



CITY OF PORT ORCHARD
Planning Commission

216 Prospect Street, Port Orchard, WA 98366
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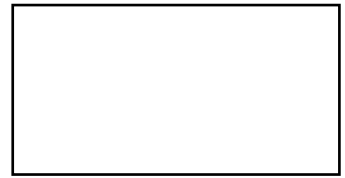
PLANNING COMMISSION MEETING AGENDA

Tuesday, October 2, 2018

720 Prospect Street (Community Development Department)

- 1. Call to Order: 6:00 p.m.**
Pledge of allegiance
- 2. Audience Comments – Not on the Agenda**
Please limit comments to **3 minutes**.
- 3. Business Items**
 - A. Discussion: Update to Zoning Code – Draft Chapters 20.40 (Measurements & Exceptions), 20.41 (Transfer of Development Rights), 20.100 (Subdivision Design), 20.122 (Building Elements), 20.124 (Parking).
- 4. Approval of Minutes from September 4, 2018**
- 5. Adjourn**

The public is invited to speak and give testimony on any item under discussion by the Planning Commission. Please sign in prior to speaking, walk to the podium, and after receiving recognition by the Chairman, state your name, address and purpose for appearing. Please use the microphone for all of your testimony or comments.



Planning Commission Meeting Minutes
September 3, 2018

COMMISSIONERS:

Present: Annette Stewart, Stephanie Bailey, David Bernstein, Marcus Lane, Kathleen Wilson
Absent: Suanne Martin Smith, Trish Tierney, Mark Trenary

STAFF PRESENT:

Community Development Director Nick Bond, Long Range Planner Keri Sallee

1. CALL TO ORDER:

Chair Stewart called the meeting to order at 6:01 p.m. and led the pledge of allegiance.

2. AUDIENCE COMMENTS: None.

3. BUSINESS ITEMS:

A. Public Hearing: Revisions to Chapters 20.22 and 20.96 POMC

Long Range Planner Sallee introduced the proposed revisions to Chapters 20.22 and 20.96 POMC, which are intended to resolve inconsistencies in the development code related to the processing of permit applications for vacation and alteration of subdivisions, including long plats, short plats and binding site plans. Chair Stewart opened the public hearing. No comments were received. Chair Stewart closed the public hearing.

B. Discussion and Recommendation: Revisions to Chapters 20.22 and 20.96 POMC

Commissioner Bernstein made a motion to recommend that the City Council adopt the proposed revisions to Chapters 20.22 and 20.96 POMC, as presented in the draft ordinance. Commissioner Lane seconded the motion. The motion passed unanimously.

4. APPROVAL OF MINUTES FROM AUGUST 7, 2018:

Commissioner Wilson made a motion to adopt the minutes of the Planning Commission meeting of August 7, 2018. Bernstein seconded the motion. The motion passed unanimously.

*** RECESS – Meeting moved to 720 Prospect Street ***

5. BUSINESS ITEMS (CONTD):

C. Discussion: Draft Zoning Code (Zoning Map, Nonconformities Chapter 20.54)

Community Development Director Bond gave an overview of the draft zoning map, which has been revised to show the proposed new zoning designations that will replace the existing zoning designations when the updated Zoning Code is adopted. The Commissioners discussed how the new zoning designations,

particularly more intense multifamily and mixed use zones, could potentially affect existing neighborhoods and overall city character; how city transportation networks need to keep pace with growth; how general design guidelines and the zoning code requirements for individual building types will enhance the city's appearance over time; and how the zoning designations could affect the development potential of several individual properties. The Commissioners recommended one zoning change, to several adjacent downtown properties, and asked for revisions to the map legend colors for easier distinction between zoning designations.

Bond introduced the revisions to the Nonconformities code (Chapter 20.54), which now includes a category for nonconforming building types, as well as nonconforming land uses, structures and lots. The revised code also provides a process to establish a legal nonconforming lot of record, and includes guidance for the "Build to Zone" requirements in the new Zoning Code.

ADJOURN: Chair Stewart adjourned the meeting at 7:20 pm.

Annette Stewart, Chair

Nick Bond, City Development Director

Chapter 20.40
SITE AND LOT DIMENSIONS

Sections:

- 20.40.010 Site and Lot Dimensions**
- 20.40.020 Building Setbacks**
- 20.40.030 Build-to-zone**
- 20.40.040 Setback Encroachments**
- 20.40.050 Height**
- 20.40.060 Neighborhood Compatibility**

20.40.010 Site and Lot Dimensions

(1) Site. A site is any lot or group of contiguous lots owned or controlled by the same person or entity, assembled for the purpose of a single development.

(a) Site Area. Site area is the cumulative area of all contiguous lots that make up the site. Site area does not include existing or proposed right-of-way, whether dedicated or not dedicated to public use.

(b) Site Width. Site width is the cumulative width of all contiguous lots that compose the site.

(c) Site Depth. Site depth is the cumulative depth of all contiguous lots that compose the site.

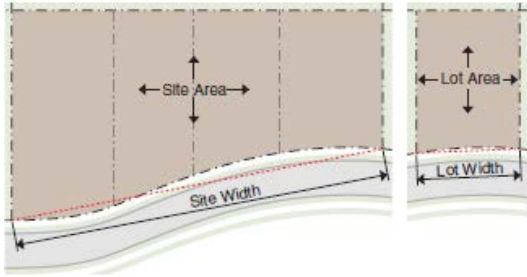
(2) Lot. A parcel of land either vacant or occupied intended as a unit for the purpose, whether immediate or for the future, of transfer of ownership, or possession, or for development.

(a) Lot Area. Lot area is the area included within the rear, side and front lot lines. Lot area does not include existing or proposed right-of-way, whether dedicated or not dedicated to public use. Minimum lot area may not include constrained land such as wetlands, fish and wildlife habitat area, floodways and floodplains, and slopes over 25% which are 2,000 square feet or more of contiguous sloped area. Where on-site waste treatment is required, Health Department standards will determine whether minimum lot area must be increased to accommodate the on-site waste treatment system.

(b) Lot Width. Lot width is the distance between the two side lot lines measured at the primary street property line along a straight line or along the chord of the property line on a curvilinear lot.

(c) Lot Frontage. Every lot must abut a public or private street, or a courtyard specifically for a cottage court building type (see Div. 8.4).

(d) Lot, Flag. A lot with less length of property on a public street than is normally required, with no less than 30 feet abutting a public or private street generally intended to make deeper property accessible.



(3) Hard Surface Coverage. The area of the lot that is covered by buildings, including both principal structures, structured parking and roofed accessory structures, including gazebos. Hard surface coverage also includes paved and gravel areas such as driveways, walkways, uncovered porches or patios, decks, swimming pools, parking lots, and roof overhangs of over 2 feet, driveways, walkways, steps, terraces and uncovered decks.

20.40.020 Building Setbacks

(1) Type of Setbacks. There are 4 types of setbacks - primary street, side street, side interior and rear. Building setbacks apply to both principal and accessory buildings or structures except where it is explicitly stated otherwise.

(2) Measurement of Setbacks.

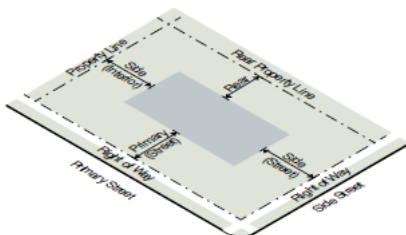
(a) The primary street setback is measured at a right angle from the primary street right-of-way line.

(b) On corner lots, the side street setback is measured at a right angle from the side street right-of-way line.

(c) The rear setback is measured at a right angle from the rear property line or the rear right-of-way or easement line where there is an alley. The rear property line is the property line opposite to the primary street property line. Where there is more than one primary street, the [Administrator] will determine the rear property line based on the criteria in Sec. 2.2.4.

(d) All lot lines which are not primary street, side street or rear lot lines are considered side interior lot lines for the purpose of measuring setbacks. Side interior setbacks are measured at a right angle from the side property line.

(3) Irregular Shaped Lots. The director will determine setbacks for irregularly-shaped lots.



(4) Primary/Side Street Designation

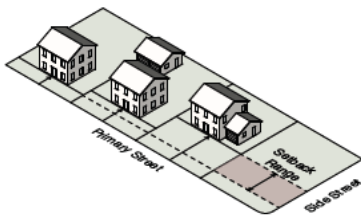
- (a) Where only one street abuts a lot, that street is considered a primary street.
- (b) A multiple street frontage lot must designate at least one primary street. A lot may have more than one primary street. The [Administrator] will determine which streets are primary streets based on (where applicable):
 - (i) The street or streets with the highest classification (highest classification is Principal Arterial, lowest is Local Access);
 - (ii) The established orientation of the block;
 - (iii) The street or streets abutting the longest face of the block;
 - (iv) The street or streets parallel to an alley within the block;
 - (v) The street that the lot takes its address from; and
 - (vi) The pedestrian orientation of adjacent or abutting development, existing or proposed.

(5) Primary Setback Averaging. The primary street setback requirements for principal buildings in R1, R2, R3, R4, R5, and R6 zones may be averaged as follows:

- (a) The proposed building must be located within the range of primary street setbacks, no closer than the smallest setback in the range and no further than the largest setback in the range.
- (b) On an interior lot, the range of setbacks is measured on the basis of the 2 closest lots in either direction along the block face.



