

**ORDINANCE NO. 1429**

**AN ORDINANCE OF THE CITY OF RUSTON, RELATING TO THE CITY'S ZONING STANDARDS FOR PARKING FACILITIES, AMENDING SECTION 25.01.090 OF THE RUSTON MUNICIPAL CODE TO REQUIRE APPLICATION OF DESIGN STANDARDS, LIMITING PARKING AS A PRIMARY USE OF A LOT WITH A LIMITED EXCEPTION FOR PHASING, MAKING HOUSEKEEPING AMENDMENTS, AND ESTABLISHING AN EFFECTIVE DATE.**

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WHEREAS, this City of Ruston adopted a Design Standards codified in RMC Chapter 25.06; and

WHEREAS, the Design Standards as written were not specifically applicable to parking facilities; and

WHEREAS, in order to ensure that any new development in the City is done in a way that is consistent with the City's standards, consistent with the City's comprehensive plan and provides a public benefit, ensuring that the Design Standards apply to most development in the City is important to having orderly and harmonious development city-wide; and

WHEREAS, the provisions regulating development of parking facilities are being removed from Chapter 25.01 RMC and will be updated and placed into the City's Design Standards in Chapter 25.06 RMC as contained in Ordinance #1428; and

WHEREAS, consistency amendments are needed in the Parking Requirements section of the City's Zoning Code (RMC 25.01.090) to reflect this change; and

WHEREAS, as part of promoting quality design in development city-wide, the development of property primarily for use as a parking facility would undermine the quality of the built environment in the City and should be restricted; and

WHEREAS, housekeeping amendments are also being made to this section; and

WHEREAS, this Ordinance amends the Parking Requirements section RMC 25.01.090 to make it consistent with the Design Standards; and

WHEREAS, the City's SEPA Responsible Official issued a Determination of Non-Significance (DNS) on November 22, 2013; and

WHEREAS, in accordance with RCW 36.70A.106, this amending ordinance has been sent to the State Department of Community, Trade and Economic Development with a request for expedited review on November 22, 2013; and

WHEREAS, the request for expedited review was granted on November 26, 2013, and the required time has passed to allow adoption by the City Council on the date of adoption; and

WHEREAS, on December 11, 2013, the Ruston Planning Commission held a public hearing on these revisions to the City's design guidelines; and

WHEREAS, following the public hearing the Planning Commission deliberated on the revisions; and

WHEREAS, the Planning Commission recommends the revisions to the Parking Requirements section of the Zoning Code (RMC 25.01.090) as contained in Ordinance No. 1429; and

WHEREAS, after a full deliberation and consideration, the Planning Commission recommends that the City Council adopt this Ordinance; and

WHEREAS, on December 17, 2013 the City Council held first reading of this Ordinance; and

WHEREAS, on December 23, 2013, the City Council adopted this Ordinance at second reading during its special meeting; **NOW, THEREFORE**

**THE CITY COUNCIL OF THE CITY OF RUSTON DOES HEREBY ORDAIN AS  
FOLLOWS:**

**Section 1.** Section 25.01.090 of the Ruston Municipal Code is hereby amended to read as follows:

**25.01.090 Parking requirements.**

(a) **Parking Spaces Required.** Every building erected after adoption of this code shall have parking and loading spaces required by this chapter permanently maintained and used only for those purposes. Additions to structures require additional parking if needed to meet the required parking for the addition or the required parking for the expanded facility, whichever is smaller.

(1) **Required Parking for Specific Uses.**

(A) **Bowling lanes:** five parking spaces per lane.

(B) **Churches:** one parking space for each five seats in the principal place of assembly. Where fixed seats consist of pews or benches, the seating capacity shall be based on 20 inches of pew or bench length per seat. If there are no fixed seats, then one parking space for each 40 square feet of floor area in the principal place of assembly.

(C) **Hotels:** one parking space for each bedroom.

(D) **Hospitals:** one parking space for each bed.

(E) **Public libraries:** one parking space for each 250 square feet of gross floor area.

