

TECHNICAL MEMORANDUM

Project: 2018 Downtown Off-Street Parking Study

Subject: Supply and Occupancy Survey

Date: January 15, 2019

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This memorandum summarizes the methodology and findings of the Downtown Off-Street Parking Study performed for the Seattle Department of Transportation (SDOT) in May and June 2018. This survey of off-street facilities is the third study commissioned by SDOT with the previous two studies conducted in 2014 and 2016. These studies expand data previously collected by SDOT (2012 and 2013 off-street parking studies along the Waterfront and in Pioneer Square), and the Puget Sound Regional Council (PSRC) (2010 and 2013 off-street parking studies in the Central Business District, International District, and the Waterfront). These data for the off-street parking facilities together with Seattle’s Annual On-Street Parking Study provide a comprehensive account of parking conditions and trends in downtown Seattle.

This memorandum presents the methodology for the off-street parking inventory and data collection, and summarizes parking space type by subarea, rate trends, and parking occupancy.

1. Study Area

Figure 1 shows the study area for the 2018 Downtown Off-Street Parking Survey. It includes all areas from the 2016 study with the exception of the Uptown Edge (Northeast) since recent data were collected for that area for studies to redevelop the Seattle Center Arena. The area for the 2018 study was extended to include sampling in the Capitol Hill South/Pike Pine area, with occupancy surveys of the four largest public parking facilities in that area (nearly 60% of the total public parking supply). The boundaries for the study area west of Interstate 5 are generally Valley Street to the north, S Royal Brougham Way to the south, Elliott Bay to the west, and Interstate 5 to the east as shown on Figure 1. The boundaries for the Capitol Hill South/Pike Pine area are E Olive Street to the north, E Union Street to the south, Summit Avenue to the west and Nagle Place to the east. The study area map shows both the subareas as defined by SDOT and the Puget Sound Regional Council (PSRC), the latter of which are used by the PSRC when it performs region-wide parking surveys. For this analysis, the subareas were defined as follows:

Commercial Core Areas

- Financial
- Retail
- Waterfront

Outside Commercial Core Areas

- Belltown North and South
- Belltown North Waterfront
- Capitol Hill South/Pike Pine
- Chinatown/ID Core and Edge
- Denny Triangle North and South
- Pioneer Square Core and Edge
- Stadium
- South Lake Union
- Uptown Triangle



Source: Seattle Department of Transportation, January 2019

2018 DOWNTOWN OFF-STREET PARKING SURVEY

Figure 1
2018 Off-Street Parking Study Areas and Facilities



This study collected data for 241 of the 270 publicly-available parking facilities in the area. In most of the subareas, 100% of the facilities and parking spaces were inventoried. With the exception of intentionally sampling in the Capitol Hill South/Pike Pine area, where about 60% of the spaces were surveyed, those with sampling rates less than 100% were due to access being prohibited during one or more time periods. For the full study area, 98% of the spaces were surveyed. Sampling rates for all subareas are presented in Table 1.