- (c) On a corner lot, the range of setbacks is measured on the basis of the 3 closest lots along the block face.

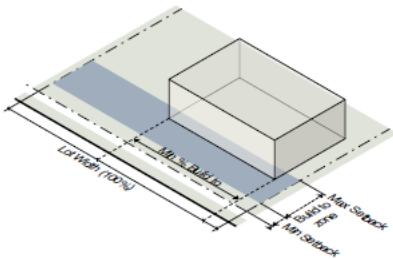


(d) Where the calculation cannot be applied to at least 4 lots on an interior lot or 3 lots on a corner lot, the building must meet the district standards.

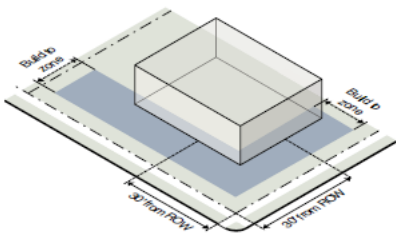
20.40.030 Build-to-zone

(1) Build to Zone. The build-to zone is the area on the lot where a certain percentage of the front building facade must be located, measured as a minimum and maximum setback range from the edge of the right-of-way.

(2) Build to Zone on interior lots. The required percentage specifies the amount of the front building facade that must be located in the build-to zone, measured based on the width of the building divided by the width of the lot.



(2) Build to Zone on Corner Lots. On a corner lot, a building facade must be placed within the build-to zone for the first 30 feet along the street extending from the block corner, measured from the intersection of the two right-of-way lines.



(3) Build to zone - Uses Allowed. With the exception of parking spaces and outdoor storage, all structures and uses (including outdoor dining) allowed on the lot are allowed in the build-to zone.

20.40.040 Setback Encroachments

(1) All buildings and structures must be located at or behind the required setbacks except as listed in sections (2-5) below and in accordance with applicable building codes. No building or structure may extend into a required easement or public right-of-way (except by written agreement with the City Council or through an approved street vacation).

(2) Building Features.

(a) Porches, stoops, balconies, galleries and awnings/ canopies may extend into a required primary or side street setback as stated in POMC 20.122.

(b) Building eaves, roof overhangs, gutters, downspouts, light shelves, bay windows and oriels less than 10 feet wide, cornices, belt courses, sills, buttresses or other similar architectural

features may encroach up to 3 feet into a required setback, provided that such extension is at least 2 feet from the vertical plane of any lot line.

(c) Chimneys or flues may encroach up to 4 feet, provided that such extension is at least 3 feet from the vertical plane of any lot line.

(d) Unenclosed patios, decks, balconies, stoops, porches, terraces or fire escapes may encroach into a side interior or rear setback, provided that such extension is at least 3 feet from the vertical plane of any lot line.

(e) Handicap ramps may encroach to the extent necessary to perform their proper function.

(f) Structures below and covered by the ground may encroach into a required setback.

(3) Site Features.

(a) Fences and walls may encroach into a required setback.

(b) Sidewalks and driveways may encroach into a required setback.

(c) Required buffers may encroach into a required setback.

(d) Signs under may encroach into a required setback provided that they meet any sign specific setbacks pursuant to POMC 20.132.

(4) Low Impact Stormwater Features.

(a) Low impact stormwater management features may encroach into a primary street setback (but not into the sidewalk), side interior setback, or rear setback including, but not limited to:

1. Rain barrels or cisterns, 6 feet or less in height;
2. Planter boxes;
3. Bioretention areas; and
4. Similar features, as determined by the director.

(5) Mechanical Equipment and Utility Lines

(a) Mechanical equipment associated with residential uses, such as HVAC units, swimming pool pumps or filters, and security lighting, may encroach into a side interior or rear setback, provided that such extension is at least 3 feet from the vertical plane of any lot line.

(b) Minor structures accessory to utilities (such as hydrants, manholes, and transformers and other cabinet structures and related fences) may encroach into a required rear or side setback.

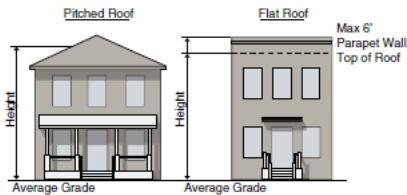
(c) Minor utilities below and covered by the ground may encroach into a required setback.

20.40.050 Height

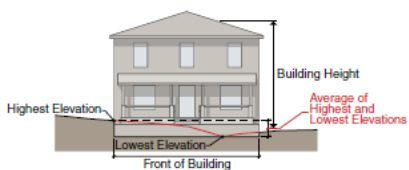
(1) Building Height

(a) This section shall apply to all development in the City except for development in the View Protection Overlay District. This section shall not apply to signs.

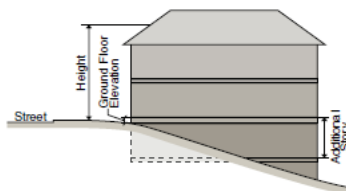
(b) Building height is regulated in both number of stories and feet and is measured from the grade plane to the mean height level between the eaves and ridge of a gable, hip, mansard, or gambrel roof or to the highest point of roof surface of a flat roof.



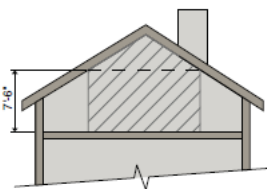
(b) Average grade is determined by calculating the average of the highest and lowest elevation along natural or improved grade (whichever is more restrictive) along the front of the building parallel to the primary street setback line.



(c) Where a lot slopes downward from the front property line, one story that is additional to the specified maximum number of stories may be built on the lower, rear portion of the lot.



(d) A half story has less than 50% of the attic floor area with a clear height of 7 feet or more; measured from the finished floor to the finished ceiling. If more than 50% of the attic floor area has a clear height of 7 feet or more, it shall be considered a full story.



(e) A basement with 50% or more of its perimeter wall area surrounded by natural grade is not considered a story.

(2) Height Encroachments. Any height encroachment not listed below is prohibited except where the [Administrator] determines that the encroachment is similar to a permitted encroachment listed below.

(a) The maximum height limits of the district do not apply to a spire, belfry, cupola, dome, or other similar feature that does not contain conditioned space and is not intended for human occupancy, or public utility facilities which by design or function must exceed the established height limits.

(b) The following may exceed the established height limit of the district provided they do not exceed the maximum height by more than 6 feet:

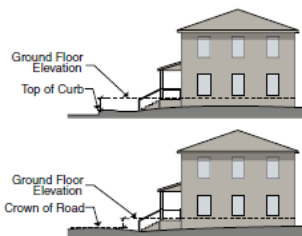
- (i) Chimney, flue or vent stack;
- (ii) Rooftop deck, patio, shade structure;
- (iii) Flagpole;
- (iv) Vegetation associated with a rooftop garden or landscaping;
- (v) Skylights;
- (vi) Parapet wall; and
- (vii) Solar panels, wind turbines and rainwater collection systems.

(c) The following may exceed the established height limits provided they do not exceed the maximum building height by more than 10 feet, do not occupy more than 25% of the roof area, and are set back at least 10 feet from the edge of the roof:

- (i) Elevator or stairway access to roof; and
- (ii) Mechanical equipment.

(3) Ground Floor Elevation. Ground floor elevation is the height of the ground floor relative to the height of the sidewalk and is measured from top of the abutting curb, or from the crown of the road where no curb exists, to the top of the finished ground floor.

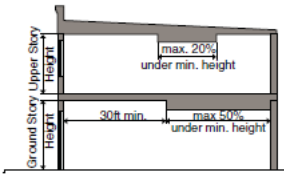
(a) Minimum ground floor elevation applies to the first 20 feet of the lot measured from the right-of-way line.



(4) Story Height

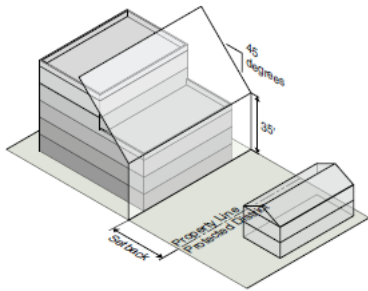
(a) Story height is the height of each story of building and it is measured from the top of the finished floor to the ceiling above.

(b) Minimum ground story height applies to the first 30 feet of the building measured inward from the interior wall of the primary street-facing facade. At least 50% of the ground story must meet the minimum height provisions.



20.40.060 Neighborhood Compatibility

(1) Height Plane. A height plane is required when a building taller than 35 feet is located on a lot that abuts another lot with a R-1, R-2, or R-6 zoning designation. In such situations, a building cannot extend into a 45-degree angular plane projecting over the subject property measured from a height of 35 feet at the side interior or rear setback line. One foot of additional setback is required for every foot of height above 35 feet until the maximum height of the district is reached.



Chapter 20.41

Transfer of Development Rights Program

Sections:

20.41.010 Purpose

20.41.020 Authority

20.41.030 Applicability

20.41.040 General Requirements

20.41.050 Sending Areas

20.41.060 Sending Site Calculations

20.41.070 Receiving Areas

20.41.080 Use of Development Rights

20.41.010 Purpose.

The purpose of this chapter is to create a process for certification and transfer of transferable development rights (TDR) from designated sending areas within Kitsap County to designated receiving areas within Port Orchard. The transfer of development rights from one property within Kitsap County to another within Port Orchard is allowed in order to provide the following:

1. Flexibility and efficient use of land and building techniques;
2. Preservation of rural character, promotion of farming areas, and provision of long-term open space opportunities;
3. A mechanism to work toward achieving policies outlined in the Kitsap County Countywide Planning Policies, Kitsap County Comprehensive Plan, the Port Orchard Comprehensive Plan and Port Orchard development regulations.

