

# Part 6 Development Standards

## 18.608 Parking

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# Chapter 18.608 Parking

## Article I: Intent and Applicability

### 18.608.010 Intent

**i** Intent introduction new but incorporates language from IMC 18.09.010; and CIDDS 8.1 and 15.1

The intent of this chapter is to establish standards for the design, configuration and performance of parking facilities based on land use and community vision for the transportation system. By requiring parking as a condition of development, the City intends to achieve a balance between insufficient parking (which can cause overflow parking pressure in adjacent streets and lots) and excessive parking (which wastes space and resources). This balance is necessary to support a pedestrian-friendly environment, encourage attractive urban design, and reduce environmental impacts by limiting impervious surface. This will be accomplished by administration of this chapter in order to:

**i** Following statements adapted from IMC 18.09.010 and CIDDS 8.1 and 15.1

1. Increase traffic and pedestrian safety;
2. Encourage safe and efficient vehicular and nonmotorized circulation;
3. Ensure adequate, safe, and reasonable storage of and access to parking facilities;
4. Encourage the use of parking garages over surface parking;
5. Promote efficient site design to provide parking therein;
6. Provide tools for flexibility in the design, performance, and location of parking facilities;
7. Reduce the visual impact of parking lots and garages;
8. Allow on-street parking to meet as much of the required parking as possible;
9. Where on-street parking is constrained, provide adequate off-street parking;
10. Minimize paving and impervious surfaces;
11. Promote environmental quality through reduced use of fossil fuels by supporting the use of non-motorized travel;
12. Encourage alternative methods of moving people and incentivize the parking and storage of bicycles; and
13. Provide convenience and reliability to commuters, residents, pedestrians, employees, tourists, shoppers, students, bicyclists, special populations, and service providers.

**i** Applicability adapted from parking development standards applicability in CIDDS 8.2. Existing language from IMC 18.09.010C included in adapted section.

**i** Nonconforming situations have been removed and will be covered by general Title 18 nonconforming use provisions.

**i** Definitions will be moved to general Title 18 Definitions section.

## 18.608.020 Applicability.

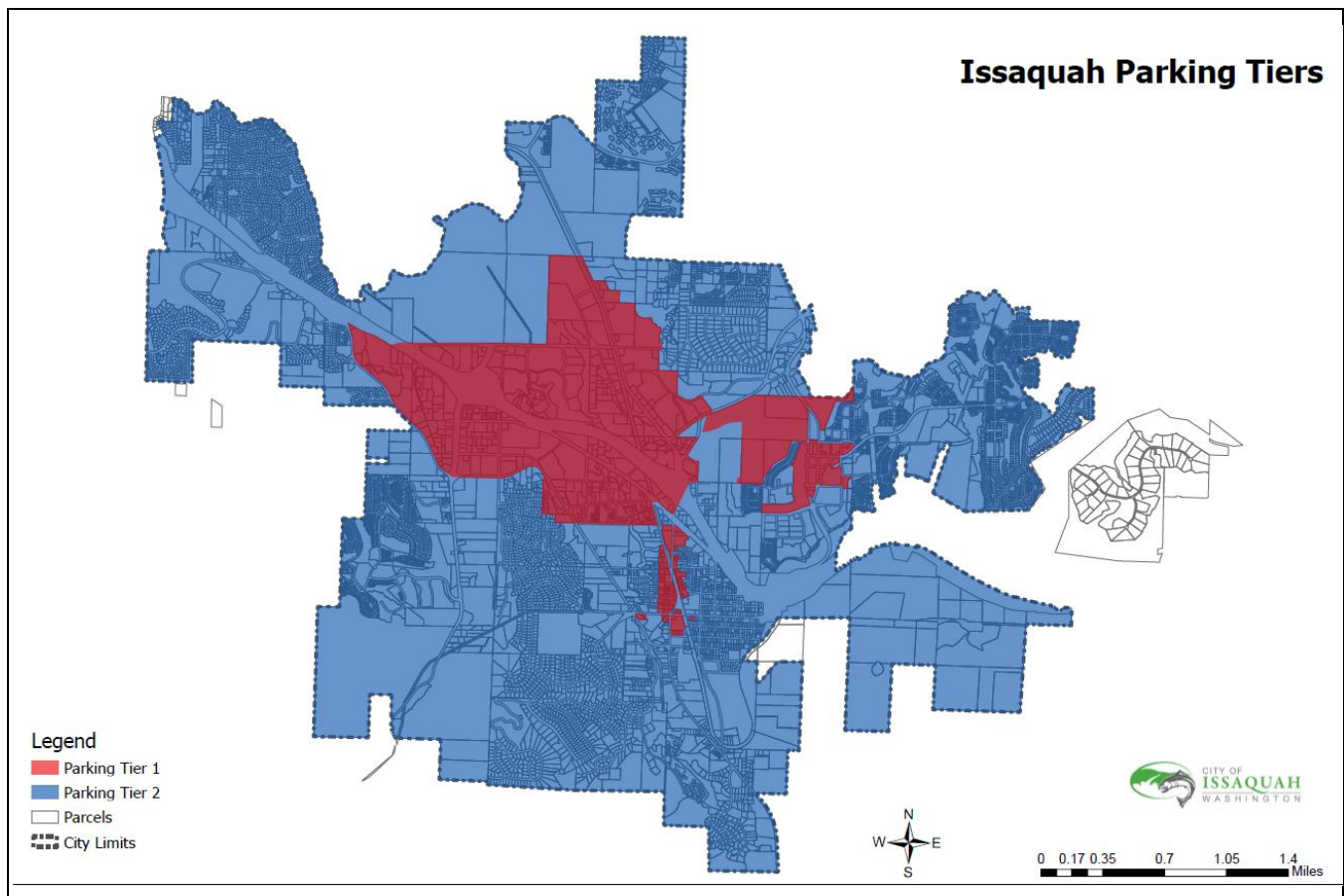
A. The provisions of this Chapter apply to all property in the City. These provisions are applicable to: all existing uses, change of uses for existing development, and new development.

**i** Tier I and Tier II establishes new geographic boundaries to differentiate the multimodal goals in urban development and vehicle-dependent suburban areas in the rest of the City.

B. Parking standards are distinguished between Tier I and Tier II:

1. Parking in Tier I areas must accommodate the multimodal goals for urban development as established in the Mobility Master Plan. Tier I encompasses Central Issaquah, Issaquah Highlands Commercial areas, and Olde Town.
2. Parking for Tier II areas must accommodate the neighborhood characteristics of less dense development. Tier II encompasses all areas of the City that are not Tier I.

**Table 18.608.020.B**  
**Parking Tier Areas**



## Article II: Bicycle Parking

**i** This Article combines standards from 18.09.010, 18.09.020, 18.09.030, 18.09.040 and CIDDS 8.8 and 8.9. Additional language inserted to support

### 18.608.040 Provision of Bicycle Parking.

**i** This section adds new language specific to the intent of the bicycle parking and supporting the bicycle use within a multimodal transportation system.

- A. The intent of this section is to provide bicycle parking in a safe, accessible, and convenient location to support a bicycle-friendly community.
- B. Bicycle parking provides a space for securing a bicycle at any location and includes both the space of the bicycle rack and the space to attach the bicycle to the rack.
- C. Bicycle parking spaces must provide parking for cyclists of all ages and abilities. Area devoted to bicycle parking may not be used for any other purpose, except as authorized by this code.
- D. Wayfinding signage must be provided when bike parking facilities are not visible from the public street or sidewalk.

### 18.608.050 Short-term Bicycle Parking.

**i** Short-term bicycle parking adapted from IMC 18.09.030(I); CIDDS 15.5 and expanded upon, per direction from the Planning Policy Commission, more detail was provided on what's required and where to encourage more bicycle amenities in more urban areas of the City.

- A. The intent of short-term bicycle parking is to provide safe, accessible and secure locations that directly serve the use activities generating the bicycle parking demand.
- B. Short-term bicycle parking is for bicycles parked less than four hours.
- C. All short-term bicycle parking installations must meet the follow criteria:
  - 1. Must be located in a well-lit, highly visible area to emphasize use, and within 50 feet of a building's primary entrance;
  - 2. Must not impede the use or encroach on any adjacent transportation travel facilities at any time;
  - 3. Must accommodate a U-lock-type lock to lock both the bicycle's frame and tire to the bicycle rack;
  - 4. Must support the frame of the bicycle in at least two places and prevent the bicycle from tipping over;
- D. When ten or more short-term bicycle parking spaces are required, a minimum of 50% of the spaces must be covered.
- E. With approval from the Director, required short-term bike parking may be installed in the public right-of-way, in accordance with the Public Works Street Standards.
- F. The minimum number of off-street short-term bike parking spaces required is set forth in Table 18.608.050.A.

<b>Table 18.608.050.A</b>	
<b>Short-term Bike Parking Requirements</b>	
<b>Land Use</b>	<b>Requirement</b>
<b>Residential</b>	
Single Family detached and attached	None
Multi-family in Tier 1	1 per 20 units
Multi-family in Tier 2	None
<b>Commercial</b>	
Office, research and development, or uses not listed	Minimum 2 spaces per building; and 1 per 40,000 sq ft
Child care/day care	Minimum 2 spaces per building; and 1 per 20,000 sq ft
Retail, Eating and Drinking, personal services	Minimum 2 spaces per building; and 1 per 2,000 sq ft
Lodging	Minimum 2 spaces per building
Entertainment	Minimum 2 spaces per building; and 1 per 1,000 sq ft
<b>Industrial</b>	
Manufacturing or production	None
Warehouse and freight movement	None
<b>Civic, cultural facilities</b>	
Non-assembly; or uses not listed	Minimum 2 spaces per building; or 1 per 40,000 sq ft
Assembly	Minimum 2 spaces per building; or 1 per 1,000 sq ft
Elementary through high school	Minimum 2 spaces per building; or 1 per 10,000 sq ft
University or vocational schools	Minimum 2 spaces per building; or 1 per 10,000 sq ft
Recreation	Minimum 2 spaces; or 1 per 20 auto spaces that serve the recreation space

## 18.608.060 Long-Term Bicycle Parking.

**i** Long-term bicycle parking adapted from CIDDS 8.11. Additional detail and requirements were added per affinity group discussions and Planning Policy Commission recommendations.