2. Survey Methodology

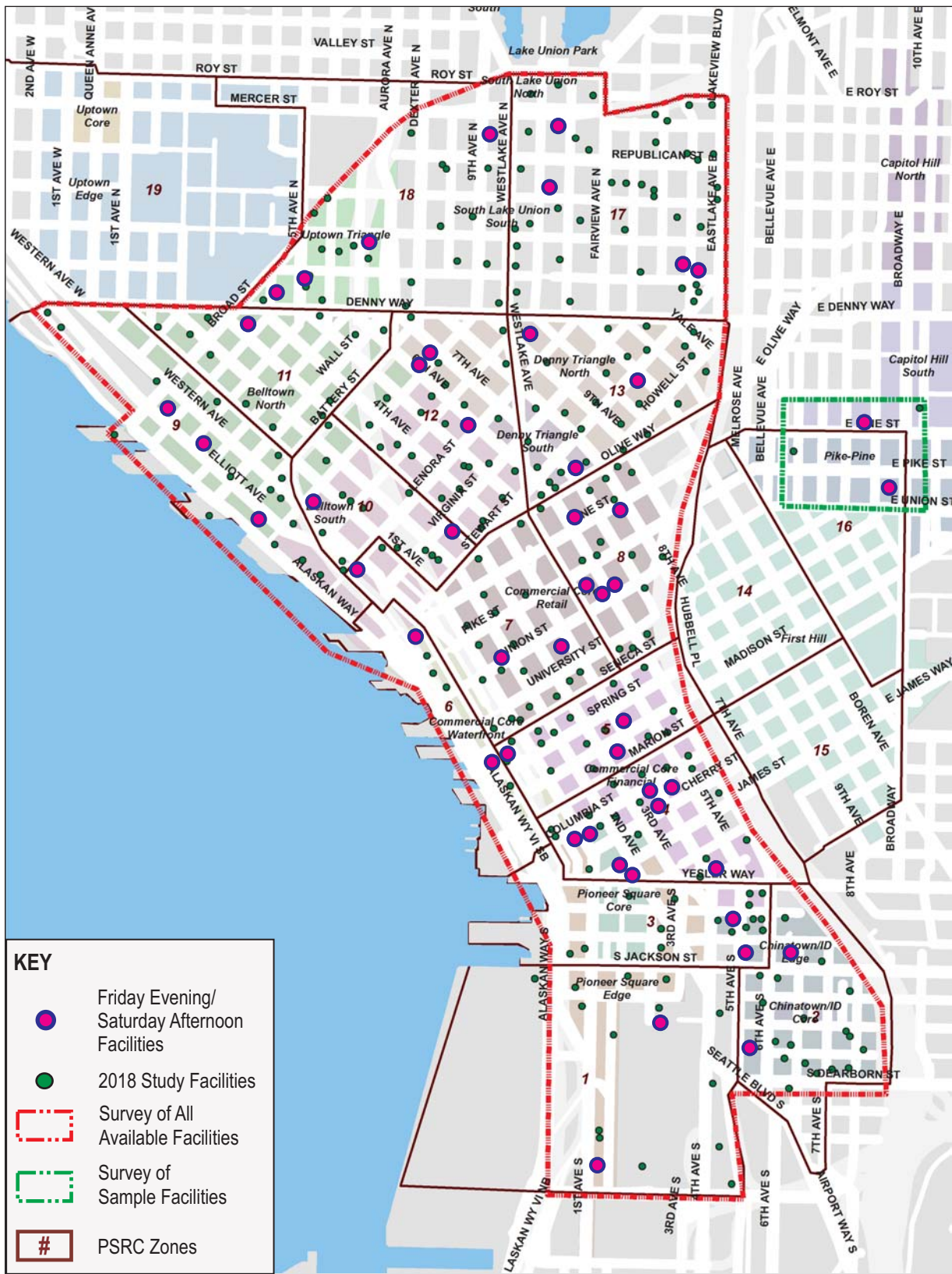
2.1. Parking Areas

Table 1 provides information about the number of facilities and spaces located in each subarea. The comparable PSRC zones are also identified. The survey only included facilities and parking spaces that are available for public parking Monday through Friday between the hours of 8:30 A.M. and 6:00 P.M. The number of parking spaces fluctuates on the weekend. Some public facilities are closed and some facilities with parking spaces reserved during the workweek are available to the public in the evenings and on the weekends. At four facilities, access was denied but occupancy data were provided by the attendants, and incorporated into the study results.

Evening and weekend data collection were performed for a sample of key facilities in each subarea. The off-street sample sites were selected to represent a mix of small and large facilities as well as surface parking lots and garages. These locations are shown in Figure 2.

2.2. Changes from 2014, 2016, and 2018

The 2014 study focused on surveying all publicly-available facilities in the Commercial Core and a sample of facilities outside the Commercial Core. For both the 2016 and 2018 studies, weekday surveys were performed at all facilities in all areas, and evening and weekend surveys were performed at a sample of facilities in all areas. The 2018 survey increased the number of facilities surveyed in the South Lake Union neighborhood compared to the 2016 survey and added a sample of facilities in the Capitol Hill South/Pike Pine area. A comparison of results for facilities surveyed in all three studies (2014, 2016, and 2018) is provided in Section 4.



**2018 DOWNTOWN
OFF-STREET
PARKING SURVEY**

Figure 2
Location of Off-Street Facilities
Surveyed on
Friday Evening and Saturday Afternoon



**2018 Downtown Off-Street Parking Study
Supply and Occupancy Survey**

Table 1. Downtown Off-Street Parking by Subareas

Commercial Core Areas	Comparable PSRC Zones	Number of Off-Street Parking Facilities			Number of Parking Spaces		
		Total ^a	Inventoried ^b	% Inventoried	Total ^a	Inventoried ^b	% Inventoried
Financial	4, 5	30	29	97%	9,358	9,168	98%
Retail	7, 8	35	35	100%	12,898	12,898	100%
Waterfront	6	10	7 / 9	70% / 90%	2,357	2,117 / 2,297	90% / 97%
<i>Total Commercial Core</i>		75	71 / 73	95% / 97%	24,613	24,183 / 24,363	98% / 99%
Areas Outside Commercial Core							
Belltown North	9,11	19	19	100%	3,705	3,705	100%
Belltown North - Waterfront	9	3	3	100	351	351	100%
Belltown South	10, 12	30	30	100%	3,412	3,412	100%
Capitol Hill South/Pike Pine	4	32 ^c	4	13%	1,655	949	59%
Chinatown/ID	2, 3	17	17	100%	1,012	1,012	100%
Denny Triangle North	12, 13	22	22	100%	5,466	5,466	100%
Denny Triangle South	13	7	7	100%	1,878	1,878	100%
Pioneer Square Core	3, 4	6	6 / 5	100% / 83%	1,312	1,312 / 1,087	100% / 83%
Pioneer Square Edge	1, 3	15	14	93%	3,171	3,071	97%
South Lake Union	17,18	33	33	100%	8,161	8,161	100%
Stadium	1	4	4	100%	2,735	2,735	100%
Uptown Triangle	18	9	9	100%	715	715	100%
<i>Total for Areas Outside Commercial Core</i>		198	169 / 168	85% / 85%	33,573	32,767 / 32,542	98% / 97%
Total All Areas		273	240 / 241	88% / 88%	58,186	56,950 / 56,905	98% / 98%