20.41.020 Authority.

The transfer of residential development rights (“TDR”) system for Port Orchard is established. The base residential density of a sending site within Kitsap County may be transferred and credited to a receiving site within the City of Port Orchard in accordance with this chapter only when a TDR certificate is issued in accordance with the rules and procedures in this chapter and in Kitsap County Code Chapter 17.580.

20.41.030 Applicability.

This chapter supplements City and County land use regulations and other land protection efforts by establishing a TDR process, which may be employed at a landowner’s option to certify and transfer development rights from an eligible sending site in Kitsap County to an eligible receiving site in Port Orchard, and which may include transfer through an open market or TDR bank. This chapter regulates the following with respect to the transfer of development rights:

1. Provides a conversion formula to convert County development rights into City building height bonuses.

2. Provides a market-based TDR implementation system based on the issuance of TDR certificates by Kitsap County that may be freely sold or otherwise transferred for use in the City of Port Orchard;
3. Requires the recording of conservation easements that restrict development on sending sites within Kitsap County.

20.41.040 General Requirements.

1. Development Rights. Residential development rights are considered as interests in real property.
2. Transfer of Development Rights Permitted. The number of dwelling units allowed to be constructed on a sending parcel within Kitsap County under Kitsap County Code Section 17.580.050 may be transferred to a receiving parcel within the City pursuant to the conversion provided in subsection 3 of this section. In approving a transfer of development rights to a receiving area within Port Orchard, the decision-maker (depending on permit type) must find that such a transfer is permitted under and consistent with the zoning applicable to the receiving property. A transfer of development rights is allowed only under the provisions in this chapter.
3. Transfer of Development Rights Conversion formula. Each development right (i.e., allowed dwelling unit) sent from a sending area in Kitsap County shall be worth a 1-story (10 foot) height bonus measuring 5,000 square feet on the receiving property within Port Orchard. To illustrate this conversion, if a mixed use storefront building (e.g., with retail on the ground floor and apartments on higher floors) in Port Orchard is proposed with a building footprint of 20,000 square feet at 4 stories, but the zone allows for a height bonus pursuant to the TDR program to increase that height to 5 stories, the purchase of 4 development rights from Kitsap County would allow 1 additional 10-foot story measuring 20,000 square feet, thus increasing the allowed height of proposed building from 4 to 5 stories.

20.41.050 Sending Areas.

1. The City of Port Orchard will rely on Kitsap County sending area designations in place as of [insert date] and additionally shall only accept development rights transferred from properties in zip codes 98366, 98367, 98312, and 98359 in accordance with Kitsap County Code Chapter 17.580.
2. Land already encumbered by a conservation easement shall not be eligible as a TDR sending site.
3. Any land below ordinary high water of any fresh or saltwater body shall not be eligible as a TDR sending site.
4. Development rights allocated to eligible sending sites may be converted to TDR certificates which may be transferred to eligible receiving sites through the TDR transfer process. After completion of the conveyance of a sending site's development rights, the property shall be maintained in a condition that is consistent with the TDR conservation easement imposed under Kitsap County Code Section 17.580.100.

20.41.060 Sending Site Calculations.

The City shall rely on Kitsap County calculations of development rights eligible for transfer from a sending site pursuant to Kitsap County Code Chapter 17.580.

20.41.070 Receiving Areas.

Receiving areas within Port Orchard are those properties with a zoning designation that explicitly provides for height bonuses pursuant to this chapter and the development rights conversion formula provided herein.

20.41.080 Use of Transferred Development Rights.

Once development rights have been obtained in accordance with Kitsap County Code Chapter 17.580, the County will issue (a) certificate(s) certifying the number of rights purchased and the location from which the rights are being sent. Applicants seeking to use the issued Kitsap County certificate(s) shall submit the certificate(s) with their development permit application for a project to be constructed on an eligible suitably zoned property within Port Orchard. Prior to permit issuance for a project that has been approved pursuant to a TDR height bonus, the certificate shall be conveyed to the City of Port Orchard and extinguished in exchange for the approved height bonus.

Chapter 20.122 BUILDING ELEMENTS

Sections:

20.122.010 Intent

20.122.020 Awning and Canopy

20.122.030 Balconies

20.122.040 Forecourt

20.122.050 Gallery

20.122.060 Porch

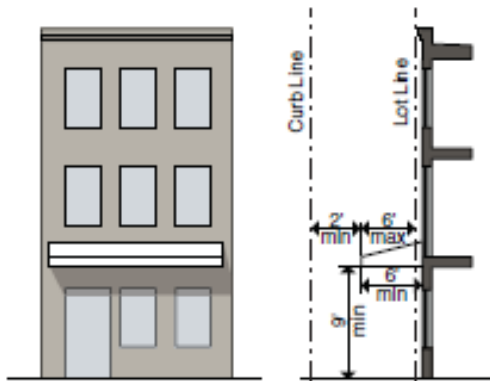
20.122.070 Stoop

20.122.010 Intent

The following standards are intended supplement POMC 20.32 and ensure that certain building elements that when added to a street-facing facade are of sufficient size to be both usable and functional and be architecturally compatible with the building they are attached to.

20.122.020 Awning and Canopy

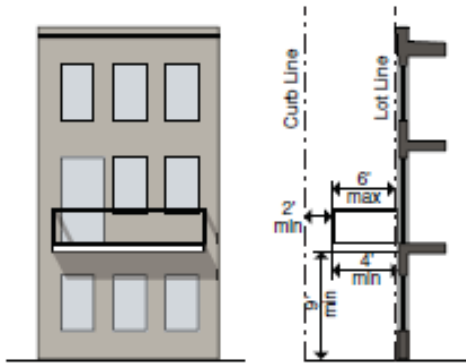
A wall-mounted, cantilevered structure providing shade and cover from the weather for a sidewalk.



- A. An awning/canopy must be a minimum of 9 feet clear height above the sidewalk and must have a minimum depth of 6 feet.
- B. An awning/canopy may extend into a primary or side street setback.
- C. An awning/canopy may encroach up to 6 feet into the public right-of-way but must be at least 2 feet inside the curb line or edge of pavement, whichever is greater.

20.122.030 Balcony

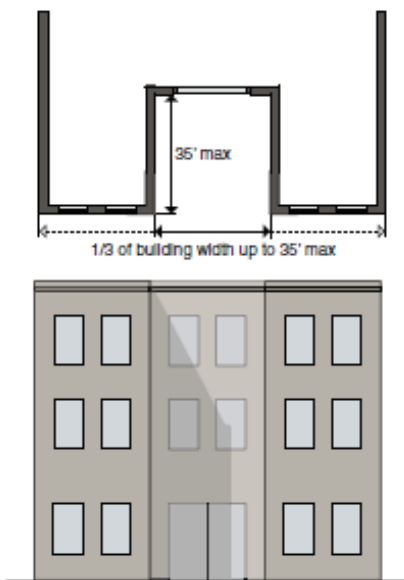
A platform projecting from the wall of an upper-story of a building with a railing along its outer edge, often with access from a door or window.



- A. A balcony must be at least 4 feet deep.
- B. A balcony must have a clear height above the sidewalk of at least 9 feet.
- C. A balcony may be covered and screened but cannot be fully enclosed.
- D. A balcony may extend into a into a primary or side street setback.
- E. A balcony may encroach up to 6 feet into the public right-of-way but must be at least 2 feet inside the curb line or edge of pavement, whichever is greater.

20.122.040 Forecourt

An open area at grade, or within 30 inches of grade, that serves as an open space, plaza or outdoor dining area.



- A. A forecourt must be no more than one-third of the length of the building face, and in no case longer

than 35 feet in width.

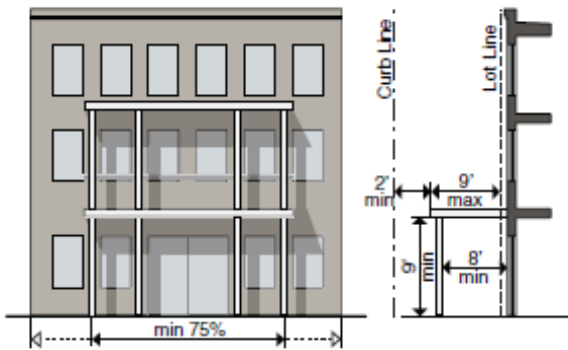
B. The depth of the forecourt must not exceed the general width. A forecourt may be no more than 35 feet in depth.

C. A maximum of one forecourt is permitted per lot.

D. A forecourt meeting the above requirements is considered part of the building for the purpose of measuring the build-to zone.

20.122.050 Gallery

A covered passage extending along the outside wall of a building supported by arches or columns that is open on 3 sides.



A. A gallery must have a clear depth from the support columns to the building's facade of at least 8 feet and a clear height above the sidewalk of at least 9 feet.

