

ORDINANCE 1130  
CITY OF LACEY

AN ORDINANCE OF THE CITY OF LACEY, WASHINGTON, RELATING TO PARKING REQUIREMENTS WITHIN THE CITY, AMENDING SECTIONS 16.72.010, 16.72.020, ~~16.72.030~~, 16.72.050, 16.24.110, 16.27.060, 16.41.060, 16.39.050, 16.42.060 AND 16.30.050 OF THE LACEY MUNICIPAL CODE, REPEALING SECTIONS 16.24.120, 16.24.125 AND 16.27.080 AND TABLES 16T-13.1, 16T-13.2, 16T-15.1, 16T-15.2, 16T-16, 16T-17, 16T-18, 16T-19 AND 16T-20 OF SAID CODE AND ADDING TO THE LACEY MUNICIPAL CODE A NEW SECTION 16.24.120 AND TABLE 16T-13, 16T-18, 16T-19 AND 16T-20 AND ADOPTING A SUMMARY FOR PUBLICATION.

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

Section 1. Section 16.72.010 of the Lacey Municipal Code is hereby amended to read as follows:

16.72.010 Intent. It is the intent of this chapter to:

- A. Assure that space is provided for the parking, loading and unloading of motor vehicles on the site of premises or uses which attract said motor vehicles;
- B. Provide minimum and maximum standards of space and parking arrangements, and for the movement of motor vehicles into and out of such spaces;
- C. Promote implementation of the City of Lacey Transportation Plan policies to support commute trip reduction programs and more use of transportation choices.
- D. Provide alternatives and incentives to reduce parking needs by utilizing transportation demand management (TDM) strategies.
- E. Reduced parking has benefits, particularly considering opportunities for alternative use of valuable land resources. Less space utilized for parking means additional area for retail space, additional building pads, or more pervious surface and landscaping. Increased retail space can help

promote a healthy retail tax base. More pervious surface and landscaping can reduce drainage impacts, and promote more attractive cityscape.

E.F. Avoid or reduce traffic congestion on public streets by:

1. Keeping the need for on-street parking to a minimum, and
2. Controlling access to sites;

D.G. Enhance safety for pedestrians and motor vehicle operators;

E.H. Encourage the creation of an aesthetically pleasing and functionally adequate system of off-street parking and loading facilities.

Section 2. Section 16.72.020 of the Lacey Municipal Code is hereby amended to read as follows:

16.72.020 General requirements.

A. Off-street parking spaces and driveways shall not be used at any time for purposes other than their intended use, i.e., the temporary storage of motor vehicles used by persons visiting or having business to conduct on the premises for which the parking is provided. Provided, however, the site plan review committee may approve other uses it deems reasonable that will not adversely impact parking requirements for the primary use of the property.

B. ~~Minimum p~~ Parking space required and intended for use by occupants or users of specific premises shall not be leased or rented to others, nor shall such space be made unavailable through other means to the users for whom the parking spaces are intended. This, however, does not preclude shared parking arrangements approved by the City or other activities approved by the site plan review committee.

C. Except where specifically permitted in certain zoning districts, off-street parking spaces shall not be used for loading or unloading of commercial vehicles larger than those vehicles for which the parking spaces are intended.

D. Whenever a building or a piece of land is put to a use different from the immediately preceding use, or when a building is remodeled, reconstructed or expanded, adequate off-street parking shall be provided consistent with the new use, reconstruction or expansion of the premises.

E. Proposed large projects that are defined as major employers or worksites (RCW 70.94.524) shall provide an assessment of the cost of parking space separate from the cost of the area used for building purposes. This information will help the applicant, the City of Lacey and Intercity Transit evaluate opportunities for parking reduction and TDM strategies.

Section 3. Section 16.72.030 of the Lacey Municipal Code is hereby amended to read as follows:

16.72.030 Minimum District Parking requirements.

~~A.~~ The requirements for off-street parking and loading facilities and their design shall be regarded as the minimum; however, the owner, developer, or operator of the premises for which the parking facilities are intended shall be responsible for providing adequate amounts and arrangement of space for the particular premises even though such space or its arrangement is in excess of the minimum set forth in this chapter.

BA. The requirements for any use not listed herein shall be those of the listed use most similar to the unlisted use. When similarity is not apparent, the enforcing officer and/or the site plan review committee shall determine the minimum and maximum for the unlisted use.

CB. For special uses, as identified and described in Chapter 16.66 of this title, the parking requirement shall be as provided in that chapter or as determined by the site plan review committee.

D C. Residential District. Off-street parking requirements for residential districts are located in Table 16T-13.

~~Number of  
Spaces Per  
Residential Uses Dwelling Unit~~

Single-family homes ————— 2  
Duplexes ————— 2  
Multi-family structures ————— 2<sup>+</sup>  
~~Plus two tenths space per dwelling unit in  
buildings containing five or more dwelling units~~

~~E. Mobile Homes. Number of  
Spaces Per  
Dwelling~~

~~Mobile Homes ————— Unit —————  
In mobile home  
subdivisions ————— 2  
In mobile home parks ————— 1 1/2  
In mobile home  
— parks the parking  
— spaces in excess  
— of one per mobile  
— home may be  
— grouped in shared  
— parking areas.~~

FD. Commercial, Business Park and Industrial Uses.