Source: Heffron Transportation, Inc., July 2018.

- a. 'Number of Facilities Surveyed' includes off-street facilities accessible to the public during the workday between 8:30 A.M. and 6:00 P.M.
- b. Survey crews were prohibited from entering some facilities in the Waterfront and Pioneer Square Core area during one or more of the survey periods. The data are presented for "Morning / Afternoon" supply.
- c. Based on data in Pike-Pine Parking Management, Off-Street Parking Occupancy Survey (2014), Heffron Transportation, Inc., December 22, 2014 and Off-Street Parking Rates (2017), Heffron Transportation, Inc., July 25, 2017 that identified three new surface lots for public use. Excludes private parking facility that are not available on weekdays.



2.3. Data Collection

Parking occupancy counts were performed over an eight-week period between May 1, 2018 and June 16, 2018 during the following times:

- Weekday: Monday through Thursday, mornings between 8:45 A.M. and 12:00 P.M., and afternoons between 12:45 P.M. and 3:30 P.M.
- Weekend Evenings: Friday evening between 6:00 P.M. and 8:00 P.M.
- Weekends: Saturday afternoons between 11:30 A.M. and 2:30 P.M.

Data compiled from the City’s e-Park system determined that June is the average month for parking occupancy, with May being slightly lower than average. Data collection commenced in the areas outside of the Commercial Core Retail area first with all counts within the core downtown area being collected in June.

In addition to the number of vehicles parked in each garage, the data surveyors confirmed the number of parking spaces (parking supply) the hours of operation, parking rates, and parking space user restrictions (e.g., designated disabled parking space, reserved for carpool, etc.).

3. Survey Results

The parking survey data were compiled to show various metrics for each of the sixteen subareas. The following tables summarize the results and show:

Table 2. Off-Street Parking Occupancy Survey Results, Weekday Data – This table summarizes parking occupancy for each subarea during the weekday periods. Parking occupancy is defined as the number of parked vehicles divided by the number of available parking spaces.

Table 3. Off-Street Parking Occupancy Survey Results, Weekend Data – This table summarizes parking occupancy for the evening and weekend periods. The locations of the facilities included in the sample are shown on Figure 2. Some off-street facilities are closed during the evenings and weekends; thus, the number of available parking spaces fluctuates between survey time periods.

Table 4. Average Rates for Off-Street Parking – This table summarizes the average posted parking rates for each subarea for various lengths of stays. Posted rates do not apply to customers who may have a monthly parking pass.

Table 5. Parking by Type of Space – This table summarizes the various types of spaces that were designated in the surveyed garages.

Table 6. Occupancy by Type of Space – This table summarizes parking occupancy by type of space.



**2018 Downtown Off-Street Parking Study
Supply and Occupancy Survey**

Table 2. Off-Street Parking Occupancy Survey Results – Weekdays

Commercial Core Areas	Number of Facilities Surveyed ^a	Inventoried Parking Spaces (Supply) ^b	Weekdays			
			Morning		Afternoon	
			% Occupancy	Unoccupied Spaces ^c	% Occupancy	Unoccupied Spaces ^c
Financial	29	9,168	65%	3,219	71%	2,643
Retail	35	12,898	65%	4,524	70%	3,880
Waterfront	7 / 9	2,117 / 2,297	57%	913	63%	842
<i>Total Commercial Core</i>	<i>71 / 73</i>	<i>24,183 / 24,363</i>	<i>64%</i>	<i>8,656</i>	<i>70%</i>	<i>7,365</i>
Areas outside Commercial Core						
Belltown North	19	3,705	62%	1,409	73%	1,014
Belltown North - Waterfront	3	351	54%	161	63%	129
Belltown South	30	3,412	57%	1,455	70%	1,021
Capitol Hill South / Pike Pine	4	949	75%	241	75%	236
Chinatown/ID	17	1,012	43%	573	61%	398
Denny Triangle North	22	5,466	74%	1,421	88%	650
Denny Triangle South	8	1,878	71%	543	77%	427
Pioneer Square Core	6 / 5	1,312 / 1,087	67%	436	72%	305
Pioneer Square Edge	14	3,071	66%	1,052	62%	1,168
South Lake Union	33	8,161	70%	2,442	74%	2,113
Stadium	4	2,735	32%	1,872	39%	1,668
Uptown Triangle	9	715	58%	300	58%	303
<i>Total for Subareas Outside Commercial Core</i>	<i>169 / 168</i>	<i>32,767 / 32,542</i>	<i>64%</i>	<i>11,905</i>	<i>68%</i>	<i>9,432</i>
Total All Areas	240 / 241	56,950 / 56,905	64%	20,561	69%	16,797