(F) **Motels:** one parking space for each sleeping unit.

(G) **Offices:** one parking space for each 200 square feet of gross floor area.

(H) **Rest homes, nursing homes, retirement homes, and institutions:** one parking space for each four beds.

(I) **Elementary schools:** one parking space for each employee and each faculty member. (Where parochial schools and churches are on the same site, the required church parking facilities shall be considered as contributing to the school parking requirement.)

(J) Schools: one parking space for each 10 students and one for each employee. (Where parochial schools and churches are on the same site, the required church parking facilities shall be considered as contributing to the school parking requirement.)

(K) Sports arenas, auditoriums, (including school auditoriums) other places of public assembly (other than churches): one parking space for each three fixed seats. Where fixed seats consist of benches, or if there are no fixed seats, seating capacity shall be computed as for churches. (Where places of public assembly and schools are on the same site, the required school parking facilities shall be considered as contributing to the public assembly parking requirement).

(L) Storage and warehousing, freight terminals (when comprising the only activity on the premises): one parking space for each two employees on a maximum working shift.

(M) Theaters, taverns, restaurants, and adult entertainment facilities: one parking space for each three seats.

(2) All commercial buildings (except as set forth in subsection (a)(1) of this section) hereafter erected shall be so designed as to make provision for off-street automobile parking equivalent to four parking stalls for each 1,000 square feet (or major fraction thereof) of gross floor area, which is defined to include all interior building area without deduction for any reason.

(3) All multiple unit dwellings hereafter erected or structurally altered shall be so designed as to make provision for off-street automobile parking equivalent to two parking stalls for each residential unit therein.

(4) One parking space for each three employees on the largest working shift for all scientific and research laboratories, light manufacturing and distribution uses.

(5) Single-family residential (and additions and structural alterations over 50 percent of the house's square footage) shall make provision for off-street parking for two automobiles.

(b) Parking for Common Facilities. The amount of off-street parking required may be reduced by an amount approved by the ~~Town~~City when common parking facilities are developed for two or more uses and:

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

(2) The reduction is based on expected cooperative uses of parking facilities during times when not all uses are operating and the normal hours of operation are separated by at least one hour;

(3) The number of off-street parking spaces provided for common facilities must equal the sum of the required parking spaces for each of the various uses if computed separately. The sum of required parking spaces applies for the hours during which operations of different uses overlap;

(4) A covenant recorded among the cooperating property owners is approved by the ~~Town~~City; and

(5) Uses sharing parking must be located within 800 feet of each other.

(6) Parking facilities must be an accessory use to an allowed use of a site and shall not be the primary use of any lot except as provided in subsection (b)(7) below.

(7) While shared parking is allowed under this section, off-premises parking that is the primary use of any lot is prohibited, even under a "shared parking" arrangement. This prohibition notwithstanding, the City may allow a lot to be primarily used for interim off-site or shared parking for a period not to exceed four years, with a maximum extension time of two additional years if requested by the property owner in writing at least 60 days prior to expiration of the initial four years, as part of an approved development phasing plan whereby the parking will cease to be a primary use and will convert to an accessory or subordinate use of an allowed use at the end of the phasing period.

(c) Size of Parking Spaces. Each off-street parking space shall have at least 180 square feet, exclusive of drives and aisles, and be at least nine feet wide; except that in facilities of more than 20 parking spaces, up to 30 percent of the total may be at least 128 square feet, exclusive of drives and aisles, and at least eight feet wide, if identified as compact spaces. Each space must have adequate ingress and egress.

(d) Location of Parking Spaces.

(1) Required off-street parking shall be located as follows, with distances measured from the nearest point of the parking area facility to the nearest door of the building served:

(A) For residential dwellings, parking shall be on the site.

(B) For churches in the RES zones, parking shall be on-site. For churches located in other zones, parking shall be no farther than 150 feet and not in a RES zone.

(C) For hospitals, homes for the aged, boarding houses and club facilities, parking shall be no farther than 150 feet from the building and not in a RES zone.

