

## Chapter 19.125

### OFF-STREET PARKING AND LOADING

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#### **19.125.010 Intent and purpose.**

The intent and purpose of off-street parking and loading requirements is to provide for well-designed, safe, and efficient off-street parking areas and encourage the use of transportation management systems to serve all land uses and thus help alleviate congestion on City streets. Every building hereafter erected, moved, reconstructed, or structurally altered shall provide off-street parking areas as provided in this chapter, and such parking areas shall be made permanently available and maintained for parking purposes. The City has the right to review access locations for public safety considerations. (Ord. 2864 § 1 (Exh. A), 2024; Ord. 2074 § 7.1, 1995).

#### **19.125.020 Location.**

Required off-street parking facilities shall be located as specified below. Where a distance is specified, such distance shall be the walking distance measured from the nearest point of the parking facility to the nearest point of the building that such facility is required to serve:

- A. For ~~a single household dwelling units or duplex~~ on the same lot as the building the parking will serve;
- B. For multi-household developments containing three or more units: not more than 200 feet from the building the parking will serve;
- C. For religious facilities, hospitals, bed and breakfast inns, rooming and boarding houses, and long-term care facilities: not more than 150 feet from the facility the parking will serve; and
- D. For private recreational facilities in ~~RS Residential~~ zones, parking shall be located on the same lot as the buildings or facilities it will serve. Parking on public streets shall not be counted toward parking requirements. (Ord. 2875 § 2, 2025; Ord. 2864 § 1 (Exh. A), 2024; Ord. 2840 § 6, 2024; Ord. 2476 § 5, 2008).

#### **19.125.030 Preexisting spaces.**

For development in existence prior to the adoption of the ordinance codified in this title which does not have sufficient off-street parking on the basis of the requirements in this chapter, the following regulations shall apply:

- A. When an existing use or building is enlarged by 25 percent or less of the total floor area of the use or building, including any outdoor sales area, and when such expansion results in the requirement for additional parking, the

requirements of this chapter shall apply only to the enlargement. If the use is enlarged more than 25 percent of the gross floor area including outdoor sales areas, the entire project shall comply in full with the parking requirements of this title;

B. When a preexisting use is terminated or changed, the area vacated shall not be occupied by a new use unless the number of required parking spaces are provided in full; and

C. When a preexisting building is remodeled or rehabilitated but not enlarged, the existing use of the building may continue without providing additional parking unless the proposed remodeling equals greater than 50 percent of the assessed value of the existing building, in which case the entire project shall comply in full with the parking requirements of this title. (Ord. 2864 § 1 (Exh. A), 2024; Ord. 2074 § 7.3, 1995).

**19.125.040 General provisions.**

A. Parking facilities shall be provided and maintained to accommodate motor vehicles and bicycles used by occupants, customers, clientele, and employees associated with the structure or use as required by this chapter. Parking may not be leased or otherwise made available to users not associated with the on-site use, residence or activity, except in the following circumstances:

1. The parking is being used by individuals that are patrons of a commercial or mixed-use district who park in one location as they shop or patronize multiple businesses in the vicinity (not to exceed four hours);
2. The parking spaces are not required spaces for the residential units on the premises. Required on-site parking spaces shall be provided for and made available to the tenants of residential units at all times.

B. When the unit of measurement determining the number of required parking spaces results in a fractional number of spaces, any fraction up to and including one-half shall be disregarded, and fractions over one-half shall require an additional parking space.

C. For facilities containing mixed uses, the off-street parking requirement shall be calculated pursuant to MTMC 19.125.060.

D. The property owner shall be responsible for maintaining parking areas in good condition including traffic control devices, signs, lighting, fences, walls, surfacing materials, curbs, and railings. Areas shall be free of refuse and debris. All landscaping shall be kept in a healthy condition and properly maintained and replaced when necessary.

E. No obstructions shall be permitted within any designated parking space and circulation areas. No parking space may block access to other parking spaces unless the parking lot is supervised by an attendant with access to the keys of all vehicles.

F. The City of Mountlake Terrace, or Washington State Department of Transportation, may limit the number, location, and width of curb cuts along a public right-of-way.

G. Parking Area Improvements to Be Installed Prior to Granting of a Certificate of Occupancy. A certificate of occupancy for a new building or for a change of occupancy in an existing building shall not be issued until all surfacing, parking lot landscaping, and traffic control devices and any other required parking lot improvements are installed and completed as shown on the approved plans or the necessary guarantees provided.

H. Transportation Demand Management (TDM) Parking Reduction. Residential dwellings are not eligible for TDM parking reduction. The total number of required parking spaces may be reduced up to 25 percent for commercial uses when (1) the development is within one-third mile of the Mountlake Terrace Transit Center located at 236th Street SW and I-5 or (2) as approved by the Director, when the applicant provides some or all of the following TDM programs: vanpools, fleet ride, subscription bus, regular transit subsidy, and parking management programs such as carpooling; provided, that the applicant demonstrates that the use of these programs is likely to correspondingly reduce the need for the minimum number of parking spaces otherwise required by this chapter. (Ord. 2864 § 1 (Exh. A), 2024; Ord. 2669 § 2, 2015; Ord. 2569 § 2, 2011; Ord. 2074 § 7.4, 1995).

**19.125.050 Design standards for off-street parking facilities.**

A. Parking Plans – General Requirements. Prior to the approval of a required land use permit and/or authorization, the applicant shall present evidence in writing that arrangements have been made to provide off-street parking and/or loading space in accordance with this chapter. Parking area plans shall be submitted to the Planning Department for their review. The required parking lot landscaping is described in Chapter 19.130 MTMC. Record of approval by the Planning Department shall be written on the face of the plan and filed with the City. If an applicant is required to submit an application that requires a public hearing, then the approval authority for the conceptual parking plan will be with the appropriate entity.

B. Parking Plans – Specific Design Standards.

1. Parking Restrictions. Parking of vehicles shall be restricted to within designated stalls; other surfaced areas where parking is prohibited such as an emergency vehicle access area shall be marked in a manner to prohibit parking.

2. Common Driveways. Common driveways shall be encouraged for adjacent lots in order to minimize the number of curb cuts along the street. To create a common driveway, adjacent property owners shall grant easements to each other on the common driveway. Such easements shall be recorded with the Snohomish County Auditor's Office and a copy provided to the City in connection with any permit application. See section 19.30.045(I) for shared driveway developmental bonus.

3. Street Access. Parking facilities shall be designed so exiting vehicles are not required to back into streets, other than an alley. This restriction does not apply for residential uses of less than four dwellings per lot on local streets or small-scale commercial development.

4. Entrances and Exits to Parking Areas. The City Engineer shall have the authority to fix the location, width, turning movements (right and left), and manner of approach of vehicular ingress or egress from a building or parking area to a public street and to alter existing ingress and egress as may be required to control street traffic in the interest of public safety and general welfare.

