

Table 20D.130.10-020(1) Spaces For Specific Land Uses

Land Use	Minimum Parking Required Spaces
Assembly, including auditoriums, theaters and banquet rooms	10/1,000 sq. ft. of gfa for assembly or 1/5 fixed seats
Bowling	5/lane
Hotel, motel, excluding restaurant and assembly	1/rental room
Multi-family housing designed for senior citizens	.5 to 2/du as found adequate by the Code Administrator
Multi-family housing in business districts	See requirement for Urban Residence and Multiple Residence districts
Multi-family housing in Downtown	See requirements for residential uses in Downtown
Nursing home or long-term care facility	1/4 patient beds
Restaurant: Sit-down	9/1,000 sq. ft. gfa*
Take-out	10/1,000 sq. ft. gfa*
	<p>* Parking requirements for restaurants in the Downtown neighborhood shall be as follows: Old Town District – 2 stalls per 1000 sq. ft. gfa.</p> <p>The reduced parking provisions below shall not be effective until the adoption and implementation of a downtown parking management plan.</p> <p>In The Sammamish Trail, Town Square, Anderson Park, River Bend, Bear Creek, Valley View, and Trestle Districts – 5 stalls per 1000 sq. ft. gfa. when the restaurant is located in a multi-story building at least 3 stories tall, otherwise the general standard of 9 or 10 stalls per 1000 sq. ft. shall apply.</p> <p>The Technical Committee may waive the parking requirement for small (less than 750 sq. ft. gfa) restaurant/café/deli uses that support/enhance the City’s vision for creating/enhancing Downtown as a pedestrian place provided:</p> <ol style="list-style-type: none"> 1. The use is located in an office building and primarily serves the occupants and guests of the office building, or 2. The use is visible from, and within 100 feet of, a promenade or Downtown park such as Luke McRedmond Park, Anderson Park, O’Leary Park, The Edge Skate Park or the 83rd Street Promenade, for example, or within 100 feet of a critical areas buffer of the Sammamish River and access to the River Trail, and the use is designed to enliven the pedestrian environment and primarily cater to pedestrians and outdoor patrons.
Retirement residence	A minimum of 1 space per unit. If a skilled nursing facility is included, no spaces are required for each bed, but 1.25 spaces are required for each worker on the largest shift
Schools, hospitals, institutions, public facilities and similar uses	The number of spaces must be adequate to accommodate the peak shift as determined by the Code Administrator after considering the probable number of employees, etc.
Notes: du – Dwelling Unit gfa – Gross Floor Area	

Table 20D.130.10-020(2) Required Off-Street Parking

Zoning District		Number of Parking Spaces On-site	
		Minimum Required	Maximum Allowed
Semi-Rural Zone Large Lot Residential Low Density Residential Low Moderate Density Residential	RA-5 R1 R-2 – R-3 R-4 – R-5 – R-6	2/du	NR
Urban Recreation Agriculture	UR A	*	NR
Moderate Density Residential High Density Residential Residential Development in employment and commercial zones (except Downtown)	R-8, R-12, R-19 R-20 – R-30	1.2/Studio du# 1.5/1 Bedroom du# 1.8/2 Bedroom du# 2.0/3+ Bedroom du#	NR
Neighborhood Commercial	NC	4.0/1,000 sq. ft. gfa	5.0/1,000 sq. ft. gfa
Retail Commercial Convenience Commercial Cluster	RC OV	4.0/1,000 sq. ft. gfa	5.0/1,000 sq. ft. gfa
General Commercial	GC	4.0/1,000 sq. ft. gfa	5.0/1,000 sq. ft. gfa
Downtown Districts			
Residential Uses (All Downtown Districts)		1.0/du ⁴	2.25/ unit
Bear Creek, Valley View, and Trestle		3.5/1,000 sq. ft. gfa	5.5/1,000 sq. ft. gfa
Old Town ^{1,2,3}		2.0/1,000 sq. ft. gfa	2.0/1,000 sq. ft. gfa**
Anderson Park ^{1,3}		2.0/1,000 sq. ft. gfa	3.5/1,000 sq. ft. gfa
East Hill ¹		2.0/1,000 sq. ft. gfa	3.5/1,000 sq. ft. gfa
Sammamish Trail ^{1,2,3}		2.0/1,000 sq. ft. gfa	3.5/1,000 sq. ft. gfa
Town Square ^{1,2,3}		2.0/1,000 sq. ft. gfa	3.5/1,000 sq. ft. gfa
River Bend ^{1,2,3}		2.0/1,000 sq. ft. gfa	3.5/1,000 sq. ft. gfa
Town Center ³		3.5/1,000 sq. ft. gfa	5.0/1,000 sq. ft. gfa
Overlake Business and Advanced Technology Business Park Manufacturing Park Industry Planned Residential or Commercial Developments	OV BP MP I PRD or PCD	2.0/1,000 sq. ft. gfa 2.0/1,000 sq. ft. gfa 2.0/1,000 sq. ft. gfa 2.0/1,000 sq. ft. gfa 2.0/1,000 sq. ft. gfa	3.0/1,000 sq. ft. gfa*** 3.0/1,000 sq. ft. gfa*** 3.0/1,000 sq. ft. gfa*** 3.0/1,000 sq. ft. gfa*** 3.0/1,000 sq. ft. gfa***

