

Ordinance No. 120541

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Council Bill No. 113819

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 for low-income households, and modifying or clarifying other provisions related to parking requirements.

9-18-01 PASS

CF No.

Date Introduced:	SEP - 4 2001	
Date 1st Referred:	To: (committee)	Landlord/Tenant & Land Use Committee
SEP - 4 2001		
Date Re- Referred:	To: (committee)	
Date Re - Referred:	To: (committee)	
Date of Final Passage:	Full Council Vote:	
10-1-01	9-0	
Date Presented to Mayor:	Date Approved:	
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Date Vetoes by Mayor:	Date Veto Published:	
Date Passed Over Veto:	Veto Sustained:	

9-24-01 PASS

10-1-01 PASS

This file is complete and ready

Law Department

Law Dept. Review

The City of Seattle - Legislative Department

Council Bill/Ordinance sponsored by: _____

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NICASTRO

Councilmember

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Committee Action:

9-18-01 ^(V) PASS AS Amended (UN, MP, PS) 3-0

9-24-01 Hold 1 week
~~Passed~~ 9-0

10-1-01 Passed at FC 9-0

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

Committee: _____

(initial/date)

Law Department

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ORDINANCE 120541

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

5 **WHEREAS**, Land Use Policy 138 in the Seattle Comprehensive Plan provides direction to balance the
6 need to meet the approximate parking demand generated by new development so as to avoid
7 adding to congestion of parked cars on surrounding streets, with the countervailing need to limit
8 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 exceptions
10 to parking requirements for projects in which the parking demand of the occupants may be
11 significantly different from those of the general population; and

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

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

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

24 **WHEREAS**, Council adopted Ordinance 120004 on June 26, 2000, implementing key
recommendations in the Pike/Pine Urban Center Village Plan, including lower off-street 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

WHEREAS, Council adopted Resolution 30196 establishing the City's Neighborhood Planning Policy
Docket 17, On and Off-street Parking Management Strategies, providing direction to the
Strategic Planning Office, the Department of Design, Construction and Land Use, Seattle
Transportation, City Budget Office, Executive Services Department, and other City departments
to work with communities to develop and implement parking management strategies; and



1 **WHEREAS**, Resolution 30196 established a work program to provide better parking management tools,
2 and as a result of that work, the Executive recommends eliminating or reducing minimum
3 parking requirements in areas where average household car ownership rates are lower and where
4 viable alternatives to single-occupancy vehicle travel exist; and

5 **WHEREAS**, some Councilmembers requested the Executive to prepare Land Use Code amendments to
6 allow modified parking requirements for multifamily uses that provide low-income housing;

7 **NOW THEREFORE,**

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

9 **Section 1.** Subsections C through I and Chart A of Section 23.54.015 of the Seattle
10 Municipal Code, which Section was last amended by Ordinance 120004, are amended as follows:

11 **23.54.015 Required parking.**

12 * * *

13 C. If an entire use or structure, or the same portion of a use or structure, falls under more than
14 one category in Chart A, then unless otherwise specified the category requiring the least amount of
15 parking spaces shall apply, but only so long as the criteria in that category are satisfied.

16 D((C)). Existing legal parking deficits of legally established uses shall be allowed to continue
17 even if a change of use occurs. This ((provision)) subsection shall not apply to a change of use to one
18 defined as a heavy traffic generator. This subsection shall not be construed to permit a parking deficit
19 caused by the failure to satisfy conditions of a reduced parking requirement for any use or structure.

20 E((D)). In all zones ((except downtown zones)), no parking shall be required for the first twenty-
21 five hundred (2,500) square feet of gross floor area of ((a structure containing)) nonresidential uses in a
22 structure. This waiver shall not apply to structures or portions of structures occupied by fast-food
23 restaurants, motion picture theaters, administrative offices, or institutional uses, including Major
24 Institution uses. When two (2) or more uses with different parking ratios occupy a structure, the twenty-
25 five hundred (2,500) square foot waiver shall be prorated based on the area occupied by the
26 nonresidential uses for which the parking waiver is permitted.

27 ((E. Commercial uses permitted in midrise and highrise zones according to Section 23.45.110
28 shall have no parking requirement over that required for residential use in the same structure. Up to ten
29 (10) parking spaces per business establishment may be provided at the discretion of the applicant.))

30 **F.** Exceptions to the parking requirements set forth in this section are provided in Section
31 23.54.020, Parking quantity exceptions, unless otherwise specified in Chart A.

32 **G.** Except in downtown zones, off-street parking for fleet vehicles shall be provided separately,
33 in addition to the minimum parking requirements.



1
2 H. For nonschool uses permitted to locate in a former or existing public school by a School Use
3 Advisory Committee (SUAC), parking requirements shall be determined by the school use criteria,
4 according to Chapter 23.78, Establishment of Criteria for Joint Use or Reuse of Schools.

5
6 I. Bicycle Parking.

7 1. In L2, L3, L4, MR and HR zones, and the SCM zone, for apartments and terraced
8 housing, spaces for bicycles shall be provided in a safe and convenient location, according to the
9 following chart:

Number of Units	Number of Bicycle Spaces Required
5 - 10	1
11 - 20	2
More than 20	1 for every 10 units

10 2. Bicycle parking spaces shall be provided by all institutions in multifamily zones.
11 The number of required bicycle parking spaces shall be five (5) percent of the number of required
12 vehicle spaces. All bicycle spaces should be sheltered from the weather, visible from the institution, and
13 conveniently located.

14 3. Bicycle parking facilities, either off-street or in the street right- of-way, shall be
15 provided in NC1, NC2, NC3, C1 zones, and the SCM zone for any new use which requires twenty (20)
16 or more automobile parking spaces according to Chart A. Automobile service stations, and other drive-
17 in businesses except fast-food restaurants, shall be exempted from this requirement. All bicycle parking
18 facilities in the street right-of-way shall conform to Seattle Transportation standards.

19 a. The number of required bicycle parking spaces shall be ten (10) percent of
20 the number of required off-street auto parking spaces.

21 b. When any covered automobile parking is provided, all bicycle parking
22 shall be covered.

23 4. Bicycle parking facilities accessory to nonresidential uses shall be located on the
24 lot or within eight hundred (800) feet of the lot. Bicycle parking accessory to residential uses shall be
located on-site. Bicycle parking facilities shared by more than one (1) use are encouraged. When located
off-street, bicycle and automobile parking areas shall be separated by a barrier or painted lines.



Chart A
for Section 23.54.015
PARKING

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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.
Brewpub	1 space for each 200 square feet.



1	Business support services	1 space for each 2,000 square feet.
2	Business incubators	1 space for each 1,000 square feet.
3	Carwash	1 space for each 2,000 square feet.
4	Caretaker's quarters	1 space for each dwelling unit.
5	Cargo terminal	1 space for each 2,000 square feet.
5	Cemetery	None.
6	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.
7		
8	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.
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11	Commercial laundries	1 space for each 2,000 square feet.
11	Commercial moorage	1 space for each 140 lineal feet of moorage.
12	Communication utilities	1 space for each 2,000 square feet.
13	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.
14		
15		
16	Community centers owned and operated by the Seattle Department of Parks and Recreation (DOPAR) ^{1,2,3}	1 space for each 555 square feet.
17	Congregate residences	1 space for each 4 residents.
18	Construction services	1 space for each 2,000 square feet.
19	Custom and craft work	1 space for each 1,000 square feet.
20	Dance halls (dance floor and table area)	1 space for each 100 square feet.
21	Dry storage of boats	1 space for each 2,000 square feet.
22	Family support centers located in community centers owned and operated by the Seattle DOPAR ³	1 space for each 100 square feet.
23	Floating homes	1 space for each dwelling unit.
24		



1	Food processing for human consumption	1 space for each 1,000 square feet.
2	Gas station	1 space for each 2,000 square feet.
3	General retail sales and services	1 space for each 350 square feet.
4	Ground-floor businesses in multi-family zones	None, maximum of 10 spaces.
5	Heavy commercial services	1 space for each 2,000 square feet.
6	Heliports (waiting area)	1 space for each 100 square feet.
7	High-impact uses.	1 space for each 1,500 square feet or as determined by the Director.
8	Horticultural uses (retail area only)	1 space for each 350 square feet.
9	Hospitals ¹	1 space for each 2 staff doctors; plus 1 additional space for each 5 employees; plus 1 for each 6 beds.
10	Hotels	1 space for each 4 sleeping rooms or suites.
11	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.
12		
13	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.
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16	Kennel	1 space for each 2,000 square feet.
17	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.
18	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.
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21	Major durables, sales, service, and rental	1 space for each 2,000 square feet.
22	Manufacturing, general	1 space for each 1,500 square feet.
23	Manufacturing, heavy	1 space for each 1,500 square feet.
24		