5. Internal Circulation. Internal circulation of the parking facility shall be so designed as to minimize in-and-out driving time, idling time, and time spent looking for a parking space and to accommodate a variety of vehicle sizes. Parking lots shall be designed to optimize pedestrian access to the lot and within the lot area. Safe pedestrian circulation shall be provided by use of signs, crosswalks, and walkways which are raised or otherwise designed to separate or protect pedestrians from vehicular traffic.

6. Drive-In Businesses. For any drive-in or drive-through service bay associated with a use such as a bank, gas station, or fast-food restaurant, there shall be provided stacking space for vehicles waiting for service which is sufficient to prevent any such vehicles from extending onto the public right-of-way. At least four stacking spaces shall be provided for each such service bay on the entrance side, and one space on the exit side. No bays designed to be entered from more than one direction shall be permitted.

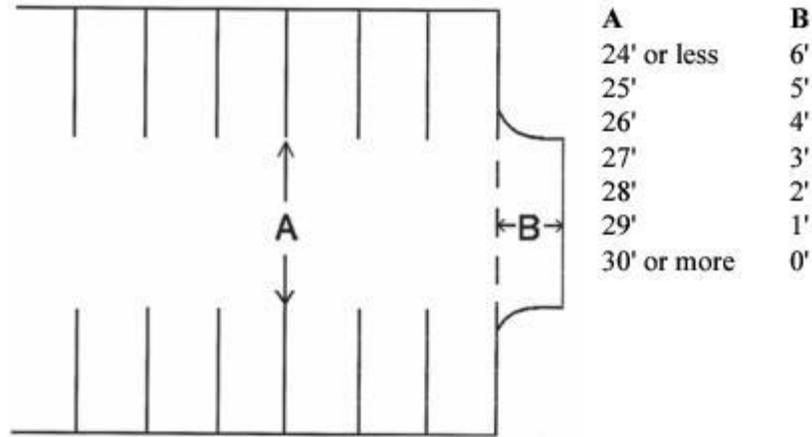
7. Dimensional Requirements. The minimum dimensional requirements for parking stalls and aisle widths for standard, compact, and barrier-free parking are provided by the figures at the end of this section. The Director is authorized to develop, consistent with this chapter, any additional dimensional or similar standards that may be necessary for implementation of this chapter.

8. Modifications to Dimensional Requirements. Any parking stalls abutting a planter island, wall, column or other obstruction on the driver or passenger side of the vehicle shall provide an additional 18 inches of stall width above the minimum stall width requirement to provide a place to step. The additional width shall be distinguished by pedestrian walkway pavement striping. The parking stall depth requirement may be reduced when vehicles overhang a walkway or landscaped area under the following conditions:

- a. Wheel stops or curbs are installed;

- b. The amount of stall depth reduction is limited to a maximum of two feet for standard parking spaces and compact spaces measured from the base of the face of the curb or wheel stop (see figures located at the end of this chapter); and
  - c. Any abutting walkway shall provide a minimum of three feet of unimpeded passageway for pedestrians and a minimum of four feet of unimpeded passageway where barrier-free access is provided beyond the overhang area.
9. All parking areas and paved surfaces within a site with more than six units ~~non-single household~~ site shall be separated from landscaped areas by a curb or raised sidewalk in accordance with approved engineering requirements to protect landscape plant material, prevent soil or mulch in landscape areas from washing onto paved surfaces, protect asphalt pavement edges from crumbling, and/or direct surface water runoff, unless a curbless edge is essential for stormwater flow into a bioswale, rain garden or other LID stormwater feature. If a curbless design is needed, a concrete ribbon shall be provided along all parking spaces, and the landscaped area shall either be stabilized with ground cover plantings or be graded away from the pavement area to prevent soil and mulch washout onto pavement areas.
10. Compact Parking Stalls. Up to 50 percent of the required spaces may be designed and designated as compact stalls. Compact parking spaces shall be clearly identified by painting the word “COMPACT” in capital letters, a minimum of eight inches high, on the pavement at the base of the parking stall, centered between the striping.
11. Bicycles. Where provided, bicycle parking facilities shall be located near building entrances rather than in remote areas and shall not impede pedestrian or vehicle traffic flow or cause damage to landscaped areas.
12. Surface Treatment. All parking lots and driveways shall be surfaced in accordance with LID principles as prescribed in the Stormwater Manual, MTMC 19.30.090(B), and approved engineering requirements. Surface treatment requirements for parking lots and driveways planned for heavier vehicle use shall be determined by the City Engineer. No gravel-surfaced parking lots are permitted.
13. Traffic Control Devices. All traffic control devices, such as parking stripes designating car stalls, directional arrows, signs, curbs, and other improvements, shall be MUTCD compliant and installed as approved. Paint or similar devices shall be used to delineate car stalls and directional arrows. Where pedestrian walks are used in parking lots for the use of foot traffic only, they shall be curbed or raised six inches above the lot surface.
14. Striping. All striping in off-street parking areas shall be installed per the requirements of this chapter and maintained in good condition.
15. Lighting. Lighting shall be provided in accordance with approved engineering requirements as necessary for safety of circulation on the site. Any lighting provided shall be designed so as to prevent light from directly illuminating adjacent properties and not create a nuisance or safety hazard to passing traffic.
16. Landscaping and Irrigation. Parking areas shall include landscaping and irrigation improvements as required by Chapter 19.130 MTMC.

**Figure 1**



All parking stalls located at the end of a dead-end parking aisle must be provided with adequate backing and turnaround space. The required depth of the turnaround space shall be determined as follows:

WIDTH OF DRIVING AISLE	DEPTH OF TURNAROUND SPACE
24' or less	6'
25'	5'
26'	4'
27'	3'
28'	2'
29'	1'
30'	0'

**Figure 2**  
**ONE-WAY TRAFFIC – STANDARD SIZE STALL (8.5' X 18.5')**

Parking Angle	Single-Loaded Aisle			Double-Loaded Aisle		
	A	B	C	D	*E	F
0°	8.5'	18.5'	27.0'	8.5'	18.5'	35.5'
30°	9.5'	18.5'	28.0'	9.5'	18.5'	37.5'
35°	10.0'	18.5'	28.5'	10.0'	18.5'	38.5'
40°	11.0'	18.5'	29.5'	11.0'	18.5'	40.5'
45°	12.0'	18.5'	30.5'	12.0'	18.5'	42.5'
50°	13.0'	18.5'	31.5'	13.0'	18.5'	44.5'
55°	14.0'	18.5'	32.5'	14.0'	18.5'	46.5'
60°	15.0'	18.5'	33.5'	15.0'	18.5'	48.5'
65°	16.0'	19.5'	35.5'	16.0'	19.5'	51.5'

Parking Angle	Single-Loaded Aisle			Double-Loaded Aisle		
	A	B	C	D	*E	F
70°	16.5'	20.0'	36.5'	16.5'	20.0'	53.0'
75°	17.0'	20.5'	37.5'	17.0'	20.5'	54.5'
80°	17.5'	21.0'	38.5'	17.5'	21.0'	56.0'
85°	18.0'	21.5'	39.5'	18.0'	21.5'	57.5'
90°	18.5'	22.0'	40.5'	18.5'	22.0'	59.0'

\*The Fire Department may require a minimum driving aisle width of 20 feet for access of fire apparatus to the structure(s).