1.

a. Parking standard table:

In the several commercial, industrial, business park, and mixed use districts, off-street parking requirements shall be as shown herein, in Table 16T-13 provided that all of the property is controlled by a single person or corporation, or written agreements for shared parking, acceptable to the city, are filed with the enforcing officer.

b. Phased reduction of maximum parking standards:

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<sup>1</sup>~~Housing intended for exclusive use of, and occupied by, senior citizens shall provide one space for every three dwelling units plus two tenths space per dwelling unit in buildings containing five or more dwelling units.~~

~~Housing in which the dwelling units are characterized by one room enclosing all activities (sometimes referred to as "bachelor" or "efficiency" units) shall provide one and one half parking spaces for each dwelling unit, plus two tenths space per dwelling unit in buildings containing five or more dwelling units.~~

The maximum parking requirements shall be reduced over time as provided for in the following schedule:

2002+ Reduce all maximum values identified in Table 16T-13 by "1". Provided no maximum values will be reduced below 1.

Prior to the 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 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.

c. Reducing minimum standards and increasing maximum standards:

The site plan review committee may reduce the minimum amount of parking pursuant to requirements of 16.72.030.D.3 and/or the mixed use parking reduction standards in Table 16T-13 of this chapter.

Additionally, the maximum parking standards may be increased if the site plan review committee finds compelling reasons to do so. Such determination shall be at the sole discretion of the committee based upon such factors as unique site or use requirements, historical data of a particular use or other relevant factors indicating additional parking is necessary to properly serve a use or uses at a site.

Shared parking agreements are ~~acceptable only~~ encouraged if the physical relationship between the premises makes such sharing possible and results in superior design in terms of layout, access, reduced curb cuts and the like.

~~2. In the following list, the parking requirements of specific uses listed shall be adhered to, shared agreements or single ownership control notwithstanding.~~

~~3. Note: Some parking requirements are expressed in terms of a ratio of parking area in relation to gross floor area (GFA) in the building.~~

~~Therefore, two square feet per square foot of GFA means that a five thousand square foot building would have to provide ten thousand square feet of parking area.~~

~~The minimum number of parking spaces is then determined by dividing the square footage of the parking area by three hundred. In a ten thousand square foot area, thirty-three spaces would be required.~~

~~The three hundred square foot per car allows for access drives, aisles and landscaping areas, since the dimensions of each space is approximately nine by twenty or one hundred eighty square feet. The number of spaces may also be increased in excess of the minimum required, depending on size and shape of site and the arrangement of spaces in the area. (See Table 16T-15.)~~

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 this ordinance may be eliminated unless it is replaced by another parking space serving the use or techniques are applied to allow such reduction pursuant to this chapter.

3. The minimum automobile and bicycle 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.

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

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

ii. 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 less the mixed use parking reduction standards, if permitted, and no greater than the maximum number of spaces permitted for all uses operating at the same time.

b. Where adjoining parking facilities of two or more ownerships are developed and designed as one parking facility, a reduction of required parking spaces may be permitted based upon the increased potential opportunity for shared parking and other parking reduction techniques. Parking reduction allowed will be commensurate with parking techniques utilized.

c. 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.

d. For large projects where a traffic study is required under Chapter 14.21 (Traffic mitigation and concurrency) and the proposal has 100 or more employees, a comprehensive TDM strategy may be proposed for a reduction in required minimum parking. 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, in increments the amount of parking prescribed for any use, or combination of uses on the same or adjoining sites. Additionally, a bonus credit towards transportation impact fees may be awarded for reducing parking area pursuant to Section 16.72.030. The reduction in parking permitted and the incentive bonus shall be 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:

- i. Private vanpool operation;
- ii. Transit/vanpool fare subsidy;
- iii. Imposition of a charge for parking;
- iv. Provision of subscription bus services;
- v. Flexible work hour schedule;
- vi. Capital improvements for transit services;
- vii. Preferential parking for carpools/vanpools;
- viii. Participation in the ride-matching program;
- ix. Reduction of parking fees for carpools and vanpools;
- x. Establishment of a transportation coordinator position to implement carpool, vanpool and transit programs;

xi. Bicycle parking facilities including associated shower and changing facilities;

xii. Compressed work week;

xiii. Telecommuting.

e. Anyone proposing a parking reduction under this section must provide information regarding the administration of the program to the site plan review committee. The information must include:

i. address each individual TDM strategy as part of the transportation impact analysis;

ii. provide the city with an estimate of peak hour employees as part of their site plan review application and traffic impact analysis;

iii. provide estimated parking occupancy rates for the development as part of the transportation impact analysis showing average weekday use;

iv. demonstrate how TDM strategies will be used to minimize the need for parking.