Source: Heffron Transportation, Inc., July 2018.

a. 'Number of Facilities Surveyed' includes off-street facilities accessible to the public during the workday between 8:30 A.M. and 6:00 P.M.

b. 'Indicate total parking supply for the surveyed facilities.

c. Unoccupied spaces represent the number of spaces where vehicles are not parked.



**2018 Downtown Off-Street Parking Study
Supply and Occupancy Survey**

Table 3. Off-Street Parking Occupancy Survey Results – Evening and Saturday

Commercial Core	Friday Evening				Saturday Midday			
	Number of Facilities Surveyed ^a	Number of Parking Spaces ^a	% Occupancy	Unoccupied Spaces ^b	Number of Facilities Surveyed	Number of Parking Spaces ^a	% Occupancy	Unoccupied Spaces ^b
Financial	6	1,451	15%	1,230	6	1,451	13%	1,266
Retail	6	4,324	40%	2,604	6	4,324	47%	2,291
Waterfront	3	1,074	24%	819	3	1,074	70%	324
Total Core Area	15	6,849	32%	4,653	15	6,849	43%	3,881
Areas outside Commercial Core								
Belltown North	3 ^c	1,619	23%	1,245	4	2,214	33%	1,488
Belltown North - Waterfront	0	0	0	0	0	0	0	0
Belltown South	4	934	38%	576	4	934	46%	503
Capitol Hill South / Pike Pine	2	790	31%	542	2	790	43%	454
Chinatown/ID	4	548	37%	347	4	548	35%	356
Denny Triangle North	4	869	20%	698	1	400	25%	302
Denny Triangle South	1	582	11%	517	1	582	19%	471
Pioneer Square Core	3	827	19%	671	3	827	22%	649
Pioneer Square Edge	3	1,360	10%	1,229	3	1,360	9%	1,238
South Lake Union	5	1,843	18%	1,508	5	1,843	19%	1,484
Stadium	0	--	--	--	0	--	--	--
Uptown Triangle	2	517	23%	398	2	517	23%	396
Total Outside Commercial Core	31	9,889	22%	7,731	29	10,015	27%	7,341
TOTAL ALL AREAS	46	16,738	26%	12,384	44	16,764	33%	11,222

Source: Heffron Transportation, Inc., July 2018.

a. Weekend and evening surveys were performed for a sample of all parking facilities. Number of parking spaces indicate the total supply for the facilities surveyed.

b. Unoccupied spaces represent the number of spaces where no vehicle is parked.

c. One facility closed on Friday evening.



**2018 Downtown Off-Street Parking Study
Supply and Occupancy Survey**

Table 4. Average Rates for Weekday Off-Street Parking

Commercial Core Area	Number of Facilities ^a	Average Parking Rate				Early Bird Program ^b	
		2-Hour	4 Hour	All Day	Overnight	% Offering Early Bird	Average Early-Bird Rate
Financial	29	\$16.99	\$24.26	\$32.52	\$23.41	62%	\$15.78
Retail	34	\$13.58	\$21.00	\$33.38	\$33.73	47%	\$16.70
Waterfront	9	\$9.68	\$18.81	\$31.63	\$31.67	67%	\$15.71
Areas Outside Commercial Core							
Belltown North	19	\$6.74	\$14.01	\$17.06	\$8.25	63%	\$11.24
Belltown North - Waterfront	3	\$6.67	\$10.33	\$23.50	none	0%	--
Belltown South	29	\$11.35	\$16.95	\$26.79	\$26.00	48%	\$15.00
Capitol Hill South / Pike Pine	4	\$9.25	\$13.75	\$16.00	none	50%	\$11.00
Chinatown/ID	17	\$7.42	\$11.44	\$17.74	\$16.45	41%	\$11.61
Denny North	21	\$9.75	\$15.84	\$27.2	\$20.91	43%	\$15.00
Denny South	8	\$12.75	\$21.75	\$28.88	\$27.00	50%	\$16.50
Pioneer Square Core	6	\$13.17	\$21.67	\$37.33	\$12.50	83%	\$16.20
Pioneer Square Edge	15	\$13.00	\$19.79	\$32.86	\$16.67	27%	\$16.19
South Lake Union	30	\$5.76	\$11.51	\$23.07	\$19.20	17%	\$16.80
Stadium	4	\$9.00	\$12.75	\$19.25	None	75%	\$11.00
Uptown Triangle	8	\$9.15	\$17.09	\$21.07	none	38%	\$7.51

Source: Heffron Transportation, Inc., July 2018.

a. Number of Facilities indicates facilities with posted rates.

b. Applies to customers who arrive before a set time in the morning and typically park all day.



