

ORDINANCE NO. 1434

CITY OF LACEY

AN ORDINANCE RELATING TO PARKING, AMENDING CHAPTERS 14.19.020, 14.19.030, 16.72.010, 16.72.020, 16.72.030, 16.72.040, AND 16.72.050, REPEALING TABLE 16T-13 AND ADDING A NEW TABLE 16T-13, ALL OF THE LACEY MUNICIPAL CODE AND APPROVING A SUMMARY FOR PUBLICATION.

WHEREAS, at the September 19, 2013 Joint Planning Commission-City Council meeting the City's Community Development Department proposed amendments to the City's parking ordinance be added to the work program, and

WHEREAS, the Planning Commission held a public hearing on February 4, 2014 to hear comment on the proposed amendments, and

WHEREAS, at the close of the Public Hearing the Planning Commission made a unanimous recommendation to the City Council to approve the proposed amendments, and

WHEREAS, the City Council finds the proposed amendments to be in the public interest.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LACEY, WASHINGTON, AS FOLLOWS:

Section 1. Section 14.19.020 of the Lacey Municipal Code is hereby amended to read as follows:

**14.19.020 Permit required.**

The application for a permit shall be accompanied by plans and specifications to be reviewed by the city in order to assure compliance with the city's requirements. This will include:

Emphasis on pedestrian comfort, convenience and safety (Chapter 16.72.050 B 8 (Development Standards Parking Area Design));

Integration of transit access as described in Chapter 14.23.084 as well as design features to accommodate the needs of Intercity Transit;

~~for~~ Sstorm drainage discharge and on-site retention or detention;i

~~m~~ Matching street and/or sidewalk grades;

a Access locations;

Consideration and conformance with future street improvements;

a Accessibility regulations;

r Required landscaping; and

z Zoning regulations, particularly Chapter 16.72 of the city.

Section 2. Section 14.19.030 of the Lacey Municipal Code is hereby amended to read as follows:

**14.19.030 Materials and workmanship.**

Materials and workmanship for all parking lot construction regardless if a parking lot construction permit is required, must comply with city adopted standards and specifications as set forth in LMC 14.20.010. Parking lot surfacing materials shall satisfy the requirement for a permanent all weather surface. Asphalt concrete pavement and cement concrete pavement satisfy this requirement and are approved materials. To meet pedestrian comfort improvement requirements special color and texture need to be designed into pedestrian lanes and crossings.

Gravel surfaces are not acceptable or approved surface material types. Combination grass/paving systems are approved surface material types, however, their use requires submittal of an overall parking lot paving plan showing the limits of the grass/paving systems and a description of how the systems will be irrigated and maintained. If the city engineer determines the grass/paving system is not appropriate for the specific application, alternate approved surfacing materials shall be utilized.

Other types of surfacing materials will be considered subject to the approval of the city engineer prior to construction.

Section 3. 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;
- F. ~~Avoid or reduce traffic congestion on public streets by:~~ Calm traffic for pedestrian comfort and security on public streets and parking lots by:
  - ~~1. Keeping the need for on-street parking to a minimum, and~~
  - 21. Controlling access to sites; and
  - 2. Allowing parking on the streets in zones with a pedestrian emphasis for separation between the sidewalk and moving automobiles;
- G. Enhance safety for pedestrians and motor vehicle operators;
- H. Encourage the creation of an aesthetically pleasing and functionally adequate system of off-street parking and loading facilities.



Section 4. 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 such as street merchant pads, pedestrian refuge islands, and pocket parks for pedestrian seating and use.
- B. 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 5. 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](#) LMC, 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.

c. ~~Reducing m~~Minimum optional guidelines standards and ~~increasing~~ maximum standards:

To promote parking reduction, the optional minimum guideline serves as a suggested parking number but is not mandatory for automobiles except for single-family residential development. Applicants will be encouraged to provide less automobile parking than the minimum listed whenever possible based upon TDM available on-street parking, potential shared parking within walking distance and other factors. The minimum number listed for bicycle parking shall be provided as indicated in the table for both commercial and residential development.

The number of parking spaces need to serve a project must be demonstrated to the site plan review committee based upon a parking plan considering TDM techniques and other relevant factors. Upon justification to the satisfaction of the committee, whatever number of parking spaces agreed upon shall be the number required, and this shall be an enforceable condition of the approval.

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

~~Additionally, t~~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 is within convenient walking distance and makes such sharing possible.

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

~~If fewer parking spaces than the minimum required by Table 16T-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 this chapter.~~

~~The minimum automobile and bicycle parking requirements specified in Table 16T-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 this chapter, 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 chapter.~~

- a. ~~Two or more uses may s~~Share~~d a parking area or garage if parking is particularly encouraged when:~~

- (1) The total number of parking spaces provided is sufficient to meet expected demand~~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~~ needed for all uses at any one time are satisfied. ~~operating at the same time less the mixed use parking reduction standards, if permitted, and the total number of spaces for a shared arrangement should be~~ 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~~ should 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](#) LMC (Traffic Mitigation and Concurrency) and the proposal has one hundred or more employees, a comprehensive TDM strategy may be proposed ~~for to achieve~~ a reduction in required minimum parking listed in the parking table. ~~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 LMC [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:

- (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.