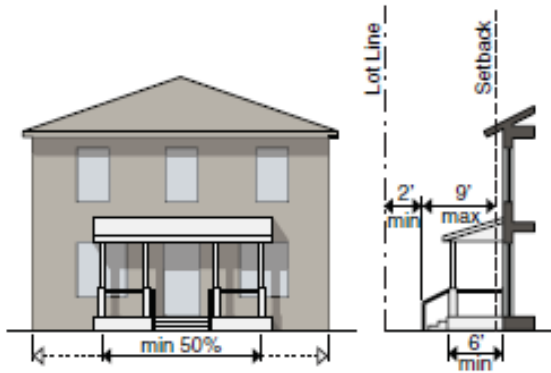
B. A gallery must be contiguous and extend over at least 75% of the width of the building facade from which it projects.

C. A gallery may extend into a primary or side street setback.

D. A gallery may encroach up 9 feet into the public right-of-way but must be at least 2 feet inside the curb line or edge of pavement, whichever is greater.

20.122.060 Porch

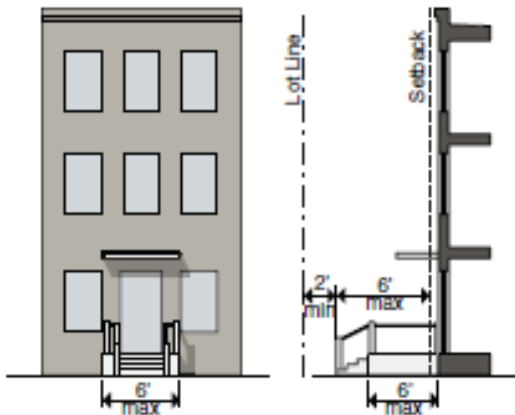
A raised structure attached to a building, forming a covered entrance to a doorway.



- A. A front porch must be at least 6 feet deep (not including the steps).
- B. A front porch must be contiguous, with a width not less than 50% of the building facade from which it projects.
- C. A front porch must be roofed and may be screened, but cannot be fully enclosed.
- D. A front porch may extend up to 9 feet, including the steps, into a required front setback, provided that such extension is at least 2 feet from the vertical plane of any lot line.
- E. A front porch may not encroach into the public right-of-way.

20.122.070 Stoop

A small raised platform that serves as an entrance to a building.



- A. A stoop must be no more than 6 feet deep (not including the steps) and 6 feet wide.
- B. A stoop may be covered but cannot be fully enclosed.
- C. A stoop may extend up to 6 feet, including the steps, into a required setback, provided that such extension is at least 2 feet from the vertical plane of any lot line.
- D. A stoop may not encroach into the public right-of-way.

Chapter 20.124
DEVELOPMENT STANDARDS – PARKING AND CIRCULATION

Sections:

- 20.124.010 Purpose.
- 20.124.020 ~~Authority and application~~applicability and Administration.
- 20.124.030 Off-street parking spaces requirement.
- 20.124.040 ~~Shared parking requirements.~~Bicycle parking required.
- 20.124.050 ~~Exceptions for community residential facilities (CRF).~~Accessible parking requirements.
- 20.124.060 Stacking spaces for drive-through facilities.
~~Handicapped parking requirements.~~
- 20.124.070 Transit and rideshare provisions.
~~Stacking spaces for drive-through facilities.~~
- 20.124.080 Pedestrian circulation and access.
~~Transit and rideshare provisions.~~
- 20.124.090 Off-street parking design standards.~~Pedestrian circulation and access.~~
- 20.124.100 Compact car allowance requirements.~~Off-street parking design standards.~~
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- 20.124.130—~~Internal circulation road standards.~~
- 20.124.150—120 DOD-Downtown Mixed-Use parking standards.
- 20.124.240—~~Repealed.~~
- 20.124.250—130 Minimum parking standards.
- 20.124.260—140 Minimum parking stall dimensions.

20.124.010 Purpose.

~~The (1) Purpose.~~ The purpose of this chapter is to:

- (1) Implement the City’s Comprehensive Plan.
- (2) Ensure that the City’s supply of available parking matches parking demand most of the time; and
- (3) Encourage the continued development of Port Orchard as a walkable community; and
- (4) Support the efficient provision of transit services including buses and passenger ferries; and
- (5) Support transit-oriented development in local centers;
- (6) Limit the creation of unnecessary new impervious surfaces; and
- (7) Ensure the efficient use of available and existing parking; and
- (8) Provide alternatives to single occupant vehicle trips; and
- (9) Encourage the creation of housing that is affordable to all segments of the population;
- (10) Provide housing, employment, and commerce opportunities to residents who by choice or other limitation, do not own a car; and
- (11) Recognize innovations in transportation including car sharing, ride sharing, bike sharing, and other emerging technologies that are likely to change transportation patterns in the future;
- (12) Recognize that the city’s goals related to the development of walkable local centers is hindered by restrictive parking minimums and that expansion of transit service as an alternative to single occupant vehicle ownership is hindered by the lack of development in local centers.
- (13) To support the commitment expressed in the City’s Comprehensive Plan to reduce greenhouse gas emissions.

set standards that provide adequate parking for all uses allowed in this section; to reduce demand for parking by encouraging alternative means of transportation including public transit, rideshare, and bicycles; and to increase pedestrian mobility in urban areas by:

- (a) Setting minimum off-street parking standards for different land uses that assure safe, convenient, and adequately sized parking facilities within activity centers.
- (b) Providing incentives to rideshare through preferred parking arrangements.
- (c) Providing for parking and storage of bicycles.
- (d) Providing safe direct pedestrian access from public rights-of-way to structures and between developments.
- (e) Requiring uses which attract large numbers of employees or customers to utilize transit and provide transit stops.

20.124.020 ~~Authority and application~~Applicability and Administration.

- (1) The City shall not issue any land use approval (including building permits, subdivisions, conditional use permits, binding site plans, short subdivisions, or other similar approvals which have the effect of creating a parking demand) or issue an occupancy permit for any new building or a change in use unless the use complies with the parking requirements found in this chapter.
- (2) Parking studies prepared by individuals with expertise in traffic and parking analysis may be required at the discretion of the director for unique projects which don't fit squarely in the land use categories contained herein. The director may require that such studies be evaluated and reviewed by outside experts hired by the city at the developer's expense prior to city acceptance.
- (3) Required parking may be provided off-site if contracts and/or deed restrictions are provided to ensure the satisfaction of the minimum parking quantity requirements found in this chapter in perpetuity. Should the parking quantity requirements found in this chapter change, a contract and/or deed restriction may be amended by agreement with the city so long as minimum parking quantity requirements continue to be met under the new standard.

~~(1) Before an occupancy permit may be granted for any new or enlarged building or to a change to a different use in any existing building that involves additional parking, the use shall be required to meet the provisions of this chapter.~~

~~(2) Parking studies by individuals with expertise in traffic and parking analysis may be required by the planning director. If this chapter does not specify a parking requirement for a land use, the planning director shall establish the minimum requirement based on a study of anticipated parking demand. In the study, the applicant shall provide sufficient information to demonstrate that the parking demand for a specific land use will be satisfied.~~

~~(3) If the required amount of off-street parking has been proposed to be provided off site, the applicant shall provide written contracts with affected landowners showing that required off-street parking shall be provided in a manner consistent with the provisions of this chapter. The contracts shall be reviewed by the planning director for compliance with this chapter, and if approved, the contracts shall be recorded with the Kitsap County auditor as a deed restriction on the title to all applicable properties. These deed restrictions may not be revoked or modified without authorization by the planning director or planning commission.~~

~~(4) Development along both sides of Bay Street from the crosswalk at Harrison Avenue to Orchard Avenue is exempt from the parking requirements of this chapter.~~

~~(5) In lieu of on site parking, bed and breakfast facilities may obtain an on-street parking permit to satisfy the facility's minimum parking requirements as follows:~~

- ~~(a) Applicant for any on-street parking permit complies with the provisions of Chapter 10.14 POMC.~~
- ~~(b) No more than three on-street parking permits are issued per facility.~~

~~(c) For each on-street parking permit requested, applicant establishes to the satisfaction of the city planning director that on-site parking is not feasible.~~

~~(d) Applicant satisfies all other requirements for bed and breakfast facilities as required by city code or ordinance.~~

20.124.030 Off-street parking spaces requirement.

(1) Off-street parking areas shall contain at a minimum the number of vehicle and bicycle parking spaces set forth in ~~Table Section~~ 20.124.250130. Off-street parking ratios expressed as number of spaces per square feet means the gross square footage of floor area. If the formula for determining the number of off-street parking spaces results in a fraction, the number of off-street parking spaces shall be rounded to the nearest whole number with fractions of 0.50 or greater rounding up and fractions below 0.50 rounding down.