1	Manufacturing, light	1 space for each 1,500 square feet.
2	Marine service station	1 space for each 2,000 square feet.
3	Medical services	1 space for each 350 square feet.
4	Miniature golf	1 space for each 2 holes.
5	Mini-warehouse	1 space for each 30 storage units.
6	Mobile home park	1 space for each mobile home.
7	Mortuary services	1 space for each 350 square feet.
8	Motels	1 space for each sleeping room or suite.
9	Motion picture studio	1 space for each 1,500 square feet.
10	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.
11	Multifamily uses, ⁴ <u>except as otherwise provided below¹³ ((those listed below))</u>	<u>Development sites ((Uses))</u> containing 2--10 dwelling units: 1.1 spaces for each dwelling unit.
12		<u>Development sites ((Uses))</u> containing 11--30 dwelling units: 1.15 For each dwelling unit.
13		<u>Development sites ((Uses))</u> containing 31--60 dwelling units: 1.2 spaces for each dwelling unit.
14		<u>Development sites ((Uses))</u> containing more than 60 dwelling units: 1.25 spaces for each dwelling unit.
15		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
16		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
17		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. ⁵
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1 Multifamily uses containing dwelling units with 2 or
2 more bedrooms, when within the area impacted by the
3 University of Washington as shown on Map A
4 following this section, unless another provision below
allows fewer parking spaces ((, unless such
5 multifamily uses are occupied by low-income elderly,
6 low-income disabled, or low-income elderly/low-
7 income disabled households, in which case the
8 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.⁵

5 Multifamily uses, when within the Alki area as shown
6 on Map B following this section, unless another
7 provision below allows fewer parking spaces ((, unless
8 such multifamily uses are occupied by low-income
9 elderly, low-income disabled, or low-income
10 elderly/low-income disabled households, in which case
11 the provisions below apply))

1.5 spaces for each ((per)) dwelling unit.

8 Multifamily uses, for development sites that contain a
9 total of ten (10) or fewer dwelling units, all in ground-
10 related structures ((Multifamily development, for those
11 ground-related uses within the development with 10
12 units or fewer dwelling units))

1 space for each dwelling unit.

11 Multifamily uses, for each dwelling unit rented to and
12 occupied by a household with an income at time of its
13 initial occupancy at or below (30) percent of the
14 median family income, adjusted for household size, for
15 the Seattle-Bellevue-Everett Primary Metropolitan
16 Statistical Area, as defined by the United States
17 Department of Housing and Urban Development
(HUD)¹⁴; and multifamily uses, when located in
18 Center City neighborhoods¹², for each dwelling unit
19 occupied by a household with an income at time of its
20 initial occupancy at or below fifty (50) percent of
21 median family income adjusted for household size, for
22 the Seattle-Bellevue-Everett Primary Metropolitan
23 Statistical Area, as defined by the United States
24 Department of Housing and Urban Development
(HUD)¹⁴; 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.

18 Multifamily uses, when located outside Center City
19 neighborhoods¹², for each dwelling unit with two (2)
20 or fewer bedrooms rented to and occupied by a
21 household with an income at the time of its initial
22 occupancy of between thirty (30) and fifty (50) percent
23 of the median family income, adjusted for household
24 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.

23 Multifamily uses occupied by low-income elderly
households

1 space for each 6 dwelling units.



1	Multifamily uses occupied by low-income disabled households	1 space for each 4 dwelling units.
2	Multifamily uses occupied by low-income elderly/low-income disabled households	1 space for each 5 dwelling units.
3	Multifamily uses, when within the Seattle Cascade Mixed zone or the Pike/Pine Overlay District	1 space for each dwelling unit.
4	Multifamily uses, when within the Pike/Pine Overlay District, for each ((residential)) dwelling unit rented to and occupied by a household ((s)) with an income at time of its initial occupancy at or below sixty (60) 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), at rent ((s)) not exceeding 30 percent of 60 percent of ((the)) such median family income, adjusted for household size; for the life of the building ((, for the Seattle-Everett Standard Metropolitan Statistical Area, as defined by the United States Department of Housing and Urban Development))	<u>1 space for each 2 dwelling units</u> (((when applicants demonstrate compliance with these criteria for the life of the building))).
5	Multi-purpose convenience store	1 space for each 350 square feet.
6	Museum ¹	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 1 space for each 250 square feet of other gross floor area open to the public.
7	Nonhousehold sales and services, except sales, service and rental of office equipment	1 space for each 2,000 square feet.
8	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.
9	Office, administrative	1 space for each 1,000 square feet.
10	Office, customer service	1 space for each 350 square feet.
11	Outdoor storage	1 space for each 2,000 square feet.
12	Parks	None.
13	Participant sports and recreation, indoor, unless otherwise specified	1 space for each 350 square feet.
14	Participant sports and recreation, outdoor, unless otherwise specified	1 space for each 350 square feet.
15	Passenger terminals (waiting area)	1 space for each 100 square feet.



1	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.
2		
3	Personal transportation services	1 space for each 2,000 square feet.
4	Playgrounds	None.
5	Power plants	1 space for each 2,000 square feet.
6	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
7		1 space for every 8 fixed seats for floor area containing fixed seats; or
8		if no auditorium or assembly room, 1 space for each 350 square feet, excluding ball courts.
9	Railroad rights-of-way	None.
10	Railroad switchyard	1 space for each 2,000 square feet.
11	Railroad switchyard with mechanized hump	1 space for each 2,000 square feet.
12	Recreational marinas	1 space for each 75 lineal feet of moorage.
13	Recycling center	1 space for each 2,000 square feet.
14	Recycling collection station	None.
15	Religious facility ¹	1 space for each 80 square feet of all auditoria and public assembly rooms.
16	Research and development laboratory	1 space for each 1,000 square feet.
17	Restaurant	1 space for each 200 square feet.
18	Restaurant, fast-food	1 space for each 100 square feet.
19	Sale and rental of large boats	1 space for each 2,000 square feet.
20	Sale and rental of motorized vehicles	1 space for each 2,000 square feet.
21	Sale of boat parts and accessories	1 space for each 350 square feet.
22	Sale of heating fuel	1 space for each 2,000 square feet.
23	Sales, service and rental of commercial equipment	1 space for each 2,000 square feet.
24	Sales, service and rental of office equipment	1 space for each 350 square feet.



1	Salvage yard	1 space for each 2,000 square feet.
2	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 or assembly room, 1 space for each staff member.
3	School, public elementary and secondary ^{1,2,7}	1 space for each 80 square feet of all auditorium 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.
4		
5		
6	Sewage treatment plant	1 space for each 2,000 square feet.
7	Single-family dwelling units	1 space for each dwelling unit.
8	Skating rink (rink area)	1 space for each 100 square feet.
9	Solid waste transfer station	1 space for each 2,000 square feet.
10	Specialty food stores	1 space for each 350 square feet.
11	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.
12	Sport range	1 space for each 2 stations.
13	Swimming pool (water area)	1 space for each 150 square feet.
14	Taverns	1 space for each 200 square feet.
15	Transit vehicle base	1 space for each 2,000 square feet.
16	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.
17		
18	Utility service uses	1 space for each 2,000 square feet.
19	Vehicle and vessel repair	1 space for each 2,000 square feet.
20	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).
21		
22	Warehouse	1 space for each 1,500 square feet.
23	Wholesale showroom	1 space for each 1,500 square feet.
24		



1 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.

2
3 ¹ When permitted in single-family zones as 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
4 modify the parking requirements pursuant to Section 23.45.122. The Director, in consultation with the Director of Seattle Transportation, may allow adult care and childcare centers locating in existing ((structures)) uses to
5 provide loading and unloading spaces on-street when no other alternative exists.

6 ² Indoor gymnasiums shall not be considered ball courts, nor shall they be considered auditoria or public
7 assembly rooms unless they contain bleachers (fixed seats). If the gymnasium contains bleachers, the parking
8 requirement for the entire gymnasium shall be one (1) parking space for every eight (8) fixed seats. Each twenty
9 inches (20") 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 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.

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

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

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

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

19 ⁷ For public schools, when an auditorium or other place of assembly is demolished and a new one built in its
20 place, parking requirements shall be determined based on the new construction. When an existing public school
21 on an existing public school site is remodeled, additional parking is required if any auditorium or other place of
22 assembly is expanded or additional fixed seats are added. Additional parking is required as shown on Chart A for
23 the increase in floor area or increase in number of seats only. If the parking requirement for the increased area or
24 seating is ten percent (10%) 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.