4. Transportation Demand Management Incentives. The site plan review committee shall determine whether the applicant can receive a traffic impact mitigation fee reduction for implementation of TDM strategies that reduce parking needs. Such incentives will be as listed in the following schedule as well as any traffic mitigation credit allowed under 14.21.030. The incentive bonus is as follows:

a. Any developer who builds at the minimum amount of parking allowed shall receive a 5% trip reduction in the calculation of traffic impacts.

b. Any developer who builds at or below the minimum and includes significant strategies from Section 16.72.030D.3.d. is eligible for an additional 5% trip reduction bonus.

c. Additional bonuses will be allowed under the provisions of 14.21.030.

G. Industrial Uses

~~1. General.~~

- ~~a. One space per employee based on the greatest number of employees on a single shift, plus;~~
- ~~b. One square foot parking per square foot of display or retail area, plus;~~
- ~~c. One space for each vehicle owned, leased or operated by the company.~~

~~2. Specific Uses.~~

~~Type of Minimum Parking  
Use Requirements~~

~~Warehouses 1 space/1000 sq. ft.  
GFA plus 1 space/400  
sq. ft. of GFA used for  
offices or display~~

Section 4. Section 16.72.050 of the Lacey Municipal Code is hereby amended to read as follows:

16.72.050 Development standards.

A. Parking lot construction shall comply with Section 14.19.030 of the Lacey Municipal Code.

B. Parking area design shall include:

1. Ingress and Egress. The location of all points of ingress and egress to parking areas shall be subject to the review and approval of the city engineer.
2. Backing Out Prohibited. In all commercial and industrial developments and in all residential buildings containing five or more dwelling units, parking areas shall be so arranged as to make it unnecessary for a vehicle to back out into any street or public right-of-way.
3. Parking Spaces--Access and Dimensions. Adequate provision shall be made for individual ingress and egress by vehicles to all parking stalls at all times by means of unobstructed

maneuvering aisles. Maneuvering aisles and parking stall dimensions shall be as shown in Tables 16T-18, 16T-19, and 16T-20.

~~4. Small Car Parking Spaces. In all parking facilities containing twenty-five or more parking spaces, a maximum of twenty-five percent of the required parking spaces may be reduced in size for the use of small cars, provided these spaces shall be clearly identified with a sign permanently affixed immediately in front of each space containing the notation, "Compacts Only." Spaces designed for small cars may be reduced in size to a minimum of seven and one-half feet in width and fifteen feet in length. Where feasible, all small car spaces shall be located in one or more contiguous areas and/or adjacent to ingress/egress points within parking facilities. Location of compact car parking spaces shall not create traffic congestion or impede traffic flows.~~

~~5. Setback of Buildings from Public Right-of-way.~~

~~a. When parking is not to be provided between the building and the right-of-way line, the building setback shall be:~~

~~(1) Forty-five feet from the centerline of the right-of-way; or~~

~~(2) Half the right-of-way width plus fifteen feet, whichever is greater.~~

~~b. When parking is to be provided between the building and the right-of-way line, the building setback shall be:~~

~~(1) Forty-five feet (five feet is for planted buffer strip along right-of-way line) from the centerline of the right-of-way; or~~

~~(2) Half the right-of-way width plus five feet (five feet is for planted buffer strip along right-of-way line), whichever is greater; plus~~

~~(3) The distance needed for appropriate parking and internal circulation as shown in the design standards~~

~~of Section 16.72.050. (See Tables 16T-16 through 16T-20.)~~

64. Surfacing. All parking areas for more than four vehicles shall be surfaced with asphalt, concrete or similar pavement so as to provide a surface that is durable and dust free and shall be so graded and drained as to properly dispose of all surface water.

7.5. Stormwater Runoff. All stormwater runoff shall be retained and disposed of on site or disposed of in a system designed for such runoff and which does not flood or damage adjacent properties. Systems designed for runoff retention and control shall comply with specifications provided by the city and shall be subject to its review and approval, and shall, moreover, comply with Chapter 15.36 of the Lacey Municipal Code pertaining to community facilities.

6. 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.

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

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

9. 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.

10. 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/maximum parking requirements 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 of this ordinance.

11. 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.

12. Parking area and circulation design.

a. The city public works department shall have the authority to fix the location, width and manner of approach of vehicular ingress or egress from a building or parking area to a public street and to alter existing ingress and egress as may be required to control street traffic in the interest of public safety and general welfare.

b. Internal circulation of the lot shall be so designed as to minimize in-and-out driving time, idling time and time spent looking for a parking space.

c. When off-street parking is provided in the rear of a building and a driveway or lane alongside the building provides access to the rear parking area, such driveway or lane shall be a minimum width of twelve feet with a ~~three~~ five-foot minimum width sidewalk adjoining the building and curbed or raised six inches above the driveway surface.

d. Parking areas shall include landscaping as required by Chapter 16.80.

e. Parking circulation and design shall meet requirements for public transportation and pedestrians under Chapter 14.23.084