~~(2) An applicant may request a modification of the minimum required number of parking spaces by substantiating that parking demand can be met with a reduced parking requirement. In such cases, the planning director may approve a reduction of up to 50 percent of the minimum required number of spaces submitting an application for an administrative variance type 2 pursuant to POMC 20.28.~~

~~amount of required off-street parking may be reduced by an amount determined by the director when shared parking facilities for two or more uses are proposed, provided:~~

~~(1) The total parking area exceeds 5,000 square feet.~~

~~(2) The parking facilities are designed and developed as a single on-site common parking facility, or as a system of on-site and off-site facilities, if all facilities are connected with improved pedestrian paths.~~

~~(3) No building or use involved is more than 1,000 feet from the most remote shared facility.~~

~~(4) The amount of the reduction shall not exceed 10 percent for each use, unless:~~

~~(a) The normal hours of operation for each use are separated by at least one hour; or~~

~~(b) A parking demand study is prepared by a qualified individual and submitted by the applicant documenting that the hours of actual parking demand for the proposed uses will not conflict and that uses will be served by adequate parking if shared parking reductions are authorized.~~

~~(5) The total number of parking spaces in the common parking facility is not less than the minimum required spaces for either use.~~

~~(6) A covenant or other contract for shared parking between the cooperating property owners shall be approved by the planning director. This covenant or contract must be recorded with the Kitsap County auditor as a deed restriction on both properties and cannot be modified or revoked without the consent of the planning director.~~

~~(7) If any requirements for shared parking are violated, the affected property owners shall provide a remedy satisfactory to the planning director or provide the full amount of required off-street parking for each use, in accordance with the requirements of this chapter.~~

~~(33)~~ When the city has received a shell-and-core building permit application, off-street parking requirements shall be based on the possible tenant improvements or uses authorized by the zone designation and compatible with the limitations of the shell-and-core permit. When the range of possible uses result in different parking requirements, the ~~planning~~ director will establish the amount of required parking based on a likely range of uses.

20.124.040 Bicycle parking required.

~~(461)~~ Bicycle parking facilities shall be provided for new buildings or facilities, additions to or enlargements of existing buildings, or for changes in the use of buildings or facilities that result in the need for additional auto parking facilities in accordance with the parking requirements in 20.124.020 and where required in table, Section 20.124.1230. The director is authorized to approve modifications to these standards when the applicant successfully demonstrates that the proposed alternative layout, location, design or type of racking meets the intent of these standards.

(2) The number of required bicycle parking spaces shall be calculated as shown in table, Section 20.124.1230. ~~Where the calculation of the required bicycle parking results in fractions of spaces, the number of spaces shall be rounded to the next highest whole number for fractions of 0.5 or greater.~~

(3) ~~A.~~ Individual bicycle parking spaces shall be a minimum of seventy-five inches long by twenty-four inches wide for each space. Where double-sided multi-racks are utilized resulting in overlapping of bicycle parking spaces, the minimum bicycle parking space for two bicycles shall be one hundred inches long by thirty-six inches wide.

(4) Bicycle parking racks shall be located in areas visible from public right-of-way and, shall be provided with adequate lighting if intended for use after dark A minimum of fifty percent of the required number of bicycle parking spaces shall be located within fifty feet of a public entrance to the building requiring bicycle parking spaces.

(5) Bicycle parking racks shall support the bikes in a stable, upright position, without damage to wheels, frame or other components.

(6) Bicycle parking racks shall support the frame of the bicycle at two points of contact and at least one wheel. Racks shall allow the frame and one wheel to be locked to the rack, regardless of whether the front wheel is removed or not. Racks shall be securely anchored. Racks shall accommodate a wide variety of sizes and types of bicycles, including those with water bottles or without kick stands.

(7) Bicycle parking racks shall be permanently mounted/installed within private property on solid surfaces. Racks placed adjacent to sidewalks shall not encroach upon required pedestrian access ways, accessible routes or accessible passing space areas.

(8) Access shall be provided to each required bicycle parking space. Aisles shall have a width of at least three feet to the front, rear or side of the bicycle parking spaces.

(9) Racks shall be placed a minimum of twenty-four inches away from walls and other elements that may create an obstacle to accessing the bike parking spaces.

(10) Where the required bicycle parking spaces cannot be properly located upon the property generating the need for bicycle parking, the owner or applicant of the property generating the need for bicycle parking may ~~apply for shared parking per 20.124.030~~ ~~apply for~~ ~~or~~ a street use from the city for permission to locate the bicycle parking on city right-of-way.

(11) New and existing building and facilities may substitute up to ten percent of the required vehicular spaces for additional bike parking. Substitutions shall be made based on one vehicular parking space for at least six bicycle parking spaces.

20.124.050 Electric vehicle parking required.

(1) Beginning (DATE), development for each of the land uses identified in table 20.124.050(1) shall be required to provide electric vehicle infrastructure as shown in the table. For the purposes of table 20.124.050(1), electric vehicle charging stations shall be provided when a proposed development contains one or more of the land uses specified in the table, and one of the following occurs:

- (a) A new development of 10,000 gross square feet or more is proposed;
- (b) A new multi-family residential development containing 10 or more residential units is proposed;
- (c) An addition or improvement is made to an existing development that brings the total development to 10,000 gross square feet or more;

(d) The parking capacity of an existing parking garage, lot or other site is increased by more than 50 percent.

(2) The first column in table 20.124.050(1) shows the type of land use for which electric vehicle charging stations shall be provided, pursuant to this section. The second column shows the minimum percentage of the facility’s parking spaces that shall provide a connection to electric vehicle charging stations.

Table 20.124.050(1)
Required Number of Electric Vehicle Charging Stations

<u>Land Use Type</u>	<u>Percentage of Parking Spaces</u>
<u>Multi-householdfamily residential</u>	<u>10%</u>
<u>Overnight Lodging (Levels 3-5)</u>	<u>3%</u>
<u>Retail, eating and drinking establishment</u>	<u>1%</u>
<u>All Restaurants (excluding food trucks)</u>	<u>1%</u>
<u>Office, medicalAll Office</u>	<u>3%</u>
<u>All Medical</u>	<u>3%</u>
<u>Industrial</u>	<u>1%</u>
<u>Institutional, municipalAll Civic Uses</u>	<u>3%</u>
<u>Recreational/entertainment/cultural</u>	<u>1%</u>
<u>Other Uses</u>	<u>31%</u>

(3) Design for Expansion. In order to allow for additional electric vehicle parking in the future as the market for such vehicles grows, beginning (DATE), all development that meets the criteria of subsection (1) of this section shall be designed to allow for double the amount of electric vehicle parking shown in table 20.124.050(1).

(4) Site design must provide electrical, associated ventilation, accessible parking, and wiring connection to transformer to support the additional potential future electric vehicle charging stations.

(5) General station requirements.

(a) Size. A standard size parking space shall be used for an electric vehicle charging station where such a station is required or planned.

(b) Installation and Equipment. The station installation and equipment shall be consistent with the rules and regulations adopted pursuant to RCW 19.27.540, Electric vehicle infrastructure requirements, and with applicable regulations under the City’s building and fire codes.

(c) Location, Design, and Maintenance. Where provided, parking for electric vehicle charging purposes shall meet the standards of subsections 1. through 5. of this section.

1. Signage. Each charging station space shall be posted with signage indicating the space is only for electric vehicle charging purposes. Days and hours of operation shall be included if time limits or tow-away provisions are to be enforced.

2. Clearance. Charging station equipment mounted on pedestals, light posts, bollards or other devices shall be a minimum of 24 inches clear from the face of curb.

3. Charging Station Equipment. Charging station outlets and connector devices shall be no less than 36 inches or no higher than 48 inches from the top of surface where mounted, and shall contain a retraction device and/or a place to hang permanent cords and connectors sufficiently above the ground or paved surface.

4. Charging Station Equipment Protection. When the electric vehicle charging station space is perpendicular or at an angle to curb face and charging equipment, adequate equipment protection, such as wheel stops or concrete-filled steel bollards shall be used.

5. Maintenance. Charging station equipment shall be maintained in all respects, including the functioning of the charging equipment. A phone number or other contact information shall be provided on the charging station equipment for reporting when the equipment is not functioning or other problems are encountered.

(6) Data to Be Available. To allow for maintenance and notification, the owners of any private new electric vehicle infrastructure station that will be publicly available (see definition of “electric vehicle charging station – public”) shall provide information on the station’s geographic location, date of installation, equipment type and model, and owner contact information.

(7) Time limits may be placed on the number of hours that an electric vehicle is allowed to charge, prohibiting indefinite charging/parking. If applicable, warnings shall be posted to alert charging station users about hours of use and possible actions affecting electric vehicle charging stations that are not being used according to posted rules.

(8) Location. Placement of a single electric vehicle charging station is preferred at the beginning or end stall on a block face.