\*For a double-loaded aisle containing standard size stalls on one side and compact size stalls on the other side, the required driving width (Column E) shall be the required width for standard size stalls.

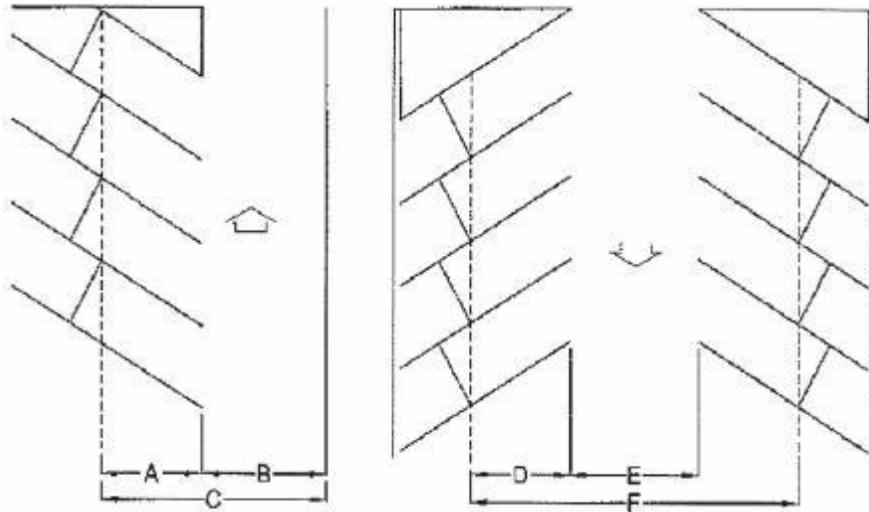


Figure 3

**TWO-WAY TRAFFIC – STANDARD SIZE STALL (8.5' X 18.5')**

Parking Angle	Single-Loaded Aisle			Double-Loaded Aisle		
	A	B	C	D	*E	F
0°	8.5'	24'	32.5'	8.5'	24'	41'
30°	9.5'	24'	33.5'	9.5'	24'	43'
35°	10.0'	24'	34.0'	10.0'	24'	44'
40°	11.0'	24'	35.0'	11.0'	24'	46'
45°	12.0'	24'	36.0'	12.0'	24'	48'
50°	13.0'	24'	37.0'	13.0'	24'	50'

Parking Angle	Single-Loaded Aisle			Double-Loaded Aisle		
	A	B	C	D	*E	F
55°	14.0'	24'	38.0'	14.0'	24'	52'
60°	15.0'	24'	39.0'	15.0'	24'	54'
65°	16.0'	24'	40.0'	16.0'	24'	56'
70°	16.5'	24'	40.5'	16.5'	24'	57'
75°	17.0'	24'	41.0'	17.0'	24'	58'
80°	17.5'	24'	41.5'	17.5'	24'	59'
85°	18.0'	24'	42.0'	18.0'	24'	60'
90°	18.5'	24'	42.5'	18.5'	24'	61'

\*For a double-loaded aisle containing standard size stalls on one side and compact size stalls on the other side, the required driving width (Column E) shall be the required width for standard size stalls.

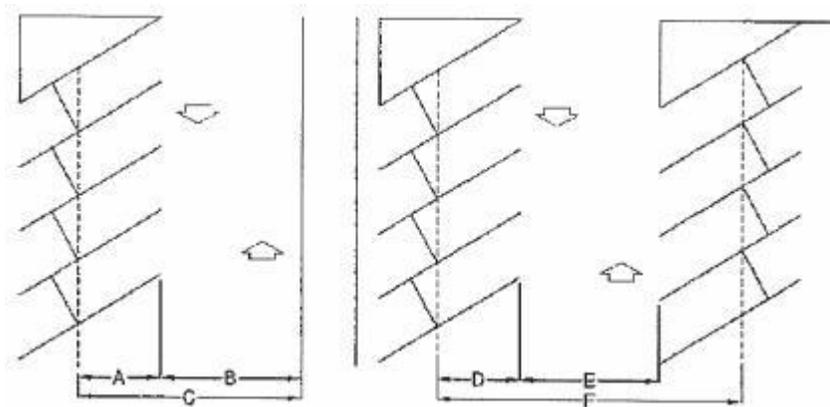


Figure 4

**ONE-WAY TRAFFIC – COMPACT STALL (8' X 16')**

Parking Angle	Single-Loaded Aisle			Double-Loaded Aisle		
	A	B	C	D	*E	F
0°	8'	17'	25'	8'	17'	33'
30°	8'	17'	25'	8'	17'	33'
35°	9'	17'	26'	9'	17'	35'
40°	10'	17'	27'	10'	17'	37'
45°	11'	17'	28'	11'	17'	39'
50°	12'	17'	29'	12'	17'	41'
55°	13'	17'	30'	13'	17'	43'

Parking Angle	Single-Loaded Aisle			Double-Loaded Aisle		
	A	B	C	D	*E	F
60°	13'	17'	30'	13'	17'	43'
65°	14'	17'	31'	14'	17'	45'
70°	15'	17'	32'	15'	17'	47'
75°	15'	17'	32'	15'	17'	47'
80°	16'	18'	34'	16'	18'	50'
85°	16'	18'	34'	16'	18'	50'
90°	16'	18'	34'	16'	18'	50'

\*The Fire Department may require a minimum driving aisle width of 20 feet for access of fire apparatus to the structure(s).

\*For a double-loaded aisle containing standard size stalls on one side and compact size stalls on the other side, the required driving width (Column E) shall be the required width for standard size stalls.

