

Residential Disabled Parking Zone Request Form

BACKGROUND

Parking on public streets, including in residential areas, is a limited and shared resource. On-street parking is not a reliable substitute for dedicated off-street parking. Current federal guidelines do not require installation of designated disabled, or accessible, parking stalls on the street in residential areas. However, the City of Seattle manages a longstanding program to install Designated Disabled Parking Zones in certain residential areas at the request of eligible residents where possible.

This program installs a space that requires any user to display a valid state-issued disability permit (typically a license plate or hangtag placard). The space is available for anyone with a valid state-issued disability permit. It is not reserved for the person who requested the space. Like all curbspace, these spaces are limited to use for up to 72 consecutive hours. While this is the general limit for parking on-street in Seattle, any public street space can be temporarily restricted after 24-hour notice is provided.

A “residential area” is defined as a neighborhood street where the adjacent land use is a single-family or multi-family building, including the first floor of the building. These areas are typically zoned as Neighborhood Residential or Low-Rise Residential. Buildings with non-residential ground floor uses such as live-work or other multi-use buildings are not eligible. The existing on-street parking regulation adjacent to the building must not have general time limits or paid parking but may include areas within Restricted Parking Zones (RPZs). Time limits and paid parking are typically deployed in dense, mixed-use areas. In these areas, the Seattle Department of Transportation (SDOT) will install Designated Disabled Parking Zones for general access under a 4-hour daytime limit of use, and spaces will be installed at a location that maximizes general accessibility of the space.

ELIGIBILITY REQUIREMENTS

The requirements for siting a new Designated Disabled Parking Zone within the public right of-way are:

- ☐ Requester has a valid ‘permanent’ Washington State-issued disabled permit. Spaces are not installed for ‘temporary’ or ‘organizational’ permits.
- ☐ Requester is a full-time resident of the address requested.
- ☐ Requester is the property owner or has permission from the property owner/manager to install the space.
- ☐ Off-street parking is unavailable, or where available is not physically accessible to the requester with a disabled permit.
- ☐ There are no existing Designated Disabled Parking Zones on the blockface, which is the requested side of the street between two intersecting streets.
- ☐ The requested street is not designated on a Council-adopted transportation plan that indicates curbspace will likely be removed in the future.
- ☐ If approved and installed, the requester or property owner shall notify SDOT within 60 days in the event the requester no longer makes regular use of the designated space.

CONTACT

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Seattle
Department of
Transportation

SDOT follows federal design guidelines when adding new Designated Disabled Parking Zones. If it is not possible to site a space that fully complies with these standards, SDOT may install a space if the requester returns signed acknowledgment that the space does not fully comply with accessibility recommendations for a parking space within the public right of way.

1. NAME OF APPLICANT: _____

(Applicant must be person with the disability or someone who lives with or cares for a person with a disability.)

2. PHONE NUMBER: _____

3. EMAIL ADDRESS: _____

4. STREET ADDRESS: _____

5. DO YOU DRIVE YOURSELF?: ☐ Yes ☐ No

6. DO YOU HAVE OFF-STREET PARKING?: _____

A. IF YES, WHY CAN'T IT BE USED?: _____

7. WASHINGTON STATE DISABLED PLACARD NUMBER: _____

8. DISABLED PLACARD EXPIRATION DATE: _____

(Month and Year)

ELIGIBILITY EXCEPTION (if applicable): By signing this form I acknowledge that I have read, understand and agree to the terms outlined above and that the requested disabled space may not fully comply with the Public Right of Way Accessibility Guidelines and may be subject to future removal.

SIGNATURE: _____ DATE: _____

DISCLAIMER: Federal guidelines advise that designated disabled spaces should be located adjacent to a curb ramp and with the center 50% of the space having a stable and firm surface clear of obstructions. SDOT does intend not to construct new curb ramps as a component of its residential disabled parking program. In addition to these standards, SDOT does not typically install on streets where slopes are greater than 5%. Requested locations are subject to a site visit conducted by SDOT to assess existing conditions and consider suitability, such as safety, mobility barriers, constraints or impediments for streets width, street slopes, traffic circulation, etc.