- A. Long-term bicycle parking is for bicycles parked four or more hours.
- B. Long-term bicycle parking must provide a safe, accessible and secure location that directly serve the use activities generating the bike parking demand, and must meet the follow criteria:
  - 1. Provided in secure room or enclosed area with a locked gate with limited access for only the users securing a bicycle.
  - 2. Located in one of the following secure locations:
    - a. Within 50 feet of an attendant or security guard; or
    - b. Located in an area visible from employee work areas, or
    - c. Located in an area visible from residential communal areas or living spaces.
  - 3. Must accommodate a U-lock-type lock to secure both the bicycle's frame and one wheel to the bicycle rack;
  - 4. Must provide access to power source for charging electric bicycles in accordance with Table 18.608.060.B;
- C. Bicycle parking located inside a dwelling unit is not counted forward long-term bicycle parking space requirements for residential uses.
- D. When ten or more long-term bicycle parking spaces are required, 100% of the spaces must be covered.
- E. The minimum number of long-term bike parking spaces required is set forth in Table 18.608.060.A.
- F. Supporting facilities. In Tier 1 non-residential areas, showers and lockers must be provided in accordance with Table 18.608.060.B and located near the long-term bike parking area.

<b>Table 18.608.060.A Long-term Bike Parking Requirements</b>	
<b>Land Use</b>	<b>Requirement</b>
<b>Residential</b>	
Single Family detached and attached	None
Multi-family in Tier 1	Minimum 2 spaces per building; and 1 per unit
Multi-family in Tier 2	Minimum 2 spaces per building; and 1 per 20 units
<b>Commercial</b>	
Office, research, or uses not listed	Minimum 2 spaces per building; and 1 per 4,000 sq ft
Child care/day care	Minimum 2 spaces per building; and 1 per 4,000 sq ft
Retail, Eating and Drinking, personal services	Minimum 2 spaces per building; and 1 per 12,000 sq ft
Lodging	Minimum 2 spaces per building, and 1 per 20 rental rooms
Entertainment	Minimum 2 spaces per building; and 1 per 12,000 sq ft
Commercial Outdoor Recreation	1 per 20 vehicle parking spaces
<b>Industrial</b>	
Manufacturing or production	Minimum 2 spaces per building; and 1 per 15,000 sq ft
Warehouse and freight movement	Minimum 2 spaces per building; and 1 per 40,000 sq ft
<b>Civic, cultural facilities</b>	
Non-assembly; or uses not listed	Minimum 2 spaces per building; or 1 per 12,000 sq ft
Assembly	Minimum 2 spaces per building; or 1 per 12,000 sq ft
Elementary through high school	Minimum 2 spaces per building; or 1 per 1,000 sq ft
University or vocational schools	Minimum 2 spaces per building; or 1 per 1,000 sq ft
Recreation	None

<b>Table 18.608.060.B Minimum Required Supporting Facilities for Long-term Bicycle Parking</b>	
Land Use	Requirement
Office	2 showers per 50,000 sq ft
Office	1 locker per long-term bike rack required; 50,000 sq ft and greater
Office	1 power outlet per two long-term bikes racks; 50,000 sq ft and greater

### **18.608.070 Bicycle Parking Design and Installation.**

- A. Installation. All bicycle racks must be installed in accordance with manufacturer recommendations and meet the following criteria.
1. Racks must be securely fastened.
    - a. For sturdy surface locations, bicycle racks must be secured on concrete, pavers, or asphalt surfaces.
    - b. For soft surface locations, bicycle racks must be secured with in-ground mounting with concrete footings.
  2. The fasteners must be tamper-resistant.
  3. Short-term bicycle parking installations must comply with the Public Works Street Standards.
- B. Rack materials. Bicycle rack materials must be made of carbon steel or stainless steel with a coating that minimizes damage to bicycles secured to the rack. The rack coatings must include:
1. Powder coatings (TGIC or similar); or
  2. Thermoplastic.
- C. Types of rack. Bicycle racks must only use the following rack types:
1. Inverted U or staple; or
  2. Rack cradles; or
  3. Wall-mounted; or
  4. Corrals.
- D. Spacing Requirements. All bicycle parking must not encroach on any walkway area, bicycle facility travel lane, or motorized vehicle travel lanes at any time. The minimum footprint for a single occupant bicycle is 6 feet long and 2 feet wide and 6 feet long and 4 feet wide for cargo bikes. The spacing requirements for placement and configuration are in Figure 18.608.070A.
- E. Street Installations. All bicycle parking installed on a street must follow the Public Works Street Standards Chapter X. Section Y.



## Article III: Vehicle Parking

**i** This Article combines standards from 18.09.010, 18.09.020, 18.09.030, 18.09.040 and CIDDS 8.8

**i** Provision of Required Vehicle Parking adapted from IMC 18.09.30 and 18.09.010 and CIDDS 8 and 15

### 18.608.040 Provision of Required Vehicle Parking.

- A. Use of parking. Parking spaces must provide vehicle parking only for residents, customers, patrons, visitors, and employees. Area devoted to parking may not be used for any other purpose, except as authorized by this code. Except in designated areas, required parking must not be used for:
1. The storage of motorized vehicles, recreational vehicles, boats, or other materials;
  2. The parking of vehicles used in conducting the business; or
  3. The sale, repair, or servicing of any vehicle.
- B. Location.
1. Single family/Duplex: Required parking for single family units and duplexes must be on-site.
  2. Multi-family: Parking is not permitted in the side or rear setback of a multi-family development when the parking would abut a single family district. In other cases, parking for multi-family development is allowed in the rear and side setback.
  3. Other uses: Parking must be provided within 800 feet of the building or use for which the parking area is required.
  4. All uses: Parking must not be located in areas so that vehicles extend over sidewalks, vegetation or other obstructions or provided in any required landscape planting area unless otherwise allowed by Chapter 18.610 IMC, Landscaping.
- C. Barrier-free spaces. Parking and access must be provided in accordance with the International Building Code (WAC Chapter 51-50, Chapter 11), as currently written or amended by the City.
- D. Permit required. Parking or loading spaces must not be created, constructed, located, relocated, or modified after the effective date of these provisions without first obtaining a permit as required by this code.
- E. Accessory uses. Parking and loading spaces which are not primary uses are considered accessory uses and are subject to the same procedures and review requirements as primary uses.
- F. Unlawful elimination. Parking and loading facilities must not be eliminated or reduced without the establishment of alternative parking or loading facilities which meet the requirements of this code.
- G. Change in use. When a change of use is proposed, required parking and loading facilities must be provided according to this chapter. If the proposed use requires more parking or loading than the previous use, the applicant must construct the required parking and/or loading stalls prior to occupancy.
- H. Substantial remodels or additions. The provisions of this Article are applicable to substantial remodels or additions which expand the gross floor area of the use by 10% or greater. Remodels or additions to single family units do not require additional parking spaces; however, the site plan must be consistent with the other parking standards.

### **18.610.050 Computation of vehicle parking.**

- A. Gross Floor Area. The number of required parking spaces must be calculated based on gross floor area (GFA). This is calculated from the total of all floor areas of a building as measured from the interior surface of each exterior wall of the structure, excluding stairwells, mechanical rooms, janitorial sink rooms, restrooms, attic space and covered off-street vehicle parking or loading.
- B. Fraction. If the calculation of the number of off-street parking spaces in the Table 18.608.050: Off-Street Parking Standards contains a fraction, the number must be rounded in accordance with Chapter 18.100 IMC General Provisions:
- C. Mixed use. When different uses occupy a single development that is not considered a shopping center, the total required parking is the sum of the requirements of the individual uses.
- D. Uses not listed in table. If this chapter does not specify a parking requirement for a proposed use, the Director must establish the minimum requirement based on the nearest comparable use.

**Table 18.608.050  
Table of off-street parking standards**

Land Use	Tier I		Tier II		i Notes - will remove column
	Minimum	Maximum	Minimum	Maximum	
<b>RESIDENTIAL</b>					
<b>General Residential</b>					
<b>Single family attached (Townhomes/Duplexes)</b>	1 per unit	1 per unit or 1 tandem space with a 2 vehicle capacity	1 per unit	1 per unit or 1 tandem space with a 2 vehicle capacity	Tier I was previously 0.75-2, Tier II was previously 2 min, no max
<b>Single family detached</b>	1 per unit	2 per unit	1 per unit	2 per unit	Tier I was previously 0.75-2, Tier II was previously 2 min, no max
<b>Cottage</b>	No min	0.67 per unit	No Min	0.79 per unit	Tier I/II maxes follow ITE LU Code 223 average rate
<b>Triplex, Fourplex, Multifamily &amp; Live/Work</b>	0.75 per unit	2 per unit	1.21 per unit	2 per unit	Tier I: Central Issaquah Standards, Tier II: ITE LU Code 220 (min)
<b>Group Residential</b>	No min	0.4 per unit	No min	0.4 per unit	Tier I/II maxes follow ITE LU Code 254 average rate
<b>Accessory Residential, as listed below</b>					
<b>Accessory dwelling unit</b>	No min	1 per unit	No min	1 per unit	Tier I was previously min 0.75 if <= 600 sqft OR 1 if >600 sqft to max 2, Tier II was previously 1 space min, no max
<b>COMMERCIAL</b>					
<b>Day Care</b>	No min	2.45 per 1000 GFA	No min	3.57 per 1000 GFA	Tier I/II maxes follow ITE LU Code 565 average and average + 1 std dev rates respectively
<b>General Service, as listed below</b>					

