ORDINANCE NO. 2373

AN ORDINANCE relating to zoning and land use, amending Chapter 4 of the Kent Zoning Code (Ordinance No. 1827) relating to off-street parking and loading requirements.

THE CITY COUNCIL OF THE CITY OF KENT, WASHINGTON DO HEREBY ORDAIN AS FOLLOWS:

Section 1. Chapter 4 of the Kent Zoning Code entitled "Off-Street Parking and Loading Requirements" is amended, as set forth in Attachment "A" to this Ordinance.

Section 2. This Ordinance shall take effect and be in force five (5) days from and after its passage, approval and publication as provided by law.

ISABEL HOGAN, MAYOR

ATTEST:

MARGIE JENSEN, CITY CLERK

APPROVED AS TO FORM:

P. STEPHEN DIJULIO, CITY ATTORNEY

PASSED the 15th day of November, 1982.

APPROVED the 16th day of November, 1982.

PUBLISHED the 19th day of November, 1982.

MARGIE JENSEN, CITY CLERK
MEMO TO: MAYOR ISABEL HOGAN AND CITY COUNCIL MEMBERS

FROM: JAMES P. HARRIS, PLANNING DIRECTOR

SUBJECT: REVISION OF KENT ZONING CODE CHAPTER 4, OFF-STREET PARKING AND LOADING REQUIREMENTS

On October 26, 1982, the Kent Planning Commission unanimously approved the attached revisions to the Kent Zoning Code, Chapter 4, Off-Street Parking and Loading Requirements. This action by the Planning Commission establishes a clear, concise, and up-to-date set of parking standards.

The off-street parking amendment project began in 1980 when the Planning Department staff identified a broad spectrum of concerns dealing both with the administration of this chapter and specific requirements. This problem identification process took the form of four primary processes: 1) field investigation, 2) review of staff administrative problems, and Board of Adjustment action, 3) review of developer, builder, architect and public input, and 4) collection of the most recent parking data available.

The creation, in 1981, of the Planning Commission's Zoning Code Advisory Committee and recent updating of parking data by the Urban Land Institute, the National Parking Association, International Parking Design, Inc. and the International Council of Shopping Centers has given the planning staff and Commission the supporting data necessary to move forward with this much needed and wanted revisions.

Although you will observe changes throughout the entire body of the attached Chapter 4 text, it is important to note that a majority of the changes are made to eliminate redundancy, clarifying wording or insure consistency in the text. These changes are made primarily to eliminate past administrative and interpretative problems or questions and not to just modify or add requirements or standards.

Some requirements and standards of this chapter have been modified. An attempt has been made to eliminate or modify requirements which were unnecessary, too restrictive or conflicted with other sections of the Zoning Code. Key changes in this area included the reduction of required parking for such uses as office and shopping centers, the elimination of parking requirements for outside storage areas, and the addition of compact car parking stalls as well as a reduction in the size of the standard parking stall.

Other additions to this chapter of note include a better defined set of development standards, diagrams and charts to visualize code requirements, a method that will permit easier compliance with landscaping requirements and recognition of loading and unloading area requirements.

Enclosure
CHAPTER 4 - OFF-STREET PARKING AND LOADING REQUIREMENTS

SECTION 4.1 PURPOSE

It is the purpose of this section to specify the off-street parking and loading requirements for all uses permitted in this code, and to describe design standards and other required improvements. All new developments and alterations to, or expansion of existing developments, shall comply with the applicable requirements of this section.

ACTION: Eliminate Text

REASON: Redundant; covered more clearly in Section 4.2, following.

SECTION 4.2 CATEGORY OF USES AND CONDITIONS OF USES COVERED BY THIS CHAPTER

ACTION: Add to title

REASON: Clarification

New/Building and Building/Additions:

a) Buildings and uses built or enlarged after the effective date of this code.

b) Extensions of existing parking lots by fifty (50) percent, or more of the number of existing stalls; all of the lot must be brought up to the standards of this code.

1) New Construction.

a) Buildings constructed, or enlarged.

b) Other structures or use areas constructed or enlarged.

c) Parking lots constructed or enlarged as follows:

(1) If new or adding the equivalent of 50% or more of the existing parking lot area — entire parking facility must meet the standards of this code.

(2) If adding less than 50% of the existing parking lot area, only the new portion must meet the standards of this code.

ACTION: Replace title and text.
REASON: Clarification

2) Change in Use. When the occupancy of any land use, structure, and/or building or any part of a building, structure and/or land use is changed to another use, parking shall be provided to meet the parking requirements of the new use.