C. Bicycle Design Standards.

1. The minimum bicycle rack should be grouped into four (4) parking stalls for ease of visibility to the public. Bicycle facilities should be shared among adjoining establishments.
2. Bicycle racks which only support a bicycle front or rear wheel are not permitted. The rack shall be securely mounted to the ground and covered.
3. Bicycle parking spaces should be 2-feet by 6-feet with no less than a 7-foot over head and a 5-foot maneuvering aisle behind each row of bicycle parking.
4. A bicycle parking area should be separated from a motor vehicle parking area by a barrier, post or bollard, or by at least 5-feet of open space behind the maneuvering area.
5. Bicycle facilities should be located no further from a public entrance than the nearest non-handicapped parking stall.
6. If public bicycle parking is not clearly visible from the main entrance then directional signs should be provided.
7. All major employers or major worksites, as defined by RCW 70.94.524, shall provide a minimum of one shower and changing facility per gender.

Section 5. 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 permanency,~~

~~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 167-13*, 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.~~

H.B. 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.

~~F~~.C. 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.

~~F~~.D. 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 6. Section 16.24.120 and 16.24.125 of the Lacey Municipal Code are hereby repealed.

Section 7. It is hereby added to the Lacey Municipal Code a new Section 16.24.120 to read as follows:

*cont* 16.24.120 Design Review. All applicable requirements of Chapter 14.23 shall be satisfied in design review process and decision making.

*cont* Section 8. Section 16.27.<sup>060</sup>~~160~~ of the Lacey Municipal Code is hereby amended to read as follows:

16.27.060 Building location. Location of buildings or structures on site, if adjacent parcels are in same zoning district or in another commercial or industrial district, shall be as follows:

- A. Setbacks from side property lines, fifteen feet;
- B. Setbacks from rear property lines, fifteen feet;
- C. Setbacks from front property lines, fifteen feet. ~~shall be in accordance with Section 16.27.080.~~

Section 9. Section 16.27.080 of the Lacey Municipal Code is hereby repealed.

Section 10. Section 16.41.060 of the Lacey Municipal Code is hereby amended to read as follows:

16.41.060 Off-street parking and loading. The number of parking spaces required are found in Table 16T-13. Parking areas shall be designed according to the requirements in 16.72.050. ~~All developments shall provide parking at a maximum ratio of four cars per one thousand square feet of gross floor area and a minimum ratio of two cars per one thousand square feet of gross floor area. The site plan review committee may lower the ratio to as little as five-tenths per one thousand square feet of floor area if a covenant is attached to the property that limits the occupancy load to ninety-five percent of the parking stalls available. In addition, the site plan review committee may authorize a parking ratio up to five cars per one thousand square feet of gross floor area if the need can be demonstrated. In no~~

~~case shall the number of permitted allowable occupants exceed the number of parking stalls without a special permit.~~  
The number of loading spaces required are found in Chapter 16.72 of this title.

Section 11. Section 16.39.050 of the Lacey Municipal Code is hereby amended to read as follows:

16.39.050 Site requirements. Minimum site requirements shall be as follows:

- A. Lot area, ten thousand square feet.
- B. Lot width, one hundred feet.
- C. Side yard setback, fifteen feet unless the property abuts residentially zoned property, in which case the side yard setback shall be twenty-five feet.
- D. Rear yard setback, fifteen feet unless the property abuts residentially zoned property, in which case the rear yard setback shall be twenty-five feet.
- E. Front yard setback, fifteen feet. ~~as required in Chapter 16.72.~~

Section 12. Section 16.42.060 of the Lacey Municipal Code is hereby amended to read as follows:

16.42.060 Minimum site requirements. Minimum site requirements shall be as follows:

- A. Lot area, five acres.
- B. Lot width, three hundred feet.
- C. Side yard setback, twenty-five feet or fifty feet if abutting a residential area.
- D. Rear yard setback, twenty-five feet or fifty feet if abutting a residential area.
- E. Front yard setback fifteen feet ~~.as required in Chapter 16.72.~~

F. Relationship to adjacent parcels in the same classification:  
Setbacks between buildings in separate ownership are exempt from the side and rear setback requirements cited in this section, but shall comply with the side and rear setback requirements of the fire and building codes.

Section 13. Section 16.30.050 of the Lacey Municipal Code is hereby amended to read as follows:

16.30.050 Site area. The size and shape of sites shall be as follows:

A. Minimum lot area, ten thousand square feet.

B. Minimum lot width, seventy feet.

C. Minimum side yard, ten feet.

D. Minimum rear yard, twenty feet.

E. Minimum front yard, fifteen feet. ~~as per setback requirements in Chapter 16.72 of this title.~~

F. Maximum building coverage, forty percent.

G. Maximum development coverage, seventy percent.

H. Maximum building height, forty feet.

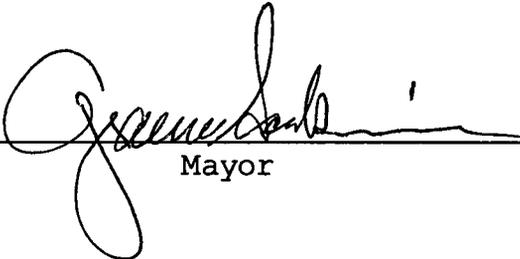
Section 14. Tables 16T-13.1, 16T-13.2, 16T-15.1, 16T-15.2, 16T-16, 16T-17, 16T-18, 16T-19 AND 16t-20 are hereby repealed.

