

AGENDA

Lynnwood Planning Commission

Thursday, March 8, 2007 — 7:00 pm

City Council Chambers, 19100 – 44th Ave. W., Lynnwood WA

- A. Call to Order** Chair DECKER
 Commissioner AMBALADA
 Commissioner DAVIES
 Commissioner ELLIOTT, First Vice-chair
 Commissioner PEYCHEFF
 Commissioner WRIGHT
 Commissioner WOJACK, Second Vice-chair

B. APPROVAL OF MINUTES:

1. February 8, 2007 Planning Commission meeting

C. COUNCIL LIAISON REPORT:

- D. CITIZEN COMMENTS** – on matters not on tonight's agenda.

- E. PUBLIC HEARING:** None scheduled

F. WORK SESSION:

1. Comprehensive Plan Amendments – 2007 Docket

March 1 was the deadline for applications to amend the Lynnwood Comprehensive Plan. Staff will brief the Commission on applications that have been received. A public hearing will be conducted on March 22 to accept testimony on all "suggested amendments".

G. BUSINESS:

1. Zoning Code Amendment – Parking Code Revisions

Proposed revisions to the Parking Code have been discussed at Planning Commission work sessions and a public hearing was held on February 8, 2007. Additional revisions were made following the hearing and the amendments are being returned for final discussion and a recommendation to the City Council.

H. DIRECTOR'S REPORT & INFORMATION:

1. Upcoming Commission Meetings

I. ADJOURNMENT

The public is invited to attend and participate in this public meeting. To request special accommodations for persons with disabilities, contact the City at (425) 670-6613 at least 24 hours prior to the meeting.

Lynnwood Planning Commission
Meeting of March 8, 2007

Staff Report

Agenda Item: F-1
Comprehensive Plan
Amendments – 2007 Docket

- Public Hearing
- Informal Public Meeting
- Work Session**
- New Business
- Old Business
- Information
- Miscellaneous

Lynnwood Dept. of Community Development — Staff Contact: Ron Hough (425) 670-6655

Introduction:

Cities and counties may amend their comprehensive plans only once each year. Ideally, all amendments are processed together as a package to help ensure consistency. If some amendments must follow separate tracks, they should all come together in the fall for simultaneous consideration and action by the City Council.

Any citizen, organization, commission, special interest group, Mayor or City Council may propose a change to either the Comprehensive Plan map or text, including the City's long-range vision, goals, objectives and policies. This can be done in one of two ways:

Formal Application:

This is used primarily for project-related and site-specific requests. Processing is guaranteed and a \$3,000 deposit and SEPA Checklist are required.

Suggested Amendment Application:

This is used for requests of a more general nature, such as a change to a goal, policy or text that affects a district, neighborhood or the entire city. A \$52 application fee is required and processing is not guaranteed. The City Council must decide whether or not to include each suggested amendment proposal on the "Proposed Amendments List" (PAL). The proposals are processed only if included on the list.

Planning Commission Action:

The purpose of this work session is to brief the Commission on all of this year's proposals. A hearing is scheduled for March 22 to take public testimony on the "suggested amendments" before making recommendations to the City Council regarding which ones to process this year.

The Commission may suggest modifications to a suggested amendment to make it better or more effective. While it's too late to accept new applications, the Commission may recommend changes for the City Council's consideration, based on its review and on comments received at the hearing. The Council may also modify the docket.

B. Lynnwood High School Site – Map Amendment

Applicant: Edmonds School District

Description: In 2006, the Edmonds School District submitted an application to change the designation of the Lynnwood High School site from “Public Facilities” to “Mixed Use”. During the SEPA review, the City’s Environmental Review Committee made a determination of significance (DS) which necessitated an environmental impact statement (EIS). The information to be gathered through the EIS process will be important to the later plan amendment decision, so the district’s proposal can’t be processed until the EIS is completed. The proposal was removed from the 2006 docket and scheduled for processing in 2007. It now appears that the EIS is still several months from completion and won’t be ready this year. The application should be ready for processing in 2008.

Suggested Amendments:

A suggested amendment is legislative in nature and generally not site-specific. Any citizen, business or organization may apply, as may the City Council, Planning Commission, other City commissions and departments. Suggestions that the City Council feels are worthy of consideration will be placed on the Proposed Amendments List (PAL) for processing. Those not approved for the list will not be considered further.

The following Suggested Amendment applications were received and will be considered for inclusion on this year’s Proposed Amendments List (PAL):

A. Mobile Home Park Zone:

Applicant: Lynnwood Senior Citizens Action Group (Frank Cheeney)

Description: This application was submitted and partially processed in 2006. The applicant requested specific changes to the Land Use Element and Housing Element to establish policy support for a new Mobile Home Park zone. Those changes were adopted, including a new Mobile Home Park (MH-1) Plan designation. The application of the designation was continued to 2007 to provide time to create the implementing zone. The zone is being drafted and will be processed along with the related Plan amendments. During the 2007 amendment process, the City will decide which, if any, mobile home parks will receive the Plan designation and zone. At the present time, Lynnwood’s mobile home parks are included in single-family, multi-family, commercial and industrial zones.

The applicant’s intent and expectations, as clarified in his letter of Feb. 20, 2007, is that the City will review all manufactured/mobile home parks and decide which parks should receive the new MH-1 Plan designation. Concurrent with that review, the City will adopt and apply a new mobile home park zone. A recommendation will follow the City Council’s inclusion of this item on this year’s Proposed Amendments List.

B. Parks & Recreation Element:

Applicant: Dept. of Parks, Recreation & Cultural Arts

Description: This annual update will include at least the following:

- Park acres will be revised to reflect current inventory.
- LOS will be revised to reflect current population and inventory.
- Completion dates will be updated in Goals, Objectives and Policies.
- Parks Map will be updated to show new park properties, if any.

C. Implementation Element:

Applicant: Dept. of Community Development

Description: Measurable objectives throughout the Comprehensive Plan are brought together in the 5-year Implementation Program, which is contained in this element of the Comprehensive Plan. The objectives, projects and schedule are updated each year to keep the program current.

D. City Center Subarea Plan Amendment:

Applicant: Dept. of Community Development

Description: When the City Center Plan was adopted in 2005, the northeast portion was designated a "study area". This proposal is to amend the subarea plan and Comprehensive Plan Map (Future Land Use) to remove the portion of the North End that is north of the extension of 194th Street SW from the City Center Area and designate this area as Business Technical Park (BTP), consistent with the existing zoning of the area.

E. Municipal Urban Growth Area:

Applicant: Dept. of Community Development

Description: Cities are expected to annex some or all of their growth areas. Lynnwood is beginning to plan and zone its MUGA areas, involve local citizens early, and provide the land use and zoning predictability needed to expedite the annexation process. During the 2007 amendment process, staff is proposing to make two adjustments to the City's MUGA boundaries and extend Comprehensive Plan designations to two unincorporated islands to expedite their annexation.

Perrinville: This is a small unincorporated island between Lynnwood and Edmonds. The cities have agreed that most of the island will annex to Lynnwood. A suitable Plan designation will be proposed.

Maple Precinct: This is an unincorporated island north of 176th Street, west of 60th Avenue and totally surrounded by Lynnwood. It includes about 104 single-family homes and a neighborhood business. The area is mostly planned for medium-density residential and business by the County and appropriate City designations will be recommended.

North Meadowdale: An unincorporated area north of Lund's Gulch and south of Norma Beach Road will be considered for inclusion in Lynnwood's

MUGA. This area consists mostly of low-density residential development and is “urban” but has not been claimed by any city.

Lynnwood High School – North Road Site: A new Lynnwood High School is being constructed on a site on North Road. This site is in unincorporated Snohomish County but also within Mill Creek’s MUGA. If Lynnwood intends to bring the new Lynnwood High School into Lynnwood, we need to work with Mill Creek to make the appropriate MUGA adjustments to allow that annexation to take place.

F. Shoreline Master Program:

Applicant: Dept. of Community Development

Description: Lynnwood has a small amount of Puget Sound shoreline within its City limits at the waste water treatment plant site. The site is surrounded by the City of Edmonds but is within the City limits of Lynnwood and, therefore, requires a Shoreline Master Program to protect it and regulate activities within it. The first draft of the SMP was completed in late 2004. Additional work and extensive mapping continued through 2005 and 2006 with the assistance of a Dept. of Ecology grant. The Planning Commission completed its review in December 2006 and forwarded the SMP with a recommendation for approval. Additional review comments from DOE and the Attorney General’s Office are now being processed and the plan will be returned to DOE for another final review before moving it on to the City Council for hearings and adoption. This plan has been thoroughly reviewed by the Planning Commission and will only return if significant changes are needed. This project demands close coordination and requires DOE approval as well as City adoption. The SMP will continue on a track that is separate from but parallel to the plan amendment process.