**2018 Downtown Off-Street Parking Study
Supply and Occupancy Survey**

Table 5. Parking Supply by Type of Space

	All Space Types ^a		EV Stations		Disabled		Carpool		Vanpool		Load/Unload		Carshare		Valet		Reserved	
	Number of Facilities	Total Spaces	Spaces	% of Total	Spaces	% of Total	Spaces	% of Total	Spaces	% of Total	Spaces	% of Total	Spaces	% of Total	Spaces	% of Total	Spaces	% of Total
Commercial Core																		
Financial	29	9,168	81	0.9%	197	2.1%	46	0.5%	2	0.0%	17	0.2%	11	0.1%	735	8.0%	1,075	11.7%
Retail	35	12,898	67	0.5%	248	1.9%	44	0.3%	13	0.1%	20	0.2%	24	0.2%	749	5.8%	668	5.2%
Waterfront	9	2,297	10	0.4%	35	1.6%	0	0.0%	0	0.0%	7	0.3%	15	0.7%	0	0%	393	17.1%
Areas Outside Commercial Core																		
Belltown North	19	3,705	2	0.1%	71	1.9%	61	1.6%	0	0.0%	0	0.0%	13	0.4%	190	5.1%	181	4.9%
Belltown North - Waterfront	3	351	0	0.0%	7	2.0%	0	0.0%	0	0.0%	2	0.6%	0	0.0%	0	0.0%	16	4.6%
Belltown South	30	3,412	18	0.5%	71	2.1%	2	0.1%	0	0.0%	12	0.4%	18	0.5%	131	3.8%	193	5.7%
Capitol Hill South/Pike Pine	4	949	6	0.6%	28	3.0%	16	1.7%	0	0.0%	0	0.0%	3	0.3%	0	0.0%	76	8.0%
Chinatown/ID	17	1,012	0	0.0%	27	2.7%	0	0.0%	0	0.0%	2	0.2%	2	0.2%	0	0.0%	63	6.2%
Denny North	22	5,466	71	1.3%	126	2.3%	127	2.3%	109	2.0%	11	0.2%	8	0.1%	49	0.9%	186	3.4%
Denny South	8	1,878	6	0.3%	46	2.4%	0	0.0%	25	1.3%	4	0.2%	6	0.3%	6	0.3%	118	6.3%
Pioneer Square Core	6	1,312	2	0.2%	31	2.4%	0	0.0%	0	0.0%	0	0.0%	8	0.6%	234	17.8%	121	9.2%
Pioneer Square Edge	14	3,071	40	1.3%	74	2.4%	0	0.0%	0	0.0%	0	0.0%	6	0.2%	216	7.0%	328	10.7%
South Lake Union	33	8,161	74	0.9%	184	2.3%	90	1.1%	267	3.3%	16	0.2%	4	0.0%	33	0.4%	645	7.9%
Stadium	4	2,735	5	0.2%	56	2.0%	0	0.0%	4	0.1%	12	0.4%	0	0.0%	0	0.0%	190	6.9%
Uptown Triangle	9	715	4	0.6%	20	2.8%	1	0.1%	0	0.0%	0	0.0%	4	0.6%	0	0%	115	16.1%

Source: Heffron Transportation, Inc., July 2018.

a. 'Number of Facilities Surveyed' includes off-street facilities accessible to the public during the workday between 8:30 A.M. and 6:00 P.M. Facilities were not included if space type information was not available or data collectors were not permitted to count occupancy.



