

ORDINANCE 1055

CITY OF LACEY

AN ORDINANCE OF THE CITY OF LACEY, WASHINGTON, RELATING TO OFFSTREET PARKING WITHIN THE CENTRAL BUSINESS DISTRICT, AMENDING SECTION 16.24.110 OF THE LACEY MUNICIPAL CODE AND APPROVING A SUMMARY FOR PUBLICATION.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LACEY, WASHINGTON, as follows:

Section 1. Section 16.24.110 of the Lacey Municipal Code is hereby amended to read as follows:

16.24.110 Off-street parking.

A. The provisions of Chapter 16.72, except as they conflict with this section, apply to development in the CBD land use districts.

B. Each use within a CBD land use district must provide parking spaces as specified in *Table 16T-13*.

C. The maximum parking requirements specified in this section shall be phased in over time as provided for in the following schedule:

1990-1993 No maximum

1994-1997 Refer to *Table 16T-13*

1998-2001 Reduce all maximum values by "1"

2002+ Reduce all maximum values identified in *Table 16T-13* by "2".

1. Prior to each scheduled decrease of maximum off-street parking requirements taking effect, the planning commission shall conduct a review and assessment of the adequacy of the parking requirements by land use type and by individual CBD land use district. The planning commission may hold a public hearing on the matter and shall make a recommendation to the city council. The scheduled maximum parking requirements shall become effective automatically unless acted upon by ordinance of the city council.

Development applications granted preliminary approval prior to action by the city council shall be vested and allowed maximum values under the then existing off-street parking requirement.

2. If more parking spaces than the maximum permitted by this section exist on the subject property, an owner/developer may lease those excess spaces until conformance with this section is reached.

If fewer parking spaces than the minimum required by the section exist on the subject property, no parking space existing on the effective date of Section 16.24.110 may be eliminated unless it is replaced by another parking space serving the use.

3. This same procedure shall also be followed for all subsequent amendments to this section.

D. The minimum parking requirements specified in this section may be adjusted by the enforcing officer and/or site plan review committee under the following conditions; when in their opinion an adjustment will be in accord with the purposes of this code, and will not create an adverse impact on existing or potential uses adjoining the subject property, or in the general vicinity of the subject property. Covenants, guarantees or agreements shall be required as necessary to ensure continued compliance with this section.

1. Two or more uses may share a parking area or garage if:

a. The total number of parking spaces provided is at least equal to the sum of the minimum number of spaces required for each use, and no greater than the sum of the maximum number of spaces permitted for each use; or

b. The uses are operating during different hours and the number of parking spaces is at least equal to the minimum number of spaces required for all uses operating at the same time, and no greater than the maximum number of spaces permitted for all uses operating at the same time.

2. Where adjoining parking facilities of two or more ownerships are developed and designed as one parking facility, a reduction of twenty-five percent of the total combined required parking spaces may be permitted.

3. The continuation of joint or shared facilities shall be assured by a sufficient legal document such as a covenant or reciprocal easement agreement or by participation in a local improvement district or parking association. Joint or shared parking associated with multi-tenant retail and commercial uses will be considered to be a shared parking facility. Lease agreements will satisfy the requirement for a sufficient legal document. However, any new tenant whose parking requirement reduces the total parking available in the shared parking facility below seventy-five percent of the requirements for all uses sharing the facility, will be required to provide additional parking.

4. Upon demonstration to the enforcing officer and/or site plan review committee that effective alternatives to automobile access are in effect, they may reduce, by not more than fifty percent, the parking requirements otherwise prescribed for any use, or combination of uses on the same or adjoining sites, to an extent commensurate with the permanence, effectiveness and demonstrated reduction in off-street parking demand effectuated by such alternative programs.

Alternative programs that may be considered by the enforcing officer and/or site plan review committee under this provision include, but are not limited to the following:

a. Private vanpool operation;

- b. Transit/vanpool fare subsidy;
- c. Imposition of a charge for parking;
- d. Provision of subscription bus services;
- e. Flexible work hour schedule;
- f. Capital improvements for transit services;
- g. Preferential parking for carpools/vanpools;
- h. Participation in the ride-matching program;
- i. Reduction of parking fees for carpools and vanpools;
- j. Establishment of a transportation coordinator position to implement carpool, vanpool and transit programs;
- k. Bicycle parking facilities.

E. Off-street parking requirements for uses similar or related to, or any use not specifically listed in *Table 16T-13*, shall be determined by the enforcing officer and/or site plan review committee after consultation with the director of public works on the basis of the requirement for similar uses, and on the basis of evidence of actual demand created for similar or related uses in Lacey, and such other traffic engineering or planning data as may be available and appropriate for the establishment of minimum and maximum parking requirements.

F. Parking spaces may be designed and constructed for up to fifty percent of the required number for compact size cars. An applicant must clearly identify all spaces designed and constructed for compact car use. The enforcing officer and/or site plan review committee may approve the design and designation of more than fifty percent of the spaces for use by compact cars if the applicant demonstrates that no adverse impact will result.