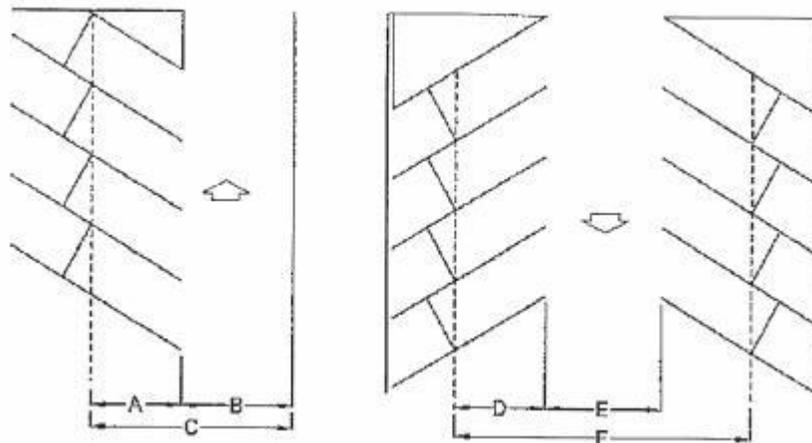


Figure 5

**TWO-WAY TRAFFIC – COMPACT STALL (8' X 16')**

Parking Angle	Single-Loaded Aisle			Double-Loaded Aisle		
	A	B	C	D	*E	F
0°	8'	20'	28'	8'	20'	36'
30°	8'	20'	28'	8'	20'	36'
35°	9'	20'	29'	9'	20'	38'
40°	10'	20'	30'	10'	20'	40'
45°	11'	20'	31'	11'	20'	42'
50°	12'	20'	32'	12'	20'	44'

Parking Angle	Single-Loaded Aisle			Double-Loaded Aisle		
	A	B	C	D	*E	F
55°	13'	20'	33'	13'	20'	46'
60°	13'	20'	33'	13'	20'	46'
65°	14'	20'	34'	14'	20'	48'
70°	15'	20'	35'	15'	20'	50'
75°	15'	20'	35'	15'	20'	50'
80°	16'	20'	36'	16'	20'	52'
85°	16'	20'	36'	16'	20'	52'
90°	16'	20'	36'	16'	20'	52'

\*For a double-loaded aisle containing standard size stalls on one side and compact size stalls on the other side, the required driving width (Column E) shall be the required width for standard size stalls.

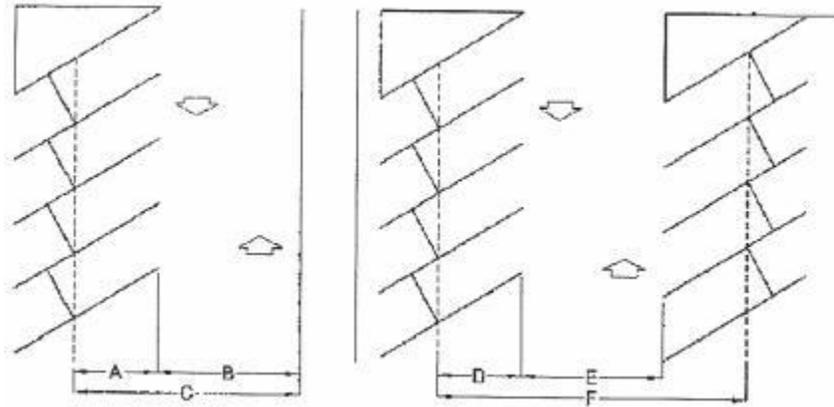


Figure 6

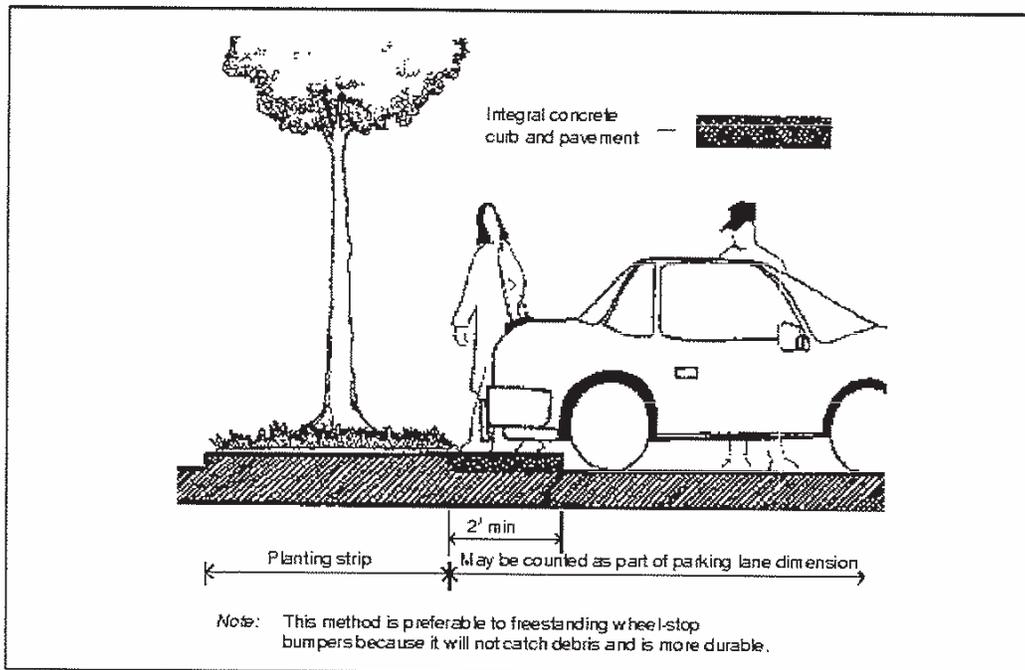
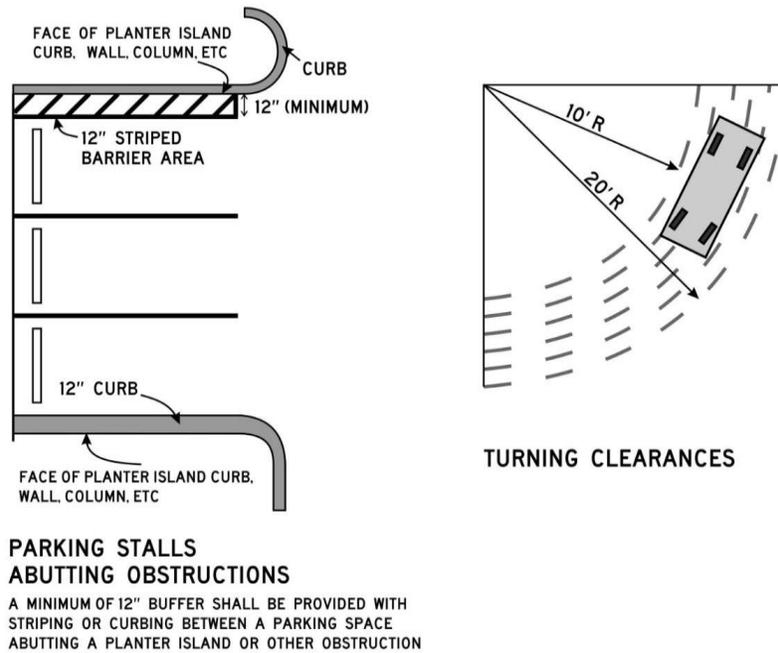


Figure 7



The above illustrations apply to standard, compact, and barrier-free parking stalls and parking lots.

(Ord. 2864 § 1 (Exh. A), 2024; Ord. 2792 § 19, 2021; Ord. 2729 § 19, 2018; Ord. 2698 § 3, 2016; Ord. 2486 § 4, 2008).

