

Chapter 17.72

OFF-STREET PARKING AND LOADING

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17.72.010 Purposes.

The purposes of this chapter are as follows:

- A. To implement comprehensive plan parking management policies and strike a more appropriate balance between providing parking for automobiles and promoting alternative transportation modes (e.g., transit, walking and bicycles);
- B. To promote economic development and historic preservation through more efficient land use, infill development, and adaptive reuse and renovation within the city's historic overlay district, as defined in PTMC 17.30.040;
- C. To reduce the creation of new impervious surfaces through lower required parking ratios, establishment of maximum parking limits and shared parking facilities;
- D. To reduce traffic congestion and hazards;
- E. To provide accessible, attractive, well-maintained and screened off-street parking facilities;
- F. To provide aesthetically pleasing parking facilities in proportion to individual land use needs; and
- G. To assure the maneuverability of emergency vehicles. (Ord. 2893 § 2, 2005; Ord. 2571 § 2, 1997).

17.72.020 Applicability and exemptions.

A. Applicability. Unless specifically exempted under subsections B or C of this section, every land use shall provide parking and loading areas in accordance with the following regulations whenever:

1. Any structure is constructed, erected, relocated or expanded; or
2. Any use is established, changed or relocated.

B. Exemption – National Register Historic Overlay District. All new construction and all land uses established, changed or relocated within the nonresidential zoning districts of the historic overlay district, as defined by PTMC 17.30.040, except for the C-III zoned portions of the Uptown National Landmark Historic District, shall be exempt from off-street parking and loading requirements; provided, that the owner of the property underlying such construction or uses has first signed a no protest agreement with the city, in a form approved by the city attorney, concerning the formation of a parking and business improvements district (PBID) for the purpose of funding municipal parking facilities, pursuant to Chapter 35.87A RCW; and further provided, that all such construction and uses shall be subject to the maximum permissible parking space and bicycle parking requirements set forth in Table 17.72.080; and provided further, if parking facilities are provided, they must meet the requirements established pursuant to PTMC 17.72.150 through 17.72.190 regarding parking plan requirements, minimum dimensions, landscaping, and maintenance.

C. Exemption – Upper Floors of Commercial and Mixed Use Buildings. All new construction and all land uses established, changed or relocated on floors above the ground floor within the C-I, C-II, C-II(H), C-I/MU and C-II/MU zoning districts shall be exempt from off-street parking and loading requirements; provided, that all such construction and uses shall be subject to the bicycle parking requirements set forth in Table 17.72.080; and provided further, if parking facilities are provided, they must meet the requirements established pursuant to PTMC 17.72.150 through 17.72.190 regarding parking plan requirements, minimum dimensions, landscaping, and maintenance. (Ord. 2996 § 1, 2009; Ord. 2893 § 2, 2005; Ord. 2840 § 2(Exh. E), 2003; Ord. 2571 § 2, 1997).

17.72.030 Off-street parking and loading requirements.

A. Where current or anticipated parking congestion warrants, requirements in addition to those provided in this title may be imposed by the decision-maker pursuant to a conditional use permit (Chapter 17.84 PTMC) or determination pursuant to PTMC Title 19.

B. Parking and loading requirements shall be developed to the plans and specifications provided and approved pursuant to PTMC 17.72.150.

C. The provision of off-street parking and loading in the manner and extent required in this chapter shall be a continuing obligation of the owner of a given building or use as long as the use is in existence. Off-street parking facilities for one use shall not be considered as providing parking facilities for any other use; except as may be provided in PTMC 17.72.140, Joint use.

D. Except as otherwise provided herein, required parking areas shall be used for motor vehicle parking only, with no sales, storage, repair work or dismantling of any kind. Removal, discontinuance or reduction of such required parking and loading facilities from practical use by obstruction, erection of building, or other actions which reduce the parking or loading capacity or usefulness thereof is prohibited unless replacement facilities are established which meet the requirements of this chapter; provided, however, that up to 10 percent of required parking areas which have at least 10 parking spaces may be used for solid waste recycling facilities. (Ord. 2893 § 2, 2005; Ord. 2571 § 2, 1997).

17.72.040 Existing off-street parking facilities.

Unless otherwise provided by the decision-maker pursuant to a conditional use permit (Chapter 17.84 PTMC) or determination pursuant to PTMC Title 19, existing off-street parking facilities which serve existing uses which were established prior to August 17, 1971, shall be considered optional off-street parking, and may be removed or eliminated at the discretion of the owner without notice, penalty or obligation. (Ord. 2893 § 2, 2005; Ord. 2571 § 2, 1997).

17.72.050 Expansion.

Whenever any building is expanded in floor area, or whenever an outdoor use is expanded in activity area, off-street parking shall be provided for the uses to be established in such expansion in accordance with the requirements of this chapter. (Ord. 2893 § 2, 2005; Ord. 2571 § 2, 1997).