Automobile fuel station	No min	1 per 2000 GFA + Required parking for other on-site land uses (if any)	No min	1 per 2000 GFA + Required parking for other on-site land uses (if any)	Tier I/II maxes follow guidance from area cities
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**Table 18.608.050**  
**Table of off-street parking standards**

Land Use	Tier I		Tier II		i Notes - will remove
	Minimum	Maximum	Minimum	Maximum	
Car wash	1 per 2000 GFA + Required parking for other on-site land uses (if any)	No Max	1 per 2000 GFA + Required parking for other on-site land uses (if any)	No Max	Tier I was previously min 2 spaces per 1,000 NSF - max 8 stacking spaces per drive through entrance plus 1 per employee at maximum shift. OR 2 stacking spaces per wash bay,  Tier II was previously 1 stacked space per wash bay min, no max
Vehicular service, maintenance, or repair shops	1.69 per 1000 GFA	3.36 per 1000 GFA	1.69 per 1000 GFA	3.36 per 1000 GFA	Tier I/II min/max follow ITE LU Code 943 average and average + 1 std dev rate
Medical					
Hospital	1 per 500 GFA	No max	2.25 per 1000 GFA	No max	Tier I/II min follow Central Issaquah and ITE LU Code 610 average respectively
Clinic	3.89 per GFA	No max	3.89 per 1000 GFA	No max	Tier I/II min follow ITE LU Code 630 average
Office	No min	1 per 200 GFA	1 per 300 GFA	No max	Tier I max follows Central Issaquah max, Tier II min follows guidance from area cities
Overnight Lodging, as listed below					
Hotel	No min	0.74 per rentable room	0.74 per rentable room	0.96 per rentable room	Tier I max and Tier II min follow ITE LU Code 310 avg, Tier II max follows ITE LU Code 310 avg + 1 std dev rate

Bed and Breakfast, Guest House	1 per rentable unit	No max	1 per rentable unit	No max	Tier I was previously min 2 spaces per 1,000 NSF - 10 spaces per 1,000 NSF  Tier II was previously 1 space per room + additional for restaurants (1 per 100 sq. ft. GFA) and gift shops (1 per 200 sq. ft. GFA), no max
Personal Service	1 per 500 GFA	1 per 250 GFA	1 per 200 GFA	No max	Tier I follows Central Issaquah. Tier II follows IMC
Recreation, Indoor					
Bowling Alley	1 per 500 GFA	No max	1 per 500 GFA	No max	Mins follow guidance from area cities  Tier I was previously min 2 spaces per 1,000 NSF - 5 per bowling lane  Tier II was previously min 5 spaces per 1 bowling lane, no max

**Table 18.608.050**  
**Table of off-street parking standards**

Land Use	Tier I		Tier II		i Notes - will remove column
	Minimum	Maximum	Minimum	Maximum	
Theater, Live and Movie	1 per 500 GFA	No max	1 per 500 GFA	No max	Tier I was previously min 2 spaces per 1,000 NSF - 1 per 4 fixed seats and/or 1 space per 3 permitted occupants for areas w/out fixed seating  Tier II was previously min 1 space per 4 seats, plus 1 per employee, no max
Restaurant/Bar, Food, Beverage	1 per 500 GFA	4.72 per 500 GFA	1 per 100 GFA	No max	Tier I min/max follow Central Issaquah and ITE LU Code 932 respectively. Tier II follows IMC

<b>Retail Sales</b>					
<3,999 GFA	1 per 500 GFA	1 per 200 GFA	1 per 200 GFA	No max	Tiers I/II follow Central Issaquah/IMC respectively
4,000-29,999 GFA	1 per 500 GFA	1 per 250 GFA	1 per 200 GFA	No max	Tiers I/II follow Central Issaquah/IMC respectively
>30,000 GFA	1 per 500 GFA	1 per 250 GFA	1 per 500 GFA	No max	Tiers I/II follow Central Issaquah/IMC respectively
<b>INDUSTRIAL</b>					
<b>Heavy Industrial</b>	1 per 500 GFA	1 per 500 GFA	1 per 500 GFA	No max	Tiers I/II follow Central Issaquah/IMC respectively
<b>Light Industrial</b>	0.65 per 1000 GFA	1.06 per 1000 GFA	0.65 per 1000 GFA	No max	Follows ITE Code 110 avg for mins, average + 1 std dev for max (Tier I)
<b>Research and Development</b>	1 per 500 GFA	1.29 per 500 GFA	1 per 500 GFA	No max	Tier I: Follows Central Issaquah and ITE LU Code 760 avg for min/max respectively. Tier II Follows IMC
<b>Self-storage service</b>	0.1 per 1000 GFA	0.17 per 1000 GFA	0.1 per 1000 GFA	0.17 per 1000 GFA	Tiers I/II: Follows ITE LU Code 151 average and average + 1 std dev
<b>Warehouse and Distribution</b>	0.39 per 1000 GFA	0.61 per 1000 GFA	0.39 per 1000 GFA	0.61 per 1000 GFA	Tiers I/II: Follows ITE LU Code 150 average and average + 1 std dev
<b>Waste-related service</b>	1.9 per 1000 GFA	3.13 per 1000 GFA	1.9 per 1000 GFA	3.13 per 1000 GFA	Tiers I/II: Follows ITE LU Code 170 average and average + 1 std dev
<b>PUBLIC, INSTITUTIONAL, &amp; OPEN SPACE</b>					
<b>Agriculture</b>	1 per 500 GFA	1 per 250 GFA	1 per 500 GFA	No max	Tier I: Follows Central Issaquah standards for retail. Tier II follows IMC for Agricultural services
<b>Table 18.608.050 Table of off-street parking standards</b>					
Land Use	Tier I		Tier II		i Notes - remove
	Minimum	Maximum	Minimum	Maximum	
<b>Civic Uses, except as listed below</b>	1 per 500 GFA	1.5 per 500 GFA	1 per 300 GFA	No max	Tier I Follows Central Issaquah, ITE Land Use Code 730 (General Office) for min/max. Tier II follows IMC

Government facility: fire/police station; maintenance site	1 per 500 GFA	1.5 per 500 GFA	1 per 300 GFA	No max	Tier I Follows Central Issaquah, ITE Land Use Code 730 (General Office) for min/max. Tier II follows IMC
Essential Public Facilities	1 per 500 GFA	1.5 per 500 GFA	1 per 300 GFA	No max	Tier I Follows Central Issaquah, ITE Land Use Code 730 (General Office) for min/max. Tier II follows IMC
Parks, Plazas, Open Spaces, and Natural Areas except as listed below	No min	No max	No min	1.7 per acre	ITE LU Code 411 (Public Parks)  Tier I was previously no min with max of 2 per picnic table.  Tier II was min 2 spaces per picnic table with no max
Trailhead Class 1	No min	100 spaces	50 spaces	200 spaces	Tiers I/II: Consistent with Central Issaquah/IMC
Trailhead Class 2 or 3	No min	25 spaces	10 spaces	50 spaces	Tiers I/II: Consistent with Central Issaquah/IMC
Stadium/arena/amphitheater, sports fields	No min	1 space per 4 seats + 1 per 100 GFA assembly area not containing seats	1 space per 3 seats	No max	18 inches is considered a "seat" on a bench or bleacher Tiers I/II Consistent with Central Issaquah/IMC
Schools, Public and Private,	1 per 500 GFA	1 per 300 GFA	1 per 400 GFA	No max	18.53.060 - Schools Tier I Consistent with highs and lows within this broad category in Central Issaquah. Tier II min is the min for Colleges in IMC and is consistent with IMC
<b>NON-RESIDENTIAL ACCESSORY</b>					
Heliport, Helipad, helistop	No min	1.5 space per 100 GFA of terminal/passenger areas	1 space per 100 GFA of terminal/passenger areas	No max	Tiers I/II consistent with Central Issaquah/IMC



## 18.610.050 Electric vehicle charging provisions

**i** Electric vehicle charging parking provisions exact language from IMC 18.09.140 Electric Vehicle Charging Parking Provisions

**i** Per PPC recommendations and affinity group discussions, EV and EV ready requirements are being considered for increases to match current demand and recent changes in federal requirements for EVs.

- A. The intent of this section is to provide electric vehicle charging infrastructure for off-street parking spaces.
- B. Standards. Electric vehicle charging infrastructure must be provided for new and substantially improved buildings, new surface parking lots (not gravel), and new parking garages as follows:
  - 1. Electric vehicle charging infrastructure must be provided according to Tables 18.610.050.A and 18.610.050.B. For developments that have mixed residential and nonresidential uses, parking associated with residential uses must meet the requirements of Table 18.610.050.A, and parking associated with nonresidential uses must meet the requirements of Table 18.610.050.B. Projects must meet both the number of electric vehicle supply equipment (EVSE) parking spaces and the number of electric vehicle ready (EV-ready) parking spaces.

