

Ordinance No. 120953

Council Bill No. 114269

The City of Seattle
Council Bill/Ordinance

AN ORDINANCE relating to land use and zoning, amending Section 23.54.015 of the Seattle Municipal Code, modifying minimum parking requirements for multifamily uses that provide housing to low-income households, clarifying regulations, and correcting minor errors.

8-06-02 Approved 

10-14-02 Passed

CF No. _____

Date Introduced:	AUG - 5 2002	
Date 1st Referred:	To: (committee)	Land Use Committee
Date Re - Referred:	To: (committee)	
Date Re - Referred:	To: (committee)	
Date of Final Passage:	Full Council Vote:	
<u>10-14-02</u>	<u>9-0</u>	
Date Presented to Mayor:	Date Approved:	
<u>10-15-02</u>	<u>12/25/02</u>	
Date Returned to City Clerk:	Date Published:	T.O. <input checked="" type="checkbox"/> F.T. <input checked="" type="checkbox"/>
<u>12/25/02</u>	<u>No pub</u>	
Date Vetted by Mayor:	Date Veto Published:	
Date Passed Over Veto:	Veto Sustained:	

This file is complete and ready

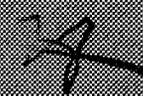
Law Department
Law Dept. Review

The City of Seattle - Legislative Department

Council Bill/Ordinance sponsored by:

NICASTRO


Councilmember

Committee Action:

⁽²⁾
8-06-02 Approve as Amended 2-0 (UN, RC)

⁽³⁾
10-14-02 Passed As Amended 9-0

This file is complete and ready for presentation to Full Council.

Committee:

(initial/date)

Law Department

Law Dept. Review

OMP
Review


City Clerk
Review


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*Law Dept. Review
Completed
Field Test Loaded*

10/14/02

ORDINANCE 120953

1
2 AN ORDINANCE relating to land use and zoning, amending Section 23.54.015 of the Seattle
3 Municipal Code, modifying minimum parking requirements for multifamily uses that
4 provide housing to low-income households, clarifying regulations, and correcting minor
errors.

5 WHEREAS, Land Use Policy 138 in the Seattle Comprehensive Plan provides direction to
6 balance the need to meet the approximate parking demand generated by new
7 development so as to avoid adding to congestion of parked cars on surrounding streets,
with the countervailing need to limit the effects structured parking can have on housing
8 costs, and to recognize the Seattle Comprehensive Plan's policies encouraging the use of
public transit and discouraging the use of automobiles; and

9 WHEREAS, Land Use Policy 139 in the Seattle Comprehensive Plan recommends allowing
exceptions to parking requirements for projects in which the parking demand of the
10 occupants may be significantly different from those of the general population; and

11 WHEREAS, Housing Policy 5 in the Seattle Comprehensive Plan recommends allowing lower
off-street parking requirements where lower car ownership and parking utilization can be
12 demonstrated; and

13 WHEREAS, Housing Policy 7 in the Seattle Comprehensive Plan recommends conducting
periodic assessment of the effects of City policies and regulations on housing
14 development costs and overall housing affordability, considering the balance between
housing affordability and the other objectives such as environmental quality, urban
15 design quality, maintenance of neighborhood character, and protection of public health,
safety and welfare; and

16 WHEREAS, the Office of Housing conducted a survey of parking utilization in low-income
17 housing projects in March 2001 to evaluate the impacts of the City's parking policies and
regulations on development costs for low-income housing projects and to identify
18 opportunities to lower off-street parking requirements based on survey findings; and

19 WHEREAS, Council adopted Ordinance 120004 on June 26, 2000, implementing key
20 recommendations in the Pike/Pine Urban Center Village Plan, including lower off-street
parking requirements within the Pike/Pine Overlay District, recognizing that car
21 ownership and parking utilization rates in this area are lower compared to those for the
city as a whole, as demonstrated through a neighborhood parking study; and

22 WHEREAS, Council adopted Resolution 30196 establishing the City's Neighborhood Planning
Policy Docket 17, On and Off-street Parking Management Strategies, providing direction
23 to the Strategic Planning Office, the Department of Design, Construction and Land Use,
Seattle Transportation, City Budget Office, Executive Services Department, and other
24



1 City departments to work with communities to develop and implement parking
2 management strategies; and

3 WHEREAS, Council adopted Ordinance 120541 on October 1, 2001 relating to land use and
4 zoning, modifying minimum parking requirements for multifamily uses that provide
5 housing for low-income households; and

6 WHEREAS, in discussing Ordinance 120541, Councilmembers requested the Executive to study
7 whether transitional housing or very low-income populations had car ownership patterns
8 that justified further modifications in minimum parking requirements for multifamily
9 uses serving such populations; and

10 WHEREAS, the Executive found car ownership patterns to be significantly different in certain
11 neighborhoods for households with incomes at or below thirty (30) percent of the median
12 family income, adjusted for household size, for the Seattle-Bellevue-Everett Primary
13 Metropolitan Statistical Area, as defined by the United States Department of Housing and
14 Urban Development; NOW THEREFORE,

15 **BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:**

16 Section 1. Chart A of Section 23.54.015 of the Seattle Municipal Code, which

17 Section was last amended by Ordinance 120609, is amended as follows:

18 **23.54.015 Required parking.**

19 * * *



Chart A
for Section 23.54.015
PARKING

Use	Parking Requirements
Adult care center ¹	1 space for each 10 adults (clients) or 1 space for each staff member, whichever is greater; plus 1 loading and unloading space for each 20 adults (clients)((-))
Adult family home	1 space for each dwelling unit((-))
Adult motion picture theater	1 space for each 8 fixed seats or 1 space for each 100 square feet of spectator assembly area not containing fixed seats((-))
Adult panoram	1 space for each 8 fixed seats or 1 space for each 100 square feet of spectator assembly area not containing fixed seats((-))
Airport, land-based (waiting area)	1 space for each 100 square feet((-))
Airport, water-based (waiting area)	1 space for each 100 square feet((-))
Animal services	1 space for each 350 square feet((-))
Animal husbandry (retail area only)	1 space for each 350 square feet((-))
Aquaculture (retail area only)	1 space for each 350 square feet((-))
Artist's studio/dwelling	1 space for each dwelling unit((-))
Assisted living facility ²	1 space for each 4 assisted living units plus 1 space for each 2 staff members on-site at peak staffing time; plus 1 barrier-free passenger loading and unloading space; plus loading berth requirements per Section 23.54.035
Automotive parts or accessory sales	1 space for each 350 square feet((-))
Ball courts	1 space per court((-))
Bed and breakfast	1 space for each dwelling, plus 1 space for each 2 guest rooms or suites((-))
Bowling alley	5 spaces for each lane((-))



Chart A
For Section 23.54.015 (Continued)

Use	Parking Requirements
((Brew pub)) <u>Brewpub</u>	1 space for each 200 square feet((-))
Business support services	1 space for each 2,000 square feet((-))
Business incubators	1 space for each 1,000 square feet((-))
Carwash	1 space for each 2,000 square ((fee-)) <u>feet</u>
Caretaker's quarters	1 space for each dwelling unit((-))
Cargo terminal	1 space for each 2,000 square feet((-))
Cemetery	None((-))
Child care center ^{1,9}	1 space for each 10 children or 1 space for each staff member, whichever is greater; plus 1 loading and unloading space for each 20 children((-))
Commercial laundries	1 space for each 2,000 square feet((-))
Commercial moorage	1 space for each 140 lineal feet of moorage((-))
Communication utilities	1 space for each 2,000 square feet((-))
Community centers ^{1,2} and Community clubs ^{1,2}	1 space for each 80 square feet of floor area of all auditoria and public assembly rooms not containing fixed seats; or 1 space for every 8 fixed seats for floor area containing fixed seats; or if no auditorium or assembly room, 1 space for each 350 square feet, excluding ball courts((-))
Community centers owned and operated by the Seattle Department of Parks and Recreation (DOPAR) ^{1,2,3}	1 space for each 555 square feet((-))



Chart A
For Section 23.54.015 (Continued)

Use	Parking Requirements
Congregate residences	1 space for each 4 residents((-))
Construction services	1 space for each 2,000 square feet.
Custom and craft work	1 space for each 1,000 square feet((-))
Dance halls (dance floor and table area)	1 space for each 100 square feet((-))
Dry storage of boats	1 space for each 2,000 square feet((-))
Family support centers located in community centers owned and operated by the Seattle DOPAR ³	1 space for each 100 square feet((-))
Floating homes	1 space for each dwelling unit((-))
Food processing for human consumption	1 space for each 1,000 square feet((-))
Gas station	1 space for each 2,000 square feet((-))
General retail sales and services	1 space for each 350 square feet((-))
Ground-floor businesses in ((multi-family))multifamily zones	None, maximum of 10 spaces((-))
Heavy commercial services	1 space for each 2,000 square feet.
Heliports (waiting area)	1 space for each 100 square feet((-))
High-impact uses((-))	1 space for each 1,500 square feet or as determined by the Director((-))
Horticultural uses (retail area only)	1 space for each 350 square feet((-))
Hospitals ¹	1 space for each 2 staff doctors; plus 1 additional space for each 5 employees; plus 1 <u>space</u> for each 6 beds((-))
Hotels	1 space for each 4 sleeping rooms or suites((-))



Chart A
For Section 23.54.015 (Continued)

Use	Parking Requirements
Institute for advanced study ¹	1 space for each 1,000 square feet of administrative offices and similar spaces; plus 1 space for each 10 fixed seats in all auditoria and public assembly rooms; or 1 space for each 100 square feet of public assembly area not containing fixed seats((-))
Institutes for advanced study in single-family zones (existing)	3.5 spaces for each 1,000 square feet of office space; plus 10 spaces for each 1,000 square feet of additional building footprint to house and support conference center activities((-)); or 37 spaces for each 1,000 square feet of actual conference rooms to be constructed, whichever is greater((-))
Kennel	1 space for each 2,000 square feet((-))
Lecture and meeting hall	1 space for each 8 fixed seats or 1 space for each 100 square feet of spectator assembly area not containing fixed seats((-))
Library ¹⁰	1 space for each 80 square feet of floor area of all auditoria and public meeting rooms; plus 1 space for each 500 square feet of floor area, excluding auditoria and public meeting rooms((-))
Major durables, sales, service, and rental	1 space for each 2,000 square feet((-))
Manufacturing, general	1 space for each 1,500 square feet((-))
Manufacturing, heavy	1 space for each 1,500 square feet((-))
Manufacturing, light	1 space for each 1,500 square feet((-))
Marine service station	1 space for each 2,000 square feet((-))
Medical services	1 space for each 350 square feet((-))
Miniature golf	1 space for each 2 holes((-))
Mini-warehouse	1 space for each 30 storage units((-))



Chart A
For Section 23.54.015 (Continued)

Use	Parking Requirements
Mobile home park	1 space for each mobile home((-))
Mortuary services	1 space for each 350 square feet((-))
Motels	1 space for each sleeping room or suite((-))
Motion picture studio	1 space for each 1,500 square feet((-))
Motion picture theater	1 space for each 8 fixed seats or 1 space for each 100 square feet of spectator assembly area not containing fixed seats((-))
Multifamily uses, ⁴ except as otherwise provided below ¹³	<p>Development sites containing 2—10 dwelling units: 1.1 spaces for each dwelling unit.</p> <p>Development sites containing 11—30 dwelling units: 1.15 spaces for each dwelling unit.</p> <p>Development sites containing 31—60 dwelling units: 1.2 spaces for each dwelling unit.</p> <p>Development sites containing more than 60 dwelling units: 1.25 spaces for each dwelling unit((-))</p> <p>In addition, for all multifamily uses whose average gross floor area per dwelling unit, excluding decks and all portions of a structure shared by multiple dwelling units, exceeds 500 square feet, an additional .0002 spaces per square foot in excess of 500 shall be required up to a maximum additional .15 spaces per dwelling unit; and</p> <p>When at least 50 percent of the dwelling units in a multifamily use have 3 bedrooms, an additional .25 spaces per bedroom for each unit with 3 bedrooms shall be required; and</p> <p>Any ((multi-family))<u>multifamily</u> use ((which)) <u>that</u> contains a dwelling unit with 4 or more bedrooms shall be required to provide an additional .25 spaces per bedroom for each unit with 4 or more bedrooms.²</p>



Chart A
For Section 23.54.015 (Continued)

Use	Parking Requirements
Multifamily uses containing dwelling units with 2 or more bedrooms, when within the area impacted by the University of Washington as shown on Map A following this section, unless another provision below allows fewer parking spaces	1.5 spaces per unit with 2 or more bedrooms. The requirement for units <u>with</u> 3 or more bedrooms contained above shall also apply. All other requirements for units with fewer than 2 bedrooms shall be as contained above. ⁵
Multifamily uses, when within the Alki area as shown on Map B following this section, unless another provision below allows fewer parking spaces	((1-5))1.5 spaces for each dwelling unit
Multifamily uses, for development sites that contain a total of 10 or fewer dwelling units, all in ground-related structures	1 space for each dwelling unit
Multifamily uses, when located in Center City neighborhoods¹², for each dwelling unit rented to and occupied by a household with an income at time of its initial occupancy at or below 30 percent of the median family income, adjusted for household size, for the Seattle-Bellevue-Everett Primary Metropolitan Statistical Area, as defined by the United States Department of Housing and Urban Development (HUD) ((;))¹⁴, ((; and multifamily uses, when located in Center City neighborhoods¹², for each dwelling unit occupied by a household with an income at time of its initial occupancy at or below fifty (50) percent of median family income adjusted for household size, for the Seattle-Bellevue-Everett Primary Metropolitan Statistical Area, as defined by the United States Department of Housing and Urban Development (HUD)¹⁴;)) for the life of the building	0.33 space for each dwelling unit with 2 or fewer bedrooms, and; 0.5 space for each dwelling unit with 3 or more bedrooms ((1 space for each 2 dwelling units, for units with 2 or fewer bedrooms, and 1 space for each dwelling unit, for units with 3 or more bedrooms.))



Chart A
For Section 23.54.015 (Continued)

Use	Parking Requirements
<u>Multifamily uses, when located in Center City neighborhoods¹², for each dwelling unit rented to and occupied by a household with an income at time of its initial occupancy of between 30 and 50 percent of the median family income, adjusted for household size, for the Seattle-Bellevue-Everett Primary Metropolitan Statistical Area, as defined by HUD¹⁴, for the life of the building</u>	<u>0.5 space for each dwelling unit with 2 or fewer bedrooms, and 1 space for each dwelling unit with 3 or more bedrooms</u>
<u>Multifamily uses, when located outside of Center City neighborhoods¹², for each dwelling unit rented to and occupied by a household with an income at time of its initial occupancy at or below 30 percent of the median family income, adjusted for household size, for the Seattle-Bellevue-Everett Primary Metropolitan Statistical Area, as defined by ((the United States Department of Housing and Urban Development (HUD)))¹⁴, for the life of the building</u>	<u>0.33 space for each dwelling unit with 2 or fewer bedrooms, and 1 space for each dwelling unit with 3 or more bedrooms</u>
<u>Multifamily uses, when located outside of Center City neighborhoods¹², for each dwelling unit with 2 or fewer bedrooms rented to and occupied by a household with an income at time of its initial occupancy of between 30 and 50 percent of the median family income, adjusted for household size, for the Seattle-Bellevue-Everett Primary Metropolitan Statistical Area, as defined by ((the United States Department of Housing and Urban Development (HUD)))¹⁴, for the life of the building</u>	0.75 spaces for each dwelling unit
Multifamily uses occupied by low-income elderly households	1 space for each 6 dwelling units



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Use	Chart A For Section 23.54.015 (Continued) Parking Requirements
Multifamily uses occupied by low-income disabled households	1 space for each 4 dwelling units
Multifamily uses occupied by <u>low-income</u> elderly/low-income disabled households	1 space for each 5 dwelling units
Multifamily uses, when within the Seattle Cascade Mixed zone or the Pike/Pine Overlay District	1 space for each dwelling unit
Multifamily uses, when within the Pike/Pine Overlay District, for each dwelling unit rented to and occupied by a household with an income at time of its initial occupancy at or below 60 percent of the median family income, adjusted for household size, for the Seattle-Bellevue-Everett Primary Metropolitan Statistical Area, as defined by HUD, at rent not exceeding 30 percent of 60 percent of median family income, adjusted for household size, (;) for the life of the building	1 space for each 2 dwelling units
((Multi-purpose)) Multipurpose convenience store Museum ¹	1 space for each 350 square feet ((;)) 1 space for each 80 square feet of all auditoria and public assembly rooms, not containing fixed seats; or 1 space for every 10 fixed seats for floor area containing fixed seats; ((plus1)) plus 1 space for each 250 square feet of other gross floor area open to the public
Nonhousehold sales and ((services, except)) services, except sales, service and rental of office equipment	1 space for each 2,000 square feet ((;))



Chart A
For Section 23.54.015 (Continued)

Use	Parking Requirements
Nursing homes ⁶	1 space for each 2 staff doctors; plus 1 additional space for each 3 employees; plus 1 space for each 6 beds((-))
Office, administrative	1 space for each 1,000 square feet((-))
Office, customer service	1 space for each 350 square feet((-))
Outdoor storage	1 space for each 2,000 square feet((-))
Parks	None((-))
Participant sports and recreation, indoor or outdoor, unless otherwise specified	1 space for each 350 square feet((-))
((Participant sports and recreation, outdoor, unless otherwise specified))	((1 space for each 350 square feet.))
Passenger terminals (waiting area)	1 space for each 100 square feet((-))
Performing arts theater	1 space for each 8 fixed seats or 1 space for each 100 square feet of spectator assembly area not containing fixed seats((-))
Personal transportation services	1 space for each 2,000 square feet((-))
Playgrounds	None((-))
Power plants	1 space for each 2,000 square feet((-))
Private club ¹	1 space for each 80 square feet of floor area of all auditoria and public assembly rooms not containing fixed seats; or 1 space for every 8 fixed seats for floor area containing fixed seats; or if no auditorium or assembly room, 1 space for each 350 square feet, excluding ball courts((-))
Railroad rights-of-way	None((-))
((Railroad switchyard))	((1 space for each 2,000 square feet.))
Railroad switchyard with or without mechanized hump	1 space for each 2,000 square feet((-))



Chart A
For Section 23.54.015 (Continued)

