

**CITY OF MARYSVILLE AGENDA BILL**

**EXECUTIVE SUMMARY FOR ACTION**

**CITY COUNCIL MEETING DATE: October 3, 2016**

<b>AGENDA ITEM:</b> Briefing on Parking in Newly Developing Areas of the Community	
<b>PREPARED BY:</b> Dave Koenig	<b>DIRECTOR APPROVAL:</b>
<b>DEPARTMENT:</b> Community Development	
<b>ATTACHMENTS:</b>	
<b>BUDGET CODE:</b>	<b>AMOUNT:</b>
<b>SUMMARY:</b>	

At the City Council retreat there was a question raised by Council if the parking standards in the newly developing areas were sufficient. Staff has done a survey of parking standards and reviewed the current regulations/standards for parking.

Staff surveyed the parking standards for single family and duplex homes in the following communities. Arlington, Edmonds, Everett, Lake Stevens, Lynnwood, Monroe, Mukilteo, Skagit Co. and Snohomish Co. For the above jurisdictions they all require 2 parking stalls per single family unit and 4 stalls per duplex. Marysville requires 3 stalls per single family home (2 spaces per dwelling plus 1 guest parking space per unit) and for duplexes 6 parking stalls (2 spaces per dwelling plus 1 guest parking space per unit).

Marysville street standards require on street parking on all public streets except for Principal and Minor arterials where there is a desire to have traffic flow through the area. On street parking is required on Collector Arterials, Residential Access Streets, and Commercial Access Streets.

For the [East Sunnyside/Whiskey Ridge Area Streetscape Design Standards](#) were approved on January 29, 2009. These well done standards provide detail for the street system including landscaping, parking, bike trails, and the design and dimensions of the street and pedestrian system.

Where staff has seen problems are some projects which were approved in the County and then annexed. Also the Planned Residential Code allows for private streets and two options parking on the street (private or public) or no parking on the street with guest parking provided in parking areas. Private streets are attractive to developers because the standards are less than public streets. The required widths for access are less and the standards that the streets need to be built to are less.

<b>RECOMMENDED ACTION:</b> The recommendation is that there is no need for action at this time.
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