**Table 18.610.050.A**  
**Residential Electric Vehicle (EV) Charging Infrastructure**

Use	Number of EVSE Parking Spaces	Number of EV-Ready Parking Spaces
New Townhomes	None	100% of total parking spaces
New multifamily (R1 and R-2, and I-2 occupancies) and any other multi-unit residential building not meeting the definition of “multifamily residential building” under RCW 19.27.015(4)	10% of total parking spaces	30% of total parking spaces
Existing multifamily buildings undergoing substantial improvement (R1, R-2, and I-2 occupancies) and any other multi-unit residential building not meeting the definition of “multifamily residential building” under RCW <a href="#">19.27.015(4)</a>	10% of total parking spaces	20% of total parking spaces

**Table 18.610.050.B  
Nonresidential Electric Vehicle (EV) Charging Infrastructure**

Use	Number of EVSE Parking Spaces	Number of EV-Ready Parking Spaces
New nonresidential buildings	5% of total parking spaces	10% of total parking spaces
Existing nonresidential buildings undergoing substantial improvement	5% of total parking spaces	10% of total parking spaces
New surface parking lots (not gravel) and parking garage uses	5% of total parking spaces	10% of total parking spaces

2. When EVSE parking spaces are required, five percent, but no less than one percent of the EVSE parking spaces shall be accessible. The electric vehicle charging infrastructure may also serve adjacent parking spaces not designated as accessible parking.
3. Where EV-ready exterior on-grade surface parking spaces are located more than four feet from a building, raceways must be extended to a pull box or stub in the vicinity of the designated space and must be protected from vehicles by a curb or other device.
4. Where an electric vehicle load management system is installed to fulfill the requirements of Tables 18.610.050.A and 18.610.050.B, the maximum number of EVSE that may be connected to the same electrical circuit in the building is as shown in Table 18.610.050.C.
5. Nothing in this section must be construed to modify the minimum number of off-street motor vehicle parking spaces required for specific uses or the maximum number of parking spaces allowed, as set forth in this chapter.
6. All EVSE parking spaces must have designated signage and pavement markings per RCW 46.08.185.
7. All EV charging infrastructure must be installed in accordance with the National Electrical Code (NFPA 70). For EV-ready parking spaces, the branch circuit must be identified as “Electric Vehicle Ready” in the service panel or subpanel directory, and the termination location must be marked as “Electric Vehicle Ready.”
8. Projects that fully or partially include affordable housing units at or below 80% AMI, and, as defined in IMC 18.102, must meet 100% of the requirement for EVSE and EV-ready in the project; however, the provision of EVSE and EV-ready in the project associated with defined affordable housing shall be cost neutral. To achieve cost neutrality, the applicant must demonstrate how cost neutrality has been calculated in an objective and typical industry methodology and that any changes to existing standards to achieve cost neutrality are the minimum necessary. Methods to achieve cost neutrality include:
  - a. Reduction in the minimum required percentage of structured parking.
  - b. Reduction in the minimum required parking (supported by a parking study as allowed by code).
9. If the above actions do not result in cost neutrality, then alternatively or additionally, the applicant may propose:
  - a. Reduction in the amount of required parking lot landscaping.

b. Any combination of the above that ensures the provision of EVSE and EV-ready infrastructure associated with affordable units is cost neutral.

10. In no case may the provision of EVSE and EV-ready stalls associated with affordable housing units drop below 50% of the required EVSE and EV-ready infrastructure.

**Table 18.610.050.C**  
**Maximum Number of EVSE per Circuit Breaker Rating**

Minimum Circuit Breaker Rating (AMPS)	Maximum Number of EVSE per Circuit
20	1
30	2
40	4
50	5
60	6
70	7
80	8
90	10
100	11
125	14
150	17

### 18.610.050 Motorcycle or Scooter Parking

**i** Motorcycle parking adapted from CIDDS 8.12.

- A. All non-residential uses containing 20 or more vehicular parking spaces and residential developments of six or more dwellings must provide parking spaces for motorcycles, scooters, and similar motorized vehicles.
- B. Parking spaces must be provided at one per 36 of the required automobile spaces with at least one space provided for uses meeting the threshold in (1) above.
- C. Non-residential uses such as warehouses, storage facilities, automobile services may be exempt from motorcycle parking but must be approved for a deviation to be exempt from this section requirements.
- D. Motorcycle or scooter drive aisles must also comply with the adjacent automobile drive aisle dimensions in accordance with Table 18.610.110 Vehicle parking stall size and configuration.
  - 1. Motorcycle or scooter spaces must be located according to the same criteria and standards that are applicable to compact parking spaces.

## **18.610.060 Off-Street Loading Spaces**

- A. The intent of this section is to provide adequate room for on-site loading and unloading of commercial vehicles associated with the proposed development. Whenever normal operation of any development requires that goods, merchandise, or equipment be routinely delivered to or shipped from that development, a sufficient loading and unloading area must be provided to accommodate delivery or shipment operations safely and conveniently.
- B. Quantity of loading space
  - 1. The minimum number of loading spaces required for a specific use is set forth in Table 18.610.060.A.
  - 2. When a lot contains more than one business establishment, the square footage of the business establishments within the same category shall be added together in order to determine the number of required loading spaces.
- C. Standards for loading spaces
  - 1. Width. Each off-street loading space must not be less than ten feet in width.
  - 2. Overhang. All buildings with overhangs that project over loading spaces must have a vertical overhang clearance of not less than 14 feet.
  - 3. Length. Each loading space for a high-demand use must be a minimum of 35-feet in length, unless provided otherwise in Table 18.610.060.A.
- D. Change Current Use. When a change of use is proposed for an existing structure, required loading for the new use must be provided, according to the loading standards within this section.
- E. Other parking requirements. No area allocated to loading and unloading facilities required by this section may be used to satisfy other parking requirements, nor may any portion of any other parking requirements be used to satisfy the area requirements for loading and unloading facilities, except for the maneuvering and circulation portions of such areas.
- F. Signage and hours. Loading areas must be signed and hours of use must be established. .
- G. Maneuvering space. All required off-street loading facilities must be designed such that vehicles engaging in loading or unloading activities shall not encroach upon or interfere with the right-of-way or public use of transportation facilities.

**Table 18.610.060.A  
On-Site Loading Space Standards**

Land Use	Minimum Requirement
<b>Residential</b>	
Multi-family	1 space per 40 units
<b>Commercial</b>	
Office, research, or uses not listed	1 space per 30,000 GFA
Retail, Eating and Drinking, personal services	1 space per 10,000 GFA
Lodging	1 space per 40 rental rooms
Entertainment	1 space per 10,000 GFA
Commercial Outdoor Recreation	1 space per
<b>Civic</b>	
Non-assembly; or uses not listed	1 space per 30,000 GFA
Assembly	1 space per 30,000 GFA
Elementary through high school	1 space per 20,000 GFA
University or vocational schools	1 space per 20,000 GFA
Recreation	1 loading space per 20 auto parking spaces the serve the space

**i** This section was adapted from existing code section 18.09.090(k); CIDDS 8.17

### **18.610.070 Drive-Through Window Facilities**

- A. The intent of drive-through stacking spaces is to provide safe and sufficient parking space that support drive-through facilities so they do not encroach on public streets, sidewalks, or private parking and circulation areas but also provide necessary vehicle space to support the land use.
- B. Design. A stacking space must be an area measuring eight feet by 20 feet with direct forward access to a service window of a drive-through facility. Individual spaces within the lane may not be delineated with pavement markings. Stacking lanes may not block on-site pedestrian routes, or encroach on the public right-of-way.
- C. Requirements. Uses providing drive-up or drive-through services must provide vehicle stacking spaces in accordance with Table 18.610.070.A.

**Table 18.610.070.A**  
**Required stacking spaces for drive-through window facilities.**

<b>Drive-through use</b>	<b>1 window</b>	<b>2 windows</b>	<b>3 or more windows</b>
Drive-through food/beverage service	5 stacking spaces	4 stacking spaces per window	3 stacking spaces per window
Drive-through bank/financial institution, business service, or other drive-through use not listed	4 stacking spaces	3 stacking spaces per window	2 stacking spaces per window

- D. Parking credit. Credit towards minimum parking requirements must be given for each drive-through station. One-third parking credit must be given for each stacking space.
- E. Other parking lot standards. The drive-through facility must meet all other parking lot requirements including, but not limited to, location requirements, landscape screening, lighting, signage, and design standards.

### **18.610.090 Temporary Parking**

- i** Temporary Parking adapted from IMC 18.09.100; CIDDS 8.5(A).
- i** Intent added to this section in coordination with IMC 18.09.100 and CIDDS 8.5(A)
- i** This section will be updated in coordination with accessory uses chapter in bucket 6 .

- A. The intent of temporary parking is to provide parking for a temporary use with a limited purpose and time and to minimize impacts of the temporary use on surrounding land uses.
- B. Requirements for construction.
  1. Temporary areas for equipment staging and mobilization and for construction worker parking must be provided.
  2. A temporary gravel or unimproved parking or staging area requires a Special Events Street Use Permit.

- i** New language added to the following sentence to address safety concerns of gravel lots close to the right-of-way.

3. Temporary parking and staging areas must have a setback of 20 feet from existing streets, and no gravel placement is allowed within 20 feet of the right-of-way.
  4. Reference National Fire Protection Association standards for additional applicable standards.
- C. Requirements for temporary businesses. Parking stalls on private property may be used temporarily for conducting business.
  - D. Businesses such as produce stands, outdoor vendors such as espresso carts, food carts and trucks, and Christmas tree stands must be approved through the Special Event Permit in accordance with IMC 5.14.
  - E. Parking stalls on privately-owned Circulation Facilities and parking lots may be used temporarily for conducting such business in accordance with the following criteria:

1. The use does not create a hazard;
2. The use does not displace needed parking for the primary use; and
3. The use is allowed by the property owner following the appropriate permit process.

### **18.610.100 Transportation Management Plan (TMP)**

**i** This section adapted from IMC 18.09.120.

- A. The intent of the Transportation Management Plan (TMP) is to promote the use of transportation alternatives which lessen traffic congestion, lessen the impact on the City's air quality, and use the City's existing infrastructure more efficiently.
- B. A TMP is a contract between the City and a property owner or manager or an employer stating that the property owner or manager or employer will provide the following:
  1. Education on alternative modes of travel,
  2. Opportunities to use alternative modes of travel, and
  3. Incentives for ride sharing, carpooling, and using transit, bicycling and walking as a substitute for automobile travel.
- C. The TMP must address the responsibility of the property owner or manager or employer(s) for monitoring the success of the TMP and reporting the annual results to the City.
- D. Requirement. A TMP is required for individual projects, pursuant to the City's adopted transportation management regulations.

### **18.610.110 Parking and storage of vehicles and boats**

**i** This section from 18.07.210 Parking and storage of vehicles and boats, with no changes.

**i** Per City Attorney recommendations, IMC 18.07.240 Undeveloped property – Habitation prohibited, is not included in code due to conflicts and contradictions.