**2018 Downtown Off-Street Parking Study
Supply and Occupancy Survey**

Table 6. Occupancy by Type of Parking Space

Commercial Core	Percent Occupancy by Space Type																	
	All Space Types ^a		EV Stations		Disabled		Carpool		Vanpool		Load/Unload		Carshare		Valet		Reserved	
	# of Facilities	Total Spaces	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
Financial	29	9,168	52%	73%	41%	37%	67%	74%	0%	0%	0%	12%	9%	55%	36%	45%	45%	50%
Retail	35	12,898	51%	36%	33%	38%	100%	77%	92%	100%	40%	35%	58%	42%	22%	11%	35%	44%
Waterfront	9	2,297	30%	10%	20%	27%	-- ^b	--	--	--	14%	29%	60%	47%	--	0%	52%	71%
Areas Outside Commercial Core																		
Belltown North	19	3,705	50%	50%	27%	35%	54%	84%	--	--	--	--	85%	77%	36%	33%	50%	50%
Belltown North - Waterfront	3	351	--	--	29%	29%	--	--	--	--	0%	0%	--	--	--	--	13%	31%
Belltown South	30	3,412	33%	33%	14%	23%	0%	0%	--	--	17%	17%	72%	22%	36%	38%	25%	25%
Capitol Hill South/Pike Pine	4	949	17%	17%	29%	39%	75%	56%	--	--	--	--	100%	100%	--	--	49%	39%
Chinatown/ID	17	1,012	--	--	15%	25%	--	--	--	--	100%	100%	50%	50%	--	--	35%	54%
Denny North	22	5,466	30%	63%	25%	34%	98%	98%	29%	83%	27%	9%	25%	13%	82%	88%	73%	78%
Denny South	8	1,878	0%	17%	30%	35%	--	--	0%	0%	0%	0%	83%	100%	0%	17%	62%	52%
Pioneer Square Core	6	1,312	0%	0%	35%	42%	--	--	--	--	--	--	25%	25%	52%	22%	43%	52%
Pioneer Square Edge	14	3,071	35%	23%	19%	18%	--	--	--	--	--	--	17%	33%	80%	11%	43%	49%
South Lake Union	33	8,161	77%	80%	27%	26%	71%	83%	83%	85%	56%	38%	75%	100%	100%	82%	58%	60%
Stadium	4	2,735	60%	60%	18%	16%	--	--	50%	25%	50%	8%	--	--	--	--	42%	50%
Uptown Triangle	9	715	0%	0%	25%	25%	0%	100%	--	--	--	--	75%	75%	--	--	42%	53%

Source: Heffron Transportation, Inc., July 2018.

a. 'Number of Facilities Surveyed' includes off-street facilities accessible to the public during the workday between 8:30 A.M. and 6:00 P.M. Facilities were not included if space type information was not available or data collectors were not permitted to count occupancy.

b. Note. '--' indicates that there was no available supply of that particular space type.



4. Comparison of 2014, 2016, and 2018 Survey Results

The Downtown Off-Street Parking Survey was performed in 2014, 2016, and 2018. Each year has expanded the number of facilities surveyed; however, some of the data collected can provide a useful comparison.

Change in Parking Supply

The total number of parking spaces that are publicly available in most of the subareas can be compared for the three study years. The results are summarized in Table 7. Within the Commercial Core area, the number of parking spaces decreased between 2014 and 2016 as many surface lots were removed for new construction. The supply increased by about 8% between 2016 and 2018 (with an additional 1,880 spaces) when new buildings were completed or new parking opened up to the public. For areas outside the Commercial Core, parking supply increased by about 12% (an additional 3,326 spaces) between 2016 and 2018. The largest increases occurred in the Denny Triangle and surveyed areas of South Lake Union. Comparisons are not available for the Capitol Hill South/Pike Pine area, which was added to the survey in 2018.



Table 7. Comparison of Parking Supply – 2014, 2016 and 2018

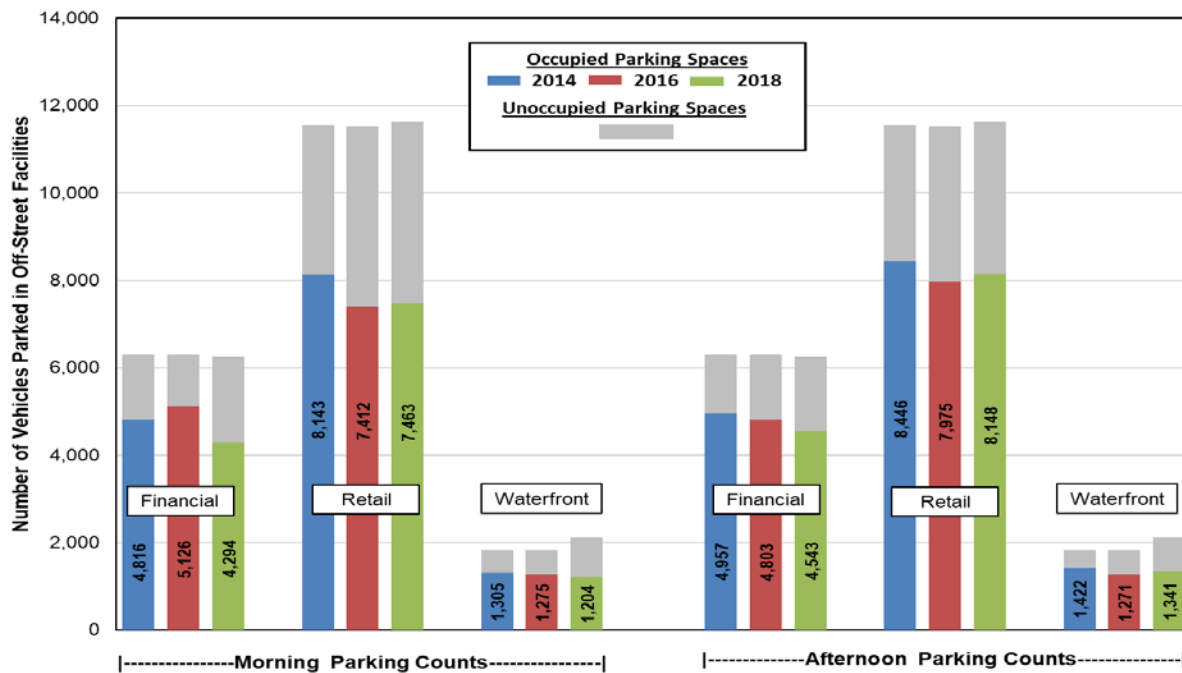
Commercial Core Areas	Number of Publicly-Available Off-Street Parking Spaces ^a			
	2014 ^b	2016 ^c	2018 ^d	% Change 2016 to 2018
Financial	8,057	8,536	9,358	10%
Retail	13,312	12,197	12,898	6%
Waterfront	2,198	2,000	2,357	18%
<i>Total Commercial Core</i>	23,567	22,733	24,613	8%
Areas Outside Commercial Core				
Belltown North	4,229	3,832	3,705	-3%
Belltown South	4,320	3,347	3,412	2%
Chinatown/ID	1,735	813	1,012	24%
Denny Triangle North	3,965	4,294	5,466	27%
Denny Triangle South	2,429	1,710	1,878	10%
Pioneer Square Core	1,476	1,294	1,312	1%
Pioneer Square Edge	2,323	2,721	3,171	17%
South Lake Union	n/a	6,867	8,161	19%
Stadium	n/a	2,734	2,735	0%
Uptown Triangle	n/a	629	715	14%
<i>Total for Areas Outside Commercial Core</i>	Not Comparable	28,241	31,567	12%