Notes:

du – Dwelling Unit gfa – Gross Floor Area NR – No Requirement

* The number of spaces must be adequate to accommodate the peak shift or maximum number of users as determined by the Code Administrator after considering the probable number of employees, users, attendees, etc.

** Bonus available for in-lieu parking fund per RCDG 20D.130.10-040(2).

*** The Technical Committee may consider parking at a ratio as low as 1.5 per 1,000 if a covenant is recorded with the property which limits the uses to warehouse uses and/or limits the number of employees permitted in a building or project. Parking at ratios greater than 3.0 per 1,000 (not to exceed 3.5 per 1,000) is generally not permitted unless the employer/building owner can document that single-occupancy vehicle trips can be reduced better through the employer/building owner's parking/traffic mitigation program than they would be reduced through limiting parking stalls to 3.0 per 1,000.

Bedroom shall include all rooms that can be used as permanent sleeping quarters.

1 The maximum number of parking stalls allowed shall be increased to (a) 5.0 stalls per 1,000 sq. ft. gfa for the retail components of mixed-use developments and (b) 5.5 per 1,000 sq. ft. for single-story retail development allowed pursuant to footnote 1 of the Permitted Land Uses Chart RCDG 20C.40.20-030.

2 Developments may provide parking in excess of the Maximum Allowed parking standard provided the excess parking is also available to the general public for a commercial fee, or no charge, and there is ample signage at the facility to inform users the excess parking stalls are available for public use at no charge or by fee.

3 Parking is not required for store front-ground floor-home office space if the space is the lesser of 450 square feet or 25% of the gross floor area of the residence the home office it is part of. (The parking exemption provided in this section shall not be effective until the adoption and implementation of a downtown parking management plan.)

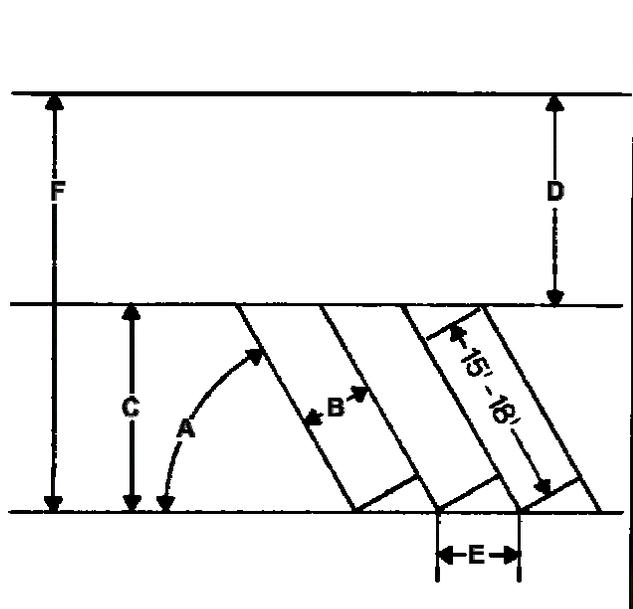
4 Plus one guest space per four units for projects with six units or more. Curbside parking along the site may be counted towards up to 25% of the required off-street parking. See Curb Length for Parallel Parking under RCDG 20D.130.10-030 Design Requirements for Parking Facilities. (The parking exemption counting curbside parking provided in this section shall not be effective until the adoption and implementation of a downtown parking management plan.)

(Ord. 2105; Ord. 2027; Ord. 1954; Ord. 1756; Ord. 1734. Formerly 20C.20.150(10))

