

AGENDA
LACEY PLANNING COMMISSION MEETING
Tuesday, August 17, 2021 – 5:00 p.m.
MEETING WILL BE CONDUCTED REMOTELY, NOT IN-PERSON
Please click the link below to join the webinar:

<https://us02web.zoom.us/j/89671259311>

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Webinar ID: 896 7125 9311

Call to Order: 5:00 p.m.

Approval of Agenda & Consent Items: 5:01 p.m.

A. Approval of Agenda

Public Comments: 5:02 p.m.

Commission Members' Reports: 5:04 p.m.

Director's Report: 5:05 p.m.

New Business: 5:10 p.m.

Capital Facilities Plan Update: Jessica Brandt, Associate Planner. Staff will provide an overview of the Capital Facilities Plan (CFP) planning process in preparation for a major update to be completed in 2022.

Old Business: 5:40 p.m.

Multi-family Parking Standards: Ryan Andrews, Planning Manager. Staff will brief the Planning Commission and present options on amending multi-family parking standards in LMC 16.72.

Communications and Announcements: 6:25 p.m.

Next Meeting: September 7, 2021.

Adjournment: 6:30 p.m.

8/6/21

CITY OF LACEY PLANNING COMMISSION WORK SCHEDULE

**Planning Commission Meeting
August 17, 2021**

1. **Work Session:** Parking Code (MF Amendments)
2. **Work Session:** Capital Facilities Plan

Packets due: August 12, 2021

**Planning Commission Meeting
September 7, 2021**

1. **Work Session:** Parking Code (EV Amendments)

Packets due: September 2, 2021

**Planning Commission Meeting
September 21, 2021**

1. **Work Session:** Martin Way Corridor Update

Packets due: September 16, 2021

**Planning Commission Meeting
October 5, 2021**

1. **Public Hearing:** Parking Code

Packets due: September 30, 2021



PLANNING COMMISSION STAFF REPORT

August 17, 2021

SUBJECT: City of Lacey Capital Facilities Plan 2022-2041

RECOMMENDATION: Staff will provide an overview of the Capital Facilities Plan (CFP) planning process. No action is necessary.

TO: Lacey Planning Commission

STAFF CONTACTS: Rick Walk, Community and Economic Development Director *RW*
Ryan Andrews, Planning Manager *RA*
Jessica Brandt, Associate Planner *JB*

ATTACHMENT(S) 1. [2019-2038 Capital Facilities Plan](#)

**PRIOR COUNCIL/
COMMISSION/**

COMMITTEE REVIEW: None.

BACKGROUND:

The Capital Facilities Element of the Comprehensive Plan is a mandatory element as set forth in RCW 36.70A, of the Growth Management Act. (The other five mandatory elements are: land use, housing, utilities, transportation, and environmental protection. Lacey has also included the optional elements for parks and recreation and economic development.)

As part of the Capital Facilities Element, a Capital Facilities Plan (CFP) must include these five key components:

- An inventory of existing capital facilities owned by the City, showing the locations and capacities of the capital facilities
- A forecast of the future needs for such capital facilities
- The proposed locations and capacities of expanded or new capital facilities
- At least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes and
- A requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities element, and financing plan within the capital facilities plan element are coordinated and consistent. Park and recreation facilities shall be included in the capital facilities plan element.

The general purpose of a Capital Facilities Plan is to show the financial plan that implements the City's Comprehensive Plan. It's meant to help cities use their limited funding wisely and most efficiently and to maximize funding opportunities. Ideally, comprehensive plans, development regulations, budgeting policy and decisions are made in a coordinated and consistent manner, so the outcome can be better implementation of the adopted community vision.

Individual comprehensive plans, sometimes called "master plans", for water, sewer, stormwater, parks, and transportation inform the Capital Facilities Plan. They provide a detailed description of inventories, condition, future need, and projected costs for implementation. Those plans are updated approximately every five years and populate the Capital Facilities Plan, which is reviewed annually reviewed and projects are reprioritized as needed.

The last Capital Facilities Plan was adopted in March 2019 ([Attachment 1](#)). Staff is working to develop a request for proposals (RFP) to obtain a consultant that will conduct a full rewrite of the Capital Facilities Plan. The Plan will have a stronger emphasis on alignment with the Comprehensive Plan as well as a new format. Additionally, the consultant will help city staff in assessing building conditions and lifecycle assessments for replacement of major building components and a space analysis. Both of these are critical pieces of information that guide capital facilities planning. The CFP is anticipated to be completed by Summer 2022.

Recommendation

The Planning Commission will be briefed by staff about the update to the Capital Facilities Plan that is underway. No action needed at this time. The Planning Commission will have the opportunity to review and comment on a draft plan when it is available and hold a public hearing next year.