Approval Criteria:

The following criteria are contained in the Implementation Element of the Lynnwood Comprehensive Plan. They will be used by the Planning Commission and City Council when processing the proposals and are included here simply to help the Commission determine whether or not each proposal is within the realm of possibility. If a proposal conflicts with several of the criteria, the Commission may recommend that it not be approved for the Proposed Amendments List (PAL). Staff found no conflicts with these criteria and will recommend all of the above proposals for inclusion on the PAL.

The criteria are as follow:

- A. The proposal is consistent with the provisions of the Growth Management Act (GMA) and will not result in Plan or regulation conflicts; and
- B. The proposal will change the development or use potential of a site or area without creating significant adverse impacts on existing sensitive land uses, businesses, or residents; and

- C. The proposed amendment can be accommodated by all applicable public services and facilities, including transportation; and
- D. The proposal will help implement the goals and policies of the Lynnwood Comprehensive Plan; and
- E. If the proposal could have significant impacts beyond the Lynnwood City limits, it has been sent to the appropriate Snohomish County officials for review and comment.

Next Steps:

The following meetings have been tentatively scheduled to process the amendments. The schedule will be adjusted as necessary during the process.

Jan. 11	Planning Commission Informal Public Meeting.
March 1	Deadline for new applications and suggested amendments.
Mar. 22	Planning Commission public hearing & recommendations to Council.
April 2	Council work session on Proposed Amendments List recommendations.
Apr. 12	Planning Commission work session on formal applications.
April 26	Planning Commission work session on formal applications only.
April 16	Council's second work session on the PAL.
April 23	Council Public Hearing (optional) and approval of the PAL for processing.
May 10	Planning Commission work session.
May 24	Planning Commission work session.
June 14	Planning Commission Public Hearing – Part #1
June 18	Council work session – Overview briefing on all proposals.
June 28	Planning Commission Public Hearing – Part #2 and recommendations.
July 16	Council work session – consideration of Commission's recommendations.
Aug. 13	Council Work Session or Public Hearing.
Sept. 10	Council Public Hearing and/or Adoption of 2007 Amendments.
Sept. 24	Council final adoption on ordinances (if necessary).



Lynnwood Planning Commission
Meeting March 8, 2007

Staff Report

Agenda Item: G-1
Zoning Code Amendment – Parking Code
Revisions. (2004CPL0004)

- Public Hearing
- Informal Public Meeting
- Work Session
- New Business
- Old Business
- Information
- Miscellaneous

Lynnwood Community Development Dept. — Staff Contact: John Bowler, Associate Planner

ACTION: [Anticipated or requested action at this meeting]

Following the public hearing continued from February 8, 2007, the Planning Commission will have the opportunity to discuss this code amendment further, and then will be asked to forward a recommendation to City Council.

BACKGROUND:

The LMC Parking requirements (Chapter 21.18) were last comprehensively updated in 1994 (Ordinance 2020), although sections have been amended since including:
Ord. 2598; Oct. 2004; amended requirement for “Colleges, Universities, Institutions of Higher Education” (Table 21.18.03)
Ord. 2490; March 2005; amended Table 21.18.10 (Industrial Uses)
Ord. 2441; Feb. 2003; added §21.18.300 “Location of Parking”, §21.18.500 “Parking Lot Surfacing” and §21.18.710 “Parking Structure Development Standards”.
Ord. 2409; April 2002; modified Regional Shopping Center requirements Table 21.18.09
Ord. 2295; Jan. 2000; amended Table 21.18.09 (Retail Uses)

A number of new changes and additions are proposed including:

1. Adding new §21.18.050 “Purpose”
2. Amending §21.18.200 to clarify requirements and add City as a party to parking contracts or easements.
3. Reorganizing §21.18.300, §21.18.700 & §21.18.710 to break up long sections of continuous text and make subsection numbering consistent.
4. Adding §21.18.450 to prohibit use of parking lots for outdoor storage.
5. Changes to §21.18.800 tables to:
 - o reflect new recommendations of ITE *Parking Generation (3rd Ed.)* & Urban Land Institute & National Parking Association studies.
 - o decrease use of standards such as "number of employees" subject to change.
 - o add several new uses incl. car washes, health clubs, billiards halls, playhouses, new types of seniors housing, etc.
 - o reorganize requirements for retail uses & shopping centers to make it easier for property owners to bring new tenants to vacant spaces.
 - o add possibility of a CUP to reduce parking standards for places of religious worship following Court rulings.

6. Adding §21.18.810 "Stacking Lanes" requirements for drive-through uses.
7. Add new section authorizing Administrative Reduction of Parking Capacity and/or Stacking Lane requirement by up to 20%.
8. Amend §21.18.850 to provide for approval of CTR parking reduction by the Community Development Director vs. requiring a CUP.
9. Amend §21.18.200 to provide for approval of Off-Site parking by the Director vs. requiring a CUP.
- 10 Adding new section §21.18.900 authorizing "Shared Parking"
11. Add new Section 21.18.150 providing for notice and appeal of Director's Decisions made under new or amended sections (see 7, 8, 9 & 10).
- 12 Add new section providing incentives to provide bicycle parking.
- 13 Changes throughout to reduce awkward & unclear language, clarify meaning, give examples, etc.

PROCESS: (modify as appropriate)

Planning Commission initial review -

RECOMMENDATIONS:

Following the public hearing, recommend that the City Council approve this code amendment.

ATTACHMENT(s):

1. LMC Chapter 21.18 (current text)
2. Redline Draft of Amended LMC Chapter 21.18
3. LMC §§ 9.06.020 - 070 (Fire Lanes & Enforcement)
4. E-mail from Jerry Alder, Manager of Alderwood Mall
5. Bicycle Parking Ordinance
6. Bicycle Parking Guidelines

Chapter 21.18
OFF-STREET PARKING

Sections:

<u>21.18.050</u>	<u>Purpose.</u>
21.18.100	Parking plans to be approved prior to building permit issuance.
21.18.200	Off-Site Parking on property not owned by the applicant.
21.18.300	Location of parking.
21.18.400	Ingress and egress provisions.
21.18.450	<u>Use of Parking Lots for Storage</u>
21.18.500	Parking lot surfacing requirements.
21.18.600	Parking lot illumination.
21.18.700	Parking lot <u>layout</u> development standards.
21.18.710	Parking structure development standards.
21.18.800	Capacity requirements.
21.18.810	<u>Stacking Lane Requirements</u>
21.18.850	<u>Commute trip reduction</u> modification for parking capacity requirements.
21.18.900	<u>Shared Parking</u>

21.18.050 **Purpose**

The purpose of this section is to ensure adequate off-street parking for all allowed uses, to provide minimum development standards for parking areas, and to reduce parking demand by encouraging alternative means of transportation and shared parking where feasible.

21.18.100 **Parking plans to be approved prior to ~~building~~ permit issuance.**

No building, grading or tenant improvement permit shall be issued until plans showing provisions for the required off-street parking have been submitted and approved by the Community Development Director (Director) as conforming to the standards of this chapter. Space needed to meet the current minimum parking standards of this code for buildings or uses already established on a property may not be used to meet the requirements for another building or use (except as allowed by Section 21.18.900). (Ord. 2020 § 9, 1994; Ord. 1359 § 1, 1983; Ord. 478 § 1, 1969; Ord. 190 Art. XI § 11.1, 1964)

21.18.150 **Notice of Director's Decision and Appeals from Director's Decision**

The following shall apply to decisions made by the Community Development Director pursuant to:

- Section 21.18.200 (Off-Site Parking);
- Section 21.18.820 (Administrative Reduction of Parking Capacity);
- Section 21.18.850 (Commute Trip Reduction Modification);
- Section 21.18.900 (Shared Parking);

A. Public Notice of Impending Decision shall be prepared, published and posted in accordance with the requirements of Section 21.25.130 of this title.

B. A decision may be appealed by filing a written statement of the basis of the appeal with the Community Development Department within 14 calendar days of the date of the decision. Such appeal shall be processed pursuant to PROCESS II (LMC 1.35.200 et. seq.).