⁹ Child care facilities, when co-located with assisted living facilities, may count the passenger load/unload space
required for the assisted living facility toward its required passenger load/unload spaces.

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

1 ¹¹ Required parking for spectator sports facilities or exhibition halls must be available when the facility or
2 exhibition hall is in use. A facility shall be considered to be "in use" during the period beginning three (3) hours
3 before an event is scheduled to begin and ending one (1) hour after a scheduled event is expected to end. For
4 sports events of variable or uncertain duration, the expected event length shall be the average length of the events
5 of the same type for which the most recent data are available, provided it is within the past five (5) years. During
6 an inaugural season, or for non-recurring events, the best available good faith estimate of event duration will be
7 used. A facility will not be deemed to be "in use" by virtue of the fact that administrative or maintenance
8 personnel are present. The Director may reduce the required parking for any event when projected attendance for
9 a spectator sports facility is certified to be 50% 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 space for each ten fixed seats of
certified projected attendance. An application for reduction and the certification shall be submitted to the
Director at least 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 15 days prior to the first event in the series. If the Director finds that a
certification of projected attendance of 50% 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 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.

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

13 ¹³ These general requirements for multifamily uses are superseded to the extent that a use, structure or
14 development qualifies for either a greater or a lesser parking requirement under any provision below. The
15 different parking requirements for certain multifamily uses listed below shall not be construed to create separate
16 uses for purposes of any requirements related to establishing or changing a use under this Title.

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

23 * * *





City of Seattle

Paul Schell, Mayor

Department of Design, Construction and Land Use
R. F. Krochalis, Director

MEMORANDUM

TO: Councilmember Margaret Pageler, President,
via Margaret Klockars, Law Department

FROM: Rick Krochalis, Director *RKS for RKK*

DATE: August 17, 2001

SUBJECT: Proposed Amendments Relating to Modified Parking Requirements for Low-income Housing Projects

I am pleased to submit to you the attached ordinance proposing modifications to the City's minimum parking requirements for multifamily uses that contain units dedicated to low-income households. The Land Use Code defines low-income households as any household whose total income is 50 percent or less of the median household income, adjusted for household size, for the Seattle-Bellevue-Everett Primary Metropolitan Statistical Area (PMSA).¹ Attached is a Director's Report, which includes an analysis of the proposed recommendations.

Currently, minimum parking requirements apply to all multifamily structures, which generally range from 1.1 to 1.5 spaces per unit. Exceptions based on low-income status are generally limited to elderly and/or disabled households. Most low-income housing developers must supply the same amount of parking as for a market rate development, even where lower parking demand can be demonstrated.

Summary of the Proposed Amendments

The proposed amendments to the Land Use Code (Chart A of Section 23.54.015) would require parking for multifamily uses that contain units dedicated for low-income households as follows:



Unit Size (#Bedrooms)	Citywide: Multifamily uses, when owned or managed by a nonprofit organization, for each dwelling unit occupied by households at or below 30% of median household income, Or In Center City Neighborhoods* : Multifamily uses, when owned or managed by a nonprofit organization for units occupied by households earning 31-50% of median household income.	Outside Center City Neighborhoods:¹ Multifamily uses, when owned or managed by a nonprofit organization, for each dwelling unit occupied by households at earning 31-50% of median household income.
Two bedrooms and fewer	0.5 spaces for every dwelling unit	0.75 spaces for every dwelling unit
Three bedrooms and more	1.0 spaces for every dwelling unit	No change from existing regulations

* For purposes of this section, Center City neighborhoods include the following urban villages: Uptown, South Lake Union, Capitol Hill, Pike/Pine, First Hill, and 12th Avenue.

Environmental Determination

The Department has completed environmental review on the proposed legislation and issued a Determination of Non-Significance (no Environmental Impact Statement required) on August 9, 2001. The appeal period on this decision will end on August 30, 2001.

Public Hearing Scheduled

A public hearing on this legislation has been scheduled before the City Council's Landlord/Tenant and Land Use Committee in the City Council Chamber on Thursday, September 13, 2001 at 5:30 p.m.

Attachments: Director's Report
Proposed ordinance

¹ Note: In 2001, a one-person household at 50 percent of median household income for the Seattle-Bellevue-Everett PMSA earns an annual income of \$25,250 (\$36,100 for a family of four). Further details, see the Office of Housing's Web site at: <http://www.ci.seattle.wa.us/housing/IncomeGuide.htm>



DIRECTORS' REPORT

**PROPOSED AMENDMENTS RELATING TO
MINIMUM PARKING REQUIREMENTS**

For Multifamily Uses
Serving Low-income Households

AUGUST 9, 2001

Summary

The Department of Design, Construction and Land Use (DCLU) and of the Office of Housing (OH) propose the following changes to the City's minimum parking requirements for multifamily uses containing dwelling units dedicated for low-income households earning 50 percent or less of the area median household income:

Unit Size (#Bedrooms)	<i>Citywide:</i> Multifamily uses, for units occupied by households earning 30% or less of median household income; Or <i>In Center City Neighborhoods*:</i> Multifamily uses, for units occupied by households earning 31-50% of median household income.	<i>Outside Center City Neighborhoods*:</i> Multifamily uses, for units occupied by households earning 31-50% of median household income.
Two-bedrooms and fewer	0.5 spaces for every dwelling unit	0.75 spaces for every dwelling unit
Three bedrooms and more	1.0 spaces for every dwelling unit	No change from existing regulations

* 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.

Currently, minimum parking requirements for multifamily uses generally range from 1.1 to 1.5 spaces per unit, depending on number of units per site, the size of the unit (square footage), and number of bedrooms per unit. Exceptions based on low-income status are limited and generally apply only to uses that primarily serve elderly and/or disabled households. The proposed changes are intended to fill an important gap in the City's parking regulations, since low-income households that are neither elderly nor disabled often have lower car ownership rates as well.

Note: In 2001, a one-person household at 50 percent of median household income for the Seattle-Bellevue-Everett PMSA earns an annual income of \$25,250 (\$36,100 for a family of four). Further details on the HUD Published Median Income Limits, Affordable Rents and HOME program Rents for Seattle are presented in Appendix A.



Background

Goals and Objectives

The following goals and objectives were considered in the formulation of the proposed recommendations:

- Strike a balance between a) providing sufficient parking to avoid creating new on-street parking impacts and b) considering the impact of unused parking on housing costs.
- Eliminate the practice of requiring more parking than is needed for low-income housing developments.
- Help ensure the most effective use of the City's limited housing resources.
- Develop parking requirements that support City goals to diversify its portfolio of funded projects to meet the needs of large families and small and one-person households.
- Propose a tiered approach to parking requirements based on low-income status to encourage a mix of household incomes in new developments.
- Avoid creating parking incentives that will encourage concentrations of poverty.
- Acknowledge opportunities to reduce parking requirements in areas of the city where viable alternatives to car ownership exist (e.g., high level of transit service, recognized car sharing program).
- Encourage efficient use of land available for development and/or redevelopment; reduce the amount the land devoted to parking, where feasible.
- Create modified parking requirements that are 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 at the surface. A Canadian study conducted in 1995 estimates that one parking space per unit increases the unit cost by 12.5 percent and two spaces increases the cost by 25 percent.¹ Other studies suggest the cost of providing

¹ Littman, T. "Parking Requirement Impacts on Housing Affordability," Victoria Transport Policy Institute, Victoria, B.C., Canada, 23 October, 1995.



parking acts as a ratchet that increases housing prices by more than the direct cost of the parking spaces provided.²

Excessive parking requirements add unnecessarily to the cost of housing. Local low-income housing developers often report that the City's multifamily parking requirements (i.e., 1.1 to 1.5 spaces per unit) are excessive for their developments since their tenants own fewer cars. In most cases, unused parking spaces cannot be rented out to outsider uses due to funding and zoning restrictions. Requiring more parking than needed may also limit the number of units that might otherwise be built under a lower, more demand-responsive requirement. The practice of requiring more parking than needed for projects serving 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. About two-thirds of these are rehabilitated units with parking already in place. A little over a third of them (1,353 since 1996) are newly constructed units dedicated to low-income households earning 50 percent or less of area median income. Of these 1,353 units, it is estimated that 611 qualified for parking reductions either because they are located Downtown or because they primarily served elderly and/or disabled households. The remaining 740 units funded since 1996 did not qualify for reduced parking requirements and could have benefited directly from the proposed amendments had they been available at the time of application. Most of these 740 units are small (studio and one-bedroom) units.