- A. Intent: This section establishes standards for outdoor residential uses, storage and activities related to motor vehicles and nonmotorized vehicles. These standards are intended to protect property values by reducing visual blight, aid in emergency access and fire safety, guard against the creation of rodent and pest harborage, and reduce the impact on the natural environment from the leaking of motor vehicle fluids.
- B. Recreational vehicle, utility vehicles, trailers and boats in ROW. It is unlawful for any person to park and/or permit any other person to park a recreational or utility vehicle, boat or trailer in the public right-of-way or obstructs visibility from adjacent driveways or street corners.
- C. Disabled or Unlicensed Vehicles and Boats. It is unlawful for any person to keep, store or park, or to permit any other person to keep, store or park, any disabled vehicle or boat, or unlicensed vehicle or boat, on any privately owned residential property within the City unless that vehicle or boat is stored and parked outside public view within a fully enclosed building at all times. Auto or boat repair shops may have disabled licensed vehicles or boats on the premises which are being repaired, but these vehicles or boats may not be parked clearly within public view or in the right-of-way.

- D. Appearance: All recreational, commercial, and utility vehicles and boats must be maintained in a clean, well-kept condition which does not detract from the appearance of the surrounding area. Vehicles and boats which are kept on-site must be operational and currently registered and licensed.
- E. Vehicles in Residential Areas:
  - 1. Commercial: It is unlawful for any person to park or store commercial vehicles in residential areas. This provision does not apply to temporary parking for delivery, pick up, moving or service activities. For the purpose of this section, a “commercial vehicle” is defined as any vehicle types defined within classes 4-13 of the Federal Highway Administration (FHWA)'s standardized vehicle classification system. . Heavy equipment may be parked on a site that is in the process of being developed.
  - 2. Recreational: Travel trailers, campers, or motor homes may be parked in a residential area, as long as the vehicle complies with the provisions of this code. The vehicle must be kept in a side or rear setback. If the vehicle cannot be stored in a side or rear setback due to site constraints, the vehicle must be parked off-site.
  - 3. Motorized Vehicles such as Cars, Trucks, Recreational Vehicles, and Motorcycles may not be permitted to park in the pervious surface areas of front or streetside setbacks of a residential use property unless such pervious surface is a driveway, carport, or garage.
- F. Boats and Boat Trailers, Flatbed Trailers, Hauling Trailers, and Similar Vehicles. Boats and boat trailers, flatbed trailers, hauling trailers, and similar vehicles may not be stored or parked in the front vegetated landscaping area of a residential area, unless parked in the driveway, carport, or garage. Canoes and kayaks are not required to be sight screened.

**i** Per City Attorney review, the following section was modified to be consistent with recent case law and the amended code enforcement updates.

- G. Vehicle as Dwelling Unit: It is unlawful for any person to use any recreational or utility vehicle parked or stored on private property as a permanent or temporary dwelling unit; except where explicitly permitted in campgrounds in accordance with IMC 18.102; provided, however, temporary guests who travel in a recreational or utility vehicle may reside in the vehicle on the host’s premises on a temporary basis not to exceed 30 days in any one year.

### **18.610.120 Flexible Parking Tools**

**i** Flexible Parking Tools is adapted from IMC 18.09.070, 18.09.120, 18.09.140, 18.09.130; CIDDs 8.13

- A. The intent of this section is to provide tools for flexibility in the design, performance, and location of parking facilities. This section provides methods, incentives, and techniques to meet the following:
  - 1. Decrease the reliance on motor vehicles;
  - 2. Diminish the percentage of land dedicated to parking;
  - 3. Reduce the amount of parking needed to support land uses while providing adequate parking;
  - 4. Allow projects to adapt to market needs and changes in community priorities; and
  - 5. Adopts progressive trends in parking technology and management.
- B. The tools are applicable based on a project’s location within the City, with projects in Tier I allowed additional tools and flexibility to allow for compact facilities which support urban densities and design. The following tools described in this section provide options to reduce parking or apply flexible solutions.



- C. Cap on reductions. This code allows for the combination of tools described in this chapter, provided the intent of the chapter is met. Reductions must be capped at a 40% from the minimum required parking, with the exception of IMC 18.610.120.G, Small business waiver and IMC 18.610.120.H, Retail in mixed use building, which waive all parking if requirements are met.
- D. Parking flexibility tools by tier. Table 18.610.120.A controls which parking flexibility tools are available City-wide versus which tools are only available in Tier 1 to support urban densities and design. Refer to Table 18.608.020.B for Map of Tier 1 and Tier 2.

**Table 18.610.120.A  
Parking Flexibility Tools by Tier**

Parking Tool	Availability for use in:		Maximum Reduction
	Tier I	Tier II	
Shared parking	Available	Available	40%
Transit access	Available	Not Available	30%
Small business waiver	Available	Not Available	All parking
Retail in mixed use building	Available	Not Available	All parking
On-street parking credit	Available	Available	20%
Off-site parking	Available	Available	--NA--
Tandem parking	Available	Available	--50%--
TDM study	Available	Available	40%
Delay of installation	Available	Available	--NA--
Electric vehicle charging provisions	Available	Not Available	10%
Parking district	Available	Not Available	
Other parking measures	Available	Available	

**E. Shared Parking**

1. The intent of shared parking is to efficiently use parking resources where the potential for shared parking with abutting land uses has been analyzed and to efficiently use parking facilities for more than one use, specifically uses whose prime hours of operation do not overlap. The intent of this provision is to decrease the amount of parking provided for a specific use by sharing adjacent underutilized parking facilities.
2. Prime hours of operation. Prime hours of operation are defined as the time span during which a business or facility has its highest level of activity from employees, clients, customers, and/or other users.

3. Spaces required.

- a. Non-overlapping prime hours of operation: If the businesses have non-overlapping prime hours of operation, the property owner(s) must provide parking spaces equal to those required of the business with the greater of the applicable individual parking requirements. Shared parking will only be permitted in Central Issaquah if prime hours of operation do not overlap, or if the overlap is less than one-half hour.
- b. Overlapping prime hours of operation: If the businesses have overlapping prime hours of operation, the property owner(s) must provide parking spaces equal to the total of the individual parking requirements.

**i** Shared parking adapted from CIDDS 8.13. Per PPC recommendations, caps raised to match best practices with additional specific conditions.

**i** The following shared parking cap was raised to 40% from 10% under the condition a parking demand analysis supports the shared demand. This change is consistent with modern best practices and is at a similar level to other jurisdictions in our region.

- c. The required number of spaces for shared parking may be reduced by a maximum of 40% of the total required parking stalls if the following criteria are met:
  - (1) A Transportation Demand Management (TDM) study, in accordance with IMC 18.610.120.M, supports the estimated shared parking demand for the proposed use; and
  - (2) Evidence from technical studies or manuals relating to the proposed mix of shared uses is provided.

**i** The following review and approval criteria were included to as best practice tools similar to other municipal regulations in our region.

4. Review for shared parking.

- a. Existing use: Shared parking may be approved by the Director for existing use if it complies with the approval criteria for shared parking;
- b. New uses: Shared parking for new uses does not require a separate review process and may be approved within the site plan review process for the project.

5. Approval criteria for shared parking. Shared parking for businesses with either non-overlapping or overlapping prime hours of operation may be approved if all of the following approval criteria are met:

- a. The location of parking facilities must be within 800 feet and visible to the associated uses involved in the shared parking contract.
- b. The location must be zoned to permit parking facilities outright, or through a specific site plan review process.
- c. A convenient pedestrian connection must be provided between the shared uses and the parking facilities. This pedestrian connection must be designed as barrier-free and built with appropriate lighting and safety considerations consistent with IMC 18.62.060.
- d. The availability of parking for each use must be indicated by directional signs governed by IMC Chapter 18.65 Signs.

**i** The following shared parking contract was included as best practice tools similar to other municipal regulations in our region.

6. Shared Parking contract. A contract is required and must be executed by all the owners/operators of the shared uses and the City. The shared parking contract must:
  - a. Provide that the land comprising the required shared parking facilities must not be encroached upon, used, sold, leased, or conveyed for any purpose except in conjunction with the building or use which the required parking serves, so long as the shared parking facilities are needed. The contract terms must be for as long as any of the shared uses continues in existence;
  - b. Indicate prime hours of operation for shared uses;
  - c. Assign maintenance provisions for the parking facilities and landscaping;
  - d. Designate potential times of overflow, and a parking plan which will be implemented in the event of overflow;
  - e. Provide for parking enforcement of the subject locations.
7. Contract amendments or termination. Amendments to the contract, redrafting of the original enacted contract, or contract termination must be reviewed and approved through the Level 1 Review process.

**i** The following Evaluation and Implementation review was included as best practice tool to allow flexibility for noncompliant shared parking systems.

**i** The following section on Transit access adapted from CIDDS 8.13. Per PPC recommendations, caps raised from 30% to 40% to match modern best practices, with specific conditions. Additionally, eligibility expanded beyond Issaquah Transit Center to frequent transit stops city-wide.

- F. Transit Access. Transit access parking reductions are available to projects with direct pedestrian and bicycling access to the frequent transit facilities.
  1. To be eligible for this reduction, a project must provide the following:
    - a. The primary pedestrian entrance to the building is within a quarter mile of the frequent transit facilities;
    - b. The quarter mile distance is measured along continuous pedestrian routes; and
    - c. The pedestrian routes are not geographically interrupted by features such as steep slopes or major arterials and highways with no pedestrian crossings.
  2. This tool may allow up to 20% reduction of required parking without a TDM study, in accordance with this section, with direct pedestrian transit access.
  3. With direct pedestrian transit access, required parking may be reduced by 40% if all of the following measures are taken to enhance access to the transit facilities:
    - a. Generally continuous weather protection must be provided for pedestrians on 75% of building frontage, not including crossings of vehicular routes;
    - b. Continuous, direct sidewalks or walks must be provided, consistent with Chapter 6.0 Circulation Facilities;
    - c. Generally continuous street lighting and minimized and/or enhanced pedestrian crossings of vehicular routes must be provided.