21.18.200 **Off-Site Parking on property not owned by the applicant.**

If parking is to be provided on property other than that owned by the applicant, then evidence in the form of a written contract with the party owning the other property upon which parking is to be provided must be furnished, and must include a provision for continued use of the other property for as long as it is needed to provide fulfill the minimum number of spaces required by this title.

If any parking required by this Title (including shared parking permitted pursuant to Section 21.18.900) will be provided on a lot or property other than the lot on which the land use requiring such parking is located:

A. The lot or part of a lot on which the parking is provided shall be legally encumbered by an easement or other

appropriate means to ensure continuous use of the parking facility.

- B. A legal contact between property owners is required that indicates responsibility for operating, maintaining the facility and liability for injury and property damage. Unless explicitly stated otherwise, the property owner of the parking facility accepts responsibility for these areas.
- C. The City of Lynnwood shall be named as a beneficiary to the easement and party to the contract.
- D. The easement and contract are subject to the approval of the Director. (Ord. 2020 § 9, 1994; Ord. 1359 § 1, 1983; Ord. 478 § 1, 1969; Ord. 190 Art. XI § 11.1, 1964)

21.18.300 Location of parking *(This section was reorganized & renumbered to break up long sections of continuous text).*

Except as provided in subsection (A) of this section, off-street parking shall be located on the same lot or an adjoining lot or lots to the property being served. Parking stalls located on another property shall be within 300 feet of the property being served and not separated from the property by a street.

A. Exception – Remote Parking Lots. Customer and employee parking may be located on a lot more than 300 feet but less than 1000 feet from the property and/or separated from the property by a street designated other than a principal arterial ~~as per~~ in the Lynnwood comprehensive plan when approved by the Director by a conditional use permit. In considering any ~~conditional use permit~~ remote parking application, the Director hearing examiner shall consider all factors relevant to the public interest, including but not limited to the following:

1. The distance from the building, business, or site to the proposed parking lot; and
2. That the pedestrian route to and from the parking lot is as direct and short as practical, provides for adequate pedestrian safety, which may include but is not limited to sidewalks, walkways, crosswalks, traffic and pedestrian signals and/or signs, lighting, and surveillance or patrolling if appropriate; and
3. That the parking lot meets all dimensional and landscaping requirements of this title.

B. Parking on Adjacent Property with Dissimilar Zoning.

1. Property that is more restrictively zoned (per Section 21.40.900 of this Title) property may be used for ingress and egress from the public right-of-way to property in less restrictive zones upon ~~granting a conditional use permit~~ approval by the Director.
2. More restrictively zoned property may also be used for parking upon ~~granting of a conditional use permit,~~ approval of the Director if the Director finds: ~~land to which such auxiliary use is subordinate is found by the hearing examiner; to be:~~
 - a. the land to which such auxiliary use is subordinate to be part of a comprehensively planned development subject to city approval; and ~~provided further, that the hearing examiner finds~~
 - b. that the more restrictively zoned land is a reasonable and consistent extension of said plan, and
 - c. that it would not constitute or tend to induce a piecemeal encroachment of nonresidential uses into residential areas.

C. For purposes of this section, walking distance shall be measured via an approved pedestrian connection (i.e. not straight-line distance).

(Ord. 2441 § 5, 2003; Ord. 2322 § 1, 2000; Ord. 2020 § 9, 1994; Ord. 1359 § 1, 1983; Ord. 1007 § 1, 1978; Ord. 722 § 1, 1973; Ord. 478 § 1, 1969; Ord. 285 § 2, 1966; Ord. 190 Art. VII § 7.1, 1964; Ord. 190 Art. XI § 11.1, 1964)

21.18.400 Ingress and egress provisions.

The ~~city council~~ Public Works Director shall have authority to fix the location, width, and manner of approach of a vehicular ingress or egress to or from a building or parking area or to or from a public streets, and to require alteration of existing ingress and egress as ~~may be required~~ necessary to control street traffic in the interest of efficient circulation, public safety and general welfare. (Ord. 2020 § 9, 1994; Ord. 478 § 1, 1969; Ord. 190 Art. XI § 11.2, 1964)

21.18.450 Use of Parking Lots for Storage

Parking intended or available for the use of residents, clients, customers and employees of any use or development, including but not necessarily limited to parking required by Section 800 of this Chapter, shall not be used for storage of products or materials processed, sold, leased or otherwise used or stored by businesses or other uses on the site. This includes but is not limited to storage in shipping containers, truck trailers or similar receptacles.

Exceptions:

- A. This prohibition does not apply to loading docks and outdoor storage areas permitted by Section 21.46.110.B and Section 21.46.210 of this Title and which are properly located and screened in accordance with those Sections.

B. Trucks and/or truck trailers intended for immediate loading or unloading may remain in a parking area for not more than 72 hours. This exception does not apply to shipping or storage containers unless they are mounted on a trailer unit.

21.18.500 Parking lot surfacing requirements.

A. Grading and Paving

All areas used for off-street parking, movement, storage or display of motor vehicles areas shall be graded and surfaced to standards for asphaltic concrete or concrete as set forth by the City Engineer before issuing an occupancy permit for the building use is issued.

B. Traffic Control Devices

All traffic control devices such as parking strips designating car stalls, directional arrows or signs, curbs, bullrails, and other developments shall be installed and completed as shown on the approved plans. Hard surfaced parking areas shall use paint or similar devices to delineate parking stalls and directional arrows.

C. Pedestrian Walks

Pedestrian walks shall be curbed, or raised six inches above the lot surface. (Ord. 2441 § 5, 2003; Ord. 2020 § 9, 1994; Ord. 478 § 1, 1969; Ord. 190 Art. XI § 11.3, 1964)

21.18.600 Parking lot illumination.

Lighting of areas provided for off-street parking areas shall be so arranged so as to not constitute a nuisance or hazard to passing traffic. Where lots share a common boundary with any “R” classified property, and where any RM zone lot shares a common boundary with an RS zone, the illumination shall be directed away from the more restrictively classified property. (Ord. 2020 § 9, 1994; Ord. 478 § 1, 1969; Ord. 190 Art. XI § 11.4, 1964)

21.18.700 Parking lot layout development standards.

A. Fire Access *This section duplicates LMC Ch. 9.67 "Fire Lanes"*

1. All parking lots shall be designed with fire access and fire lanes in accordance with LMC Chapter 9.06.
2. It is at all times the responsibility of the property owner to maintain fire lanes in accordance with LMC Ch. 9.06.
1. Building sites which contain more than 100 parking spaces shall be designed with access lanes and fire lanes in accordance with LMC Chapter 9.07 "Fire Lanes", not less than 20 feet wide in width, forming a continuous route or loop connecting at both ends with public streets as illustrated in Figure 21.18.1.
2. In Parking lots containing less than 100 parking spaces will have emergency access shall be provided subject to approval of by the Fire Chief.
3. Emergency access shall be provided to within 50 feet of any multiple family residential building.
4. If any of these requirements are impractical, due to the peculiarities of the site and/or building, other provisions for emergency access may be approved by the Fire Chief.
5. Parking in fire lanes shall be prohibited, and indicated as being unlawful by signs and/or markings painting on the parking lot surface.
6. The Police Chief shall be given written authority to enforce this parking regulation.

B. Stall and Aisle Specifications

- 1 All parking stalls and aisles shall be designed according to the “Minimum Standards for Off-street Parking,” tables (below) unless all parking is to be done by parking attendants on duty at all times that the parking lot is in use for the storage of automobiles. Nothing herein shall prohibit provision of additional parking spaces, beyond the number required by this title, which are undersized and reserved for smaller sized automobiles. (see section C2, below)
2. Parking at any angles other than those shown is permitted, provided the width of stalls and aisles is adjusted by interpolation between the specified standards.
3. Parking shall be so designed so that vehicles automobiles need not back out onto public streets.
4. Where tandem parking is allowed by this Title, it shall be developed in accordance with this section by doubling the “D” figure as found in the stall and aisle specifications for single stalls shall be doubled.

C. Compact Car Parking

1. In parking lots with 10 or more parking stalls, up to 20 percent of those the minimum number of stalls required by this Chapter may be designed for compact cars in accordance with the specifications contained in this section.