SECTION 4.3 LOCATION OF OFF-STREET PARKING

Off-street parking shall not be located in front or side setbacks unless allowed in a particular district.

ACTION: Remove text.

REASON: The "O" Professional and Office Zone is the only zoning classification to which this requirement currently applies. Due to landscape requirements adopted in August 1979, this requirement is no longer needed to protect adjacent properties, particularly residential uses. This modification will allow more efficient use of property within the "O" zoning district.

Location shall be

1) Single-family dwelling: Required parking shall be located on the same lot as the building it is to serve.

2) Multifamily dwelling: Required parking may be on a contiguous lot if located within five hundred (500) feet of dwelling units. The lot shall be legally encumbered by an easement or other appropriate means to ensure continuous use of the parking facilities. Documentation shall require review and approval of the City Attorney.

3) Other uses: May be in areas other than on the premises if the required definite amount of parking area is set aside for a particular use in such a lot, and such area is not located more than 500 feet from the premises. The lot or area to be utilized shall be legally encumbered by an easement or other appropriate means to ensure continuous use of the parking facilities. Documentation shall require review and approval of the City Attorney.

ACTION: Addition and revision of numbering.

REASON: The City Attorney has requested the addition to insure enforceability and to preclude a change in use without prior approval.
## SECTION 4.4 PARKING STANDARDS

### ACTIVITY

#### 1) Living Activities

a) Dwellings:

<table>
<thead>
<tr>
<th>ACTIVITY</th>
<th>NUMBER OF PARKING SPACES</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) Single family</td>
<td>Two parking spaces per single-family dwelling.</td>
</tr>
<tr>
<td>(2) Two family</td>
<td>Two parking spaces per dwelling unit.</td>
</tr>
<tr>
<td>(3) Multifamily and apartment houses</td>
<td>One parking space per unit for efficiency apartments in all sized developments; Two parking spaces for each dwelling unit for developments with 49 or less dwelling units; 1.8 parking spaces per dwelling unit for developments of 50 or more dwelling units. For developments of 50 or more dwelling units, one parking space for each 15 dwelling units for recreation vehicles. [Amendment – per City Council action, 11/20/78]</td>
</tr>
</tbody>
</table>

**ACTION:** Add text.

**REASON:** An efficiency apartment, designed for single person occupancy, requires only one parking space.

Recreational vehicle parking spaces shall be in a defined, fenced, and screened area with a minimum of a 6 foot high sight obscuring fence and/or landscaping as determined by the Planning Department.

**ACTION:** Add text.

**REASON:** A similar requirement was in the Zoning Code prior to the November 20, 1978 amendment of this section, at which time it was apparently inadvertently omitted. The staff feels that this is an important requirement to add in the maintenance of an aesthetically pleasing environment in multifamily developments.

(4) Multiple dwellings for low-income elderly

<table>
<thead>
<tr>
<th>NUMBER OF PARKING SPACES</th>
</tr>
</thead>
<tbody>
<tr>
<td>One parking space for each four dwelling units.</td>
</tr>
</tbody>
</table>
(5) Multifamily and apartment houses in the Central Business District (see Definition Section)

One parking space per dwelling unit.

[Amendment - per City Council action, 12/18/78]

This requirement supersedes Section 4.7, Off-Street Parking Regulations Downtown Commercial District.

ACTION: Add text after existing text

REASON: Clarification

b) Boarding & Lodging Houses

One parking space for the proprietor plus one space per sleeping room for boarders and/or lodging use plus one additional space for each four persons employed on the premises.

c) Mobile Homes

Two parking spaces for each mobile home site plus one screened space for each ten lots for recreation vehicles.

d) Travel Trailers

One parking space for each trailer site.

e) Hotels

One parking space for each guest room plus two parking spaces for each three employees.

2) Commercial Activities

a) Banks

One parking space for each two hundred (200) square feet of gross floor area except when part of a shopping center.

b) Professional and Businesses Offices

One parking space for each two hundred fifty (250) square feet of gross floor area except when part of a shopping center.
c) Shopping Centers

Five and one-half parking spaces per each one thousand (1,000) square feet of gross leasable floor area.

4.5 spaces per 1,000 square feet of gross leasable area (GLA) for centers having GLA of less than 400,000 square feet; and

5.0 spaces per 1,000 square feet of GLA for centers having a GLA of over 400,000 square feet.