Use	Parking Requirements
Recreational marinas	1 space for each 75 lineal feet of moorage((-))
Recycling center	1 space for each 2,000 square feet((-))
Recycling collection station	None((-))
Religious facility ¹	1 space for each 80 square feet of all auditoria and public assembly rooms((-))
Research and development laboratory	1 space for each 1,000 square feet((-))
Restaurant	1 space for each 200 square feet((-))
Restaurant, fast-food	1 space for each 100 square feet((-))
Sale and rental of large boats	1 space for each 2,000 square feet((-))
Sale and rental of motorized vehicles	1 space for each 2,000 square feet((-))
Sale of boat parts and accessories	1 space for each 350 square feet((-))
Sale of heating fuel	1 space for each 2,000 square feet((-))
Sales, service and rental of commercial equipment	1 space for each 2,000 square feet((-))
Sales, service and rental of office equipment	1 space for each 350 square feet((-))
Salvage yard	1 space for each 2,000 square feet((-))
School, private elementary and secondary ^{1,2}	1 space for each 80 square feet of all auditoria and public assembly rooms, or if no (audi-torium) <u>auditorium</u> or assembly room, 1 space for each staff member((-))
School, public elementary and secondary ^{1,2,7}	1 space for each 80 square feet of all auditoria or public assembly rooms, or 1 space for every 8 fixed seats in auditoria or public assembly rooms, containing fixed seats, for new public schools on a new or existing public school site((-))
Sewage treatment plant	1 space for each 2,000 square feet((-))
Single-family dwelling units	1 space for each dwelling unit((-))



Chart A
For Section 23.54.015 (Continued)

Use	Parking Requirements
Skating rink (rink area)	1 space for each 100 square feet((-))
Solid waste transfer station	1 space for each 2,000 square feet((-))
Specialty food stores	1 space for each 350 square feet((-))
Spectator sports facility ¹¹	1 space for each 10 fixed seats or 1 space for each 100 square feet of spectator assembly area not containing fixed seats((-))
Sport range	1 space for each 2 stations((-))
Swimming pool (water area)	1 space for each 150 square feet((-))
Taverns	1 space for each 200 square feet((-))
Transit vehicle base	1 space for each 2,000 square feet((-))
Universities ⁸	A number of spaces equal to 15 percent of the maximum number of students present at peak hour; plus 30 percent of the number of employees present at peak hour; plus 1 space for each 100 square feet of spectator assembly area in outdoor spectator sports facilities((-))
Utility service uses	1 space for each 2,000 square feet((-))
Vehicle and vessel repair	1 space for each 2,000 square feet((-))
Vocational or fine arts school	1 space for each 2 faculty plus full-time employees; plus 1 space for each 5 students (based on the maximum number of students in attendance at any one time)((-))
Warehouse	1 space for each 1,500 square feet((-))
Wholesale showroom	1 space for each 1,500 square feet((-))
Work-release centers	1 space for each 2 full-time staff members; plus 1 space for each 5 residents; plus 1 space for each vehicle operated in connection with the work-release center((-))



Chart A
For Section 23.54.015 (Continued)

¹ When permitted in single-family zones as a conditional use, the Director may modify the parking requirements pursuant to Section 23.44.022; when permitted in multifamily zones as a conditional use, the Director may modify the parking requirements pursuant to Section 23.45.122. The Director, in consultation with the Director of the Seattle Department of Transportation, may allow adult care and childcare centers locating in existing structures to provide loading and unloading spaces on-street when no other alternative exists.

² Indoor gymnasiums shall not be considered ball courts, nor shall they be considered auditoria or public assembly rooms unless they contain bleachers (fixed seats). If the gymnasium contains bleachers, the parking requirement for the entire gymnasium shall be one (1) parking space for every eight (8) fixed seats. Each twenty (20) inches of width of bleachers shall be counted as one (1) fixed seat for the purposes of determining parking requirements. If the gymnasium does not contain bleachers and is in a school, there is no parking requirement for the gymnasium. If the gymnasium does not contain bleachers and is in a community center, the parking requirement shall be one (1) space for each three hundred fifty (350) square feet. If the gymnasium does not contain bleachers and is in a community center owned and operated by the Department of Parks and Recreation (DOPAR), the parking requirement shall be one (1) space for each five hundred fifty-five (555) square feet.

³ When family support centers are located within community centers owned and operated by DOPAR, the Director may lower the combined parking requirement by up to a maximum of fifteen (15) percent, pursuant to Section 23.54.020 I.

⁴ Parking spaces required for multifamily uses may be provided as tandem spaces according to subsection B of Section 23.54.020.

⁵ Bedroom—Any habitable room as defined by the Building Code that((which)), in the determination of the Director, is capable of being used as a bedroom.

⁶ When specified in single-family zones, Section 23.44.015, the Director may waive some or all of the parking requirements.

⁷ For public schools, when an auditorium or other place of assembly is demolished and a new one built in its place, parking requirements shall be determined based on the new construction. When an existing public school on an existing public school site is remodeled, additional parking is required if any auditorium or other place of assembly is expanded or additional fixed seats are added. Additional parking is required as shown on Chart A for the increase in floor area or increase in number of seats only. If the parking requirement for the increased area or seating is ten (10) percent or less than that for the existing auditorium or other place of assembly, then no additional parking shall be required.

⁸ Development standards departure may be granted or required pursuant to the procedures and criteria set forth in Chapter 23.79 to reduce the required or permitted number of parking spaces.



Chart A

For Section 23.54.015 (Continued)

⁹ A ~~((C))~~ child care facility~~((ies))~~, when co-located with an assisted living facility~~((ies))~~, may count the passenger load/unload space required for the assisted living facility toward its required passenger load/unload spaces.

¹⁰ When a library is permitted in single-family zones as a conditional use, the Director may modify the parking requirements pursuant to Section 23.44.022; when a library is permitted in multifamily zones as a conditional use, the Director may modify the parking requirements pursuant to Section 23.45.122; and when a library is permitted in commercial zones, the Director may modify the parking requirements pursuant to Section ~~((23.44.022L))~~ 23.44.022 L.

¹¹ Required parking for spectator sports facilities or exhibition halls must be available when the facility or exhibition hall is in use. A facility shall be considered to be "in use" during the period beginning three (3) hours before an event is scheduled to begin and ending one (1) hour after a scheduled event is expected to end. For sports events of variable or uncertain duration, the expected event length shall be the average length of the events of the same type for which the most recent data are available, provided it is within the past five (5) years. During an inaugural season, or for nonrecurring events, the ~~((best))~~ best available good faith estimate of event duration will be used. A facility will not be deemed to be "in use" by virtue of the fact that administrative or maintenance personnel are present. The Director may reduce the required parking for any event when projected attendance for a spectator sports facility is certified to be fifty (50) percent or less of the facility's seating capacity, to an amount not less than that required for the certified projected attendance, at the rate of one (1) space for each ten (10) fixed seats of certified projected attendance. An application for reduction and the certification shall be submitted to the Director at least fifteen (15) days prior to the event. When the event is one of a series of similar events, such certification may be submitted for the entire series fifteen (15) days prior to the first event in the series. If the Director finds that a certification of projected attendance of fifty (50) percent or less of the seating capacity is based on satisfactory evidence such as past attendance at similar events or advance ticket sales, the Director shall, within fifteen (15) days of such submittal, notify the facility operator that a reduced parking requirement has been approved, with any conditions deemed appropriate by the Director to ensure adequacy of parking if expected attendance should change. The parking requirement reduction may be applied for only if the goals of the facility's Transportation Management Plan are otherwise being met. The Director may revoke or modify a parking requirement reduction approval during a series, if projected attendance is exceeded.

¹² For purposes of this section, Center City neighborhoods are the following urban villages: Uptown Queen Anne, South Lake Union, Capitol Hill, Pike/Pine, First Hill, and 12th Avenue, as shown in the City of Seattle Comprehensive Plan.

¹³ These general requirements for multifamily uses are superseded to the extent that a use, structure or development qualifies for either a greater or a lesser parking requirement under any provision below. To the extent that more than one of the provisions below applies to a multifamily use, the least of the applicable parking requirements applies. The different parking requirements for certain multifamily uses listed below shall not be construed to create separate uses for purposes of any requirements related to establishing or changing a use under this title.



Chart A

For Section 23.54.015 (Continued)

¹⁴ Notice of Income Restrictions. Prior to issuance of any permit to establish, construct or modify any use or structure, or to reduce any parking accessory to a multifamily use or structure, if the applicant relies upon these reduced parking requirements, the applicant shall record in the King County Office of Records and Elections a declaration signed and acknowledged by the owner(s), in a form prescribed by the Director, which shall identify the subject property by legal description, and shall acknowledge and provide notice to any prospective purchasers that specific income limits are a condition for maintaining the reduced parking requirement.

* * *

Section 2. The provisions of this ordinance are declared to be separate and severable.

The invalidity of any particular provision shall not affect the validity of any other provision.

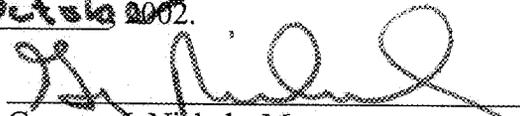
Section 3. This ordinance shall take effect and be in force thirty (30) days from and after its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.

Passed by the City Council the 14th day of October, 2002, and signed by me in open session in authentication of its passage this 14th day of October 2002.



President _____ of the City Council

Approved by me this 27 day of October 2002.



Gregory J. Nickels, Mayor

Filed by me this 25th day of October, 2002.



City Clerk

(Seal)



**C.B. 114269 -- Parking Requirements for Low Income Housing
Proposed Nicasastro Amendments for Full Council Consideration on 10/14/02**

Proposed full Council actions are shown with shading (new language/deleted language). All other revisions are part of Committee recommendation and are not proposed to be amended in full Council.

Use	Parking Requirements
<p>0 spaces required <u>0.33 space for each dwelling unit with 2 or fewer bedrooms, and; 0.5 space for each dwelling unit with 3 or more bedrooms ((1 space for each 2 dwelling units, for units with 2 or fewer bedrooms, and 1 space for each dwelling unit, for units with 3 or more bedrooms.))</u></p> <p>Multifamily uses, when located in Center City neighborhoods¹², for each dwelling unit rented to and occupied by a household with an income at time of its initial occupancy at or below 30 percent of the median family income, adjusted for household size, for the Seattle-Bellevue-Everett Primary Metropolitan Statistical Area, as defined by the United States Department of Housing and Urban Development (HUD) ((;))¹⁴, ((; and multifamily uses, when located in Center City neighborhoods¹², for each dwelling unit occupied by a household with an income at time of its initial occupancy at or below fifty (50) percent of median family income adjusted for household size, for the Seattle-Bellevue-Everett Primary Metropolitan Statistical Area, as defined by the United States Department of Housing and Urban Development (HUD)¹⁴;)) for the life of the building</p>	<p>0 spaces required <u>0.33 space for each dwelling unit with 2 or fewer bedrooms, and; 0.5 space for each dwelling unit with 3 or more bedrooms ((1 space for each 2 dwelling units, for units with 2 or fewer bedrooms, and 1 space for each dwelling unit, for units with 3 or more bedrooms.))</u></p>
<p><u>Multifamily uses, when located in Center City neighborhoods¹², for each dwelling unit rented to and occupied by a household with an income at time of its initial occupancy of between 30 and 50 percent of the median family income, adjusted for household size, for the Seattle-Bellevue-Everett Primary Metropolitan Statistical Area, as defined by HUD¹⁴, for the life of the building</u></p>	<p><u>0.5 space for each dwelling unit with 2 or fewer bedrooms, and 1 space for each dwelling unit with 3 or more bedrooms</u></p>
<p>Multifamily uses, when located outside of Center City neighborhoods¹², for each</p>	<p>0.33 space for each dwelling unit with 2 or fewer bedrooms, and 1 space for each dwelling unit with 3</p>



<p>dwelling unit rented to and occupied by a household with an income at time of its initial occupancy at or below 30 percent of the median family income, adjusted for household size, for the Seattle-Bellevue-Everett Primary Metropolitan Statistical Area, as defined by ((the United States Department of Housing and Urban Development (HUD)))¹⁴ for the life of the building</p>	<p>or more bedrooms</p>
<p>Multifamily uses, when located outside of Center City neighborhoods¹², for each dwelling unit with 2 or fewer bedrooms rented to and occupied by a household with an income at time of its initial occupancy of between 30 and 50 percent of the median family income, adjusted for household size, for the Seattle-Bellevue-Everett Primary Metropolitan Statistical Area, as defined by ((the United States Department of Housing and Urban Development (HUD)))¹⁴ for the life of the building</p>	<p>0.75 spaces for each dwelling unit</p>



Parking Requirements for Low-Income Housing

Requirements for units rented to and occupied by households at or below 30% of median income:

	Current Land Use Code Regulation	DCLU Proposal	Land Use Committee Recommendation	Proposed Nicaastro Amendment
Center City * 0-2 Bedrooms	.5 spaces per unit	.33 spaces per unit	0 spaces required	.33 spaces per unit
Center City 3+ Bedrooms	1 space per unit	.5 spaces per unit	0 spaces required	.5 spaces per unit
Outside of Center City 0-2 Bedrooms	.5 spaces per unit	.5 spaces per unit	0 spaces required	.33 spaces per unit
Outside of Center City 3+ Bedrooms	1 space per unit	1 space per unit	0 spaces required	1 space per unit

Requirements for units rented to and occupied by households from 30-50% of median income:

	Current Land Use Code Regulation	DCLU Proposal	Land Use Committee Recommendation	Proposed Nicaastro Amendment
Center City * 0-2 Bedrooms	.5 space per unit	.5 spaces per unit, but in new section	same as DCLU proposal	
Center City 3+ Bedrooms	1 space per unit	1 space per unit	same as DCLU proposal	
Outside of Center City 0-2 Bedrooms	.75 spaces per unit	no change		
Outside of Center City 3+ Bedrooms	1-1.5 spaces per unit	no change		

*Center City Neighborhoods include the following urban villages: Uptown Queen Anne, South Lake Union, Capitol Hill, Pike/Pine, First Hill, and 12th Avenue.

In 2002, 30% of median income for a 2 person household is \$18,700, and 50% of median income for a 2 person household is \$31,250.



DIRECTOR'S REPORT
PROPOSED AMENDMENTS RELATING TO
MINIMUM PARKING REQUIREMENTS

for Multifamily Uses Serving
 Very Low-income Households

JUNE 27, 2002

Summary and Recommendation

On October 8, 2001, the Mayor signed legislation changing the parking requirement for multifamily residential uses containing units dedicated for low-income households earning 50% or less of the Seattle region's median household income. Those changes were based on data showing that a significant portion of the then-required parking for such units went unused. In its discussion of that legislation, Councilmembers asked whether transitional housing served populations whose car-ownership patterns justified further changes to the parking requirement. A review of survey data gathered by the Department of Design, Construction and Land Use (DCLU) and the Office of Housing (OH) shows that, when factors such as the size of the dwelling unit and its location in Seattle are accounted for, current parking requirements will result in more parking spaces than needed by very-low-income populations. Requiring more parking spaces than needed unnecessarily raises the cost of building housing. A comparison of the current and proposed parking requirement is shown on Table 1.

Table 1 Comparison of Existing and Proposed Parking Requirements

Unit type and location (for units at or below 30% of median income ¹)	Estimated parking demand per unit	Current minimum requirement per unit	Proposed minimum requirement per unit
Two bedroom or smaller in Center City neighborhood ²	0.31 space (180 units reporting)	0.5 space	0.33 space
Three bedroom or larger in Center City neighborhood	0.29 space ³ (21 units reporting)	1 space	0.5 space

1. In 2001, a one-person household at 30% of median income for the Seattle-Bellevue-Everett PMSA earns \$15,150 (\$21,650 for a family of four). See Appendix A.
2. For purposes of these amendments, Center City neighborhoods are the following urban villages: Uptown, South Lake Union, Capitol Hill, Pike/Pine, First Hill, and 12th Avenue.
3. There is some likelihood that this result is due to chance based on the small number of 3 bedroom units (serving 30% or below median households) reporting their parking use.

Background

While discussing the October 2001 legislation that reduced minimum parking requirements for multifamily units serving households earning 50% or less of median income, Councilmembers asked whether transitional housing served populations whose car-ownership patterns justified further reduction. Rather than define transitional housing, DCLU and OH staff determined that an income criterion of 30% of median would be more practical to administer. Transitional housing typically refers to housing or shelter provided to individuals or families making the transition away from homelessness, but it sometimes refers to individuals or families making abrupt domestic changes, such as when a nonworking spouse must escape domestic violence. Transitional housing also



suggests limited length of stay, which in Seattle and other jurisdictions ranges from three months to three years. By addressing the housing characteristics of all very low-income households, the City can avoid the problems inherent in defining transitional housing, and rely on data clearly indicating that household income influences rates of car ownership.

Councilmembers also asked whether proximity to frequent transit service would justify changes to the parking requirement. Such change would lower construction costs outside of Center City neighborhoods and along transit corridors, where more parcels of land are available for low-income housing development and land costs are generally lower. The available data, however, indicate that proximity to transit, by itself, does not lower parking demand. Of the 13 housing projects in our sample with the highest parking demand (which were located outside of Center City neighborhoods), King County Transit Division data show that nine of these buildings would have qualified for a reduction based on frequent transit service, even though their parking demand was no lower than buildings located farther away from frequent transit service.¹ Transit service can also change over time, whether due to the vicissitudes of public funding or to shifting transportation corridors, and the amount of required parking is expected to endure for the life of the building.

Objectives of the Minimum Parking Requirement

In analyzing the minimum parking requirement for multifamily uses, OH and DCLU staff took into account several key objectives in making the proposed changes. Parking requirements should:

- Strike a balance between (a) providing sufficient parking to avoid significant on-street parking impacts and (b) avoiding unnecessary housing construction costs that result from required parking that goes unused.
- Help ensure the most effective use of the City's limited housing resources.
- Support City goals to diversify its portfolio of funded housing projects to meet the needs of large families and small and one-person households.
- Encourage a mix of household incomes in new developments.
- Avoid creating parking incentives that would encourage concentrations of poverty.
- Recognize areas of Seattle where viable alternatives to car ownership exist (e.g., high level of transit service, proximity to necessary services).
- Encourage efficient use of land available for development and/or redevelopment.
- Be understandable and enforceable.

