



# Courtyard Apartments, Cottage Housing, Single-Room Occupancy, Manufactured Homes: Parking

September 2017

**Question:** What should the requirement be for off-street parking? Should it be different in certain areas?

**Current Olympia Approach:**

Olympia currently requires off-street parking be provided with new residential construction (in most cases). This generally ranges from 1 – 2 off-street parking spaces per unit. The off-street parking must be hard surfaced and may be inside a carport or garage.

Current City requirements in residential zoning districts are generally:

- 2 spaces per unit for single family homes, duplexes, townhomes, and manufactured homes
- 1.5 spaces per unit for apartment buildings of three or more units of one bedroom or more (also for cottage housing where on-street parking is not available along street frontage)
- 1 space per unit for ADUs, cottage housing, studio apartments, and group living facilities (including single-room occupancy (SRO))
- At least 50% of the required parking for cottage housing developments must be provided in a shared parking lot.

**What is current approach intended to accomplish?**

Off-street parking requirements are primarily intended to ensure parking demand for individual residences can be met within very close proximity to the home. Auto ownership patterns and residential parking demand in individual neighborhoods are dynamic, and are influenced by many factors, including household size, individual lifestyles, availability of alternative travel modes, and proximity to services.

On-street parking availability varies throughout Olympia’s residential neighborhoods. It may be available on one or both sides of a street, or may not be available at all on some streets. Some City rights-of-way are wide enough for on-street parking but are only paved to a much narrower width than needed to accommodate on-street parking. City staff began working on a city-wide map of on-street parking availability; however, initial data showed large areas of residential neighborhoods do not have wide enough paved streets to provide for on-street parking.

**Alternative Approaches:**

Below is a table of some other cities’ approaches:

Jurisdiction/Off-Street Parking Requirement	Each Cottage Housing Unit	Each Apartment Unit	Each Manufactured Home	SRO (per Bedroom)
Olympia	1 (1.5 where on-street parking NA)	1.5	2	1

Jurisdiction/Off-Street Parking Requirement	Each Cottage Housing Unit	Each Apartment Unit	Each Manufactured Home	SRO (per Bedroom)
<b>Tumwater</b>	2	1.5 per 1-2 bdrm units; 2 per 3+ bdrm units; + 1 guest space per every ten units	2	1 (plus 2 for operator)
<b>Lacey</b>	1 min.; 1.5 max.	1.5	2	1
<b>Bremerton</b>	2	≤ 1 bdrms = 1.5; 2 bdrms = 1.75; ≥ 3 bdrms = 2; MF in Center = 1	2	1 (plus 2 additional)
<b>Vancouver, WA</b>	1	1.5	1	1
<b>Vancouver, BC</b>	<i>Requirements vary by district – includes max. # of spaces</i>			
<b>Seattle</b> <i>Different standards for MF with income criteria</i>	1	1/unit or 1/each 2 small efficiency units	1	1 per 4 bedrooms
<b>Portland, OR</b>	1 / unit, except Single Room Occupancies exempt and in RH, where it is 0 / 1-3 units and 1 / 2 units for 4+ units			

**Alternatives include:**

1. Retain the current off street residential parking requirements.
2. Exempt single-room occupancies from parking requirements.
3. Remove requirement for cottage housing to have 50% of required parking in shared parking lot, as long as parking is provided behind the units and accessible to central courtyard/open space.
4. Reduce the parking standard for small apartment buildings (e.g. <8 units) if within ¼-mile of commercial zoning district or transit route.

**Analysis:**

The factors for consideration discussed by the Missing Middle Work Group are:

- **Affordability**  
Providing an off-street parking space may affect affordability, depending on the configuration and existing situation on the property. Low-impact development regulations now emphasize permeable pavement use for driveways in many locations, which may increase the cost of

providing a new off-street parking space. It is uncertain what, if any, impact on the rental rate or sale price there would be from any additional cost of providing an off-street parking space or savings resulting from providing less parking.

- **Variety of housing types**  
Depending on the configuration of the property, it may be difficult and more expensive to provide current levels of off-street parking spaces for a wider variety of housing types. This may affect a decision by a property owner whether to proceed with constructing missing middle housing types. Removing or reducing parking requirements may result in an increase in construction of more housing types; however, there may be other contributing factors to that increase as well. Typically parking is not the primary limiting factor, other provisions are generally more directly related to what gets built on residential lots.
- **Ability to accommodate growth**  
If off-street parking spaces are not required at the current levels, it may increase the likelihood of additional housing types being constructed. However, if adequate parking is not available it could affect the ability of residents in the neighborhood or their visitors to find convenient parking close to their residence.