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).³ For a single person earning 30 percent 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 percent 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 1990⁴ Census data also indicates a strong correlation between income and car ownership (vehicles available⁵). The average number of vehicles available was lowest

² 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.

³ CarSharing Portland. *Calculating the True Cost of Owning Your Car*.

⁴ The Puget Sound Regional Council (PSRC) estimates the 2000 Census data on vehicles available by household income will be available in 2002 or 2003.

⁵ The 1990 Census reports the number of vehicles available per household, which is a higher number than the actual number of vehicles owned per household.



(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.

Households earning less than 30 percent of median (estimated at \$11,157 in 1990) had an average of less than 0.59 vehicles, which is 66 percent 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 percent less than the average for households earning median income.

Limitations associated with this data are discussed in Appendix B.

Current Parking Requirements for Multifamily Uses

The Seattle Land Use Code establishes minimum off-street parking requirements for multifamily uses. These requirements may be modified as a permit condition under the City's State Environmental Policy Act (SEPA) Parking Policies. The City's minimum parking requirements and associated SEPA policies are designed to help ensure that sufficient parking is provided in new developments in order to minimize creation of parking impacts in the surrounding neighborhood or exacerbation of existing ones. Adopted policies from the Seattle Comprehensive Plan also provide clear direction to consider the impacts of required parking on housing costs (see Appendix C).

General Parking Requirements for Multifamily Uses

The general parking requirement for multifamily uses ranges from *1.1 to 1.5 parking spaces per unit*, depending on the following factors: 1) number of units; 2) unit size; and 3) 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 following exceptions currently apply to multifamily uses based on income:

Multifamily Uses <i>Exceptions Based on Income</i>	Parking Requirement
Multifamily uses occupied by low-income elderly households*	• 1 space for every six dwelling units
Multifamily uses occupied by low-income disabled households*	• 1 space for every four dwelling units
Multifamily uses occupied by low-income elderly/low-income disabled households*	• 1 space for every five dwelling units
Multifamily Pike/Pine Overlay District	• 1 space of every 2 units for every unit dedicated to households at or below 60 percent of median.

* These and other terms are defined in Appendix E.

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.



The City does not currently allow modifications of minimum parking requirement for multifamily uses that serve low-income (non-elderly/non-disabled) households, even when a lower parking demand can be demonstrated. These uses are subject to the same minimum parking requirements (1.1 to 1.5 spaces per unit) as market rate developments. The only exception was adopted in June 2000 by Ordinance 120004, which applies only within the Pike/Pine Overlay District, as listed above.

Parking Provisions in Selected Jurisdictions

In April 2001, the Office of Housing worked with staff from Municipal Research and Services of Washington to learn from the experiences of other jurisdictions that have adopted modified parking requirements for residential uses that serve low-income (non-elderly/non-disabled) households. As shown in Appendix F, a number of jurisdictions, including the City of Bellevue, already allow modified parking requirements that are less restrictive compared to the proposed amendments.

Analysis – Case Studies

As discussed above, parking requirements that exceed demand can add unnecessarily to the cost of housing, particularly for housing that serves homeless and extremely-low-income households. In an attempt to estimate the cost of unused parking, the Office of Housing contacted local developers, contractors, and architects involved in projects recently built in Seattle (i.e., within the past five years) that provide housing to households at or below 50 percent of median. Each developer was asked to provide an estimate of the average cost per parking space in their recent developments. They were also asked to report whether additional housing units could have been provided under a lower, demand-responsive parking requirement. Below is a summary of findings from the following organizations:

- Capitol Hill Housing Improvement Program (CHHIP)
- Plymouth Housing
- Low Income Housing Institute (LIHI)

Capitol Hill Housing Improvement Program

Project at 15th and Harrison

This is a mixed-use project currently under construction that will include 19 units ranging from studios to three-bedroom units, plus a street-level commercial use. Twenty-two parking spaces were required; two were provided at the surface level. Walsh Construction, the project's general contractor, indicates this is an ideal site for parking because access could readily be provided to underground parking from off an alley in the back. Estimated cost per parking space was \$22,500, but would have been considerably higher if site conditions were more complicated.



Assuming a parking requirement of 1:2, the number of parking spaces required would be 9.5, which would be rounded to nine, pursuant to measurement provisions set forth in Section 23.86.002. Under these assumptions, the number of unused parking spaces equals:

$$22 - 9 \text{ spaces} = 13 \text{ spaces.}$$

At a cost of \$22,500 per unused space, the total difference in development costs is estimated at:

$$13 * \$22,500 = \$292,5000.$$

The cost difference would be even greater if site conditions were less favorable. The total residential development cost for this project is estimated at \$2.5 million, or \$139,000 per unit. At this cost, almost three additional units could have been built with the same level of funding, had parking been reduced to an amount closer to what was actually needed.

The Seneca Apartments (1214 Boylston Avenue)

The Seneca Apartments primarily includes one-bedroom units and was completed in 1998. There are 44 off-street parking spaces for its 32 units, many of which are underused by tenants. The building contains one level of below-grade parking and one at grade.

Walsh Construction, which also served as contractor for this project, estimates the parking costs for this project represented about 25 percent of the of the total hard construction costs. It is estimated that each stall cost about \$24,000 to build. It was more expensive to go below grade than it was at the 15th & Harrison project due to shoring requirements. According to one staff person at CHHIP, half the number of parking spaces provided could have been eliminated without creating on-street parking impacts. If only half the parking spaces had been required, project costs would have been reduced by an estimated \$528,000.

The original project architect at GGLO adds that the parking requirement forced the building to lose an entire story because there was no room for any additional parking. About eight units were lost as a result, which could have been provided at a reduced incremental cost per square foot. In addition, the ground floor level of parking could have been devoted to residential use (also at a lower incremental cost increase), if it hadn't been needed for parking. It is estimated that another six units could potentially have been provided in place of the unused parking at ground level. These additional units would have been permitted under existing zoning, assuming typical departures for open space.

Development costs for the Seneca Apartments totaled \$4.2 million in 1998, which represents an average unit cost of \$131,250. It is estimated that four additional units could have been provided with the same level of funding if required parking had been reduced by 50 percent.



Plymouth Housing

Colwell Building (111 Yale Avenue, north of Denny Way)

The Colwell Building is a mixed-used structure that includes 126 dwelling units (a mix of studios and one-bedroom units) and street-level retail uses. It was completed in 2000.

Parking was not required because the project was vested before the current parking requirement (i.e., one space per dwelling unit) took effect for residential uses in the Seattle Cascade Mixed zone. Prior to that date, parking was not required for residential uses in this zone. Nevertheless, 16 parking spaces were provided. Only 14 were assigned to tenants. The other two were designated to a retail tenant and to an on-site manager. Staff at Plymouth report this amount of parking sufficiently meets demand. All fourteen spaces for tenants were rented for \$30 per month. *Staff also reports that all tenants who rented parking spaces earned over 30 percent of median.*

The cost per parking space is estimated at \$25,000. If the project had been developed under current parking requirements, then 126 parking spaces would be required, which is 110 (126-16) spaces more than the amount actually provided. At \$25,000 per space, the estimated cost of this additional parking is:

$$\$25,000 * 110 = \$2,750,000.$$

The total development cost for this project was \$12.5 million, of which \$12 million is attributable to the residential component of the project. This equates to an average unit cost of \$95,238. It is estimated that 29 units would not have been possible without additional public subsidy under the current 1:1 parking requirement.

Analysis – Parking Utilization

Public Outreach

In March 2001, the Office of Housing 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 members of the Housing Development Consortium of Seattle-King County (HDC) and from non-profit organizations that received City funding for low-income housing.

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, which are already exempt from parking requirements. Providers were also asked to exclude projects that primarily serve 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. A copy of this survey is provided in Appendix G.

Findings – Units at 30% or Less of Median

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 percent of median. Together, these 12 projects comprise a total of 432 units (160 of which are occupied by households at or below 30 percent of median) for which 470 parking spaces were provided. A synopsis of these 12 projects is provided below:

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 presented above indicates the average number of parking spaces used by residents (63 out of 174) was 0.46 spaces per unit. On-site staff used nine additional parking spaces.

Effect of Number of Bedrooms. This data also suggests that car ownership rates increase with the number of bedrooms per unit. Households living in SRO and studio units appeared to have much lower car ownership rates (i.e., approximately one car for every four units – 0.25:1), while those living in the largest units containing three or more bedrooms) had car ownership rates of over one space per unit (1.1:1). As one might expect, car ownership 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. The data shows that parking utilization is similar regardless of whether one lives in transitional or permanent housing. Although residents in transitional housing facilities tended to own fewer cars, this difference was often made up in 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 emergency shelters and transitional housing facilities. Their survey findings are included in Appendix I.