Effect of Parking on Housing Costs

Parking is an affordable housing issue. Locally, it is estimated that a single parking space adds between \$15,000 to \$30,000 to the cost of a dwelling unit, depending on such factors as location, land costs, parking demand in the surrounding area, and whether the parking is provided within a structure or on the surface. A 1995 Canadian study estimates that one parking space per unit increases the unit's cost by 12.5% and two

¹ "Frequent transit service" for this purpose meant the project was located within 600 feet of a street with midday transit service headways of 15 minutes or less in each direction. See SMC 23.54.020 F.



spaces increases the cost by 25%.² Other studies suggest the cost of providing parking acts to increase housing prices by more than the direct cost of the parking spaces.³

Excessive parking requirements unnecessarily raise the cost of housing. Local low-income housing developers often report that the City's multifamily parking requirements (1.1 to 1.5 spaces per unit) are excessive for their developments because their tenants own fewer cars. The practice of requiring more parking than needed by very low-income households also reduces the reach of the City's limited housing funds.

Since 1996, the City of Seattle funded approximately 3,700 units of housing dedicated for low-income households. Most of these are rehabilitated units with parking already in place. Approximately 740 of the newly constructed units did not qualify for lower minimum parking requirements (whether by being located Downtown or by serving elderly or disabled households). Some of these units, most of which are small (studio and one-bedroom), could have benefited directly from the proposed changes. The combined benefits from the October 2001 amendment and the proposed amendment will free up resources to build more units. The Seattle Comprehensive Plan clearly directs us to consider the impacts of required parking on housing costs (*see* Appendix C).

Car Ownership Behavior Among Low-income Households

Because of the high costs involved, income is clearly a key factor influencing car ownership behavior. The American Automobile Association (AAA) estimates the average cost of owning a new car to be \$5,300 (1999 dollars) per year, or about 53 cents per mile for a person who drives 10,000 miles per year. Even for a ten-year old car, the estimated cost is \$2,500 per year (\$208 per month).⁴ For a single person earning 30% of median (i.e., \$15,150 per year or \$1,262 per month), the cost of a ten-year old car (assuming the same \$2,500 as suggested above) would require dedicating 17% of his/her gross income to car ownership. By comparison, a single person at median income (i.e., \$50,500 per year or \$4,208 per month) would need to dedicate only five percent of his/her gross income to pay for the same car.

Local 1990 Census data also indicates a strong correlation between household income and "number of vehicles available."⁵ The average number of vehicles available was lowest (0.53 vehicles per household) among households earning less than \$5,000 a year and highest (2.35) among households earning \$150,000 a year or more (*see* Appendix B).⁶

² Littman, T. "Parking Requirement Impacts on Housing Affordability," Victoria Transport Policy Institute, Victoria, B.C., Canada, 23 October, 1995.

³ Shoup, D.C., "An Opportunity to Reduce Minimum Parking Requirements," *Journal of the American Planning Association*, vol. 61, No.1., Winter 1995, pp. 14-28.

⁴ CarSharing Portland. *Calculating the True Cost of Owning Your Car*.

⁵ The 1990 Census reports number of "vehicles available per household," which includes vehicles not parked at home and is higher than reported parking demand in our data. Staff estimates "vehicles available per household" to be roughly 25% higher than parking demand.

⁶ The average (mean) number of vehicles available to households in Seattle was 1.43 per household. Households at median income (i.e., \$37,191) had an average number of 1.67 vehicles available to them.



Households earning less than 30% of median (estimated at \$11,157 in 1990) had an average of less than 0.59 vehicles available, which is 66% less than the average for households earning median income. For households at 50% of median (estimated at \$18,596 in 1990), the average number of vehicles available was approximately 1.05, which is 37% less than the average for households earning median income.

Current Parking Requirements for Multifamily Uses

The Seattle Land Use Code establishes minimum off-street parking requirements for multifamily uses (Chart A to SMC 23.54.015). These requirements may be modified as a permit condition under the City's State Environmental Policy Act (SEPA) Parking Policies (SMC 25.05.675 M). The City's minimum parking requirements and associated SEPA policies help minimize parking impacts of new development on the surrounding neighborhood. The parking requirement for multifamily uses generally ranges from 1.1 to 1.5 parking spaces per unit, depending on the following factors:

- number of units
- unit size, and
- number of bedrooms per unit

Exceptions apply in certain geographic areas, as shown in Appendix D, which lists the City's minimum parking requirements for residential uses.

Current Exceptions Based on Income

The income-based exceptions shown on Table 2 currently apply to multifamily uses:

Table 2 Income-based Exceptions to the Multifamily Parking Requirement

Multifamily Uses Exceptions Based on Income	Parking Requirement
Multifamily uses occupied by low-income elderly households	• 1 space per dwelling units
Multifamily uses occupied by low-income disabled households	• 1 space per 4 dwelling units
Multifamily uses occupied by low-income elderly/low-income disabled households	• 1 space per 5 dwelling units
Multifamily Pike/Pine Overlay District	• 1 space per 2 units for every unit dedicated to households at or below 60% of median.
Multifamily uses occupied by households earning 31% to 50% of median income in Center City neighborhoods	• 1 space per 2 units for every 2-bedroom or smaller unit, and 1 space per unit for every 3-bedroom or larger unit.
Multifamily uses occupied by households earning 31% to 50% of median income outside Center City neighborhoods	• 0.75 space per unit for each 2-bedroom or smaller unit.
Multifamily uses occupied by households earning 30% of median income	• 1 space per 2 units for every 2-bedroom or smaller unit, and 1 space per unit for every 3-bedroom or larger unit.

*These and other terms are defined in Appendix E.

Parking Provisions in Selected Jurisdictions

Staff at OH contacted other jurisdictions that have adopted modified parking requirements for residential uses that serve low-income (non-elderly/non-disabled) households. Bellevue substantially reduces the parking requirement (to 0.25 per unit) for studio apartments located in its downtown available to persons earning 60% or less of the



median income. Newcastle and Woodinville reduce the parking requirement for projects with 100% below-market units to 1 space per unit (from up to 2 spaces per unit). Spokane, Tacoma, and Everett do not reduce parking requirements for non-elderly/non-disabled households. (See Appendix F.)

Survey of Parking Demand

In March 2001, OH mailed surveys to local nonprofit housing developers requesting parking utilization data by income category (0 to 30% of median; 31-50% of median, and 51-80% of median) for each project they own or manage. Responses were solicited from 29 members of the Housing Development Consortium (many of whom manage multiple projects) of Seattle-King County (HDC) and from non-profit organizations managing 51 projects that receive City low-income housing funds.

Responses were compiled to evaluate the current parking requirements against the actual parking demand/utilization in these projects. Special emphasis was placed on newly constructed projects built within the past ten years, for which parking was required. Providers were asked to exclude projects located Downtown because they are already exempt from parking requirements. Providers were also asked to exclude projects primarily serving low-income elderly and/or low-income disabled households, because modified parking requirements already exist for such projects. Thirty-three surveys were completed and returned. (See Appendix G for the survey form.)

Analysis of Units Occupied by Households at 30% or Less of Median

Twelve of these 33 projects contained set-aside units for households at or below 30% of median. Together, these 12 projects comprise a total of 432 units (160 of which are occupied by households at or below 30% of median) for which 470 parking spaces were provided. A synopsis of these 12 projects is provided in Table 3.

Table 3 Projects Containing Units Set Aside for 30% or Less of Median Households

Bedroom Size	No. Units	Parking Used by Residents	No. Projects Reporting
SRO	41	10 (0.24:1)	1
Studio	20	5 (0.25:1)	2
1 Bedroom	44	21 (0.48:1)	5
2 Bedrooms	37	18 (0.49:1)	9
3 + Bedrooms	18	20 (1.11:1)	3
Total (all units)	160	74 (0.46:1)	12⁷

Summary. The data indicates the average number of parking spaces used by residents (74 out of 160) was 0.46 spaces per unit.

⁷ Some projects contain units with different unit sizes (i.e., different number of bedrooms) and have been counted more than once, where necessary.



Effect of Number of Bedrooms. The data also suggest that parking use rates increase with the number of bedrooms per unit. Households living in SRO and studio units appeared to have much lower rates of parking use (i.e., approximately one space for every four units – 0.25:1), while those living in units containing three or more bedrooms had parking use rates of over one space per unit (1.1:1). Parking use among households living in one- and two-bedroom units falls in between this range with an average of about one car for every two units (0.5:1).

Length of Stay. Parking demand appears to be similar whether one lives in limited-time transitional housing or permanent housing. Although residents in transitional housing facilities tended to own fewer cars, this difference was often offset by the use of parking by on-site staff (see Appendix H). The Low Income Housing Institute (LIHI) conducted a separate survey of parking utilization in transitional housing facilities and emergency shelters. They found average parking use rates, including staff parking, of approximately one space for every three units (0.33:1) for transitional housing and approximately one space for every five units (0.19:1) for emergency shelters. (See Appendix I.)

Effect of Location. The survey's findings indicate that location (Center City neighborhoods versus those located outside of them) probably influences parking demand, even at this income level. Parking demand appeared to be higher among households living outside Center City neighborhoods. The apparent lower demand in Center City neighborhoods may be attributable to a combination of characteristics common in these neighborhoods:

- Access to more frequent transit service
- Proximity to social and other services
- High cost of parking/car storage in these neighborhoods

Enlarging the sample to include, in addition, households earning 31% to 50% of median, we find a strong pattern suggesting that location influences parking demand, with an average parking use rate inside the Center City neighborhoods of less than one space for every three units (0.31:1) and an average rate outside of almost one space per unit (0.98:1). Assuming there are no factors, aside from parking used by on-site staff, that would interrupt a smooth continuum of theoretical demand, then location seems to influence parking demand.

Supplemental Questionnaire. To supplement the quantitative data from the survey, a brief questionnaire was distributed to service providers who work directly with this population to obtain qualitative input. OH staff attended several meetings of the Homeless Families Coalition and the Seattle-King County Coalition for the Homeless. Thirty-six questionnaires were returned. A copy of this questionnaire is provided in Appendix J. An overview of questionnaire responses is included in Appendix K. On average, respondents reported that 26% of the households they serve own cars.

Data Verification

Four months after the parking demand survey data was gathered, OH staff conducted a follow-up sample survey to confirm the parking utilization data reported in the original



survey. On-site visits were made between 6:00 p.m. and 7:30 p.m., a time considered to be appropriate for capturing peak period demand. Findings from this verification process indicate that less than half (45%) of parking spaces were actually in use at the time of visit. A copy of the results from the follow-up survey is provided in Appendix L.

Recommendations

DCLU and OH recommend adoption of the proposed Land Use Code amendments modifying parking requirements for multifamily uses containing units dedicated for households located in Center City neighborhoods and earning 30% or less of median income. Reducing the parking requirement will remove an unnecessary barrier to very low-income housing development and will result in more productive use of the City's developable land and its limited housing dollars.

These recommendations are based on a survey of parking utilization in low-income housing projects, the results of which have been verified through on-site visit. Additional parking demand was built into the final recommendations to allow for parking used by on-site staff and/or visitors. The experience of service providers who work directly with this population was also considered, along with local Census data on average household car ownership (vehicles available) rates that indicates a significant correlation between income and car ownership behavior.

Appendices

The following appendices are attached to this report:

- A. HUD Published Median Income Limits and Affordable Rents for Seattle, 2001
- B. Average Vehicles Available by Household Income, City of Seattle, 1990
- C. Related Policies from the Seattle Comprehensive Plan
- D. Parking Requirements for Multifamily and other Residential Uses
- E. Definitions
- F. Parking Provisions Adopted in Selected Jurisdictions
- G. Copy of Survey Mailed to Housing Providers
- H. Survey Data
- I. Parking Utilization Survey Conducted by the Low Income Housing Institute
- J. Copy of Questionnaire Distributed to Local Service Providers
- K. Overview of Questionnaire Responses from Local Service Providers
- L. Verification of Survey Data



APPENDICES



APPENDIX A
HUD Published Income Limits and Affordable Rents

Income Limits

Percent Median Income					
Family Size	30%	50%	60%	65%	80%
1 Person	\$15,150	\$25,250	\$30,300	\$32,825	\$36,750
2 Persons	\$17,350	\$28,900	\$34,680	\$37,570	\$42,000
3 Persons	\$19,500	\$32,500	\$39,000	\$42,250	\$47,250
4 Persons	\$21,650	\$36,100	\$43,320	\$46,930	\$52,500
5 Persons	\$23,400	\$39,000	\$46,800	\$50,700	\$56,700
6 Persons	\$25,150	\$41,900	\$50,280	\$54,470	\$60,900
7 Persons	\$26,850	\$44,750	\$53,700	\$58,175	\$65,100
8 Persons	\$28,600	\$47,650	\$57,180	\$61,945	\$69,300

Affordable Rents

At 30% of Gross Household Income

Percent Median Income					
Unit Size	30%	50%	60%	65%	80%
0 Bedrooms	\$379	\$631	\$758	\$821	\$1,010
1 Bedroom	\$406	\$677	\$812	\$880	\$1,083
2 Bedrooms	\$488	\$813	\$975	\$1,056	\$1,300
3 Bedrooms	\$563	\$939	\$1,127	\$1,220	\$1,502
4 Bedrooms	\$629	\$1,048	\$1,257	\$1,362	\$1,676
5 Bedrooms	\$693	\$1,155	\$1,386	\$1,502	\$1,848



APPENDIX B
Vehicles Available by Household Income, City of Seattle, 1990

Income Category	Number of Households	Average Vehicles Available
Less than \$5,000	13,314	0.53
\$5,000 to \$9,999	20,973	0.59
\$10,000 to \$12,499	12,153	0.83
\$12,500 to \$14,999	9,216	0.99
\$15,000 to \$17,499	12,792	1.00
\$17,500 to \$19,999	11,091	1.05
\$20,000 to \$22,499	12,366	1.18
\$22,500 to \$24,999	10,308	1.30
\$25,000 to \$27,499	11,037	1.37
\$27,500 to \$29,999	8,778	1.40
\$30,000 to \$32,499	10,557	1.52
\$32,500 to \$34,999	7,401	1.63
\$35,000 to \$37,499	8,307	1.67
\$50,000 to \$54,999	8,790	1.97
\$100,000 to \$124,999	4,746	2.30
\$150,000 or more	3,672	2.35
Total	235,425	1.43
Median Income (1990)	\$37,191	
30% Median Income (1990 Estimated)	\$11,157	

Source: 1990 Census of Population and Housing, Public Use Microdata Sample (PUMS), prepared by the Puget Sound Regional Council, January 2001

Important Notes:

1. Census data reports average vehicles *available* by household income. Actual vehicle *ownership* rates -- which tend to be lower -- are not reported.
2. Census data does not distinguish between households living in detached single-family units and those living in multifamily units. Consequently, the actual number of vehicles available to multifamily households only is unavailable. The City regulates parking for these two uses differently.
3. The 1990 Census reports the average number of vehicles available by selected income categories. The estimated income levels for households at 30 percent, 50 percent, and 80 percent of median generally fall somewhere in the middle of selected income categories, which makes it impossible to report the average number of vehicles at each of these income levels with any degree of accuracy. For example, thirty percent of 1990 median income approximately equals \$11,157. Census data on average vehicles available by household income is provided in selected income ranges. It is unclear how many of the households in the \$10,000 to \$12,499 income range earned less than \$11,157. The trend at the lower income levels is fewer available vehicles as income decreases.



APPENDIX C

Seattle Comprehensive Plan Policies

Land Use Policy 138:

Establish off-street parking requirements for new housing developments. Balance the need to meet the approximate parking demand generated by new development so as to avoid adding to congestion of parked cars on surrounding streets, with the countervailing need to limit the effects structured parking can have on housing costs, and to recognize this Plan's policies encouraging the use of public transit and discouraging the use of automobiles.

Land Use Policy 139:

Allow exceptions to parking requirements for projects in which the parking demand of the occupants may be significantly different from those of the general population.

Housing Policy 5:

Provide for lower off-street parking requirements in locations where car ownership rates are lower for resident populations, to help reduce housing costs and increase affordability.

Housing Policy 7:

Periodically assess the effects of City policies and regulations on housing development costs and overall housing affordability, considering the balance between housing affordability and the other objectives such as environmental quality, urban design quality, maintenance of neighborhood character, and protection of public health, safety and welfare.



APPENDIX D
Parking Requirements for Multifamily and Other Residential Uses

Chart A
for Section 23.54.015
PARKING

Multifamily Uses

Parking Requirements

Multifamily uses except those listed below

Uses containing 2--10 dwelling units:
1.1 spaces for each dwelling unit.
Uses containing 11--30 dwelling units:
1.15 spaces for each dwelling unit.
Uses containing 31--60 dwelling units:
1.2 spaces for each dwelling unit.
Uses containing more than 60 dwelling units:
1.25 spaces for each dwelling unit.

In addition, for all multifamily uses whose average gross floor area per dwelling unit, excluding decks and all portions of a structure shared by multiple dwelling units, exceeds 500 square feet, an additional .0002 spaces per square foot in excess of 500 shall be required up to a maximum additional .15 spaces per dwelling unit; and

When at least 50 percent of the dwelling units in a multi-family use have 3 bedrooms, an additional .25 spaces per bedroom for each unit with 3 bedrooms shall be required; and

Any multi-family use which contains a dwelling unit with 4 or more bedrooms shall be required to provide an additional .25 spaces per bedroom for each unit with 4 or more bedrooms.²

Multifamily uses containing dwelling units with 2 or more bedrooms, when within the area impacted by the University of Washington as shown on Map A following this section, unless such multifamily uses are occupied by low-income elderly, low-income disabled, or low-income elderly/low-income disabled households, in which case the provisions below apply

1.5 spaces per unit with 2 or more bedrooms. The requirement for units with 3 or more bedrooms contained above shall also apply. All other requirements for units with fewer than 2 bedrooms shall be as contained above.

Multifamily uses, when within the Alki area as shown on Map B following this section, unless such multifamily uses are occupied by low-income elderly, low-income disabled, or low-

1.5 spaces per unit.



income elderly/low-income disabled households,
in which case the provisions below apply

Multifamily development, for those ground-
related uses within the development with 10 units
or fewer

1 space for each dwelling unit.

