

Parking & Circulation

Purpose:

- Assure **safe, convenient, efficient, and adequately sized** parking facilities & circulation patterns
- Reduce demand for parking by **encouraging alternatives**
- **Increase pedestrian mobility options** and environment
- **Minimize conflicts** with pedestrians and vehicles
- **Enhance the visual character** of interior access roads and pathways
- **Minimize the visual impact** of parking facilities

When Applies

- **New construction**
- **Major Addition / Remodel**
 - Greater than 50% OR Greater than 4,000
- **Change of use changes required parking spaces by more than ten (10) percent**

Required On-Site Parking Spaces

- **Minimum required is based on use**
 - same as County (ICC 17.03.180.Q)
- **Maximums**
 - Called for in the Subarea Plan
 - **Option: max as a % of minimum**
- **On-Street Parking Provision**
 - When less than 5 spaces are required, can count up to 2 on-street spaces

Off-Site Parking

If adequate and available, off-site parking may be allowed for non-residential uses, subject to the following:

- **All handicap & bike parking spaces are provided on-site;**
- **≥25% non-handicap vehicle parking spaces, but no less than 3, are provided on-site;**
- **Q: Within 300 ft**, measured from closest public entrance to nearest parking space
- **Safe and accessible pedestrian pathways** are available between the off-site parking and the main building entrance(s); and
- **Does not cross Hwy 525;**
- A signed and **recorded agreement** between the property owners that includes a verification that the shared parking agreement **does not create a deficiency.**

Shared Parking

- **Shared Parking Allowed**
 - Mixed-Use Sites
 - Nearby Uses
- **If three or less, can use the Shared Parking Factor**
 - Based on peak usage times
(weekday vs weekend, daytime vs nighttime)
- **If four (4) or more uses sharing parking facility, a parking study must be provided**
- **NOTE: Number of accessible spaces will be determined by the Required Parking, not the Effective Parking .**

Draft 2.1

Based on
peak use
times

SHARED PARKING FACTOR		USE 2 / USE 3 (Calc Separately)								
		Residential	Lodging	Office	Retail	Food Service	Entertainment/ Recreation	Schools	Parks / Churches	Manufacturing/ Industrial
USE 1	Residential	1	1.1	1.4	1.2	1	1	1.4	1.4	1.4
	Lodging	1.1	1	1.7	1.3	1	1	1.4	1.4	1.4
	Office	1.4	1.7	1	1.2	1.2	1.2	1	1.7	1
	Retail	1.2	1.3	1.2	1	1.2	1.2	1.2	1.2	1.2
	Food Service	1	1	1.2	1.2	1	1	1.2	1.3	1.2
	Entertainment/ Recreation	1	1	1.2	1.2	1	1	1.2	1.3	1.2
	Schools	1.4	1.4	1	1.2	1.2	1.2	1	1.7	1
	Parks / Churches	1.4	1.4	1.7	1.2	1.3	1.3	1.7	1	1.7
	Manufacturing/ Industrial	1.4	1.4	1	1.2	1.2	1.2	1	1.7	1

Shared Parking Factor – How it Works

- **Only for 2 or 3 uses**
 - 4 or more uses must do a parking study
- **Determine the area for each use**
 - Use 1 = Use with the most sq ft
 - Use 2 = next largest sq ft
 - Use 3 = smallest sq ft
- **Use the Table to Find the Factor for**
 - Between Use 1 & Use 2
 - Between Use 1 & Use 3

Shared Parking Factor Example

- **Mixed-Use Building**
- **1st Floor**
 - Office Area = 2,700 sf
 - Retail Area = 1,750 sf
- **2nd Floor**
 - 4,950 sf
 - 6 MF units
- **3rd Floor**
 - 4,950 sf
 - 4 MF units

SPF Example

Use 1 = **MF, 10 Units**

Use 2 = **Office**

Use 3 = **Retail**

Shared Parking Factor Example

Determine Required Parking

- **MF Residential**

- 10 units
- 1.5 spaces per unit
- $10 \times 1.5 = \mathbf{15 \text{ spaces}}$

- **Office**

- 2,700 sf
- 1 space for each 250 sf
- $2,700 / 250 = 10.8 = \mathbf{11 \text{ spaces}}$

- **Retail**

- 1,750 sf
- 1 space for each 400 sf (4 spaces min)
- $1,750 / 400 = 4.4 = \mathbf{5 \text{ spaces}}$

