 minute, loading zone, and handicapped zone. In addition, such permit applies only to parking within a quarter mile from the applicant's residence listed on the permit.
 - 6. It is unlawful to affix a permit issued under this section on a vehicle other than that to which it applies.

Shared Parking

Jurisdiction:

Tacoma

Code Citation:

13.06.350 Off-Street parking and Loading Areas

Code Language:

Cooperative Parking Area: Up to 20 percent reduction in the number of parking spaces for four or more separate uses; 15 percent for three separate uses; and 10 percent for two separate uses shall be allowed under the following conditions:

- 1. The plan shall be for a collective off-street parking area serving two or more nonresidential buildings or uses developed through voluntary cooperation or under a

- parking district which may hereafter be provided by law; and
2. Such collective off-street parking shall occupy an area of no less than 5,600 square feet.

Jurisdiction:
Code Citation:
Code Language:

Olympia

18.38.180 Shared Parking Facilities

Combined Parking Area: Two (2) or more uses which have similar hours of operation and combine parking facilities may qualify to decrease the number of parking stalls as follows. The Site Plan Review Committee may require a parking demand study to ensure sufficient parking is provided.

Two (2) uses: Five (5) percent reduction.

Three (3) uses: Ten (10) percent reduction.

Four (4) or more uses: Fifteen (15) percent reduction.

Jurisdiction:
Code Citation:
Code Language:

Lacey

16.24.110 Central Business District

Upon demonstration to the enforcing officer, and/or site plan review committee that effective alternatives to automobile access are in effect, they may reduce, by not more than 50 percent, the parking requirement otherwise prescribed for any use, or combination of uses on the same or adjoining sites, to an extent commensurate with the permeance, effectiveness and demonstrated reduction in off-street parking demand effectuated by such alternative programs.

Alternative programs that may be considered by the enforcing officer and/or site plan review committee under this provision include, but are not limited to the following:

- a) private vanpool operation
- b) transit/vanpool fare subsidy
- c) imposition of a charge for parking
- d) provision of subscription bus service
- e) flexible work hour schedule
- f) capital improvements for transit service
- g) preferential parking for carpools and vanpools
- h) participation in the ridematching program
- i) reduction of parking fees for carpools and vanpools
- j) establishment of a transportation coordinator to implement carpool, vanpool, and transit programs
- k) bicycle parking facilities

Administrative Modifications

Jurisdiction:
Code Citation:
Code Language:

Lynden

19.51 Off-Street Parking

Reduction of required spaces permitted when effective alternatives to automobile access are proposed. 40 percent reductions may be granted by the Director of Public Works for vanpooling, ridematching for carpools, and the provision of subscription bus service.

Jurisdiction:
Code Citation:

Snohomish County

18.45.055 Off-Street Parking

Code Language: Reduction of required spaces when effective alternatives to automobile access are proposed. Reduction up to 40percent “to an extent commensurate with the permanence, effectiveness, and demonstrated reduction in off-street parking demand effectuated by such alternative programs.

Jurisdiction: **Olympia**
Code Citation: **18.38.080 Parking and Loading**
Code Language: Criteria to Reduce Parking

- a) Decrease in Required Parking. In addition to the following requirements, the Site Plan Review Committee may require that all or some administrative variance design requirements listed for increased parking be met (e.g., bike racks, landscaping, etc.), and require other measures to ensure all impacts associated with reduced parking are mitigated. Any motor vehicle parking spillover which can not be mitigated to the satisfaction of the Site Plan Review Committee will serve as a basis for denial.

Decrease of 1% to 20%	Decrease of 21% to 40%
The Site Plan Review Committee may allow a 1% to 20% decrease in required parking after:	The Site Plan Review Committee may allow a 21% to 40% decrease in required parking after:
1. Shared parking and combined parking opportunities are fully explored; and	1. Shared parking and combined parking opportunities are fully explored; and
2. On-site park-and-ride opportunities are fully explored; and	2. On-site park-and-ride opportunities are fully explored; and
3. Compliance with commute trip reduction measures, as required by state law, if applicable; and	3. Compliance with commute trip reduction measures, as required by state law, if applicable; and
4. The site is shown to be no closer than 300 feet from a single-family residential zoned neighborhood; and	4. The site is shown to be no closer than 300 feet from a single-family residential zoned neighborhood; and
5. A report is submitted providing a basis for less parking and mitigation necessary to offset any negative effects.	5. A report is submitted providing a basis for less parking and mitigation necessary to offset any negative effects.
	6. The site is served by transit or can be served within 6 months of occupancy, (within 3 blocks or 600 feet, whichever is less).