(14) Other techniques and strategies approved by the Site Plan Review Committee.

e. ~~Anyone proposing a p~~arking reduction under this LMC 16.72.030(D)(32) 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.

3. The City is hereby authorized to develop parking requirements specific to certain geographic locations or districts rather than individual sites by pooling parking supply in desired locations. Any parking requirements established as part of these programs may deviate from the typical standards contained herein and would be binding on the properties within these locations.

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 LMC [14.21.030](#). 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 LMC [16.72.030\(D\)\(32\)\(d\)](#) is eligible for an additional five percent trip reduction bonus.
3. Additional bonuses will be allowed under the provisions of LMC [14.21.030](#).

**Section 6.** Table 16T-13 of the Lacey Municipal Code is hereby repealed.

**Section 7.** Table 16-T13 is hereby added to the Lacey Municipal Code in the form attached hereto as Exhibit A.

**Section 8.** Section 16.72.040 of the Lacey Municipal Code is hereby amended to read as follows:

**16.72.040 Off-street loading.** Off-street loading shall be required for all commercial establishments which are engaged in the retailing or wholesaling of merchandise requiring regular delivery such as food retailers, lumber yards, hardware stores, department stores and the like.

<u>Total Gross Floor Area of Building(s)</u>	<u>Space Required</u>
Less than 5,000 sq. ft.	1
5,000 sq. ft. to 25,000 sq. ft.	2
25,000 sq. ft. to 50,000 sq. ft.	3
Each additional 50,000 sq. ft.	

or fraction thereof in  
excess of 25,000 sq. ft. 1 additional

All off-street loading and unloading spaces shall be of adequate size and with adequate access thereto to accommodate a vehicle forty-five feet in length, eight feet in width, and fourteen feet in height. Each loading space shall be surfaced with an 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. The Director may modify, reduce or waive this requirement if it would result in a more attractive and functional urban environment.

Section 9. 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 LMC [14.19.030](#).

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. 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.

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](#) LMC 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 ~~and safe, marked~~ pedestrian access shall be provided. ~~At a minimum, pedestrian features shall include: -from parking areas to pedestrian linkage systems and from parking areas to principal uses-~~

- Raised cross-walks with color and texture (preferably brick or brick like) where pedestrian access crosses automobile access lanes.
- Pedestrian lanes shall be designed with texture and color, preferably brick or brick like accents.



- Planter areas shall be designed in consideration of pedestrian access to provide separation from automobile access lanes, to help identify areas for pedestrian access and to make pedestrian access more comfortable and inviting.
- Pedestrian access shall be designed through a consideration of onsite activity as well as uses and destination sites that are located in the surround area. Where parking areas for other destination sites are adjacent to the site, linkage should be provided so customers from one site will not have to get in a car and drive to the next.
- Lighting shall be provided along designated pedestrian routes to enhance safe walking conditions and to deter crime. Lighting shall be adequate, focused and shield to illuminate pedestrian paths and to prevent light impacts to adjacent properties. Lights provided for a parking lot shall be designed to provide coverage for both vehicles and pedestrians and may be of a scale appropriate to both. Where pedestrian routes leave a parking lot pedestrian scale lighting shall be used.

9. 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 Ordinance 1130.

10. 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 or the street that would have the least conflict with pedestrian traffic.

11. 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 conflicts with pedestrians with priority given to pedestrians considering convenience, comfort, safety and security. In-and-out driving time, idling time and time spent looking for a parking space should be a consideration, but should not influence design parameters that reduce pedestrian functionality.

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 fiveeight-foot minimum width sidewalk adjoining the building and curbed or raised six inches above the driveway surface. Location of required pedestrian features such as a raised crosswalk across automobile lanes must be integrated into the design to provide the most convenient, safe and functional pedestrian linkage possible.

d. Parking areas shall include landscaping as required by Chapter 16.80 LMC. Landscaping shall be designed to provide both functional and aesthetic benefits.

e. Parking circulation and design shall meet requirements for public transportation and pedestrians under LMC [14.23.084](#).

C. Bicycle design standards.

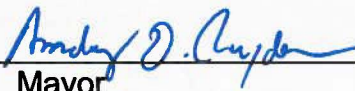
1. The minimum bicycle rack ~~should~~shall be grouped into four parking stalls for ease of visibility to the public. Bicycle facilities ~~should~~shall be shared among adjoining establishments.
2. Bicycle racks which only support a bicycle front or rear wheel are not permitted. The rack shall be securely mounted to the ground and covered.
3. Bicycle parking spaces ~~should~~shall be two feet by six feet with no less than a seven foot over head and a five-foot maneuvering aisle behind each row of bicycle parking.
4. A bicycle parking area ~~should~~shall 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.
5. Bicycle facilities ~~should~~shall 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~~shall 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 10. The Summary attached hereto is hereby approved for publication.




PASSED BY THE CITY COUNCIL OF THE CITY OF LACEY,  
WASHINGTON, at a regularly-called meeting thereof, held this 8<sup>th</sup> day of  
May, 2014.