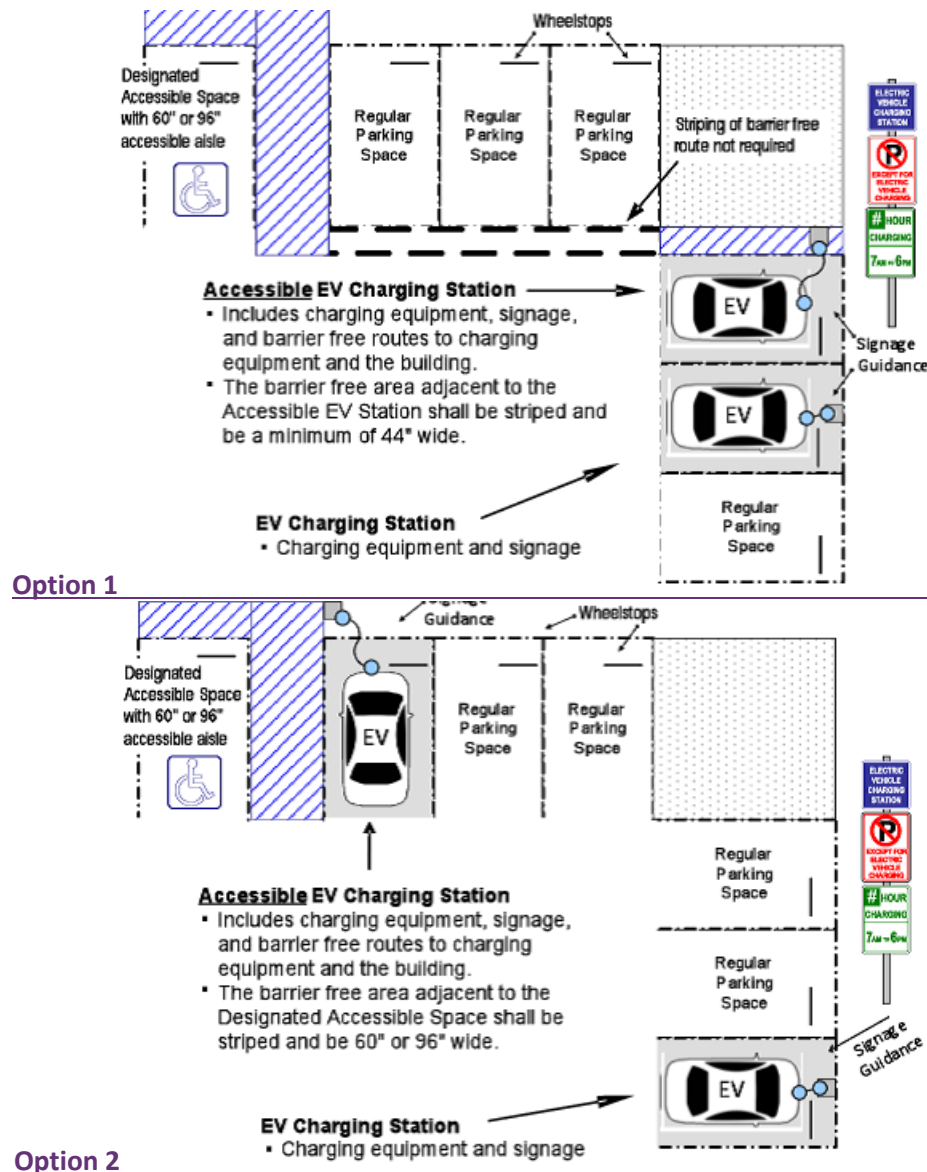
(9) Accessible facilities. Where electric vehicle charging stations are provided in parking lots or parking garages, excluding garages in single-household residential units, accessible electric vehicle charging stations shall be provided according to the ratios shown on Table 19.126.060. The first column indicates the number of electric vehicle stations being provided on site and the second column indicates the number of accessible charging stations that are to be provided for the corresponding number(s) of charging stations.

Table 20.124.050(2)

Minimum Number of Accessible Electric Vehicle (EV) Charging Stations

<u>Number of EV charging stations</u>	<u>Minimum accessible EV charging stations</u>
<u>5–50</u>	<u>1</u>
<u>51–100</u>	<u>2</u>
<u>101–150</u>	<u>3</u>
<u>151–200</u>	<u>4</u>
<u>201–250</u>	<u>5</u>
<u>251–300</u>	<u>6</u>

(10) Accessible electric vehicle charging stations should be located in close proximity to the building or facility entrance and shall be connected to a barrier-free accessible route of travel. It is not necessary to designate the accessible electric vehicle charging station exclusively for the use of disabled persons. Below are two options for providing for accessible electric vehicle charging stations.



(11) Charging and parking. Electric vehicle charging stations, where provided for public use, are reserved for parking and charging electric vehicles only, except as otherwise provided by this chapter. B. Electric vehicles may be parked in any space designated for public parking, subject to the restrictions that would apply to any other vehicle that would park in that space.

(12) Parking restrictions. No person shall stop, stand or park any nonelectric vehicle in a space designated through signage as an electric vehicle charging station. Any nonelectric vehicle is subject to removal by the property owner or the property owner's agent.

(13) Any electric vehicle in an electric vehicle parking stall that is signed exclusively for electric vehicle charging and that either (a) is not electrically charging or (b) is parked beyond the days and hours

designated on regulatory signs posted at or near the space shall be subject to removal as posted by the property owner or the property owner's agent. For purposes of this subsection, "charging" means an electric vehicle is parked at an electric vehicle charging station and is connected to the charging station equipment.

(14) Signage. Electric vehicle charging stations, other than in residential use, shall have posted signage, as identified in this section, allowing only charging electric vehicles to park in such spaces. (Exception: the Director may allow an exemption for such signage at a portion of electric vehicle parking stalls within a publicly owned transit center upon the public transit agency demonstrating through a utilization study that not all of the electric vehicle charging stalls are needed for commuters using transit and that the amount of nonelectric vehicle parking is inadequate to meet existing needs; such exemption may be renewed by the Director each year, based on a utilization study completed during the prior year.) For purposes of this subsection, "charging" means that an electric vehicle is parked at an electric vehicle charging station and is connected to the charging station equipment.



(15) Signage for parking of electric vehicles shall include:

1. Information on the charging station to identify voltage and amperage levels and any time of use, fees, or safety information.

2. As appropriate, directional signs to effectively guide motorists to the charging station space(s).

(16) Optional Signage. Optional information may be posted to alert potential charging station users to other expectations.

Bicycle parking may shall be required in accordance with the following provisions:

(a) Off-street parking areas shall contain at least one bicycle parking space except as follows:

(i) The director may reduce or eliminate bike rack parking facilities for patrons when it is demonstrated that bicycle activity will not occur at that location or is not safely accessible.

(ii) The director may require additional spaces when it is determined that the use or its location will generate a high volume of bicycle activity. Such a determination will include but not be limited to the following uses:

(A) Park and playfield;

(B) Marina;

(C) Library, museum, or arboretum;

(D) Elementary or secondary school;

(E) Sports club; or

(F) Retail business, when located along a developed bicycle trail or designated bicycle route.

~~(b) Bicycle facilities for patrons shall be located on-site and shall be designed to allow either a bicycle frame or wheels to be locked.~~

~~(c) All bicycle parking and storage shall be located in safe, visible areas that do not impede pedestrian or vehicle traffic flow, and shall be well lighted for nighttime use.~~

20.124.040 Shared parking requirements.

~~The amount of required off-street parking may be reduced by an amount determined by the director when shared parking facilities for two or more uses are proposed, provided:~~

~~(1) The total parking area exceeds 5,000 square feet.~~

~~(2) The parking facilities are designed and developed as a single on-site common parking facility, or as a system of on-site and off-site facilities, if all facilities are connected with improved pedestrian paths.~~

~~(3) No building or use involved is more than 1,000 feet from the most remote shared facility.~~

~~(4) The amount of the reduction shall not exceed 10 percent for each use, unless:~~

~~(a) The normal hours of operation for each use are separated by at least one hour; or~~

~~(b) A parking demand study is prepared by a qualified individual and submitted by the applicant documenting that the hours of actual parking demand for the proposed uses will not conflict and that uses will be served by adequate parking if shared parking reductions are authorized.~~

~~(5) The total number of parking spaces in the common parking facility is not less than the minimum required spaces for either use.~~

~~(6) A covenant or other contract for shared parking between the cooperating property owners shall be approved by the planning director. This covenant or contract must be recorded with the Kitsap County auditor as a deed restriction on both properties and cannot be modified or revoked without the consent of the planning director.~~

~~(7) If any requirements for shared parking are violated, the affected property owners shall provide a remedy satisfactory to the planning director or provide the full amount of required off-street parking for each use, in accordance with the requirements of this chapter.~~

20.124.050 Exceptions for community residential facilities (CRF).

~~(1) The requirement for off-street parking space per bedroom may be reduced to no less than 50 percent of the requirement per bedroom, as determined by the planning director based on one or more of the following considerations:~~

~~(a) Availability of private, convenient transportation services to meet the needs of the CRF residents.~~

~~(b) Accessibility to and frequency of public transportation.~~

~~(c) Pedestrian access to health, medical, and shopping facilities.~~

~~(2) If a CRF facility is no longer used for such purposes, additional off-street parking spaces shall be required in compliance with this chapter prior to the issuance of a new certificate of occupancy.~~

20.124.060-0650 Handicapped Accessible parking requirements.

~~Off-street parking and access for accessible physically handicapped persons parking shall be provided in accordance with the current Revised Code of Washington the Americans with Disabilities Act of 1990, or as subsequently amended, and all sState and fFederal standards including but not limited to the minimum number of standard and van accessible spaces based on the total off-street parking facility size.~~

20.124.070-0760 Stacking spaces for drive-through facilities.

~~(1) A stacking space shall be an area measuring eight feet by 20 feet with direct forward access to a service window of a drive-through facility. A stacking space shall be located to prevent any vehicle from~~

extending onto the public right-of-way or interfering with any pedestrian circulation, traffic maneuvering, or other parking space areas. Stacking spaces for drive-through or drive-in uses may not be counted as required parking spaces, ~~except as defined in POMC 20.124.030.~~

(2) Uses providing drive-up or drive-through services shall provide vehicle stacking spaces in the following serial or combined sequence per lane of drive-up window; such required spaces shall include the drive-up window space itself:

(a) For each service window of a drive-through restaurant, a minimum of five stacking spaces shall be provided.

