

SMP Parking Requirements

Chapter 17B.16 PERMITTED USES

17B.16.070 Development regulations for parking.

~~A. On-site parking for single purpose or joint use/shared parking lots and garages in commercial, mixed use, and multi-modal development within the two-hundred-foot shoreline jurisdiction in the urban waterfront environment designation and WMU zones shall not be located within seventy-five feet of the OHWM. Off-street parking is limited to the parking necessary to support a permitted use unless created as shared or joint parking.~~

A. Off-street parking for properties within the Urban Waterfront shoreline designation that are zoned Waterfront Mixed Use (WMU).

1. Off-street parking is limited to the parking necessary to support a permitted use unless created as shared or joint parking.
2. Off-street parking for water-oriented uses may be located within seventy-five feet of the OHWM, and may be located under, landward or to the side of the structure containing the water-oriented use. Parking shall not be located closer to the OHWM than the face of the structure closest to the OHWM.
3. Off-street parking for non-water-oriented uses shall be located a minimum of seventy-five feet from the OHWM.

B. Off-site parking for permitted uses within the shoreline jurisdiction shall be located outside the shoreline jurisdiction in joint-use or shared parking garages or lots where garages are not feasible. If it's necessary for the project success to have accessory parking within seventy-five feet of the shoreline, all accessory parking will be located on a public street or as part of a shared parking garage.

~~C. Parking garages or parking lots shall be located landward of the permitted shoreline use, such that a building or park use separates the shoreline from the parking lot or stalls. Parking under or in back of buildings shall be preferred over stand-alone parking lots. Parking to the side must be camouflaged by solid walls with landscaping. Parking associated with a permitted use is preferred over stand-alone parking lots.~~

D. Parking lots shall be concealed by using the following at a minimum:

1. Five-foot-wide landscaping strip with trees and hedges within and along the perimeter of the use.
2. Parking garages shall provide commercial, recreational, or other uses along the street frontage of Front Street and the pedestrian promenade unless otherwise allowed by the Mukilteo city council through the tank farm redevelopment process with Sound Transit, Washington State Ferries, and the Port of Everett.
3. Parking lots shall be designed with water quality treatment as required by the most recently adopted stormwater manual.

E. Parking over water is prohibited, except as necessary for ferry terminal operations.

F. Shared parking for uses with different hours of operation is strongly encouraged.

G. Parking facilities for shoreline uses shall provide ADA compliant pedestrian circulation within the parking area and to the shorelines.

- H. Public view parking shall be integrated into parking lots serving the promenade, parks, and open spaces along the shoreline.
- I. Parking facilities shall be planned, located, and designed so that each facility will have the least possible adverse effect on unique or fragile shoreline features and existing ecological functions.
- J. Lighting shall be shielded from surrounding uses and the water.
- K. Stormwater runoff shall be directed away from the shoreline and to an approved and designated stormwater collection facility that has best available technology (BAT) treatment before releasing directly into Puget Sound.
- L. Parking requirements of Section 17B.25.090 and Chapter 17B.56 shall also apply to all development proposals. If there is a conflict between these sections, the most restrictive shall apply.

**Chapter 17B.25
DESIGN STANDARDS**

17B.25.090 Off-street parking—Parking facilities—Lots—Structures.

~~A. Off-street parking in commercial areas shall either be behind or to the side of development with ground floor retail along the street frontage.~~

A. Off-street parking.

1. Parking for water-oriented uses shall be located under, landward or to the side of the structure containing the water-oriented use. Parking shall not be located closer to the OHWM than the face of the structure closest to the OHWM
2. Off-street parking for non-water-oriented uses shall be located a minimum of seventy-five feet from the OHWM.
3. Commercial uses shall provide ground-floor retail along the public street frontage.