Jurisdiction: **Kent**
Code Citation: **15.05.040 Off-Street Parking and Loading Requirements**
Code Language: The Planning Director may reduce parking requirements by up to 20 percent if the business has a CTR program filed with the city. If not a CTR affected site, the site can reduce 1 stall for every 2 carpool stalls, or one stall for every vanpool stall.

Jurisdiction: **Seattle**
Code Citation: **23.54.020 Standards for Access and Off-Street Parking**
Code Language: Reductions to Minimum Parking Requirements for Non-Residential Uses: Substitution for Alternative Transportation. For new or expanding administrative offices or manufacturing uses which require forty (40) or

more parking spaces, the minimum parking requirement may be reduced up to a maximum of forty (40) percent by the substitution of alternative transportation programs, according to the following provisions:

a. For every certified carpool space accompanied by a cash fee, performance bond or alternative guarantee acceptable to the Director, the total parking requirement shall be reduced by one and nine-tenths (1 9/10) spaces, up to a maximum of forty (40) percent of the parking requirement. The Director shall consult with the Seattle Rideshare Office in certifying carpool spaces and the location of carpool parking.

b. For every certified vanpool purchased or leased by the applicant for employee use, or equivalent cash fee for purchase of a van by the public ridesharing agency, the total parking requirement shall be reduced by six (6) spaces, up to a maximum of twenty (20) percent of the parking requirement. Before a certificate of occupancy may be issued, details of the vanpool program shall be spelled out in a Memorandum of Agreement executed between the proponent, the Director, and the Seattle Rideshare Office.

c. If transit or transportation passes are provided with a fifty (50) percent or greater cost reduction to all employees in a proposed structure for the duration of the business establishment(s) within it, or five (5) years, whichever is less, and if transit service is located within eight hundred (800) feet, the parking requirement shall be reduced by ten (10) percent. With a twenty-five (25) percent to forty-nine (49) percent cost reduction, and if transit service is located within eight hundred (800) feet, the parking requirement shall be reduced by five (5) percent.

d. For every four (4) covered bicycle parking spaces provided, the total parking requirement shall be reduced by one (1) space, up to a maximum of five (5) percent of the parking requirement, provided that there is access to an arterial over improved streets.

Jurisdiction:
Code Citation:
Code Language:

Tukwila

18.56 Off-Street Parking and Loading Regulations

Administrative variances are only eligible for requests for reductions of required parking between 1% and 10%. Requests for reductions from minimum parking standards in excess of 10% must be made to the Planning Commission and include a demand study. (18.56.140) The criteria for this reductions include: all shared parking strategies are explored; on-site park and ride opportunities are fully explored; site is in compliance with CTR or if not affected, agrees to become affected; at least 300' from single family residential zone; a report is submitted describing basis for less parking and mitigation necessary to offset any negative effects.

Overtime Parking Fines

Jurisdiction:
Code Citation:
Code Language:

Kirkland

12.45.320 Vehicles and Traffic

- 1) First violation within any sixty consecutive calendar days: \$10
- 2) Second violation within any sixty consecutive calendar days: \$25
- 3) Third violation within any sixty consecutive calendar days: \$50
- 4) Fourth violation and each succeeding violation within any sixty consecutive calendar days:\$100

The Kirkland police department, including the “parking enforcement person” is authorized to impound any vehicle determined to be in violation pursuant to section 12.45.220;

provided, that such violation is the second violation within any nine hour period.

Jurisdiction: **Marysville**
Code Citation: **11.08.250 Parking Regulations**
Code Language: \$40 overtime parking. If paid within 24 hours, the fine drops to \$20.00. After 15 days, the violation is turned over to a collection agency.

Jurisdiction: **Seattle**
Code Language: Fines are \$24 to \$28. Violators will not get a license renewal until all fines are paid.