(b) For all other uses, each drive-up window requires a minimum of three stacking spaces.

(c) The director may require a vehicle stacking study for proposals if evidence exists to indicate that more than the minimum stacking spaces under sections a and b above are required to serve a particular use or development.

(3) Stacking spaces shall be screened from the right of way and adjacent properties using a 5 foot type A or B landscape buffer as described in POMC 20.128.060.

20.124.080-0870 Transit and rideshare provisions.

To support the use of ridesharing as an alternative mode of transportation that will aid the city in its efforts to reduce air pollution, traffic congestion, and fossil fuel consumption, the following shall apply:

(1) All land uses with 25 employees working at any given work site during a single work shift listed under the government/business services and manufacturing tables shall be required to reserve parking spaces for registered rideshare vehicle parking as follows:

(a) There shall be a minimum of one open parking space reserved for an employee rideshare vehicle, and all registered rideshare vehicles shall have a reserved parking space.

(b) A vehicle parked in a rideshare vehicle only parking space must be registered in Kitsap Transit's countywide public rideshare vehicle registration program, qualify as a rideshare vehicle as defined by Kitsap Transit, and display a valid car/vanpool pass.

(c) Each rideshare vehicle parking space shall be clearly labeled with a Kitsap Transit carpool or vanpool parking sign.

(d) Except for disabled parking spaces, rideshare vehicle parking spaces shall be located closer to the primary employee entrance than any other employee parking spaces.

(2) When one or more scheduled transit routes provide service within 660 feet of the employment site and there is designated pedestrian access, the planning director may reduce the number of required off-street parking spaces.

(3) All uses which are located on an existing transit route and are required under the computation for required off-street parking to provide more than 200 parking spaces may be required to provide transit shelters, bus turnout lanes or other transit improvements as a condition of permit approval. Uses that reduce required parking pursuant to subsection (2) of this section may provide transit shelters if transit routes adjoin the site.

20.124.090-0980 Pedestrian circulation and access.

The following general pedestrian design standards shall apply to all developments throughout the city in addition to those outlined elsewhere within the special design districts:

(1) All uses, except single-family detached buildings, shall provide pedestrian access onto the site.

Pedestrian access shall be located as follows:

(a) Access points at property edges and to adjacent lots shall be coordinated with the existing development to provide circulation patterns between development sites. Pedestrian access to adjacent lots shall not be required if the topography is greater than three percent between the lots.

- (b) Residential developments shall provide links between cul-de-sacs or groups of buildings to allow pedestrian access from within the development and from adjacent developments to activity centers, parks, common tracts, open spaces, schools or other public facilities, transit stops, and public streets.
- (2) Pedestrian walkways shall minimize the conflict between pedestrians and traffic at all points of pedestrian access to on-site parking and building entrances as follows:
 - (a) All developments which contain more than one building shall provide walkways between the principal entrances of the buildings.
 - (b) Pedestrian walkways across parking areas shall be located as either one of the following:
 - (i) Walkways running parallel to the parking rows shall be provided at a minimum of every two parking lot aisles.
 - (ii) Walkways running perpendicular to the parking rows shall be no further apart than 25 parking spaces.
- (3) Pedestrian access and walkways shall meet the following minimum design standards:
 - (a) Access and walkways shall be physically separated from driveways and parking spaces by landscaping, berms, barriers, grade separation or other means to protect pedestrians from vehicular traffic. Lighting may be required.
 - (b) Access and walkways shall be a minimum of 60 inches of unobstructed width and meet the surfacing standards of the Port Orchard road standards for walkways or sidewalks.
 - (c) Access shall be usable by mobility-impaired persons and shall be designed and constructed to be easily located by the sight-impaired pedestrian by grade change, texture or other equivalent means.
 - (d) A crosswalk shall be required when a walkway crosses a driveway or a paved area accessible to vehicles.
 - (e) Wherever walkways are provided, raised crosswalks or speed bumps may be located at all points where a walkway crosses the lane of vehicle travel.

20.124.1100-090 Off-street parking design standards.

- (1) The most distant parking space shall not be located more than ~~500-1000~~ feet away from the nearest building entrance it is required to serve. Where the off-street parking areas do not abut the buildings they serve, the required maximum distance shall be measured from the nearest building entrance that the parking area serves:
 - (a) ~~For all nonresidential uses permitted in residential zones, the parking spaces shall be located on the same lot they are required to serve and at least a portion of parking areas shall be located within 150 feet from the nearest building entrance they are required to serve.~~
 - (b) ~~For all uses permitted within downtown mixed use district (Mxd) In designated local centers, the required~~ parking spaces may be located on consolidated off-site parking lots distributed at accessible locations ~~about the downtown district~~ within the center.
- (2) Minimum parking space and aisle dimensions shall be determined by the ~~planning~~ director. Regardless of the parking angle, one-way aisles shall be at least 10 feet wide, and two-way aisles shall be at least 20 feet wide. ~~Parking plans for angle parking shall use space widths no less than eight feet, six inches for a standard parking space design and eight feet for a compact car parking space design.~~
- (3) Any parking spaces abutting a landscaped area on the driver or passenger side of the vehicle shall provide an additional 18 inches above the minimum space width requirement to provide a place to step other than in the landscaped area. The additional width shall be separated from the adjacent parking space by a parking space division stripe. The parking space depth may be reduced when vehicles overhang a walkway under the following conditions:
 - (a) Wheelstops or curbs are installed.

(b) The remaining walkway provides a minimum of 60 inches of unimpeded passageway for pedestrians.

(4) The amount of space depth reduction is limited to a maximum of 18 inches.

~~(5) Ingress and egress between off-street parking areas and abutting streets shall be designed, located, and constructed in accordance with Port Orchard street standards.~~

~~(65) Lighting of off-street parking areas shall be provided for safety of traffic and pedestrian circulation on the site, as specified in the International Building Code. Lighting shall be designed to minimize direct illumination of abutting properties and adjacent streets. The ~~planning~~ director shall have the authority to ~~waive the requirement to provide~~ determine lighting requirements including requiring the preparation of lighting plans to determine the adequacy of onsite lighting as well as the off-site lighting impacts.~~

~~(76) Tandem or end-to-end parking is allowed in single-family detached residential developments. Driveways crossing required setback areas may be used for parking when serving single-family detached dwellings but shall not be considered for purposes of calculating required parking. Attached single-family and multifamily developments may have tandem parking areas for each dwelling unit but shall not combine parking for separate dwelling units in tandem parking areas.~~

~~(87) All ~~required~~ vehicle parking and maneuvering areas serving a development activity must be on a paved surface shall be an asphalt or concrete surface, except in industrial zones where only required vehicle parking and related maneuvering areas must be paved.~~

~~(98) Low Impact Development (LID) best management practices (BMPs) shall be used for all parking lot design and construction, unless site and soil conditions make LID infeasible as determined by the city. LID BMPs for parking lot design and construction include, but are not limited to:~~

- ~~(a) Pervious surfacing;~~
- ~~(b) Integrating stormwater management facilities, such as bioretention swales, with required parking lot landscaping; and~~
- ~~(c) Using native species in the landscape design.~~
- ~~(d) LID BMPs shall be designed and constructed in accordance with the LID Technical Guidance Manual for Puget Sound (current edition).~~

20.124.120-1190 Compact car allowance requirements.

Subject to ~~planning~~ director review and approval, up to 40 percent of the total number of spaces to be provided in any development may be sized to accommodate compact cars. Aisle widths shall conform to the standards set for standard size cars.

20.124.130-1210 Internal circulation road standards.

Internal access roads to off-street parking areas shall conform with or exceed the surfacing and design requirements ~~for private roads set in the~~ of the most recent adopted edition of the Port Orchard ~~road standards~~ Public Works Design Standards manual.

20.124.150-1320 ~~DOD parking standards~~ Downtown Mixed-Use Parking Standards.

Except as otherwise provided in this section, development within ~~the central DOD~~ Downtown Mixed-Use Zone (DMU) shall provide parking in accordance with the off-street parking requirements set forth in this chapter. ~~If the formula for determining the number of parking spaces results in a fraction, the number of parking spaces shall be rounded to the nearest whole number with fractions of 0.50 or greater rounding up and fractions below 0.50 rounding down.~~

(1) Parking shall not be required for ground floor uses abutting Bay Street between Orchard Avenue and Harrison Avenue.

(2) For multifamily residential uses in the DMU zone, the off-street parking standard shall be a minimum of one ~~and one-half~~ parking spaces for each dwelling unit, regardless of the number of bedrooms.