PLANNING COMMISSION STAFF REPORT

August 17, 2021

SUBJECT: LMC 16.72, Parking Standards for Multi-Family Development

RECOMMENDATION: Hear a briefing from staff and consider options to amend multi-family parking standards in LMC 16.72. No recommendation at this time.

TO: Lacey Planning Commission

STAFF CONTACTS: Rick Walk, Director of Community and Economic Development *RW*
Ryan Andrews, Planning Manager *RA*

ATTACHMENT(S):

1. Puget Sound Business Journal Article
2. Olympia Parking Requirements
3. Tumwater Parking Requirements
4. Bellingham Parking Requirements

**PRIOR COUNCIL/
COMMISSION/**

COMMITTEE REVIEW: July 20, 2021 Planning Commission Meeting

BACKGROUND:

At the July 20th work session, the Planning Commission began reviewing parking standards in LMC 16.72 to address appropriate ratios for multi-family development and electric vehicle parking. The purpose of this briefing is to consider options for standards related to multi-family development.

The purpose of reviewing and amending the parking standards for multi-family development is to ensure that parking standards are right-sized for the development type and location within Lacey. Currently, Lacey's existing parking standards for multi-family development are a minimum of 1.5 spaces per unit with no maximum number of spaces.

Parking Development Costs

Ensuring parking for multi-family development is right-sized will ensure that City regulations do not inadvertently raise the cost of housing through the development costs associated with constructing more parking than what is needed. It also ensures that land is utilized efficiently and that multi-family projects do not create large parking fields when they are not necessary.

As parking ratios increase, so does the likelihood that more land will be required to accommodate the parking as well as the need to structure some or all of the parking if there is not enough land available.

Staff has reached out to local architects who specialize in multi-family development projects who have provided the following estimates for parking depending on the type of parking stall provided:

Surface Parking: \$6,000/stall.

Structured Parking (Elevated): \$20,000-\$25,000/stall

Underground Parking: \$30,000-\$50,000/stall

Parking Ratios

There are two primary ways that municipalities regulate parking. One method, which Lacey currently utilizes, is based on the number of spaces per unit. The City of Olympia also uses this ratio of 1.5 spaces per unit, however, in some zones that have regular transit service, the ratio of 1 space per unit is applied. Within downtown Olympia, no off-street parking is required.

The other method parking ratios are established is based on the unit size depending on the number of bedrooms. For example, the City of Tumwater requires the following:

1 space per unit for studio apartments

1.5 spaces per 1-2 bedroom unit

2 spaces per 3+ bedroom units

1 additional space for every 10 units.

Tumwater allows parking to be reduced 1 space per 1 - 2 bedroom dwelling unit and 1.5 spaces per 3+ bedroom unit if within one-half mile of a transit stop by sidewalk or paved path.

Other similar-sized communities use the similar ratios. Bellingham uses the following:

1 space for each studio

1.5 spaces for each 1-2 bedroom unit.

2 spaces per 3+ bedroom unit

Bellingham also requires one additional parking space for each bedroom over three per unit. Unlike Olympia or Tumwater, there are no specific allowances for parking in Bellingham's municipal code based on location.

Minimum Parking Preferred Alternative

The Planning Commission can consider a transition from a flat 1.5 space per unit requirement to one that is based on the number of bedrooms per unit similar to Tumwater or Bellingham. Using the ratio based on the number of units will be a more accurate way to calculate parking needed.

To give some idea of how this would apply to recent projects, the two example multi-family projects that were shared at the last meeting have been calculated based on the ratio per building type:

Britton Apartments:

One bedroom $156 \times 1.5 = 234$

Two bedroom $24 \times 1.5 = 36$

Three bedroom $24 \times 2 = 48$

318 total required (315 provided)

6th Avenue Apartments:

Studio $121 \times 1 = 121$

One bedroom $2 \times 1.5 = 3$

Two bedroom $28 \times 1.5 = 42$

166 total required (119 provided)

Location-Based Parking Reductions

In 2014, the City passed regulations to set optional minimum standards for the required number of parking stalls for all uses except for single-family residential. The regulations allow applicants to provide less parking than the minimum required amount based upon available on-street parking and potential shared parking within walking distance. The City does provide credit to on-street parking spaces in areas where on-street alternatives exist. Staff recommends that additional language be added to this provision that allows parking reduction for projects within ½ mile of regular (30 minute) transit service and for those projects that provide vehicle share programs. The 6th Avenue Apartments reduced their parking through this provision.

RECOMMENDATION:

No action is required. This is a briefing and discussion by the Planning Commission. Based on the discussion by the Planning Commission, specific draft amendments to multi-family parking will be reviewed at a future work session.



