

Summary of Parking Regulations

Number of required parking spaces (all residential development):

One parking space is required per dwelling unit

Exceptions:

1. Sites located 1500 feet or less from a transit station, or 500 feet or less from a transit street with 20-minute peak hour service:
 - up to 30 dwelling units on the site, no parking is required;
 - 31 to 40 dwelling units on the site, 0.20 spaces per dwelling unit;
 - 41 to 50 dwelling units on the site, 0.25 spaces per dwelling unit; and
 - 51 or more dwelling units on the site, 0.33 spaces per dwelling unit.
2. Accessory dwelling units – no parking is required for the ADU
3. Historically narrow lots (<36 feet wide and platted pre 1979) – Parking is not required in RF-R2.5
4. Affordable housing utilizing the inclusionary housing provisions (20+ units)
5. Up to 50% reduction for car sharing, bike sharing, motorcycle (primarily multi-dwelling development)

Key parking proposals:

- No parking required for 'a' overlay additional housing types (duplex/triplex/house with two ADU's)
- No parking required for lots abutting alleys
- No parking required for narrow lots (lots <32 feet wide)

Development standards for required/non-required parking spaces (houses and duplexes):

Parking space = 9' wide x 18' long

Parking space must be located outside of front setback, and side setbacks on corner lots

Garage must be at least 18 feet set back from street

Maximum driveway paving allowed between building façade and street, 40% of front, 20% of street side with exceptions for flag lots (12' wide min), narrow lots (9' wide min)

Key parking proposals:

- Alley lots – must use alley for parking access
- Narrow lots with building facades 22 feet wide or less – parking and vehicle area prohibited between building and street.

Development standards for required/non-required parking spaces (triplexes and more units)

Parking space = 8'-8'6" wide x 16' – 20' long (varies by angle of orientation)

Parking not allowed between building and transit street (most multi-dwelling zones) no restrictions in single dwelling zones.

Garage must be set back less than 5 feet or more than 18 feet from street.

Maximum parking area = 50% of site frontage.

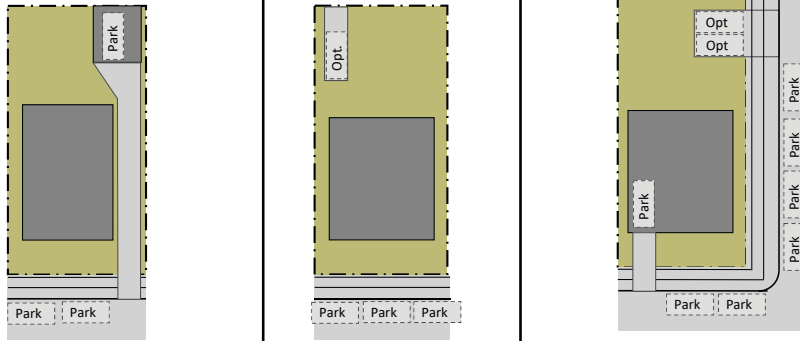
Vehicles must be able to enter and exit in a forward motion, except up to two spaces that back into a local street and up to 4 spaces that back into an alley.

Interior and perimeter landscaping and screening requirements apply for 5 or more parking spaces.

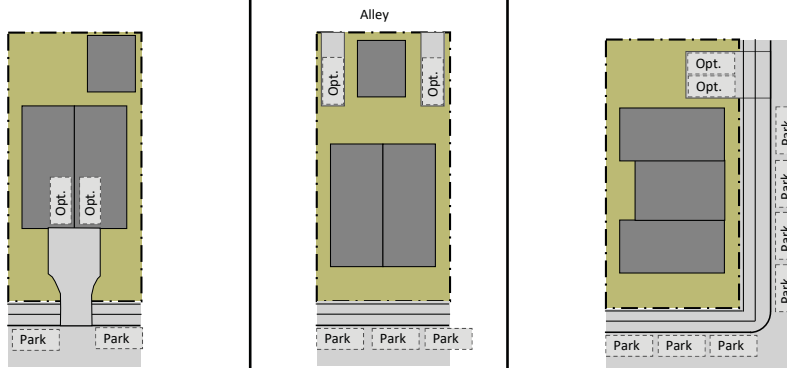
Key parking proposals:

- Reclassifying triplexes as house/duplexes for the purpose of parking development standards

House on standard lot – One parking space **required***, except on alley

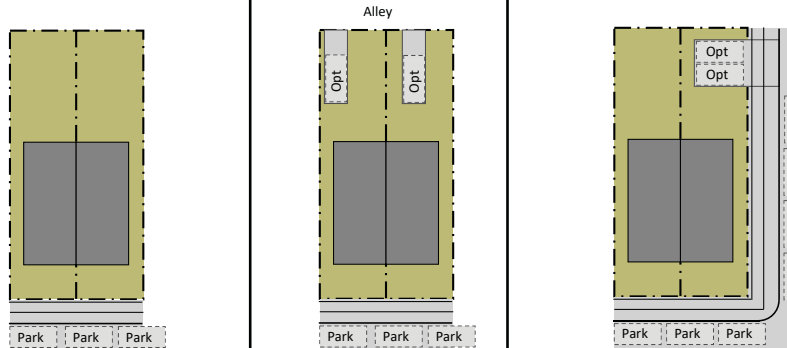


Duplex/Triplex in 'a' – parking **not required**, but allowed



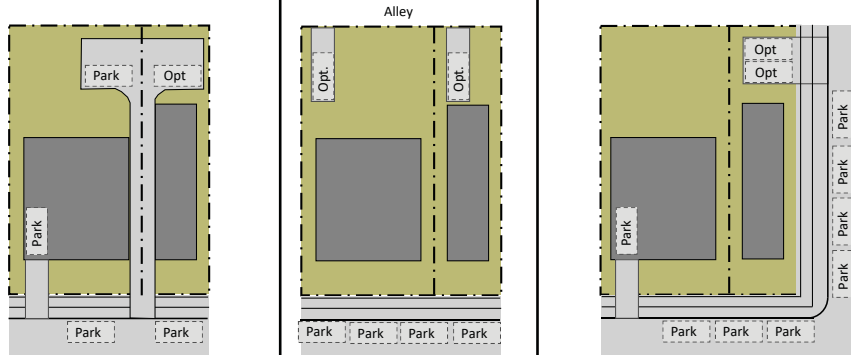
Narrow lots with attached houses – parking **not required**.

For facades <22 feet wide, parking is **prohibited** between the building and the street



Narrow lots with detached houses – parking **not required**.

For facades <22 feet wide, parking is **prohibited** between the building and the street



- *Parking is not required for:
- Sites within 500 feet of peak service bus routes or 1,500 feet of MAX stations
 - Accessory Dwelling Units

Alley frontage – parking **not required**, but if provided, it **must** be accessed by alley