2. Stalls provided in excess of the minimum number required by this Chapter may be compact stalls.
3. Compact These parking stalls shall be clearly designated for compact car use only with signs or pavement markings.

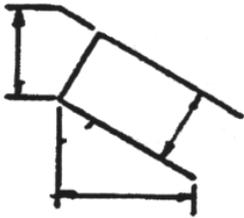
D. Handicapped Accessible Stalls

Handicapped accessible parking shall be provided in accordance with the requirements of the International Building Code per Revised Code of Washington 51-50. All required accessible stalls count toward the parking capacity requirements of Section 21.18.800.

MINIMUM STANDARDS FOR OFF-STREET PARKING

MINIMUM STALL AND AISLE DIMENSIONS

Stall Angle (°)	Standard Car Stalls			Compact Car Stalls			One-Way Aisles		Two-Way Aisles	
	Stall Width	Stall Center	Stall Depth	Stall Width	Stall Center	Stall Depth	Aisle Width	Bay Width	Aisle Width	Bay Width
0 (parallel-one side)	8.0 ft.	21.0 ft.	8.0 ft.	8.0 ft.	18.0 ft.	8.0 ft.	12.0 ft.	*	22.0 ft.	**
0 (parallel-both sides)	8.0	21.0	8.0	8.0	18.0	8.0	22.0	*	24.0	**
20	8.5	24.9	13.5	8.0	23.6	13.0	11.0	*	20.0	**
30	8.5	17.0	15.7	8.0	13.8	15.0	11.0	*	20.0	**
40	9.0	14.0	17.4	8.0	12.6	16.4	12.0	*	20.0	**
45	9.0	12.7	18.0	8.0	11.6	17.0	13.0	*	20.0	**
50	9.0	11.7	18.5	8.0	10.6	17.4	15.0	*	20.0	**
60	9.0	10.4	19.2	8.0	9.4	18.0	18.0	*	22.0	**
70	9.0	9.6	19.2	8.0	8.6	17.8	18.5	*	22.0	**
80	9.0	9.1	18.6	8.0	8.2	17.2	24.0	*	24.0	**
90 (perpendicular)	9.0	9.0	17.5	8.0	8.0	16.0	24.0	*	24.0	**
45	9.0	12.7	15.1	8.0	11.6	14.2	13.0	*	20.0	**



Notes:

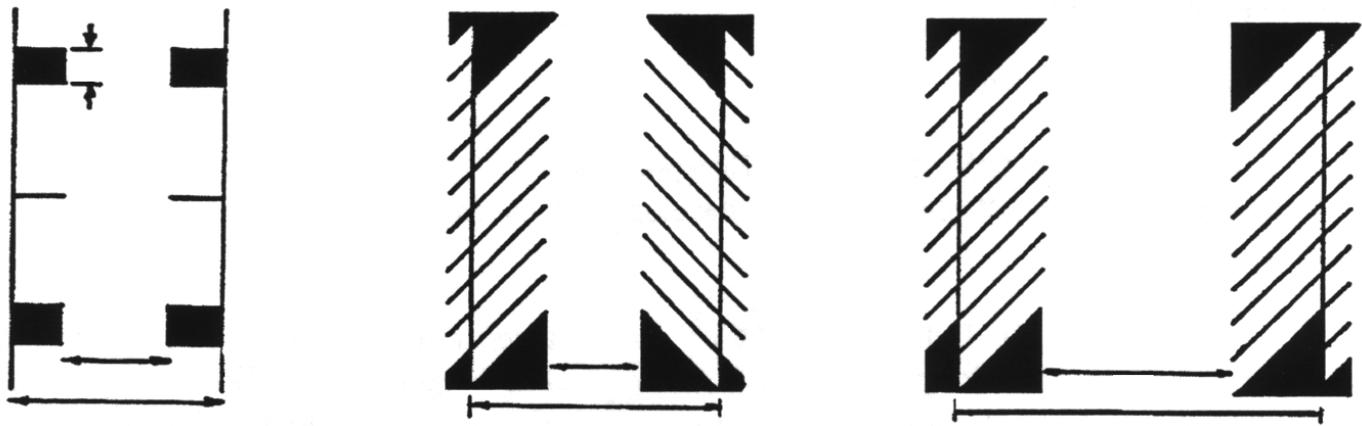
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ACCEPTABLE PARKING DESIGNS

PARALLEL

ANGULAR ONE-WAY

ANGULAR TWO-WAY



PERPENDICULAR

ONE ONE-WAY

HERRINGBONE TWO-WAY

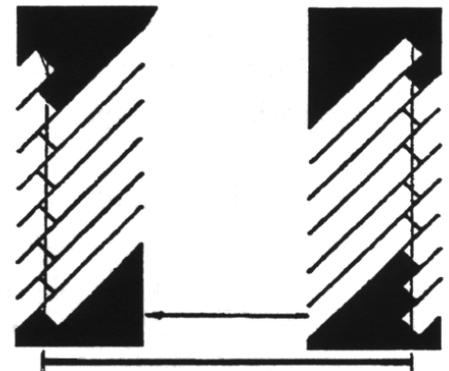
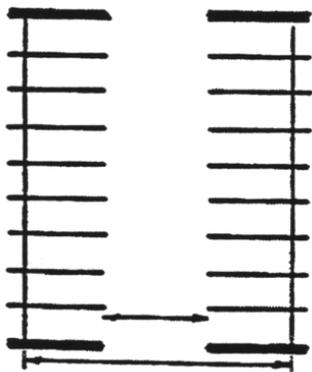


Figure 21.18.1

C. ~~[This section moved and renumbered]~~ ~~Parking for Drive Up and Drive Through Facilities.~~ At drive up and drive through facilities or structures (including but not limited to drive through service windows, and gas pump islands), parking in queuing lanes will be counted toward fulfilling the parking requirement for the drive up or drive through facility or structure, but not for parking required for other exterior or interior floor area. Parking in these queuing lanes shall not need to provide the six foot landscaped separation shown in Figure 21.18.1. (Ord. 2295 § 11, 2000; Ord. 2049 § 1, 1995; Ord. 2020 § 9, 1994; Ord. 1214 §§ 5, 6, 7, 1981; Ord. 987 § 2, 1978; Ord. 552 § 2, 1969; Ord. 478 § 1, 1969; Ord. 190 Art. XI § 11.5, 1964)

21.18.710 Parking structure development standards. (note: this section has been renumbered to break up long sections of continuous text into smaller numbered sections, and to have numbering consistent with the rest of the section, but the text is the same except where struck through or underlined)

A. ~~Development Standards.~~ Compliance with Other Standards – Exceptions.

A parking structure shall comply with all development standards for the applicable zone it is located in, with the following exceptions:

1. ~~a.~~ In the PRC, CG, BC/B-1, PCD and MU zones, 50 percent of the square-footage of the ground-level floor of the parking structure shall be counted toward ~~in the calculation of~~ lot coverage. In all other zones, 100 percent of the square footage of the ground-level floor shall be counted toward ~~in the calculation of~~ lot coverage.
 2. ~~b.~~ See subsection (A)(5)(c) of this section for minimum setback requirement from streets.
- B. ~~2.~~ Stall and Aisle Dimensions.
All parking stalls and aisles shall be designed according to Figure 21.18.1, “Minimum Standards for Off-Street Parking,” unless all parking is ~~to be~~ done by parking attendants on duty at all times that the parking structure is in use ~~for the storage of vehicles.~~
- C. ~~3.~~ Exterior Elevations.
1. The exterior colors and materials of a parking structure shall match or complement those of the project for which it provides parking to the maximum extent feasible.
 2. The architectural design of the structure’s exterior (including the use of colors and materials) if does not need to matching the design of adjoining buildings, ~~but it~~ should visually complement other buildings in the project. When viewed together, the main building(s) and parking structure(s) should create an overall design character that integrates all project buildings into a well coordinated and visually pleasing streetscape.
 3. Regardless of the interior or structural design of the structure, exterior horizontal façade elements ~~on the structure exterior~~ shall be level and not sloped~~ing~~. Masking or concealing sloping ramps may necessitate placing ~~one or more~~ facades on these exterior walls.
 4. Horizontal exterior facades ~~of~~ 30 feet or longer shall be treated or designed so ~~that~~ long, ~~and~~ continuous horizontal surfaces do not dominate the structure’s appearance.
 5. The apparent bulk of the structure shall be reduced by setting back floors above the third ~~floor above ground-level floors.~~
 6. Low walls, facades or other improvements (at least 3.5 feet high) shall be installed around all sides of all levels of the structure so ~~that~~ parked vehicles are not visible ~~shielded from view~~ from ground level and adjoining buildings. Landscaping may be installed (in planter boxes) ~~at the~~ on tops of such walls to provide additional screening and ~~to~~ soften the exterior appearance of the parking structure.
- D. Roof-Top.
~~The~~ A parking structure’s roof shall be treated with landscaping, trellises, and/or other design features ~~in order to~~ break up or soften the dominance ~~of the combination~~ of concrete and asphalt when the structure is viewed ~~or could be viewed~~ from above.
- E. Ground Floor.
1. Vehicle Access. ~~The number of travel lanes at an~~ No parking structure entry/exit driveway shall ~~be limited to a maximum of~~ have more than three lanes unless exceptional traffic conditions or congestion require an additional drive lane. In no case shall the number of lanes exceed four.
 2. Landscaping.
 - a. Landscaping shall be installed and maintained at ground level on all sides of a parking structure (exceptions: designated “pedestrian-oriented street” frontages (see below) and locations where the distance between the structure and an adjoining building is less than 20 feet).
 - b. On ~~the~~ any side of a parking structure that faces a street, a planting area at least 25 feet wide shall be provided.
 - c. Planting along streets for which a landscaping plan has been approved (Chapter 21.06 LMC) shall conform to the approved plan.
 - d. Along other sides of the structure, planting shall include:
 - i. A planting area at least 10 feet wide adjacent to the side of the structure and a planting area at least 15 feet wide adjacent to the street frontage;
 - ii. Trees in an arrangement that is consistent with the architecture of the parking structure so that the average spacing between trees is no more than 30 feet;
 - iii. Shrubs and groundcover in the remainder of the planting area so that all exposed ground shall be covered within five years;
 - iv. Flowering plants (covering a minimum of eight square feet) where a vehicle driveway connects to private or public streets and along sidewalks leading to pedestrian entrances and exits.
 3. Street Frontage. The design and use of portions of the ground floor of a parking structure that have frontage on a public or private street (but not including an alley) shall comply with the following requirements:
 - a. Designated Pedestrian-Oriented Streets.

- i. Where a parking structure ~~fronts on~~ is directly adjacent to a street designated as a “pedestrian-oriented street,” the portion of the garage that fronts on the designated street shall be designed to provide occupiable space for commercial uses that generate substantial foot traffic, such as retail businesses, walk-in businesses (arcades, art galleries, museums, and the like) and personal service shops (such as banks, barber and beauty shops, travel agencies, printing/copying stores, and dry cleaners).
- ii. Exceptions to this requirement shall be allowed for entry/exit driveways and pedestrian egress/ingress to/from the structure;
- b. Other Streets.
 - i. Where a parking structure fronts on a street not designated as a “pedestrian-oriented street,” parking may be located along the street frontage; provided, that the parking structure is set back from the street a minimum of 25 feet.
 - ii. The setback shall be landscaped as required by subsection (A)(5)(b) of this section.
- 4. Pedestrian Connections. The design of pedestrian connections or pathways from a parking structure to the building(s) for which it provides parking shall clearly delineate and separate the pedestrian way from travel areas for vehicles.
- F. Above-Ground Pedestrian Connections.
 - 1. Pedestrian connections from a parking structure to the building(s) for which it provides parking (“sky bridges”) are allowed.
 - 2. The exterior design of such connections shall be consistent with the design of the parking structure and the main building(s) and shall maintain architectural continuity with the design concept for the project. (Ord. 2441 § 5, 2003; Ord. 2388 § 11, 2001; Ord. 2049 § 2, 1995)

21.18.800 Capacity requirements.

A. Off-street parking shall be provided in accord with the following tables. ~~Parking stalls designed for vehicles transporting handicapped persons shall be counted against the number of stalls required by these tables. See the building code for requirements for such stalls.~~

Table 21.18.01

Automotive Uses	Number of Parking Stalls Required (1)
Full- and Self-Service Stations and Gas Stations	One per employee and two per service bay. <u>One per service island + stacking lane requirements + required parking for grocery store, auto repair or other uses on site (if any).</u>
Mobile and Manufactured Home Sales	One per 3,000 SF of outdoor display area.
<u>Motor Vehicle Accessories, Parts & Supplies (without repair)</u>	<u>See General Retail.</u>
<u>Motor Vehicle (including Truck) Rental</u>	<u>One space for every fleet vehicle, plus one space for every 300 s.f. of sales/service office space. Truck spaces shall be sized appropriately. §21.18.700(F) (attendant parking) may apply if all vehicles are parked and retrieved by attendants. If there is a repair/maintenance facility on the site, it shall have additional parking as required for auto repair uses.</u>
<u>Motor Vehicle Repair, without sales (including lube, tune-up, tire, brake & muffler service)</u>	Three per employee, or one per 200 SF GFA, whichever is greater. <u>Four per service bay, station or lift. This may include stacking lane spaces. High turnover uses, such as quick oil-change shops, shall have a minimum of one stacking space located before and one after each work bay/station. Shops where customers leave vehicles for later pick-up may place parking elsewhere on the property.</u>
Motor Vehicle Sales and Service	One per 1,000 SF of GFA and one per 1,500 SF of outdoor sales area.
<u>Car Wash - full service</u>	<u>Two spaces per service lane or bay + stacking space requirements + parking for retail uses (if any).</u>
- <u>automatic (unattended)</u>	<u>One space per 3000 SF GFA (minimum one space) + one space for each vacuum (if any) + stacking lane requirements.</u>
- <u>self-service</u>	<u>One space for every five wash bays (not including spaces in wash bays) + stacking lane requirements + one space at each</u>

	vacuum (if any).
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Table 21.18.02

Eating and Entertainment Uses	Number of Parking Stalls Required
Adult Cabarets (<i>with or without alcoholic beverage service</i>).	One per 100 SF GFA
Bars, or Taverns, Saloons and Cocktail Lounges	One per 100 SF GFA
Restaurant, Dine in (<i>building code occupant load for 20 or more</i>)	One per 100 SF GFA
Drive-in Restaurant with Drive-Through Service (<i>Uniform Building Code occupant load for 20 or more, plus drive through window(s) or facility</i>)	One per 15 SF GFA. One per 100 SF GFA + stacking lane requirements.
Drive-Through/Take Out Food/Beverage Stand: (<i>establishment primarily serving drive-through and/or take-out clientele, but which may have incidental seating for less than 20 (building code occupant load)</i>).	One per 200 SG GFA + stacking lane requirements.

Table 21.18.03

Institutional Uses	Number of Parking Stalls Required
Libraries	One per 250 SF GFA.
Colleges, Universities or Institutions of Higher Learning	One per employee and faculty member, plus one per three full-time- equivalent students.
Business & Trade Schools (<i>e.g. beauty, cosmetology, secretarial, music, art, dance, vocational & occupational training, extension programs, etc.</i>)	One for every 100 SF GFA
Hospitals	One per four beds plus one per employee including doctors on staff Five spaces per licensed bed.
Schools, Elementary and Junior and Senior High and Equivalent Private or Parochial Schools	One per employee and faculty member and one per 10 senior high students; plus space for loading and unloading. One space per four student capacity.
Schools, Senior High and Equivalent Private or Parochial Schools	One space per three student capacity.
Child Day Care Centers, Pre-Schools, Nursery Schools & Kindergartens	One space for every employee required by WAC 170: 295-296, plus one space for each ten students, plus spaces for any other uses on the site (such as residences) as required by this Chapter.