Unique Employee Parking Programs

Jurisdiction: **Vancouver**
Code Citation: **9.92.010 Traffic**
Code Language: As recommended in Staff Report 426-80 and approved by city council on November 24, 1980, and as discussed in SR 278-A-80, an employee carpool program for downtown Vancouver is established. For purposes of this program, a "carpool" is defined as any instance in which two or more persons regularly drive together to and from downtown Vancouver at least four days per week. Preference may be granted to carpools with three or more participants. Permits shall be issued to individuals applying for and qualifying for said program and such permits shall authorize permit holders to park in one of eighty-two on-street parking spaces herein designated for carpools between the hours of seven a.m. and nine a.m., Monday to Friday. Such permits shall be displayed on vehicles as required by rules and regulations established and to be established pursuant to this chapter.

9.92.020 Spaces designated.

Eighty-two on-street parking spaces, as shown on the map attached to the ordinance codified in this chapter as Exhibit "A," are designated carpool parking spaces. Such spaces shall be signed accordingly and designated exclusively for carpool use, as defined by this chapter, between the hours of seven a.m. to nine a.m., Monday through Friday. After the hour of nine a.m., such spaces shall be open to other parking uses if not occupied by a vehicle with such a permit, subject to any other applicable parking regulations.

Jurisdiction: **Kirkland**
Code Citation: **Chapter 105**
Code Excerpts: There is no employer parking in the central business district. Downtown employers submit a list of employee names, home addresses, and vehicle license numbers. Fines for employee infractions range from \$25 to \$105, depending on the frequency of infraction.

Jurisdiction: **Edmonds**
Code Citation: **8.51 Traffic**
Code Excerpts: Edmonds Employee Permit Parking Program. The purpose of this chapter is to provide more parking to the general public in high demand parking areas by encouraging Edmonds business owners and employees to park in lower demand parking areas.

"Employee parking permit" means a permit that authorizes permit employees to

park for more than three hours in three-hour parking areas if the parking is part of a commute to work as required by this chapter. The employee parking permit shall not guarantee a parking space, nor shall it exempt the vehicle or operator from observing zones where a party is prohibited at all times, including but not limited to no parking zones, load zones, fire zones and all other applicable regulations contained in the Edmonds City Code. Commute exemption from three-hour parking limits.

A. The three-hour parking time limits for streets identified in ECC 8.51.030(B) shall not apply to motor vehicles that satisfy the following criteria:

1. The motor vehicle displays a current employee parking permit that hangs from the rear view mirror of the vehicle or is conspicuously placed on the dashboard if there is no rear view mirror; and
2. The motor vehicle is parked in a three-hour parking area identified in ECC 8.51.030(B); and
3. The motor vehicle initially driven to the parking area was occupied by a person who:
 - a. Is employed by a business that has been issued employee parking permit(s); and
 - b. Is identified in ECC 8.51.040 (C)(1); and
4. The motor vehicle is parked while the person identified in ECC 8.51.030(A)(3) is working for the employee permit business that provided the employee parking permit that is displayed in the vehicle; and
5. The motor vehicle is identified in ECC 8.51.040(C)(1); and
6. The motor vehicle is parked in a three-hour parking area between 7:00 a.m. and 6:00 p.m., Monday through Saturday, except for parking in the parking lot for the Edmonds public works division, identified by ECC 8.51.030(B)(15), at which the motor vehicle is parked between 7:00 a.m. and 6:00 p.m., Monday through Friday.

Issuance of employee parking permits.

A. An owner or the lead supervisor of an employee permit business shall be the only person(s) who may acquire employee parking permits for themselves and their employees from the Edmonds city clerk. The total number of employee parking permits issued per employee permit business shall not exceed 51 percent, rounded up to the nearest whole number, of the total number of permanent permit employees that work at the employee permit business. A permanent permit employee is a permit employee that works an average of at least 20 hours per week at the employee permit businesses and is anticipated to work at the employee permit business for at least an additional six months within the calendar year for which the employee parking permit is issued.

B. The owner or lead supervisor shall be responsible for distribution of employee parking permits to permit employees employed by the employee permit business. Employee parking permits may be transferred from one employee or owner within an employee permit business to another

C. Applications for employee parking permits shall be made upon forms provided by the city of Edmonds and shall at a minimum contain the following information:

1. Name and address of all persons who will use the employee parking permits for the three-hour parking exemptions granted by this chapter.
2. Name and address of the employee permit business and the owner or lead supervisor responsible for the application.
3. Employee permit business address.
4. Work hours of persons who will be using the employee parking permit.
5. Responses by each person who will be using an employee parking permit to a parking survey issued by the city clerk that will be used to verify the assumptions used to justify this chapter.