17.72.060 Change of use.

A. Whenever use of an existing building or portion is changed to a different use, off-street parking shall be provided in accordance with the provisions of this chapter; provided, however, that such requirement shall be reduced by the number of spaces required for the pre-existing use as if such pre-existing use had been established pursuant to this

chapter. For example, if a 2,000-square-foot apparel and accessory store was to be replaced by a restaurant with four employees and seating for 24 patrons, the parking requirement would be computed as follows:

Restaurant (2,000/1 space per each 2 employees, plus 1 each 6 seats) =	6 spaces
less pre-existing use requirement apparel and accessory store	
(2,000/400 sq. ft.) =	5 spaces
Required parking for new use =	1 space

B. The reduction provided in subsection A of this section applies whether or not the preexisting use was established pursuant to this chapter.

C. In the event the building in which the new use is to be established is served by existing off-street parking facilities, the required parking for the new use shall be reduced by the number of existing off-street parking spaces which exceeds the required parking for the existing uses in the building.

D. For the purposes of this section, any use or portion thereof that has been discontinued for a period of three years or more shall not be considered a pre-existing use. (Ord. 2893 § 2, 2005; Ord. 2571 § 2, 1997).

17.72.070 Mixed occupancies.

In the case of two or more uses in the same building, the total off-street parking requirements for the various uses shall be the sum of the requirements for the principal uses computed separately. (Ord. 2893 § 2, 2005; Ord. 2571 § 2, 1997).

17.72.080 Table of vehicular and bicycle parking standards.

Unless otherwise provided in this title, the required number of off-street parking spaces shall be in conformance with Table 17.72.080. For purposes of this chapter, gross floor area shall not include elevator shafts, stairwells or mechanical equipment rooms. Where alternative requirements result in conflicting computations, the greater shall apply.

Table 17.72.080
Vehicular and Bicycle Parking Standards

Use	Minimum Required Parking Spaces	Maximum Permissible Parking Spaces	Required Bicycle Spaces (minimum of two spaces if not listed)
FOOD SERVICE USES, COMMERCIAL			
Bakeries, retail	1 space per each 2 employees, plus 1 space per each 6 seats	1 space per each employee, plus 1 space per each 4 seats	2 spaces, plus 1 space per each 10 vehicle parking stalls
Drinking establishments (bars, cocktail lounges, night clubs, and taverns)	Same as above	Same as above	Same as above
Restaurants with or without drive-in or drive-through service	1 space per each 2 employees, plus 1 space per each 6 seats	1 space per each employee, plus 1 space per each 4 seats	Same as above
MANUFACTURING USES			
Boat building and related products manufacture and repair	2 spaces	1 space per each 2 employees on the largest shift	2 spaces, plus 1 space per each 10 vehicle parking stalls
Manufacturing, all other	2 spaces, or 1 space per each 2 employees on the largest shift, whichever is greater	1 space per each employee on the largest shift	Same as above
Mini-storages	3 spaces, plus 1 space per each 100	3 spaces, plus 1 space per each 50	None

Use	Minimum Required Parking Spaces	Maximum Permissible Parking Spaces	Required Bicycle Spaces (minimum of two spaces if not listed)
	storage units	storage units	
Warehousing operations	2 spaces, plus 1 space per each 2 employees on the largest shift	2 spaces, plus 1 space per each employee on the largest shift	2 spaces, plus 1 space per each 10 vehicle parking stalls
OFFICE USES			
Banks and financial institutions	1 space per each 400 sq. ft. of gross floor area	1 space per each 200 sq. ft. of gross floor area	2 spaces, plus 1 space per each 10 vehicle parking stalls
Business services	1 space per each 600 sq. ft. of gross floor area	1 space per 300 sq. ft. of gross floor area	Same as above
Offices, business and professional	Same as above	Same as above	Same as above
RECREATIONAL AND CULTURAL USES			
Health clubs, dance studios, martial arts studios	3 spaces per 1,000 sq. ft. of floor area used for recreation purposes	6 spaces per 1,000 sq. ft. of floor area used for recreation purposes	2 spaces, plus 1 space per each 10 vehicle parking stalls
Libraries	2 spaces per 1,000 sq. ft. of floor area used for library collections	4 spaces per 1,000 sq. ft. of floor area used for library collections	4 spaces, plus 1 space per each 5 vehicle parking stalls
Museums	2 spaces per 1,000 sq. ft. of floor area used for collections display	4 spaces per 1,000 sq. ft. of floor area used for collections display	2 spaces, plus 1 space per each 10 vehicle parking stalls
Recreation, commercial	1 space per 400 sq. ft. of gross floor area	1 space per 200 sq. ft. of gross floor area	4 spaces, plus 1 space per each 5 vehicle parking stalls
Stadiums, arenas and assembly halls	1 space per 8 fixed seats, or 1 space per 150 sq. ft. of assembly space without fixed seats	1 per 4 fixed seats, or 1 space per 75 sq. ft. of assembly space without fixed seats	4 spaces, plus 1 space per each 25 vehicle parking stalls
Theaters and auditoriums	Same as above	Same as above	Same as above
RESIDENTIAL USES			
Accessory dwelling units	1 space in addition to those required for single-family dwelling units except if an improved public on-street space is provided or available None	None	None
Adult family homes	2	None	None
Boarding House	1 space per 2 bedrooms	None	None
Cottage homes	See PTMC 17.34.180	None	None
Home occupations	See PTMC 17.56.060	See PTMC 17.56.060	See PTMC 17.56.060
Multifamily dwellings and mixed-use dwellings in the C-III zoned portions of the Uptown National Landmark Historic District	1 space per unit	None	None
Multifamily dwellings (including apartment houses and townhouses or row houses)	1.25 spaces per dwelling unit	None	2 spaces, plus 1 space per each 5 vehicle parking stalls
Multifamily dwellings restricted to use for seniors (i.e., 65 and older) and disabled persons	1.25 spaces per dwelling unit	2 spaces per dwelling unit	2 spaces, plus 1 space per each 10 vehicle parking stalls
Residential treatment facilities including group homes for the disabled	1 space per each staff member plus 1 space for each 5 residents	None	2 spaces, plus 1 space per each 10 vehicle parking stalls
Single-family dwellings (including	1 space per unit 1,200 sf in size or	None	None