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 Location. The survey's findings indicate that location (Center City neighborhoods versus those located outside of them) may influence car ownership behavior, even at this income level. Parking utilization appeared to be higher among households living outside Center City neighborhoods. The apparent lower car ownership rates 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
- Existence of a City-recognized car sharing program
- High cost of parking/car storage in these neighborhoods

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. Staff from the Office of Housing attended several meetings of the Homeless Families Coalition and the Seattle-King County Coalition for the Homeless both to raise awareness of the issue and to ensure a strong response rate. A total of 36 questionnaire responses were received. 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 percent of the households they serve own cars.

Findings – Units at 31 - 50% of Median

Analysis of Units Occupied by Households Earning 31-50% of Median

Nineteen survey responses were returned that included units designated for occupancy by households earning between 31 and 50 percent of median. These 19 projects represented a total of 593 units (including 346 designated for households at this income level) for which 465 parking spaces were provided. A synopsis these projects is provided below:

Bedroom Size	No. Units	Parking Used by Residents	No. Projects Reporting
SRO	0	-	0
Studio	82	23 (0.28:1)	12
1 Bedroom	112	57 (0.51:1)	11
2 Bedrooms	84	72 (0.86:1)	12
3 + Bedrooms	68	53 (0.78:1)	7
Total (all units)	346	205 (0.59:1)	19⁸

⁸ Some projects contain units with different unit sizes (i.e., different number of bedrooms) and have been counted more than once, where necessary.



Summary. Based on the data provide above, the average number of parking spaces used by residents was 0.59 spaces per unit (i.e., 205/346). On-site staff used nine additional parking spaces.

Effect of Unit Size. The above data suggest that unit size influences car ownership behavior. At this income level, car ownership rates among households living in SRO and studio units are similar to their counterparts earning 30 percent or less of median. Again, the data suggest that larger units are associated with higher car ownership rates. The fact that parking utilization is lower for three-bedroom units than it is for two-bedroom units is likely due to chance given the small number of responses.

Length of Stay. Like their counterparts earning 30 percent or less of median, no significant difference in car ownership behavior was apparent between households living in transitional housing and those living in permanent housing. As expected, a greater percentage of responses came from permanent housing providers. Very few of the units reported were transitional units. No data was submitted by emergency shelter providers, which is also expected, given that households at this income level are less likely to access emergency housing (see Appendix J).

Effect of Location. At this income level, the data suggests that location (Center City neighborhoods versus those located outside of them) influenced car ownership behavior. Average parking utilization by residents overall was found to be 0.59 parking spaces per unit. However, as shown below, residents located in Center City neighborhoods only used less parking (an average of 0.31 parking spaces per unit) than their counterparts outside of them (an average of 0.98 parking spaces per unit). Again, the apparent lower car ownership rates in the Center City neighborhoods may be attributable to the same combination of characteristics common in these neighborhoods:

- Access to more frequent transit service
- Proximity to social and other services
- Existence of a City-recognized car sharing program
- High cost of parking/car storage in these neighborhoods

Parking Used by Residents (Center City Neighborhoods Only)

Bedroom Size	No. Units	Parking Used by Residents ⁹	No. Projects Reporting
SRO	0	-	0
Studio	82	23 (0.28:1)	6
1 Bedroom	73	17 (0.23:1)	7
2 Bedrooms	25	17 (0.68:1)	4
3 + Bedrooms	21	6 (0.29:1)	3
Total (all units)	201	63 (0.31:1)	8

⁹ On-site staff used nine parking spaces.



Parking Used by Residents (Outside Center City Neighborhoods Only)

Bedroom Size	No. Units	Parking Used by Residents ¹⁰	No. Projects Reporting
SRO	0	-	0
Studio	0	-	0
1 Bedroom	39	40 (1.03:1)	5
2 Bedrooms	59	55 (0.93:1)	8
3 + Bedrooms	47	47 (1.00:1)	8
Total (all units)	145	142 (0.98:1)	11

It is interesting to note that parking utilization for residents in outlying areas was found to be fairly constant near one space per unit (see Appendix J).

Data Verification

In July 2001, staff from the Office of Housing 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 period considered to be appropriate for capturing peak period demand. Findings from this verification process indicate that less than half (45 percent) 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 allowing modified parking requirements for multifamily uses containing units dedicated for low-income households in order to remove unnecessary barriers to low-income housing development and encourage more productive use of the City's developable land.

These recommendations are based on a survey of parking utilization in low-income housing projects, the result 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.

¹⁰ On-site staff used nine parking spaces.



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
Average 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
\$37,500 to \$39,999	6,891	1.68
\$40,000 to \$42,499	7,368	1.69
\$42,500 to \$44,999	5,649	1.87
\$45,000 to \$47,499	6,417	1.89
\$47,500 to \$49,999	5,007	1.89
\$50,000 to \$54,999	8,790	1.97
\$55,000 to \$59,999	7,107	2.13
\$60,000 to \$74,999	17,334	2.06
\$75,000 to \$99,999	12,156	2.32
\$100,000 to \$124,999	4,746	2.30
\$125,000 to \$149,999	1,995	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 may be considerably lower -- are not reported.
2. Census data does not distinguish between households living in single-family neighborhoods and those living in multifamily housing arrangements. Consequently, the actual number of vehicles available to multifamily households only is not available. This is an important distinction because the City regulates required 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. This is worth noting because households in this income range had more vehicles available to them (0.83) on average compared to those at lower income levels. Specifically, households earning less than \$5,000 had 0.53 vehicles available on average while those earning between \$5,000 and \$9,999 had 0.59.



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

Multifamily uses¹ except those listed below

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

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-

Parking Requirements

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

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.²

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 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
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

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



**Chart A (continued)
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	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 ²	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 Child care facilities, when co-located with assisted living facilities, may count the passenger load/unload space required for the assisted living facility toward its required passenger load/unload spaces.

² When specified in single-family zones, Section 23.44.015, the Director may waive some or all of the parking requirements.

Important Notes:

- 1) This chart was last amended on June 26, 2000 by Ordinance 120004.
- 2) 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 follow is a list of defined terms from SMC 23.84.024 "L:"

- **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 fifty 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 russo@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.

The parking requirement for transitional housing is 0.5 spaces per bedroom plus one 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.

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.

Unit Size	# of Units	# Parking Spaces in Use
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		



On-Site Parking for tenants with incomes between 51% and 80% of median:

Indicate the total # units and on-site parking spaces currently in use by tenants (including resident managers) with household incomes between 51% and 80% 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 _____
 E-mail: _____

Contact Information – Developer

Name _____
 Address _____
 City _____ State _____ Zip _____
 Day Phone _____
 E-mail: _____

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
 Seattle Office of Housing, 618 Second Avenue, 8th Floor, Seattle, WA 98104



APPENDIX H
Survey Data



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

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

Number of Parking Spaces Used/By Unit Size

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

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

Note studio units at Santos Place are SRO units



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

Project Name	Street Address	Permanent/ transitional	Zip	Total #		Studio Units	Studio Parking Spaces	1-Bedroom Units	1-BR Parking		2-BR Parking		3+ BR Parking	
				Units	Spaces				Spaces	Units	Spaces	Units	Spaces	
Villa Apartments	1100 E. Pike St.	P	98101	62	13	19	5	0	0	0	0	0	0	0
Denice Hunt Townhomes	620 N. 85th ST. 8427 Delridge Way SW	P	98103	30	35	0	0	0	0	0	2	11	13	
Centerwood Apartments	1213 SW Holden St	P	98106	12	12	0	0	0	0	0	3	0	0	
Holden Manor	3904 Martin Luther King Jr. Way Apts.	P	98108	40	38	0	0	7	7	2	2	0	0	
Lakeview Apts.	1170 Harrison St. 9111 50th Ave. S.	P	98109	59	9	1	0	16	1	9	0	0	0	
Villa Park Townhomes	5031 MLK Jr. Way S.	P	98118	43	43	0	0	0	0	2	2	3	3	
Nuuanu Pail	5033 37th Ave. S.	P	98118	19	15	0	0	0	1	0	2	0	0	
Lilac Lodge		P	98118	44	15	0	0	1	1	0	0	0	0	
TOTAL				319	194	20	5	25	10	23	13	14	16	

Number of Parking Spaces Used/By Unit Size
 Studios 0.25
 1-BR 0.40
 2-BR 0.57
 3-BR 1.14