D. Employee parking permit application forms shall be signed by the owner or lead supervisor identified in ECC 8.51.040(C)(2) as well as every person who will be using

an employee parking permit issued as a result of the application.

E. The issuance of employee parking permits under this chapter shall be contingent upon the payment of a \$25.00 application fee per permit for applications received through June 29th of each calendar year. The application fee for applications received on or after June 30th of each calendar year shall be reduced to \$12.50. Application forms can be updated to reflect changes in the information required by this section so long as no additional employee parking permits are requested.

F. Employee parking permits shall be effective for the calendar year for which they are issued, except that permits applied for after December 1st shall be effective through the subsequent calendar year. [Ord. 3146 § 1, 1997; Ord. 3068 § 1, 1996].

8.51.045 Employee permit parking fund created.

There is hereby created a special fund to be known as the "employee parking permit fund". All application fees received by the city pursuant to ECC 8.51.040(E) shall be deposited in this fund. All monies in this fund shall be used solely and exclusively for the administration of the employee permit parking program created by this chapter. [Ord. 3079 § 1, 1996].

8.51.050 Unlawful employee permit parking activities and revocation.

A. It shall be unlawful for any person to duplicate and use an employee parking permit for purposes of parking more than three hours in a three-hour parking area and it shall also be unlawful to otherwise use an employee parking permit for purposes of avoiding parking restrictions in any manner not specified by this chapter.

B. The city clerk may revoke the employee parking permit of any person the clerk determines has abused the employee parking program by engaging in unlawful activities specified in ECC 8.51.050(A). The city clerk's determination may be appealed by the permit holder to the city council, which shall grant a hearing for the appeal and issue written findings of fact and conclusions of law in support of its decision. A permit holder who has had his or her permit revoked shall be ineligible for reissuance of the permit for a period of one year from the date of revocation. [Ord. 3068 § 1, 1996].

Land Bank Provisions

A land bank is a method by which developers or business owners can designate an area for future parking if the need arises, but rather than pave the area, it can be landscaped and made available for pedestrian paths or outdoor lunch areas. It reduces impervious surface area, but eliminates the risk of future insufficient supply in the event the parcel and its structure are converted to other land uses which may require more parking.

Jurisdiction:

Arlington

Code Citation:

Unified Development Code Chapter IX C: Off-Street Parking

Code Language:

Adjustment of Parking Supply:

- a) Definition: An adjustment to parking requirements is a specific agreement between a property owner and the City's Responsible Official that the number of spaces actually needed for a specific building or use is, or will likely be, less than otherwise required due to site-specific circumstances such as provision for Shared parking or provision for

Alternative Transportation Reduction actions. The petitioner for an adjustment must agree to provide a “Land Bank” (that is, an area of land or the right to use of land set aside for possible future development of a surface lot or parking structure) so that if circumstances prove that more parking is required, it can be added. The land banking functions described herein are meant to provide economic relief to owners or developers in certain circumstances but an application for adjustment must fully justify the granting of such condition.

- b) Procedure: In specific instances set forth in this Section, the Responsible Official may approve a reduction in required parking spaces. Applications for such a reduction must be submitted in writing accompanied by the following:
 - 2) Land Bank Provision: A site plan showing how the additional number of spaces otherwise required could subsequently be provided on the site. The additional parking area shall maintain all required yards, setbacks and driveways for subject property and shall meet all requirements of this Unified Development Code. The additional parking areas may be provided in a surface lot or structured facility, as determined in a surface lot or structured facility, as determined by the city to be practical, feasible, and compatible with the site plan for the use.

Jurisdiction:
Code Citation:
Code Language:

Issaquah
18.09.080 Parking

Delay of Installation: Reserved Parking.

- a) Purpose and Intent: The purpose of reserved parking is to:
 - 1. Provide less “paved and striped” parking than the minimum required, given documentation by the applicant which indicates a lower parking demand for the specific site or use; and
 - 2. Provide landscaping in lieu of remaining parking which would be converted into “paved and striped” parking if site/use conditions change. The intent of reserved parking is to permit less impervious surface until conversion to parking is deemed necessary by the Planning Director/Manager.