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Use	Minimum Required Parking Spaces	Maximum Permissible Parking Spaces	Required Bicycle Spaces (minimum of two spaces if not listed)
manufactured and modular homes and duplexes, triplexes and fourplexes that meet the base density requirements of the applicable district)	less 2 spaces per dwelling unit over 1,200 sf in size		
RETAIL USES, COMMERCIAL			
Building materials, garden and farm supplies stores	1 space per each 2 employees, plus 1 space per each 1,000 sq. ft. of gross floor area	1 space per each employee, plus 3 spaces per each 1,000 sq. ft. of gross floor area	2 spaces, plus 1 space per each 10 vehicle parking stalls
Furniture, home furnishings, and appliance stores	4 spaces, plus 1 space per each 1,000 sq. ft. of gross showroom floor area	5 spaces, plus 1 space per each 600 sq. ft. of gross showroom floor area in excess of 1,000 sq. ft.	Same as above
Motor vehicle supply stores	1 space per each 2 employees, plus 1 space per each 1,000 sq. ft. of gross floor area	1 space per each employee, plus 3 spaces per each 1,000 sq. ft. of gross floor area	Same as above
Other retail commercial uses	1 space per 400 sq. ft. of gross floor area	1 space per 200 sq. ft. of gross floor area	Same as above
Plant nurseries, landscaping materials, greenhouses (commercial)	Same as above	Same as above	Same as above
SERVICE USES, HEALTH			
Hospitals	1 space per each 2 regular staff members on the largest shift, plus 1 space per each 10 beds	1 space per each regular staff member on the largest shift, plus 1 space per each 5 beds	2 spaces, plus 1 per each 10 vehicle parking stalls
Nursing, rest or convalescent homes	Same as above	Same as above	Same as above
Offices, medical and dental	2 spaces per each exam or consultation room	3 spaces per each exam or consultation room	Same as above
SERVICE USES, LODGING			
Bed and breakfast inns/tourist homes	1 space in addition to the spaces required for the residential unit	1 space per sleeping room in addition to the spaces required for the residential unit	None
Hotels/motels	1 space per hotel/motel unit	1.25 spaces per hotel/motel unit if meeting and/or banquet space is provided	2 spaces, plus 1 space per each 10 hotel/motel units
SERVICE USES, PERSONAL			
Child day care centers and stand alone preschools ¹	1 space per each staff member plus 1 drop-off/pick-up space	1 space per each staff member, plus 1 drop-off/pick-up space, plus one space per each 10 children	2 spaces
Funeral parlors and mortuaries	1 space per 150 sq. ft. of assembly space	1 space per 75 sq. ft. of assembly space	None
Laundry and dry cleaning services	1 space per each 2 employees, plus 1 designated drop-off/ pick-up space	1 space per each employee, plus 3 additional spaces	None
Other personal services (e.g., barber shops, beauty salons, etc.)	1 space per 400 sq. ft. of gross floor area	1 space per 200 sq. ft. of gross floor area	2 spaces, plus 1 space per each 10 vehicle parking stalls
SERVICE USES, MISCELLANEOUS			
Automotive repair establishments ²	1 space per each 2 employees, plus 2 additional spaces	1 space per each employee, plus 4 additional spaces	2 spaces
PUBLIC FACILITY USES			