Table 21.18.04

Office Uses	Number of Parking Stalls Required
Dental or Medical Clinics (<i>including chiropractors, psychologists/psychiatrists, outpatient surgery centers, optometrists, offices for fitting and repair of hearing aids & prosthetics, massage therapists, non-resident drug & alcohol counseling & treatment centers & similar</i>)	One per 200 SF GFA
Office Buildings/Offices Not Providing On-Site Services	One per 300 SF GFA; minimum 10 spaces
Less than 25,000 SF GLA	3.8 per 1000 SF GFA; minimum 10 spaces
25,000 – 100,000 SF GLA	3.5 per 1000 SF GFA
100,000 – 500,000 SF GLA	3.0 per 1000 SF GFA
Over 500,000 SF GLA	2.8 per 1000 SF GFA
Offices Providing On-Site Service	One per 200 SF GFA; minimum 10 spaces

Table 21.18.05

Personal Service Uses	Number of Parking Stalls Required
Banks, <u>Credit Unions & Saving & Loan Institutions</u>	One per 200 SF GFA; minimum 10 spaces + stacking space requirements if there is a <u>drive-through banking facility</u>
Personal Care Services (<i>e.g. barber shops, beauty salons, cosmetologists, nail salons, electrolysis/hair-removal salons, tattoo & piercing establishments & similar</i>)	Four per operator Two per treatment station but not less than four per 1000 SF GFA.
Dry Cleaning or <u>Laundry Service</u>	One per 400 SF GFA + stacking lane requirements for drive through window (if any).
Dry Cleaning or Laundry, Self-Service (<u>laundromat</u>)	One per two washing or dry cleaning machines
<u>Laundry</u>	One per 400 SF GFA

Table 21.18.06

Places of Assembly	Number of Parking Stalls Required
<u>Auditoriums or Assembly Places with Fixed Seats</u>	One per four seats or one per eight feet of bench or pew
<u>Auditoriums or Assembly Places without Fixed Seats</u>	One per 50 SF GFA
<u>Auditoriums</u>	One per four seats or one per eight feet of bench or pew
<u>Churches, Synagogues, Mosques, Temples, and Other Places of Religious Worship (2)</u>	One per four seats or one per eight feet of bench or pew in the main sanctuary or worship room or per 50 SF GFA if there is no fixed seating. Additional parking is required for auditoriums, classrooms, community rooms, offices, etc. if they are used for parking generating uses simultaneous with worship services.
<u>Clubs & Lodges</u>	One per four seats or one per eight feet of bench or pew
Funeral Homes or Mortuaries	One per four seats or one per eight feet of bench or pew
<u>Lodges</u>	One per four seats or one per eight feet of bench or pew
Stadiums	One per four seats or one per eight feet of bench or pew
<u>Movie Theater</u>	One per four seats
<u>Live Theater/Playhouse</u>	One per three seats

Table 21.18.07

Recreational Activities	Number of Parking Stalls Required
Bowling Alleys	Five per lane
<u>Skating Rinks (ice or roller)</u>	One per 250 SF GFA
<u>Billiards Halls</u>	Three per table, but not less than five per 1000 SF GFA
Dance Hall, <u>Dance Club, Nightclub or Discotheque</u>	One per two persons based on Building Code occupant load standards
Handball or Tennis Courts or Racquet Clubs	One per 40 SF GFA used for assembly plus two per court
<u>Health, Fitness & Athletic Clubs</u>	Five per 1000 SF GFA
Swimming Pools (indoor and outdoor)	One per 10 swimmers, based on pool capacity as defined by the Washington State Department of Health

Table 21.18.08

Residential Uses	Number of Parking Stalls Required
<u>Single-Family Residences</u>	Two spaces plus requirement for accessory unit (if any).
Convalescent, Nursing or Rest Homes, Sanitariums, <u>Skilled Nursing Facilities</u>	One per four beds plus one per employee including doctors on staff 1.5 per licensed bed
<u>Rooming Houses, Fraternities & Sororities</u>	One per accommodation
Hotels, Motels or Other Overnight Accommodations	One per unit or room, plus additional parking in accordance with these tables for restaurants, convention facilities and any other businesses or facilities associated with the motel or hotel
Mobile and Manufactured Home <u>Parks</u>	One per dwelling and one guest stall per five dwellings
Multiple-Family Residential	Two per dwelling unit

Respite Care	One per staff member plus one per 10 persons receiving care
Senior & Retirement Housing (3) Senior Apartments or Units	1.5 per housing unit++ 1.25 per housing unit (4)
Independent Living Community (Congregate Care Facility) Assisted Living Residences Alzheimers/Dementia Care Facility Continuous Care Facility	One per two living units One per three accommodations See Convalescent/Nursing Home Total of requirements for each of the above types of accommodations
Rooming Houses	One per accommodation

Table 21.18.09

Retail Uses	Number of Parking Stalls Required
Appliance Stores Durable Goods Retail (e.g. appliances, furniture, lumber & building supplies, home decoration & furnishing showrooms, lighting & electrical supplies, nurseries, greenhouses & garden supplies (but not retail florists), pool, spa & patio furniture sales & similar uses).	Less than 6000 SF GFA: One per 300 SF GFA; minimum five per tenant. 6000 SF GFA or more: One per 500 SF GFA
Less than 6,000 SF GFA	One per 300 SF GFA; minimum of five per tenant
6,000 SF or more GFA	10 plus one per 6 500 SF GFA; minimum of five stalls per tenant
Service Retail: (e.g. appliance repair, pet grooming, check cashing, clothing rental (e.g. costumes & formal wear), cleaners, film & photo processing, locksmiths, postal convenience centers, pawn shops, printing & copying services, shoe repair, tailors & dressmakers, tool & equipment rental, travel agents & similar uses.)	One per 400 SF GFA
General Retail: (e.g. antiques; art & art supplies; auto parts, supplies & accessories (without service); bicycles; bookstores; bridal shops; camera & photo supplies; candy; china & glassware; clothing & shoes; coins, stamps & collectibles; computer, audio, stereo, TV & home electronics; department, discount & variety stores; dry goods, fabric, sewing, needlework & craft supplies; gift, novelty & souvenir shops; hobby shops; jewelry, watch & clock stores; sheets, towels & housewares; leather & luggage stores; musical instruments; pets & pet supplies; record & music stores; retail florists; stationers & office & school supplies; thrift, second-hand & consignment stores; tobacco & smoke shops; toy stores; other specialty retail & similar uses).	One per 300 SF GFA
Convenience Retail: (e.g. supermarkets, grocery, & food stores (incl. bakers, butchers, produce stands, etc.); drug stores & pharmacies; liquor stores; newsstands; extended-hour convenience stores; video & CD rentals, etc.)	One per 200 SF GFA
Food Store	One per 200 SF GFA
Furniture or Hardware Stores	
Less than 6,000 SF GFA	One per 300 SF GFA; minimum of five per tenant
6,000 SF or more GFA	10 plus one per 600 SF GFA; minimum of five stalls per tenant
Regional Shopping Centers developed per the PRC zone and having gross leaseable area less than 1,140,000 sq. ft.	Five per 1,000 SF gross leaseable area
Regional Shopping Centers developed per the PRC	4.5 per 1,000 SF gross leaseable area

zone and having gross leaseable area of 1,140,000 sq. ft. or greater	
Shopping Centers, other than those in the PRC zone	
Less than 15,000 400,000 SF GFA	Sum of the separate uses Four per 1000 SF GFA
15,000 400,000 SF GFA and more	One per 225 SF GFA; restaurants, taverns, and drive-ins are calculated separately. Five per 1000 SF GFA
Specialty Retail Center	
Less than 15,000 SF GFA	Sum of the uses
15,000 50,000 SF GFA	One per 300 SF GFA; restaurants, taverns, and drive-ins are calculated separately
Specialty Shops	
Less than 6,000 SF GFA	One stall per 300 SF GFA; minimum of five per tenant
6,000 SF GFA and above	10 and one per 600 SF GFA; minimum of five per tenant
Variety Stores	One per 200 SF GFA

Table 21.18.10

Industrial Uses	Number of Parking Stalls Required
Apparel Manufacturing	One per employee, or one per 350 SF GFA, whichever is greater
Baking, Bottling and Canning Establishments	One per employee* or one per 600 SF GFA, whichever is greater
Canneries	One per employee* or one per 600 SF GFA, whichever is greater
Engraving	One per employee or one per 350 SF GFA, whichever is greater
Machinery Repair without sales	Three per employee, or one per 200 SF GFA, whichever is greater
Manufacturing & Assembly Businesses, & Other <u>Light Industrial</u> including research and testing but not apparel, printing and related business	One per employee* or one per 600 SF GFA, whichever is greater
Printing or Publishing Business	One per employee or one per 350 SF GFA, whichever is greater
Self-Service Storage (Mini Warehouses)	One per employee One per 50 storage units, or one per 3000 SF GFA, whichever is greater.
Warehouses	One per employee or one two per 3000 SF GFA, whichever is greater.