Figure 8

<b>Vehicle Parking Dimensions Table</b>		
<b>Outdoor Parking Spaces</b>	<b>Minimum Dimensions</b>	
Single parking space	8.5' wide by 18.5' deep <sup>1</sup>	
Double parking space	17' wide by 18.5' deep <sup>1</sup>	
<b>Garage Parking Spaces</b>	<b>With Bicycle Storage Space</b>	<b>Without Bicycle Storage Space<sup>2</sup></b>
Single parking space	11' wide x 19' deep <sup>3</sup> or 10' wide x 20' deep <sup>3</sup>	10' wide x 18.5' deep <sup>3</sup>
Double parking spaces	19' wide x 19' deep <sup>4</sup> or 17' wide x 20' deep <sup>4</sup>	17' wide x 18.5' deep <sup>4</sup>
Tandem parking spaces	11' wide x 36' deep <sup>3</sup>	10' wide x 36' deep <sup>3</sup>

	or <u>10' wide x 37' deep<sup>3</sup></u>	
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<sup>1</sup>Applies to either standard or compact spaces. When a parking space is located next to a building with a projection or overhang, the parking surface must be separated by least three feet horizontally from that building wall by a curb or other approved barrier. The aforesaid requirement does not apply in front of a vehicular garage door, and does not apply when the projection of overhang provides at least eight feet of clearance above the grade of the parking surface.

<sup>2</sup>Alternative provisions for bicycle storage must be demonstrated per MTMC 19.125.130 to apply these dimensions.

<sup>3</sup>This space must be clear of obstructions such as, but not limited to, water heaters or mechanical equipment.

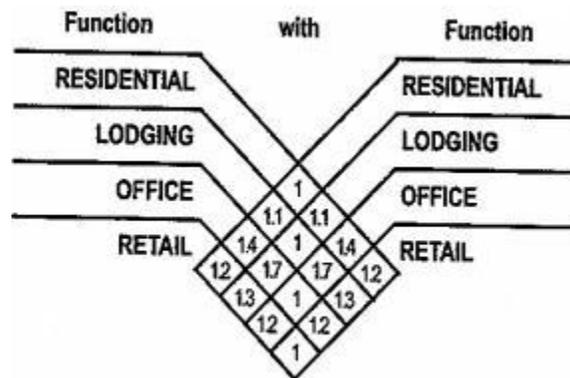
<sup>4</sup>This space must be clear of obstructions such as, but not limited to, water heaters or mechanical equipment; provided, that such obstructions may extend up to 36 inches maximum into one of the parking spaces.

**19.125.060 Shared use of parking facilities.**

A. For shared parking facilities, parking requirements specified in MTMC 19.125.120 may be met by adding the number of all such required spaces for each separate function and dividing the total by the appropriate factor from the shared factor matrix in subsection B of this section; provided, that the Director at his sole discretion may determine that any proposed shared parking use has special characteristics that need to be taken into account and, in such cases, shall require a parking study to be submitted for review and shall make a determination whether the shared factor matrix or other information shall be used to determine the amount of required off-street parking spaces for shared or joint use. In so doing, the Director may require more parking spaces than would otherwise be required through use of the shared factor matrix. The Director shall determine which functions, if any, from said matrix are most appropriate to the proposed development or use, taking into account any site-specific factors.

B. The shared factor matrix below provides for shared off-street parking based on function, in conjunction with other requirements of this chapter.

**Shared Factor Matrix**



C. The following conditions shall apply to shared vehicle parking provided to meet the minimum number of off-street parking spaces required pursuant to subsection B of this section, the shared parking provisions:

1. The building or use shall be located on the same lot as the off-street parking, except as provided pursuant to subsection (C)(2) of this section.

2. Required parking facilities for any building or use shall be allowed on a separate lot subject to all of the following conditions:

- a. The building or use must be within an 800-foot radius of the parking facilities, but not across an arterial road unless within one block of a signalized intersection.
- b. The applicant shall present to the Department for recording with the County Auditor or successor agency a properly drawn legal instrument, consistent with the requirements of this chapter, conveying an easement that is forfeitable only upon approval by the Director and that runs with the land to provide for a certain number of parking spaces that shall be available for parking by the applicant or his successors on the site containing the easement. The document must show the location of any alternative site and the number and location of parking spaces being provided on the alternative site, excluding any spaces that are otherwise required for another use pursuant to the provisions of this chapter. The document is subject to review and approval by the City Engineer. The cost of the City's review and recording of said document shall be paid by the applicant.
- c. If for any reason the parking being provided on the alternative site becomes unavailable, the property owner of the site for which the parking is not available shall provide additional parking elsewhere, consistent with the requirements of this chapter.

3. Parking spaces shared in common among more than one business or organization on any site shall not be designated for exclusive use by any individual business or organization, except as one of the following conditions applies: (a) the parking facilities were legally established for multiple owners or tenants prior to April 30, 2008, in association with the use of a building built prior to April 30, 2008; (b) the number of parking spaces provided on the site has not been reduced from any number that would otherwise be required, pursuant to MTMC 19.125.120, for each individual business or use on the site; or (c) joint parking facilities are provided pursuant to subsection (C)(2)(a) of this section.

4. In mixed-use development, at least one parking space per dwelling unit must be designated exclusively for residential use and shall not count in the calculation of shared parking spaces pursuant to subsection B of this section. A deviation may be allowed for a structure that contains park and ride facilities, if a parking study demonstrates the adequacy of an alternative ratio acceptable to the City's Traffic Engineer or designee.

5. Religious facilities that operate primarily on a Saturday or Sunday may share their parking facilities with other uses that operate primarily on weekdays or a weekend time that is separate from the religious facility's use by at least one hour; provided, that the facility has an adequate amount of parking for its own regular use, including the required spaces for any school or other regular operations of the religious facility. Sharing of parking spaces for such uses is subject to review and approval by the department to ensure an adequate amount of off-street parking is provided pursuant to MTMC 19.125.120.

6. For governmental facilities that include two or more uses with parking needs separated by at least one hour from each other, such as a public assembly area that is primarily used on evenings or weekends and an office area that is primarily used on weekdays, the required parking spaces for the public assembly area and the office area may be entirely shared. Sharing of parking spaces for such uses is subject to review and approval by the Department to ensure an adequate amount of off-street parking is provided pursuant to MTMC 19.125.120.

7. During construction work on a site, parking for the affected use may be shared temporarily at a ratio that is less than would otherwise be required for a period not to exceed one month, unless a temporary use permit has been granted. If shared parking to accommodate construction is needed for a period longer than one month, an applicant shall apply to the Department for a temporary use permit. This requirement does not apply to any temporary parking facilities approved by the Department prior to April 30, 2008. (Ord. 2864 § 1 (Exh. A), 2024; Ord. 2476 § 5, 2008).

