



## Part I: Code Amendments at a Glance – Off-Street Parking, Loading and Access Requirements (Chapters 19.34):

### A. What is it?

In August 2018, the City adopted new standards for off-street parking, loading and access requirements applicable city-wide. There are minor amendments in this chapter to coincide with new Land Uses in EMC 19.05 and to be consistent with recent amendments to the Growth Management Act (GMA).

### B. Type of revision drafted:

- Minor revision to an existing chapter
- Major rewrite and relocation of existing chapter
- New chapter

### C. Key changes from existing code:

The new GMA requirements include:

- Housing units that are affordable to very low-income or extremely low-income individuals that are located within ¼ mile of a transit stop that has at least four trips per hour for 12 or more hours per day, minimum parking requirements may be no greater than 1 space per bedroom of 0.75 space per unit. ([RCW 36.70A.620\(1\)](#))
  - Current standards in EMC 19.34 already met this requirement (see Tables 34-2 and 34-3)
- Housing for seniors or people with disabilities that are located within ¼ mile of a transit stop that has at least four trips per hour for 12 or more hours per day, a city may not impose minimum parking requirements for the residents, but may establish parking requirements for staff and visitors. ([RCW 36.70A.620\(2\)](#))
  - A new exception to off-street parking requirements was added to EMC 19.34.050.
- The city may not require off-street parking for accessory dwelling units within ¼ mile of a major transit stop, which is defined as a stop on a high capacity transportation system funded under RCW 81.104; commuter rail stops (i.e. Everett Station); stops on rail or fixed guideway systems, including transitways (future light rail); stops on bus rapid transit routes (i.e. Swift); or stops on bus fixed routes with service intervals of at least 15 minutes during the peak hours of operation. ([SB 6617-S.PL](#), amends GMA)
  - Exceptions for ADU parking were adopted into the ADU ordinance in 2017 and included in the rewrite of the off-street parking requirements in 2018. See EMC 19.34.050. No additional amendments are needed.

## Part II: Analysis of Code Amendments

### 19.34.020 Required Off-Street Parking Spaces

The amendments to Table 34-1 reflect how the code is defining housing types and land uses used in Chapters 5, 8 and 9. In addition, off-street parking spaces for a private access drive are reduced from 4 to 3.

Table 34 - 1: Off-Street Parking Spaces Required

Land Use	Minimum Parking Spaces Required*
<b>RESIDENTIAL</b>	<b>Spaces per dwelling unit unless otherwise indicated</b>
Accessory dwelling unit	1, plus required space(s) for principal dwelling; <a href="#">see Section 19.34.050.C for exceptions</a>
<del>Congregate care facility, including convalescent or nursing home, where people are assisted with daily activities</del>	<del>1 for each 4 beds</del>
Day care, family home <u>or adult family home</u>	2 per dwelling unit, plus 1 for each staff person on shift not living on premises
Dwelling, multifamily <del>and duplex</del>	See multifamily (Section 34.025)
Dwelling, single-family <del>(1-unit) attached or detached</del> <del>Dwelling, 2- to 4-unit attached;</del> <del>Dwelling, duplex; or</del> <del>Cottage housing</del>	2 per dwelling unit; <a href="#">Where access is from a private drive: 43 per dwelling unit, except 2 per dwelling on a full frontage lot that has on-street parking when access is from a private easement</a>
Group housing, <del>(Category 1 or 2); Group housing, temporary shelter; or rooming house including group homes, supportive housing, temporary housing (temporary shelter home)</del>	1 per 4 bedrooms, plus 1 per every 2 employees on shift (2 spaces minimum)
<del>Group housing (Category 3), including independent living units in congregate care facility, convalescent or nursing homes</del>	<del>Independent Living Units: 0.75 per dwelling unit or see exception in EMC 19.34.050(D) Congregate care, nursing home, etc. where people are assisted with daily activities: 1 for each four (4) beds</del>
<del>Manufactured home parks</del>	<del>2 per dwelling unit</del>
<del>Senior housing, including independent living units in congregate care facility, convalescent or nursing homes</del>	<del>0.75 per dwelling unit</del>
Short-term rentals	<del>2 per unit for single family (attached or detached) Multiple family units: per Section 34.025 See EMC 19.08.150</del>

### 19.34.025 Multifamily Off-Street Parking Requirements and Reductions

Amendments to Table 34-4 are needed to provide clarity about access to transit service.

Table 34 - 4: Multifamily Parking Reduction, Option B (Transportation Characteristics)

Transportation Alternatives:	Additional Reduction Factor
<del>On-Access to</del> frequent transit <del>service route</del> * (3 trips per hour**)	0.75
Transportation Demand Management Plan approved by city	0.90

\* ~~On-Access to frequent transit route-service~~ means the building entrance is within ¼ mile walking distance of a transit stop, except senior housing which must be within 500 feet walking distance of a transit stop, with the level of frequency noted.

\*\* Frequency of service per hour is calculated between 6 a.m. and 7 p.m. during the work week (Monday through Friday) and is based on scheduled service, not actual performance. Trip counts are one direction.

### 19.34.040 Off-Street Parking Requirements, General Provisions

An addition to address use of common parking areas is added. This is tied to changes in the land division code and unit-lot subdivisions.

#### F. Use of common parking areas

Required off-street parking spaces may be provided in an area owned and maintained in common by a homeowners' association or other entity. Parking spaces located in a common area shall be available to customers, guests and invitees of residents, and shall not be reserved for any specific tenant or dwelling unit.

### 19.34.050 Exceptions to Off-Street Parking Space Requirements

The exception required by recent amendments to the Growth Management Act have been added.