SPF Example

Use 1 = **MF, 10 Units**

Use 2 = **Office**

Use 3 = **Retail**

TOTAL REQUIRED PARKING:

15

11

+ 5

31 spaces

Shared Parking Factor Example

Determine Effective Parking

- Find Shared Parking Factors
- Calculate Effective Parking (reduced amount)

SPF Example

Use 1 = **MF, 10 Units**
15 spaces

Use 2 = **Office**
11 spaces

Use 3 = **Retail**
5 spaces

Total Required
Parking = **31 spaces**

**FIND
FIRST
SHARED
PARKING
FACTOR**

**SHARED
PARKING
FACTOR**

USE 2



**Use 1 =
Residential**

**Use 2 =
Office**

**FIRST SPF =
1.4**

	SHARED PARKING FACTOR	USE 2								
		Residential	Lodging	Office	Retail	Food Service	Entertainment/ Recreation	Schools	Parks / Churches	Manufacturing/ Industrial
USE 1	Residential	1	1.1	1.4	1.2	1	1	1.4	1.4	1.4
	Lodging	1.1	1	1.7	1.3	1	1	1.4	1.4	1.4
	Office	1.4	1.7	1	1.2	1.2	1.2	1	1.7	1
	Retail	1.2	1.3	1.2	1	1.2	1.2	1.2	1.2	1.2
	Food Service	1	1	1.2	1.2	1	1	1.2	1.3	1.2
	Entertainment/ Recreation	1	1	1.2	1.2	1	1	1.2	1.3	1.2
	Schools	1.4	1.4	1	1.2	1.2	1.2	1	1.7	1
	Parks / Churches	1.4	1.4	1.7	1.2	1.3	1.3	1.7	1	1.7
	Manufacturing/ Industrial	1.4	1.4	1	1.2	1.2	1.2	1	1.7	1

**FIND
SECOND
SHARED
PARKING
FACTOR**

**SHARED
PARKING
FACTOR**

USE 3



**Use 1 =
Residential**

**Use 3 =
Retail**

**SECOND
SPF = 1.2**

	SHARED PARKING FACTOR	USE 3								
		Residential	Lodging	Office	Retail	Food Service	Entertainment/ Recreation	Schools	Parks / Churches	Manufacturing/ Industrial
USE 1	Residential	1	1.1	1.4	1.2	1	1	1.4	1.4	1.4
	Lodging	1.1	1	1.7	1.3	1	1	1.4	1.4	1.4
	Office	1.4	1.7	1	1.2	1.2	1.2	1	1.7	1
	Retail	1.2	1.3	1.2	1	1.2	1.2	1.2	1.2	1.2
	Food Service	1	1	1.2	1.2	1	1	1.2	1.3	1.2
	Entertainment/ Recreation	1	1	1.2	1.2	1	1	1.2	1.3	1.2
	Schools	1.4	1.4	1	1.2	1.2	1.2	1	1.7	1
	Parks / Churches	1.4	1.4	1.7	1.2	1.3	1.3	1.7	1	1.7
	Manufacturing/ Industrial	1.4	1.4	1	1.2	1.2	1.2	1	1.7	1

Shared Parking Factor Example

Effective Parking Calculation:

- **First Step – 1st & 2nd Uses**

- Use 1 = 15 spaces
- Use 2 = 11 spaces
- $15 + 11 = 26$ spaces required
- Shared Parking Factor = **1.4**
- $26 / 1.4 = 18.6$

- **Second Step – 3rd Use**

- Use 3 = 5 spaces
- Shared Parking Factor = **1.2**
- $5 / 1.2 = 4.2$

- **Third Step – Add Together**

- $18.6 + 4.2 = 22.8 = 23$ spaces

SPF Example

Use 1 = **MF, 10 Units**
15 spaces

Use 2 = **Office**
11 spaces

Use 3 = **Retail**
5 spaces

Total Required
Parking = **31 spaces**

Shared Parking
Factors: **1.4 & 1.2**

31 Req'd Parking

- 23 Effective Parking

8 spaces

a 26% discount

Accessible Parking Spaces

Determine Number and Type of Spaces from REQUIRED Parking, not from Effective Parking