**i** The following section adapted from CIDDS 8.13 and adjusted to use gross floor area, consistent with this sections changes of metrics.

- G. Small business waiver. A business which is less than or equal to 3,000 square feet gross floor area (GFA) and which meets all the following criteria may request to have its parking requirement waived. A business which is more than 3,000 GFA and which meets all the following criteria receives a waiver for the first 3,000 GFA. The criteria are:
1. It is located adjacent to a pedestrian facility;
  2. It is visible from a pedestrian facility; and
  3. It has its primary pedestrian access from a pedestrian facility; and
  4. A TMP, in accordance with IMC 18.610.100, is provided by the applicant, and approved by the City, showing customer and employee vehicle parking measures that minimize potentially negative spillover impacts to neighboring businesses and residents. The plan must show off-site public and private parking locations as well as a methods to reduce vehicle parking demand.

**i** The following section adapted from CIDDS 8.13 and adjusted to use gross floor area, consistent with this sections changes of metrics.

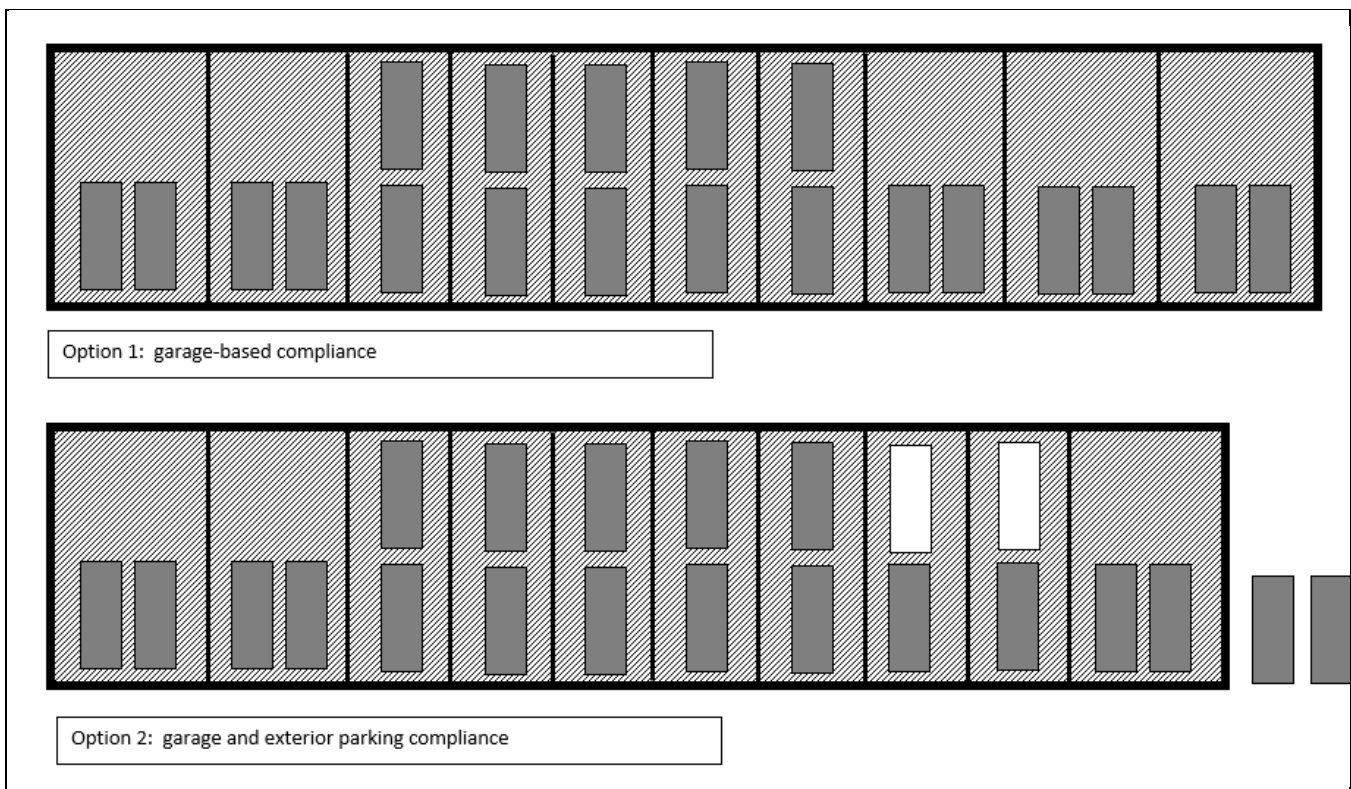
- H. Retail in mixed use building. A non-residential space on the street level of a mixed use building which is less than or equal to 3,000 square feet GFA may request to have parking requirement waived.
- I. On-street parking credit. Street level retail uses may count the on-street parking stalls within the right-of-way that are immediately adjacent to the building space to help fulfill up to 35% of the parking requirements.
- J. Off-site parking. The minimum required parking may be provided by off-street parking within 800 feet of the development for which the parking is required.

**i** The following section adapted from CIDDS 8.13 and clarified to simplify the tool.

- K. Tandem parking. Tandem Parking may be allowed for certain uses in order to provide for a more attractive streetscape and pedestrian-friendly environment by more efficiently using the land.
1. Review required. Proposals for tandem parking must be processed through a Level 1 Review.
  2. Approval criteria for residential uses. Tandem parking may be permitted for up to 50% of the total residential parking requirement if all of the following criteria are met:
    - a. Each residential unit may have only one tandem parking stall (equaling two parking spaces) for each dwelling unit or for each multi-family unit requiring two parking spaces;
    - b. Ingress and egress for the tandem parking stalls do not interfere with the safety of residents or adjacent property owners, and the functionality of adjacent parking;
    - c. Compact tandem stalls are not permitted. Tandem parking stalls are permitted when their size equals two standard stall dimensions;
    - d. Individual private residential garage door width must be a minimum of 8 feet;
    - e. Tandem garages in individual, private residences are permitted outright when they are greater than two standard stall dimensions, and when storage space is provided in the garage area for waste collection bins, unless the project has a shared collection area, and items which typically occupy garage space (e.g., bicycles and other gear); and

3. Additional parking spaces may be required if the percentage of tandem parking spaces is increased beyond the standard percentage, so long as this additional parking does not negatively impact public safety. For example, if a project had 10 units, 20 stalls are required. If there are no more than 10 stalls in the tandem configuration, this complies. However, if 14 stalls are in the tandem configuration, 2 stalls over the maximum. (One stall for each unit over five is considered available so only two stalls are above the maximum.) If two additional stalls are provided onsite, then the project is in compliance, as indicated in Table 18.610.120.K
4. Tandem parking must not be used for the storage of boats, trailers, recreational vehicles, or materials; and
5. For calculating the percentages of allowed standard parking: tandem parking equal to or greater than 37.5 feet in length is equivalent to two standard parking spaces.

**Table 18.610.120.K  
Parking Flexibility Tools by Tier**



6. Approval criteria for retail and commercial uses. Because of the need for individual occupants to coordinate parking on a large scale, tandem parking is permitted only for employees if all the following criteria are met:
  - a. No more than 25 tandem parking stalls (equaling 50 parking spaces) may be provided;
  - b. Parking spaces are assigned to all employees;
  - c. Tandem parking stalls must be of standard size with an overall tandem stall size of nine feet x 37.5 feet;
  - d. Adequate visitor parking is provided; and,

- e. Tandem parking must not be used for the storage of boats, trailers, recreational vehicles, or materials.
  - 7. Exception for retail and commercial customers. Tandem parking is permitted for customers of retail and commercial uses if all of the following criteria are met during business hours:
    - a. Valet parking is provided for customers;
    - b. Tandem parking spaces for customers are available only for valet parking use; and
    - c. Retail and Commercial approval criteria IMC 18.610.100(L.3.c-e) above are met.
  - 8. Tandem parking is permitted at vehicle repair shops when valet parking is provided for customers.
  - 9. Tandem parking in residential development must not have more than two cars in a row. Tandem parking in retail and commercial must have a minimum of two cars in a row when parking has an attendant or valet.
- L. Transportation Demand Management (TDM) study. The Development may receive additional reductions in required parking with a Study looking at multiple comparable projects in the Pacific Northwest. The TDM Study must be prepared by a traffic or parking professional selected jointly by the City and the Applicant. Additional required parking reductions recommended by a Study may be approved, based on the following criteria:
- 1. Demonstrable pedestrian, bicycle, or mass transit facilities provided to encourage and promote use by employees, residents, or customers which replaces automobile use;
  - 2. Density of more than 12 dwelling units per acre;
  - 3. Income restricted housing under 80 percent of Average Median Income;
  - 4. Presence or provision of basic daily uses within 1,300 feet (i.e., ¼ mile) such as grocery/corner store, drug store, and child care; and/or weekly uses such as bank, convenience store, restaurant, or theater; and/or
  - 5. Other criteria accepted by the Director.

**i** The following section adapted from CIDDs 8.13 and modified in accordance with staff recommendations to establish time limit with bonding and remove delay of completion as it does not realistically achieve the goals of this section.

**i** Additional detail added to reserved parking to be clear on a process for implementation.

- M. Delayed parking Installation. During land use or construction permit review, completion of the required parking improvements may be delayed due to project phasing, inclement weather, or poor soil conditions (example: settling of fill). Requests for such delays must be submitted in writing and must explain the reason for the request and an estimated completion date for the improvements. All approved delays must be bonded pursuant to the City's estimate of the value of the delayed improvements.
- 1. Phasing. In the event the project is phased, the Director may apply additional conditions with related Project Permits to ensure each phase complies with the Development, such as but not limited to access, fire circulation, parking, and landscaping requirements including site stabilization.
    - a. Phased occupancy. In the event that a building is occupied in phases, only a portion of the required parking is necessary with each phase. The calculation must be based on the parking as calculated and/or modified by this Chapter. All parking must be constructed and completed by final Certificate of Occupancy or final tenant improvement occupancy, whichever is later.