Total # Uni Total # Parking spaces in Use 82
 Avg. # Parking spaces/unit 44
 0.54



UNITS OCCUPIED BY HOUSEHOLDS EARNING BETWEEN 31 AND 50% 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
Danice Hunt Townhomes	620 N. 65th 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
Gilman 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	2312-20 20th E. John	98112	12	14	0	0	5	5	7	5	0	0
Villa Park Townhomes	9111 50th Ave. S.	98118	43	43	0	0	0	0	12	12	9	9
Nuuanu Pali	5031 MLK Jr. Way S. 5806-5834 32nd Ave. S.	98118	19	19	0	0	0	0	5	5	0	0
Noji Gardens - Phase I		98118	8	8	0	0	0	0	0	0	4	4
Lilac Lodge	5033 37th Ave. S.	98118	44	15	0	0	8	8	0	0	0	0
Boylston-Howell Apts.	1726 Boylston Ave.	98122	30	36	6	1	4	1	14	11	6	3
Pardee Townhomes	1630 14th Ave.	98122	9	9	0	0	0	0	0	0	3	3
Bellevue Olive Apartments	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	0.28	1-BR	0.51	2-BR	0.86	3-BR	0.78
---------	------	------	------	------	------	------	------

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



UNITS OCCUPIED BY HOUSEHOLDS EARNING BETWEEN 31 AND 50% OF AMI (CENTER CITY ONLY)

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
Lakeview Apts.	1170 Harrison St.	98109	59	9	8	0	10	1	1	1	0	0
Miller Park	2312-20 20th E. John	98112	12	14	0	0	5	5	7	5	0	0
Boylston-Howell Apts.	1726 Boylston Ave.	98122	30	36	6	1	4	1	14	11	6	3
Pardee Townhomes	1630 14th Ave.	98122	9	9	0	0	0	0	0	0	3	3
Bellevue Olive Apartments	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
TOTAL			290	180	82	23	73	17	25	17	21	6

Number of Parking Spaces Used/By Unit Size

Studios	1-BR	2-BR	3-BR
0.28	0.24	0.68	0.28

Total # Units	Total # Parking spaces in Use	Avg. # Parking spaces/unit
201	63	0.31



UNITS OCCUPIED BY HOUSEHOLDS EARNING BETWEEN 31 AND 50% OF AMI (OUTSIDE CENTER CITY ONLY)

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
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
Gilman 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
Villa Park Townhomes	9111 50th Ave. S.	98118	43	43	0	0	0	0	12	12	9	9
Nuuanu Pali	5031 MLK Jr. Way S. 5806-5834 32nd Ave. S.	98118	19	19	0	0	0	0	5	5	0	0
Noji Gardens - Phase I		98118	8	8	0	0	0	0	0	0	4	4
Lilac Lodge	5033 37th Ave. S.	98118	44	15	0	0	8	8	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			303	285	0	0	39	40	59	55	47	47

Number of Parking Spaces Used/By Unit Size

Studios	1-1BR	2-BR	3-BR
N/A	1.03	0.93	1.00

Total # Units: 145
 Total # Parking spaces in Use: 142
 Avg. # Parking spaces/unit: 0.98



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 trans. Units	Parking used by Clients	Parking used by staff	Total Parking Used	Parking Used/Unit
1	Alpha Inn	homeless	Omar Samatar	206/283-6070	57	0	0		57	10	3	13	0.23
2	Rose of Lima	homeless women	Karen Staley	206/441-1200	9		2		13	0	3	0	0.00
3	DAWN's House	domestic violence	Jen	206/622-1881	2				2	1	3	4	2.00
4	Broadview Emergency	women/domestic violence	Sarah Olson	206/622-4933		22		7	22	1(unknown)		1	0.05
5	Sand Pt. Youth	youth	Jennifer Lucas	206/729-1407		6			6	0	2	2	0.33
6	Aridale Mitchell	homeless teens	Shiron	206/323-7409			6		6	1	1	2	0.33
7	Santos Place	homeless	Roger Shands	206/524-9224	42				42	12	1	13	0.31
8	New Beginnings	domestic violence	Jennie Wear	206/926-3045	82	4	13	18	17	2	4	6	0.35
9	William Booth Center	homeless men	Angelo Oliver	206/621-0145				112	82	19	10	29	0.35
10	Scattered Sites	homeless	Joe Easterday	206/461-3660x21			19	15	34	17	4	21	0.62
11	Sojourner Place	homeless women	Pauly Irish	206/545-4200	8				8	2	2	4	0.50
12	Sand Pt. Community	homeless families		206/517-5499			27		27	8	2	10	0.37
13	Pathways	youth under 18	Robin Parker	206/985-0444				10	10	0	1	1	0.10
14	East Cherry	homeless	Lesley Leber	206/490-4353		7			7	2	1	3	0.43
			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 Shelter Units	Parking used by Clients	Parking used by staff	Total Parking Used	Parking Used/Unit
1	Noel House	single homeless women	Mykel Montgomer	206/441-3210				40	40	2	5	7	0.18
2	Saint Martin de Porres	elderly men	Bob Allison	206/323-6341				212	212	0	5	5	0.02
3	Bread of Life	homeless	Bob Paulin	206/662-3579				48	48	0	0	0	0.00
4	Catherine Booth House	domestic violence	Gracie	206/324-4943				16	16	0	3	3	0.19
5	DAWN's House	domestic violence	Jen	206/622-1881				28	28	1	3	4	0.14
6	DESC Shelter Program	homeless	Lee Lennox	206/464-1570				200	200	10	15	25	0.13
7	Bethlehem House	homeless families	Katie Thompson	206/694-6700				17	17	1	1	1	0.06
8	Broadview Emergency	women/domestic violence	Sarah Olson	206/622-4933		2		7	9	1	1	1	0.11
9	Jubilee Women's Center	homeless women	Jenearne Ordway	206/324-1244				26	26	6	6	12	0.46
10	New Beginnings	domestic violence	Jennie Wear	206/926-3045				18	18	6	4	10	0.56
11	William Booth Center	homeless men	Angelo Oliver	206/621-0145				112	112	19	10	29	0.26
12	Teen Hope	youth, under 18	Lynn Carver	206/546-1010				7	7	0	4	4	0.57
13	Union Gospel Mission	homeless	Mac Snow	206/622-5177				110	110	0	4	4	0.04
14	Passages	youth	Travis DeCuire	206/985-8343	30			8	8	0	1	1	0.13
15	Women's Resource Center	homeless women	Lesley Leber	206/490-4353				30	30	9	1	10	0.33
			TOTAL		30	2	0	849	881	55	61	116	0.13
29			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 a 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 Aridale 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 Parking 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.



1 **WHEREAS**, Neighborhood Planning Policy Docket 17 recommends eliminating or reducing minimum
2 parking requirements in areas where average household car ownership rates are lower and where
viable alternatives to single-occupancy vehicle travel exist; and

3 **WHEREAS**, Council directed the Executive to prepare Land Use Code amendments to allow modified
4 parking requirements for multifamily uses that provide low-income housing;

5 **NOW THEREFORE,**

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

7 **Section 1.** Subsections C through I and Chart A of Section 23.54.015 of the Seattle
8 Municipal Code, which Section was last amended by Ordinance 120004, are amended as follows:

9 **23.54.015 Required parking.**

10 * * *

11 C. If an entire use or structure, or the same portion of a use or structure, falls under more than
12 one category in Chart A, then unless otherwise specified the category requiring the least amount of
parking spaces shall apply, but only so long as the criteria in that category are satisfied.

13 D((C)). Existing legal parking deficits of legally established uses shall be allowed to continue
14 even if a change of use occurs. This ((provision)) subsection shall not apply to a change of use to one
defined as a heavy traffic generator. This subsection shall not be construed to permit a parking deficit
caused by the failure to satisfy conditions of a reduced parking requirement for any use or structure.

15 E((D)). In all zones ((except downtown zones)), no parking shall be required for the first twenty-
16 five hundred (2,500) square feet of gross floor area of ((a structure containing)) nonresidential uses in a
structure. This waiver shall not apply to structures or portions of structures occupied by fast-food
17 restaurants, motion picture theaters, administrative offices, or institutional uses, including Major
Institution uses. When two (2) or more uses with different parking ratios occupy a structure, the twenty-
18 five hundred (2,500) square foot waiver shall be prorated based on the area occupied by the
nonresidential uses for which the parking waiver is permitted.