#### D. Housing for Seniors or People with Disabilities

Any housing units that are specifically for seniors or people with disabilities, that are located within ¼ mile of a transit stop that receives transit service at least 4 times per hour for 12 or more hours per day, are not required to provide off-street parking for the units, provided, however, that off-street parking for staff and visitors will be required as determined by city engineer and planning director based on a parking analysis.

### 19.34.080 Transportation demand management.

An amendment to require a final TDM plan be required before a certificate of occupancy may be granted is made. This is the more appropriate time when a final plan is triggered.

### 19.34.100 Location of Off-Street Parking

Amendments to address minor changes to the location of parking for residential and nonresidential uses is added.

- Clarification where parking might be allowed within required setbacks
- Clarification about private access drive parking
- Clarification about not having parking within required landscape area
- Clarification that there needs to be a separation between surface parking lots and public streets

### 19.34.120 Parking Area Design and Construction; Maintenance

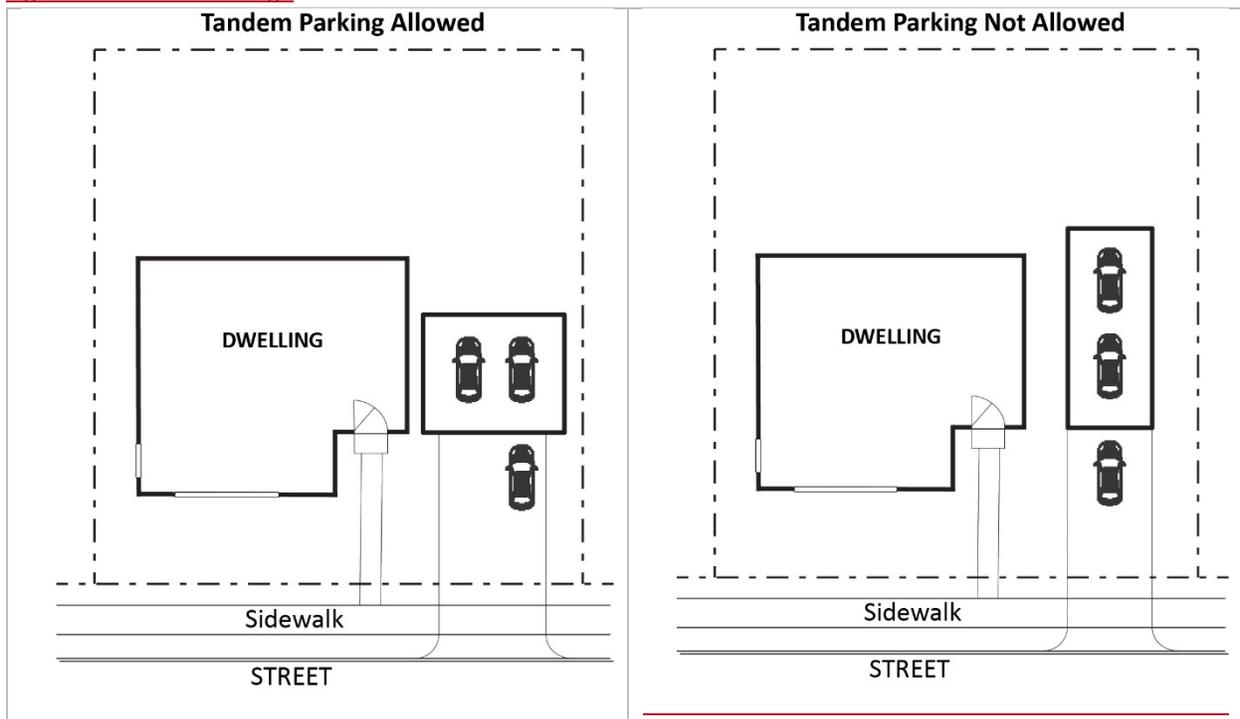
Three amendments were added: 1) parking in front setback; 2) tandem parking; and 4) maintenance.

#### B. Surfacing

- 1) All parking areas shall consist of durable surface materials approved by the Planning Director and City Engineer. Depending upon site and soil conditions, low impact development (LID) stormwater management facilities are encouraged and may be required by the City's stormwater management manual.
- 2) Exception: for single-family and duplex uses, non-required parking that is located outside of the front and street side setbacks areas may use surface materials in accordance with City Design Standards, provided, however, that parking in the area between a street-facing façade and the street must be on a paved surface as allowed by EMC 19.34.110(C).

D. Tandem Parking. ~~Tandem parking for parking spaces serving the same dwelling unit may be used if the parking is located within the rear setback area and gains access from an abutting alley, or when one of the parking spaces is located within a private garage, and the other is located in the driveway providing access to the parking space within the private garage. Except for developments in which tandem spaces are located within the rear setback area and gain access from an abutting alley, not more than fifty percent of parking spaces within a multiple-family development may be placed within a tandem configuration. In residential zones (R-S, R-1, R-2, R-2(A), UR3 and UR4), no more than two required parking spaces serving the same dwelling unit may be parked in tandem. See Figure 3 for illustration.~~

Figure 3: Tandem Parking\*



\* The figure above illustrates a situation where a dwelling (e.g. dwelling with an ADU) has three (3) off-street parking spaces required, of which only 1 can be in tandem. If only two (2) off-street parking spaces are required, the figure on the right would be allowed because the third space would not be a required off-street parking space.

**G. Maintenance**

1. All off-street parking spaces shall be maintained to the design standard as shown on approved permit documents. Such spaces shall not be used at any time or in any manner that precludes use for off-street parking of operable motor vehicles regularly used by occupants, employees, guests or customers.
2. Where parking is owned in common (e.g., by a Homeowners' Association), the covenants shall clearly indicate which parties are responsible for parking facility maintenance.

**19.34.130 Drive-through facilities.**

The standards from this section have been moved to Chapter 13, Specific Uses.