Multifamily uses, for each dwelling unit rented to
and occupied by a household with an income at
time of its initial occupancy at or below 30
percent of the median family income, adjusted
for household size, for the Seattle-Bellevue-
Everett Primary Metropolitan Statistical Area, as
defined by the United States Department of
Housing and Urban Development (HUD); and
multifamily uses, when located in Center City
neighborhoods, for each dwelling unit occupied
by a household with an income at time of its
initial occupancy at or below 50 percent of
median family income adjusted for household
size, for the Seattle-Bellevue-Everett Primary
Metropolitan Statistical Area, as defined by the
United States Department of Housing and Urban
Development (HUD); for the life of the building

1 space for each 2 dwelling units, for units with 2
or fewer bedrooms, and 1 space for each dwelling
unit, for units with 3 or more bedrooms

Multifamily uses, when located outside of Center
City neighborhoods, for each dwelling unit with
2 or fewer bedrooms rented to and occupied by a
household with an income at time of its initial
occupancy of between 30 and 50 percent of the
median family income, adjusted for household
size, for the Seattle-Bellevue-Everett Primary
Metropolitan Statistical Area, as defined by the
United States Department of Housing and Urban
Development (HUD), for the life of the building

0.75 spaces for each dwelling unit

Multifamily uses occupied by low-income
elderly households

1 space for each 6 dwelling units.

Multifamily uses occupied by low-income
disabled households

1 space for each 4 dwelling units.

Multifamily uses occupied by low-income
elderly/low-income disabled households

1 space for each 5 dwelling units.

Multifamily uses, when within the Seattle
Cascade Mixed zone or the Pike/Pine Overlay
District

1 space for each dwelling unit.

Multifamily uses, when within the Pike/Pine
Overlay District, for each residential unit rented

1 space for each 2 dwelling units, when applicants
demonstrate compliance with these criteria for the



to households at rents not exceeding 30 percent of 60 percent of the median income, adjusted for household size, for the Seattle-Everett Standard Metropolitan Statistical Area, as defined by the United States Department of Housing and Urban Development life of the building.

¹ Parking spaces required for multifamily uses may be provided as tandem spaces according to subsection B of Section 23.54.020.

² Bedroom: Any habitable room as defined by the Building Code which, in the determination of the Director, is capable of being used as a bedroom.

**Additional Uses From Chart A
for Section 23.54.015
PARKING**

Other Categories of Residential Uses	Parking Requirements
Adult family home	1 space for each dwelling unit
Artist's studio/dwelling	1 space for each dwelling unit
Assisted living facility	1 space for each 4 Assisted living units plus 1 space for each 2 staff members on-site at peak staffing time; plus 1 barrier-free passenger loading and unloading space; plus loading berth requirements per Section 23.54.035.
Caretaker's quarters	1 space for each dwelling unit
Congregate residence	1 space for each 4 dwelling units
Domestic violence shelter	No standard established
Floating home	1 space for each dwelling unit
Mobile home park	1 space for each mobile home
Nursing homes	1 space for each 2 staff doctors; plus 1 additional space for each 3 employees; plus 1 space for each 6 beds.
Single-family dwelling units	1 space for each dwelling unit.

- 1) Higher parking requirements may be imposed to mitigate project-specific impacts, as specified in the City's SEPA parking policies (SMC 25.05.675M). However, such SEPA authority does not apply Downtown, in the Seattle Cascade Mixed zone, or within the Pike/Pine Overlay District.



APPENDIX E

Definitions

The following is a list of defined terms from Chapter 23.84 SMC:

- **Assisted living facility** means a multifamily residential use licensed by the State of Washington as a Boarding Home pursuant to RCW 18.20, for people who have either a need for assistance with activities of daily living (which are defined as eating, toileting, ambulation, transfer [e.g., moving from bed to chair or chair to bath], and bathing) or some form of cognitive impairment but who do not need the skilled critical care provided by nursing homes. An assisted living facility contains multiple assisted living units. An assisted living unit is a dwelling unit permitted only in an assisted living facility.
- **A low-income disabled multifamily structure** means a structure in which at least 90 percent of the dwelling units are occupied by one or more persons who qualify as disabled under the definition of handicapped pursuant to the Federal Fair Housing Amendment Act and who constitute a low-income or low-moderate income household.
- **A low-income elderly multifamily structure** means a structure in which at least 90 percent of the dwelling units are occupied by one or more persons 62 or more years of age who constitute a low-income or low-moderate income household.
- **A low-income elderly/low-income disabled multifamily structure** is defined as a structure in which at least 90 percent of the dwelling units (not including vacant units) are occupied by a low-income or low-moderate income household that include a person who qualifies as disabled under the definition of handicapped pursuant to the Federal Fair Housing Amendment Act or a person 62 years of age or older, so long as the housing qualifies for exemptions from prohibitions against discrimination against families with children and against age discrimination under all applicable fair housing laws and ordinances.
- **A low-income household** means any household whose total household income is less than 50 percent of the median income for comparably sized households in the Seattle-Bellevue-Everett Standard Metropolitan Statistical Area as defined by the United State Department of Housing and Urban Development.
- **A low-moderate-income household** means any household whose total household income is between 50 and 80 percent of the median income for comparably sized households in the Seattle-Bellevue-Everett Standard Metropolitan Statistical Area as defined by the United State Department of Housing and Urban Development.

Important Note:

The Land Use Code does not specify a minimum time period for which a multifamily structure must be designated for occupancy by low-income elderly and/or low-income disabled households in order to qualify for these reduced parking requirements.



APPENDIX F
Parking Provisions Adopted In Selected Jurisdictions

Jurisdiction	Adopted Parking Requirement(s)	Comments from Jurisdictions
<p>Washington State City of Bellevue <i>Source: Section 20.20.128 of the Bellevue Municipal Code</i></p>	<p>The minimum parking requirement for studio apartment units available to persons earning 60 percent or less of median income as determined by the United States Department of Housing and Urban Development (HUD) for the Seattle Metropolitan Statistical Area is 0.25 spaces per unit. An agreement to restrict the rental or sale of any such units to an individual earning 60% or less of median income shall be recorded with the King County Division of Records and Elections. (This requirement applies to studio units only in the Downtown area).</p>	<p><u>Contact:</u> Carol Halland or Patty Wilma at (425) 452-6864.</p> <p>This provision was adopted in response to an application for low-income housing in Downtown Bellevue. Only one project availed itself of this provision. Ms. Halland reports this parking requirement seems sufficient for this one project. In fact, some tenants are actually trying to rent out their spaces to commuters. Carol emphasizes that if there were a problem with this provision, it would have manifested itself early on since on-street parking is not permitted Downtown and residents would have to be parking very far away if on-site parking was insufficient.</p>
<p>City of Newcastle <i>Source: Section 18.34.080 of the Newcastle Municipal Code</i> City of Woodinville <i>Source: Section 21.34.080 of the Woodinville Municipal Code</i></p>	<p>Projects with 100 percent affordable units shall provide one off-street parking space per unit. The Planning Director may require additional parking up to maximum standards for attached dwelling units, which may be provided in common parking areas.</p>	<p><u>Contact:</u> Newcastle-Rob Wynan at (425) 649-4444; Woodinville-(425) 489-2757.</p> <ul style="list-style-type: none"> • What does affordable housing mean? • Does this apply to multifamily only? • How much of a reduction does this constitute?



<p>City of Spokane <i>Source: Sections 11.19.640-11.19.71. of the Spokane Municipal Code</i></p>	<p>The City of Spokane does not vary the off-street parking requirements for low-income housing projects. However, like Seattle, off-street parking is not required for residential uses of any kind in the Downtown area. The only deviation from the off-street parking requirements is for elderly housing projects. The City has routinely granted variances to allow specialized housing for the elderly to reduce their off-street parking requirements by two thirds. There has never been a problem at any of the senior citizen housing complexes where the off-street parking variances have been granted.</p>	<p><u>Contact:</u> Don Carlson, (509) 625-6095. Mr. Carlson reports that many low-income families own cars, including families who live Downtown. Spillover parking is a problem in these developments. However, there has never been a problem at any of the senior citizen housing complexes where the off-street parking variances have been granted.</p>
<p>City of Tacoma <i>Source: Section 13.06.350 of the Tacoma Municipal Code</i></p>	<p>No reduced parking permitted for low-income (non-elderly/non-disabled) projects, except by variance. The parking requirement is reduced for residential uses that provide residency for retirement age persons with an estimated average persons-per-dwelling unit of 1.5 or less, or low-income elderly persons, or any combination thereof. To qualify for this reduction, sufficient yard space must be available either on the same lot as the use or on an adjoining lot to accommodate off-street parking in case the use is converted to an apartment or in case additional parking is needed to serve the premises for whatever reason. Otherwise a variance is required.</p>	<p><u>Contact:</u> Molly Harris, (253) 591-5030. Ms. Harris indicates that variances take three to four months now to process. However, she reports that permit fee waivers are often granted to low-income housing providers.</p>
<p>City of Everett <i>Source: Chapter 34 of the Everett Municipal Code</i></p>	<p>No reduced parking permitted for low-income housing projects of any kind.</p>	<p><u>Contact:</u> Steve Inglesby at 425-257-8731. The City does not permit reduced parking requirements for low-income housing projects. However, the Director has discretionary authority to reduce the parking requirement by up to 10%, which has been applied to one low-income housing project. However, the Code clearly states that this parking reduction may not be granted for residential uses.</p>



Outside Washington State

<p>City of Los Angeles <i>Source: Los Angeles Municipal Code, Section 12.22 A 25</i></p>	<p><u>Multifamily uses:</u> The parking requirement is reduced only for deed-restricted units with 4 or more habitable rooms. In such cases, the reduction is from 2 spaces per unit to 1.5 spaces per unit. All multifamily units occupied by very low-income households are eligible for a parking reduction in the amount of 0.25 spaces per unit.</p>	<p><u>Contact:</u> Ryan Russo at rrusso@uclink4.berkeley.edu 22% of rental households in Los Angeles do not own cars. A high proportion of zero or one-car households are low-income households. The City of Los Angeles recognizes the interrelations between income, transit service, and vehicle ownership when it sets its minimum parking requirements. Parking requirements are reduced as an incentive to produce permanently affordable housing (i.e., deed restricted).</p>
<p>City of San Diego <i>Source: San Diego Municipal Code, Table 142-05C</i></p>	<p><u>Transitional housing (6 or fewer persons):</u> Basic requirement is 1 space per 3 beds or per permit, but is reduced to 1 space per 4 beds or per permit for dwelling units occupied by very low-income households. <u>Other multifamily housing:</u> All multifamily units occupied by very low-income households are eligible for a parking reduction in the amount of 0.25 spaces per unit.</p>	<p><u>Contact:</u> forthcoming.</p>
<p>City of Santa Monica <i>Source: Santa Monica Municipal Code, Table 9.04.10.08.040</i></p>	<p><u>Multifamily uses:</u> The parking requirement for multifamily deed-restricted occupancy by low and moderate-income households is reduced for 2 bedroom and larger units from 2 spaces per unit to 1.5 spaces per unit. However, visitor parking is required in the same amount (1 space per 5 units). The parking requirement for homeless shelters is 1 space per 10 beds.</p>	<p><u>Contact:</u> Carmen at (310) 458-8341. <i>Low-income household:</i> a household whose gross annual income does not exceed 60% of the Los Angeles-Long Beach-Anaheim PSMA, as determined by HUD, adjusted for household size. <i>Moderate-income household:</i> a household whose gross annual income does not exceed 100% of the Los Angeles-Long Beach-Anaheim PSMA, as determined by HUD, adjusted for household size. <i>Homeless shelter:</i> A residential facility, other than a community care facility, operated by a provider which provides temporary accommodations to persons or families with low income. The term</p>



City of Santa Monica
(cont'd)

"temporary accommodations" means that a person or family will be allowed to reside at the shelter for a time period not to exceed six months. For purpose of this definition, a "provider" shall mean a government agency or private non-profit organization which provides or contracts with recognized community organizations to provide emergency or temporary shelter, and which may also provide meals, counseling and other services, as well as common areas for residents of the facility. Such a facility may have individual rooms, but is not developed with individual dwelling units, with the exception of a manager's unit.

The parking requirement for SROs that are deed-restricted to low and moderate income households is 1 space per four units plus 1 guest space per 5 units.

SRO housing: multifamily residential buildings containing housing units with a minimum floor area of 150 square feet and a maximum floor area of 375 square feet which may have kitchen and/or bathroom facilities. Maximum occupancy is 2 persons per unit. Housing is offered on a monthly basis or longer.

The parking requirement for transitional housing is 0.5 spaces per bedroom plus one guest space per 5 units.

Transitional housing: a multifamily facility in an individual dwelling unit format that does not restrict occupancy to six months or less and that provides temporary accommodations to low- and moderate-income persons and families for periods of up to three years.

Notes: staff indicates it is difficult to tell if these reduced parking requirements have resulted in spillover on-street parking impacts because: (1) on-street parking is already congested and many residential uses abut commercial zones, making hard to pinpoint the source of congestion; (2) there are many older buildings in the City build without parking or with less parking than the code currently requires; and (3) housing has become so expensive that more and more people are pooling their resources and living together, a trend that is resulting in higher car ownership rates per household and per unit.



<p>City of Vancouver</p> <p><i>Source: Section 4 of Parking By-law (no. 6059)</i></p>	<p><u>Multifamily uses (3 or more units):</u></p> <p>Three or more dwelling units designated solely for families of low-income under the provisions of the National Housing Act are required to provide only one space for every two dwelling units.</p>	<p><u>Contact: Paul Pinster, Engineering (604) 873-7917.</u></p> <p>Vancouver allows flexible parking requirements. The Planning Director has the authority to reduce parking as deemed appropriate. If denied a parking reduction, an applicant can appeal the decision to a board of adjustment. Parking requirements for low-income housing projects actually range from 1:2 on the high end to 1:16 depending on a number of factors including location, household size, unit size, and income level served. Staff reports that a ratio of 1:10 is often applied to housing projects that serve formerly homeless singles. This standard apparently sufficiently accommodates the demand for parking by residents, visitors, and social workers. A ratio of 1:6 is sometimes applies to projects serving formerly homeless families.</p> <p>BC Housing, the provincial agency that provides affordable housing, usually requires a minimum of one space per unit, but their projects tend to target households in the work force. The Canada Mortgage and Housing Corporation more frequently funds projects targeted at households at much lower incomes.</p> <p>Minimum unit size is 30 meters square (333 square feet).</p>
<p>City of Pittsburg</p> <p><i>Source: Chapter 914 of the Pittsburg Urban Zoning Code</i></p>	<p><u>Required parking is waived entirely for residential uses with less than 21 units that serve persons with disabilities. Only a nominal amount of parking is required for uses with 21 or more parking spaces.</u></p>	



APPENDIX G
Copy of Survey Mailed to Local Housing Providers





Low-income Housing Parking Survey

Help Us Determine the Right Amount of Parking for Low-Income Housing Projects!

Thank you for taking a few moments to complete this brief survey. The City is evaluating the appropriateness of its multifamily parking requirements as they apply to developments serving low-income (non-elderly/non-disabled) households. As a provider of housing for low-income households, your help will be extremely valuable as the City determines an appropriate parking requirement for these projects.

Please complete the following survey for each newly constructed project (i.e., built within the past 10 years) you own or manage that serves low-income households (i.e., households at or below 80 percent of median) and return them by no later than June 14, 2001. A postage-paid self-addressed return envelope has been enclosed for your convenience.

Note: Survey forms are not required for projects that: (1) primarily serve low-income elderly or disabled households; (2) are located Downtown; or (3) were built over 10 years ago.

Thank you for your help! If you have any questions or would like additional information, please feel free to contact Pierre Rowen at (206) 684-0684 or via e-mail at: pierre.rowen@ci.seattle.wa.us

Project Name _____
Project Address _____
City _____ State _____ Zip _____

Year this project was built _____ Total # units in this Development _____

Total # parking spaces in this development (for resident use only) _____

On-Site Parking for tenants with incomes below 30% of median: Indicate the total # units and on-site parking spaces currently in use by tenants (including resident managers) with household incomes below 30% of median, by unit size.

Table with 3 columns: Unit Size, # of Units, # Parking Spaces in Use. Rows include SRO, Studio, 1-Bedroom, 2-Bedroom, 3-Bedroom or more.



On-Site Parking for tenants with incomes between 31% and 50% of median: Indicate the total # units and on-site parking spaces currently in use by tenants (including resident managers) with household incomes between 31% and 50% of median, by unit size.

Unit Size	# of Units	# Parking Spaces in Use
SRO		
Studio		
1-Bedroom		
2-Bedroom		
3-Bedroom or more		

How many **full-time non-resident** support staff work on-site? _____
 How many parking spaces are assigned to and used by them (if any): _____

Do you currently charge tenants for parking? Yes No
 If yes, how much per month? \$ _____

Based on your experience: How many parking spaces do you think are needed to meet your tenants' demand, without causing any spillover parking onto the street?
 _____ Parking Spaces

Contact Information – Property Management

Name _____
 Address _____
 City _____ State _____ Zip _____
 Day Phone _____

Contact Information – Developer

Name _____
 Address _____
 City _____ State _____ Zip _____
 Day Phone _____

Any other comments you'd like to share with us?