Section 15. There is hereby added to the Lacey Municipal Code Tables 16T-13, 16T-18, 16T-19 AND 16t-20 in the form attached to this Ordinance.

Section 16. The summary of this Ordinance, which is attached hereto, is approved for publication.

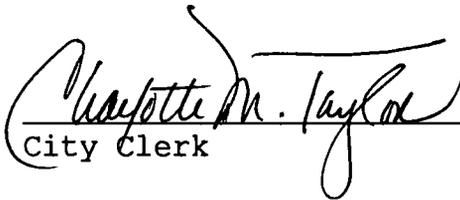
PASSED BY THE CITY COUNCIL OF THE CITY OF LACEY, WASHINGTON,  
this 25th day of May, 2000.

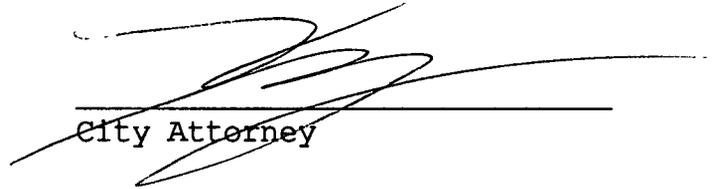
CITY COUNCIL

By   
Mayor

Attest:

Approved as to form:

  
City Clerk

  
City Attorney

Published: May 30, 2000  
Tuesday

**Table 16T-13**

Use	Unit Measure	Min	Max	Required Bicycle Parking Spaces
<b><i>BUSINESS PARK</i></b>				
<i>General Business Park</i> <sup>1</sup>	<i>Per 1,000 square foot</i>	<u>2</u>	<u>4</u>	See offices
<b><i>COMMERCIAL</i></b>				
Banks	Per 1,000 gross square feet	<u>2</u>	<u>3</u>	See offices
Billiard Halls	Per table	<u>1</u>	<u>2</u>	<u>1 per 20 auto stalls. Minimum of 4</u>
Bowling Alleys	Per alley	<u>3</u>	<u>5</u>	<u>1 per 20 auto stalls. Minimum of 4</u>
Commercial recreation	Per 1,000 s.f.	<u>3</u>	<u>5</u>	<u>1 per 20 auto stalls. Minimum of 4.</u>
Daycare, preschools, nursery schools	Per teacher plus one drop off loading area per 7 students	<u>0.5</u>	<u>1</u>	<u>1 per 25 auto stalls. Minimum of 1</u>
Hotels, motels	Per room or suite	<u>1</u>	<u>2</u>	See retail
Medical and dental clinic and offices	Per 1,000 S.F. of GFA	<u>2</u>	<u>4</u>	See offices
Mini storage	Per 100 units or a minimum of 3 spaces plus 2 for permanent on-site managers	<u>1</u>		None
Mortuaries, funeral homes	Per 4 seats	<u>1</u>	<u>2</u>	None
Neighborhood Commercial Shopping Area	Per 1000 square feet	<u>1</u>	<u>2</u>	See retail
Office building	Per 1,000 GFA <ul style="list-style-type: none"> <li>• <u>With on-site customer service</u></li> <li>• <u>Without on-site customer service</u></li> </ul>	<u>2</u>  1.5	<u>4</u>  <u>3</u>	<u>1 per 15 auto stalls. Minimum of 2.</u>
Regional shopping centers, food and drug stores	Per 1,000 square feet of GFA	<u>3</u>	<u>6</u>	See retail
Restaurants	Per 100 square feet of dining area	<u>1</u>	<u>4</u>	See retail
Retail	Per 1,000 gross square feet	<u>3</u>	<u>6</u>	<u>1 per 20 auto stalls. Minimum of 2</u>

<sup>1</sup> The Site Plan Review Committee may lower the ratio to as little as five-tenths per 1,000 GFA if a covenant is attached to the property that limits the occupancy load to 95% of the parking stalls available. In addition, the SPRC may authorize a parking ratio up to 5 spaces per 1,000 GFA if the need can be demonstrated. In no case shall the number of permitted allowable occupants exceed the number of parking stalls without a special permit.

