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**PARKING STANDARDS****Off-Street Parking -General Requirements**

The provisions of this chapter shall not apply to the Storefront Streets (CMC 17.14.020 B Regulating Map) District unless otherwise stated herein. Every building hereafter constructed, reconstructed, expanded or occupied, or use of property hereafter established or modified shall be provided with off-street parking as provided in this chapter, and such parking areas shall be made permanently available and maintained for parking purposes. No building permit shall be issued until plans showing provisions for the required off-street parking have been submitted and approved as conforming to the standards of this chapter.

**Required Stalls Location**

All parking stalls required to be on-site shall be independently maneuverable, shall not be double stacked, and shall not back out onto a public right of way except as provided herein.

**Variance to these Standards**

An application for a variance to the number of parking spaces required shall follow the procedures outlined in Chapter 17.64 of the Chelan Municipal Code, as the same exists now or may hereafter be amended.

**Reduction in Required On-site Parking**

In return for improvement of on-street parking, in accordance with present City standards, credit shall be given for one parking space per each ten feet of street frontage when angle parking is used, and one space for each twenty feet of street frontage when parallel parking is used. Street frontage improvement means curb, gutter, sidewalk, and catch basins if needed. Credit given shall be limited to 50% of total on-site parking spaces required.

**Changes in Occupancy**

Whenever the occupancy classification of a building is changed, the minimum standards for off street parking for the new occupancy classification shall be applicable; provided, that if the existing occupancy had established a legal nonconforming status with respect to off-street parking requirements, no additional off street parking shall be required for the new occupancy unless said new occupancy is in a classification requiring more parking than that which would have been required for the existing occupancy if it had been subject to the provisions of this chapter. If strict application of this section is not feasible due to existing site conditions such as building or parking size, shape or layout, a variance may be granted by the hearing examiner in accordance with Chapter 17.64 of the Chelan

Municipal Code, as the same exists now or may hereafter be amended.

**Site Plan Required**

A site plan for every new or enlarged off street parking lot or motor vehicle sales area shall be approved by the planning department prior to construction. The site plan shall be drawn utilizing a common engineering scale (e.g. 1"=20', 1"=30', 1"=40') and will show the proposed/existing development, locations, size, shape, and design of the parking spaces, curb cuts, lighting, landscaping, irrigation, parking lot circulation, drainage and other features of the proposed parking lot including all easements.

**Improvement of Parking Spaces in all Districts**

Any parking facility for ten or more vehicles shall be improved in accordance with the following requirements:

- A. Off-street parking requirements shall not apply to storefront streets except for the following uses which are auto dependant:
  - 1. Hotels,
  - 2. Mortuaries,
  - 3. Gasoline Service Station,
  - 4. Any conditional use where the minimum requirements state that off-street parking shall be required.
  - 5. Mixed Use Residential/Commercial Buildings between Johnson Avenue & Wapato Avenue and Columbia & Saunders may reduce the required residential parking by fifty percent if Public Works finds that joint use facilities as permitted in the chapter are not available.
- B. Off-street parking facilities shall be hard-surfaced, shall be graded and drained so as to dispose of surface water to the satisfaction of the City engineer, and shall be maintained in good condition free of weeds, dust, trash and debris.
- C. The director of public works shall have authority to fix the location, width and manner of approach of vehicular ingress and/or egress from a building or parking area to a public street and to alter existing ingress and egress as may be required to control traffic in the interest of the public safety and general welfare. The City may require ingress and egress (curb cuts) to be located between parcels and constructed as joint ingress and egress when required to control traffic in the interest of the public safety and general welfare.
- D. Any lighting used to illuminate any off-street parking facility shall be so arranged as to reflect light away from any adjoining residential premises. Night lighting must be provided where stairs, curbs, ramps, or other abrupt changes occur in walk direction. Lighting shall be arranged so as to reflect light away from any adjoining residential premises.

Any parking facility for less than 10 vehicles shall be graveled or have such other surface as approved by the Public Works Director.

**Standards and Requirements**

The minimum required parking spaces for the respective uses shall be as follows. Where square feet are specified, the area measured shall be the total gross floor area of the entire use, structure, or area.

1. Adult Entertainment Facilities: one space per one hundred square feet.
2. Bakery: one space per two hundred fifty square feet of floor area.
3. Banks, businesses or professional offices: one space for three hundred square feet of floor area.
4. Personal Services: one space per two hundred fifty square feet of floor area.
5. Bowling alleys: one space per three hundred square feet of floor area.
6. Businesses that provide services outside of their primary location shall provide one parking space per employee.
7. Church, mortuary, funeral home, auditorium, gymnasium, club, lodge hall: one space per four seats or eight feet of bench length in the chapel.
8. Drive-in eating or drinking establishment with outside customer seating only: no less than fifteen parking spaces on site; or if no outside seating: two spaces.
9. Eating and drinking establishments serving both within and without the building: one space for each one hundred square feet of floor area including outside seating area, with not less than fifteen spaces.
10. Eating and drinking establishments with no service outside the building: one space for one hundred square feet of floor area.
11. Gasoline stations with a convenience store: one space per one hundred fifty square feet.
12. Hospitals: one space per three beds plus one space per each shift doctor and one space per three employees.
13. Malls including business and commercial centers that have multiple spaces available for a

variety of tenant uses shall provide one parking space per two hundred fifty square feet.

