

## Chapter 20.124

### DEVELOPMENT STANDARDS – PARKING AND CIRCULATION

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#### **20.124.010 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;
- (3) Encourage the continued development of Port Orchard as a walkable community;
- (4) Support the efficient provision of transit services including buses and passenger ferries;
- (5) Support transit-oriented development in local centers;
- (6) Limit the creation of unnecessary new impervious surfaces;
- (7) Ensure the efficient use of available and existing parking;
- (8) Provide alternatives to single occupant vehicle trips;
- (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;
- (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; and
- (13) Support the commitment expressed in the city's Comprehensive Plan to reduce greenhouse gas emissions.

#### **20.124.020 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.

**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 Section 20.124.130. 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 submitting an application for an administrative variance type 2 pursuant to POMC 20.28.

(3) 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 director will establish the amount of required parking based on a likely range of uses.

**20.124.040 Bicycle parking required.**

(1) 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 20.124.140 and where required in table, Section 20.124.140. 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 20.124.140.

(3) Individual bicycle parking spaces shall be a minimum of seventy-five (75) inches long by twenty-four (24) 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 (100) inches long by thirty-six (36) 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 (50) 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 (2) points of contact and at least one (1) 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 (24) 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 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 (1) vehicular parking space for at least six (6) 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; or
  - (d) The parking capacity of an existing parking garage, lot or other site is increased by more than fifty 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**

Land Use Type	Percentage of Parking Spaces
Multi-family residential	10%
Overnight Lodging (Levels 3-5)	3%
Retail establishment	1%
All Restaurants (excluding food trucks)	1%

Land Use Type	Percentage of Parking Spaces
All Office	3%
All Medical	3%
Industrial	1%
All Civic Uses	3%
Other Uses	1%

(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.

(i) 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.

(ii) Clearance. Charging station equipment mounted on pedestals, light posts, bollards or other devices shall be a minimum of twenty-four (24) inches clear from the face of curb.

(iii) Charging Station Equipment. Charging station outlets and connector devices shall be no less than thirty-six (36) inches or no higher than forty-eight (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.

(iv) 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.

(v) 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 20.124.050. 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.