~~(2) For nonresidential uses, the off-street parking standard shall be a minimum of one parking space per 300 gross square feet of floor area, except as otherwise provided in Table 20.124.250, as now or hereafter amended.~~

~~(3) No new street level parking lot or parking garage that fronts directly on Bay Street shall be allowed between ~~Bank Robert Geiger~~ Street and Seattle Avenue.~~

~~(4) In the event that a building is located on a waterfront lot, parking shall be located to the side of the building and not between the building and the water.~~

~~(5) Exemptions. The following uses and buildings within the central DODDMU Zone shall be exempt from the parking standards set forth in ~~these regulations and the land use and development regulatory code~~this chapter:~~

~~(a) Existing uses, buildings and uses along both sides of Bay Street from ~~the crosswalk at Bank Street~~Orchard Avenue to Seattle Avenue shall be exempt from the parking requirements set forth in ~~these regulations and the land use and development regulatory code~~this chapter.~~

~~(b) New ground floor uses shall be exempt from the parking requirements set forth in these regulations.~~

~~(c) New development above the ground floor shall be exempt from the parking requirements set forth in these regulations only if (i) the floor area of the new or remodeled building is equal to or less than the floor area of the building that is present when these regulations become effective, and (ii) the use(s) remains the same.~~

~~(6) In-Lieu Payment.~~

~~(a) In lieu of furnishing the parking spaces required in subsections (1) and (2) of this section, the requirements thereof may be satisfied by paying the city treasurer, prior to the issuance of a building permit, a sum of money for each parking space required. The amount of the fee to be paid in lieu shall be set by the city council in its sole discretion and shall incorporate current values for the purchase of land, construction, and ongoing maintenance of off-street parking spaces, or on a rental fee for each required space.~~

~~(b) Sums so paid shall be deposited by the city treasurer in a special fund to be designated "city of Port Orchard off-street parking cumulative fund." The city council may from time to time direct that other moneys be transferred into the fund to be used for the purposes of the fund. The fund shall be used exclusively for acquiring, planning, designing, developing, financing, and maintaining off-street parking facilities by purchase or lease for use by the central DOD area, all consistent with the transportation improvement plan adopted or thereafter amended by the city council.~~

~~(7) Screening of Parking. The street-facing, ground-level facades of parking lots or garages shall be designed to obstruct the view of parked cars from public rights-of-way. Where commercial or residential space is not available to accomplish this, features such as planters, decorative grilles, or works of art shall be used.~~

20.124.250-1430 Minimum parking standards.

~~(1) (1) Vehicle parking minimum quantities shall be provided in accordance with table 20.124.1430 (1) below.~~

Table 20.124.140

<u>Land Use</u>	<u>Unit of Measure</u>	<u>Minimum Off-Street Parking Requirement</u>	<u>Supplemental Parking Requirement</u>	<u>Additional Off-street Parking required when lot does not</u>

				<u>have adjacent public on-street parking</u>
<u>Residential Uses</u>				
<u>Single-family detached (including manufactured homes, mobile homes)</u>	<u>Per Dwelling</u>	<u>2.0</u>		<u>1.0</u>
<u>Two-family</u>	<u>Per Dwelling</u>	<u>2.0</u>		<u>1.0</u>
<u>Single-family attached (2 units)</u>	<u>Per Dwelling</u>	<u>2.0</u>		<u>1.0</u>
<u>Single-family attached, multifamily:</u>				
<u>Studio</u>	<u>Per Studio Dwelling</u>	<u>1.25</u>		<u>.25</u>
<u>One Bedroom</u>	<u>Per One Bedroom Dwelling</u>	<u>1.5</u>		<u>.25</u>
<u>Two Bedroom</u>	<u>Per Two Bedroom Dwelling</u>	<u>1.75</u>		<u>.25</u>
<u>Three Plus Bedroom</u>	<u>Per Three Plus Bedroom Dwelling</u>	<u>2</u>		<u>.25</u>
<u>Boarding House</u>	<u>Per Bedroom</u>	<u>.5</u>		<u>.25</u>
<u>Congregate Living Facilities</u>	<u>Per Bedroom</u>			
<u>Lodging House</u>				
<u>Group home (up to 8 residents), except as follows:</u>	<u>Per Bedroom</u>	<u>.5</u>		
<u>Adult Family Home</u>	<u>Per Adult Family Home</u>	<u>2</u>	<u>Plus .5 spaces per bed.</u>	<u>1.0</u>
<u>All group living (9 or more residents)</u>	<u>Per Bed</u>	<u>.5</u>		<u>.25 per bed</u>
<u>All social service</u>	<u>Per Bed/Per 300 square</u>	<u>.5 per bed and 1 per 300 square feet office</u>		

	<u>feet office</u>			
Public Uses				
<u>All civic uses, except as listed below:</u>	<u>Per 300 square feet office</u>	<u>1.0</u>		
<u>Community college, high school, university, trade or technical school</u>	<u>Per Class Room</u>	<u>1.0</u>	<u>Plus 1 per 5 students</u>	
<u>Elementary, Middle, or Junior High School</u>	<u>Per Class Room</u>	<u>1.0</u>	<u>Plus 1 per 50 students</u>	
<u>Club or lodge</u>	<u>Per 3 Fixed Seats</u>	<u>1.0</u>		
<u>Place of worship</u>	<u>Per 3 Fixed Seats</u>	<u>1.0</u>		
<u>All open space and park uses, except as listed below:</u>				
<u>Golf course</u>	<u>Per hole</u>	<u>1.0</u>		
<u>All utilities</u>	<u>No Min</u>			
Commercial Uses				
<u>All day care</u>	<u>Per 1,000 square feet</u>	<u>2.0</u>		
<u>All indoor recreation, except as listed below:</u>	<u>Per 1,000 square feet</u>	<u>1.0</u>		
<u>Shooting range</u>	<u>Per Target</u>	<u>1.0</u>		
<u>Bowling Alley</u>	<u>Per Lane</u>	<u>3.0</u>		
<u>All outdoor recreation, except as listed below:</u>	<u>Determined during application</u>			
<u>Shooting range</u>	<u>Per Target</u>	<u>1.0</u>		
<u>All overnight lodging</u>	<u>Per Room available for overnight use by guests</u>	<u>1.0</u>		
<u>All medical:</u>	<u>Per 1,000 square feet</u>	<u>2.0</u>		
<u>All office</u>	<u>Per 1,000</u>	<u>2.0</u>		

	<u>square feet</u>			
<u>All personal and business services</u>	<u>Per 1,000 square feet</u>	<u>2.0</u>		
<u>All restaurants, (except that taverns, bars, and portions of buildings within restaurants primarily used for the consumption of alcohol shall not require any vehicle parking or be included in minimum parking calculations)</u>	<u>Per 1,000 square feet</u>	<u>5.0</u>		
<u>All retail sales</u>	<u>Per 1,000 square feet</u>	<u>2.0</u>		
<u>All vehicle and tool/construction equipment sales and rentals</u>	<u>Per 1,000 square feet</u>	<u>2.0</u>		
<u>All vehicle service and repair</u>	<u>Per 1,000 square feet</u>	<u>1.0</u>		
<u>Industrial Uses</u>				
<u>All light manufacturing</u>	<u>Per 1,000 square feet</u>	<u>1.0</u>		
<u>All research and development</u>	<u>Per 1,000 square feet</u>	<u>1.0</u>		
<u>All warehouse, storage and distribution, as listed below:</u>	<u>Per 1,000 square feet</u>	<u>2.0</u>		

(2) Bicycle parking minimum quantities shall be provided in accordance with table 20.124.130 (2) below. In no case is a single use required to provide more than 24 bicycle parking spaces.

Land Use	Unit of Measure	Minimum Off-Street Bicycle Parking Requirement
Residential Uses		
Multi-family (5 or more units)	Per Dwelling	1.0
All other household living	None Required	

All group living	Per bed	.125
Public Uses		
All Civic	Percentage of Required Vehicle Parking	5% with a minimum of 3 spaces
All Parks and Recreation	None Required	
All Utilities	None Required	2
Commercial Uses		
All day care	Percentage of Required Vehicle Parking	5% of total Minimum Off-Street Parking Requirement (minimum 3)
All indoor recreation		
All outdoor recreation, except as listed below:		
All overnight lodging		
All medical:		
All office		
All personal and business services		
All restaurants		
All retail sales		
All vehicle and tool/construction equipment sales and rentals		
All vehicle service and repair		
Industrial Uses		
All light manufacturing	Percentage of Required Vehicle Parking	5% of total Minimum Off-Street Parking Requirement (minimum 3)
All research and development		
All warehouse, storage and distribution, as listed below:		

20.124.260-1540 Minimum parking stall dimensions.

**Table 20.124.260130
Minimum Parking Stall Dimensions**

Minimum Parking Stall Dimensions	Stall Width	Stall Depth
Compact stall	8.0 <u>feet</u>	16.0 <u>feet</u>
Standard stall (required for single-family and duplex parking)	9.0 <u>feet</u>	20.0 <u>feet</u>
Minimum Loading Requirements		
	Unit of Measurement	Minimum Loading Spaces
Nonresidential Buildings with Retail, Wholesale, Manufacturing, Storage Uses (1)		
10,000 – 16,000	square feet	1.0
16,001 – 40,000	square feet	2.0
40,001 – 64,000	square feet	3.0
64,001 – 96,000	square feet	4.0
96,001 – 128,000	square feet	5.0
128,001 – 160,000	square feet	6.0
160,001 – 196,000	square feet	7.0
Each additional 36,000	square feet	2.0
Retail, Hotel, Office, Restaurant, Hospital, Auditorium, Convention Hall, Exhibition Hall, Sports Arena/Stadium or Similar		
40,000 – 60,000	square feet	1.0
60,001 – 160,000	square feet	2.0
160,001 – 264,000	square feet	3.0
264,001 – 388,000	square feet	4.0
388,001 – 520,000	square feet	5.0
520,001 – 652,000	square feet	6.0
652,001 – 784,000	square feet	7.0
784,001 – 920,000	square feet	8.0
Each additional 140,000	square feet	1.0
(1) Excluding self-service storage facilities.		