14. Manufacturing/Assembly, Industrial : one space per employee.
15. Marinas: 1.5 spaces per boat moorage stall; provided, that .5 spaces per boat moorage stall shall be sufficient where no boat launching facilities are provided, except for boat launching facilities provided and used solely for the private use of a marina operator and to which the public has no access.
16. Medical or dental office: one space per two hundred square feet of floor area.
17. Mixed occupancies: in the case of mixed uses, the total requirements for off-street parking facilities shall be the sum of the requirements for the various uses computed separately. Off-street parking facilities for one use shall not be considered as providing required facilities for any other use except as hereinafter specified for a joint use.
18. Motel or hotel: 1.2 spaces for each room or suite plus required spaces for accessory uses and one space per boat moorage stall.
19. Multi-family building, Condominiums, Timeshares, and Apartments: 1.5 per one and two bedroom and two spaced per three or more bedrooms. Developments within the Tourist Accommodation Zoning District shall provide 120% of the required parking to accommodate boats and trailers.
20. Newspaper publication, TV and Radio Studios: one space per five hundred square feet.
21. Open air market used car lot: one space per fifteen hundred square feet of land.
22. Places of Public Assembly:
  1. Library, museum, art gallery, private athletic club, government buildings: one space per four hundred square feet of floor area.
  2. Preschool, nursery, day nursery, kindergarten: two spaces per teacher or adult supervisor.
  3. Elementary or junior high school: three spaces per classroom.
  4. High school or college: eight spaces per classroom.
  5. Parks, Playgrounds, Golf Courses, Ball Fields, Outdoor Recreation Amenities: one space per five thousand square feet of area including structures.
23. Public Swimming Pools including Private Community Pools: one space per fifty square feet of enclosed/fenced pool area.
24. Retail store (exclusive of those listed below): one space per two hundred square feet of floor area.

25. Retail store exclusively handling bulky merchandise such as furniture or appliances: one space per six hundred square feet of floor area.
26. Service or repair shop: one space per six hundred square feet of floor area. Each actual vehicle repair bay area space located inside or outside of a building may be counted as a parking space to attain compliance with this requirement.
27. Single Family Residence: one space minimum.
28. Unspecified uses: in the case of a use not specifically mentioned, the requirements for off-street parking facilities shall be the same as the above-mentioned use which is most similar.
29. Veterinary hospitals and clinics: one space per four hundred square feet of floor area provided that a minimum of five spaces shall be required.

**Conditions for Joint Use**

- A. Joint use of parking facilities - Spaces required. For joint use of parking facilities, the minimum total number of required parking spaces may be reduced by up to twenty percent and the minimum number of required parking spaces may be further reduced by the following amounts in the following circumstances:
  1. Up to fifty percent of the parking spaces required for a theater, bowling alley, tavern, restaurant, or other enterprise which is primarily a nighttime or Sunday use may be supplied by the off-street parking spaces allocable to other types of uses which are not primarily nighttime or Sunday uses.
  2. Up to fifty percent of the parking spaces required for a bank, business office, retail store, personal service shop, household equipment or furniture shop or other enterprise which is primarily a daytime and non-Sunday use may be supplied by the off-street parking space allocable to other types of uses which are primarily nighttime or Sunday uses.
  3. The City Engineer may authorize a greater percentage of joint use parking spaces subject to approval of a parking demand study prepared by a professional demonstrating hours of demand for applicable uses.
- B. The building or use for which application is being made to utilize the off-street parking facilities provided by another building or use shall be located within 500 feet of such parking facilities and, in addition:
  1. The off-site parking facilities must be on the same side of the street as the business that is requesting the joint use parking facilities;

2. The applicant shall show that there is no substantial conflict in the principal operating hours of the two buildings or uses for which joint use of off-street parking facilities is proposed;
3. Parties concerned in the joint use of off street parking facilities shall submit a proper legal instrument defining the conditions of the joint use for review and approval of the Community Development Director and the City Attorney; and
4. In the event of a change in ownership or use, the joint use instrument may be terminated upon mutual agreement by all parties if reviewed and approved by the Community Development Director. The existing and/or new uses shall comply with all parking and other requirements of this section for said uses.