G. Parking area for land uses located outside the city shall be prohibited.

G H. The site plan review committee shall review and approve, approve with conditions or deny a proposal for a parking structure through the site plan review process (Chapter 16.84). The site plan review committee may approve the parking structure only if:

- 1. General.
 - a. Driveway openings are limited and the number of access lanes in each opening are minimized.
 - b. Ground level screening of parked vehicles by landscaping, or by a wall or other screening, is provided if pedestrian-oriented frontage is not developed at the ground level.
 - c. The dimension of the parking structure abutting pedestrian areas is minimized, except where pedestrian-oriented frontage is provided.
 - d. Whenever practicable, pedestrian-oriented uses are provided for at the street frontage.
 - e. A wall or other screening of sufficient height to screen parked vehicles and which exhibits a visually pleasing character is provided at all above grade levels of the parking structure.

f. A safe pedestrian linkage system between the parking structure and the principal use exists.

g. The upper surface of underground parking structures shall not exceed a height of three and one-half feet above the average grade of the abutting public sidewalk and no parking shall be permitted on top of that portion of an underground parking structure which is above the established grade.

h. Above ground parking structures shall not front on 7th Avenue or any arterial street unless they are visually compatible with the principal use structure and the character of development of the CBD land use district.

2. Requirements of Specific Locations. In addition to the requirements of subsection 16.24.110(D)(1), pedestrian-oriented frontage is required at ground level of a parking structure.

a. Along Sleater-Kinney, College, 6th and 7th Avenues, if the parking garage is located within fifty feet of those streets, and is between Martin Way and Pacific Avenue;

b. Along any street in a CBD land use district if the parking garage is located at the zero front setback line and/or at the zero side setback line if a corner lot.
I. Parking areas or garages shall be designed to provide for off-street vehicle circulation to adjoining property and parking areas where physically feasible, except that driveways and parking aisles should not cross pedestrian linkages in CBD land use districts.

± J. An owner/developer may elect to provide off-street parking by entering a voluntary agreement with the city to pay a fee-in-lieu of constructing or otherwise causing the provision of off-street parking facilities as provided for in subsections 16.24.110(A,B). Such contributions shall be at a rate as determined by the city engineer, adjusted annually by a construction cost price index. All contributions shall be deposited in a "downtown parking reserve fund." The fund shall be administered by the city and proceeds shall be used to further the objective of expanding the supply of off-street parking spaces and facilities.

Priorities for construction of parking facilities shall be identified in a comprehensive parking plan and capital improvements program approved by the city council. The plan shall take into consideration the amount of available off-street parking within an area, the need for concentration of public parking facilities to prevent proliferation of private parking lots alternating with buildings, the visual and traffic impacts of parking areas or garages and the degree to which the parking areas or structures will encourage pedestrian circulation.

All moneys voluntarily contributed by an owner/developer shall be spent or loaned by the city within twenty years on public parking areas or structures within

the same CBD land use district from which the contribution originated.

¶ K. Convenient, marked pedestrian access shall be provided from parking areas to pedestrian linkage systems and from parking areas to principal uses.

¶ L. If an owner/developer participates in the FAR amenity incentive system described in Section 16.24.080, she/he shall not be required to calculate additional gross floor area for parking purposes, as required by this section, for amenities that do not directly create additional leasable floor area.

¶ M. An owner/developer may install the required parking spaces in phases if a phased schedule has been approved by the enforcing officer and/or site plan review committee. This schedule must specifically indicate when the minimum parking requirements of Section 16.24.110 will be provided. The enforcing officer and/or site plan review committee may permit the use of temporary parking areas with appropriate screening as part of a phasing schedule. In addition, the enforcing officer and/or site plan review committee may require a performance assurance device to insure conformance with the requirements and intent of Section 16.24.110.

¶ N. When adequate vehicular access to an approved lot or development is available from a side street, no such access shall be permitted from the front street. Where lots have double frontage, if vehicular access from a side street or a street of lower functional classification is not available, such access shall be from the street anticipated to carry the least amount of traffic.

Section 7. The summary attached hereto is hereby approved for publication.

PASSED BY THE CITY COUNCIL OF THE CITY OF LACEY, WASHINGTON, this 27th day of March, 1997.

CITY COUNCIL

By: Nancy Peterson
Mayor

Attest:

Approved as to form:

Charlotte M Taylor
City Clerk

[Signature]
City Attorney

Published: March 31, 1997
Monday,

SUMMARY FOR PUBLICATION

ORDINANCE 1055

CITY OF LACEY

The City Council of the City of Lacey, Washington, passed on March 27, 1997, Ordinance No. 1055 entitled "AN ORDINANCE OF THE CITY OF LACEY, WASHINGTON, RELATING TO OFFSTREET PARKING WITHIN THE CENTRAL BUSINESS DISTRICT, AMENDING SECTION 16.24.110 OF THE LACEY MUNICIPAL CODE AND APPROVING A SUMMARY FOR PUBLICATION."

The main point of the ordinance is described as follows:

The ordinance amends the offstreet parking provisions relating to the Central Business District contained within Lacey Municipal Coded Section 16.24.110 to prohibit the use of land within this district for parking for land uses located outside the city.

A copy of the full text of this Ordinance will be mailed without charge to any person requesting the same from the City of Lacey.

Published: Monday, March 31, 1997.

Charlotta M. Taylor
Lacey City Clerk