Table 21.18.11

Other Uses	Number of Parking Stalls Required
Utility Establishments Without Regular Employment (<i>e.g. Wireless Communication Facilities, Automatic Telephone Exchanges, "Telco Hotels", Electrical Distribution (transformer) Yards, Unmanned Pump & Lift Stations, etc.</i>)	One stall
Veterinary Clinic	Two per 1000 SF GFA
Mixed Occupancies	The sum of the various uses computed separately. This does not apply to shopping centers
Uses Not Included on Any Table	Same as the most similar use, as determined by the <u>Community Development Director</u> . The Director may refer to the most recent edition of the Institute of Transportation Engineers (ITE) <u>Parking Generation</u> manual for guidance.

- Key:
- SF: Square Feet
GFA: Gross Floor Area
- (1) All parking space requirement calculations that result in a fractional space requirement shall be rounded up to the next highest whole number of spaces.
- (2) This parking ratio may be reduced by conditional use permit if it is found that at least 75% of the congregants reside within ¼ miles of the facility, or that religious restrictions on use of automobiles or other characteristics of the religious services or congregation can be demonstrated to reduce parking demand.

(3) Seniors housing types as defined by the American Seniors Housing Association

(4) This parking ratio may be reduced by conditional use permit if it is found that such a reduction is justified based on size of units, characteristics of the resident population, proximity to stores and services, access to transit, or other factors demonstrated to lessen parking demand, and if sufficient area is set aside to provide additional parking if later found to be needed to satisfy actual parking demand. The amount of area to be set aside shall be established by the conditional use permit. Within the area to be set aside, existing trees and groundcover are to be retained to the fullest extent feasible; if such retention is not feasible or if no significant vegetation exists in the area to be set aside, that area shall be planted trees and groundcover.

*~~The highest number of employees present during any one shift change, if applicable.~~

B. _____

(Ord. 2409 § 1, 2002; Ord. 2388 § 12, 2001; Ord. 2295 § 10, 2000; Ord. 2020 § 9, 1994; Ord. 1781 § 3, 1990; Ord. 1766 § 10, 1990; Ord. 1758 § 2, 1990; Ord. 1442 § 1, 1985; Ord. 1426 § 2, 1984; Ord. 1359 § 2, 1983; Ord. 1214 §§ 3, 4, 1981; Ord. 1125 § 1, 1980; Ord. 930 § 2, 1977; Ord. 887 § 1, 1976; Ord. 811 § 1, 1975; Ord. 478 § 1, 1969; Ord. 190 Art. XI § 11.6, 1964)

21.18.810 Stacking Lanes for Drive-Through Facilities

All uses and facilities providing drive-through services shall provide stacking lanes and stacking spaces in compliance with the standards of this section.

A. Required Stacking Spaces:

Each service window, lane or point shall have the following minimum number of stacking spaces. All uses shall have at least one space in each lane after the last island, window, bay or other service point, but shall have more if required by the table.

<u>Type of Drive-Through Use</u>	<u>Minimum Required Number of Stacking Spaces</u>
<u>Gas or Service Station</u>	<u>2 stacking spaces per service lane in addition to space(s) at the pumps. Lanes may have multiple pumps, but if any pump or pump island can be accessed from both sides, then each side constitutes a separate lane.</u>
<u>Restaurant with Drive-Through (see Table 21.18.02 for definitions).</u>	<u>6 spaces per lane. If an order window, board or device is used, minimum 3 spaces shall be in advance of the order point.</u>
<u>Take-out/Drive-through food/beverage stand (see Table 21.18.02 for definitions).</u>	<u>4 spaces per service lane in addition to the space at the service window.</u>
<u>Car Wash – (full-service or automatic)</u>	<u>2 stacking spaces for each wash bay in addition to the vehicle(s) in the wash bay. If hand drying and/or detailing is provided, then minimum 3 spaces beyond the wash bay, otherwise 1 space beyond the end of the wash bay.</u>
<u>Car Wash – self serve</u>	<u>One stacking space per wash bay (not including the space in the bay or spaces at vacuums).</u>
<u>Drive-through Oil Change, Lube, Tune-up</u>	<u>Minimum one space before (and one space after) each service bay.</u>
<u>Drive-Through Teller or ATM, Pharmacy, Cleaners, Film & Photo Processing & Similar</u>	<u>3 spaces per service lane in addition to the space at the service window or point.</u>
<u>Other Uses</u>	<u>Community Development Director determination based on most nearly comparable use. Director may require analysis by a traffic engineer.</u>

B. Stacking Space Dimensions: Each stacking space shall be a minimum of 20 ft. long and 10 ft. wide on straight segments, and minimum 12 ft. wide on curved segments with a minimum 25 ft. centerline radius.

C. Stacking Lane Design:

1. Stacking lanes shall be delineated from traffic aisles, other stacking lanes and parking areas with striping, curbing, landscaping, or use of alternative paving materials.
2. Entrances and exits of stacking lanes shall be clearly marked with directional signs.
3. Stacking lanes shall be designed to prevent circulation congestion both within the site, and on adjacent public streets. The circulation shall:
 - a. separate drive-through traffic from other on-site circulation

- b. not impede or impair access to or out of parking spaces
- c. not impede or impair vehicle or pedestrian traffic movement
- d. minimize conflict between pedestrian and vehicle traffic with physical and visual separation
- e. not interfere with required loading/unloading and trash storage areas

D. Stacking Space Location:

- 1. No stacking space shall be located closer than fifty (50) feet to any lot in a residential zone.
- 2. A solid wall or fence shall be placed along the property line of any abutting lot zoned for residential use so as to block lights from vehicles in the stacking lanes.

E. Order Placing Facilities:

- 1. Outdoor facilities such as menu boards, speakers, windows, dispensers, etc. shall be a minimum of fifty (50) ft. from any residential zone.
- 2. Menu boards shall be a maximum of thirty (30) square feet, and shall be designed, placed and shielded so as to not cast glare on public streets or adjacent properties. The term “menu board” is not limited to food, but may be a listing of any products, services, etc. from which the customer makes a choice.
- 3. Outdoor speakers must comply with the noise restrictions of Chapter 10 of this Code.

21.18.820 Administrative Reduction to Parking Capacity or Stacking Lane Requirements

A. The Community Development Director shall have the authority to administratively reduce the Parking Capacity requirements of Section 21.18.800 or Stacking Lane Requirements of Section 21.18.810 by not more than 20% (rounded up to the next nearest whole number of spaces) upon presentation of empirical evidence acceptable to the director that a particular use or property will generate a lower parking demand than other similar uses. Such evidence may include:

- 1. Parking studies performed by a qualified engineer or professional parking consultant.
- 2. Parking surveys conducted at similar and comparably situated uses. The applicant shall bear the burden of demonstrating that the survey methodology is correct and applicable to the situation.
- 3. Other empirical evidence that in the professional judgment of the Director clearly demonstrates that the particular use or property will generate less parking demand than similar uses.

B. When approving such administrative reduction the Director shall make written findings that:

- 1. The reduction will not be a grant of special privilege inconsistent with parking requirements for other similar uses.
- 2. The level or amount of the reduction granted is consistent with the empirical evidence in the study or survey.
- 3. Granting the reduction will not be detrimental to the public welfare, or injurious to other property or improvements in the vicinity.
- 4. The nature or configuration of the use or facility is such that its future occupancy by uses generating significantly higher parking demand is unlikely.
- 5. The reduction is consistent with the purpose and intent of the comprehensive plan and zoning code.

C. The Director may require a parking management plan or agreement, or other conditions of approval reasonably necessary to ensure compliance with any of the findings in Paragraph B.

D. A reduction in parking allowed by this section may not be in addition to parking reductions allowed by Section 21.18.850 and/or Section 21.18.900 unless supported by a professional parking study that justifies the entire reduction.

21.18.850 Commute Trip Reduction Modification to Off-street Parking Capacity Requirements.

A. The property owner(s) of building sites having 100 or more employees present during any shift change (if applicable) for the following use classifications and/or combination thereof may apply for a conditional use permit to the Director to reduce the parking capacity requirements for employees up to 50 percent:

- 1. Banks and offices providing on-site services;
- 2. Offices not providing on-site service;
- 3. Manufacturing, including research and testing, bottling, and baking establishments, and canneries, but not including apparel, printing, and related.

B. Review Criteria. In reviewing such conditional use applications, the Director hearing examiner and/or city council shall find that such reduction of parking capacity requirements will not create an adverse environmental impact on the site; on existing or potential uses adjoining the subject property or in the general vicinity of the subject property; or on the traffic circulation system in the vicinity.