ON REAL ESTATE

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MARKET WATCH

BELLEVUE SEEKS HOUSING BALANCE

With Amazon and Facebook expanding in Bellevue, the city faces similar housing affordability pressures to the ones Seattle experienced when development companies built thousands of high-end apartment units to cater to well-paid tech employees.

Downtown Bellevue has seen plenty of pricey rental units built in recent years, with more on the way. One hometown development company, Wallace Properties, was going to jump on the bandwagon and build a nearly 300-foot-tall luxury project at 11027 NE Fourth St., south of City Hall.

But owing to recent public policy changes, the company believes it can make a lower-cost mid-rise project economically feasible.

"What we really want to do is our core product, which is workforce/MFTE (Multifamily Tax Exemption) affordable housing," company President Kevin Wallace said in an email. "There's such a small amount of this type of housing in downtown Bellevue, we feel like it will be in high demand – if we can get it to pencil."

Until this year, the mid-rise proposal would not have worked due to Bellevue's parking requirement of one stall per housing unit, said Wallace, who added that the MFTE program as previously written wasn't enough of an incentive.

Last month, the Bellevue City Council – with backing by private developers like Wallace, affordable housing advocates and others – expanded the MFTE program. The change

ABOUT MFTE

MFTE stands for Multifamily Tax Exemption. The Bellevue MFTE program gives owners a 12-year tax break for apartment projects where a fifth of the units are affordable to moderate- and low-income residents. In Seattle, Wallace Properties has used a similar program to build about 1,000 housing units in Northgate and on Capitol Hill.

includes a 3% cap on rent hikes for MFTE tenants. In addition, the council earlier reduced parking minimums to 0.75 stalls per housing unit.

Underground stalls cost around \$70,000 and affordable housing advocates wanted to require MFTE projects to give free parking for the affordable units, which he said was "a nonstarter."

Changing rules and regulations was not easy given the often contentious relationship between real estate developers and affordable housing proponents.

So Bellevue Mayor Lynne Robinson got the two sides together along with the Bellevue Chamber, the nonprofit Housing Development Consortium and Microsoft Corp., which has provided \$750 million in affordable housing loans and grants in the Puget Sound region.

"This kind of give and take between developers and affordable housing advocates is what's so unique about this," said the mayor.

–Marc Stiles



LINK DESIGN GROUP

Wallace Properties is planning this mid-rise workforce housing project on Northeast Fourth Street, south of Bellevue City Hall. The company's fallback plan is to build a nearly 300-foot-tall, high-end apartment building.



"These are not all high-paying jobs coming downtown. There's a whole spectrum of jobs in Bellevue, so we're trying to create that spectrum of housing."

LYNNE ROBINSON,
mayor of Bellevue

Olympia Municipal Code

18.38.100 Vehicular and bicycle parking standards Revised 3/21

A. Required Vehicular and Bicycle Parking. A minimum number of bicycle parking spaces are required as set forth in Table 38-01 below. The specific number of motor vehicle parking spaces set forth in Table 38-01 +/- ten percent (10%) shall be provided, unless varied pursuant to OMC [18.38.080](#) or other provision of this code. Any change in use which requires more parking shall install vehicular and bicycle facilities pursuant to Table 38.01 and consistent with the location standards of OMC [18.38.220](#).

B. Building Area. All vehicle parking standards are based on the gross square feet of building area, unless otherwise noted.

C. Residential Exceptions.

1. New residential land uses in the Downtown Exempt Parking Area do not require motor vehicle parking. See OMC [18.38.160](#).

2. Residential land uses in the CSH, RMH, RMU, and UR Districts require only one (1) vehicle parking space per unit.

3. Table 38.01 notwithstanding, senior (age 55 or 62 and over) multi-family housing requires three (3) motor vehicle parking spaces per four (4) units. This exception is at the discretion of the applicant and only applicable if an appropriate age-restriction covenant is recorded.

D. Reserved Area for Bicycle Spaces. Where specified in Table 38.01 below, an area shall be designated for possible conversion to bicycle parking. Such reserve areas must meet the location requirements of short-term parking and may not be areas where pervious surfaces or landscaping is required. A cover is not required for such areas.

TABLE 38.01

Use	Required Motor Vehicle Parking Spaces	Minimum Required Long-Term Bicycle Spaces	Minimum Required Short-Term Bicycle Spaces
COMMERCIAL			
Carpet and Furniture Showrooms	One and one-quarter (1.25) space per one thousand (1000) sq. ft. of gross showroom floor area. Each store shall have a minimum of four (4) spaces.	One per sixteen thousand (16,000) square feet of showroom floor area. Minimum of two (2).	One per eight thousand (8,000) square feet of showroom floor area. Minimum of two (2).