ACTION: Replace text

REASON: Numerous observations by City staff have noted that even during peak periods, parking supply exceeds demand in existing shopping centers. Research revealed a recent study which recommended a lower parking ratio than the existing code. (Urban Land Institute, Parking Requirements for Shopping Centers: Summary of Recommendations. Washington: Urban Land Institute, 1981.) It should also be noted that existing requirements were based on a 1965 Urban Land Institute study.

d) Restaurants, Night Clubs, Taverns, and Lounges

One parking space for each one hundred (100) square feet of gross floor area except restaurants when part of a shopping center.

e) Retail Stores, Supermarkets, Department Stores, and Personal Service Shops

One parking space for each two hundred (200) square feet of gross floor area except when located in a shopping center.

f) Other Retail Establishments; Furniture, Appliance, Hardware Stores, Household Equipment Service Shops, Clothing or Shoe Repair Shops

One parking space for each five hundred (500) square feet of gross floor area except when located in a shopping center.

g) Drive-In Business

One parking space for each one hundred (100) square feet of gross floor area except when located in a shopping center. [Amendment - per City Council action - 11/20/78]
h) Uncovered Commercial Area, New and Used Car Lots, Plant Nursery
   One parking space for each five thousand (5,000) square feet of retail sales area in addition to any parking requirements for buildings, except when located in a shopping center. [Amendment - per City Council action - 11/20/78]

i) Motor Vehicle Repair and Services
   One parking space for each four hundred (400) square feet of gross floor area except when part of a shopping center.

j) Industrial Showroom and Display
   One parking space for each five hundred (500) square feet of display area.

   ACTION: Add text
   REASON: This situation was not addressed in other sections of this code.

3) Industrial Activities

   a) Manufacturing, Research Testing Laboratories, Creameries, Bottling Establishments, Bakeries, Canneries, Printing, and Engraving Shops
      One parking space for each one thousand (1,000) square feet of gross floor area. For parking requirements for associated office areas, see Professional and Business Office.

      ACTION: Add text
      REASON: This revision is to clarify the parking requirement of office areas in conjunction with manufacturing operations.

   b) Warehouses and Storage Buildings
      One parking space for each two thousand (2,000) square feet of gross floor area. [Amendment - per City Council action, 11/20/78] Maximum office area of 2% of gross floor area may be included without additional parking requirements.

      ACTION: Add text.
REASON: This revision will allow minimal office area without additional parking requirements. This will include such uses as shipping and receiving offices which are normally small and have low personnel requirements.

ACTION: Remove text.

REASON: Review of existing storage facilities within the City reveals they are seldom operated without associated structures. The parking requirements for the use of these buildings is sufficient to accommodate the parking needs of employees and customers.

c) Speculative Warehouse and Industrial Buildings with Multiple Use or Tenant Potential

One parking space for each 1,000 square feet of gross floor area if building size is less than 100,000 square feet; or one parking space for each 2,000 square feet gross floor area for buildings which exceed 100,000 square feet gross floor area.

IMPORTANT NOTE: THIS IS A MINIMUM REQUIREMENT AND VALID FOR CONSTRUCTION PERMIT PURPOSES ONLY. FINAL PARKING REQUIREMENTS WILL BE BASED UPON ACTUAL OCCUPANCY.

ACTION: Add text

REASON: Due to the fact that a relatively large number of industrial buildings are being constructed in Kent without specific tenants at the time of submittal or issuance of permits, the Planning Department has found it difficult to calculate the correct amount of parking necessary or required for these types of developments. Over the past few years, the Planning Department has found that many of these speculative buildings have ultimately acquired tenants which have larger parking demands than was originally anticipated because most of these buildings were permitted under the parking requirements for warehouses (one parking stall per 2000 square feet). To allow the City, the Planning Department and developers to better cope with this multi-use situation, the Planning Department recommends this addition to the Zoning Code.
<table>
<thead>
<tr>
<th>ACTIVITY</th>
<th>NUMBER OF PARKING SPACES</th>
</tr>
</thead>
<tbody>
<tr>
<td>4) Recreation - Amusement Activities</td>
<td></td>
</tr>
<tr>
<td>a) Auditoriums, Theaters, Places of Public Assembly, Stadiums and Outdoor Sports Areas</td>
<td>One parking space for each four (4) fixed seats or one parking space for each one hundred (100) square feet of floor area of main auditorium or of principal place of assembly not containing fixed seats, whichever is greater.</td>
</tr>
<tr>
<td>b) Bowling Alleys</td>
<td>Five (5) spaces for each alley except when located in a shopping center.</td>
</tr>
<tr>
<td>c) Dance Halls and Skating Rinks</td>
<td>One parking space for each two hundred (200) square feet of gross floor area, except when located in a shopping center.</td>
</tr>
<tr>
<td>d) Golf Driving Ranges</td>
<td>One parking space for each driving station.</td>
</tr>
<tr>
<td>e) Miniature Golf Courses</td>
<td>One parking space for each hole.</td>
</tr>
<tr>
<td>f) Recreational Buildings</td>
<td>One parking space for each two hundred (200) square feet gross floor area.</td>
</tr>
<tr>
<td>(whether independent or associated with a multifamily complex)</td>
<td>Such spaces shall be located adjacent to the building and shall be designated for visitors by signing or other special markings.</td>
</tr>
</tbody>
</table>