- In previous example:
 - 31 Required Parking Spaces
 - 23 Effective Parking after Shared Parking Factor
 - Of the 23, a min of **2 Accessible Parking Spaces are req'd** (1 must be a Van Accessible space), must be on-site

Total Spaces in Parking Facility	Min Accessible Parking Spaces Required	Min Van Accessible Parking Spaces
1 - 25	1	1
26 - 50	2	1

Bicycle Parking

- **Bicycle parking req'd when 10 or more auto spaces are req'd**
- **Bicycle parking $\geq 10\%$ of automobile parking**
- **Minimum 2 outdoor spaces**
- **Lockers (indoor or outdoor) may count for up to 50% of required bicycle spaces**
- **Code Option:**
 - For residential buildings, may be all indoors

Electric Vehicle Charging Stations

- Do not want to penalize business for providing EV charging stations
- But do we want to incentivize it?
- **Considerations/Options:**
 - Cannot take the place of accessible parking spaces
 - If ≥ 10 parking spaces required, the installation of EV stations can count towards your minimum parking requirements, as long as they don't exceed 10% of your minimum required spaces
 - EV stations not counted as part of max parking requirements, as long as they don't exceed 10% of your total parking spaces

Parking Locations Options by Zoning District

Parking Type	LD	MD	BV	BG	NM	IND
Surface Lot, Rear		●	● (1)	●	●	●
Surface Lot, Side		●	●	●	●	●
Surface Lot, Front		● (2)	● (3)	●	●	●
In-Structure (4)		●	●	●	●	●

Notes

1. Preferred surface parking type in the Business Village zoning district properties that front along Main Street
2. Not allowed for Cottage Housing
3. Not allowed for frontages along Main Street and Harbor Avenue; allowed elsewhere in the Business Village zoning district.
4. Only allowed for commercial, mixed-use, and multi-family development

Pedestrian Circulation

- **Connections to sidewalk**
- **Connections between buildings on sites with multiple buildings**
- **Pedestrian pathways through parking lots**

Vehicle Circulation

- Provide **safe and convenient network**
- Provide **opportunity for future connections** to adjacent parcels, where applicable
- Design to **not require cars to back onto street**
- On transit routes, provide **for multi-modal access** including bus stops, as appropriate
- **Cross access easements shown on plat**

Block Standards

Purpose:

1. To promote the health of residents by **providing safe and convenient travel** through the community that **facilitates pedestrian movement and multi-modal travel options**.
2. Ensure that **development relates to and activates the street** and meets community design objectives for a **pedestrian-oriented village core**.
3. To establish **minimum connectivity standards** that facilitates the dispersion of traffic and delivery of emergency services.
4. **Protect critical areas while utilizing them as an asset** to the community through the lot and block placement and orientation standards.
5. To ensure that the **subdivision of land is orderly** and encourages good urban design.

When Applies

- **New Construction**
- **Major Addition / Remodel**
 - Greater than 50% OR Greater than 4,000
- **New Plat**

Block lengths

- **Blocks should be ≤ 400 ft in length**
- **Maximum length 660 ft (1/8 mile)**
- **Work with the constraints of the natural topography**
- **Minimize grade change between developments**
- **Maintain minimum street connectivity**

Street Connectivity

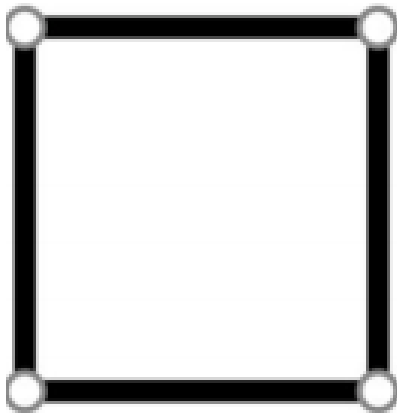
- **Street connectivity works jointly with the maximum block lengths to ensure walkable neighborhoods, but also helps with traffic circulation.**
- **Applies to all long plats**
- **General Standards:**
 - **Provide multiple direct connections** to and between destinations
 - **Street stubs to allow future access** to all abutting properties or to logically extend the street system into the surrounding area
 - Coordinate with adjacent development
 - **Street connections no more than 1/8 mile apart** along each boundary that abuts vacant or potentially redevelopable land
 - Blocks > 400 feet to provide a **mid-block pedestrian connection**