Use	Unit Measure	Min	Max	Required Bicycle Parking Spaces
<u>Retail in mixed use development</u> <sup>2</sup>	<u>Per 1,000 gross square feet</u>	<u>2</u>	<u>4</u>	<u>See retail</u>
Service Stations (mini marts are retail uses)	Per employee plus per service bay	<u>0.5</u>	<u>1</u>	<u>None</u>
<b>INDUSTRIAL</b>				
General Industrial	<del>One per</del> <u>Greatest number of employees on a single shift plus one S.F. of parking for each s.f. of display area plus one space for each vehicle owned, leased or operated by the company</u>	<u>0.5</u> <u>3</u>	<u>1</u>	<u>See offices</u>
Warehouse	Per 1000 GFA plus Per 400 GFA used for office or display area	<u>1</u> <u>1</u>		<u>None</u>
<b>INSTITUTIONAL</b>				
<u>Convalescent facilities, nursing homes</u>	<u>Per 2 patient beds</u>	<u>1</u>	<u>3</u>	<u>See offices</u>
<u>Hospital</u>	<u>Per bed</u>	<u>0.5</u>	<u>1</u>	<u>See offices</u>
Libraries	Per 200 S.F. of GFA	0.5	1	<u>1 per 20 auto stalls. Minimum of 2.</u>
Schools, elementary and junior high	Per classroom and office	1	1.5	<u>1 per classroom</u>
Schools, senior high	Per classroom and office plus per each 5 students of designated capacity	1	2	<u>1 per five auto stalls. Minimum of 2</u>
<b>PLACES OF ASSEMBLY</b>				
<u>Places of assembly without fixed seats</u>	<u>Per 1000 GFA</u> <sup>4</sup>	<u>10</u>	<u>11</u>	<u>1 per 25 auto stalls. Minimum of 2.</u>
<u>Places of worship</u>	<u>Per 4 seats</u>	<u>1</u>	<u>2</u>	<u>1 per 40 auto stalls. Minimum of 4.</u>
<u>Stadiums, auditoriums, gymnasiums, theaters</u> <sup>2</sup>	<u>Per 4 seats of the permitted assembly occupants.</u>	<u>1</u>	<u>1.5</u>	<u>1 per 25 auto stalls. Minimum of 4.</u>

<sup>2</sup> If retail space in a mixed-use development exceeds 40 percent of the gross floor area of the development, the retail use parking requirements of this section applies to the entire retail space. See also notes that apply to this section for mixed use.

<sup>3</sup> This ratio may be used if considerable Commute Trip Reduction strategies are employed to the satisfaction of the Site Plan Review Committee.

<sup>4</sup> Gross square feet does not include enclosed or covered areas used for off-street parking or loading, mechanical floor areas or covered public spaces as identified in Section 16.24.090.

Use	Unit Measure	Min	Max	Required Bicycle Parking Spaces
<b>RESIDENTIAL</b>				
Accessory Dwelling Unit	Per dwelling unit	1		None
Single Family	Per dwelling unit	2		None
Duplexes	Per dwelling unit	2		None
Multifamily Structures	Per dwelling unit	1.5		1 per 10 auto stalls. 2 minimum per building.
Mobile Home Subdivision	Per dwelling unit	2		None
Mobile Parks <sup>6</sup>	Per dwelling unit	1.5		None
<i>Rooming houses, lodging houses, bachelor or efficiency units</i>	<i>Per occupant</i>	<u>1</u>	<u>3</u>	None
Senior citizen apartments	Per 3 dwelling units	1	2	See multifamily

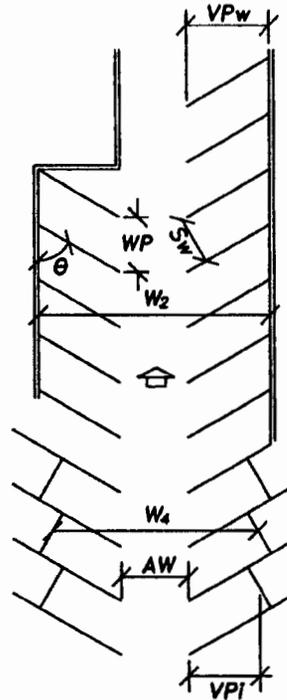
*The following notes apply to all of the above uses:*

- The minimum requirements of this chart may be reduced by Section 16.24.080, 16.24.060.D., and/or 16.24.110.C 16.72.030.D.
- Parking ratios for mixed use development projects shall be determined by calculating the percentage of GFA by use multiplied by the appropriate parking ratio for each use plus a 5% parking reduction for two uses, 10% parking reduction for three uses and 15% parking reduction for four or more uses.
- Parking spaces provided as part of the above/below grade parking amenity identified in Table 16T-9 shall be exempt from all maximum parking requirements.
- All major employers or major worksites, as defined by RCW 70.94.524, shall designate at least 5% of auto spaces as carpool spaces. These spaces must be located as close to the main employee entrance as possible and shall be called out on the site plan.

<sup>5</sup> School and/or public facility parking spaces may be used provided the facilities are on the same or contiguous parcels within 300 feet of the theater or auditorium.

<sup>6</sup> In mobile home parks, the parking spaces in excess of one per mobile home may be grouped in shared parking areas.