- b. Maintenance. Prior to completing a project, interim landscape must be provided to discourage invasive plants from being established. Routine maintenance of these areas must include removing invasive plants.
- N. Reserved Parking. The intent of Reserved Parking is to provide less "paved and striped" parking. If the application provides documentation that indicates lower parking demand for the specific site or use, then Reserved Parking may be used for a specific time period. Reserved Parking must provide all of the following:
1. A Transportation Management Plan (TMP), in accordance with IMC 18.610.120.L, that indicates a lower demand than what is required in Table 18.608.050, and a time period for when the conversion to parking is deemed necessary as part of the TMP
  2. Landscaping or other use of the land in lieu of remaining parking which could be converted into "paved and striped" parking if site/use conditions change; and
  3. Reserved Parking contract. A contract is required and must be executed by all the owners/operators of the use and the City. The Reserved Parking contract must:
    - a. Provide that the land comprising the required Reserved Parking facilities must not be encroached upon, used, sold, leased, or conveyed for any purpose except in conjunction with the building or use which the required parking serves, so long as the reserved parking facilities are needed. The contract terms must be for as long as any of the reserved uses continues in existence;
    - b. Assign maintenance provisions for the parking facilities and landscaping;
    - c. Designate potential times of overflow, and a parking plan which will be implemented in the event of overflow; and
    - d. Be filed so that the agreement is binding upon successors of the parcels involved.
  4. Contract amendments and termination. Amendments to the contract, redrafting of the original enacted contract, or contract termination must be reviewed and approved through the Level 1 Review process.

**i** The following section adapted from CIDDS 8.13 and modified in accordance with staff recommendations to establish increase EV incentives to implement ICAP goals.

- O. Electric vehicle charging provisions. For every electric vehicle charging station provided, the required number of parking spaces may be reduced by an equivalent number, provided the total reduction does not exceed 10% of the total required parking spaces.

**i** The following section adapted from CIDDS 8.13 and modified in accordance with staff recommendations to ensure proper signage is provided.

- P. Parking District. One or more properties or Developments may band together to form a Parking District. The Parking District may account for some or all of the parking requirements within the District, including vehicular parking located in structures, surface lots, on-street parking, etc. and bicycle parking located in racks, lockers, rights-of-way, private access, etc. The Parking District may use a combination of Parking Tools or other measures to fulfill the intent of this section.
1. The intent of the requirements for the Parking District is to:
    - a. Provide adequate vehicular and bicycle parking, as well as accessible bus stops, for uses within the Parking District;
    - b. Shift from auto focused to a pedestrian-oriented and Park-Once philosophy;
    - c. Collaborate with King County and Sound Transit on transit stop locations, as well as bicycle facilities such as bike racks or a bike station, where a bicycling program could benefit the entire community;



- d. Provide incentives to encourage a transition from surface parking to structured parking;
  - e. Share parking so it is used efficiently and space devoted to parking is minimized; and
  - f. Allow flexibility in the timing of parking construction, so that its construction can be efficient and related to construction phasing and demand for parking.
2. Wayfinding signage. Parking districts must communicate the availability of parking for each use by directional signs governed by IMC Chapter 18.65 Signs.
  3. District establishment. The Director may approve establishment of a Parking District following the procedures and criteria outlined in Chapter 18.200, Procedures.

**i** The following section is new and is intended to allow easy adoption of new methods and technologies that reduce the demand on parking.

- Q. Other parking measures. The Director may approve other parking measures that fulfill the intent and purpose of this section and provides all of the following:
  1. A Transportation Management Plan, in accordance with IMC 18.610.100, that indicates a lower demand than what is required in Table 18.608.050; and
  2. A parking contract is executed by all the owners/operators of the use and the City. The parking contract approved by the City must:
    - a. Provide that the land comprising the required reserved parking facilities must not be encroached upon, used, sold, leased, or conveyed for any purpose except in conjunction with the building or use which the required parking serves, so long as the reserved parking facilities are needed. The contract terms must be for as long as any of the reserved uses continues in existence;
    - b. Assign maintenance provisions for the parking facilities and landscaping;
    - c. Designate potential times of overflow, and a parking plan which will be implemented in the event of overflow; and
    - d. Be filed so that the agreement is binding upon successors of the parcels involved.

## Article III: General Administration Standards

**i** General Standards and Specifications was created from IMC 18.09.090, 18.09.095; CIDDS 8.7, 8.18, 8.20, 15.2, and 15.4.

**i** CIDDS 8.18.D.1, 8.18.D.3.c, 8.210 Note C, 15.2A & B, CIDDS 15.3, 15.4(C) & (D) not included due to conflicts and lack of clarity.

### 18.610.110 Off-Street Design Standards and Specifications.

- A. The intent of the off-street design standards and specifications is to provide safe, barrier-free access connecting parking areas to the specific uses they serve, permit accessibility to vehicles, including public safety vehicles, and enhance urban form and reduce surface parking as much as possible. The following standards and specifications apply to all parking required under this chapter.
- B. Dimensions. Stall dimensions including standard, compact, micro parallel and motorcycle stall dimensions must be designed exactly as shown in Table 18.610.110.
- C. Drive aisle widths. Drive aisle widths are linked to stall angle and stall lengths. Specified drive aisle widths are given in Table 18.610.110. Parking sizes and configurations are the maximums, except as follows:



1. Where stalls of various sizes are mixed along a drive aisle, the largest drive aisle width associated with the largest stall size present is required; and
  2. The parking layout must continue the use of the larger drive where a drive aisle transitions from one stall size to another, structural columns placement, or similar situations.
- D. Parallel parking stalls. Parallel parking stalls must be designed so that the doors of the vehicles do not encroach onto pedestrian walkways.

**i** The following table is a consolidation of all the tables from IMC 18.09.095

**Table 18.610.110**  
**Vehicle parking stall size and configuration**

		90°	Angled One Way	Angled Two Way	Parallel			
		<b>x</b>	<b>a</b>	<b>b</b>	<b>c<sub>1</sub></b>	<b>c<sub>2</sub></b>	<b>c<sub>3</sub></b>	<b>c<sub>4</sub></b>
Standard	90°	18.5' x 9'	18.5'	9'	24'	-	-	-
	75°	18.5' x 9'	19.5'	9.5'	-	23'	24'	-
	60°	18.5' x 9'	20.5'	7'	-	16'	22'	-
	45°	18.5' x 9'	19.5'	6.5'	-	12'	20'	-
Compact	90°	16' x 8'	16'	8'	22'	-	-	-
	75°	16' x 8'	17'	8.5'	-	20'	20'	-
	60°	16' x 8'	18'	7'	-	16'	20'	-
	45°	16' x 8'	17'	5.5'	-	12'	20'	-
Micro	90°	12' x 7'	12'	7'	18'	-	-	-
	75°	-	-	-	-	-	-	-
	60°	12' x 7'	14'	6'	-	16'	18'	-
	45°	12' x 7'	13.5'	5'	-	12'	18'	-
Parallel		23' x 8'	-	20'	-	-	-	7'
Motorcycle		8' x 4'						

\*Note: y is the bumper overhang

E. Mix of parking stall sizes. Required parking may choose the following mix:

1. The dimensional requirements for Structured and Surface parking, including the dimensions of Standard, Compact, Micro and Motorcycle parking spaces and drive aisles are provided in Table 18.610.110 Vehicle parking stall size and configuration. Standard parking stalls may not exceed the Standard dimensions. Any stall whose dimensions are less than the Standard stall in one or both directions, but no less than the Compact stall size are considered Compact stalls. Any stall whose dimensions are less than the Compact stall in one or both directions, but no less than the Micro stall size are considered Micro stalls. Stalls smaller than Micro may be provided for motorcycles; however, they do not count toward meeting the required vehicle parking provisions. Multiple or combination stalls may be approved when considering improved access and usability.
2. Standard stalls: up to 100% of total required parking;
3. Compact stalls: up to 60% of total required parking;
4. Micro stalls: up to 5% of total required parking; and
5. Motorcycle stalls: required parking must be in accordance with IMC 18.610.050 Motorcycle and Scooter Parking.

F. General stall location.

**i** The following dimensions for F.1 and F.2 were adjusted to accommodate 20 foot fire lanes.

**i** Per City Attorney recommendations, the following section does not include language on combined language, which will be reconsidered on the White Board.

1. Compact and Micro stalls may not be located on a fire lane unless their combined length is equivalent to a Standard stall; Or, for single loaded parking: The stall length and the fire lane width is equal to at least 38 feet with two vehicle travel lanes that are a minimum of 9 feet wide;
2. For double loaded parking: Both stall lengths and the fire lane width is equal to at least 57 feet with two lanes that are a minimum of 9 feet wide.
3. Parking spaces which are closest to the building's entrances must not be compact spaces.

G. Driveways. Driveways must be designed and sized to prioritize pedestrian safety and access while maintaining functionality for vehicles.

1. The location and design of driveways must be in accordance with the City's driveway construction standards found in Issaquah's Street Standards.