Street Connectivity

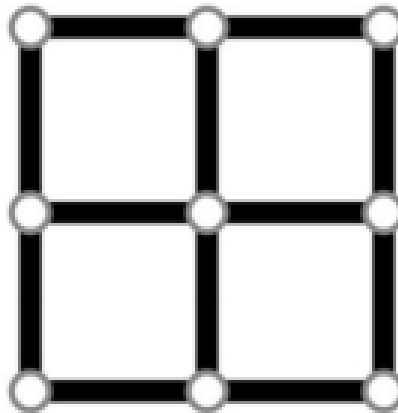
- **No dead-end streets shall be permitted except in cases where such streets are designed to connect with future streets on abutting land**
 - A temporary turnaround easement must be dedicated and constructed where a future connection is planned
- **Cul-de-sacs shall only be permitted if they are:**
 - Less than four hundred (400) feet in length or
 - Less than six hundred sixty (660) feet in length and have a pedestrian pathway from the end of the cul-de-sac to another street
 - With Planning Director approval if due to topography or protection of critical area

Street Connectivity Index

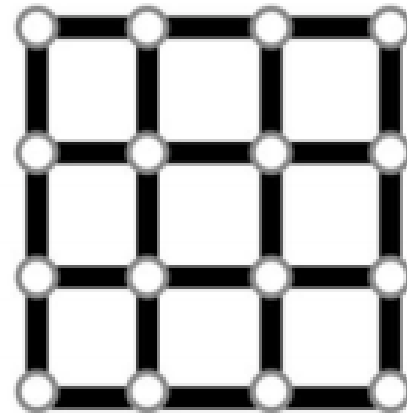
- The street network for all long plats shall have a minimum connectivity index of 1.4.
- The connectivity index is defined as the number of street links divided by the number of nodes and link ends (including culs-de-sac and sharp curves with 15 mph design speed or lower).



