

ORDINANCE NO. 1230

CITY OF LACEY

AN ORDINANCE RELATING TO PHASED REDUCTION OF MAXIMUM PARKING STANDARDS, AMENDING SECTION 16.72.030 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 16.72.030 of the Lacey Municipal Code is hereby amended to read as follows:

**16.72.030 District Parking requirements.**

- A. 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.
- B. For conditional uses, as identified and described in Chapter 16.66 of the Lacey Municipal Code, the parking requirement shall be as provided in that chapter or as determined by the site plan review committee.
- C. Residential District. Off-street parking requirements for residential districts are located in *Table 16T-13*.
- D. Commercial, Business Park and Industrial Uses.

1. General Parking Standards

Parking standard table:

- a. In the several commercial, industrial, business park, and mixed use districts, off-street parking requirements shall be as shown 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: One technique for transportation demand management (TDM) is to reduce maximum allowable parking spaces. This can be done by slowly phasing down the maximum allowable number of parking spaces over a period of years. This technique has advantages of reducing vehicle trips and conserving urban commercial land that can be used for other purposes. However, this technique has the potential to have a significant adverse impact on the jurisdiction's economic development if other reasonable forms of alternative transportation are not available. This technique should be periodically revisited to consider its viability but should not be implemented until its viability for Lacey is established.

~~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 Section 16.72.030.D.3 of the Lacey Municipal Code and/or the mixed use parking reduction standards in *Table 16T-13* of Chapter 16.72.

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 encouraged if the physical relationship between the premises makes such sharing possible.

2. If more parking spaces than the maximum permitted by *Table 16 T-13* exist on the subject property, an owner/developer may lease those excess spaces until conformance with *Table 16 T-13* is reached.

If fewer parking spaces than the minimum required by *Table 16 T-13* exist on the subject property, no parking space existing on the effective date of Ordinance 1130 may be eliminated unless it is replaced by another parking space serving the use or techniques are applied to allow such reduction pursuant to Chapter 16.72 of the Lacey Municipal Code.

The minimum automobile and bicycle parking requirements specified in *Table 16 T-13* 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 Chapter 16.72 of the Lacey Municipal 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 Chapter 16.72 of the Lacey Municipal Code.

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

- (1) 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
- (2) 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) of the Lacey Municipal Code and the proposal has one hundred 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 of the Lacey Municipal Code. 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:

- (1) Private vanpool operation;
- (2) Transit/vanpool fare subsidy;
- (3) Imposition of a charge for parking;
- (4) Provision of subscription bus services;
- (5) Flexible work hour schedule;
- (6) Capital improvements for transit services;
- (7) Preferential parking for carpools/vanpools;
- (8) Participation in the ride-matching program;
- (9) Reduction of parking fees for carpools and vanpools;
- (10) Establishment of a transportation coordinator position to implement carpool, vanpool and transit programs;
- (11) Bicycle parking facilities including associated shower and changing facilities;
- (12) Compressed work week;

(13) Telecommuting.

e. Anyone proposing a parking reduction under this Section 16.72.030.D.3 of the Lacey Municipal Code must provide information regarding the administration of the program to the site plan review committee. The information must include:

- (1) Address each individual TDM strategy as part of the transportation impact analysis;
- (2) Provide the city with an estimate of peak hour employees as part of their site plan review application and traffic impact analysis;
- (3) Provide estimated parking occupancy rates for the development as part of the transportation impact analysis showing average weekday use;
- (4) Demonstrate how TDM strategies will be used to minimize the need for parking.

E. 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 Section 14.21.030 of the Lacey Municipal Code. The incentive bonus is as follows:

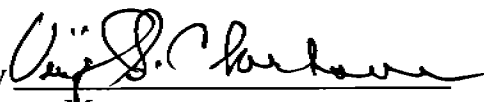
1. Any developer who builds at the minimum amount of parking allowed shall receive a five percent trip reduction in the calculation of traffic impacts.
2. Any developer who builds at or below the minimum and includes significant strategies from Section 16.72.030.D.3.d. of the Lacey Municipal Code is eligible for an additional five percent trip reduction bonus.
3. Additional bonuses will be allowed under the provisions of Section 14.21.030 of the Lacey Municipal Code.

Section 2. The Summary attached hereto is hereto is hereby approved for publication.

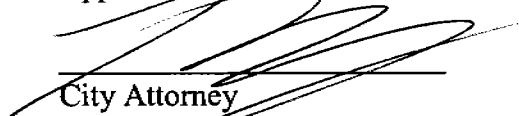
PASSED BY THE CITY COUNCIL OF THE CITY OF LACEY, WASHINGTON, this

18th day of November, 2004.


CITY COUNCIL

By   
Mayor

Approved as to form:

  
City Attorney

Attest:

  
City Clerk

Published: November 22, 2004

SUMMARY FOR PUBLICATION

ORDINANCE 1230

CITY OF LACEY

The City Council of the City of Lacey, Washington, passed on 11/18/04, Ordinance No. 1230, entitled "AN ORDINANCE RELATING TO PHASED REDUCTION OF MAXIMUM PARKING STANDARDS, AMENDING SECTION 16.72.030 OF THE LACEY MUNICIPAL CODE AND APPROVING A SUMMARY FOR PUBLICATION."

The main points of the Ordinance are as follows:

1. Currently, Section LMC 16.72.030 provides for a mandatory reduction of parking requirements over a period of time. However, that reduction is not to be in place until the Planning Commission further studies the matter and after making recommendation to the Council, the Council takes action providing such requirements. This Ordinance modifies the current provisions to reflect that such reductions will not be adopted until further study has been conducted and the viability of such reduction established.
2. The Ordinance approves this Summary for publication.

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: November 22, 2004.