TABLE 38.01

Use	Required Motor Vehicle Parking Spaces	Minimum Required Long-Term Bicycle Spaces	Minimum Required Short-Term Bicycle Spaces
Child and Adult Day Care	One (1) space for each staff member plus 1 space for each ten (10) children/adults if adequate drop-off facilities are provided. Adequate drop-off facilities must allow a continuous flow of vehicles which can safely load and unload children/adults. Compliance with this requirement shall be determined by the review authority.		
Hotel and Motel	One (1) space for each room or suite and one (1) space per manager's unit. Hotel/motel banquet and meeting rooms shall provide six (6) spaces for each thousand (1000) square feet of seating area. Restaurants are figured separately.	One (1) per ten (10) rooms. Minimum of two (2).	One (1) per thousand (1,000) square feet of banquet and meeting room space. Minimum of two (2).
Markets, Shopping Centers and Large Retail/Wholesale Outlets	Less than 15,000 sq. ft = 3.5 spaces for each 1000 sq. ft. of gross floor areas. 15,001 to 400,000 sq. ft = 4 spaces for each 1000 sq. ft. of gross floor area. More than 400,001 sq. ft. = 4.5 spaces per 1000 sq. ft. of gross floor area.	One per six thousand (6,000) square feet. Maximum of five (5); minimum of one (1).	One per three thousand (3,000) square feet. Maximum of ten (10) per tenant; minimum of two (2) within fifty (50) feet of each customer entrance.

TABLE 38.01

Use	Required Motor Vehicle Parking Spaces	Minimum Required Long-Term Bicycle Spaces	Minimum Required Short-Term Bicycle Spaces
Medical and Dental Clinics	Four (4) spaces per 1000 sq. ft. of gross floor area.	One (1) per 10,000 square feet. Minimum of two (2).	One (1) per 10,000 square feet, minimum of two (2) within fifty (50) feet of each customer entrance; plus an equal reserved area for adding spaces.
COMMERCIAL			
Ministorage	Three (3) spaces minimum or (1) space for every one hundred (100) storage units, and two (2) spaces for permanent on-site managers.	None	None
Mixed Uses	Shared parking standards shall be used to calculate needed parking. This calculation is based upon the gross leasable area (GLA) for each shop or business and does not include atriums, foyers, hallways, courts, maintenance areas, etc. See shared parking 18.38.180.	See individual use standards.	See individual use standards
Mortuaries and Funeral Parlors	One (1) space per seventy-five (75) square feet of assembly area or thirteen (13) stalls per 1000 sq. ft.	One (1)	Two (2)
Offices, General	Gross floor area up to 2000 sq. ft = One (1) space for each 250 sq. ft.	One (1) per ten thousand (10,000) square feet. Minimum of two (2).	One (1) per ten thousand (10,000) square feet; plus an equal reserved area

TABLE 38.01

Use	Required Motor Vehicle Parking Spaces	Minimum Required Long-Term Bicycle Spaces	Minimum Required Short-Term Bicycle Spaces
	Gross floor area between 2001 to 7500 sq. ft. = One (1) space for each 300 sq. ft. Gross floor area between 7501 to 40,000 sq. ft. = One (1) space for each 350 sq. ft. Gross floor area of 40001 and greater = One (1) space for each 400 sq. ft.		for adding spaces. Minimum of two (2).
Offices, Government	3.5 spaces per one thousand (1000) sq. ft.	One (1) per five thousand (5,000) square feet. Minimum of two (2).	One (1) per five thousand (5,000) square feet; minimum of two (2); plus an equal reserved area for adding spaces.
Retail Uses	Three and a half (3.5) spaces per one thousand (1000) sq. ft.	One per six thousand (6,000) square feet. Maximum of five (5); minimum of one (1).	One per three thousand (3,000) square feet. Maximum of ten (10) per tenant; minimum of two (2) within fifty (50) feet of each customer entrance.
Service Station (mini-marts are retail uses)	Three and a half (3.5) spaces per one thousand (1000) sq. ft. g.f.a. or 1 space per 300 sq. ft.	None.	None
Warehouse, Distribution	1 space for each thousand (1000) sq. ft. or 1 space for each employee.	One (1) per forty thousand (40,000) square feet or one (1) per forty (40)	None.