19 ((E. Commercial uses permitted in midrise and highrise zones according to Section 23.45.110
20 shall have no parking requirement over that required for residential use in the same structure. Up to ten
(10) parking spaces per business establishment may be provided at the discretion of the applicant.))

21 F. Exceptions to the parking requirements set forth in this section are provided in Section
22 23.54.020, Parking quantity exceptions, unless otherwise specified in Chart A.

23 G. Except in downtown zones, off-street parking for fleet vehicles shall be provided separately,
24 in addition to the minimum parking requirements.



1 H. For nonschool uses permitted to locate in a former or existing public school by a School Use
2 Advisory Committee (SUAC), parking requirements shall be determined by the school use criteria,
3 according to Chapter 23.78, Establishment of Criteria for Joint Use or Reuse of Schools.

3 I. Bicycle Parking.

4 1. In L2, L3, L4, MR and HR zones, and the SCM zone, for apartments and terraced
5 housing, spaces for bicycles shall be provided in a safe and convenient location, according to the
6 following chart:

Number of Units	Number of Bicycle Spaces Required
5 – 10	1
11 – 20	2
More than 20	1 for every 10 units

7
8
9 2. Bicycle parking spaces shall be provided by all institutions in multifamily zones.
10 The number of required bicycle parking spaces shall be five (5) percent of the number of required
11 vehicle spaces. All bicycle spaces should be sheltered from the weather, visible from the institution, and
12 conveniently located.

13 3. Bicycle parking facilities, either off-street or in the street right-of-way, shall be
14 provided in NC1, NC2, NC3, C1 zones, and the SCM zone for any new use which requires twenty (20)
15 or more automobile parking spaces according to Chart A. Automobile service stations, and other drive-
16 in businesses except fast-food restaurants, shall be exempted from this requirement. All bicycle parking
17 facilities in the street right-of-way shall conform to Seattle Transportation standards.

18 a. The number of required bicycle parking spaces shall be ten (10) percent of
19 the number of required off-street auto parking spaces.

20 b. When any covered automobile parking is provided, all bicycle parking
21 shall be covered.

22 4. Bicycle parking facilities accessory to nonresidential uses shall be located on the
23 lot or within eight hundred (800) feet of the lot. Bicycle parking accessory to residential uses shall be
24 located on-site. Bicycle parking facilities shared by more than one (1) use are encouraged. When located
off-street, bicycle and automobile parking areas shall be separated by a barrier or painted lines.



* * *

Chart A
for Section 23.54.015
PARKING

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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.
Brewpub	1 space for each 200 square feet.



1	Business support services	1 space for each 2,000 square feet.
2	Business incubators	1 space for each 1,000 square feet.
3	Carwash	1 space for each 2,000 square feet.
4	Caretaker's quarters	1 space for each dwelling unit.
5	Cargo terminal	1 space for each 2,000 square feet.
6	Cemetery	None.
7	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.
8	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.
9		
10		
11	Commercial laundries	1 space for each 2,000 square feet.
12	Commercial moorage	1 space for each 140 lineal feet of moorage.
13	Communication utilities	1 space for each 2,000 square feet.
14	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.
15		
16	Community centers owned and operated by the Seattle Department of Parks and Recreation (DOPAR) ^{1,2,3}	1 space for each 555 square feet.
17	Congregate residences	1 space for each 4 residents.
18	Construction services	1 space for each 2,000 square feet.
19	Custom and craft work	1 space for each 1,000 square feet.
20	Dance halls (dance floor and table area)	1 space for each 100 square feet.
21	Dry storage of boats	1 space for each 2,000 square feet.
22	Family support centers located in community centers owned and operated by the Seattle DOPAR ³	1 space for each 100 square feet.
23	Floating homes	1 space for each dwelling unit.
24		



1	Food processing for human consumption	1 space for each 1,000 square feet.
2	Gas station	1 space for each 2,000 square feet.
3	General retail sales and services	1 space for each 350 square feet.
4	Ground-floor businesses in multi-family zones	None, maximum of 10 spaces.
5	Heavy commercial services	1 space for each 2,000 square feet.
6	Heliports (waiting area)	1 space for each 100 square feet.
7	High-impact uses.	1 space for each 1,500 square feet or as determined by the Director.
8	Horticultural uses (retail area only)	1 space for each 350 square feet.
9	Hospitals ¹	1 space for each 2 staff doctors; plus 1 additional space for each 5 employees; plus 1 for each 6 beds.
10	Hotels	1 space for each 4 sleeping rooms or suites.
11	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.
12		
13	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.
14		
15		
16	Kennel	1 space for each 2,000 square feet.
17	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.
18	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.
19		
20		
21	Major durables, sales, service, and rental	1 space for each 2,000 square feet.
22	Manufacturing, general	1 space for each 1,500 square feet.
23	Manufacturing, heavy	1 space for each 1,500 square feet.
24		



1	Manufacturing, light	1 space for each 1,500 square feet.
2	Marine service station	1 space for each 2,000 square feet.
3	Medical services	1 space for each 350 square feet.
4	Miniature golf	1 space for each 2 holes.
5	Mini-warehouse	1 space for each 30 storage units.
6	Mobile home park	1 space for each mobile home.
7	Mortuary services	1 space for each 350 square feet.
8	Motels	1 space for each sleeping room or suite.
9	Motion picture studio	1 space for each 1,500 square feet.
10	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.
11	Multifamily uses, ⁴ <u>except as otherwise provided below</u> ¹³ ((those listed below))	<u>Development sites ((Uses))</u> containing 2--10 dwelling units: 1.1 spaces for each dwelling unit.
12		<u>Development sites ((Uses))</u> containing 11--30 dwelling units: 1.15 For each dwelling unit.
13		<u>Development sites ((Uses))</u> containing 31--60 dwelling units: 1.2 spaces for each dwelling unit.
14		<u>Development sites ((Uses))</u> containing more than 60 dwelling units: 1.25 spaces for each dwelling unit.
15		
16		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
17		
18		
19		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
20		
21		
22		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. ⁵
23		
24		



1 Multifamily uses containing dwelling units with 2 or
2 more bedrooms, when within the area impacted by the
3 University of Washington as shown on Map A
4 following this section, unless another provision below
5 allows fewer parking spaces (~~(, unless such
6 multifamily uses are occupied by low-income elderly,
7 low-income disabled, or low-income elderly/low-
8 income disabled households, in which case the
9 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.⁵

5 Multifamily uses, when within the Alki area as shown
6 on Map B following this section, unless another
7 provision below allows fewer parking spaces (~~(, unless
8 such multifamily uses are occupied by low-income
9 elderly, low-income disabled, or low-income
10 elderly/low-income disabled households, in which case
11 the provisions below apply))~~)

1.5 spaces for each (~~(per)~~) dwelling unit.

8 Multifamily uses, for development sites that contain a
9 total of ten (10) or fewer dwelling units, all in ground-
10 related structures (~~(Multifamily development, for those
11 ground-related uses within the development with 10
12 units or fewer dwelling units))~~)

1 space for each dwelling unit.

11 Multifamily uses, for each dwelling unit occupied by a
12 household with an income at time of its initial
13 occupancy at or below (30) percent of the median
14 family income, adjusted for household size, for the
15 Seattle-Bellevue-Everett Primary Metropolitan
16 Statistical Area, as defined by the United States
17 Department of Housing and Urban Development
(HUD)¹⁴; and multifamily uses, when located in
18 Center City neighborhoods¹², for each dwelling unit
19 occupied by a household with an income at time of its
20 initial occupancy at or below fifty (50) percent of
21 median family income adjusted for household size, for
22 the Seattle-Bellevue-Everett Primary Metropolitan
23 Statistical Area, as defined by the United States
24 Department of Housing and Urban Development
(HUD)¹⁴

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.

18 Multifamily uses, when located outside Center City
19 neighborhoods¹², for each dwelling unit with two (2)
20 or fewer bedrooms occupied by a household with an
21 income at the time of its initial occupancy of between
22 thirty (30) and fifty (50) percent of the median family
23 income, adjusted for household size, for the Seattle-
24 Bellevue-Everett Primary Metropolitan Statistical
Area, as defined by the United States Department of
Housing and Urban Development (HUD)¹⁴

0.75 spaces for each dwelling unit.

22 Multifamily uses occupied by low-income elderly
23 households

1 space for each 6 dwelling units.



