

Chapter 18.75
OFF-STREET PARKING AND LOADING STANDARDS

Sections:

- [18.75.010](#) Purpose.
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18.75.030 Off-street parking requirements.

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C. Parking Area Requirements.

1. The parking area requirements for any given land use shall be based on the type of land use and lot intensity factor, as provided for in Table 18.75-1.
2. The ~~allowed mix~~ ratio of [standard and compact](#) parking spaces ~~and the required amount of bicycle parking spaces types for a parking area~~ is as ~~follows: (indicated in See~~ Table 18.75.030).

H. Review. The [planning director, subject to review and recommendation by the](#) development review committee, shall be responsible for the review of off-street parking proposals and may allow modification of specific requirements in certain site specific instances [per Sec. 18.75.050](#), consistent with the purpose of this chapter.

18.75.050 Modification or waiver of requirements.

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A. Administrative Modifications. Requirements for off-street parking may be modified; provided, that the modifications are noted on tentative and final subdivision plats or development plans, in the following cases:

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1. Motorcycle Parking. Motorcycle spaces may be provided in place of required car spaces in parking lots of 30 or more spaces, at a maximum of one motorcycle space for every 30 required car spaces.

~~2. Shared On-Site Parking. If more than one commercial use is located on a site, the combined number of parking spaces required may be reduced by one percent for each separate commercial use, up to a maximum of 20 percent of such combined uses.~~

~~23.~~ Tandem Parking. Required parking spaces within a parking area or garage shall be individually accessible, except that vehicles may be parked in tandem in the following instances:

- a. In a public parking area that provides attendants to park vehicles who are present at all times the area is open for use; [or](#)

b. In a garage or carport serving a single family home or duplex dwelling, multiple dwelling or mobile home park or subdivision; provided, that both spaces are for the same dwelling unit, that required aisle widths are maintained and the tandem parking is not more than two cars in depth.

~~;~~ or

~~e. For all-day restricted employee parking located on the same site as a commercial or office establishment; provided, that required aisle widths are maintained and no more than 20 percent of the required spaces are so utilized.~~

B. Development Review Committee Administrative Parking Requirement Modifications. The development review committee planning director may grant the following modifications of off-street parking requirements:

1. Calculation of Required Parking Spaces for Mixed Use Development. The total number of required spaces for a development of two or more different land uses may be reduced to ninety (90) percent of the sum of the amount required for each separate principal use. Quantifiable standards of this chapter may be modified up to a maximum of 10 percent, when it is demonstrated that an unusual site or use condition exists and when such adjustment will not result in a danger to persons or property or in increased traffic. Where provision of parking is capped at a certain amount, the total number of required parking spaces may be increased to one hundred ten (110) percent of the calculated amount.

2. Shared Peak Hour Parking Alternative Parking Analysis for Shared Parking or Mixed Use Development. When a mix of uses creates staggered peak periods of parking demand, shared parking calculations shall be made to reduce the total amount of required parking for residential, retail, office, institutional and employment uses.

The number of parking spaces required for two or more uses having distinct and differing peak-hour usage. A parking reduction plan may reduce the total spaces required. There is no limit to the number of required spaces that may be reduced provided the following standards are met:

1. The plan shall be prepared by a traffic engineer or similar transportation professional and approved by the development review committee;

2. The plan includes a traffic generation study and land use profile of the development;

3. The plan shows that the reduced parking will ensure sufficient parking for the proposed uses;

4. The plan does not impede safe passage of moving traffic and does not increase traffic congestion;

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5. A covenant runs with the subdivision plat or development plan noting adherence to the range of uses covered by the reduction plan; and

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6. A future revision to the covenant restricting uses may require submittal of a revised plan or an increase in parking spaces.

7. A combined residential and non-residential development must be in a single structure or unified development.

8. Pedestrian access is provided to and from the parking area and each building or use; and

9. Parking spaces that are reserved for a specific business (e.g., reserved for doctors only) shall not be counted toward meeting the shared parking requirements.

as determined by the development review committee, and located within a 300-foot radius from the most remote commonly shared parking space, may be reduced up to a maximum of 20 percent of the total spaces required; provided, that an agreement, to run with the land, is recorded between the separate owners for the shared parking.

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3. Alternative Parking Analysis for Individual Use. An individual parking reduction plan may reduce the total spaces required. There is no limit to the number of required spaces that may be reduced provided the following standards are met:

1. The plan shall be prepared by a traffic engineer or similar transportation professional and approved by the development review committee;

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2. The plan includes a traffic generation study and land use profile of the development;

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3. The plan shows that the reduced parking will ensure sufficient parking for the proposed uses;

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4. The plan does not impede safe passage of moving traffic and does not increase traffic congestion;

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5. A covenant runs with the subdivision plat or development plan noting adherence to the range of uses covered by the reduction plan; and

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6. A future revision to the covenant restricting uses may require submittal of a revised plan or an increase in parking spaces.

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~~3. Entrance drive location standards may be reduced up to 10 percent of the required distance, where such change will not result in increased congestion or danger to persons or property.~~

~~4. Parking aisles may be reduced up to 10 percent of the required widths, where topography or natural site conditions would make the installation of the required dimension nonfunctional or result in excessive grading. [Ord. 2011-048 § 1; Ord. 1995-06 § 2.]~~