**19.125.070 Parking and storage of vehicles in residential zones.**

~~A. The following definitions apply to this section:~~

- ~~1. "Alley lot" means a parcel that has a property line bordered by an alley.~~

~~2. “Auxiliary parking” or “auxiliary driveway” means any area excluding the required minimum improved surfaces for parking or driveways that provides for the parking or driving of vehicles.~~

~~3. “Commercial vehicles” means vehicles that weigh 10,000 pounds gross vehicle weight or more including, but not limited to, truck tractors, truck trailers, moving vans, contractor trucks, construction trucks, flatbed trucks, cement mixer trucks, tow trucks, boom trucks, and similar type vehicles.~~

~~4. “Corner lot” means a lot or parcel of land abutting upon two or more streets at their intersection or upon two parts of the same street forming an interior angle of less than 135 degrees.~~

~~5. “Department” means the Department of Community Development.~~

~~6. “Front yard” means the area between a parcel’s property line that is adjacent to the street and the required building setback line, except that corner lots shall be considered to have only one front yard as measured from the street on which the parcel takes or is expected to take its address.~~

~~7. “Improved public right of way” means a public right of way that has an improved surface.~~

~~8. “Improved surface” means an area that is covered by a permanent hard surface, including concrete, asphalt, or pavers in accordance with the Department’s engineering requirements, or any combination of materials with pervious features, such as ribbon driveways, that has been permitted by the Department as a functionally equivalent hard surface.~~

~~9. “Maintained surface” means a surface that consists of gravel material contained in a defined area of the property without spilling into the street, sidewalk, or adjoining property and that has no more than 50 percent of its surface area comprised of exposed soil or plant material, unless the surface has otherwise been permitted by the Community Development Department as an improved surface.~~

~~10. “Motor vehicle” means any car, truck, van or motorcycle used for the transportation of passengers, but not including recreational or utility vehicles.~~

~~11. “Recreational or utility vehicle” means a vehicular type unit primarily designed for recreation, camping, travel, or hauling, which has its own motor power or is typically mounted or towed by another vehicle, including but not limited to: motor homes, campers, travel trailers, boats over 14 feet in length, horse trailers, and utility trailers.~~

~~12. “Residential zone” means a district that is zoned primarily for single family or multiple family residential use.~~

~~13. “Vehicles” means “motor vehicles” and/or “recreational or utility vehicles” unless described otherwise in this section.~~

**B. A.** In a residential zone, any number of recreational or utility vehicles may be parked within a building that has been legally permitted and built to provide vehicle storage. Recreational or utility vehicles outside of a building in a residential zone shall be parked in compliance with all applicable codes and regulations, including the following:

1. A maximum of two recreational or utility vehicles are allowed to be located on a ~~single household~~ residential lot;
2. Recreational or utility vehicles shall be parked on an improved surface, except: (a) where an existing maintained surface was constructed prior to July 1, 2006, the recreational or utility vehicle may park on the existing maintained surface; or (b) where a recreational or utility vehicle is legally parked in a rear or side yard, it may be on either an improved surface as defined in this section or an unimproved surface as defined in MTMC 8.15.030;
3. Recreational or utility vehicles shall not intrude into the public right-of-way or public property or obstruct sight visibility from adjacent driveways, in accordance with MTMC 19.120.290 as now or hereafter amended;

4. A recreational or utility vehicle shall not be occupied by any person or persons unless said vehicle is entirely located on a lot that contains a single-family detached house and the lawful occupant of the house has given permission for the person or persons to occupy the recreational or utility trailer; provided, that such occupancy does not create a public health hazard or nuisance and this occupancy shall not exceed two weeks within any six-month period.

~~€. B.~~ Commercial vehicles shall not be parked on public or private property in residential zones unless actively engaged in loading or unloading, except that a variance for the parking of a commercial vehicle may be granted based on hardship and other conditions pursuant to MTMC 19.110.210.

~~Ð. C.~~ Off-street vehicle parking in residential zones is subject to the following standards:

1. A minimum of ~~two~~ one off-street parking spaces on an improved surface is required to be provided per each ~~single household~~ dwelling unit. The area included in a garage may satisfy the requirement for providing one ~~or both~~ of the required off-street parking spaces. If there is no garage to store vehicles, a minimum area of ~~308~~ 154 square feet of improved surface shall satisfy this requirement. The requirement for an improved surface shall be enforced in conjunction with property improvements and nonconformance requirements under MTMC 19.120.250.
2. Any parking space or driveway that adjoins a public street right-of-way must be designed in a manner that accommodates a 20-foot-long vehicle without the vehicle protruding into the public right-of-way. In no case shall a vehicle be parked in such a manner as to obstruct a sidewalk or other public right-of-way.
3. No more than 50 percent of the front yard shall consist of an improved surface to be used for the parking or driving of vehicles. An exception shall be made in cases where because of the lot's configuration, for instance in a cul-de-sac development, the front yard does not have adequate area to simultaneously comply with the minimum parking requirement prescribed under subsection (D)(1) of this section and the 50 percent limit described above. In such cases, the 50 percent limit may be exceeded subject to the department's issuance of a driveway permit that specifically allows the additional improved surface or maintained surface within the front yard.
4. Auxiliary parking spaces and auxiliary driveways must consist of an improved surface, except that any auxiliary parking or auxiliary driveway installed prior to July 1, 2006, may continue to consist of a maintained surface until such time as a new building or a building addition is constructed or permitted for construction on the same lot.
5. No more than two vehicles may be parked in the rear yard of a residence unless contained in a legal and fully enclosed structure.
6. When located behind the front building line, all parked or stored vehicles shall provide at least three feet of clear, unobstructed access between the building wall and the vehicle for fire protection purposes. This requirement is not applicable to vehicles parked within a garage.
7. Installation of an improved surface is subject to a City permit and inspection.
8. Driveway frontage a maximum of 16 feet of driveway width per 60 linear feet of lot street frontage.

~~€. D.~~ A driveway that provides direct vehicular access from a street or other improved public right-of-way to a parking space on any given lot shall consist entirely of an improved surface, for a distance of at least 50 feet from such street or improved public right-of-way. The requirement for an improved surface shall be enforced in conjunction with property improvements and pursuant to nonconformance requirements under MTMC 19.120.250. (Ord. 2864 § 1 (Exh. A), 2024; Ord. 2792 § 20, 2021; amended by City request, 1/11; Ord. 2451 § 1, 2007)

#### **19.125.080 Loading spaces.**

A. The City Engineer may require an applicant to provide an off-street loading space having access to a public thoroughfare. Such loading space shall be of adequate size to accommodate the maximum number and size of vehicles which would be simultaneously loaded or unloaded in connection with the business conducted in such building. No part of a truck or van using the loading space may back up out of or project into the public thoroughfare.

1. For residential uses ranging in size from 50 to 199 dwelling units, at least one off-street loading space that can accommodate an SU-30 design vehicle is required.

2. For residential uses ranging in size from 200 to 399 dwelling units, at least two off-street loading spaces that can accommodate an SU-30 design vehicle are required.