- $\theta$  Parking angle
- $S_w$  Stall width
- $W_p$  Stall width parallel to aisle
- $VP_w$  Stall depth from curb to aisle
- $VP_i$  Stall depth to interlock
- $AW$  Aisle width
- $W_2$  Parking module width (curb to curb), double loaded aisle
- $W_4$  Parking module width (interlock to interlock), double loaded aisle

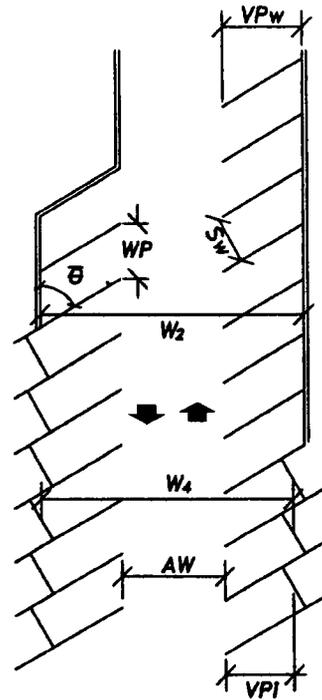


	$\theta$	$S_w$	$W_p$	$VP_w$	$VP_i$	$AW$	$W_2$	$W_4$
STANDARD CAR PARKING	45°	9'	12.7'	18'	16.5'	15'	51'	48'
	60°	9'	10.4'	19.5'	18.5'	18'	57'	55'
	75°	9'	9.3'	20'	19.5'	22'	62'	61'
COMPACT CAR PARKING	45°	8.25'	11.7'	15.5'	14'	15'	51'	48'
	60°	8.25'	9.5'	17'	16'	18'	57'	55'
	75°	8.25'	8.5'	17'	16.5'	22'	62'	61'
PARALLEL PARKING		24'	24'	8'	8'	12'	40'	40'

<b>CITY OF LACEY, WASHINGTON</b>			
<b>DEPT. OF PUBLIC WORKS</b>			
<b>PARKING LAYOUT</b>			
<b>ONE WAY TRAFFIC</b>			
APPROVED		DWG. NO.	
<i>By G. Schorn</i>		3/28/00	
CITY ENGINEER		DATE	
4-5.71			
DES.	DWN.	CKD.	DATE
MAH	GGW	LRW	3/28/00

DG45-71.DWG

- $\theta$  Parking angle
- Sw Stall width
- Wp Stall width parallel to aisle
- VPw Stall depth from curb to aisle
- VPI Stall depth to interlock
- AW Aisle width
- W<sub>2</sub> Parking module width (curb to curb), double loaded aisle
- W<sub>4</sub> Parking module width (interlock to interlock), double loaded aisle



	$\theta$	Sw	Wp	VPw	VPI	AW	W <sub>2</sub>	W <sub>4</sub>
STANDARD CAR PARKING	45°	9'	12.7'	18'	16.5'	24'	60'	57'
	60°	9'	10.4'	19.5'	18.5'	25'	64'	62'
	90°	9'	9'	19'	19'	26'	64'	64'
COMPACT CAR PARKING	45°	8.25'	11.7'	15.5'	14'	24'	60'	57'
	60°	8.25'	9.5'	17'	16'	25'	64'	62'
	90°	8.25'	8.25'	16.5'	16.5'	26'	64'	64'
PARALLEL PARKING		24'	24'	8'	8'	24'	40'	40'

CITY OF LACEY, WASHINGTON  
DEPT. OF PUBLIC WORKS

PARKING LAYOUT  
TWO WAY TRAFFIC

APPROVED

*My G. Sobel*  
CITY ENGINEER

3/28/00  
DATE

DWG. NO.

4-5.72

DES.

MAH

DWN.

GGW

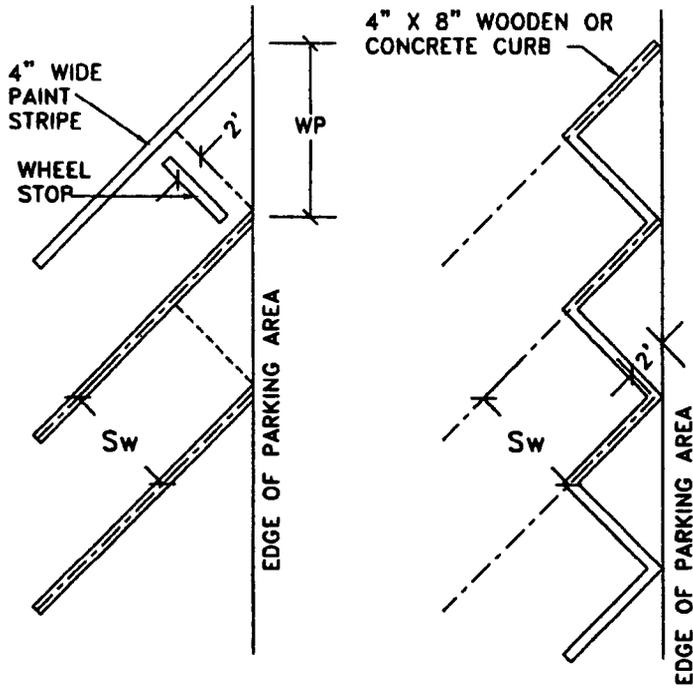
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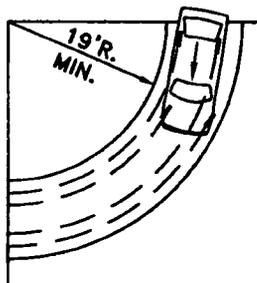
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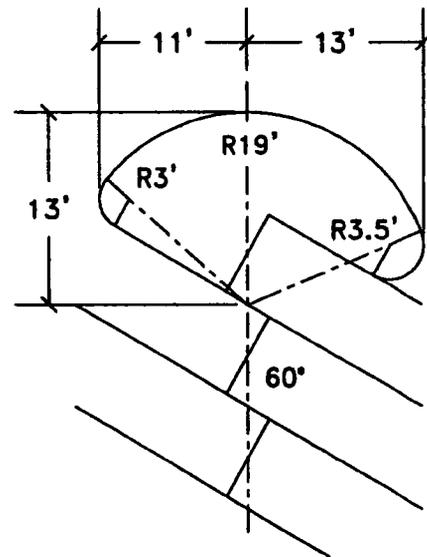
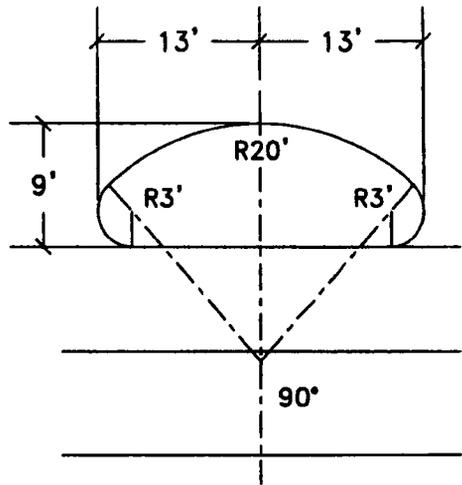