Parking Review Committees

Parking review committees, like the one described below, can serve as powerful advocates for transportation demand management measures and reduce the likelihood that new developments will construct excessive parking or fail to include facilities that support alternative transportation modes.

Jurisdiction:
Code Citation:
Code Language:

Poulsbo
18.52.030 Off-Street Parking Standards

- A. The city shall organize a parking review committee to aid in creating solutions to parking challenges within the city especially in the downtown core and shoreline areas. The committee shall be referred to as the review committee and shall consider all types of alternative methods of transportation and parking concepts such as park and ride lots, public transportation centers, bicycle parking and “shared” parking lots and structures. The committee will also establish a relationship with downtown merchants and business groups to help improve circulation and parking. The review committee’s main goal will be to limit traffic congestion and parking congestion. The review

committee shall be composed of the planning director, a city councilperson, planning commissioner, Kitsap Transit representative, citizens at large, and business representatives. The review committee shall meet when required by a specific project proposal, prior to that proposal's technical staff review, and shall consider parking and circulation with a project, and make recommendations to staff on conditions of approval or project design alternatives, only as they relate to parking and circulation.

- B. Transportation demand management measures may be used to offset the need for additional parking spaces, if the applicant provides a rational nexus for such measures. Review of materials shall be accomplished as a required in Chapter 18.61, table 18.61 A, Threshold of review. All recommendations of the parking review committee shall be incorporated into the staff report and conditions of approval prepared for the proposed project.

Parking Commissions

The establishment of parking commissions, and their ability to construct and finance new parking facilities in strategic locations, can potentially be used as a means of reducing minimum supply requirements in specific locations.

Jurisdiction:

Applicable Statewide

Code Citation:

RCW 35.86A Off-Street Parking - Parking Commissions

Code Excerpts:

The parking commission is authorized and empowered, in the name of the municipality by resolution to:

- Own and acquire property and property rights by purchase, gift, devise, or lease for the construction, maintenance, or operation of off-street parking facilities, or for effectuating the purpose of this chapter; and accept grants-in-aid, including compliance with conditions attached thereto;
- Construct, maintain, and operate off-street parking facilities located on land dedicated for park or civic center purposes, or on other municipally-owned land where the primary purpose of such off-street parking facilities is to provide parking for persons who use such park or civic center facilities, and undertake research, and prepare plans incidental thereto subject to applicable statutes and charter provisions for municipal purchases, and in addition may own and operate other off-street parking facilities.
- Establish and collect parking fees, require that receipts be provided for parking fees, make exemption for handicapped persons, lease space for commercial, store, advertising or automobile accessory purposes, and regulate prices and service charges, for use of and within and the aerial space over parking facilities under its control;
- Cause construction of parking facilities as a condition of an operating agreement or lease;
- Determine the need for and recommend to the city council:
 - a) The establishment of local improvement districts to pay the cost of parking facilities or any part thereof;
 - b) The issuance of bonds or other financing by the city for construction of parking facilities;
 - c) The acquisition of property and property rights by condemnation from the public, or in street areas;

Parking fees for parking facilities under control of the parking commission shall be maintained commensurate with and neither higher nor lower than prevailing rates for parking charged by commercial operators in the general area.

Next Steps

This manual represents the first comprehensive review of the parking policies of Washington's CTR-affected jurisdictions. All of the jurisdiction parking reviews required under RCW 70.94.527 [4e] were analyzed, and each jurisdiction's traffic and zoning codes were examined for this project.

The Commute Trip Reduction Office would like to expand the discussion of parking policy and its relationship to the program's goals of reduced traffic congestion, air pollution, and fuel consumption. Has your community made recent changes to its parking policy? Has your community developed new programs that affect the supply and price of parking? Readers are encouraged to contact the CTR Office at (360)705-7839 and let staff know about any recent changes made to local government parking policy. CTR staff intend to revise this document in early 2000 to reflect these code revisions.

Changing the manner in which parking is supplied and priced at the local level can have a dramatic impact upon the use of alternatives to the single occupant vehicle. To support this end, this manual has touched upon the history of parking policy, depicted the policy variations among CTR-affected jurisdictions across the state, and highlighted actual parking code language that support the goals of commute trip reduction. The reader is encouraged to use this manual as a resource and tool to change local parking policy in order to increase demand for alternative transportation modes, reduce impervious surfaces, aid in the restoration of salmon habitat, and improve the health and vitality of Washington's communities for the 21st century.