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Use	Minimum Required Parking Spaces	Maximum Permissible Parking Spaces	Required Bicycle Spaces (minimum of two spaces if not listed)
Offices, government	1 space per each 600 sq. ft. of gross floor area	1 space per each 300 sq. ft. of gross floor area	2 spaces, plus 1 space per each 10 vehicle parking stalls
Public parks	Determined on a case-by-case basis through SEPA review	Determined on a case-by-case basis through SEPA review	Determined on a case-by-case basis through SEPA review
OTHER USES			
Churches	1 space per 8 seats or 1 space per each 12 lineal feet of bench or pew	1 space per 4 seats or 1 space per each 6 lineal feet of bench or pew	None
Ferry landings	Determined on a case-by-case basis through SEPA review	Determined on a case-by-case basis through SEPA review	Determined on a case-by-case basis through SEPA review
Marinas	No requirement for transient moorage slips; 1 space per each 20 permanent moorage slips	1 space per each 10 transient and/or permanent moorage slips	4 spaces, plus 1 space per each 10 vehicle parking stalls
Schools, elementary and middle (public or private)	1 space per classroom, plus 2 loading spaces per classroom	None	10 spaces per classroom
Schools, higher education	Determined on a case-by-case basis through SEPA review	Determined on a case-by-case basis through SEPA review	Determined on a case-by-case basis through SEPA review
Schools, high schools ³	1 space per each classroom and office, plus 1 space per 8 pupils that are of legal driving age	1 space per each classroom and office, plus 1 space per 4 pupils that are of legal driving age	5 spaces per classroom
Storage areas that are incidental and subordinate to a principal use	None	None	None

¹ The design, placement and proposed construction standards of all on-street spaces proposed to satisfy this requirement shall be reviewed and approved by the public works director, and meet city street standards unless waived or modified based on documented factors including consideration of topography, surrounding conditions, drainage, preservation of pervious surface; and be available on the same side of the street fronting the residence where the ADU is located.

² The area for off-street parking is exclusive of areas required for vehicle storage.

³ Parking requirements for associated public assembly areas, auditoriums, and stadiums shall be calculated separately.

⁴ Parking standards do not apply to in-home preschools, see Chapter 17.52 PTMC.

(Ord. 3035 § 9, 2010; Ord. 2996 § 2, 2008; Ord. 2977 § 1, 2008; Ord. 2939 § 4, 2007; Ord. 2893 § 2, 2005; Ord. 2782 § 4, 2001; Ord. 2635 § 1, 1998; Ord. 2571 § 2, 1997).

17.72.085 Maximum permitted parking.
 Repealed by Ord. 2893. (Ord. 2840 § 2(Exh. E), 2003).

17.72.090 Fractional spaces.
 If the provisions of this chapter result in a parking requirement which includes a fractional parking space, any fraction less than one-half shall be disregarded, and fractions of one-half or greater shall require one parking space. (Ord. 2893 § 2, 2005; Ord. 2571 § 2, 1997).

17.72.100 Uses not specified.
 In the case of a use not specifically mentioned in this chapter, the requirements for off-street parking facilities shall be determined by the decision-maker based on similar uses for which requirements are specified. (Ord. 2893 § 2, 2005; Ord. 2571 § 2, 1997).

17.72.110 Location.
 Off-street parking facilities shall be located as hereinafter specified; where a distance is specified, such distance shall be the walking distance measured along the shortest safe pedestrian way from the nearest point of the parking facility to the nearest entrance to the building which the facility is required to serve:

- A. For single-family dwellings: not more than 200 feet;

- B. For multifamily dwellings, boardinghouses, congregate care facilities, and tourist homes: not more than 100 feet;
- C. For restaurants, retail commercial establishments, hospitals, sanitariums, convalescent homes: not more than 200 feet;
- D. For bed and breakfast inns: not more than 200 feet; and
- E. For uses other than those specified above: not more than 500 feet. (Ord. 2893 § 2, 2005; Ord. 2571 § 2, 1997).

17.72.120 On-street parking spaces – credit, debit.

- A. If the proposed parking area plan submitted pursuant to PTMC 17.72.170 would require elimination of one or more existing on-street parking spaces within the C-III zoning district, the parking requirements prescribed in PTMC 17.72.080 are increased by two off-street spaces for each on-street space to be eliminated; provided, that the building official may waive all or part of any such increase upon a showing to his/her satisfaction that one or more of the spaces to be eliminated had been created by permission of the applicant within the six years preceding the proposed building, use or expansion.
- B. If, however, such parking area plan would restore one or more existing on-street parking spaces within the C-III zoning district by reducing existing curb cuts or other conflicts, the off-street parking requirements prescribed in PTMC 17.72.080 are reduced by two off-street parking spaces for each on-street parking space restored by said plan.
- C. The required number of off-street parking spaces provided for commercial, mixed use, and multifamily residential properties outside the C-III historic commercial district that are being developed, redeveloped, or expanded shall be reduced by two spaces for each on-street parking space provided adjacent to a site. The design, placement, and proposed construction standard of on-street parking spaces will be reviewed and approved by the public works director. Due to the high level of traffic, on-street parking may not be possible along Sims Way or other streets as determined by public works.