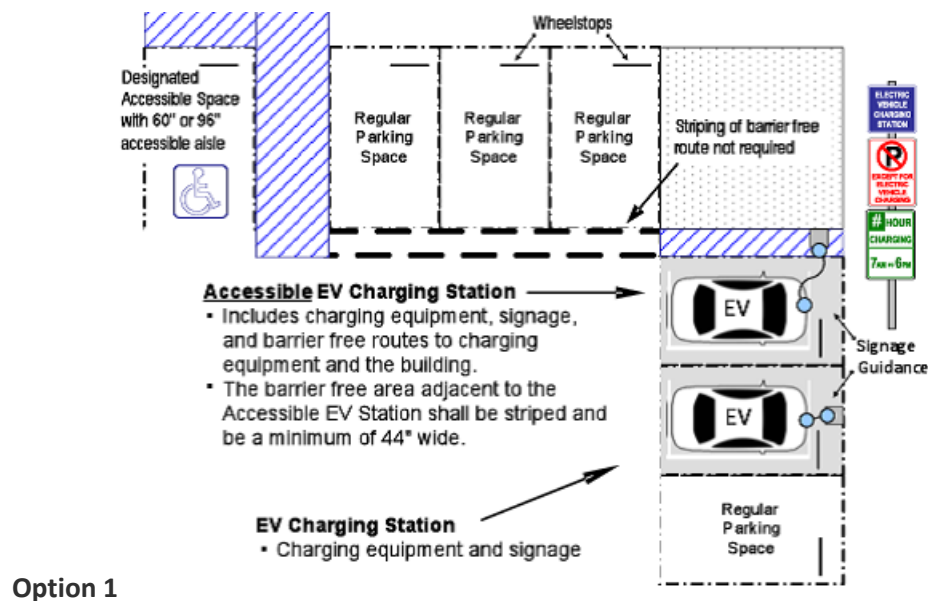
**Table 20.124.050(2)**

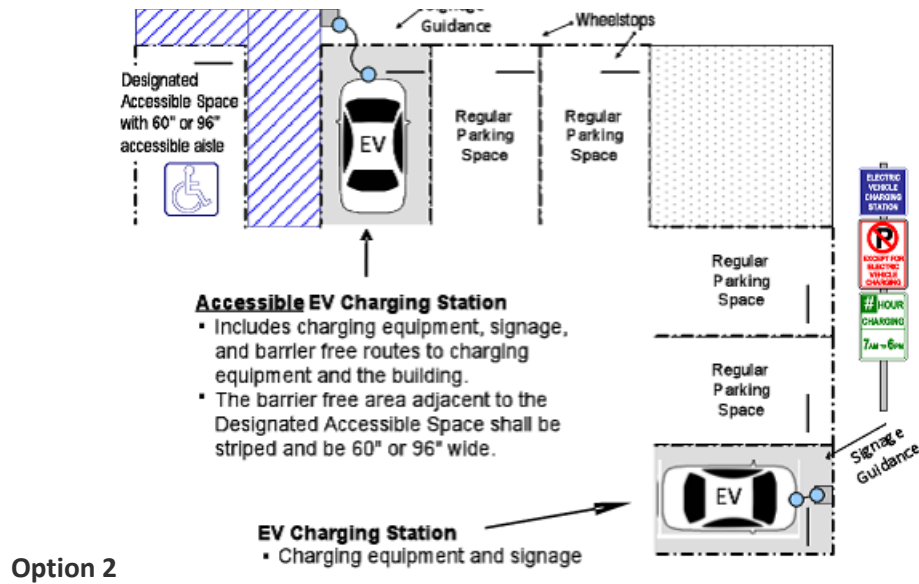
**Minimum Number of Accessible Electric Vehicle (EV) Charging Stations**

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

(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.

(12) 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.

(13) 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.

(14) 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.

(15) 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.



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

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

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

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

**20.124.060 Accessible parking requirements.**

Off-street accessible parking shall be provided in accordance with the Americans with Disabilities Act of 1990, or as subsequently amended, and all state and federal 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 Stacking spaces for drive-through facilities.**

(1) A stacking space shall be an area measuring eight feet by twenty (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.

(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 five (5) foot type A or B landscape buffer as described in POMC 20.128.060.

**20.124.080 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 twenty-five (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 (1) 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 six hundred sixty (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 two hundred (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 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 twenty-five (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 sixty (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.

**20.124.100 Off-street parking design standards.**

- (1) The most distant parking space shall not be located more than one thousand (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) In designated local centers, required parking spaces may be located on consolidated off-site parking lots distributed at accessible locations within the center.
- (2) Minimum parking space and aisle dimensions shall be determined by the director. Regardless of the parking angle, one-way aisles shall be at least 10 feet wide, and two-way aisles shall be at least twenty (20) feet wide.
- (3) Any parking spaces abutting a landscaped area on the driver or passenger side of the vehicle shall provide an additional eighteen (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; and
  - (b) The remaining walkway provides a minimum of sixty (60) inches of unimpeded passageway for pedestrians.
- (4) The amount of space depth reduction is limited to a maximum of eighteen (18) inches.
- (5) 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 director shall have the authority to 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.
- (6) 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.
- (7) All vehicle parking and maneuvering areas serving a development activity shall be an asphalt or concrete surface, except in industrial zones where only required vehicle parking and related maneuvering areas must be paved.
- (8) 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.  
 LID BMPs shall be designed and constructed in accordance with the LID Technical Guidance Manual for Puget Sound (current edition).

**20.124.110 Compact car allowance requirements.**

Subject to director review and approval, up to forty (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.

**20.124.120 Internal circulation road standards.**

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

**20.124.130 Downtown mixed-use parking standards.**

Except as otherwise provided in this section, development within Downtown Mixed-Use Zone (DMU) shall provide parking in accordance with the off-street parking requirements set forth in this chapter.

(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 parking space for each dwelling unit, regardless of the number of bedrooms.

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

(4) Exemptions. The following uses and buildings within the DMU Zone shall be exempt from the parking standards set forth in this chapter:

(a) Existing buildings and uses along both sides of Bay Street from Orchard Avenue to Seattle Avenue shall be exempt from the parking requirements set forth in this chapter.

**20.124.140 Minimum parking standards.**

(1) Vehicle parking minimum quantities shall be provided in accordance with table 20.124.140 below.

