



PARKING - OVERVIEW



- Parking requirements vary by use and by location.
- Over the last 15 years parking requirements in certain areas have been drastically reduced.
- The City balances impacts to adjacent residential areas versus impacts from huge paved areas.

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Multiple-family dwelling (>450 s.f.)

Zoning District	Spaces/Unit
R-3, R-4-L, T, HMR-SRD, and PRD Districts	1.50
R-4, C-1, C-2, and M-1 Districts	1.25
R-5 District	1.00
Mixed-Use District	1.00
Within 500 feet of transit	0.75
Tacoma Mall Area	0.50
Downtown (most of downtown)	0.00
Within 10 feet of a core pedestrian street	0.00
Converting to residential in C or X district	existing

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Permitting tends to see difficulty with:

- Desire to exceed minimum required number of units but then not being able to make parking “work”
- Desired amount and configuration of parking not aligned with pedestrian goals (e.g. minimizing number of driveway cuts)
- Change of use in lower-intensity districts requiring additional parking which doesn’t “fit” on the lot
- Competition for space along alleys with utilities and solid waste and landscaping.



Discussion



- Where do TAG members see misalignment?
- Where do things need to be clarified?

● ● ● PARKING – RESOURCES



TMC 13.06.090.C

Multiple Tip Sheets at:

- <https://www.tacomapermits.org/tip-sheet-index>
 - Accessible Parking
 - Bicycle Parking
 - Parking Lot Changes
 - Parking Quantity Reductions
 - Parking Standards and Variances