C. Alternative Commute Programs. The applicant, owner, and/or proponent shall show through appropriate studies, reports, and/or documentation, as determined by the public works director and/or planning director, that the alternative program(s) proposed in lieu of the parking capacity requirements will not cause the above stated impacts. Alternative programs which may be considered include, but are not limited to the following:

1. Private vanpool operation;
2. Transit/vanpool fare subsidy;
3. Imposition of a charge for parking;
4. Provision of subscription bus services;
5. Flexible work hour schedule;
6. Capital improvements for transit services;
7. Preferential parking for carpools/vanpools;
8. Reduction of parking fees for carpools and vanpools;
9. Establishment of a transportation coordinator position to implement and monitor a carpool, vanpool and transit programs;
10. Bicycle parking facilities; and
11. Spacing of shifts.

D. Covenants, Guarantees or Agreements. If approved, the city shall require such covenants, guarantees, or agreements, as necessary to ensure that the agreed on alternative program(s) reducing the parking capacity requirements will be a permanent and effective solution. Such covenants, guarantees, or agreements shall include, but not be limited to the following:

1. That the reduced parking be a condition of occupancy of the building and/or building permit;
2. That measures shall be taken immediately if the alternative program(s) prove unsuccessful in reducing the required parking;
3. That the level of management overseeing the alternative program(s) be specified; and
4. That reports be prepared and submitted annually by the property owner(s) documenting the effectiveness of the alternative program(s). (Ord. 2020 § 9, 1994; Ord. 1359 § 3, 1983)

The shared parking section is based on a model ordinance developed by ITE with modifications suggested by ULI in their Shared Parking handbook. ULI recommends requiring individualized studies for each shared parking project.

Section 21.18.900 Shared Parking:

A. Purpose: Cumulative parking requirements for mixed-use occupancies or shared facilities may be reduced where it can be shown that the peak parking requirements of the various uses occur at different times of the day, week or year. Methods for calculating parking reduction and submission requirements are outlined in this section. This section does not apply within the City Center zoning districts.

B. Authority: The Community Development Director (Director) may approve a reduction in the number of required parking spaces at a property, as provided in this Section.

C. Parking Reduction Determination:

Two methods for determining parking reduction are as follows:

1. Table 21.18.20 Parking Occupancy Rates:

When a parking reduction is requested based on parking demand calculations from Table 21.18.20, the applicant shall submit a parking demand summary showing the calculations outlined in this section. (Note: occupancy rates in the table include a "safety" margin beyond typical average peak demand. A Parking Study may yield greater reduction). To determine the number of parking spaces required:

(a) Determine the minimum required minimum number of parking spaces for each use from Section 21.18.800 of this Chapter.

(b) Multiply the minimum required number of spaces by the "occupancy rate" for the corresponding use in Table 21.18.20 (or as determined by a Parking Study) to produce an adjusted minimum requirement for each use for weekday day, evening and night periods, and for weekend day, evening and night periods.

(c) Sum the adjusted minimum number of spaces for each use for each time period to produce an aggregate adjusted minimum number of spaces for each period.

(d) The greatest of the aggregate adjusted minimum number of spaces for each period shall be the minimum number of shared parking spaces required.

Table 21.18.20: Parking Occupancy Rates

Use ^a	Weekdays ^b			Weekends ^b		
	day (8am-5pm)	evening (6pm-12am)	night (12am-6am)	day (8am-5pm)	evening (6pm-12am)	night (12am-6am)
Residential	60%	100%	100%	80%	100%	100%
Office/Industrial/Whse.	100%	20%	5%	5%	5%	5%
Retail/Commercial	90%	80%	5%	100%	79%	5%
Hotel	70%	100%	100%	70%	100%	100%
Restaurant	70% ^c	100%	10%	70% ^c	100%	20%
Theater	40%	80%	10%	80%	100%	10%
Entertainment	40%	100%	10%	80%	100%	10%
Convention/Conference	100%	100%	5%	100%	100%	5%
Church/Religious Inst. ^d	10%	5%	5%	100%	50%	5%

(a) Parking reserved for the use of specified individual persons, businesses, or office, hotel or residential units may not be used for shared parking.

(b) Weekends are the period from 6:00 pm on Friday to 6:00 pm on Sunday.

(c) Fast food and breakfast/lunch oriented facilities = 100%

(d) The Community Development Director on finding that a religious institution holds its primary religious services during a non-"weekend" period, may require "weekend" parking on the appropriate weekday(s) and/or allow "weekday" parking on Saturday and/or Sunday. In making such determination, the Director may consider parking studies at comparable institutions or may require a site-specific study.

2. Parking Study:

For:

- uses not found in Table 21.18.20 or
- parking reductions based on seasonal variation or other time frame not found in the table, or
- a parking reduction greater than provided for in the table, or
- a total reduction of more than 50 spaces below the number required by Section 21.18.800

the minimum number of parking spaces shall be determined by a parking study performed by a qualified parking or traffic consultant, planner or civil engineer. The study shall be subject to approval by the Community Development Director.

(1) Demand Analysis: A parking demand analysis, which substantiates the basis for granting a reduced number of spaces. The analysis shall take into account the following:

(a) Parking Survey: Parking surveys shall determine parking occupancy rates for day and evening peaks on the seven days of the week. The seven days of observation may take place over the span of two consecutive typical weeks. In the case of new construction, or addition of new uses, the surveys shall observe a comparable development with a similar mix of uses. A combination of developments may be necessary to cover all proposed uses. The approximate square-footages of the various uses of the comparison projects will be compared to the proposed project to allow the ratios of uses to be rated accordingly. In the case of enlargement or substitution of existing uses, the surveys shall document the occupancy rates of the existing parking facility.

(b) Proximity and Convenience Factors. The Community Development Director may consider the following factors in approving the parking reduction:

- Distance between sharing uses and the parking facility.
- Pedestrian connections between sharing uses and the parking facility.
- Vehicular connections.
- Whether parking will be paid, gated, by valet or other special features.
- Location proximity to other shared parking developments.
- Proximity to transit corridors and stops.
- Special trip reduction programs in accordance with Section 21.18.850.

(c) Captive Market Parking. Parking requirements for office, retail, restaurant, hotel, and convention/conference uses may be reduced where it can be determined that some portion of the patronage of these businesses comes from other uses located within a maximum walking distance of 500

feet. Parking requirements may be reduced up to 75% where such a reduction can be supported by surveys conducted at similar establishments.

D. Application and Supplemental Materials: Applications for a parking reduction shall be in writing and accompanied by the following:

1. The parking demand summary or parking study in accordance with subsection C.
2. A shared parking operations plan prepared to the satisfaction of the Director showing that:
 - a. Parking spaces conveniently serve the uses intended,
 - b. Consideration is given to appropriate location of high vs. low turnover spaces
 - c. Directional signage is provided where appropriate,
 - d. Pedestrian links between uses and parking areas meet the requirements of Section 21.18.300.
3. Where the requested reduction is 50 spaces or more:
 - a. A site plan showing how the additional number of spaces otherwise required could be subsequently provided on the site ("landbanking") The additional area shall meet all dimensional standards, access aisle, required yards, landscaping, setbacks and driveways for the property and all other requirements of this Ordinance. The additional parking may be provided in a surface lot or structured facility as determined by the Director to be practical, feasible and compatible with the site plan for the use.
 - b. Alternatively the property owner shall provide a performance bond sufficient to construct the number of spaces in a shared or municipal facility or to fund a shuttle van/bus operation or other trip reduction elements that would reduce parking demand sufficiently. The land or performance bond shall be available for two years after initial occupancy.
 - c. A covenant guaranteeing that the property owner will provide additional spaces if the Director, upon thorough investigation of the actual use of parking determines that the approved reduction be modified or revoked due to insufficient parking supply by showing occupancy rates over 98 percent for at least two consecutive hours on at least three separate days within a single month. The covenant shall be:
 - i. executed by the owners of said lot or parcel and/or parties having beneficial use thereof.
 - ii. enforceable against the owner, the parties having beneficial use and their heirs successors and assigns.
 - iii. Duly recorded with the Snohomish County Recorder
 - d. A fee sufficient to pay for a parking study of actual parking accumulation to be carried out within two years of occupancy
 - e. The performance bond and/or fee may be waived when in the determination of the Director; previous experience with similar shared parking projects indicates it is unlikely a serious deficiency would result.