Thanks again for your help! We may need to contact you in the future for additional information. If your contact information is not already provided above, please complete the following:

Name _____ Day Phone _____ E-mail _____

For additional information please contact: Pierre Rowen (206) 684-0684
 Office of Housing, 618 Second Avenue, 8th Floor,
 Seattle, WA 98104



APPENDIX H
Survey Data



UNITS OCCUPIED BY HOUSEHOLDS EARNING 50% OR LESS OF AMI (INSIDE CENTER CITY)

Project Name	Street Address	Zip	Total # Units	Total # Parking Spaces	Studio Units	Studio Parking Spaces	1-Bedroom Units	1-BR Parking Spaces	2-BR Units	2-BR Parking Spaces	3-BR Units	3+ BR Parking Spaces
Seneca Apartments	1214 Boylston Ave.	98101	32	44	8	5	24	3	0	0	0	0
Villa Apartments	1100 E. Pike St.	98101	62	13	21	2	22	5	0	0	0	0
Denice Hunt Townhomes	620 N. 85th ST.	98103	30	35	0	0	0	0	9	5	6	6
YouthCare	2500 NE 54th St.	98105	10	10	0	0	0	0	1	1	0	0
University Village	8427 Delridge Way SW	98106	12	12	0	0	0	0	6	6	0	0
Centerwood Apartments	1213 SW Holden St.	98106	10	10	0	0	3	3	1	1	0	0
Holden Manor	1116 NW 54th St.	98107	25	29	0	0	5	6	14	14	6	6
Gilman Court	3904 MLK Jr. Way S.	98108	40	38	0	0	22	22	0	0	0	0
3904 Martin Luther King Jr. Way Apts.	1170 Harrison St.	98109	59	9	8	0	10	1	1	1	0	0
Lakeview Apts.	2312-20 20th E.	98112	12	14	0	0	5	5	7	5	0	0
Miller Park Villa Park Townhomes	9111 50th Ave. S.	98118	43	43	0	0	0	0	12	12	9	9
Nuuanu Pali Noji Gardens - Phase I	5031 MLK Jr. Way S. 5806-5834 32nd Ave. S. 5033 37th Ave. S.	98118	8	8	0	0	0	0	0	0	4	4
Lilac Lodge	1726 Boylston Ave.	98118	44	15	0	0	8	8	0	0	0	0
Boylston-Howell Apts.	1630 14th Ave.	98122	30	36	6	1	4	1	14	11	6	3
Pardee Townhomes	1641 Bellevue Ave.	98122	9	9	0	0	0	0	0	0	3	3
Bellevue Olive Apartments	Helen V.	98122	48	23	8	0	1	0	3	0	12	0
Apartment Aki Kurose Village	1319 E. Union St. 11500 Stone Ave. N.	98122	38	32	31	15	7	2	0	0	0	0
Phases I and II		98133	62	66	0	0	1	1	11	11	22	22
TOTAL			593	465	82	23	112	57	84	72	68	53

Number of Parking Spaces Used/By Unit Size			Avg. # Parking spaces/unit		
1-BR	2-BR	3-BR	1-BR	2-BR	3-BR
0.28	0.86	0.78	0.51	0.86	0.78
Total # Units			Total # Parking spaces in Use		
346			205		
			0.59		



UNITS OCCUPIED BY HOUSEHOLDS EARNING 30 % OR LESS OF AMI (ALL UNITS)

Project Name	Street Address	Permanent/Transitional	Zip	Total # Units	Total # Parking Spaces	Studio Units	Studio Parking Spaces	1-BR Bedroom Units	1-BR Parking Spaces	2-BR Units	2-BR Parking Spaces	3-BR Units	3+BR Parking Spaces
Villa Apartments	1100 E. Pike St.	P	98101	62	13	19	5	0	0	0	0	0	0
Denice Hunt Townhomes	620 N. 85th St.	P	98103	30	35	0	0	0	0	3	2	11	13
YouthCare University Village	2500 NE 54th St. 8427	T	98105	10	10	0	0	0	0	9	3	0	0
Centerwood Apartments	Delridge Way SW 1213 SW	P	98106	12	12	0	0	0	0	3	3	0	0
Holden Manor	Holden St. 3904 MLK	P	98106	10	10	0	0	1	1	2	2	0	0
King Jr. Way Apts.	King Jr. Way S. 1170	P	98108	40	38	0	0	7	7	2	2	0	0
Lakeview Apts.	Harrison St.	P	98109	59	9	1	0	16	1	9	0	0	0
Villa Park Townhomes	9111 50th Ave. S.	P	98118	43	43	0	0	0	0	2	2	3	3
Nuuanu Pall	5031 MLK Jr. Way S.	P	98118	19	19	0	0	0	0	2	2	0	0
Lilac Lodge	5033 37th Ave. S.	P	98118	44	15	0	0	1	1	0	0	0	0
Aki Kurose Village Phases I and II	11500 Stone Ave. N. 7400 Sand	T	98133	62	66	0	0	19	11	5	2	4	4
Santos Place	Point way	T	98115	41	200	41	10	0	0	0	0	0	0
TOTAL				432	470	61	15	44	21	37	18	18	20

Number of Parking Spaces Used/By Unit Size

Studios	1-BR	2-BR	3-BR
0.25	0.48	0.49	1.11

Note studio units at Santos Place are SRO units

Total # Units	Total # Parking spaces in Use	Avg. # Parking spaces/unit
160	74	0.46



UNITS OCCUPIED BY HOUSEHOLDS EARNING 50% OR LESS OF AMI (ALL UNITS)

Project Name	Street Address	Zip	Total # Units	Total # Parking Spaces	Studio Units	Studio Parking Spaces	1-Bedroom Units	1-BR Parking Spaces	2-BR Units	2-BR Parking Spaces	3-BR Units	3+ BR Parking Spaces
Seneca Apartments	1214 Boylston Ave.	98101	32	44	8	5	24	3	0	0	0	0
Villa Apartments	1100 E. Pike St.	98101	62	13	21	2	22	5	0	0	0	0
Denice Hunt Townhomes	620 N. 85th St.	98103	30	35	0	0	0	0	9	5	6	6
YouthCare University Village	2500 NE 54th St.	98105	10	10	0	0	0	0	1	1	0	0
Centerwood Apartments	8427 Delridge Way SW	98106	12	12	0	0	0	0	6	6	0	0
Holden Manor	1213 SW Holden St.	98106	10	10	0	0	3	3	1	1	0	0
Gillman Court	1116 NW 54th St.	98107	25	29	0	0	5	6	14	14	6	6
3904 Martin Luther King Jr. Way Apts.	3904 MLK Jr. Way S.	98108	40	38	0	0	22	22	0	0	0	0
Lakeview Apts.	1170 Harrison St.	98109	59	9	8	0	10	1	1	1	0	0
Miller Park Villa Park Townhomes	2312-20 20th E. John	98112	12	14	0	0	5	5	7	5	0	0
Nuuanu Pali Noji Gardens - Phase I	9111 50th Ave. S.	98118	43	43	0	0	0	0	12	12	9	9
	5031 MLK Jr. Way S.	98118	19	19	0	0	0	0	5	5	0	0
	5806-5834 32nd Ave. S.	98118	8	8	0	0	0	0	0	0	4	4
Lilac Lodge Boylston-Howell Apts.	5033 37th Ave. S.	98118	44	15	0	0	8	8	0	0	0	0
Pardee Townhomes	1726 Boylston Ave.	98122	30	36	6	1	4	1	14	11	6	3
Bellevue Olive Apartments	1630 14th Ave.	98122	9	9	0	0	0	0	0	0	3	3
	1641 Bellevue Ave.	98122	48	23	8	0	1	0	3	0	12	0
Helen V. Apartments	1319 E. Union St.	98122	38	32	31	15	7	2	0	0	0	0
Aki Kurose Village Phases I and II	11500 Stone Ave. N.	98133	62	66	0	0	1	1	11	11	22	22
TOTAL			593	465	82	23	112	57	84	72	68	53

Number of Parking Spaces Used/By Unit Size

Studios	1-BR	2-BR	3-BR
0.28	0.51	0.86	0.78

Total # Units 346
 Total # Parking spaces in Use 205
 Avg. # Parking spaces/unit 0.59



APPENDIX I
Parking Utilization Survey Conducted by the Low Income Housing Institute





TRANSITIONAL HOUSING

Project Name	Organization	Population Served	Contact	Phone	SRO	1 bdm	2 bdm	Dorm	Total Units	Client Pking	Staff Pking	Total Pking	Pkin/ Unit
Alpha Inn	AHA	homeless	Omar Samatar	283-6070	57	0	0		57	10	3	13	0.23
Rose of Lima	AHA	homeless women	Karen Staley	441-1200	9		2		13	0	3	0	0.00
DAWN's House	DAWN	domestic violence	Jen	622-1881	2				2	1	3	4	2.00
Broadview Emergency Shelter	Fremont Public Assn	women/domestic violence	Sarah Olson	622-4933		22		7	22	1	(?)	1	0.05
Sand Pt. Youth	Friends of Youth	youth	Jennifer Lucas	729-1407		6			6	0	2	2	0.33
Arlate Mitchell	Goodwill Development	homeless teens	Shiron	323-7409			6		6	1	1	2	0.33
Santos Place	LIHI	homeless	Roger Shands	524-9224	42				42	12	1	13	0.31
New Beginnings	New Beginnings	domestic violence	Jennie Wear	926-3045	82	4	13	18	17	2	4	6	0.35
William Booth Center	Salvation Army	homeless men	Angelo Oliver	621-0145				112	82	19	10	29	0.35
Scattered Sites	Seattle Emerg. Housing	homeless	Joe Easterday	461-3660			19	15	34	17	4	21	0.6
Sojourner Place	Sojourner Place	homeless women	Pauly Irish	545-4200	8				8	2	2	4	0.50
Sand Pt. Community Housing Assn	Sand Pt. Family Housing	homeless families		517-5499			27		27	8	2	10	0.37
Pathways	YouthCare	youth under 18	Robin Parker	985-0444				10	10	0	1	1	0.10
East Cherry	YWCA	homeless	Lesley Leber	490-4353		7			7	2	1	3	0.43
TOTAL				TOTAL	200	39	67	162	333	75	37	109	0.33

SHELTERS

Project Name	Organization	Population Served	Contact	Phone	SRO	1 bdm	2 bdm	Dorm	Total Units	Client Parking	Staff Parking	Total Parking	Pking/ Unit
Noel House	AHA	single homeless women	Mykel Montgomery	441-3210				40	40	2	5	7	0.18
Saint Martin de Porres	AHA	elderly men	Bob Allison	323-6341				212	212	0	5	5	0.02
Bread of Life	Bread of Life Mission	homeless	Bob Paulin	682-3579				48	48	0	0	0	0.00
Catherine Booth House	Catherine Booth House	domestic violence	Gracie	324-4943				16	16	0	3	3	0.19
DAWN's House	DAWN	domestic violence	Jen	622-1881				28	28	1	3	4	0.14
DESC Shelter Program	DESC	homeless	Lee Lennox	464-1570				200	200	10	15	25	0.13
Bethlehem House	Fremont Public Assn	homeless families	Katie Thompson	694-6700				17	17	1		1	0.06
Broadview Emergency Shelter	Fremont Public Assn	women/domestic violence	Sarah Olson	622-4933		2		7	9	1		1	0.11
Jubilee Women's Center	Jubilee Women's Ctr.	homeless women	Jeanne Ordway	324-1244				26	26	6	6	12	0.46
New Beginnings	New Beginnings	domestic violence	Jennie Wear	926-3045				18	18	6	4	10	0.56
William Booth Center	Salvation Army	homeless men	Angelo Oliver	621-0145				112	112	19	10	29	0.26
Teen Hope	Teen Hope	youth under 18	Lynn Carver	546-1010				7	7	0	4	4	0.57
Union Gospel Mission	Union Gospel Mission	homeless	Mac Snow	622-5177				110	110	0	4	4	0.04
Passages	YouthCare	youth	Travis DeCuire	985-8343				8	8	0	1	1	0.13
Women's Resource Center	YWCA	homeless women	Lesley Leber	490-4353	30				30	9	1	10	0.33
TOTAL				TOTAL	30	2	0	849	881	55	61	116	0.13
GRAND TOTAL					230	41	67	1011	1214	130	98	225	0.19



APPENDIX J
Copy of Questionnaire Distributed to Local Service Providers





Parking Survey

Help Us Determine the Right Amount of Parking for Housing Projects that Serve the Homeless!

The City is currently evaluating the appropriateness of its Multifamily parking requirements as they apply to new housing developments that serve homeless households (non-elderly/non-disabled) including those who are at risk of becoming homeless. The target population typically earns less than 30 percent of the area median. As a service provider who works directly with this population, your input will be extremely helpful to the City as it considers a new parking requirement that would apply to housing projects that serve this population.

*Please take a moment to complete the following questionnaire, and return it by no later than **June 4, 2001**. A postage-paid self-addressed return envelope is enclosed for your convenience.*

Thank you for your help! If you have any questions or would like additional information, please feel free to contact Pierre Rowen at (206) 684-0684 or via e-mail at: pierre.rowen@ci.seattle.wa.us

Contact Name _____
Agency _____
Address _____
City _____ State _____ Zip _____
Day Phone _____ E-mail _____

Based on your experience working with homeless households, what percentage would you say actually own cars (please estimate)?

_____ Percent

Of those homeless households who do own cars, how many do they usually own?

- Check only one: One
 Two
 Three or more

Are larger households (i.e., households with four or more persons) more likely to own a car compared to smaller ones?

- Check yes or no: Yes
 No

If yes, please elaborate: _____



Are extremely-low-income households (i.e., households at or below 30% of median) living in permanent housing arrangements more likely to own a car compared to those living in shelters or in transitional housing?

Check yes or no: Yes
 No

If yes, please elaborate: _____

What mode of travel is most frequently used by homeless/formerly homeless households to get to work/school and to access services?

Check only one: Walking
 Public Transit
 Car

Do you think housing location affects car ownership among homeless households (e.g., does car ownership vary among these households depending on proximity to Downtown or to transit service)?

Check yes or no: Yes
 No

If yes, please elaborate: _____

Any other comments you'd like to share with us? _____

* * *

Thanks again for your help! We may need to contact you in the future for additional information. If you would prefer not to be contacted in the future, please indicate this preference by checking this box

For additional information please contact: Pierre Rowen (206) 684-0684
Seattle Office of Housing
618 Second Avenue, 8th Floor, Seattle, WA 98104



APPENDIX K

Overview of Questionnaire Responses from Local Service Providers

An overview of questionnaire responses follows:

Based on your experience working with homeless households, what percentage would you say actually own cars (please estimate)?

- 26% (responses were received from providers located in 15 different zip codes)

Are larger households (i.e., households with four or more persons) more likely to own a car compared to smaller ones?

- 72% said no
- 28% said yes

Are households at or below 30% of median who live in permanent housing arrangements more likely to own a car compared to those living in shelters or in transitional housing?

- 64% said no
- 36% said yes

What mode of travel is most frequently used by homeless/formerly homeless households to get to work/school and to access services?

- Almost 100% reported public transit

Do you think housing location affects car ownership among homeless households (e.g., does car ownership vary among these households depending on proximity to Downtown or to transit service)?

- 61% said no
- 39% said yes

Any other comments you'd like to share with us?

- Again, I would guess that 90 - 95 % of homeless people do not own cars
- Of the two percent we have who are homeless that have a car, all of them have difficulty keeping the vehicle operating, licensed, and gassed up
- Most (clients') vehicles are unsafe to drive and they have no money for repairs or preventative maintenance. Most can't afford insurance, some can't afford registration tabs, and are therefore driving illegally
- Cars are only as essential as planning makes them - (public) transportation is necessary. Car ownership is not necessary when other options are realistic
- One space per family should be provided with an overflow lot for those families with the rare second car



- I fully support OH's proposal and feel it is a crucial and important step toward creating additional, much needed funds for low-income housing
- Many of the homeless/low-income people I am familiar with that own cars live in them
- I hope that the City moves quickly on revising this policy. It is shame to lose low-income housing projects due to parking space requirements
- Homeless people get where they go by any means necessary. Cars are so important in this country and our sense of identity. The home usually goes first, the vehicle shortly thereafter
- I primarily work with homeless youth and those who say they have a car usually stole it
- Economics affects car ownership among the homeless families we serve
- Rents of teen parents housed at Aridell Mitchell Home are subsidized and figured at 30% of the gross income, less an allowance of \$50 for electricity. Example: State Grant of \$440.00; 30% of grant \$132 for rent less \$50 for electricity leaves \$82. Tenants do not get sufficient funds to maintain a car



APPENDIX L
Verification of Survey Data



Conducted by the City of Seattle Office of Housing, July 31-August 8, 2001

Building	Address	# Units	# Parking Spaces	Time of Survey	# Parking Spaces In Use	Utilization Ratio
Aki Kurose Phases 1 and 2	11500-520 Stone Ave N.	62	68	6:40pm	27	0.44
Bellevue Olive Apartments	1641 Bellevue Ave.	48	52	n/a	23	0.48
Boylston Howell Apartments	1726 Boylston Ave.	30	47	6:30pm	14	0.47
Burke Gilman Gardens*	5251 Sandpoint Way N.E.	15	16	7:05pm	10	0.67
Byron Wetmore Apartments*	3300 Wetmore Ave S.	12	14	5:45pm	6	0.50
Denice Hunt	620 N. 85th St.	30	31	7:00pm	10	0.33
Mercer Court	527-533 12th Ave E.	24	31	6:05pm	8	0.33
Miller Park Apartments	2312 E. John St.	12	16	6:45pm	5	0.42
Roxbury (aka Longfellow and Westwood)*	9455 27th Ave S.W.	45	47	7:30pm	12	0.27
Casa Pacifica	1167 Republican St.	65	50	n/a	39	0.60
					Average Parking Utilization/Unit:	0.45

* Projects not included in the original survey results.







City of Seattle

Gregory J. Nickels, Mayor

Office of the Mayor

July 25, 2002

Honorable Peter Steinbrueck
President
Seattle City Council
Municipal Building, 11th Floor

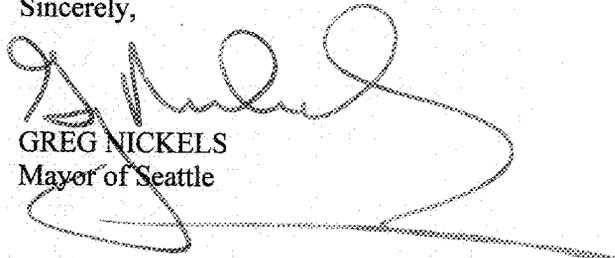
Dear Council President Steinbrueck:

The attached legislation proposes to amend the Land Use Code to modify parking requirements for households earning 30% or less of the median income, when located in Center City neighborhoods. In 2001, a one-person household at 30% of median income for the U.S. Department of Housing and Urban Development's Seattle-Bellevue-Everett Primary Metropolitan Statistical Area earns \$15,150 (\$21,650 for a family of four). For purposes of these amendments, Center City neighborhoods are the following urban villages: Uptown, South Lake Union, Capitol Hill, Pike/Pine, First Hill, and 12th Avenue.

When factors such as the size of the dwelling unit and its location in Seattle are accounted for, current parking requirements result in more parking spaces than needed by very-low-income populations. This finding was based on survey data gathered by DCLU and the Office of Housing (OH). Unnecessary parking spaces unfairly raise the cost of building housing, thus DCLU is proposing a requirement of one parking space for every three two-bedroom or smaller units in Center City neighborhoods, and one parking space for every two three-bedroom or larger units in Center City neighborhoods.