Part of RCDG [20D.130.10-030](#) Design Requirements for Parking Facilities

MINIMUM PARKING SPACE AND AISLE DIMENSIONS

	A	B	C	D	E	F
Parking Angle	Stall Width	Row Width	Aisle Width	Curb Length	Bay Width	
Parallel	8.00	8.00	12.00	23.00	20.00	
	8.50	16.50	11.00	17.00	27.50	
30	9.00	16.50	11.00	18.00	27.50	
	9.50	17.50	11.00	19.00	28.50	
	10.00	17.50	11.00	20.00	28.50	
	8.50	18.50	13.50	12.00	32.00	
45	9.00	19.00	13.00	12.50	32.00	
	9.50	19.50	13.00	13.50	32.50	
	10.00	19.50	13.00	14.00	32.50	
	8.50	20.00	18.50	9.50	38.50	
60	9.00	20.50	18.00	10.50	38.50	
	9.50	20.50	17.50	11.00	38.00	
	10.00	20.50	17.00	11.50	37.50	
	8.50	20.00	19.50	9.00	39.50	
70	9.00	20.50	19.00	9.50	39.50	
	9.50	20.50	18.50	10.00	39.00	
	10.00	21.00	18.00	10.50	39.00	
	8.50	19.50	24.50	8.50	43.50	
80	9.00	19.50	24.00	9.00	43.50	
	9.50	19.50	23.50	9.50	43.00	
	10.00	19.50	23.00	10.00	42.50	
	8.50	18.00	25.50	8.50	43.50	
90	9.00	18.00	25.00	9.00	43.00	
	9.50	18.00	24.50	9.50	42.50	
	10.00	18.00	24.00	10.00	42.00	



Notes:

(Dimensions are in feet)

When parking lots may have substantial traffic by trucks or other large vehicles, the Code Administrator may establish larger minimum dimensions.

At least 50% of the spaces must be a minimum of 18 feet long, 2 feet of which may overhang wheel stops or curb.

Up to 50% of the spaces may be 15 feet long, 1 foot of which may overhang wheel stops or curb, and designated for compact cars. Widths may be reduced 1 foot.

Aisle turns must be at least 14 feet in width.

Requirements for handicap parking spaces are contained in RCDG [20E.10.10](#), Building Code.

(Ord. 1954; Ord. 1756. Formerly 20C.20.150(15))

20D.130.10-040 General Parking Requirements.

- (1) Cooperative Parking Facilities. Cooperative parking facilities may be provided subject to the approval of the Technical Committee where two or more land uses can be joined or coordinated to achieve efficiency of vehicular and pedestrian circulation, economy of space, and a superior grouping of buildings or uses. When cooperative parking facilities can be provided, the Technical Committee may reduce the on-site parking requirements based on any of the following criteria:
 - (a) Peak demand occurs at distinctly different times.
 - (b) The minimum required parking for a multi-tenant facility shall be based upon the minimum amount necessary to satisfy the highest average-daily peak demand generated by the uses at a single time period. In no case shall the minimum required parking for a multi-tenant facility be less than 60 percent of the total required for all uses in the facility.
 - (c) The continuation of the cooperative facility 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 cooperative or association.
 - (d) Shared parking associated with multi-tenant retail and commercial facilities will be considered to be a cooperative parking facility. Lease agreements will satisfy the requirement for a sufficient legal document.
- (2) In-lieu Parking Fees – Fund Created – Comprehensive Parking Plan. An in-lieu parking fee may be submitted to the City for each required parking space which is not provided on-site. The in-lieu parking fee shall be determined annually by the Technical Committee based on current land and construction costs.

There is hereby created a special fund within the Office of the Treasurer-Comptroller into which in-lieu fees shall be deposited to be used only for the construction of public parking facilities. Priorities for construction of parking facilities shall be identified in a comprehensive parking plan and capital improvements program approved by the City Council. The plan shall take into consideration the amount of available on-street parking within an area, the need for concentration of public facilities to prevent proliferation of private parking lots alternating with buildings, the visual and traffic impacts of parking facilities, and the degree to which the parking facilities will encourage pedestrian circulation.

- (a) Floor Area Bonus. A floor area bonus shall be granted within the Old Town Design Area for contribution to the fund. The bonus shall be granted at a ratio of three square feet of bonus floor area for each square foot of structured parking paid for by the in-lieu fee, up to the maximum allowable floor area within the permitted building envelope. The bonus floor area shall be exempt from parking requirements. For example: A 1,000 square foot building requiring two parking spaces would pay for the construction of two structured parking stalls, at 325 square feet per stall. The bonus floor area granted would be three times the two stalls (3 x 650 square feet), or 1,950 square feet of additional floor area.

- (3) Alternatives to Parking. The Technical Committee may permit reductions in parking below the minimum if an approved TMP is recorded with the property that effectively reduces parking demand.

The Technical Committee shall require alternative parking programs if there is a need to reduce overall parking to alleviate adverse environmental impacts resulting from excessive ground coverage by impervious surfaces, or severe traffic impacts on adjacent arterial streets.

- (4) Parking in Building Setback Areas. In all residential zoning districts and design areas, parking other than in driveways is not permitted in front setback areas. In all other zoning districts, parking is permitted in all setback areas subject to the requirements of the district and the following subsection (5) of this section, Parking Restricted in Shoreline Areas.
- (5) Parking Restricted in Shoreline Areas. Parking facilities are prohibited in the waterfront building setbacks established in RCDG 20C.60.25, Site Requirements. (Ord. 1756. Formerly 20C.20.150 (20))

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