ACTION: Add text

REASON: The amendment adds often-needed guest parking to multifamily dwellings.

5) Educational Activities

a) Senior High Schools, Public, Parochial, and Private

One space for each employee plus one space for each ten students enrolled. In addition, if buses for the transportation of children are kept at the school, one off-street parking space shall be provided for each bus of a size sufficient to park each bus.
One additional parking space for each one hundred (100) students shall be provided for visitors in the vicinity or adjacent to the administration portion of the building or complex. Such parking spaces shall be so designated by signing or other special marking as approved by the Traffic Engineer.

ACTION: Add text

REASON: Presently many of our schools have no provision for visitor parking; as a result, visitors often park in and block emergency access lanes. Since visitors are usually required to report to administration buildings first, the spaces should be located near that building.

b) Colleges and Universities and Business and Vocational Schools.

Two and one-half (2-1/2) for each employee plus one space for each three students residing on campus, plus one space for each five day student not residing on campus. In addition, if buses for transportation of students are kept at the school, one off-street parking space shall be provided for each bus of a size sufficient to park each bus.

ACTION: Add text

REASON: Clarification

One additional parking space for each one hundred (100) students shall be provided for visitors in the vicinity or adjacent to the administration portion of the building or complex. Such parking spaces shall be so designated by signing or other special marking as approved by the Traffic Engineer.

ACTION: Add text
REASON: Presently many of our schools have no provision for visitor parking; as a result, visitors often park in and block emergency access lanes. Since visitors are usually required to report to administration buildings first, the spaces should be located near that building.

c) Elementary and Junior High

Two and one-half (2-1/2) parking spaces for each employee. In addition, if buses for transportation of students are kept at the school, one off-street parking space shall be provided for each bus of a size sufficient to park each bus.

One additional parking space for each one hundred (100) students shall be provided for visitors in the vicinity or adjacent to the administration portion of the building or complex. Such parking spaces shall be so designated by signing or other special marking as approved by the Traffic Engineer.

ACTION: Add text

REASON: Presently many of our schools have no provision for visitor parking; as a result, visitors often park in and block emergency access lanes. Since visitors are usually required to report to administration buildings first, the spaces should be located near that building.

d) Libraries and Museums

One parking space for each two hundred and fifty (250) square feet in office and public use.

e) Nursery Schools and Day Care Centers

One parking space for each employee plus loading and unloading areas.

6) Medical Activities

a) Medical and Dental Offices

One parking space for each two hundred (200) square feet of gross floor area except when located in a shopping center.
b) Convalescent, Nursing, and Health Institutions

One parking space for each two employees plus one parking space for each three beds.

c) Hospitals

One parking space for each three beds plus one parking space for each staff doctor plus one parking space for each three employees.

7) Religious Activities

a) Churches

One space for each five (5) seats in the main auditorium, provided that the spaces for any church shall not be less than ten (10). For all existing churches enlarging the seating capacity of their auditoriums, one additional parking space shall be provided for each five (5) additional seats provided by the new construction. For all existing churches making structural alterations or additions which do not increase the seating capacity of the auditorium, no additional parking need be provided.

b) Mortuaries or Funeral Homes

One parking space for each one hundred (100) square feet of floor area of assembly rooms.

8) Other Uses. For uses not specifically identified herein, parking shall be provided as specified for the use which, in the opinion of the Planning Director, is most similar to the use under consideration. In case of disagreement between the applicant and the Planning Director about such interpretation, the Board of Adjustment will make the final determination as provided in Section 8.7 of this code.

8) Other Uses. For uses not specifically identified herein, the amount of parking required shall be determined by the Planning Department, based on staff experience, parking required for similar uses, and if appropriate, documentation provided by the applicant.