Thank you for your consideration of this legislation. Should you have questions please contact Mark Troxel at 206-615-1739 or mark.troxel@ci.seattle.wa.us.

Sincerely,



GREG NICKELS
Mayor of Seattle

cc Honorable Members of the Seattle City Council



ORDINANCE _____

1
2 AN ORDINANCE relating to land use and zoning, amending Section 23.54.015 of the Seattle
3 Municipal Code, modifying minimum parking requirements for multifamily uses that
4 provide housing to low-income households, clarifying regulations, and correcting minor
errors.

5 WHEREAS, Land Use Policy 138 in the Seattle Comprehensive Plan provides direction to
6 balance the need to meet the approximate parking demand generated by new
7 development so as to avoid adding to congestion of parked cars on surrounding streets,
8 with the countervailing need to limit the effects structured parking can have on housing
costs, and to recognize the Seattle Comprehensive Plan's policies encouraging the use of
public transit and discouraging the use of automobiles; and

9 WHEREAS, Land Use Policy 139 in the Seattle Comprehensive Plan recommends allowing
10 exceptions to parking requirements for projects in which the parking demand of the
occupants may be significantly different from those of the general population; and

11 WHEREAS, Housing Policy 5 in the Seattle Comprehensive Plan recommends allowing lower
12 off-street parking requirements where lower car ownership and parking utilization can be
demonstrated; and

13 WHEREAS, Housing Policy 7 in the Seattle Comprehensive Plan recommends conducting
14 periodic assessment of the effects of City policies and regulations on housing
15 development costs and overall housing affordability, considering the balance between
housing affordability and the other objectives such as environmental quality, urban
design quality, maintenance of neighborhood character, and protection of public health,
safety and welfare; and

16 WHEREAS, the Office of Housing conducted a survey of parking utilization in low-income
17 housing projects in March 2001 to evaluate the impacts of the City's parking policies and
18 regulations on development costs for low-income housing projects and to identify
opportunities to lower off-street parking requirements based on survey findings; and

19 WHEREAS, Council adopted Ordinance 120004 on June 26, 2000, implementing key
20 recommendations in the Pike/Pine Urban Center Village Plan, including lower off-street
21 parking requirements within the Pike/Pine Overlay District, recognizing that car
ownership and parking utilization rates in this area are lower compared to those for the
city as a whole, as demonstrated through a neighborhood parking study; and

22 WHEREAS, Council adopted Resolution 30196 establishing the City's Neighborhood Planning
23 Policy Docket 17, On and Off-street Parking Management Strategies, providing direction
24 to the Strategic Planning Office, the Department of Design, Construction and Land Use,
Seattle Transportation, City Budget Office, Executive Services Department, and other

1 City departments to work with communities to develop and implement parking
2 management strategies; and

3 WHEREAS, Council adopted Ordinance 120541 on October 1, 2001 relating to land use and
4 zoning, modifying minimum parking requirements for multifamily uses that provide
5 housing for low-income households; and

6 WHEREAS, in discussing Ordinance 120541, Councilmembers requested the Executive to study
7 whether transitional housing or very low-income populations had car ownership patterns
8 that justified further modifications in minimum parking requirements for multifamily
9 uses serving such populations; and

10 WHEREAS, the Executive found car ownership patterns to be significantly different in certain
11 neighborhoods for households with incomes at or below thirty (30) percent of the median
12 family income, adjusted for household size, for the Seattle-Bellevue-Everett Primary
13 Metropolitan Statistical Area, as defined by the United States Department of Housing and
14 Urban Development; NOW THEREFORE,

15 **BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:**

16 Section 1. Chart A of Section 23.54.015 of the Seattle Municipal Code, which

17 Section was last amended by Ordinance 120609, is amended as follows:

18 **23.54.015 Required parking.**

19 * * *

Chart A
for Section 23.54.015
PARKING

Use	Parking Requirements
Adult care center ¹	1 space for each 10 adults (clients) or 1 space for each staff member, whichever is greater; plus 1 loading and unloading space for each 20 adults (clients)((-))
Adult family home	1 space for each dwelling unit((-))
Adult motion picture theater	1 space for each 8 fixed seats or 1 space for each 100 square feet of spectator assembly area not containing fixed seats((-))
Adult panoram	1 space for each 8 fixed seats or 1 space for each 100 square feet of spectator assembly area not containing fixed seats((-))
Airport, land-based (waiting area)	1 space for each 100 square feet((-))
Airport, water-based (waiting area)	1 space for each 100 square feet((-))
Animal services	1 space for each 350 square feet((-))
Animal husbandry (retail area only)	1 space for each 350 square feet((-))
Aquaculture (retail area only)	1 space for each 350 square feet((-))
Artist's studio/dwelling	1 space for each dwelling unit((-))
Assisted living facility ²	1 space for each 4 assisted living units plus 1 space for each 2 staff members on-site at peak staffing time; plus 1 barrier-free passenger loading and unloading space; plus loading berth requirements per Section 23.54.035
Automotive parts or accessory sales	1 space for each 350 square feet((-))
Ball courts	1 space per court((-))
Bed and breakfast	1 space for each dwelling, plus 1 space for each 2 guest rooms or suites((-))
Bowling alley	5 spaces for each lane((-))



Chart A
For Section 23.54.015 (Continued)

Use	Parking Requirements
((Brew pub)) <u>Brewpub</u>	1 space for each 200 square feet((-))
Business support services	1 space for each 2,000 square feet((-))
Business incubators	1 space for each 1,000 square feet((-))
Carwash	1 space for each 2,000 square ((fee-)) <u>feet</u>
Caretaker's quarters	1 space for each dwelling unit((-))
Cargo terminal	1 space for each 2,000 square feet((-))
Cemetery	None((-))
Child care center ^{1,9}	1 space for each 10 children or 1 space for each staff member, whichever is greater; plus 1 loading and unloading space for each 20 children((-))
Colleges ¹	A number of spaces equal to 15 percent of the maximum number of students present at peak hour; plus 30 percent of the number of employees present at peak hour; plus 1 space for each 100 square feet of spectator assembly area in outdoor spectator sports facilities((-))
Commercial laundries	1 space for each 2,000 square feet((-))
Commercial moorage	1 space for each 140 lineal feet of moorage((-))
Communication utilities	1 space for each 2,000 square feet((-))
Community centers ^{1,2} and Community clubs ^{1,2}	1 space for each 80 square feet of floor area of all auditoria and public assembly rooms not containing fixed seats; or 1 space for every 8 fixed seats for floor area containing fixed seats; or if no auditorium or assembly room, 1 space for each 350 square feet, excluding ball courts((-))
Community centers owned and operated by the Seattle Department of Parks and Recreation (DOPAR) ^{1,2,3}	1 space for each 555 square feet((-))



Chart A
For Section 23.54.015 (Continued)

Use	Parking Requirements
Congregate residences	1 space for each 4 residents((-))
Construction services	1 space for each 2,000 square feet.
Custom and craft work	1 space for each 1,000 square feet((-))
Dance halls (dance floor and table area)	1 space for each 100 square feet((-))
Dry storage of boats	1 space for each 2,000 square feet((-))
Family support centers located in community centers owned and operated by the Seattle DOPAR ³	1 space for each 100 square feet((-))
Floating homes	1 space for each dwelling unit((-))
Food processing for human consumption	1 space for each 1,000 square feet((-))
Gas station	1 space for each 2,000 square feet((-))
General retail sales and services	1 space for each 350 square feet((-))
Ground-floor businesses in ((multi-family))multifamily zones	None, maximum of 10 spaces((-))
Heavy commercial services	1 space for each 2,000 square feet.
Heliports (waiting area)	1 space for each 100 square feet((-))
High-impact uses((-))	1 space for each 1,500 square feet or as determined by the Director((-))
Horticultural uses (retail area only)	1 space for each 350 square feet((-))
Hospitals ¹	1 space for each 2 staff doctors; plus 1 additional space for each 5 employees; plus 1 <u>space</u> for each 6 beds((-))
Hotels	1 space for each 4 sleeping rooms or suites((-))



Chart A
For Section 23.54.015 (Continued)

Use	Parking Requirements
Institute for advanced study ¹	1 space for each 1,000 square feet of administrative offices and similar spaces; plus 1 space for each 10 fixed seats in all auditoria and public assembly rooms; or 1 space for each 100 square feet of public assembly area not containing fixed seats((-))
Institutes for advanced study in single-family zones (existing)	3.5 spaces for each 1,000 square feet of office space; plus 10 spaces for each 1,000 square feet of additional building footprint to house and support conference center activities((-)); or 37 spaces for each 1,000 square feet of actual conference rooms to be constructed, whichever is greater((-))
Kennel	1 space for each 2,000 square feet((-))
Lecture and meeting hall	1 space for each 8 fixed seats or 1 space for each 100 square feet of spectator assembly area not containing fixed seats((-))
Library ¹⁰	1 space for each 80 square feet of floor area of all auditoria and public meeting rooms; plus 1 space for each 500 square feet of floor area, excluding auditoria and public meeting rooms((-))
Major durables, sales, service, and rental	1 space for each 2,000 square feet((-))
Manufacturing, general	1 space for each 1,500 square feet((-))
Manufacturing, heavy	1 space for each 1,500 square feet((-))
Manufacturing, light	1 space for each 1,500 square feet((-))
Marine service station	1 space for each 2,000 square feet((-))
Medical services	1 space for each 350 square feet((-))
Miniature golf	1 space for each 2 holes((-))
Mini-warehouse	1 space for each 30 storage units((-))



Chart A
For Section 23.54.015 (Continued)

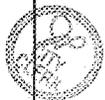
Use	Parking Requirements
Mobile home park	1 space for each mobile home((-))
Mortuary services	1 space for each 350 square feet((-))
Motels	1 space for each sleeping room or suite((-))
Motion picture studio	1 space for each 1,500 square feet((-))
Motion picture theater	1 space for each 8 fixed seats or 1 space for each 100 square feet of spectator assembly area not containing fixed seats((-))
Multifamily uses, ⁴ except as otherwise provided below ¹³	<p>Development sites containing 2—10 dwelling units: 1.1 spaces for each dwelling unit.</p> <p>Development sites containing 11—30 dwelling units: 1.15 spaces for each dwelling unit.</p> <p>Development sites containing 31—60 dwelling units: 1.2 spaces for each dwelling unit.</p> <p>Development sites containing more than 60 dwelling units: 1.25 spaces for each dwelling unit((-))</p> <p>In addition, for all multifamily uses whose average gross floor area per dwelling unit, excluding decks and all portions of a structure shared by multiple dwelling units, exceeds 500 square feet, an additional .0002 spaces per square foot in excess of 500 shall be required up to a maximum additional .15 spaces per dwelling unit; and</p> <p>When at least 50 percent of the dwelling units in a multifamily use have 3 bedrooms, an additional .25 spaces per bedroom for each unit with 3 bedrooms shall be required; and</p> <p>Any ((multi-family)) multifamily use ((which)) that contains a dwelling unit with 4 or more bedrooms shall be required to provide an additional .25 spaces per bedroom for each unit with 4 or more bedrooms.⁵</p>



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Chart A
For Section 23.54.015 (Continued)

Use	Parking Requirements
Multifamily uses containing dwelling units with 2 or more bedrooms, when within the area impacted by the University of Washington as shown on Map A following this section, unless another provision below allows fewer parking spaces	1.5 spaces per unit with 2 or more bedrooms. The requirement for units <u>with</u> 3 or more bedrooms contained above shall also apply. All other requirements for units with fewer than 2 bedrooms shall be as contained above. ⁵
Multifamily uses, when within the Alki area as shown on Map B following this section, unless another provision below allows fewer parking spaces	((1-5))1.5 spaces for each dwelling unit
Multifamily uses, for development sites that contain a total of 10 or fewer dwelling units, all in ground-related structures	1 space for each dwelling unit
Multifamily uses, when located in Center City neighborhoods¹², for each dwelling unit rented to and occupied by a household with an income at time of its initial occupancy at or below 30 percent of the median family income, adjusted for household size, for the Seattle-Bellevue-Everett Primary Metropolitan Statistical Area, as defined by the United States Department of Housing and Urban Development (HUD) ((;))¹⁴, ((; and multifamily uses, when located in Center City neighborhoods¹², for each dwelling unit occupied by a household with an income at time of its initial occupancy at or below fifty (50) percent of median family income adjusted for household size, for the Seattle-Bellevue-Everett Primary Metropolitan Statistical Area, as defined by the United States Department of Housing and Urban Development (HUD)¹⁴;) for the life of the building	<u>0.33 space for each dwelling unit with 2 or fewer bedrooms, and 0.5 space for each dwelling unit with 3 or more bedrooms ((1 space for each 2 dwelling units, for units with 2 or fewer bedrooms, and 1 space for each dwelling unit, for units with 3 or more bedrooms.))</u>



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Chart A
For Section 23.54.015 (Continued)

Use	Parking Requirements
<u>Multifamily uses, when located in Center City neighborhoods¹², for each dwelling unit rented to and occupied by a household with an income at time of its initial occupancy of between 30 and 50 percent of the median family income, adjusted for household size, for the Seattle-Bellevue-Everett Primary Metropolitan Statistical Area, as defined by HUD¹⁴, for the life of the building</u>	<u>0.5 space for each dwelling unit with 2 or fewer bedrooms, and 1 space for each dwelling unit with 3 or more bedrooms</u>
<u>Multifamily uses, when located outside of Center City neighborhoods¹², for each dwelling unit rented to and occupied by a household with an income at time of its initial occupancy at or below 30 percent of the median family income, adjusted for household size, for the Seattle-Bellevue-Everett Primary Metropolitan Statistical Area, as defined by HUD¹⁴, for the life of the building</u>	<u>0.5 space for each dwelling unit with 2 or fewer bedrooms, and 1 space for each dwelling unit with 3 or more bedrooms</u>
Multifamily uses, when located outside of Center City neighborhoods ¹² , for each dwelling unit with 2 or fewer bedrooms rented to and occupied by a household with an income at time of its initial occupancy of between 30 and 50 percent of the median family income, adjusted for household size, for the Seattle-Bellevue-Everett Primary Metropolitan Statistical Area, as defined by ((the United States Department of Housing and Urban Development (HUD)) ¹⁴ , for the life of the building	0.75 spaces for each dwelling unit
Multifamily uses occupied by low-income elderly households	1 space for each 6 dwelling units



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Use	Parking Requirements
Multifamily uses occupied by low-income disabled households	1 space for each 4 dwelling units
Multifamily uses occupied by <u>low-income</u> elderly/low-income disabled households	1 space for each 5 dwelling units
Multifamily uses, when within the Seattle Cascade Mixed zone or the Pike/Pine Overlay District	1 space for each dwelling unit
Multifamily uses, when within the Pike/Pine Overlay District, for each dwelling unit rented to and occupied by a household with an income at time of its initial occupancy at or below 60 percent of the median family income, adjusted for household size, for the Seattle-Bellevue-Everett Primary Metropolitan Statistical Area, as defined by HUD, at rent not exceeding 30 percent of 60 percent of median family income, adjusted for household size, ((:)) for the life of the building	1 space for each 2 dwelling units
((Multi-purpose)) <u>Multipurpose</u> convenience store Museum ¹	1 space for each 350 square feet ((:))
	1 space for each 80 square feet of all auditoria and public assembly rooms, not containing fixed seats; or 1 space for every 10 fixed seats for floor area containing fixed seats; ((plus)) <u>plus</u> 1 space for each 250 square feet of other gross floor area open to the public
Nonhousehold sales and ((services, except)) <u>services, except</u> sales, service and rental of office equipment	1 space for each 2,000 square feet ((:))



Chart A
For Section 23.54.015 (Continued)

Use	Parking Requirements
Nursing homes ⁶	1 space for each 2 staff doctors; plus 1 additional space for each 3 employees; plus 1 space for each 6 beds((-))
Office, administrative	1 space for each 1,000 square feet((-))
Office, customer service	1 space for each 350 square feet((-))
Outdoor storage	1 space for each 2,000 square feet((-))
Parks	None((-))
Participant sports and recreation, indoor <u>or outdoor</u> , unless otherwise specified	1 space for each 350 square feet((-))
((Participant sports and recreation, outdoor, unless otherwise specified))	((1 space for each 350 square feet.))
Passenger terminals (waiting area)	1 space for each 100 square feet((-))
Performing arts theater	1 space for each 8 fixed seats or 1 space for each 100 square feet of spectator assembly area not containing fixed seats((-))
Personal transportation services	1 space for each 2,000 square feet((-))
Playgrounds	None((-))
Power plants	1 space for each 2,000 square feet((-))
Private club ¹	1 space for each 80 square feet of floor area of all auditoria and public assembly rooms not containing fixed seats; or 1 space for every 8 fixed seats for floor area containing fixed seats; or if no auditorium or assembly room, 1 space for each 350 square feet, excluding ball courts((-))
Railroad rights-of-way	None((-))
((Railroad switchyard))	((1 space for each 2,000 square feet.))
Railroad switchyard with <u>or without</u> mechanized hump	1 space for each 2,000 square feet((-))



Chart A
For Section 23.54.015 (Continued)

Use	Parking Requirements
Recreational marinas	1 space for each 75 lineal feet of moorage((-))
Recycling center	1 space for each 2,000 square feet((-))
Recycling collection station	None((-))
Religious facility ¹	1 space for each 80 square feet of all auditoria and public assembly rooms((-))
Research and development laboratory	1 space for each 1,000 square feet((-))
Restaurant	1 space for each 200 square feet((-))
Restaurant, fast-food	1 space for each 100 square feet((-))
Sale and rental of large boats	1 space for each 2,000 square feet((-))
Sale and rental of motorized vehicles	1 space for each 2,000 square feet((-))
Sale of boat parts and accessories	1 space for each 350 square feet((-))
Sale of heating fuel	1 space for each 2,000 square feet((-))
Sales, service and rental of commercial equipment	1 space for each 2,000 square feet((-))
Sales, service and rental of office equipment	1 space for each 350 square feet((-))
Salvage yard	1 space for each 2,000 square feet((-))
School, private elementary and secondary ^{1,2}	1 space for each 80 square feet of all auditoria and public assembly rooms, or if no (auditorium) <u>auditorium</u> or assembly room, 1 space for each staff member((-))
School, public elementary and secondary ^{1,2,7}	1 space for each 80 square feet of all auditoria or public assembly rooms, or 1 space for every 8 fixed seats in auditoria or public assembly rooms, containing fixed seats, for new public schools on a new or existing public school site((-))
Sewage treatment plant	1 space for each 2,000 square feet((-))
Single-family dwelling units	1 space for each dwelling unit((-))

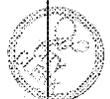


Chart A
For Section 23.54.015 (Continued)

Use	Parking Requirements
Skating rink (rink area)	1 space for each 100 square feet((-))
Solid waste transfer station	1 space for each 2,000 square feet((-))
Specialty food stores	1 space for each 350 square feet((-))
Spectator sports facility ¹¹	1 space for each 10 fixed seats or 1 space for each 100 square feet of spectator assembly area not containing fixed seats((-))
Sport range	1 space for each 2 stations((-))
Swimming pool (water area)	1 space for each 150 square feet((-))
Taverns	1 space for each 200 square feet((-))
Transit vehicle base	1 space for each 2,000 square feet((-))
Universities ⁸	A number of spaces equal to 15 percent of the maximum number of students present at peak hour; plus 30 percent of the number of employees present at peak hour; plus 1 space for each 100 square feet of spectator assembly area in outdoor spectator sports facilities((-))
Utility service uses	1 space for each 2,000 square feet((-))
Vehicle and vessel repair	1 space for each 2,000 square feet((-))
Vocational or fine arts school	1 space for each 2 faculty plus full-time employees; plus 1 space for each 5 students (based on the maximum number of students in attendance at any one time)((-))
Warehouse	1 space for each 1,500 square feet((-))
Wholesale showroom	1 space for each 1,500 square feet((-))
Work-release centers	1 space for each 2 full-time staff members; plus 1 space for each 5 residents; plus 1 space for each vehicle operated in connection with the work-release center((-))



Chart A
For Section 23.54.015 (Continued)

¹ When permitted in single-family zones as a conditional use, the Director may modify the parking requirements pursuant to Section 23.44.022; when permitted in multifamily zones as a conditional use, the Director may modify the parking requirements pursuant to Section 23.45.122. The Director, in consultation with the Director of the Seattle Department of Transportation, may allow adult care and childcare centers locating in existing structures to provide loading and unloading spaces on-street when no other alternative exists.