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Internet Resources

Web Site

URL Address

1000 Friends of Washington	http://www.1000friends.org/
American Planning Association	http://www.planning.org/
Association for Commuter Transportation	http://tmi.cob.fsu.edu/act/act.htm
Association of Washington Cities	http://www.mrsc.org/awcfiles/awc.htm
California Air Resources Board	http://www.arb.ca.gov/homepage.htm
Center for Urban Transportation Research	http://www.cutr.eng.usf.edu/
Department of Community Trade, and Economic Development	http://www.wa.gov/cted/
Eno Foundation	http://www.enotrans.com/
European Parking Association	http://www.parking-net.com/epa/
Greater Redmond Transportation Management Association	http://www.grtma.org/aboutus.html
Institute of Transportation Engineers	http://www.ite.org/
Municipal Research Services Center	http://www.mrsc.org/
Parking Trend Network	http://www.parking-net.com
Puget Sound Regional Council	http://www.psrc.org/
Seattle Times: Search	http://www.seattletimes.com/search/
The Center of Urban Water Resource Management at the University of Washington	http://weber.u.washington.edu/~cuwrm/
The Cost and Consequences of Suburban Sprawl	http://www.sierraclub.org/transportation/sprawl/sprawl_report/
The International Council for Local Environmental Initiatives	http://www.iclei.org/
The Oregon Department of Environmental Quality	http://www.deq.state.or.us/
The Parking Meter	http://www.ionet.net/~luttrell/
The Parking Profession - The International Parking Institute	http://www.parking.org/
The Transportation Action Network	http://www.transact.org/
The United States Environmental Protection Agency	http://www.epa.gov/
The Urban Land Institute	http://www.uli.org/index.htm
TRAC: Local Option Commercial Parking Tax Analysis	http://www.bts.gov/smart/cat/TRAC.html
TransNow	http://weber.u.washington.edu/~transnow/
Transportation Choices Coalition	http://www.transportationchoices.org/
University of Washington	http://www3.cac.washington.edu/
US Department of Transportation	http://www.dot.gov/
Washington State Department of Ecology	http://www.wa.gov/ecology/
Washington State Legislature	http://www.leg.wa.gov/
WSU Cooperative Extension Energy Program	http://www.energy.wsu.edu/

Appendix A

Local Government Parking Matrices

The following pages contain information that was collected from a review of municipal and county codes. The codes are housed in the Municipal Research and Services Center Library at 1200 5th Avenue, Seattle. **To view the individual matrices, follow the link on the main document page.**

Abbreviation Key

In order for the reader to understand the abbreviations that are used within these tables, the following key has been provided. For a description of the terms used in the left column of each table, see the discussion of research questions in Chapter 2.

Abbreviation	Term	Definition
sf	square feet	A two dimensional measurement of area
gfa	gross floor area	The total square footage of all floors in a structure as measured from the interior surface of each exterior wall and including halls, lobbies, enclosed porches and fully enclosed recreation areas and balconies, but excluding stairways elevator shafts, attic space, mechanical rooms, restrooms, uncovered steps and fire escapes, private garages, carports and off-street parking and loading spaces. Storage areas are included in gfa (<i>from the City of Yakima</i>).
gla	gross leasable area	The gross floor area reduced by the area of public lobbies, common mall areas, permanently designated corridors, and atriums or courtyards provided solely for pedestrian or merchandise access to the building from the exterior, and/or for aesthetic enhancement or natural lighting purposes.
nsf	net square feet	The total number of square feet within the inside finished wall surface of the outer building walls of a structure excluding major vertical penetrations of the floor (elevators and other mechanical shafts, and stairwells) mechanical equipment, parking areas, common restrooms, common lobbies, and common hallways. Storage area is included in the net square feet calculation unless the property owner demonstrates that it cannot be converted to habitable space (<i>from the City of Bellevue</i>).
kgfa, kgla, and knsf	gross floor area, gross leasable area, net square footage per 1000 square feet	This is each the of the above units of measurement per 1000 (k) square feet. Because many of the parking requirements are based on ratios of 1 space per 250 square feet, or 350 square feet, for example, a conversion is made to 1000 square feet to enable the reader to make better comparisons.