- B. Structured parking is encouraged in an effort to maximize development potential in this relatively small, narrow waterfront mixed-use district.
- C. Shared or joint parking is encouraged south of Front Street so that parking needs generated by development north of Front Street can be accommodated outside the two-hundred-foot shoreline zone.
- D. A minimum of curb cuts should be allowed along Front Street for parking access.
- E. Adjacent street frontage to commercial properties can be counted on a one-to-one basis towards the parking requirement on streets that are improved and have designated parking.
- F. Residential units in the downtown business and waterfront mixed-use districts shall provide one and one-half parking space per unit. Parking for the commercial/retail/office space shall be determined using the parking matrix contained in Chapter 17B.56, Off-Street Parking.
- G. Employee parking shall be provided on site, or as part of a shared parking agreement or at a parking structure.
- H. Joint or shared access, and off-street parking, internal circulation or parking is encouraged with adjacent uses.
- I. A development can reduce the required off-street parking spaces up to fifty percent when it can be demonstrated, in a parking-traffic study, prepared by a traffic engineer, that use of transit or demand management programs, special characteristics or customer, client, employee or resident population will reduce expected vehicle use and parking space demand for their development, as compared to standard Institute of Transportation Engineers vehicle trip generation rates and city parking requirements.

J. Parking lots shall have internal landscaping as well as be screened from streets and pedestrian ways. (See Section 17B.25.120, Guidelines 21: Parking Lots—Landscape Design and 22: Screening Parking Lots—Pedestrian Environment.)

K. Parking garages shall be screened to improve the pedestrian environment in mixed-use zones. (See Section 17B.25.120, Guideline 23: Screening Parking Garages—Pedestrian Environment.)

L. Parking Facilities—Lots—Structures for Transit.
Shall adhere to the requirements outlined in 17B.56.040.

17B.25.120 Design guidelines.

All developments, inside and outside of the shoreline jurisdiction, shall comply with the following design guidelines:

A. ...

B. Guideline 2: Site Design. Off-street parking areas ~~are to be located at the rear or side of buildings~~ and should be well lit, without creating light spillage onto other properties.

C. ...

**Chapter 17B.56
OFF-STREET PARKING**

17B.56.030 Location and design of parking lots.

~~A. Off street parking in commercial areas shall either be behind or to the side of development with ground floor retail along the street frontage.~~

A. Off-street parking.

1. Parking for water-oriented uses shall be located under, landward or to the side of the structure containing the water-oriented use. Parking shall not be located closer to the OHWM than the face of the structure closest to the OHWM
2. Off-street parking for non-water-oriented uses shall be located a minimum of seventy-five feet from the OHWM.
3. Commercial uses shall provide ground-floor retail along the public street frontage.

B. In the relatively small, narrow waterfront mixed-use district, structured parking is to maximize development potential.

C. Shared or joint parking is encouraged south of Front Street so that parking needs generated by development north of Front Street can be accommodated outside the shoreline zone of two hundred feet from the ordinary high tide.

D. A minimum of curb cuts should be allowed along Front Street for parking access.

E. Adjacent street frontage to commercial properties can be counted on a one-to-one basis towards the parking requirement on streets that are improved and have designated parking.

F. Employee parking shall be provided on site, or as part of a shared parking agreement or at a parking structure.

G. Joint or shared access, and off-street parking, internal circulation or parking is encouraged with adjacent uses.

J. Parking lots shall have internal landscaping as well as be screened from streets and pedestrian ways. (See Section 17B.25.120, Guidelines 21: Parking Lots—Landscape Design and 22, Screening Parking Lots—Pedestrian Environment.)

K. Parking garages shall be screened to improve the pedestrian environment in mixed-use developments. (See Section 17B.25.120, Guideline 23: Screening Parking Garages—Pedestrian Environment.)

17B.56.050 Parking spaces next to the shoreline.

A. Off-street parking shall be located a minimum of seventy-five feet landward of the ~~ordinary high water mark~~ **OHWM** if not associated with [a water-oriented use](#).

B. [Off-street parking associated with a water-oriented use shall be located under, landward or to the side of the structure containing the water-oriented use.](#)