3. For residential uses with greater than 400 dwelling units, at least three off-street loading spaces that can accommodate an SU-30 design vehicle are required.

B. Specific Requirements. Each off-street loading space shall measure not less than 30 feet by 12 feet and shall have an unobstructed height of 14 feet, six inches and shall be made permanently available for such purposes, and shall be surfaced, improved and maintained in conformance with approved engineering requirements. (Ord. 2864 § 1 (Exh. A), 2024; Ord. 2792 § 21, 2021; Ord. 2074 § 7.8, 1995).

**19.125.090 Barrier-free parking requirements.**

All applicants shall provide parking and access for physically handicapped persons in accordance with Chapter 51-50 WAC, as amended, relating to barrier-free facilities and all other applicable local, state, and federal requirements. (Ord. 2864 § 1 (Exh. A), 2024; Ord. 2074 § 7.9, 1995).

**19.125.100 Signage.**

Directional signs and pavement markings shall be used to control vehicular movement in a parking area. Directional signs shall conform with the MUTCD and be provided in accordance with the requirements in Chapter 19.135 MTMC (Sign Regulations). (Ord. 2864 § 1 (Exh. A), 2024; Ord. 2074 § 7.10, 1995).

**19.125.110 Maximum grades permitted.**

A. Wherever access is from a street, alley, or driveway to an off-street parking area serving any use except residential uses of four or fewer dwelling units, the driveway or other vehicular access way shall have a maximum grade of not more than 12 percent, measured from the street, alley, or driveway grade at centerline, for a distance of not less than 18 feet from the right-of-way line. Exceptions to this requirement may be granted upon approval by the City Engineer.

B. Off-street parking spaces required for all development, except single-household residences, shall have a maximum cross-slope grade of six percent. Said grade shall be measured across the width of the parking space. Exceptions to this requirement may be granted upon approval by the City Engineer. (Ord. 2864 § 1 (Exh. A), 2024; Ord. 2074 § 7.11, 1995).

**19.125.120 Required off-street parking spaces.**

A. Except within the-BC/D a district or as otherwise provided by this chapter, each development must provide a minimum number of off-street parking spaces in proportion to specific types of functions based on the following table. The Director has the sole discretion to determine which function applies to any development. In this section, “GFA” is an abbreviation for gross floor area of the building or portion of building that will be used for a function. Calculation of the minimum number of parking spaces shall not include stacking lanes or loading dock spaces.

<b>Function</b>	<b>Minimum Number of Parking Spaces</b>
Auto-related services:	5 spaces for each 1,000 square feet of GFA
Offices and medical clinics:	3 spaces for each 1,000 square feet of GFA
Retail (excluding eating/drinking uses):	3.5 spaces for each 1,000 square feet of GFA
Eating/drinking establishments:	5 spaces for each 1,000 square feet of GFA or 6 spaces for each 1,000 square feet of GFA for any facility with more than 1,000 square feet of GFA
Lodging (hotel, motel, inn):	1 space for each unit/suite
<del>Multiple-household dwellings: Dwelling unit, multi-household</del>	<del>As required by the district in which located-</del> 1 space per dwelling
Single-household dwellings-Single-Unit-Dwellings and Duplexes:	1-2 spaces per dwelling
Accessory dwelling units	Zero

<b>Function</b>	<b>Minimum Number of Parking Spaces</b>
Public assembly areas:	1 space for each 4 seats
Light manufacturing:	2 spaces for each 1,000 square feet of GFA

Exceptions to the table in this subsection include the following:

1. For any use that does not clearly match with a more general function listed in said table or for any specific use that has special characteristics that may require a different amount of parking than would typically be needed by the more general function, as either is determined by the Director, a parking study shall be required; provided, that, as an alternative, the Director may require the development to provide a certain amount of parking spaces for the specific function or use based on nationally accepted standards.
2. For purposes of this section, eating/drinking establishments that include other uses, such as gaming or recreation, that are more than incidental, shall have 12 parking spaces per 1,000 square feet of GFA, unless the Director approves a different number based on the findings of a submitted parking study.
3. For public assembly areas, the Director may impose a requirement of one parking space for each 50 square feet of GFA, instead of one space for each four seats, or may determine an alternative parking requirement, based on findings of a submitted parking study or nationally accepted standards.
4. For office, medical, retail, restaurant, light manufacturing, or similar uses, the applicant may submit a parking study to demonstrate a parking demand that varies from the minimum number of spaces otherwise required by this chapter. Pursuant to subsection (B)(1) of this section, the Director may approve a different number of parking spaces than otherwise required, based on the findings of the submitted parking study.
5. For public parks, no specific minimum number of off-street parking spaces is required.
6. For transportation facilities and parking garages, no minimum number of off-street parking spaces is required.
7. Stacking lanes shall be required in addition to the minimum number of parking spaces for all drive-in or drive-through facilities.
8. No off-street parking shall be required for Middle Housing units in Residential Districts within one-half mile walking distance of the Mountlake Terrace Transit Center located at 236th Street SW.
9. No off-street parking shall be required for Middle housing units in the Residential District that are deemed affordable pursuant to chapter 3.96.

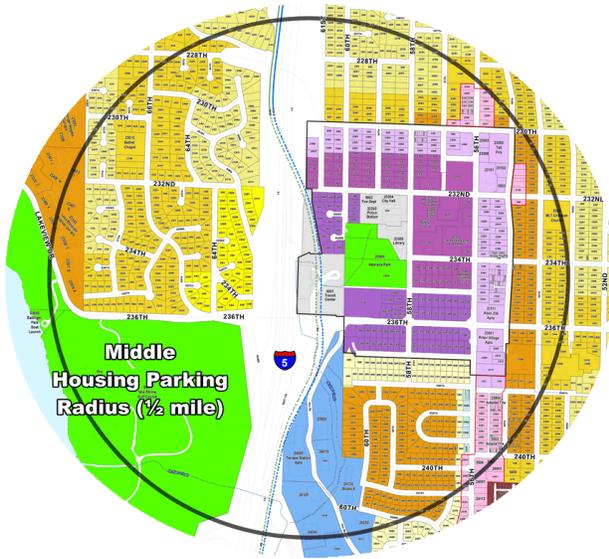


Figure 9: Middle Housing Parking Radius is only applicable to Residential Districts

B. The following conditions shall apply to review and enforcement of the number of parking spaces required pursuant to this chapter:

1. When a parking study is submitted by an applicant pursuant to the provisions of this chapter, the study shall be reviewed by the City's Traffic Engineer or designee, who shall do one of the following: (a) accept the findings of the study; (b) require a new parking study by a qualified professional acceptable to both the applicant and the City's Traffic Engineer; or (c) take other appropriate action. The costs of any parking study and the City's review time for the study shall be paid by the applicant.
2. Approval of business licenses and certificates of occupancy is subject to verification that the required parking spaces are provided consistent with this chapter or that the Director determines the use will not otherwise create actual parking deficiencies, taking into account all uses on the site. Noncompliance with applicable provisions of this chapter is cause for denial or revocation of the business license or certificate of occupancy.