² Indoor gymnasiums shall not be considered ball courts, nor shall they be considered auditoria or public assembly rooms unless they contain bleachers (fixed seats). If the gymnasium contains bleachers, the parking requirement for the entire gymnasium shall be one (1) parking space for every eight (8) fixed seats. Each twenty (20) inches of width of bleachers shall be counted as one (1) fixed seat for the purposes of determining parking requirements. If the gymnasium does not contain bleachers and is in a school, there is no parking requirement for the gymnasium. If the gymnasium does not contain bleachers and is in a community center, the parking requirement shall be one (1) space for each three hundred fifty (350) square feet. If the gymnasium does not contain bleachers and is in a community center owned and operated by the Department of Parks and Recreation (DOPAR), the parking requirement shall be one (1) space for each five hundred fifty-five (555) square feet.

³ When family support centers are located within community centers owned and operated by DOPAR, the Director may lower the combined parking requirement by up to a maximum of fifteen (15) percent, pursuant to Section 23.54.020.I.

⁴ Parking spaces required for multifamily uses may be provided as tandem spaces according to subsection B of Section 23.54.020.

⁵ Bedroom—Any habitable room as defined by the Building Code ~~that~~(which), in the determination of the Director, is capable of being used as a bedroom.

⁶ When specified in single-family zones, Section 23.44.015, the Director may waive some or all of the parking requirements.

⁷ For public schools, when an auditorium or other place of assembly is demolished and a new one built in its place, parking requirements shall be determined based on the new construction. When an existing public school on an existing public school site is remodeled, additional parking is required if any auditorium or other place of assembly is expanded or additional fixed seats are added. Additional parking is required as shown on Chart A for the increase in floor area or increase in number of seats only. If the parking requirement for the increased area or seating is ten (10) percent or less than that for the existing auditorium or other place of assembly, then no additional parking shall be required.

⁸ Development standards departure may be granted or required pursuant to the procedures and criteria set forth in Chapter 23.79 to reduce the required or permitted number of parking spaces.



Chart A

For Section 23.54.015 (Continued)

⁹ A ~~((€))~~child care facility~~((ies))~~, when co-located with an assisted living facility~~((ies))~~, may count the passenger load/unload space required for the assisted living facility toward its required passenger load/unload spaces.

¹⁰ When a library is permitted in single-family zones as a conditional use, the Director may modify the parking requirements pursuant to Section 23.44.022; when a library is permitted in multifamily zones as a conditional use, the Director may modify the parking requirements pursuant to Section 23.45.122; and when a library is permitted in commercial zones, the Director may modify the parking requirements pursuant to Section ~~((23.44.022L))~~23.44.022 L.

¹¹ Required parking for spectator sports facilities or exhibition halls must be available when the facility or exhibition hall is in use. A facility shall be considered to be "in use" during the period beginning three (3) hours before an event is scheduled to begin and ending one (1) hour after a scheduled event is expected to end. For sports events of variable or uncertain duration, the expected event length shall be the average length of the events of the same type for which the most recent data are available, provided it is within the past five (5) years. During an inaugural season, or for nonrecurring events, the ~~((best))~~ best available good faith estimate of event duration will be used. A facility will not be deemed to be "in use" by virtue of the fact that administrative or maintenance personnel are present. The Director may reduce the required parking for any event when projected attendance for a spectator sports facility is certified to be fifty (50) percent or less of the facility's seating capacity, to an amount not less than that required for the certified projected attendance, at the rate of one (1) space for each ten (10) fixed seats of certified projected attendance. An application for reduction and the certification shall be submitted to the Director at least fifteen (15) days prior to the event. When the event is one of a series of similar events, such certification may be submitted for the entire series fifteen (15) days prior to the first event in the series. If the Director finds that a certification of projected attendance of fifty (50) percent or less of the seating capacity is based on satisfactory evidence such as past attendance at similar events or advance ticket sales, the Director shall, within fifteen (15) days of such submittal, notify the facility operator that a reduced parking requirement has been approved, with any conditions deemed appropriate by the Director to ensure adequacy of parking if expected attendance should change. The parking requirement reduction may be applied for only if the goals of the facility's Transportation Management Plan are otherwise being met. The Director may revoke or modify a parking requirement reduction approval during a series, if projected attendance is exceeded.

¹² For purposes of this section, Center City neighborhoods are the following urban villages: Uptown Queen Anne, South Lake Union, Capitol Hill, Pike/Pine, First Hill, and 12th Avenue, as shown in the City of Seattle Comprehensive Plan.

¹³ These general requirements for multifamily uses are superseded to the extent that a use, structure or development qualifies for either a greater or a lesser parking requirement under any provision below. To the extent that more than one of the provisions below applies to a multifamily use, the least of the applicable parking requirements applies. The different parking requirements for certain multifamily uses listed below shall not be construed to create separate uses for purposes of any requirements related to establishing or changing a use under this title.



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Chart A
For Section 23.54.015 (Continued)

¹⁴ Notice of Income Restrictions. Prior to issuance of any permit to establish, construct or modify any use or structure, or to reduce any parking accessory to a multifamily use or structure, if the applicant relies upon these reduced parking requirements, the applicant shall record in the King County Office of Records and Elections a declaration signed and acknowledged by the owner(s), in a form prescribed by the Director, which shall identify the subject property by legal description, and shall acknowledge and provide notice to any prospective purchasers that specific income limits are a condition for maintaining the reduced parking requirement.

* * *

Section 2. The provisions of this ordinance are declared to be separate and severable. The invalidity of any particular provision shall not affect the validity of any other provision.

Section 3. This ordinance shall take effect and be in force thirty (30) days from and after its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.

Passed by the City Council the ____ day of _____, 2002, and signed by me in open session in authentication of its passage this ____ day of _____, 2002.

President _____ of the City Council

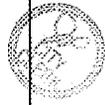
Approved by me this ____ day of _____, 2002.

Gregory J. Nickels, Mayor

Filed by me this ____ day of _____, 2002.

City Clerk

(Seal)



ORDINANCE _____

1
2 AN ORDINANCE relating to land use and zoning, amending Section 23.54.015 of the Seattle
3 Municipal Code, modifying minimum parking requirements for multifamily uses that
4 provide housing to low-income households, clarifying regulations, and correcting minor
errors.

5 WHEREAS, Land Use Policy 138 in the Seattle Comprehensive Plan provides direction to
6 balance the need to meet the approximate parking demand generated by new
7 development so as to avoid adding to congestion of parked cars on surrounding streets,
8 with the countervailing need to limit the effects structured parking can have on housing
costs, and to recognize the Seattle Comprehensive Plan's policies encouraging the use of
public transit and discouraging the use of automobiles; and

9 WHEREAS, Land Use Policy 139 in the Seattle Comprehensive Plan recommends allowing
10 exceptions to parking requirements for projects in which the parking demand of the
occupants may be significantly different from those of the general population; and

11 WHEREAS, Housing Policy 5 in the Seattle Comprehensive Plan recommends allowing lower
12 off-street parking requirements where lower car ownership and parking utilization can be
demonstrated; and

13 WHEREAS, Housing Policy 7 in the Seattle Comprehensive Plan recommends conducting
14 periodic assessment of the effects of City policies and regulations on housing
15 development costs and overall housing affordability, considering the balance between
housing affordability and the other objectives such as environmental quality, urban
design quality, maintenance of neighborhood character, and protection of public health,
safety and welfare; and

16 WHEREAS, the Office of Housing conducted a survey of parking utilization in low-income
17 housing projects in March 2001 to evaluate the impacts of the City's parking policies and
18 regulations on development costs for low-income housing projects and to identify
opportunities to lower off-street parking requirements based on survey findings; and

19 WHEREAS, Council adopted Ordinance 120004 on June 26, 2000, implementing key
20 recommendations in the Pike/Pine Urban Center Village Plan, including lower off-street
21 parking requirements within the Pike/Pine Overlay District, recognizing that car
ownership and parking utilization rates in this area are lower compared to those for the
city as a whole, as demonstrated through a neighborhood parking study; and

22 WHEREAS, Council adopted Resolution 30196 establishing the City's Neighborhood Planning
23 Policy Docket 17, On and Off-street Parking Management Strategies, providing direction
24 to the Strategic Planning Office, the Department of Design, Construction and Land Use,
Seattle Transportation, City Budget Office, Executive Services Department, and other



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City departments to work with communities to develop and implement parking management strategies; and

WHEREAS, Council adopted Ordinance 120541 on October 1, 2001 relating to land use and zoning, modifying minimum parking requirements for multifamily uses that provide housing for low-income households; and

WHEREAS, in discussing Ordinance 120541, Councilmembers requested the Executive to study whether transitional housing or very low-income populations had car ownership patterns that justified further modifications in minimum parking requirements for multifamily uses serving such populations; and

WHEREAS, the Executive found car ownership patterns to be significantly different in certain neighborhoods for households with incomes at or below thirty (30) percent of the median family income, adjusted for household size, for the Seattle-Bellevue-Everett Primary Metropolitan Statistical Area, as defined by the United States Department of Housing and Urban Development; NOW THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Chart A of Section 23.54.015 of the Seattle Municipal Code, which Section was last amended by Ordinance 120609, is amended as follows:

23.54.015 Required parking.

* * *



Chart A
for Section 23.54.015
PARKING

Use	Parking Requirements
Adult care center ¹	1 space for each 10 adults (clients) or 1 space for each staff member, whichever is greater; plus 1 loading and unloading space for each 20 adults (clients)((-))
Adult family home	1 space for each dwelling unit((-))
Adult motion picture theater	1 space for each 8 fixed seats or 1 space for each 100 square feet of spectator assembly area not containing fixed seats((-))
Adult panoram	1 space for each 8 fixed seats or 1 space for each 100 square feet of spectator assembly area not containing fixed seats((-))
Airport, land-based (waiting area)	1 space for each 100 square feet((-))
Airport, water-based (waiting area)	1 space for each 100 square feet((-))
Animal services	1 space for each 350 square feet((-))
Animal husbandry (retail area only)	1 space for each 350 square feet((-))
Aquaculture (retail area only)	1 space for each 350 square feet((-))
Artist's studio/dwelling	1 space for each dwelling unit((-))
Assisted living facility ²	1 space for each 4 assisted living units plus 1 space for each 2 staff members on-site at peak staffing time; plus 1 barrier-free passenger loading and unloading space; plus loading berth requirements per Section 23.54.035
Automotive parts or accessory sales	1 space for each 350 square feet((-))
Ball courts	1 space per court((-))
Bed and breakfast	1 space for each dwelling, plus 1 space for each 2 guest rooms or suites((-))
Bowling alley	5 spaces for each lane((-))



Chart A
For Section 23.54.015 (Continued)

Use	Parking Requirements
((Brew pub)) Brewpub	1 space for each 200 square feet((-))
Business support services	1 space for each 2,000 square feet((-))
Business incubators	1 space for each 1,000 square feet((-))
Carwash	1 space for each 2,000 square ((fee.)) feet
Caretaker's quarters	1 space for each dwelling unit((-))
Cargo terminal	1 space for each 2,000 square feet((-))
Cemetery	None((-))
Child care center ^{1,9}	1 space for each 10 children or 1 space for each staff member, whichever is greater; plus 1 loading and unloading space for each 20 children((-))
Colleges ¹	A number of spaces equal to 15 percent of the maximum number of students present at peak hour; plus 30 percent of the number of employees present at peak hour; plus 1 space for each 100 square feet of spectator assembly area in outdoor spectator sports facilities((-))
Commercial laundries	1 space for each 2,000 square feet((-))
Commercial moorage	1 space for each 140 lineal feet of moorage((-))
Communication utilities	1 space for each 2,000 square feet((-))
Community centers ^{1,2} and Community clubs ^{1,2}	1 space for each 80 square feet of floor area of all auditoria and public assembly rooms not containing fixed seats; or 1 space for every 8 fixed seats for floor area containing fixed seats; or if no auditorium or assembly room, 1 space for each 350 square feet, excluding ball courts((-))
Community centers owned and operated by the Seattle Department of Parks and Recreation (DOPAR) ^{1,2,3}	1 space for each 555 square feet((-))



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Chart A
For Section 23.54.015 (Continued)

Use	Parking Requirements
Congregate residences	1 space for each 4 residents((-))
Construction services	1 space for each 2,000 square feet.
Custom and craft work	1 space for each 1,000 square feet((-))
Dance halls (dance floor and table area)	1 space for each 100 square feet((-))
Dry storage of boats	1 space for each 2,000 square feet((-))
Family support centers located in community centers owned and operated by the Seattle DOPAR ³	1 space for each 100 square feet((-))
Floating homes	1 space for each dwelling unit((-))
Food processing for human consumption	1 space for each 1,000 square feet((-))
Gas station	1 space for each 2,000 square feet((-))
General retail sales and services	1 space for each 350 square feet((-))
Ground-floor businesses in ((multi-family)) multifamily zones	None, maximum of 10 spaces((-))
Heavy commercial services	1 space for each 2,000 square feet.
Heliports (waiting area)	1 space for each 100 square feet((-))
High-impact uses((-))	1 space for each 1,500 square feet or as determined by the Director((-))
Horticultural uses (retail area only)	1 space for each 350 square feet((-))
Hospitals ¹	1 space for each 2 staff doctors; plus 1 additional space for each 5 employees; plus 1 <u>space</u> for each 6 beds((-))
Hotels	1 space for each 4 sleeping rooms or suites((-))



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Chart A
For Section 23.54.015 (Continued)

Use	Parking Requirements
Institute for advanced study ¹	1 space for each 1,000 square feet of administrative offices and similar spaces; plus 1 space for each 10 fixed seats in all auditoria and public assembly rooms; or 1 space for each 100 square feet of public assembly area not containing fixed seats((-))
Institutes for advanced study in single-family zones (existing)	3.5 spaces for each 1,000 square feet of office space; plus 10 spaces for each 1,000 square feet of additional building footprint to house and support conference center activities((-)); or 37 spaces for each 1,000 square feet of actual conference rooms to be constructed, whichever is greater((-))
Kennel	1 space for each 2,000 square feet((-))
Lecture and meeting hall	1 space for each 8 fixed seats or 1 space for each 100 square feet of spectator assembly area not containing fixed seats((-))
Library ¹⁰	1 space for each 80 square feet of floor area of all auditoria and public meeting rooms; plus 1 space for each 500 square feet of floor area, excluding auditoria and public meeting rooms((-))
Major durables, sales, service, and rental	1 space for each 2,000 square feet((-))
Manufacturing, general	1 space for each 1,500 square feet((-))
Manufacturing, heavy	1 space for each 1,500 square feet((-))
Manufacturing, light	1 space for each 1,500 square feet((-))
Marine service station	1 space for each 2,000 square feet((-))
Medical services	1 space for each 350 square feet((-))
Miniature golf	1 space for each 2 holes((-))
Mini-warehouse	1 space for each 30 storage units((-))



Chart A
For Section 23.54.015 (Continued)

Use	Parking Requirements
Mobile home park	1 space for each mobile home((-))
Mortuary services	1 space for each 350 square feet((-))
Motels	1 space for each sleeping room or suite((-))
Motion picture studio	1 space for each 1,500 square feet((-))
Motion picture theater	1 space for each 8 fixed seats or 1 space for each 100 square feet of spectator assembly area not containing fixed seats((-))
Multifamily uses, ⁴ except as otherwise provided below ¹³	<p>Development sites containing 2—10 dwelling units: 1.1 spaces for each dwelling unit.</p> <p>Development sites containing 11—30 dwelling units: 1.15 spaces for each dwelling unit.</p> <p>Development sites containing 31—60 dwelling units: 1.2 spaces for each dwelling unit.</p> <p>Development sites containing more than 60 dwelling units: 1.25 spaces for each dwelling unit((-))</p> <p>In addition, for all multifamily uses whose average gross floor area per dwelling unit, excluding decks and all portions of a structure shared by multiple dwelling units, exceeds 500 square feet, an additional .0002 spaces per square foot in excess of 500 shall be required up to a maximum additional .15 spaces per dwelling unit; and</p> <p>When at least 50 percent of the dwelling units in a multifamily use have 3 bedrooms, an additional .25 spaces per bedroom for each unit with 3 bedrooms shall be required; and</p> <p>Any ((multi-family))<u>multifamily</u> use ((which)) that contains a dwelling unit with 4 or more bedrooms shall be required to provide an additional .25 spaces per bedroom for each unit with 4 or more bedrooms.⁵</p>