4 Links / 4 Nodes = 1.0

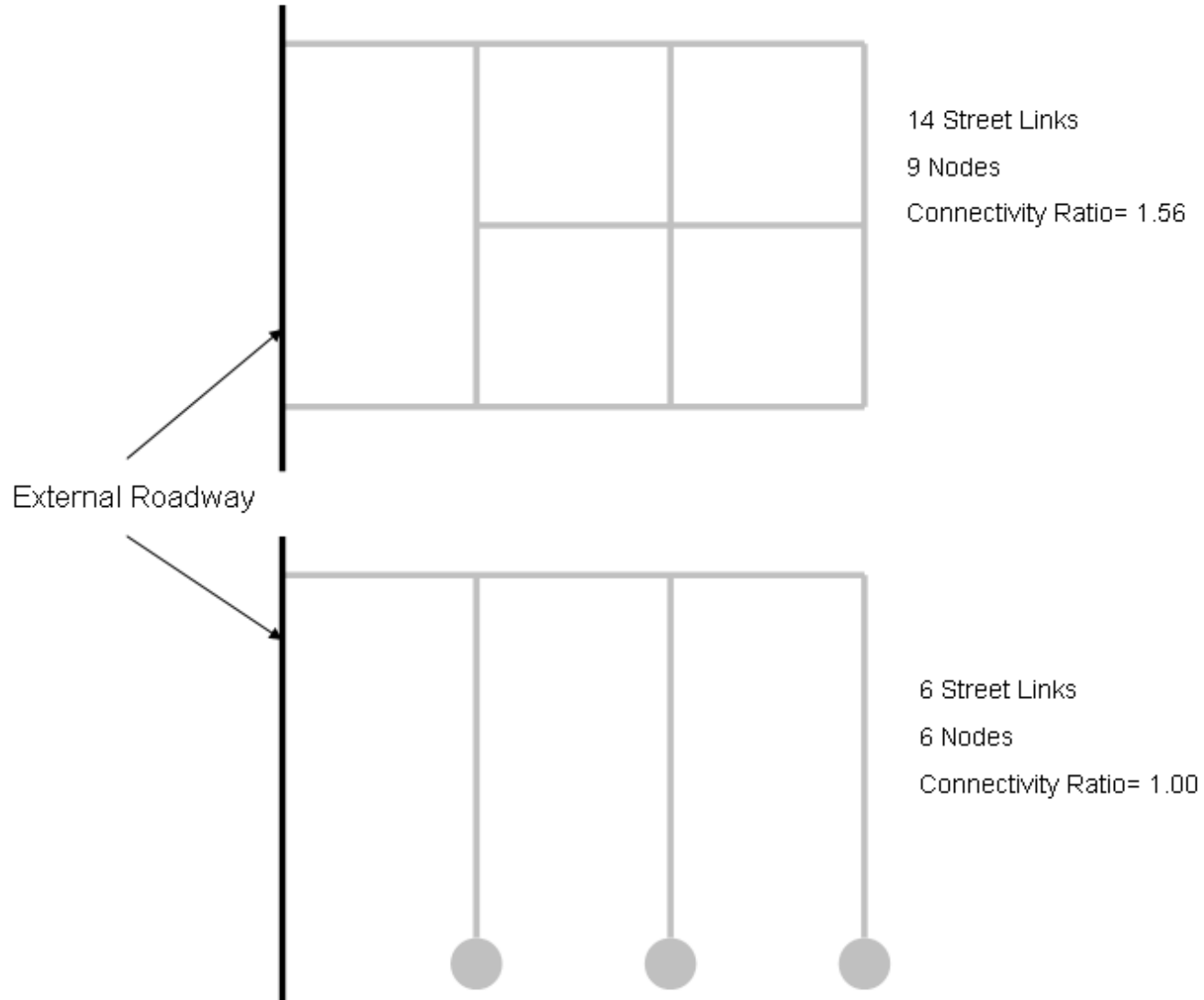


12 Links / 9 Nodes = 1.33



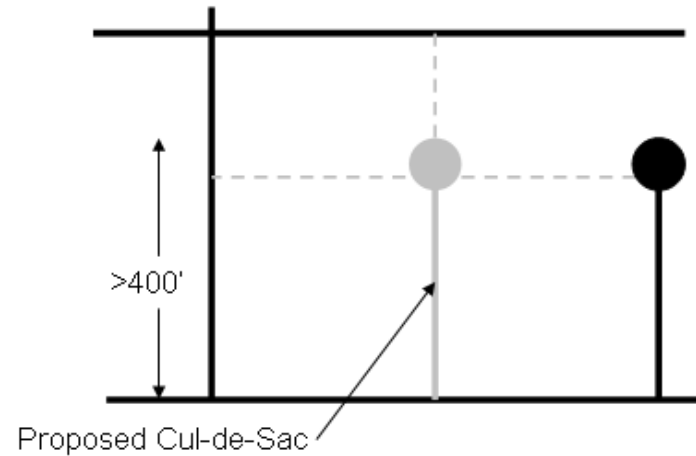
24 Links / 16 Nodes = 1.5

Street Connectivity Index Example



Pedestrian Pathways

- **> 400 ft must have pedestrian pathway connection:**
 - Business Village zoning district blocks
 - New cul-de-sac



Pedestrian Pathway Examples



Pedestrian Pathways

- **Provide connections to the sidewalk in areas where significant pedestrian traffic occurs or is anticipated**
- **Pathways in the Business Village shall have paved surfaces**
 - **Permeable surface preferred**
 - **Minimum width of paved surface of 8 feet**
 - Where outdoor seating for food service is provided, maintain an average clearance of 6 ft and min of 4 ft
 - Historical pathways that do not meet the minimum width standards may be approved by the Planning Director where:
 - ADA compliant access is provided and maintained
 - Pathway meets location priorities and safety requirements

Pedestrian Pathways

- **Activate the space:**
 - Buildings facing the pedestrian pathway feature transparent **windows (min 15%)**
 - Storefronts, outdoor dining, and other uses are encouraged along the pathway to **activate the space**
 - **Sightlines and landscaping shall be designed with safety as a priority**, and utilize appropriate Crime Prevention Through Environmental Design (CPTED) techniques

Pedestrian Pathways

- **Pedestrian-Oriented Open Space features are required, per ICC 17.06.510.C.2, for pedestrian pathways in the Business Village District.**
- **Pedestrian pathways that meet the standards of this section shall count towards Pedestrian-Oriented Open Space requirements.**

Activity

- **Activities regarding pedestrian paths on posters**
- **Handout to walk you through calculating your own shared parking factor**
- **10-20 min**
- **Return for discussion as a group**

Discussion

- **Community Collaboration:**
 - What works?
 - What needs to be clarified?
 - What revisions do you recommend be considered?
 - What is missing?
 - Discussion of code options