ACTION: Replace text

REASON: This version will speed the permit review process by allowing determinations not specifically spelled out in this portion of the Code to be made at the staff level, and by providing specific criteria by which those decisions will be made. The appeal to the Board of Adjustment, discussed in Section 8.6, applies to the entire Zoning Code and would be redundant here.
9) Mixed Occupancies or Mixed Use if One Occupancy. In the case of two or more uses in the same building, the total requirements for off-street parking facilities shall be the sum of the requirements for the several uses computed separately, except in shopping centers. Off-street parking facilities for one use shall not be considered as providing required parking facilities for any other use except as permitted in Section 4.4 10) Joint Use.

ACTION: Amend title and minor amendments to text.

REASON: Clarification, and to make title consistent with text.

10) Joint Use. The joint use of parking facilities may be authorized only for:

a) Those uses which have dissimilar peak-hour parking demands during the non-peak hours of the lessor, except in shopping centers in which the joint use of parking facilities is prohibited; or

ACTION: Remove text

REASON: Simplification

b) Parking facilities in excess of code requirements.

To qualify as a joint-use parking facility, the facility must be located within a radius of five hundred (500) feet from the buildings or use areas it is intended to serve. A minimum of a five (5) year written joint-use contract shall be approved by the Planning Department and by the City Attorney for such a parking arrangement to be allowed.

The following conditions must be fulfilled before a joint-use facility is allowed:

(1) The facility must be located within a radius of five hundred (500) feet of the buildings or use areas it is intended to serve.

(2) documentation of dissimilar peak hour parking demands must be provided by the applicant, and

(3) The subject property shall be legally encumbered by an easement or other appropriate means which provides for continuous joint use of the parking facilities. Documentation shall require review and approval of the City Attorney.

ACTION: Revise text.
REASON: This paragraph is reworded for clarification; the new language simply shifts the burden of proof of the adequacy of the facilities for joint use onto the applicant. The City Attorney recommended removal of the five-year clause to add flexibility to this requirement and to insure adequate enforcement during the full term of any agreement for joint use facilities.

11) Employee Parking. Where employee parking will be maintained separately and in addition to from parking for the general public, the regulations of this section may be modified as follows shall apply:

a) Employee parking may have fifteen (15) percent smaller spaces and fifteen (15) percent narrower drive lanes. Minimum parking stall sizes, aisle widths, and percentage of compact car stalls shall be as per other requirements in this chapter.

ACTION: Replace text

REASON: Reduced stall sizes are being incorporated into the Code through this revision process. Further reductions for employee stalls would render the facilities unusable and/or unsafe.

b) Employee parking must be clearly identified as such and not become parking for the general public.

c) In the event the employee parking is changed to parking for the general public, the normal regulations for off-street parking shall be in force.

d) Employee parking shall not be in lieu of parking requirements per activity as stated in Section 4.4

ACTION: Add text

REASON: Parking standards per activity as stated in Section 4.4 are calculated to provide a minimum amount of public, off-street parking for different types of land uses and activities. Employee parking standards have been established to allow the developer to provide additional parking for employees at an operable standard if it is so desired.

12) Temporary Parking Facilities. Temporary parking facilities may be permitted by the Planning Director when it has been shown that:
a) The existing use of the subject property has adequate legal nonconforming parking or that existing parking conforms to the applicable standards of the Kent Zoning Code.

b) The temporary parking facility is primarily intended to serve the public at large and not the existing use on the property.

c) The temporary parking facility serves a public need.

d) The temporary facility meets the following minimum standards:

1) 285 square feet gross area per stall minimum.

2) Pavement Section: Minimum 4 inches of 5/8 inch minus C.R. crushed rock with Bituminous surface treatment, subject to Engineering Department review.

3) On-site drainage control and detention per drainage ordinance.

4) Ingress and egress and interior circulation and perimeter control subject to Traffic Engineer approval. [Amendment - per City Council action, 1/21/80]

13) Compact Car Parking.

a) Parking stall size shall be minimum 8 feet by 17 feet. Aisle width shall be per requirements of Section 4.8, and diagram #1.

b) Compact car parking spaces shall be clearly identified by signing or other marking as approved by the City Engineer.

c) Compact car parking spaces shall not exceed thirty percent (30%) of the total required parking and shall be interspersed equally throughout the entire parking area.

d) See Section 4.8 diagram # 2 for typical compact car stall arrangements.

e) No more than four (4) compact car parking stalls shall be placed side by side or eight (8) head to head.