~~D. To promote adaptive reuse and preservation of historic buildings as defined under Chapter 17.08 PTMC; the required number of off-street parking spaces shall be reduced by the number of on-street parking spaces when the proposal retains or upgrades the historic classification and the proposed use is:~~

- ~~i. A bed and breakfast inn or a tourist home; or~~
- ~~ii. Multi-family; or~~
- ~~iii. Boarding house~~

~~On-street parking must be located on that portion of the public street right-of-way which is abutting the front and side lot lines of the property. In such instances, one on-street parking space shall be counted for each continuous 20 feet of abutting street frontage, less the 20 feet closest to each street intersection and any frontage which may not be safely used for on-street parking due to the presence of driveways, hydrants or other conflicting uses. On-street parking must meet the City's Engineering Design Standards unless waived by the Public Works Director.~~

~~DE. On-street parking spaces may be used to meet ADA (Americans with Disabilities Act) parking requirements if such a location meets ADA design standards and would better serve the public than off-street ADA parking.~~

~~F. All on-street parking shall be open to the public. Abutting property owners shall not be granted exclusive use of on-street parking spaces. (Ord. 2920 § 8, 2005; Ord. 2893 § 2, 2005; Ord. 2840 § 2(Exh. E), 2003; Ord. 2571 § 2, 1997).~~

17.72.130 Residential transient accommodations – Parking requirements.

~~A bed and breakfast inn or a tourist home shall provide parking consistent with the requirements of Table 17.72.080; provided, that for a bed and breakfast inn in an historic structure as defined under Chapter 17.08 PTMC, the required number of off-street parking spaces shall be reduced by the number of on-street parking spaces which are located on that portion of the public street right-of-way which is abutting the front and side lot lines of the property. In such instances, one on-street parking space shall be counted for each continuous 20 feet of abutting street frontage, less~~

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~~the 20 closest to each street intersection and any frontage which may not be safely used for on-street parking due to the presence of driveways, hydrants or other conflicting uses.~~ (Ord. 2893 § 2, 2005; Ord. 2571 § 2, 1997).

17.72.140 Joint use.

A. The decision-maker may authorize joint use of parking facilities required by this chapter through a joint use agreement between a use which requires parking primarily during the day (hereinafter, "daytime uses") and a use which requires parking primarily during the night (hereinafter, "nighttime uses"). Daytime uses are such establishments as banks, offices, retail and personal service shops, clothing, furniture, manufacturing, or wholesale and related uses. Nighttime uses include theaters, auditoriums, bowling alleys, bars, restaurants, lodgings and related uses.

B. The portion of parking facilities serving retail stores selling groceries and related items may not be used for joint use parking.

C. No more than one joint use parking agreement may be applied to each portion of any parking facility.

D. The applicant shall show that there is no substantial conflict between the principal operating hours of the building or uses for which joint use of off-street parking facilities is proposed.

E. The applicant shall present a binding legal agreement, executed by the parties holding an ownership interest in the properties subject to the proposed joint use parking agreement. The agreement shall be irrevocable for the term of the proposed joint use parking and shall provide, that in the event that the joint use parking becomes unavailable, replacement off-street parking shall be provided or the use shall be discontinued. Such instrument, after approval as to form and manner of execution by the city attorney, shall be approved by the decision-maker, recorded with the county auditor, and filed with the building official. (Ord. 2893 § 2, 2005; Ord. 2571 § 2, 1997).

17.72.150 Parking facilities – Plan required – Contents.

The applicant shall submit a plan of proposed parking facilities at the time of the application for the building or use that the parking facilities will serve. The plan shall include the following:

A. North point and scale;

B. All adjacent streets, alleys, sidewalks and curbs;

C. Storm drainage facilities, designed and approved in accordance with Article IV of PTMC Title 13;

D. Ownership of entire lot or parcel to be developed;

E. Existing and proposed land contours;

F. Existing trees which have a trunk diameter of six inches or greater measured for feet above grade;

G. Outline of all existing and proposed structures;

H. Completely dimensioned parking layouts, clearly showing all parking stalls, directional arrows or signs, bull rails, curbs, and other developments;

I. All traffic control devices such as parking stripes designating car stalls, directional arrows or signs, bull rails, curbs, and other developments;

J. Parking stalls, aisles and driveways shall be clearly marked as follows:

1. Hard-surfaced parking areas shall use white paint or equivalent material to delineate stalls and directional arrows; and each stall developed to compact car dimensions shall be clearly labeled "COMPACT" on the parking surface;

2. Gravel or ~~unsurfaced~~ parking areas shall use wood or concrete bull rails or wheel stops to delineate stalls, with posted signs to direct traffic; and each stall developed to compact car dimensions shall be clearly labeled "COMPACT" on the bull rails or wheel stops of each stall;