- a. Only facilities counted for all three studies (2014, 2016 and 2018) are included in the comparison.
- b. Source Technical Memorandum: Downtown Off-Street Parking Program, Supply and Demand Survey in June 2014, Heffron Transportation, Inc., September 30, 2014.
- c. Source Technical Memorandum: Downtown Off-Street Parking Study, Supply and Occupancy Survey in June 2016, Heffron Transportation, Inc., April 26, 2017.
- d. Source: Table 1 of this Technical Memorandum.

Parking Occupancy

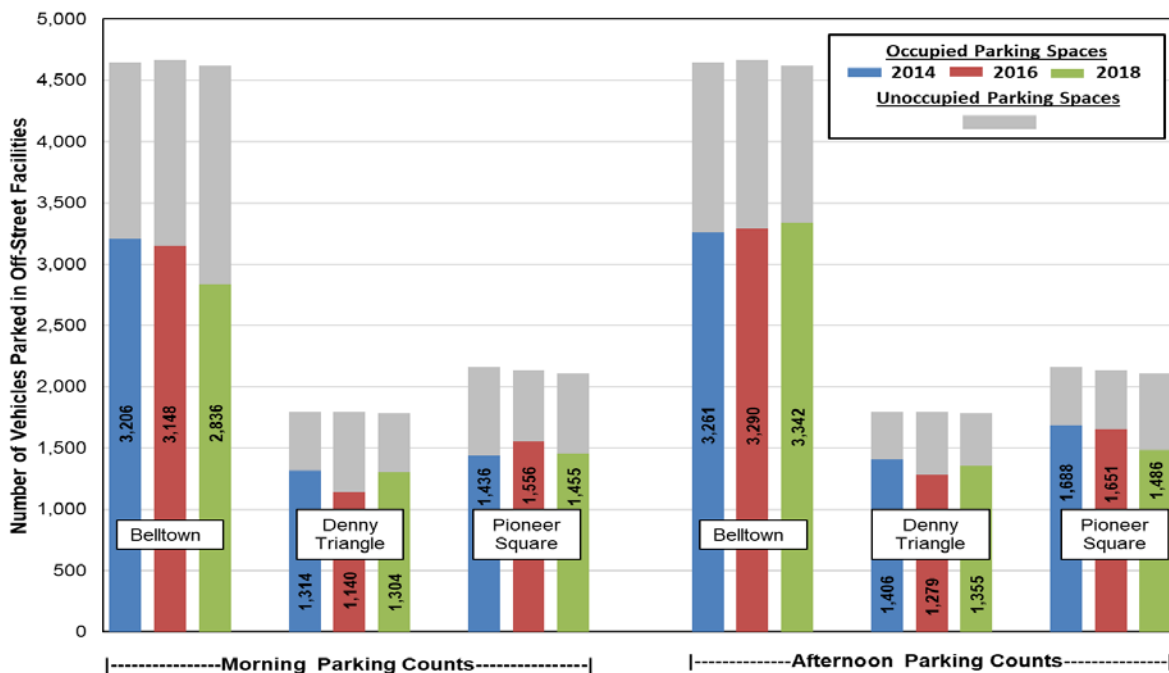
Direct comparisons of parking occupancy are possible for about 90 facilities with just over 28,000 parking spaces that have been surveyed for all three study years. Figure 3 and Figure 4 compare the number of occupied spaces within the Commercial Core Areas and areas outside of the Commercial Core, respectively. Overall, the number of vehicles parked in the comparative facilities has decreased since 2014. In Belltown, the number of vehicles parked during the afternoon period in 2018 was higher than for the same period in 2014. As noted above, the total number of spaces has increased in downtown, which may have resulted in some vehicles parking in facilities that did not exist in prior survey years.

