

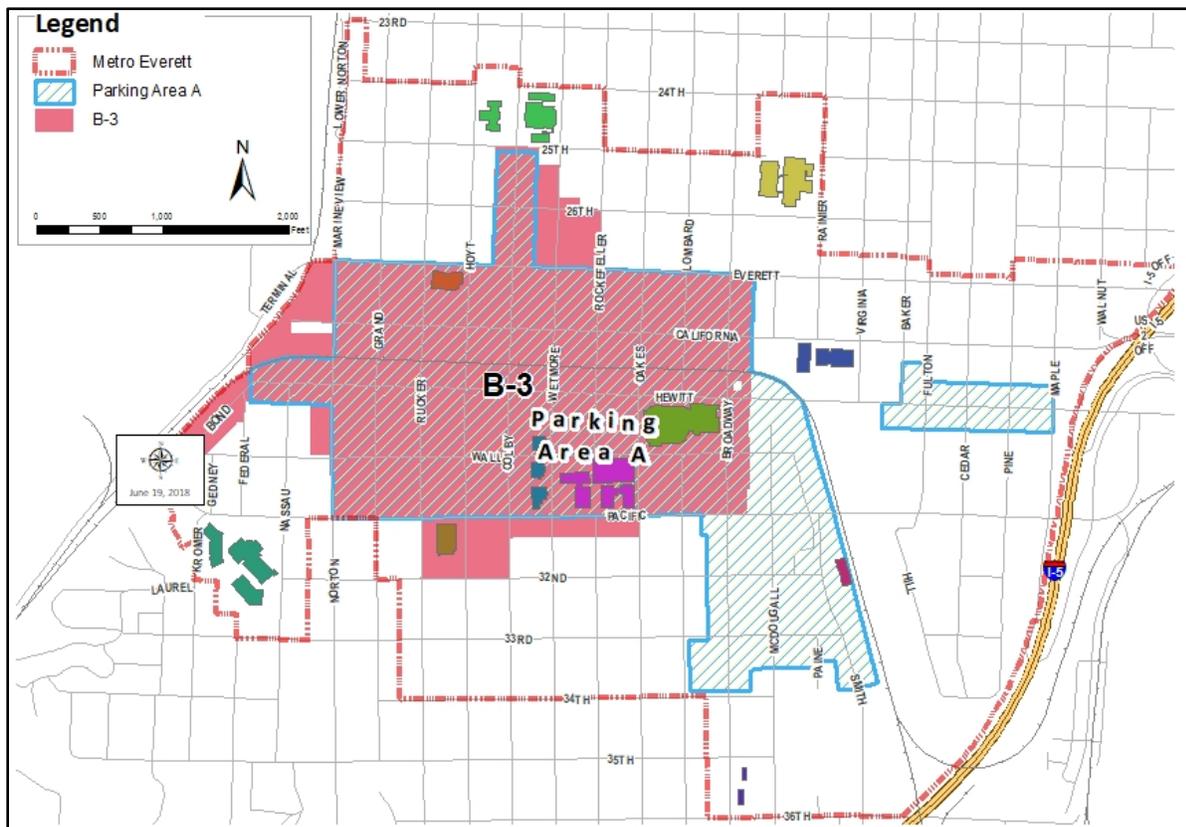


TO: Cassie Franklin, Mayor
 City Council
FROM: David Stalheim, Long Range Planning Manager
DATE: August 10, 2018
RE: Off-Street Parking

The two ordinance proposals associated with off-street parking, loading and access (tabs #4 and #6 in your notebooks) are changes that would be in effect throughout the city, not just in Metro Everett.

Staff briefed the city council on the off-street parking proposal on March 14, 2018. Since that time, limited amendments to the proposal have been included in the planning commission’s recommendations.

One of those changes is the area where no parking is required for non-residential development. Under current zoning rules, the area zoned B-3 in the map below does not require parking for non-residential development; the proposed ordinance would not require parking for non-residential uses in Parking Area A. As can be seen, the change is a retraction in areas and an expansion in others.



The off-street parking proposal was based on the following guiding principles:

- Promote a pedestrian friendly environment in Metro Everett by reducing automobile trips, particularly with single-occupant vehicles.
- Establish off-street parking requirements based on the minimum needed, not the desired average or maximum based on non-metro (i.e. suburban) standards.
- Develop off-street parking requirements which respond to shifting markets (age and travel patterns), unique populations (low-income, seniors) and proximity to high frequency transit (3-4 trips per hour).
- Reserve the most convenient parking spaces to support customer, client, vendor and visitor access to downtown.
- Improve the economics and competitiveness for development in Everett based on realistic urban parking standards.

The standards within the proposed ordinance are based on best practices and emerging trends/studies that staff have reviewed. New studies focused on transit-oriented development (TOD) and urbanized areas have identified that fewer vehicle trips are generated for some developments, and less parking is required at TODs than the Institute of Transportation Engineers (ITE) guidelines have recommended.

In 2013, the city entered a compact¹ with other Puget Sound communities which recognized that the cost burden of housing and transportation could be substantially reduced by locating affordable housing in close proximity to transit. Removing regulatory barriers to development, such as excessive parking requirements, was one of the strategies² the city committed to.

Some additional highlights of the new off-street parking, loading and access proposal:

- Multi-family parking: The off-street parking requirements are based on the number of bedrooms in a unit, with reductions available based on proximity to the city center or frequent transit routes, and the characteristics of the residents, such as seniors and low-income households.
- Bicycle parking: Requirements are added to require bicycle parking in new developments.
- Flexibility: The standards are written to be more flexible in the event of change in tenancy.
- TDM: Where parking is reduced, or not required, a transportation demand management plan must be approved to identify strategies to reduce single-occupancy vehicle trips and promote transportation alternatives.

At the planning commission hearing, the input received focused on adding clarity about bicycle parking requirements, which were amended in the planning commission's recommendation to city council.

If you have any questions, please feel free to contact me at dstalheim@everettwa.gov or call 425-257-8736.

¹ Growing Transit Communities Compact, August 23, 2013 See <http://www.psrc.org/assets/10017/GTCCCompact.pdf>

² Go to <http://www.psrc.org/growth/tod/growing-transit-communities-strategy/> for additional resources regarding the "Growing Transit Communities Strategy"