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K. Where pedestrian walkways are delineated, they shall be separated from vehicular traffic by curbs or shall be raised at least six inches above the lot surface;

L. All driveways and off-street parking areas which have four or more parking spaces and which exit onto a hard-surfaced public street shall be surfaced with a minimum of two inches of asphaltic concrete for a driving distance of at least 40 feet from such street;

M. Landscaping shall be shown pursuant to PTMC 17.72.170;

N. Lighting of areas provided for off-street parking shall be designed and arranged to prevent a nuisance or hazard to passing traffic, and where a parking facility shares a common boundary with any residentially zoned property, the lighting devices shall be shaped and directed to shield the light from such neighboring property. (Ord. 2893 § 2, 2005; Ord. 2571 § 2, 1997. Formerly 17.72.170).

17.72.160 Parking facilities – Design requirements.

A. Preliminary parking plans which do not show each parking space, access aisle and driveway pursuant to PTMC 17.72.150, or areas reserved for future parking on a gross area basis, shall allow 300 square feet per vehicle.

B. Standard Sized Parking Spaces.

1. Standard sized parking spaces placed parallel to the access driveway or aisle shall be a minimum of nine feet wide and 23 feet long. Driveways or aisles serving standard sized parallel spaces shall be a minimum of 20 feet wide for two-way traffic or 12 feet wide for one-way traffic;

2. Standard sized parking spaces placed at an angle to the access driveway or aisle shall conform to the minimum dimensional requirements for standard sized cars set forth in Table 17.72.160.

C. Compact Sized Parking Spaces.

1. When more than 10 parking spaces are required for a particular use, one-half of the parking spaces may be designated as "compact" spaces and be developed in conformance with the minimum dimensional requirements for compact sized cars set forth in Table 17.72.160.

2. Compact car sized parking placed parallel to the access driveway or aisle shall be a minimum of eight feet wide and 20 feet long. Driveways or aisles exclusively serving compact sized parallel parking spaces shall be a minimum of 20 feet wide for two-way traffic or 11 feet wide for one-way traffic.

3. Compact sized parking spaces placed at an angle to the access driveway or aisle shall conform to the minimum dimensional requirements of compact sized cars set forth in Table 17.72.160.

4. Every compact sized parking space developed pursuant to this chapter shall be clearly identified as such by painting the word "COMPACT" in upper case, block letters on the pavement within the space or, in the case of unpaved parking stalls, on the bull rails or wheel stops of each such stall.

D. Tandem parking spaces (allows forward car to be blocked by second car parked immediately behind) are permitted as follows:

1. One per single-family dwelling;
2. One per each four multifamily dwelling units;
3. Otherwise, one per each four employees.

E. The minimum number and dimensions of parking spaces for disabled persons shall be provided pursuant to applicable state laws and regulations.

F. No single curb cut shall be wider than 25 feet. For parking lots with fewer than 10 parking spaces, a single curb cut which is no wider than 12 feet is allowed. Parking lots with separate points of ingress and egress shall have curb cuts of maximum width of 12 feet separated by a distance of at least 20 feet.

Table 17.72.160

Minimum Parking Lot Dimensions

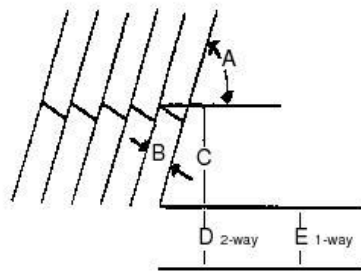
Standard Sized Spaces

A	B	C	D	E
35o	9.0'	17.3'	12.0'	12.0'
45o	9.0'	19.8'	15.0'	12.0'
60o	9.0'	21.0'	18.0'	17.0'
90o	9.0'	19.0'	24.0'	19.0'

Compact Sized Spaces

A	B	C	D	E
30o	8.0'	14.9'	12.0'	12.0'
45o	8.0'	17.0'	13.0'	12.0'
60o	8.0'	17.9'	16.0'	15.0'
90o	8.0'	16.0'	22.0'	18.0'

Key to Table



F. Surface standard

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Parking shall be a durable dustless surface. Gravel parking surfaces shall be considered impervious for stormwater management. Engineered permeable surface treatments are encouraged where appropriate to infiltrate stormwater.

(Ord. 2893 § 2, 2005; Ord. 2571 § 2, 1997. Formerly 17.72.180).

17.72.170 Parking facilities – Landscaping.

A. Purpose. The purpose of this section is to achieve the following:

1. Provide an opportunity for preservation and development of a pleasing visual environment in the multifamily residential, mixed use, commercial, marine-related and manufacturing districts of the city from the viewpoint of residents and visitors.
2. Preserve land values of properties surrounding off-street parking facilities.
3. Avoid and reduce visual blight which may be created by large expanses of barren asphalt which often make up parking lots.
4. Provide for the health, safety, and general welfare of the citizens by minimizing discordant and unsightly surroundings, assuring vehicular visibility at intersections, and providing for the beauty and balance of the city, as are the proper and necessary concerns of the city council.