Figure 3. Comparison of Occupied Spaces at Select Facilities in the Commercial Core Areas



Source: Heffron Transportation, Inc., August 2018.

Figure 4. Comparison of Occupied Spaces at Select Facilities Outside the Commercial Core



Source: Heffron Transportation, Inc., July 2018.



Parking Rates

Table 8 compares the parking rates for the three survey periods. As shown, the average rates for 2-hour parking have stayed relatively flat over that period. In 2014, the average cost to park for 2 hours was \$10.23 (average for all areas). That increased to \$10.66 in 2018, reflecting an annual increase of about 0.7%. However, the cost of daily parking has increased substantially, rising from an average of \$16.56 in 2014 to \$27.79 in 2018, an increase of about 9% per year. There have been several programs in effect since 2014 targeted to keep the cost of short-term parking low. The most notable is the Washington State Department of Transportation (WSDOT) partnership program with private garages in the Pioneer Square and Waterfront neighborhoods that set rates for short-term parking to be equivalent to the cost of on-street parking. That program may have helped contain the rates for parking at garages beyond that area.

Table 8. Average Rates for Weekday Off-Street Parking

Commercial Core Area	Average Rate – 2 Hour Parking			Average Rate – Daily Parking		
	2014	2016	2018	2014	2016	2018
Financial	\$13.73	\$15.23	\$16.99	\$20.64	\$32.75	\$32.52
Retail	\$12.34	\$12.77	\$13.58	\$19.34	\$30.60	\$33.38
Waterfront	\$9.33	\$10.32	\$9.68	\$16.86	\$29.94	\$31.63
Areas outside Commercial Core						
Belltown North	\$6.00	\$7.06	\$6.74	\$10.75	\$19.02	\$17.06
Belltown South	\$9.55	\$11.27	\$11.35	\$15.35	\$24.26	\$26.79
Chinatown/ID	\$9.42	\$8.10	\$7.42	\$13.63	\$18.95	\$17.74
Denny North	\$10.00	\$10.65	\$9.75	\$14.44	\$26.37	\$27.20
Denny South	\$12.67	\$11.71	\$12.75	\$23.00	\$27.73	\$28.88
Pioneer Square Core	\$10.69	\$12.33	\$13.17	\$18.19	\$36.00	\$37.33
Pioneer Square Edge	\$8.60	\$11.64	\$13.00	\$13.40	\$28.00	\$32.86
South Lake Union	n/a	\$7.53	\$5.76	n/a	\$19.89	\$23.07
Stadium	n/a	\$7.75	\$9.00	n/a	\$16.75	\$19.25
Uptown Triangle	n/a	\$8.40	\$9.15	n/a	\$19.38	\$21.07

Source: *Heffron Transportation, Inc., July 2018.*

a. *Number of Facilities indicates facilities with posted rates.*

b. *Applies to customers who arrive before a set time in the morning and typically park all day.*

5. Findings

The following summarizes the findings of the 2018 Downtown Off-Street Parking Study:

- Weekday parking occupancy in the Commercial Core was 64% during the morning and 70% in the afternoon, which is slightly lower than it had been in 2016 or 2014. Parking supply in this area increased by 1,880 spaces between 2016 and 2018.
- In areas outside the Commercial Core, parking was 64% occupied on a weekday morning and 68% on a weekday afternoon. The highest occupancy was in the Denny Triangle North area with 88% occupancy in the afternoon.
- Parking occupancy rates are much lower on Friday evenings and Saturdays. The select facilities surveyed in the Commercial Core were 32% occupied on Friday evening and 43% occupied on Saturday. Even lower rates were found outside the core area, with 22% occupancy on Friday evening and 27% occupancy on Saturday. The highest occupancy occurred along the Waterfront, which reached 70% occupancy midday on Saturday.
- The average parking rates for 2-hour parking have stayed relatively flat over the course of the three off-street parking studies. In 2014, the average cost to park for 2 hours was \$10.23 (average for all areas). That increased to \$10.64 in 2018, reflecting an annual increase of about 0.8%. The highest 2-hour rate is in the Financial Core area.
- The cost of daily parking has increased substantially, rising from an average of \$16.56 in 2014 to \$26.84 in 2018, an increase of about 10% per year. The highest daily rate is in the Pioneer Square core area.

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