(D) The off-street parking herein provided shall be on the same premises as the commercial or multiple unit dwelling to which it is appurtenant, (except as provided below in subsection (d)(3) of this section).

(2) No motor vehicles or trailers may be parked or stored in any required front yard except in driveways. Driveways may cross required yards or landscaped areas to provide access between the off-street parking facility and the street. Driveways serving single-family dwellings may be used for parking and may be considered to provide the two required parking spaces.

(3) Whenever required parking is located off-site, safe, durable and adequate pedestrian facilities shall be provided to the building served. Off-site parking must be located within 800 feet of the building served and is subject to the limitations contained in this section.

(4) Alley Access. Garages and parking spaces may be located adjacent to alleys only if the following standards are met:

(A) For alley access to parking spaces to be allowed, the alley to be used must have a right-of-way width of at least 16 feet.

(B) The alley must have, or be provided with, an unobstructed surface at least 12 feet in width within the public right-of-way.

(C) For parking spaces and garages proposed at right angles to the alley, at least 22 feet must be available from the back edge of the required parking space or wall of proposed garage structure to any obstruction which will inhibit maneuvering or to the far edge of the alley right-of-way, whichever is nearest.

(D) For parking spaces and garages parallel to the alley right-of-way, the entire parking space must be located on the applicant's property and all space for maneuvering must occur on the applicant's property or on public right-of-way.

(5) Parking of commercial vehicles is prohibited in residential zones, except as specifically allowed through the approval of a conditional use permit when associated with either a permitted or conditional use. Commercial vehicles that are parked for brief periods of time, as is necessary in their normal course of business, while performing a service or delivering a product are exempt.

(e) Definitions. for the purposes of this Title 25, the following definitions shall apply:

(1) “Parking structure” or “parking garage” is defined as any public or private facility for the covered or partially covered parking of automobiles. It may be a stand-alone facility or may be located in a building also used for other purposes. It includes facilities which may or may not offer spaces for rent or other fee to the general public, and facilities which offer automobile parking space solely to building tenants, customers, or the general public or any combination thereof. The definition excludes structures or garages which offer fewer than four (4) automobile spaces.

(2) “Parking lot” is defined as an outdoor area used for the parking of more than four (4) motor vehicles. “Parking lot” does not include driveways for single family residential development.

(3) “Parking facility” is any development that meets the definition of parking structure, parking garage or parking lot.

(f) Parking developed under this section shall comply with the City’s design standards in Chapter 25.06 RMC.

~~(e)~~(g) Existing Building and Uses. Existing buildings and uses with parking lawfully established at the effective date of the ordinance codified in this chapter shall be permitted. A change to a more intense use that requires additional parking shall require application for a conditional use permit.

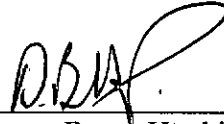
**Section 2. Severability.** If any section, sentence, clause or phrase of this Ordinance should be held to be unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this Ordinance.

**Section 3. Publication.** This Ordinance shall be published by an approved summary consisting of the title.

**Section 4. Effective Date.** This Ordinance shall be effective five days after publication as provided by law.

ADOPTED by the City Council of the City of Ruston and attested by the City Clerk in authentication of such passage on this 23rd day of December, 2013.

APPROVED by the Mayor this 23rd day of December, 2013.



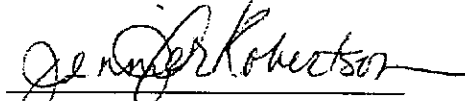
\_\_\_\_\_  
Bruce Hopkins, Mayor

ATTEST/AUTHENTICATED:



\_\_\_\_\_  
Judy Grams, City Clerk

APPROVED AS TO FORM:



\_\_\_\_\_  
Office of the City Attorney

FILED WITH THE CITY CLERK: \_\_\_\_\_

PASSED BY THE CITY COUNCIL: \_\_\_\_\_

PUBLISHED: \_\_\_\_\_

EFFECTIVE DATE: \_\_\_\_\_

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