B. Applicability. This section applies to all surface, off-street parking lots in the city of Port Townsend, excluding those that are accessory to single-family dwellings.

C. Performance Standards. The applicant shall submit a parking landscaping plan as required by PTMC 17.72.150 in accordance with the following standards:

1. Provide visual relief and shade in parking areas;
2. Provide visual separation and screening of parking areas from public streets, pedestrian areas and surrounding uses;
3. Preserve and protect existing significant trees;
4. Plant species that:
 - a. Fulfill the screening, shading and appearance purposes of the landscaping in all seasons;
 - b. Provide a desirable diversity of species;
 - c. Will be comparable in scale to surrounding existing and anticipated uses when plants reach maturity;
 - d. Are native to the regional environment or readily adaptable to local conditions;
 - e. Will not create particularly burdensome maintenance or damage problems such as large leaf debris, dripping sap, or pavement damage;
 - f. Will not require regular irrigation under normal local weather conditions after five years of growth;
5. Planting methods that follow accepted nursery standards and practices suited to the particular conditions of the site;
6. Provide for protection of trees from vehicular damage;
7. Provide a watering system to provide for adequate watering of the newly installed trees at the time of planting and through the dry periods (typically May through September) for a minimum of three years;

8. Planting areas shall be sized appropriately to allow proper plant growth and to protect shrubs and trees from vehicles.

- a. Planting areas containing trees shall have a minimum width and depth of eight feet;
- b. Other required planting areas shall have a minimum width and depth of five feet;
- c. Soils in planting areas shall be free of compaction to a minimum depth of two feet and shall be free of debris such as broken concrete, asphalt, and construction waste. Soils will be amended as necessary with compost and/or nutrients to support healthy plant growth;

9. Preserve necessary sight triangles at intersections so vegetation will not create a vehicular sight hazard.

D. Minimum Standards. Except for parking in the historic overlay district, as defined in PTMC 17.30.040, each parking lot landscaping plan shall provide for the following minimum landscaping installations:

1. Perimeter landscaping adjacent to public rights-of-way: Off-street parking lots which will not be entirely screened visually by an intervening building or structure from any abutting public right-of-way, excluding dedicated alleys, shall provide landscaping between the parking lot and such right-of-way in accordance with the following minimum requirements:

- a. An eight-foot-wide planting strip along the entire street frontage, excluding driveways.
- b. One tree for each 35 lineal feet of street frontage or fraction thereof, excluding driveways.
- c. Each tree shall be healthy "balled and burlapped" stock and carefully planted in a planting area of at least 64 square feet, unless planted as a street tree within a sidewalk in accordance with city street tree planting standards.
- d. Each required deciduous street shall measure a minimum of three-quarters of an inch in diameter at six inches above the ground level at time of planting.
- e. Each required evergreen tree shall have a minimum height of eight feet at time of planting.
- f. The remaining planting strip area shall be planted with shrubs and ground cover sufficient to provide substantial visual screening to a height of approximately four feet within three years.
- g. Required shrubs shall be a minimum height of one and one-half feet at time of planting.
- h. All property other than the required landscaped strip lying between the right-of-way and off-street parking area shall be landscaped with landscape bark, grass or other ground cover.

2. Perimeter landscaping abutting other properties: Off-street parking lots which will not be entirely screened visually by an intervening building or structure from abutting property shall provide landscaping between the parking lot and such abutting property in accordance with the following minimum requirements:

- a. Where parking lots abut residentially zoned property, a wall, hedge, or other durable landscape barrier not less than five feet in height shall be placed to form a continuous visual screen between the parking lot and such abutting property. One of the following methods shall be used to provide such barrier:
 - i. Suitable hedge-type shrubs sized and planted to provide a solid screen to a height of five feet within three years of planting.
 - ii. Solid wood or shingle fencing a minimum five feet in height with shrubs planted in front a minimum of 10 feet on center to grow to at least five feet within five years of planting.

If such barrier consists all or in part of plant materials, such plant material shall be planted in a planting strip of not less than five feet in width. Where such parking lot abuts an existing hedge, wall or other

durable landscaping barrier on abutting property, such barrier may be used to satisfy the requirements of this subsection; provided, that such existing barrier substantially meets the standards of this section and protection against vehicular encroachment is provided for hedges.

b. One tree shall be placed for each 50 lineal feet of such landscape barrier or fraction thereof, otherwise planted to the standards set forth for perimeter landscaping in subsection (D)(1) of this section.

c. Where such parking lot abuts a dedicated alley, no landscaping shall be required.