**Minimum Required Parking Spaces - Fractions**

In the event the minimum required parking spaces results in the requirement of any fraction of a parking space, an entire additional parking space shall be required.

**Location of Parking Spaces**

Required off-street parking spaces shall be located as follows:

- A. Dwelling: on the same lot with the building to be served but not in any required front yard or side yard setback abutting upon a street.
- B. For any other use except one served by an approved joint use parking facility: the parking lot shall be not more than one hundred fifty feet from the building or use to be served and on the same lot.
- C. Parking Setbacks.
  1. This subsection shall not apply to the following structures:
    - (1) Structures located in the R-1 Single Family Residential District zone; and
    - (2) Residential structures containing three or fewer dwelling units and located in the R-M Multi-Family Residential District zone.
  2. Required parking may occur within a required front yard upon compliance with the following:
    1. A minimum landscaped buffer of at least ten feet in width is located between the front property line and the parking area.
    1. An agreement in a form acceptable to the City guaranteeing the property owner will maintain the landscaped buffer is executed by the property owner and filed with the City.
    1. The landscaped buffer shall be designed so as not to impair site distance requirements

and other traffic safety concerns of the City.

A detailed landscaping plan shall be submitted to the City engineer for review and approval prior to the issuance of a building permit. At the discretion of the City engineer, surety may be required to ensure construction of the landscaped buffer in accordance with approved plans.

**Loading Areas**

On the same premises with every building, structure, or part thereof, erected and occupied for manufacturing, storage, warehouse, goods display, department store, wholesale store, market, hotel, hospital, or for any use that requires a delivery of merchandise, materials or supplies by truck there shall be provided truck loading/unloading berths. The space shall be situated so that no part of a truck or delivery van using the loading berth will project into any public right-of-way. Each loading berth shall measure not less than 10 feet wide by 30 feet long with a 14 foot height clearance, and shall be made permanently available for such purposes, and shall be of impermeable surface, and maintained. Required loading berths shall be provided in accordance with the following table:

<u>Total Gross Floor Area</u>	<u>Number of Berths</u>
10,000-20,000 sq. ft.	1
20,001-50,000 sq. ft.	2
50,001-100,000 sq. ft.	3

Greater than 100,001 sq. ft. 1 berth for each additional 50,000 sq. ft.

Exception or waiver to the requirements listed in this section: For businesses within the C-H High Density Commercial District zone, if a business is located immediately adjacent to an alley, the alley may serve as a loading/unloading berth.

**Drive Through Stacking Lanes**

Any facility or business that provides a drive through lane or drive up window shall provide outside of the public right-of-way a stacking lane that shall accommodate seven parking spaces for each side of each structure with drive-up window(s) in addition to the onsite parking requirements. A stacking lane shall be at least 9 feet wide and each stacking space shall be at least 12 feet in length. A stacking lane must be delineated clearly and shall not be located within any required driveway, internal circulation drive, parking aisle, or parking stall.

**Trash Receptacles - Area for Truck Maneuverability**

If the parking lot is the location for trash receptacles, trash receptacles shall not impede parking areas or travel lanes.

**Handrails**

The Community Development Director may require handrails in parking areas where more than three risers exist for pedestrian traffic, and such handrails are warranted for safety reasons.

**Barrier Free Parking**

Included in the number of required parking spaces outlined in this section, parking shall be provided and designed in accordance with the Washington State Barrier Free Design Regulations, as the same exist now or may hereafter be amended.

**Compact Parking Spaces**

- A. Compact parking spaces may comprise up to forty percent of the required minimum number of off-street parking spaces for commercial property uses and for multi-family property uses consisting of greater than four dwelling units.
- B. Every compact parking space shall be clearly identified as such by painting the word "COMPACT" in upper case block letters, using white paint, on the pavement within the space.
- C. Each individual compact parking space shall be at least eight feet by sixteen feet in size.

**Angles or "Head-In" Parking on Public Right of Way**

- A. All parking shall be 0°, 60° or 90° parking.
- B. Any angles (60°) or "head-in" (90°) parking in the public right of way shall only be allowed in commercially zoned areas, serving commercial uses, and shall only be allowed on streets classified as minor collector or less.
- C. Any angled or "head-in" parking on the public right of way shall be located so that the minimum distance from the center line of the street to the property line shall be 50 feet. The front of each parking space shall be a minimum of 40 feet from the center line of the street for angled or "head-in" parking.
- D. For those streets that do not have 100 feet of width, property owners may dedicate additional width to the City or create an unrestricted parking easement in favor of the City to allow the necessary width.

**Parking Delineation**

Hard-surfaced parking areas shall use paint or other similar devices to delineate parking stalls and directional arrows.

**Wheel Stops**

Wheel stops shall be installed as per drawing 9-10 where designed parking will likely cause vehicles to overhang and encroach on adjoining private or public right-of-way, land or alleys.