TABLE 38.01

Use	Required Motor Vehicle Parking Spaces	Minimum Required Long-Term Bicycle Spaces	Minimum Required Short-Term Bicycle Spaces
		employees. Minimum of one (1).	
Warehouse Storage	Gross Floor area of 0-10,000 sq. ft. = One (1) space for each one thousand (1000) sq. ft. Gross floor area between 10,001 – 20,000 sq. ft. = ten (10) spaces plus .75 space for each additional one thousand (1000) sq. ft. beyond ten thousand (10,000) sq. ft. Over 20,000 sq. ft. = eighteen (18) spaces plus .50 for each additional 1000 sq. ft. beyond 20,000 sq. ft., or 1 space for each employee.	One (1) plus one (1) for each eighty thousand (80,000) square feet above sixty-four thousand (64,000) square feet; or one (1) per forty (40) employees. Minimum of one (1).	None
INDUSTRIAL			
Manufacturing	One (1) for each two (2) employees on the largest shift, with a minimum of two (2) spaces.	One (1) for each thirty (30) employees on largest shift. Minimum of two (2).	One (1) for each thirty (30) employees on largest shift. Minimum of two (2).
INSTITUTIONAL			
Beauty Salons/ Barber Shops, Laundromats/Dry Cleaners, and Personal Services		One per six thousand (6,000) square feet. Minimum of one (1).	One per three thousand (3,000) square feet. Minimum of two (2).
Educational Facilities (to include business, vocational, universities, and		One (1) per five (5) auto spaces. Minimum of two (2)	One (1) per five (5) auto spaces. Minimum of four (4).

TABLE 38.01

Use	Required Motor Vehicle Parking Spaces	Minimum Required Long-Term Bicycle Spaces	Minimum Required Short-Term Bicycle Spaces
other school facilities).			
Elementary and Middle School	One (1) stall per twelve (12) students of design capacity.	One (1) per classroom.	Three (3) per classroom.
Farmers Market		None	One (1) per ten (10) auto stalls. Minimum of ten (10).
High School	One (1) space per classroom and office, plus one (1) space for each four (4) students that are normally enrolled and are of legal driving age. Public assembly areas, such as auditoriums, stadiums, etc. that are primary uses may be considered a separate use.	One per five (5) classrooms, plus one (1) for each forty (40) students (may also require one (1) per four thousand five hundred (4,500) assembly seats). Minimum of two (2).	One per five (5) classrooms, plus one (1) for each forty (40) students (may also require one (1) per four thousand five hundred (4,500) assembly seats). Minimum of four (4).
Hospitals, Sanitariums, Nursing Homes, Congregate Care, Rest Homes, Hospice Care Home and Mental Health Facilities.	One (1) for each two (2) regular beds, plus one (1) stall for every two (2) regular employees on the largest shift.	One (1) per thirty (30) beds, plus one (1) per thirty (30) employees on largest shift. Minimum of two (2).	One (1) per thirty (30) beds, plus one (1) per thirty (30) employees on largest shift. Minimum of two (2).
Libraries and Museums	One (1) space per three hundred (300) square feet of public floor area or 3.3 spaces per thousand (1000) sq. ft. Six (6) stalls either on-site or on-street directly adjacent to the property. The Director may allow pervious-type parking surfaces.	One (1) per six thousand (6,000) square feet of public floor area. Minimum of two (2).	One (1) per one thousand five hundred (1,500) square feet of public floor area. Minimum of four (4).

TABLE 38.01

Use	Required Motor Vehicle Parking Spaces	Minimum Required Long-Term Bicycle Spaces	Minimum Required Short-Term Bicycle Spaces
Marinas		Minimum of four (4).	One (1) per ten (10) auto stalls. Minimum of four (4).
Other Facilities Not Listed		None	One (1) per twenty-five (25) auto stalls. Minimum of two (2).
Park-N-Ride Lots and Public (Parking) Garages		One (1) per fifteen (15) auto stalls Minimum of four (4)	Two (2).
Parks		None	One (1) per five (5) auto stalls. Minimum of four (4).
Transit Centers		Ten (10).	Ten (10).
PLACES OF ASSEMBLY			
Passenger Terminal Facilities	One (1) space for each one hundred (100) square feet of public floor area or ten (10) spaces per thousand (1000) sq. ft.	Minimum of ten (10)	Minimum of ten (10)
Place of Worship	One (1) space per four (4) seats. When individual seats are not provided, one (1) space for each six (6) feet of bench or other seating. The Director may use a ratio of six (6) stalls/1000 sq. ft. of assembly area where seats or pews are not provided or when circumstances warrant increased parking; e.g., large regional congregations which	One (1) per 10,000 square feet of gross floor area.	One (1) per 160 seats or 240 lineal feet of bench or other seating, and one (1) per 6,000 square feet of assembly area without fixed seats. Minimum of four (4).