ACTION: Add text

REASON: Recent surveys conducted by the Planning Department and the Traffic Engineer have shown that approximately one-third of the vehicles currently being used in the City of Kent are compact cars. Current parking regulations do not recognize compact cars and do not provide for any space reductions. Over the past several years, many inquiries and suggestions have been made by developers with regards to this subject. The City staff recognizes this need and has in this proposed amendment attempted to meet the growing demand for better utilization of land, increased landscaping within parking areas, and less paved area to reduce storm water runoff problems. Review of this amendment and Section 4.8 diagram #2 show how the above three goals will be met.
SECTION 4.5 DRIVE-IN BUSINESS

All banks, savings and loans associations, cleaning establishments, food dispensing establishments, and other businesses which maintain drive-in facilities which are intended to serve customers who remain in their motor vehicles during the business transactions, or are designed in such a manner that customers must leave their automobiles temporarily in a driving line located adjacent to the facility, shall provide stacking space for the stacking of motor vehicles as follows.

1) Stacking Space. The drive-in facility shall be so located that sufficient stacking space is provided for the handling of motor vehicles using such facility during peak business hours of such a facility.

2) Driveway Location. Entrances and exits shall not be so located as to cause congestion in any public right-of-way.

3) Shopping Centers. When located in a shopping center, drive-in facilities shall provide sufficient stacking space to handle peak business demands and shall not, in any way, obstruct the normal circulation pattern of the shopping center.

SECTION 4.6 LOADING SPACE

For all buildings hereafter erected, reconstructed, or enlarged, adequate permanent off-street loading space shall be provided if the activity carried on is such that the building requires deliveries to it or shipments from it of people or merchandise. Such space shall be shown on a plan and submitted for approval by the Planning Department and the City Engineer. No portion of a vehicle taking part in loading or unloading activities shall project into a public street or alley. Loading space shall be in addition to required off-street parking spaces.

No portion of a vehicle taking part in loading, unloading or maneuvering activities shall project into a public street, alley, or interior pedestrian area. Loading space or maneuvering areas shall be in addition to required off-street parking spaces.

ACTION: Replace text

REASON: The rewording and addition to this section is to aid in clarifying the relationship between normal vehicular traffic and parking, and that of truck loading, unloading, and maneuvering activities. Past situations have arisen where automobile parking has been blocked, or otherwise been made inaccessible or hazardous when truck loading, unloading, or maneuvering areas are placed in close proximity.

1) Relationship of Loading Space to Residential Areas. Loading berths shall be located not closer than fifty (50) feet to any residential district, unless wholly enclosed within a building, or unless screened from such residential area by a wall or uniformly painted fence not less than six (6) feet in height.
2) **Relationship to Open Space.** Space for loading berths may occupy all or any part of any required setback, or open space as long as the loading berth is uncovered. A covered loading area shall comply with the minimum setback requirements for the district.

3) **Types of Uses for Which Loading Space Shall be Provided.** Loading space shall be provided for the following types of buildings or businesses: warehouses, supermarkets, department stores, office buildings with a floor space in excess of twenty thousand (20,000) square feet, industrial or manufacturing establishments, freight terminals, railroad yards, mortuaries, and such other commercial and industrial buildings which, in the judgment of the Planning Director, are similar in nature in regard to loading space requirements.

4) **Buildings which utilize dock-high loading doors shall provide a minimum 100 feet of clear maneuvering area in front of each door.** See Diagram #.

**ACTION:** Add text

**REASON:** This addition is proposed to establish a standard for truck maneuvering area. Past experience has shown that the lack of a set standard has encouraged developers to minimize this area; therefore, causing trucks to maneuver in designated parking areas or to maneuver in public or private streets because of inadequate on-site space.

5) **Buildings which utilize ground level service or loading doors shall provide a minimum 45 feet of clear maneuvering area in front of each door.**

**ACTION:** Add Text

**REASON:** This addition is being proposed to establish a standard for this maneuvering and/or loading area. Past experience has shown that a lack of a set standard has encouraged developers to minimize this area causing maneuvering in designated parking areas and general congestion and disruption of vehicle circulation.

6) **Ingress and egress points from public right-of-way (driveways) shall be designed and located in such a manner as to preclude off-site or on-street maneuvering of vehicles.**

**ACTION:** Add text
REASON: Past experience and observations by the Planning Department and the Traffic Engineer has shown that if ingress or egress points from public streets are located in front of overhead dock-high type doors, most truck drivers will choose to maneuver their vehicle in the street and back to the door via the driveway entrance from the street. This situation obviously causes congestion in the public right-of-way, as well as a hazardous condition when cars or other trucks try to get around the truck doing the in-street maneuvering.