**Table 20.124.140**

<b>Land Use</b>	<b>Unit of Measure</b>	<b>Minimum Off-Street Parking Requirement</b>	<b>Supplemental Parking Requirement</b>	<b>Additional Off-street Parking required when lot does not have adjacent public on-street parking</b>
<b>Residential Uses</b>				
Single-family detached (including manufactured homes, mobile homes)	Per Dwelling	2.0		1.0
Two-family	Per Dwelling	2.0		1.0
Single-family	Per	2.0		1.0

attached (2 units)	Dwelling			
Single-family attached, multifamily:				
Studio	Per Studio Dwelling	1.25		.25
One Bedroom	Per One Bedroom Dwelling	1.5		.25
Two Bedroom	Per Two Bedroom Dwelling	1.75		.25
Three Plus Bedroom	Per Three Plus Bedroom Dwelling	2		.25
Boarding House	Per Bedroom	.5		.25
Congregate Living Facilities	Per Bedroom			
Lodging House				
Group home (up to 8 residents), except as follows:	Per Bedroom	.5		
Adult Family Home	Per Adult Family Home	2	Plus .5 spaces per bed.	1.0
All group living (9 or more residents)	Per Bed	.5		.25 per bed
All social service	Per Bed/Per 300 square feet office	.5 per bed and 1 per 300 square feet office		
<b>Public Uses</b>				
All civic uses, except as listed below:	Per 300 square feet office	1.0		
Community college, high school, university, trade or technical school	Per Class Room	1.0	Plus 1 per 5 students	

Elementary, Middle, or Junior High School	Per Class Room	1.0	Plus 1 per 50 students	
Club or lodge	Per 3 Fixed Seats	1.0		
Place of worship	Per 3 Fixed Seats	1.0		
All open space and park uses, except as listed below:				
Golf course	Per hole	1.0		
All utilities	No Min			
<b>Commercial Uses</b>				
All day care	Per 1,000 square feet	2.0		
All indoor recreation, except as listed below:	Per 1,000 square feet	1.0		
Shooting range	Per Target	1.0		
Bowling Alley	Per Lane	3.0		
All outdoor recreation, except as listed below:	Determined during application			
Shooting range	Per Target	1.0		
All overnight lodging	Per Room available for overnight use by guests	1.0		
All medical:	Per 1,000 square feet	2.0		
All office	Per 1,000 square feet	2.0		
All personal and business services	Per 1,000 square feet	2.0		
All restaurants, (except that taverns, bars, and portions of buildings within restaurants primarily used for the consumption of alcohol shall not require any	Per 1,000 square feet	5.0		

vehicle parking or be included in minimum parking calculations)				
All retail sales	Per 1,000 square feet	2.0		
All vehicle and tool/construction equipment sales and rentals	Per 1,000 square feet	2.0		
All vehicle service and repair	Per 1,000 square feet	1.0		
<b>Industrial Uses</b>				
All light manufacturing	Per 1,000 square feet	1.0		
All research and development	Per 1,000 square feet	1.0		
All warehouse, storage and distribution, as listed below:	Per 1,000 square feet	2.0		

(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 twenty-four (24) bicycle parking spaces.

<b>Land Use</b>	<b>Unit of Measure</b>	<b>Minimum Off-Street Bicycle Parking Requirement</b>
<b>Residential Uses</b>		
Multi-family (5 or more units)	Per Dwelling	1.0
All other household living	None Required	
All group living	Per bed	.125
<b>Public Uses</b>		
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
<b>Commercial Uses</b>		
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		
<b>Industrial Uses</b>		
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:		

**20.124.150 Minimum parking stall dimensions.**

<b>Table 20.124.130 Minimum Parking Stall Dimensions</b>		
<b>Minimum Parking Stall Dimensions</b>	<b>Stall Width</b>	<b>Stall Depth</b>
Compact stall	8.0 feet	16.0 feet
Standard stall (required for single-family and duplex parking)	9.0 feet	20.0 feet
<b>Minimum Loading Requirements</b>		
	<b>Unit of Measurement</b>	<b>Minimum Loading Spaces</b>
<b>Nonresidential Buildings with Retail, Wholesale, Manufacturing, Storage Uses (1)</b>		
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
<b>Retail, Hotel, Office, Restaurant, Hospital, Auditorium, Convention Hall, Exhibition Hall, Sports Arena/Stadium or Similar</b>		
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.		