TABLE 38.01

Use	Required Motor Vehicle Parking Spaces	Minimum Required Long-Term Bicycle Spaces	Minimum Required Short-Term Bicycle Spaces
	attract a large congregation or one which has multiple functions. See shared parking. 18.38.180		
Private Clubs or Lodges (does not include health clubs or retail warehouse)	Six (6) spaces per thousand (1000) sq. ft.	One (1) per 6,000 square feet. Minimum of one (1).	One (1) per 6,000 square feet. Minimum of two (2).
Theater and Auditorium	One (1) space for each four and a half (4.5) fixed seats. If the theater or auditorium is a component of a larger commercial development the above parking standard may be modified to account for shared parking as provided in Section 18.38.180 of this Code	One (1) per 450 fixed seats. Minimum of one (1).	One (1) per 110 fixed seats. Minimum of four (4).
Theater and Auditorium without fixed seats	One (1) space for each three (3) permitted occupants. Maximum building occupancy is determined by the Fire Marshal.	One (1) per 300 permitted occupants. Minimum of one (1).	One (1) per 75 permitted occupants. Minimum of four (4).
RECREATION/AMUSEMENT			
Bowling Alleys	Five (5) spaces for each alley.	One (1) per twelve (12) alleys. Minimum of one (1).	One (1) per four (4) alleys. Minimum of four (4).
Health Club	Four (4) spaces for each thousand (1000) sq. ft.	One (1) per 5,000 square feet. Minimum one (1).	One (1) per 2,500 square feet. Minimum of four (4).

TABLE 38.01

Use	Required Motor Vehicle Parking Spaces	Minimum Required Long-Term Bicycle Spaces	Minimum Required Short-Term Bicycle Spaces
Skating Rinks and Other Commercial Recreation	Five (5) spaces per thousand (1000) sq. ft.	One (1) per 8,000 square feet. Minimum of one (1).	One (1) per 4,000 square feet. Minimum of four (4).
RESIDENTIAL			
Accessory Dwelling Unit	None	None	None
Bed and Breakfast	One (1) space in addition to space(s) required for the residential unit.	One (1) per ten (10) rooms. Minimum of one (1).	None
Collegiate Greek system residences and dormitories	One (1) space for every three (3) beds, plus one (1) space for the manager.	One per fourteen (14) beds. Minimum of two (2).	Ten (10) per dormitory, or Collegiate Greek system residence
Community Club Houses		None	One (1) per ten (10) auto stalls. Minimum of two (2).
Cottage Housing	One (1) space per unit or 1.5 space per unit if on-street parking is not available along street frontage (One (1) space per twenty (20) linear feet).	One per five (5) units, or one (1) per three (3) units if no on-street parking. Minimum of two (2).	One per ten (10) units, or one (1) per six (6) units if no on-street parking. Minimum of two (2).
Elder Care Home	One (1) space in addition to space(s) required for the residential unit.	Minimum of two (2).	Minimum of two (2).
Fraternities, Sororities and Dormitories	One (1) space for every three (3) beds, plus one (1) space for the manager.	One per fourteen (14) beds. Minimum of two (2).	Ten (10) per dormitory, fraternity or sorority building.
Group Home	One (1) space for each staff member plus one (1) space for	One (1) per ten (10) staff members plus	None

TABLE 38.01

Use	Required Motor Vehicle Parking Spaces	Minimum Required Long-Term Bicycle Spaces	Minimum Required Short-Term Bicycle Spaces
	every five (5) residents. Additionally, one (1) space shall be provided for each vehicle used in connection with the facility.	one (1) per thirty (30) residents. Minimum of one (1). Additional spaces may be required for conditional uses.	
Home Occupations	None, except as specifically provided in this table.	None	None
Mobile Home Park	Two (2) spaces per lot or unit, whichever is greater. If recreation facilities are provided, one (1) space per ten (10) units or lots.	None	None
Triplex, when in a zoning district with a maximum density of twelve units per acre or less	Five (5) spaces.	None	None
Multifamily Dwellings	Three or more units shall provide one and one-half (1.5) off-street parking spaces per dwelling unit. Multifamily dwelling units located on HDC-4 properties, where the new project provides for the development of replacement dwelling units in a development agreement, and the project site is all or part of an area of 40 acres or more that was in contiguous ownership in 2009, are exempt from the parking requirements of this section. If parking is	One (1) storage space per unit that is large enough for a bicycle.	One (1) per ten (10) units. Minimum of two (2) per building.