3. Parking lot interior landscaping: Each parking area which has 20 or more parking spaces shall provide interior landscaping in accordance with the following minimum standards:

a. At least 10 percent of each such parking area shall be used for interior landscaping.

b. No parking space shall be greater than 75 lineal feet from a landscaped area.

c. Each landscaping area shall contain at least one tree which measures a minimum three-quarter-inch in diameter at six inches above ground level at time of planting. The remaining ground area shall be landscaped with plant materials.

E. Preservation of Significant Trees.

1. The applicant shall retain all significant trees within the required perimeter landscaping strip, excluding those which will constitute a safety hazard. Within the interior of parking areas, at least 15 percent of healthy trees over 25 feet in height shall be preserved.

2. Up to 10 percent of the required parking spaces may be eliminated at the rate of one parking space for each additional significant tree preserved, provided such trees do not constitute a safety hazard.

3. For the purposes of this subsection, any healthy tree which has a trunk diameter of six inches or larger shall be considered a significant tree.

F. Alternate parking lot landscaping plans may be approved by the planning DSD director upon a showing to his/her satisfaction that:

1. Due to the physical characteristics of the site or those of abutting properties, strict adherence to the minimum standards set forth in subsection D of this section would be unsafe or unnecessary to achieve the purposes of this title or unreasonably burdensome upon the applicant; and

2. The alternative plan proposed would satisfy the performance standards set forth in subsection C of this section. (Ord. 2893 § 2, 2005; Ord. 2840 § 2(Exh. E), 2003; Ord. 2571 § 2, 1997. Formerly 17.72.190).

17.72.180 Bicycle parking facilities – Design standards.

A. Bicycle parking facilities shall be stationary racks that support the bicycle with at least one point to which the user can lock the bicycle and both wheels and frame (with the removal of the front wheel) with a high security U-shaped lock or cable lock.

1. Where practicable, bicycle facilities should be grouped into four parking stalls for ease of visibility to the public. Bicycle facilities should be shared among adjoining establishments.

2. Location.

a. Bicycle facilities should be located no further from a public entrance than the nearest nonhandicapped parking stall.

b. For uses exempt from the off-street vehicular parking requirements of this title, bicycle facilities should be placed as near to the public entrance as possible without obstructing pedestrian movement.

B. Bicycle parking spaces should be two feet by six feet with no less than a seven-foot overhead and a five-foot maneuvering aisle behind each row of bicycle parking.

C. Bicycle parking areas should be separated from a motor vehicle parking area by a barrier, post or bollard, or by at least five feet of open space behind the maneuvering area.

D. If public bicycle parking is not clearly visible from the main entrance, then directional signs should be provided. (Ord. 2893 § 2, 2005).

17.72.190 Parking facilities – Maintenance.

A. It shall be the responsibility of the property owner to maintain all off-street parking, pedestrian and landscaping facilities on his/her property and any abutting public sidewalks and landscaping areas. Such maintenance shall include removal and replacement of dead and dying trees, grass and shrubs; removal of trash and weeds; and within the off-street parking facilities, repair of traffic control devices, signs, light standards, fences, walls, surfacing material, curbs and railings.

B. Cutting and pruning of trees in any public rights-of-way shall be conducted in accordance with the provisions of PTMC Title 12. (Ord. 2893 § 2, 2005; Ord. 2571 § 2, 1997. Formerly 17.72.200).

17.72.195 Parking facilities – Compliance with ADA and laws of Washington.

All off-street parking facilities hereafter constructed, expanded or enlarged shall comply with the requirements of 42 U.S.C. Chapter 126 (Equal Opportunity for Individuals with Disabilities) and with the laws of the state of Washington relating to parking facilities for persons with disabilities or handicaps. (Ord. 2893 § 2, 2005).

17.72.200 Off-street loading and queuing spaces – Number required.

A. Each hospital, manufacturing establishment, retail or wholesale store, laundry or dry cleaning establishment, warehouse or similar use where large amounts of goods are received or shipped shall provide the minimum number of truck loading spaces indicated by the following table:

Aggregate Gross Floor Area (in square feet)	Minimum Number of Spaces
Less than 10,000	None
10,000 to 15,999	1
16,000 to 39,999	2
40,000 to 65,000	3
Each additional 16,000	1 additional

B. Each auditorium, stadium, arena or assembly hall, hotel, office building, restaurant, or similar use shall provide the minimum number of truck loading spaces indicated by the following table:

Aggregate Gross Floor Area (in square feet)	Minimum Number of Spaces
Less than 40,000	None
40,000 to 59,999	1
60,000 to 99,999	2
100,000 to 160,000	3
Each additional 160,000	1 additional

C. Each loading space shall be not less than 10 feet in width and 25 feet in length, and shall have a vertical clearance of at least 14 feet in height.

D. All banks and financial institutions, fast food restaurants, and other businesses which maintain drive-in facilities shall provide sufficient vehicular queuing space to prevent obstruction of public rights-of-way or private driveways or aisles during peak business hours. (Ord. 2893 § 2, 2005; Ord. 2571 § 2, 1997. Formerly 17.72.210).