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Chart A
For Section 23.54.015 (Continued)

Use	Parking Requirements
Multifamily uses containing dwelling units with 2 or more bedrooms, when within the area impacted by the University of Washington as shown on Map A following this section, unless another provision below allows fewer parking spaces	1.5 spaces per unit with 2 or more bedrooms. The requirement for units <u>with</u> 3 or more bedrooms contained above shall also apply. All other requirements for units with fewer than 2 bedrooms shall be as contained above. ⁵
Multifamily uses, when within the Alki area as shown on Map B following this section, unless another provision below allows fewer parking spaces	((4-5))1.5 spaces for each dwelling unit
Multifamily uses, for development sites that contain a total of 10 or fewer dwelling units, all in ground-related structures	1 space for each dwelling unit
Multifamily uses, for each dwelling unit rented to and occupied by a household with an income at time of its initial occupancy at or below 30 percent of the median family income, adjusted for household size, for the Seattle-Bellevue-Everett Primary Metropolitan Statistical Area, as defined by the United States Department of Housing and Urban Development (HUD) ((;)) ¹⁴ , ((; and multifamily uses, when located in Center City neighborhoods ¹² , for each dwelling unit occupied by a household with an income at time of its initial occupancy at or below fifty (50) percent of median family income adjusted for household size, for the Seattle-Bellevue-Everett Primary Metropolitan Statistical Area, as defined by the United States Department of Housing and Urban Development (HUD) ¹⁴ ;)) for the life of the building	0 spaces required ((1 space for each 2 dwelling units, for units with 2 or fewer bedrooms, and 1 space for each dwelling unit, for units with 3 or more bedrooms-))



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Chart A
For Section 23.54.015 (Continued)

Use	Parking Requirements
<u>Multifamily uses, when located in Center City neighborhoods¹², for each dwelling unit rented to and occupied by a household with an income at time of its initial occupancy of between 30 and 50 percent of the median family income, adjusted for household size, for the Seattle-Bellevue-Everett Primary Metropolitan Statistical Area, as defined by HUD¹⁴, for the life of the building</u>	<u>0.5 space for each dwelling unit with 2 or fewer bedrooms, and 1 space for each dwelling unit with 3 or more bedrooms</u>
Multifamily uses, when located outside of Center City neighborhoods ¹² , for each dwelling unit with 2 or fewer bedrooms rented to and occupied by a household with an income at time of its initial occupancy of between 30 and 50 percent of the median family income, adjusted for household size, for the Seattle-Bellevue-Everett Primary Metropolitan Statistical Area, as defined by ((the United States Department of Housing and Urban Development (:)HUD(:)) ¹⁴ , for the life of the building	0.75 spaces for each dwelling unit
Multifamily uses occupied by low-income elderly households	1 space for each 6 dwelling units



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Use	Chart A For Section 23.54.015 (Continued) Parking Requirements
Multifamily uses occupied by low-income disabled households	1 space for each 4 dwelling units
Multifamily uses occupied by <u>low-income</u> elderly/low-income disabled households	1 space for each 5 dwelling units
Multifamily uses, when within the Seattle Cascade Mixed zone or the Pike/Pine Overlay District	1 space for each dwelling unit
Multifamily uses, when within the Pike/Pine Overlay District, for each dwelling unit rented to and occupied by a household with an income at time of its initial occupancy at or below 60 percent of the median family income, adjusted for household size, for the Seattle-Bellevue-Everett Primary Metropolitan Statistical Area, as defined by HUD, at rent not exceeding 30 percent of 60 percent of median family income, adjusted for household size, (;) for the life of the building	1 space for each 2 dwelling units
((Multi-purpose)) <u>Multipurpose</u> convenience store Museum ¹	1 space for each 350 square feet ((;-))
	1 space for each 80 square feet of all auditoria and public assembly rooms, not containing fixed seats; or 1 space for every 10 fixed seats for floor area containing fixed seats; ((plus+)) <u>plus</u> 1 space for each 250 square feet of other gross floor area open to the public
Nonhousehold sales and ((services, except)) <u>services, except</u> sales, service and rental of office equipment	1 space for each 2,000 square feet ((;-))



Chart A
For Section 23.54.015 (Continued)

Use	Parking Requirements
Nursing homes ⁶	1 space for each 2 staff doctors; plus 1 additional space for each 3 employees; plus 1 space for each 6 beds((-))
Office, administrative	1 space for each 1,000 square feet((-))
Office, customer service	1 space for each 350 square feet((-))
Outdoor storage	1 space for each 2,000 square feet((-))
Parks	None((-))
Participant sports and recreation, indoor or outdoor, unless otherwise specified	1 space for each 350 square feet((-))
((Participant sports and recreation, outdoor, unless otherwise specified))	((1 space for each 350 square feet.))
Passenger terminals (waiting area)	1 space for each 100 square feet((-))
Performing arts theater	1 space for each 8 fixed seats or 1 space for each 100 square feet of spectator assembly area not containing fixed seats((-))
Personal transportation services	1 space for each 2,000 square feet((-))
Playgrounds	None((-))
Power plants	1 space for each 2,000 square feet((-))
Private club ¹	1 space for each 80 square feet of floor area of all auditoria and public assembly rooms not containing fixed seats; or 1 space for every 8 fixed seats for floor area containing fixed seats; or if no auditorium or assembly room, 1 space for each 350 square feet, excluding ball courts((-))
Railroad rights-of-way	None((-))
((Railroad switchyard))	((1 space for each 2,000 square feet.))
Railroad switchyard with or without mechanized hump	1 space for each 2,000 square feet((-))



Chart A
For Section 23.54.015 (Continued)

Use	Parking Requirements
Recreational marinas	1 space for each 75 lineal feet of moorage((-))
Recycling center	1 space for each 2,000 square feet((-))
Recycling collection station	None((-))
Religious facility ¹	1 space for each 80 square feet of all auditoria and public assembly rooms((-))
Research and development laboratory	1 space for each 1,000 square feet((-))
Restaurant	1 space for each 200 square feet((-))
Restaurant, fast-food	1 space for each 100 square feet((-))
Sale and rental of large boats	1 space for each 2,000 square feet((-))
Sale and rental of motorized vehicles	1 space for each 2,000 square feet((-))
Sale of boat parts and accessories	1 space for each 350 square feet((-))
Sale of heating fuel	1 space for each 2,000 square feet((-))
Sales, service and rental of commercial equipment	1 space for each 2,000 square feet((-))
Sales, service and rental of office equipment	1 space for each 350 square feet((-))
Salvage yard	1 space for each 2,000 square feet((-))
School, private elementary and secondary ^{1,2}	1 space for each 80 square feet of all auditoria and public assembly rooms, or if no (auditorium) <u>auditorium</u> or assembly room, 1 space for each staff member((-))
School, public elementary and secondary ^{1,2,7}	1 space for each 80 square feet of all auditoria or public assembly rooms, or 1 space for every 8 fixed seats in auditoria or public assembly rooms, containing fixed seats, for new public schools on a new or existing public school site((-))
Sewage treatment plant	1 space for each 2,000 square feet((-))
Single-family dwelling units	1 space for each dwelling unit((-))



Chart A
For Section 23.54.015 (Continued)

Use	Parking Requirements
Skating rink (rink area)	1 space for each 100 square feet((-))
Solid waste transfer station	1 space for each 2,000 square feet((-))
Specialty food stores	1 space for each 350 square feet((-))
Spectator sports facility ¹¹	1 space for each 10 fixed seats or 1 space for each 100 square feet of spectator assembly area not containing fixed seats((-))
Sport range	1 space for each 2 stations((-))
Swimming pool (water area)	1 space for each 150 square feet((-))
Taverns	1 space for each 200 square feet((-))
Transit vehicle base	1 space for each 2,000 square feet((-))
Universities ⁸	A number of spaces equal to 15 percent of the maximum number of students present at peak hour; plus 30 percent of the number of employees present at peak hour; plus 1 space for each 100 square feet of spectator assembly area in outdoor spectator sports facilities((-))
Utility service uses	1 space for each 2,000 square feet((-))
Vehicle and vessel repair	1 space for each 2,000 square feet((-))
Vocational or fine arts school	1 space for each 2 faculty plus full-time employees; plus 1 space for each 5 students (based on the maximum number of students in attendance at any one time)((-))
Warehouse	1 space for each 1,500 square feet((-))
Wholesale showroom	1 space for each 1,500 square feet((-))
Work-release centers	1 space for each 2 full-time staff members; plus 1 space for each 5 residents; plus 1 space for each vehicle operated in connection with the work-release center((-))



Chart A
For Section 23.54.015 (Continued)

¹ When permitted in single-family zones as a conditional use, the Director may modify the parking requirements pursuant to Section 23.44.022; when permitted in multifamily zones as a conditional use, the Director may modify the parking requirements pursuant to Section 23.45.122. The Director, in consultation with the Director of the Seattle Department of Transportation, may allow adult care and childcare centers locating in existing structures to provide loading and unloading spaces on-street when no other alternative exists.

² Indoor gymnasiums shall not be considered ball courts, nor shall they be considered auditoria or public assembly rooms unless they contain bleachers (fixed seats). If the gymnasium contains bleachers, the parking requirement for the entire gymnasium shall be one (1) parking space for every eight (8) fixed seats. Each twenty (20) inches of width of bleachers shall be counted as one (1) fixed seat for the purposes of determining parking requirements. If the gymnasium does not contain bleachers and is in a school, there is no parking requirement for the gymnasium. If the gymnasium does not contain bleachers and is in a community center, the parking requirement shall be one (1) space for each three hundred fifty (350) square feet. If the gymnasium does not contain bleachers and is in a community center owned and operated by the Department of Parks and Recreation (DOPAR), the parking requirement shall be one (1) space for each five hundred fifty-five (555) square feet.

³ When family support centers are located within community centers owned and operated by DOPAR, the Director may lower the combined parking requirement by up to a maximum of fifteen (15) percent, pursuant to Section 23.54.020 I.

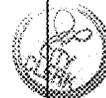
⁴ Parking spaces required for multifamily uses may be provided as tandem spaces according to subsection B of Section 23.54.020.

⁵ Bedroom—Any habitable room as defined by the Building Code ~~that~~(which), in the determination of the Director, is capable of being used as a bedroom.

⁶ When specified in single-family zones, Section 23.44.015, the Director may waive some or all of the parking requirements.

⁷ For public schools, when an auditorium or other place of assembly is demolished and a new one built in its place, parking requirements shall be determined based on the new construction. When an existing public school on an existing public school site is remodeled, additional parking is required if any auditorium or other place of assembly is expanded or additional fixed seats are added. Additional parking is required as shown on Chart A for the increase in floor area or increase in number of seats only. If the parking requirement for the increased area or seating is ten (10) percent or less than that for the existing auditorium or other place of assembly, then no additional parking shall be required.

⁸ Development standards departure may be granted or required pursuant to the procedures and criteria set forth in Chapter 23.79 to reduce the required or permitted number of parking spaces.



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Chart A

For Section 23.54.015 (Continued)

⁹ A ~~((C))~~ child care facility~~((ies))~~, when co-located with an assisted living facility~~((ies))~~, may count the passenger load/unload space required for the assisted living facility toward its required passenger load/unload spaces.

¹⁰ When a library is permitted in single-family zones as a conditional use, the Director may modify the parking requirements pursuant to Section 23.44.022; when a library is permitted in multifamily zones as a conditional use, the Director may modify the parking requirements pursuant to Section 23.45.122; and when a library is permitted in commercial zones, the Director may modify the parking requirements pursuant to Section ~~((23.44.022L))~~ 23.44.022 L.

¹¹ Required parking for spectator sports facilities or exhibition halls must be available when the facility or exhibition hall is in use. A facility shall be considered to be "in use" during the period beginning three (3) hours before an event is scheduled to begin and ending one (1) hour after a scheduled event is expected to end. For sports events of variable or uncertain duration, the expected event length shall be the average length of the events of the same type for which the most recent data are available, provided it is within the past five (5) years. During an inaugural season, or for nonrecurring events, the ~~((bast))~~ best available good faith estimate of event duration will be used. A facility will not be deemed to be "in use" by virtue of the fact that administrative or maintenance personnel are present. The Director may reduce the required parking for any event when projected attendance for a spectator sports facility is certified to be fifty (50) percent or less of the facility's seating capacity, to an amount not less than that required for the certified projected attendance, at the rate of one (1) space for each ten (10) fixed seats of certified projected attendance. An application for reduction and the certification shall be submitted to the Director at least fifteen (15) days prior to the event. When the event is one of a series of similar events, such certification may be submitted for the entire series fifteen (15) days prior to the first event in the series. If the Director finds that a certification of projected attendance of fifty (50) percent or less of the seating capacity is based on satisfactory evidence such as past attendance at similar events or advance ticket sales, the Director shall, within fifteen (15) days of such submittal, notify the facility operator that a reduced parking requirement has been approved, with any conditions deemed appropriate by the Director to ensure adequacy of parking if expected attendance should change. The parking requirement reduction may be applied for only if the goals of the facility's Transportation Management Plan are otherwise being met. The Director may revoke or modify a parking requirement reduction approval during a series, if projected attendance is exceeded.

¹² For purposes of this section, Center City neighborhoods are the following urban villages: Uptown Queen Anne, South Lake Union, Capitol Hill, Pike/Pine, First Hill, and 12th Avenue, as shown in the City of Seattle Comprehensive Plan.

¹³ These general requirements for multifamily uses are superseded to the extent that a use, structure or development qualifies for either a greater or a lesser parking requirement under any provision below. To the extent that more than one of the provisions below applies to a multifamily use, the least of the applicable parking requirements applies. The different parking requirements for certain multifamily uses listed below shall not be construed to create separate uses for purposes of any requirements related to establishing or changing a use under this title.



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Chart A
For Section 23.54.015 (Continued)

¹⁴ Notice of Income Restrictions. Prior to issuance of any permit to establish, construct or modify any use or structure, or to reduce any parking accessory to a multifamily use or structure, if the applicant relies upon these reduced parking requirements, the applicant shall record in the King County Office of Records and Elections a declaration signed and acknowledged by the owner(s), in a form prescribed by the Director, which shall identify the subject property by legal description, and shall acknowledge and provide notice to any prospective purchasers that specific income limits are a condition for maintaining the reduced parking requirement.

* * *

Section 2. The provisions of this ordinance are declared to be separate and severable. The invalidity of any particular provision shall not affect the validity of any other provision.

Section 3. This ordinance shall take effect and be in force thirty (30) days from and after its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.

Passed by the City Council the ____ day of _____, 2002, and signed by me in open session in authentication of its passage this ____ day of _____, 2002.

President _____ of the City Council

Approved by me this ____ day of _____, 2002.

Gregory J. Nickels, Mayor

Filed by me this ____ day of _____, 2002.

City Clerk

(Seal)



City of Seattle
Department of Finance



Dwight Dively, Director
Gregory J. Nickels, Mayor

MEMORANDUM

Date: October 15, 2002
To: Andrew Lofton or Michael Mann
From: Lisa Peyer, Assistant to the Director
Subject: Mayoral Action Needed: Legislation Passed By Council

The attached legislation has been passed by the City Council and is being presented for your consideration/signature.

The Department of Finance recommends the following:

- This legislation was passed by Council without amendments. Finance recommends that it be presented to the Mayor for signature. No additional review is necessary.
- This legislation was amended/~~originated~~ by Council. Finance has reviewed the legislation and recommends that it be presented for the Mayor's signature.
- Finance is concerned that this legislation, which was amended/originated by Council, could have significant implications. We recommend that you discuss it with _____ prior to having the Mayor sign.

If you have any questions, please call Dwight at 4-5200, or me at 4-0503.

Please see attached explanation of the amendments, which are acceptable to the Department.

10.21.02



From: Mark Troxel
To: Peyer, Lisa
Date: 10/16/02 2:52PM
Subject: Low income households parking amendment

Hello Lisa Peyer,

The attachment has two tables on it. The upper one is the one we discussed. The "DCLU Proposal" column is self-explanatory.

"Land Use Committee Recommendation" shows the amendments made in CM Nicastro's committee.

Then, prior to consideration by the full Council, CM Nicastro and the Mayor's office (Michael Mann) agreed to further amend the legislation before the full Council. "Proposed Nicastro Amendment" shows those amendments, which Council approved.

Feel free to call if you have any questions.

Regards,
Mark Troxel
5-1739



Parking Requirements for Low-Income Housing

Requirements for units rented to and occupied by households at or below 30% of median income:

	Current Land Use Code Regulation	DCLU Proposal	Land Use Committee Recommendation	Proposed Nicaastro Amendment
Center City * 0-2 Bedrooms	.5 spaces per unit	.33 spaces per unit	0 spaces required	.33 spaces per unit
Center City 3+ Bedrooms	1 space per unit	.5 spaces per unit	0 spaces required	.5 spaces per unit
Outside of Center City 0-2 Bedrooms	.5 spaces per unit	.5 spaces per unit	0 spaces required	.33 spaces per unit
Outside of Center City 3+ Bedrooms	1 space per unit	1 space per unit	0 spaces required	1 space per unit

Requirements for units rented to and occupied by households from 30-50% of median income:

	Current Land Use Code Regulation	DCLU Proposal	Land Use Committee Recommendation	Proposed Nicaastro Amendment
Center City * 0-2 Bedrooms	.5 space per unit	.5 spaces per unit, but in new section	same as DCLU proposal	
Center City 3+ Bedrooms	1 space per unit	1 space per unit	same as DCLU proposal	
Outside of Center City 0-2 Bedrooms	.75 spaces per unit	no change		
Outside of Center City 3+ Bedrooms	1-1.5 spaces per unit	no change		

*Center City Neighborhoods include the following urban villages: Uptown Queen Anne, South Lake Union, Capitol Hill, Pike/Pine, First Hill, and 12th Avenue.

In 2002, 30% of median income for a 2 person household is \$31,250, and 50% of median income for a 2 person household is \$18,700.