TABLE 38.01

Use	Required Motor Vehicle Parking Spaces	Minimum Required Long-Term Bicycle Spaces	Minimum Required Short-Term Bicycle Spaces
	voluntarily provided by the property owner, then the Director shall permit such parking to be shared with parking provided for non-residential development on the property.		
Single Family to include Duplex and Townhouse.	Two (2) spaces per unit. Note: parking spaces may be placed in tandem (behind the other). DB, CSH and RMH zone districts require one (1) space/unit.	None	None
Studio Apartments.	Apartments with one (1) room enclosing all activities shall provide one (1) off-street parking space per dwelling unit	None	One (1) per ten (10) units. Minimum of two (2) per building.
RESTAURANT			
Cafes, Bars and other drinking and eating establishments.	Ten (10) spaces per thousand (1000) sq. ft.	One per 2,000 square feet; minimum of one (1).	One per 1,000 square feet; minimum of one (1).
Car Hop	One (1) for each fifteen (15) square feet of gross floor area.	One per 300 square feet; minimum of one (1).	One per 150 square feet; minimum of one (1).
Fast Food	Ten (10) spaces per thousand (1000) square feet plus one (1) lane for each drive-up window with stacking space for six (6) vehicles before the menu board.	One per 2,000 square feet; minimum of one (1).	One per 1,000 square feet; minimum of one (1).

Tumwater Municipal Code

Figure 18.50.070(A)	
RESIDENTIAL	NUMBER OF PRESCRIBED SPACES
Single-family dwelling (includes duplex and townhouse and designated manufactured homes)	Minimum of 2.0 spaces per dwelling unit.
Accessory dwelling	1.0 space per dwelling unit, if no on-street parking is available within 300 feet of the unit.
Studio apartment	1.0 space per dwelling unit.
Multifamily dwelling	1.5 spaces per 1 – 2 bedroom dwelling unit, 2.0 spaces per 3+ bedroom dwelling units, plus 1.0 guest space for every 10 units. ¹
Triplex and fourplex	1.5 spaces per 1 – 2 bedroom dwelling unit, 2.0 spaces per 3+ bedroom dwelling units, plus 1.0 guest space for every 10 units. ¹
Senior citizen apartment	1.0 space per 2 bedroom unit plus 1.0 guest spaces for every 10 units.
Rooming/boarding house and bed and breakfasts	1.0 space for each guest bedroom and 2.0 spaces for the operator.
Group foster home	1.0 space for each staff member plus 1.0 space for every 5 residents. Additionally, 1.0 space shall be provided for each vehicle used in connection with the facility.
Adult family home	1.0 space in addition to the space(s) required for the residential unit.
Residential care facility	1.0 space for each staff member plus 1.0 space for every 5 residents. Additionally, 1.0 space shall be provided for each vehicle used in connection with the facility.
Designated manufactured home park	1.0 spaces per lot or unit, whichever is greater. In addition, if recreation facilities are provided, 1.0 space per 10 units or lots, whichever is greater.
Home occupation	1.0 space for each employee outside of the immediate family in addition to the spaces required for the dwelling unit. If the

	occupation requires any customers and/or clients to visit the premises, at least 2.0 additional spaces shall be provided.
(1) Can be reduced to 1.0 spaces per 1 – 2 bedroom dwelling unit and 1.5 spaces per 3+ bedroom unit if within one-half mile of a transit stop by sidewalk or paved path.	

20.32.060 Parking.

- A. *Applicability.* Duplexes and multifamily dwelling units (apartments) shall comply with the parking regulations contained herein. All other uses shall comply with the applicable requirements contained in Chapter [20.12](#) BMC.
- B. *Number of Spaces Required.*
1. Duplexes and multifamily dwelling units shall provide the following upon construction:
 - a. One parking space for each studio (no bedroom) unit.
 - b. One and one-half parking spaces for each one or two bedroom unit.
 - c. Two parking spaces for each three bedroom unit.
 - d. Duplex with four or more bedrooms: one parking space per bedroom. No more than two parking spaces per unit may be located in an enclosed garage.
 - e. Multifamily: one additional for each bedroom over three per unit. No more than two parking spaces per unit may be located in an enclosed garage. This provision shall not limit the number of parking spaces that may be provided in common areas in an enclosed under-building parking floor or structure.
 - f. See Chapter [20.12](#) BMC for senior citizen housing provisions.
 2. All required half spaces shall be rounded to the higher number. The director shall have the authority to determine whether or not a room constitutes a bedroom if the purpose of the room is not clear.
- C. *General Provisions.*
1. All required parking shall be located off street and on the subject property in areas which meet the minimum requirements of this section. Parking on the public right-of-way shall not be considered as off-street parking. Shared parking may be allowed pursuant to BMC [20.12.010\(A\)\(6\)](#).
 2. Scaled parking plans shall be required which indicate ingress, egress, grade, base and surface materials as well as parking lot dimensions.
 3. Off-street parking for single-family and duplex dwellings shall be a minimum of nine feet in width by 18 feet in length (unless adjacent to landscaping, as specified in Figure 20.12.030(A)) with 22 feet of maneuvering aisle depth behind each space. Off-street parking dimensions for other uses shall not be less than shown on BMC [20.08.020](#), Figures 10, 11 and 12.
 4. Unapproved revision to any approved parking facility which would affect the design, or failure to maintain the facility in accordance with good practice shall be deemed a violation of the land use development ordinance. Failure to keep the parking lot surface reasonably clean of debris, failure to keep storm drain catch basins properly clean and functioning, failure to replace dead plant material, or to remove noxious weeds shall be specifically included in the term "failure to maintain the facility in accordance with good practice."