C. Exceptions for Housing for Senior Citizens.

1. The requirement of ~~two~~ one spaces per dwelling unit that would normally apply to housing for senior citizens because it is considered an "apartment/multi-household" use, according to subsection A of this section, may be reduced to no less than one space for every three dwelling units as determined by the Planning Commission. The Commission shall base their decision on the following:
  - a. Availability of private, convenient, regular transportation services to meet the needs of the occupant;
  - b. Accessibility to and frequency of public transportation;
  - c. Pedestrian access to health, medical, and shopping facilities; and
  - d. Age and mobility of the resident.
2. In the event that a facility providing housing for senior citizens is no longer used for such purposes, then additional parking spaces and landscaping may be required depending on the planned new use(s), per the requirements in this title. (Ord. 2864 § 1 (Exh. A), 2024; Ord. 2476 § 5, 2008; Ord. 2460 §§ 2, 3, 2007; Ord. 2105, 1996; Ord. 2074 § 7.12, 1995)

**19.125.125 ~~Maximum allowed parking spaces.~~**

~~Parking for development shall not exceed the minimum parking standards specified under MTMC 19.125.120 by more than five percent, except as follows:~~

~~A. A parking study reveals that parking demand for the proposed use will exceed the minimum parking standards by more than five percent for at least six consecutive months, or for at least six months in any given calendar year. The study shall indicate the anticipated parking need, which shall in no wise be exceeded; or~~

~~B. Any parking spaces exceeding five percent of the minimum requirements, along with their associated drive aisles and driveways, are made of porous pavers; or~~

~~C. At least 50 percent of the total on-site parking is located in structured parking garage(s). (Ord. 2864 § 1 (Exh. A), 2024; Ord. 2698 § 4, 2016; Ord. 2697 § 4, 2016).~~

**19.125.130 Bicycle parking.**

~~A. In any development required to provide six or more vehicle parking spaces, bicycle parking shall be provided, except as otherwise exempted by this subsection. Bicycle parking facilities for any development that meets the threshold defined in this subsection shall be provided by the property owner or development applicant as follows:~~

A. Purpose.

The purpose of this section is to ensure that bicycle parking and storage facilities are safe, convenient, and provided in adequate quantity to meet the needs of residents, employees, and visitors.

B. Applicability.

This section applies to all new developments, changes in use, or expansions that are subject to the off-street parking requirements of this chapter.

C. Minimum required bicycle parking.

The minimum requirements are based upon gross floor area of the use in a structure, or the square footage of the use when located outside of an enclosed structure, or as otherwise specified. Bicycle parking shall be provided, except as otherwise exempted by this subsection:

1. ~~For single household dwellings units, bicycle parking facilities are not required, on sites less than 1,000 square feet.~~
2. ~~For development legally established prior to April 30, 2008, bicycle parking facilities are not required, except that if an existing building is expanded after said date by at least 500 square feet, bicycle parking requirements shall apply.~~
3. ~~For development of any new building greater than 500 square feet on a site, bicycle parking facilities must be provided.~~
4. ~~For multiple household dwellings, bicycle storage standards shall apply pursuant to MTMC 19.35.090 and additional storage or parking pursuant to this section is not required.~~

D. Residential bicycle parking.

1. Single-unit Dwellings and Duplexes:

- a. One bicycle [storage] for units that are less than 1,000 square feet. Two secured storages for units 1,000 square feet or more .
- b. The storage may be provided in a garage that is sized to include bicycle storage per the Vehicular Parking Dimensions Table in 19.125.050. Otherwise, each unit must have access to designated bicycle storage that is at least three by six feet with a vertical clearance of 48 inches; provided, that for sloping height storage spaces, such as under a stairwell, the vertical clearance must be a minimum of 32 inches where the width of the storage space under the stairwell (or similar) begins and is least six feet in width assuming the sloping roof continues at least at the same gradient a staircase typically gains elevation or equivalent clearance.
- c. Bicycle storage may be in a shared facility; provided, that the storage of each bike unit is at least three feet by six feet with a vertical clearance of 48 inches and is accessible to the unit it serves,

which may require a three-foot-wide access aisle between the bicycle storage area provided for each unit.

- d. Bicycle storage shall not be allowed on a deck or balcony.
2. Dwelling unit, Multi-household (e.g., apartments, condominiums, courtyard housing, and stacked flats, triplexes through sixplexes):
  - a. Bicycle parking shall be provided at the following minimum rates:
    - i. 0.5 spaces per studio.
    - ii. One space per one-bedroom unit.
    - iii. Two spaces per two-bedroom or larger unit.
  - b. Bicycle storage may be in a shared facility; provided, that the storage of each unit bicycles is at least three feet by six feet with a vertical clearance of 48 inches and is accessible to the unit it serves, which may require a three-foot-wide access aisle between the bicycle storage area provided for each unit.
  - c. Bicycle storage shall not be allowed on a deck or balcony.

B. E. Commercial and institutional bicycle parking.

1. Applicability.  
This subsection applies to all nonresidential development including but not limited to offices, retail, restaurants, civic, educational, and public facilities.
2. Minimum requirements.

Off-street parking areas shall contain at least one bicycle parking space for every 12 spaces required for motor vehicles, ~~up to a maximum of 24 bicycle spaces.~~ The following standards apply:

- a. ~~1-~~ All bicycle parking facilities shall be securely anchored to the ground or to a structure.
- b. ~~2-~~ Bicycle facilities for patrons shall be located to the extent possible within 100 feet of a building entrance and shall be designed to allow either a bicycle frame or wheels to be locked to a structure attached to the pavement.
- c. ~~3-~~ All bicycle parking and storage shall be located in secure locations that do not impede pedestrian or vehicle traffic flow, and shall be well lit for nighttime use. Except as required otherwise, the facilities may be located on private property or within the planting area of a public right-of-way.
- d. ~~4-~~The installation of bicycle parking facilities is subject to approval through the City's permitting process. (Ord. 2864 § 1 (Exh. A), 2024; Ord. 2476 § 5, 2008).

~~3. C. Bicycle storage spaces are required pursuant to the table in MTMC 19.35.090.~~ Bicycle storage spaces shall consist of storage racks, lockers, or other secure space as approved by the Department to provide sheltered, safe, and convenient bicycle storage for building residents. Such space may be in a vehicle parking garage or another appropriate location. (Ord. 2480 § 4, 2008).

F. Mixed use development. Bicycle parking for mixed use developments shall comply with both residential and commercial standards based on the proportion of floor area or number of dwelling units assigned to each use.

**19.125.140 Electric vehicle parking.**

Electric vehicle parking shall be provided in accordance with Chapter 19.126 MTMC. (Ord. 2864 § 1 (Exh. A), 2024; Ord. 2553 § 1, 2010).