SECTION 4.7 OFF-STREET PARKING REGULATIONS DOWNTOWN COMMERCIAL DISTRICT

Purpose: It is the purpose of this section to recognize the pedestrian-oriented nature of downtown activities while also recognizing the need for off-street parking facilities to eliminate traffic congestion. For the purpose of regulating off-street parking, there shall be two divisions of the Downtown Commercial District, DC-1 and DC-2. These divisions shall be delineated on the official zoning map. NOTE: Sections 4.7.1 and 4.7.2 do not apply to residential development in the DC, Downtown Commercial zoning district. See Section 4.4 for residential parking requirements.

ACTION: Add Text

REASON: This change was precipitated by a relatively large number of complaints from residents within the CBD who are unable to park close to their residence due to the parking time limits and the location of existing public parking areas.

Section 4.7.1 DC-1 Division

No off-street parking shall be required in this division. The DC-1 Division is the core area of downtown which should be pedestrian oriented. In addition, the property owners in the DC-1 Division have provided off-street parking through LID assessments.

Section 4.7.2 DC-2 Division

Off-street parking shall be provided and shall be in accordance with the provisions of this chapter; except there may be a fifty (50) percent reduction from the parking standard requirements contained in Section 4.4. [Amendment - per City Council action, 4/7/75]
SECTION 4.8 SIZE AND DESIGN STANDARDS

1) Parking Stall and Aisle Sizes
   a) 90 feet by 8 feet per stall except for parallel stalls.
   b) For parallel stalls, each stall shall be 28 feet by 9 feet.

1) Parking Stall Sizes
   a) Standard: 9 feet by 19 feet (1) (3)
   b) Compact: 8 feet by 17 feet (2) (3)
   c) Employee: 8-1/2 feet by 18 feet (3)
   d) Parallel: 9 feet by 23 feet

Note: (1) Dimensions may include overhang. See Section 4.9 Number 5 for exceptions.
(2) See diagram #2 for typical compact stall placement with required landscape area.
(3) Parking stall length may be reduced by a maximum two (2) feet with corresponding increases in aisle width.

ACTION: Replace text

REASON: This change and addition is made to allow compact car parking stalls, reflect the change in the size of employee parking, and to show more clearly how the developer may utilize these options.

2) Minimum Design Standards and Typical Parking Stall Arrangements - (See diagrams at the end of this chapter)
   a) Parallel parking:
      (1) For one-way circulation, the minimum width of the aisle shall be ten (10) feet.
      (2) For two-way circulation, the minimum width of the aisle shall be eighteen (18) feet.
   b) Ninety degree head-in parking. For one row and two rows of ninety degree head-in parking using the same aisle in a one-way or two-way circulation pattern, the minimum width of the aisle shall be twenty-four (24) feet.
   c) Sixty degree head-in parking:
      (1) For one row and two rows of sixty degree head-in parking using a one-way circulation pattern, the minimum width of the aisle shall be seventeen (17) feet.
      (2) For two rows of sixty degree head-in parking using a two-way circulation pattern, the minimum width of the aisle shall be twenty (20) feet.
   c) Forty-five degree head-in parking:
(1) For one and two rows of forty-five degree head-in parking using a one-way circulation pattern, the minimum width of the aisle shall be twelve (12) feet.

(2) For two rows of forty-five degree head-in parking using a two-way circulation pattern, the width of the aisle shall be twenty (20) feet.

ACTION: Remove text

REASON: Diagrams at the end of this chapter, more clearly express parking requirements and allow more flexibility of design than the above text.

3) Units of Measurements

a) Benches. In stadiums, sports arenas, churches, and other places of assembly in which patrons or spectators occupy benches, pews, or other similar seating facilities, each twenty (20) inches of width of such seating facilities shall be counted as one seat for the purpose of determining requirements for off-street parking facilities under this code.

b) Fractions. When a unit of measurement determining the number of required parking spaces results in the requirement of a fractional space, any fraction up to but not including one-half (1/2) shall be disregarded and fractions one-half (1/2) and over shall require one parking space.