D. *Design Provisions.*

1. The parking facility shall be totally located within the subject property lines except for ingress and egress areas and maneuvering areas as permitted below.
2.
 - a. Alley rights-of-way may be utilized toward meeting the maneuvering area required herein.
 - b. *Where Required by Special Regulation in Chapter 20.00 BMC – Zoning Tables.* When access is available from a city maintained alley, no vehicular access shall be taken from the street frontage except when the planning director determines that alley access is impractical or environmentally constrained.
3. No portion of an open parking facility shall be located within five feet of any property line except for ingress and egress areas or when alleys are used for maneuvering. This five-foot setback may be waived by the director when:
 - a. An alleyway is used for direct access; and
 - b. The landscaping is replaced with a fence which screens from view the parking area; and
 - c. The elimination of the five-foot parking setback will result in the provision of additional parking spaces beyond that required in the land use development code.
4. An area of at least five feet in width and 10 feet in length must be provided to separate every 20 open and adjacent parking spaces.
5. No portion of any open parking facility shall be located within five feet of any property line abutting upon property with a residential single general use type.
6. No portion of any parking area shall be permitted within any required front yard, in any required side yard on a flanking street, vision clearance triangle or other front yard setback established on the recorded plat (e.g., a lot frontage such as a pipestem that does not meet minimum lot width and is not buildable), with the exception that parking is outright permitted in the front yard of those lots created through a cluster subdivision. Driveway crossings and tandem parking within a driveway, when allowed by other city codes, are not prohibited by this provision. Single-family homes and duplexes that are required to provide on-site maneuvering due to driveway access onto an arterial street or location near an intersection under BMC [20.12.010\(D\)\(7\)](#) are not prohibited from providing a single backup area within the front yard or side yard on a flanking street.
7.
 - a. All required parking spaces shall be designed such that any vehicle parking in any space may enter and exit without interference or blocking any other vehicle parking in any other required space, except as allowed in subsection [\(D\)\(7\)\(b\)](#) of this section.
 - b. Tandem parking (two cars maximum) as allowed when enclosed within a structure.
 - i. Tandem parking garages shall be set back a minimum of four feet from the front face of a building.

- c. Tandem parking not enclosed within a structure on lots created through the cluster subdivision pursuant to BMC Title [23](#).

E. *Improvement Standards.*

1. Hard surfacing shall be required for all portions of the parking facility including those portions within the right-of-way; provided, however, permeable paving is required for hard surface ground cover areas unless infeasible, per infeasibility criteria found in BMP T5.15 of the Ecology Manual.
2. A portion of a standard parking space may be landscaped instead of paved, provided the requirements in BMC [20.12.030\(C\)\(4\)\(e\)](#) are met.
3. Wheel stops shall be installed to protect landscaping areas and in other areas where it is necessary to maintain an orderly parking pattern.
4. All parking facilities, except duplexes, shall be clearly marked as to stalls and traffic flow, and for handicapped and compact spaces.
5. Drainage systems for parking facilities shall be designed and approved in accordance with Ordinance No. [8827](#), as amended.
6. The public works department shall approve the location of all curb cuts. A driveway for a duplex shall not exceed 20 feet in width within a front yard or side yard on a flanking street. For other uses, no single curb cut shall be wider than 30 feet. For parking lots with less than 10 spaces, the curb cut shall be no wider than 12 feet. Parking lots with separate points of ingress and egress shall have no more than a 12-foot curb cut separated by a distance of at least 20 feet and shall comply with arterial street access, Chapter [13.52](#) BMC, Driveways Giving Access to Arterial Streets. [Ord. 2018-12-036 § 37; Ord. 2017-03-009 § 29; Ord. 2006-12-122; Ord. 2006-12-121; Ord. 2003-03-010; Ord. 2001-04-033 §§ 7, 10; Ord. 9582 §§ 9, 13, 16, 1986; Ord. 9024, 1982].

The Bellingham Municipal Code is current through Ordinance 2021-05-021, passed May 10, 2021.

Disclaimer: The City Clerk Representative has the official version of the Bellingham Municipal Code. Users should contact the City Clerk Representative for ordinances passed subsequent to the ordinance cited above.

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