ANGLE

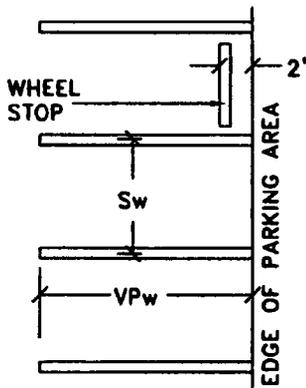
NOTE: SEE TABLES 4-5.71 AND 4-5.72 FOR CORRESPONDING DIMENSIONS.



TURNING CLEARANCE



END ISLANDS



PERPENDICULAR

CITY OF LACEY, WASHINGTON DEPT. OF PUBLIC WORKS			
PARKING STALL			
APPROVED <i>Kenneth A. Schoen</i> CITY ENGINEER		DATE 3/28/00	DWG. NO. 4-5.73
DES. MAH	DWN. GGW	CKD. LRW	DATE 3/28/00

DG45-73.DWG

SUMMARY FOR PUBLICATION

ORDINANCE 1130

CITY OF LACEY

The City Council of the City of Lacey, Washington, passed on  
May 25, 2000, Ordinance No. 1130 entitled

AN ORDINANCE OF THE CITY OF LACEY, WASHINGTON, RELATING TO PARKING REQUIREMENTS WITHIN THE CITY, AMENDING SECTIONS 16.72.010, 16.72.020, 26.72.030, 16.72.050, 16.24.110, 16.27.060, 16.41.060, 16.39.050, 16.42.060 AND 16.30.050 OF THE LACEY MUNICIPAL CODE, REPEALING SECTIONS 16.24.120, 16.24.125 AND 16.27.080 AND TABLES 16T-13.1, 16T-13.2, 16T-15.1, 16T-15.2, 16T-16, 16T-17, 16T-18, 16T-19 AND 16t-20 OF SAID CODE AND ADDING TO THE LACEY MUNICIPAL CODE A NEW SECTION 16.24.120 AND TABLES 16T-13, 16T-18, 16T-19 AND 16t-20 AND ADOPTING A SUMMARY FOR PUBLICATION.

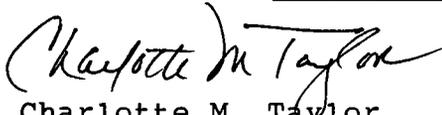
The main points of the Ordinance are described as follows:

1. The Ordinances combine existing provisions of the Lacey Municipal Code relating to parking standards into one Chapter.
2. Maximum as well as minimum parking standards are adopted.
3. New parking Tables are adopted providing for previously unlisted uses, bicycle parking standards, HOV spaces for office buildings and a modification of requirements in order to allow fifty percent (50%) of the total parking spaces to be compact spaces.
4. The Ordinance places increased emphasis on shared parking concepts particularly for mixed use projects.
5. A more detailed commute trip reduction program is adopted including options, incentives and evaluation requirements are set forth as part of the City's commute trip reduction program.

The amendments to the Lacey Municipal Code set forth in the Ordinance are designed to implement the goals of the City's comprehensive land use plan and comprehensive transportation plan, provide tools for implementation of mixed use concepts and zones with pedestrian emphasis and encourage reduced parking and more efficient use of urban land resources.

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: May 30, \_\_\_\_\_, 2000.



Charlotte M. Taylor

Lacey City Clerk

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