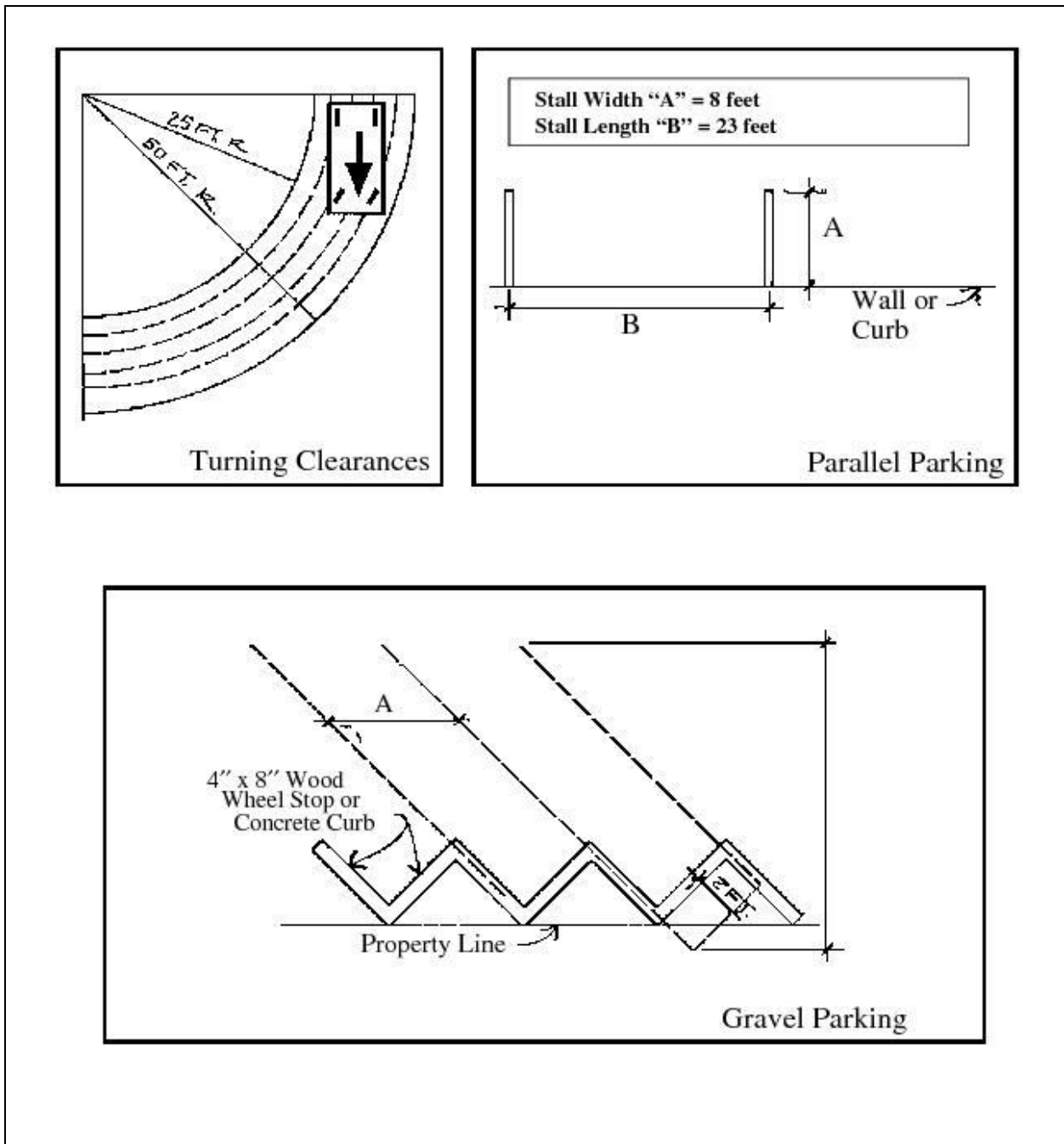
H. Access. Access to parking facility vehicular driveways must occur in the priority of:

1. Alleys;
2. Driveways common with neighboring properties;
3. Secondary transportation facilities;
4. Access to primary transportation travel facilities.

I. Marking. The property owner must identify and mark required parking stalls, stall types, directional arrows and pedestrian crossings within parking areas using marking materials or other methods in accordance with the PW Street Standards.

- J. Lighting and Signs. Parking Structure walkways, elevators, stairs, and other forms of internal pedestrian circulation to public travel facilities must include signage in accordance with IMC 18.65 Signs and lighting in accordance with IMC 18.614.
- K. Screening. Parking lots located along a street edge and the ground floor for parking structures must be screened by walls, hedges, or landscaped berms in accordance with IMC 18.610.080 Landscape & Decorative Requirements.
- L. Bumper overhang. In order to prevent the collection of leaves and trash, a bumper overhang is preferred over wheelstops. Wheelstops must only be used for ADA compliance reasons or where the streetscape is curbless or consists of LID/rain gardens. Bumper overhangs must meet the following criteria:
  - 1. Bumper overhang is generally assumed to be two feet; however, a larger or smaller overhang may actually exist depending on the angle and size of vehicles. The applicant may provide additional information on the actual configuration so the Director may determine if another overhang dimension would be appropriate with the proposed configuration.
  - 2. Bumper overhang area may be used for walkway extension, alternative materials, landscaping, or rain garden. Unless wheelstops are used, the area may not be asphalt. In any case, this area must be protected so that cars may not continue driving into this area.
  - 3. Surface parking or non-parallel parking stalls which have low landscape or additional hardscape (by moving the curb) at the head of the stall, may reduce the paved portion of the stall length by two feet as long as the vehicle can hang into the landscape or hardscape by two feet without reducing or impacting pedestrian walkway widths or the proposed landscape. Vehicle overhang must be indicated on all construction drawings using this technique.
- M. Wheelstops. When wheelstops are provided, they must be positioned 18 inches into the parking stall. Wheelstops must not be used in conjunction with curbs. Parking must use Wheelstops or Bumper Overhangs to ensure cars are contained within the parking lot and that cars do not overhang into areas not intended for parking such as walkways or planting areas.
- N. Repair and maintenance of required parking and circulation areas. The property owner or designee must maintain in perpetuity all parking and circulation areas in a safe, functional, and well-maintained condition that meets all applicable standards and project approvals.
- O. Prior installation of required parking. All parking improvements, including markings required by this section, must be installed prior to any change in the use of land or structures and prior to the occupancy of any new or enlarged structure.
- P. Vehicle Circulation for all parking areas on the site must be contained within the proposed parking area.

**Figure 18.610.110**  
**Vehicle parking layout for turning clearances, parallel parking, and gravel parking**



- Q. Appearance and Design. Parking lots must incorporate measures that break up the expanse of pavement, shade the surface, screen views of the parking lot from above and the sides and reduce the scale such as by locating the short dimension of the lot adjacent to the street. For surface lots, the narrow width of the parking lot, no wider than 65 feet, must be located adjacent to a circulation facility.
1. Surface parking lot materials. Single family residential uses are not required to pave and stripe their parking and circulation areas. All other parking and circulation areas must be hard surfaced, consistent with the Public Works Street Standards. Gravel, turf-block, or other similar alternative surface may be permitted only if all of the following approval criteria are met:

- a. Access to right-of-way: At least 20 feet of the initial vehicular entrance leading to all the rights-of-way are paved in order to minimize any dust, gravel or other material from being transported from the parking area to adjacent streets or alleys;
  - b. Character/Location: The alternative surface is an approved surface supporting the design characteristics of the use and/or the location;
  - c. Maintenance: The alternative surface must be maintained, as needed, by the property owner; and
  - d. Parking standards: The alternative surface meets all other parking standards, excluding striping.
- R. Landscaping and walls, must be placed within and around the perimeter of surface parking to visually break up the expanse of the lot, continue elements of the streetwall, and frame the pedestrian way in accordance with IMC 18.610 Landscaping.
- S. Sustainability. Surface parking lots must implement environmentally-friendly elements such as pervious pavement, low impact stormwater development (LID) elements such as rain gardens and other effective and innovative sustainability measures, in accordance with the stormwater master plan.

### 18.610.130 Parking Structures

**i** This section is based on CIDDs 15.3 and 18 UD.2.2.3.

- A. The intent of this section is to enhance form and reduce surface parking lots, to connect parking areas to the specific uses they serve, and to permit accessibility to vehicles. The following standards and specifications apply to all parking structures.
- B. Structure requirement. Structure parking is only required in Tier 1, in accordance with Table 18.608.020.B. Structure.
- C. New Development. Structure Parking is required for all new developments as provided in the following Table 18.610.130.A and 18.610.130.B.

**Table 18.610.130.A**  
**New Development - Required Parking to be provided in Structure**

Use	Required in Structure
Office	50% when > 5,000 GFA
Residential	50%
Retail/Service	50% when >25,000 GFA

- D. Vertical Mixed Use Overlay. Structure Parking is required for all new developments within parcels abutting designated Vertical Mixed Use Corridors as provided in the following Table 18.610.130.B.

**Table 18.610.130.B  
New Development - Required Parking to be provided in Structure**

Use	Required in Structure
Office	90% when > 5,000 GFA
Residential	90%
Retail/Service	90% when >25,000 GFA

- E. Location. Structured parking facilities must be concealed within the site or located under or above or behind the street level of buildings.
- F. Access. Access drives and ramps to parking and service areas must maintain clear sight lines and minimize interference at pedestrian and bicycle crossings. Vehicle driveway openings must be minimized along the street frontage by setting entrances and exits back from the primary plane of the façade, placed a minimum of 40 feet from street corners, architectural treatment of the openings, incorporating art, and landscaping.
- G. Wrap with commercial. Where structured parking is provided on the ground level, commercial or residential uses must be provided along the Build-To-Line with parking facilities placed behind the uses and away from the circulation facility. The commercial or residential space must be a minimum depth of 20 feet.
- H. Structured parking building design. Structured parking must incorporate building design elements and must be architecturally integrated and designed in a similar fashion to associated or adjacent buildings.
- I. Natural Ventilation and daylight must be incorporated in parking structure design and installed to avoid glare or reflection of light. Lights must not be located where they may interfere with parking stalls, stacking areas, and ingress and egress to parking areas. Also see IMC 18.614, Outdoor lighting.
- J. Rooftop screening. Where the structure does not reach the maximum building height, the top level of open parking structures must be screened in accordance with IMC 18.610.090, Parking Structure Requirements.