1	Multifamily uses occupied by low-income disabled households	1 space for each 4 dwelling units.
2	Multifamily uses occupied by low-income elderly/low-income disabled households	1 space for each 5 dwelling units.
3	Multifamily uses, when within the Seattle Cascade Mixed zone or the Pike/Pine Overlay District	1 space for each dwelling unit.
4	Multifamily uses, when within the Pike/Pine Overlay District, for each ((residential)) dwelling unit ((rented to)) occupied by a household ((s)) with an income at time of its initial occupancy at or below sixty (60) 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), at rent((s)) not exceeding 30 percent of 60 percent of ((the)) such median family 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))	<u>1 space for each 2 dwelling units</u> ((when applicants demonstrate compliance with these criteria for the life of the building)).
5	Multi-purpose convenience store	1 space for each 350 square feet.
6	Museum ¹	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 1 space for each 250 square feet of other gross floor area open to the public.
7	Nonhousehold sales and services, except sales, service and rental of office equipment	1 space for each 2,000 square feet.
8	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.
9	Office, administrative	1 space for each 1,000 square feet.
10	Office, customer service	1 space for each 350 square feet.
11	Outdoor storage	1 space for each 2,000 square feet.
12	Parks	None.
13	Participant sports and recreation, indoor, unless otherwise specified	1 space for each 350 square feet.
14	Participant sports and recreation, outdoor, unless otherwise specified	1 space for each 350 square feet.
15	Passenger terminals (waiting area)	1 space for each 100 square feet.

24



1	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.
2		
3	Personal transportation services	1 space for each 2,000 square feet.
4	Playgrounds	None.
5	Power plants	1 space for each 2,000 square feet.
6	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
7		1 space for every 8 fixed seats for floor area containing fixed seats; or
8		if no auditorium or assembly room, 1 space for each 350 square feet, excluding ball courts.
9	Railroad rights-of-way	None.
10	Railroad switchyard	1 space for each 2,000 square feet.
11	Railroad switchyard with mechanized hump	1 space for each 2,000 square feet.
12	Recreational marinas	1 space for each 75 lineal feet of moorage.
13	Recycling center	1 space for each 2,000 square feet.
14	Recycling collection station	None.
15	Religious facility ¹	1 space for each 80 square feet of all auditoria and public assembly rooms.
16	Research and development laboratory	1 space for each 1,000 square feet.
17	Restaurant	1 space for each 200 square feet.
18	Restaurant, fast-food	1 space for each 100 square feet.
19	Sale and rental of large boats	1 space for each 2,000 square feet.
20	Sale and rental of motorized vehicles	1 space for each 2,000 square feet.
21	Sale of boat parts and accessories	1 space for each 350 square feet.
22	Sale of heating fuel	1 space for each 2,000 square feet.
23	Sales, service and rental of commercial equipment	1 space for each 2,000 square feet.
24	Sales, service and rental of office equipment	1 space for each 350 square feet.



1	Salvage yard	1 space for each 2,000 square feet.
2	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 or assembly room, 1 space for each staff member.
3	School, public elementary and secondary ^{1,2,7}	1 space for each 80 square feet of all auditorium 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.
4		
5		
6	Sewage treatment plant	1 space for each 2,000 square feet.
7	Single-family dwelling units	1 space for each dwelling unit.
8	Skating rink (rink area)	1 space for each 100 square feet.
9	Solid waste transfer station	1 space for each 2,000 square feet.
10	Specialty food stores	1 space for each 350 square feet.
11	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.
12	Sport range	1 space for each 2 stations.
13	Swimming pool (water area)	1 space for each 150 square feet.
14	Taverns	1 space for each 200 square feet.
15	Transit vehicle base	1 space for each 2,000 square feet.
16	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.
17		
18	Utility service uses	1 space for each 2,000 square feet.
19	Vehicle and vessel repair	1 space for each 2,000 square feet.
20	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).
21		
22	Warehouse	1 space for each 1,500 square feet.
23	Wholesale showroom	1 space for each 1,500 square feet.
24		



1 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.

2
3 ¹ When permitted in single-family zones as conditional use, the Director may modify the parking requirements
4 pursuant to Section 23.44.022; when permitted in multifamily zones as a conditional use, the Director may
5 modify the parking requirements pursuant to Section 23.45.122. The Director, in consultation with the Director
6 of Seattle Transportation, may allow adult care and childcare centers locating in existing ~~((structures))~~ uses to
7 provide loading and unloading spaces on-street when no other alternative exists.

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

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

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

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

24 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 percent (10%) 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.

⁹ Child care facilities, when co-located with assisted living facilities, may count the passenger load/unload space
required for the assisted living facility toward its required passenger load/unload spaces.

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



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

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

11 ¹³ These general requirements for multifamily uses are superseded to the extent that a use, structure or
12 development qualifies for either a greater or a lesser parking requirement under any provision below. The
13 different parking requirements for certain multifamily uses listed below shall not be construed to create separate
14 uses for purposes of any requirements related to establishing or changing a use under this Title.

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

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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 _____, 2001, and signed by me in open session in authentication of its passage this _____ day of _____, 2001.

President _____ of the City Council

Approved by me this _____ day of _____, 2001.

Mayor

Filed by me this _____ day of _____, 2001.

City Clerk

(SEAL)



Ordinance 120541

1 sheets

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STATE OF WASHINGTON – KING COUNTY

--SS.

137165
City of Seattle, Clerk's Office

No. ORDINANCE IN FULL

Affidavit of Publication

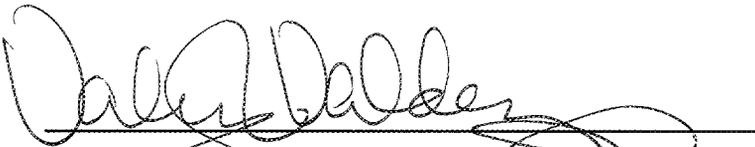
The undersigned, on oath states that he is an authorized representative of The Daily Journal of Commerce, a daily newspaper, which newspaper is a legal newspaper of general circulation and it is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continuously as a daily newspaper in Seattle, King County, Washington, and it is now and during all of said time was printed in an office maintained at the aforesaid place of publication of this newspaper. The Daily Journal of Commerce was on the 12th day of June, 1941, approved as a legal newspaper by the Superior Court of King County.

The notice in the exact form annexed, was published in regular issues of The Daily Journal of Commerce, which was regularly distributed to its subscribers during the below stated period. The annexed notice, a

CT:120541 ORD IN FULL

was published on

10/19/01



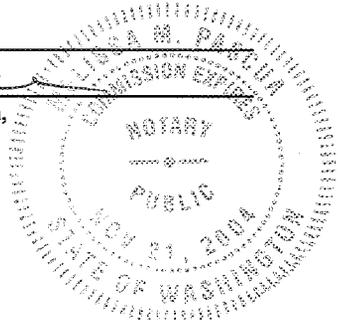
Subscribed and sworn to before me on

10/19/01



Notary public for the State of Washington,
residing in Seattle

Affidavit of Publication



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 Bell v Rodney L Lambie, Walter Hart-
 Richardson, Jane Richardson aka Jane
 01-2-20645-1 Unlaw Detainer Eric
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 Assignment of Savings Account
 e, Inc v Breckenridge Const Inc, Greg
 01-2-77000-2

City of Seattle ORDINANCE 120541

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 for low-income households, and modifying or clarifying other provisions related to parking requirements.

WHEREAS, Land Use Policy 138 in the Seattle Comprehensive Plan provides direction to 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 the Seattle Comprehensive Plan's policies encouraging the use of public transit and discouraging the use of automobiles; and

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 occupants may be significantly different from those of the general population; and

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

WHEREAS, Housing Policy 7 in the Seattle Comprehensive Plan recommends conducting periodic assessment of 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; and

WHEREAS, the Office of Housing conducted a survey of parking utilization in low-income 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 opportunities to lower off-street parking requirements based on survey findings; and

WHEREAS, Council adopted Ordinance 120094 on June 26, 2000, implementing key recommendations in the Pike/Pine Urban Center Village Plan, including lower off-street 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 study; and

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

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 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 10 square feet of spectator assembly area not containing fixed seats.
Adult panoram	1 space for each 8 fixed seats or 1 space for each 10 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 23.54.03
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.
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 feet.
Caretaker's quarters	1 space for each dwelling unit.
Cargo terminal	1 space for each 2,000 square feet.
Cannetery	None.
Child care center ^{1,2}	1 space for each 10 children or 1 space for each member, whichever is greater; plus 1 loading and unloading space for each 20 children.
Colleges ³	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 plus 1 space for each 100 square feet; 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 linear feet of moorage.
Communication utilities	1 space for each 2,000 square feet.
Community centers ^{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 areas containing fixed seats; or if no auditorium or assembly room, 1 space for each 350 square feet.
Community clubs ^{1,2}	