SECTION 4.9 LANDSCAPING, FENCING, LIGHTING, SIGNS, PAVING, WHEELSTOPS, DRAINAGE, LIGHTING, AND CURBING

ACTION: Change title

REASON: This change is made to correspond with the expansion in coverage and subjects of this section.

 amendment to City Council Action, 8/20/79}

1) Landscaping requirements of Chapter 6 and Diagrams 2 and 3 of this chapter shall apply.

2) Landscape Islands (minimum size - 100 square feet) shall be located in the following areas to protect vehicles and to enhance the appearance of parking areas.
a) At the ends of all parking rows.
b) Where loading doors or maneuvering areas are in close proximity to parking areas or stalls.

**ACTION:** Replace text

**REASON:** Clarification and reference to new diagrams.

---

2) **Paving.** All off-street parking areas, including stalls, maneuvering areas and access from public rights-of-way shall be paved with asphalt/concrete cement or equivalent material, to be approved by the Public Works Director.

2) **Paving.** All vehicular maneuvering areas, including but not limited to, off-street parking areas, truck and mobile equipment loading, unloading, storage and maneuvering areas, and related accesses to and from public right-of-way shall be paved with asphalt or equivalent material, to be approved by the City Engineer.

**ACTION:** Replace Text

**REASON:** In the past, questions have been raised as to what areas must be paved. The old requirement refers only to off-street parking and maneuvering areas. It did not include areas of truck or mobile equipment parking or maneuvering areas. This situation has led to developments such as Metro Hauling and other truck users providing paved car parking, but not paving areas of heavy truck traffic. The lack of paving in these areas adds greatly to the air quality problems of the Valley by increasing dust generation and also adds to street cleaning loads since often the gravel from these lots is carried onto public rights-of-way. On-site drainage problems may also occur in these areas since a formal storm water control system is difficult to design and maintain in graveled areas.

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3) **Wheel Stops.** Wheel stops shall be required on the periphery of the parking lot so the cars shall not protrude into the public right-of-way. All the parking lots or lot's from the end of the stall for head-in parking, parallel stalls shall be designed so that the doors of vehicles do not open onto the public right-of-way.

3) **Wheel Stops.** Wheel stop shall be required in the following locations:

(Minimum two (2) feet from obstruction or end of parking stall).
a) Where the parking stall abuts a building or vehicles may overhang a property line.

b) Where the parking stall abuts a pedestrian walkway of less than six (6) foot width or one which is not raised creating its own barrier.

c) Where a parking stall abuts any physical object which may be impacted (i.e. light standards, fire hydrants, fences, power vaults, utility poles, etc.).

d) Where a hazardous grade difference exists between the parking area and the abutting property.

e) Where other hazardous situations may exist as determined by the City Engineer.

ACTION: Replace text

REASON: This change is proposed to better define and to state in a more comprehensive manner the need and location of wheel stops to protect vehicles, buildings, and other normal parking area appurtenances.

4) Lighting. Any lighting of a parking lot shall illuminate only the parking lot. All lighting shall be designed and located so as to avoid undue glare or reflection of light. Light standards shall not be located so as to interfere with parking stalls, stacking areas, and ingress and egress areas.

ACTION: Replace text

REASON: The purpose of this proposed change is to better clarify the requirement.

5) Vehicle Overhang Exception. Where sufficient area is available to allow safe and efficient overhang of a vehicle, the Planning Department may permit the standard parking stall length to be reduced by two (2) feet with corresponding increase in adjacent walkway or landscaping width. (See Diagram #2).
This statement is proposed to aid in reducing paved areas and at the same time increase landscape areas which will help reduce storm water runoff, help developers meet landscaping requirements, and provide a more aesthetically pleasing parking area without severely jeopardizing the functionality of the parking lot.

6) Concrete Curb Placement. In addition to wheel stop requirements (Section 4.9). All landscape areas within or abutting parking areas shall be separated from the paved area by concrete curbing or other acceptable method as approved by the Planning Director and the City Engineer.

The proposed addition assures that landscape areas do not erode onto parking areas and that safe separation is maintained.

SECTION 4.10 OFF-STREET PARKING PLANS

Off-street parking plans shall be subject to review and approval by the Planning Department and City Engineer. Approval shall be based upon the following criteria:

a) Compliance with Zoning Code requirements.
b) Safety and efficiency of interior circulation.
c) Safety of ingress and egress points.
d) Effects of access on public streets with regard to street capacity, congestion and delay.

This proposed amendment is made to clarify to developers and staff the specific criteria necessary to be met prior to parking plan approval.
2) All plans must be complete with the information as requested by the Planning Director.
MINIMUM PARKING DESIGN STANDARD

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