CITY COUNCIL

By:   
Mayor

Approved as to form:

  
City Attorney

Attest:

  
City Clerk

## EXHIBIT A

### TABLE 16T-13

Use	Unit Measure	Optional Min	Max	Required Bicycle Parking Spaces
<b>BUSINESS PARK</b>				
General Business Park <sup>1</sup>	Per 1,000 square feet	2	4	See offices
<b>COMMERCIAL</b>				
Banks	Per 1,000 gross square feet	2	3	See offices
Billiard Halls	Per table	1	2	1 per 20 auto stalls. Minimum of 4
Bowling Alleys	Per alley	3	5	1 per 20 auto stalls. Minimum of 4
Commercial recreation	Per 1,000 s.f.	3	5	1 per 20 auto stalls. Minimum of 4.
Daycare, preschools, nursery schools	Per teacher plus one drop off loading area per 7 students	0.5	1	1 per 25 auto stalls. Minimum of 1
Hotels, motels	Per room or suite	1	2	See retail
Medical and dental clinic and offices	Per 1,000 S.F. of GFA	2	4	See offices
Mini storage	Per 100 units or a minimum of 3 spaces plus 2 for permanent on-site managers	1		None
Mortuaries, funeral homes	Per 4 seats	1	2	None
Neighborhood Commercial Shopping Area	Per 1000 square feet	1	2	See retail
Office building	Per 1,000 GFA <ul style="list-style-type: none"> <li>• With on-site customer service</li> <li>• Without on-site customer service</li> </ul>	2 1.5	4 3	1 per 15 auto stalls. Minimum of 2.
Regional shopping centers, food and drug stores	Per 1,000 square feet of GFA	3	6	See retail
Restaurants	Per 100 square feet of dining area	1	4	See retail
Retail	Per 1,000 gross square feet	3	6	1 per 20 auto stalls. Minimum of 2
Retail in mixed use development <sup>2</sup>	Per 1,000 gross square feet	2	4	See retail
Service Stations (mini marts are retail uses)	Per employee plus per service bay	0.5	1	None
<b>INDUSTRIAL</b>				
General Industrial	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	0.5	1	See offices
Warehouse	Per 1000 GFA plus Per 400 GFA used for office or display area	1 1		None

INSTITUTIONAL				
Convalescent facilities, nursing homes	Per 2 patient beds	1	3	See offices
Hospital	Per bed	0.5	1	See offices
Libraries	Per 200 S.F. of GFA	0.5	1	1 per 20 auto stalls. Minimum of 2.
Schools, elementary and junior high	Per classroom and office	1	1.5	1 per classroom
Schools, senior high	Per classroom and office plus per each 5 students of designated capacity	1	2	1 per five auto stalls. Minimum of 2
PLACES OF ASSEMBLY				
Places of assembly without fixed seats	Per 1000 GFA <sup>3</sup>	10	11	1 per 25 auto stalls. Minimum of 2.
Places of worship	Per 4 seats	1	2	1 per 40 auto stalls. Minimum of 4.
Stadiums, auditoriums, gymnasiums, theaters <sup>4</sup>	Per 4 seats of the permitted assembly occupants.	1	1.5	1 per 25 auto stalls. Minimum of 4.
RESIDENTIAL				
Accessory Dwelling Unit	Per dwelling unit	1		None
Single Family	Per dwelling unit	2 <sup>6</sup>		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>5</sup>	Per dwelling unit	1.5		None
Rooming houses, lodging houses, bachelor or efficiency units	Per occupant	1	3	None
Senior citizen apartments	Per 3 dwelling units	1	2	See multifamily

<sup>1</sup> When calculating need, a lower ratio of five-tenths per 1,000 GFA can be justified when 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.

<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 space.

<sup>3</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.

<sup>4</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>5</sup> In mobile home parks, the parking spaces in excess of one per mobile home may be grouped in shared parking areas.

<sup>6</sup> For single family residential development, a minimum of 2 parking spaces is required.

The following notes apply to all of the above uses:

- Minimum automobile spaces listed in the table are optional guidelines provided in section 16.72.030 (Parking Requirements) D.1.c. (Optional Minimum guidelines). Minimum parking spaces for bike parking is mandatory.
- 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 14T-12** 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.
- Where adjacent roads are designed for on street parking and approved by the Public Works Director, parking credit may be given for on street parking.

**SUMMARY FOR PUBLICATION  
ORDINANCE NO 1434  
CITY OF LACEY**

**The City Council of the City of Lacey, Washington, passed on May 8, 2014, Ordinance No. 1434, entitled "AN ORDINANCE RELATING TO PARKING, AMENDING CHAPTERS 14.19.020, 14.19.030, 16.72.010, 16.72.020, 16.72.030, 16.72.040, AND 16.72.050, REPEALING TABLE 16T-13 AND ADDING A NEW TABLE 16T-13, ALL OF THE LACEY MUNICIPAL CODE AND APPROVING A SUMMARY FOR PUBLICATION."**

The main points of the Ordinance are described as follows:

1. The Ordinance amends standards for parking lot construction and off-street parking and loading.
  
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: May 12, 2014.