



Planning Commission Agenda

Wednesday, June 4, 2025 at 7:00 PM
City Hall Council Chambers
700 Highway 2, Leavenworth, WA

Meeting hosted at City Hall with option to join via Webinar by:

- (1) connecting via the Zoom app: Meeting ID: 91854580303 Passcode: 093075
- (2) using the web link: <https://zoom.us/j/91854580303?pwd=GasMP6FqBaaYWQ4XjWzWJf3u6SEbdT.1>
- (3) calling: 1-253-215-8782. Alternative call-in phone numbers: <https://us02web.zoom.us/j/kOFTNV2hD>

The Planning Commission is responsible for long range planning and legislative policy recommendations to the City Council. Recommendations are based on thorough understanding of options and public comment/discussion. Every year, the City Council directs the Planning Commission work through the establishment of the [Docket](#).

Meeting Etiquette:

- | | |
|--|---|
| 1. Have one discussion at a time and limit distractions. | 3. Be respectful of each other; by assuming good intentions and acknowledging it is ok to disagree. |
| 2. Seek to understand before being understood. | 4. Focus on constructive problem solving. |
-

Agenda

1. Call Meeting to Order, 7:00 pm

2. Roll Call: Planning Commission Chair: Drew Foulk (position #4 - expiration 2025)

Planning Commission Commissioners: Elizabeth Sall (#1 - 2026), Kenny Renner-Singer (#2 - 2027), Simon Farivar (#3 - 2024), James Whitesides (#5 - 2025), Colin Forsyth (#6 - 2026) and Alison Miller (#7 - 2026)

3. Review and approval of May 2025 Minutes – (sent separately)

- a. Sample Motion: *I move to approve the Planning Commission minutes from May 7, 2025.*

4. Public Hearing on Accessory Dwelling Unit Updates

The Planning Commission will hold a public hearing to provide the public with an opportunity to comment on the proposed code amendments to LMC 18.36.035 Accessory Dwelling Units, and LMC 21.90 Common Definitions. The proposed amendments are required for compliance with HB 1337, which amended RCW 36.70A.680 and 36.70A.681 to require all local governments planning under the Growth Management Act (GMA) to revise their regulations for accessory dwelling units (ADUs) to comply with statutory requirements within six months after the periodic update deadline.

5. Discuss Comprehensive Plan Land Use and Housing Appendices and provide recommendation for City Council

- a. Council must accept appendices in June 2025 to comply with the City's Commerce Grant

6. Discuss Updates to 14.12 Off-Street Parking and Loading (Continued from last meeting)

- a. Consider fee-in-lieu of parking in the Central Commercial zone
- b. Review landscaping requirements (exempt lots with access off alley)
- c. Additional discussion topics, at the Commission's direction

7. Open discussion items, at the Chair's discretion

- a. Joint Meeting with City Council – July 2, 2025
- b. Discussion with Housing Advisory Committee – Discuss future dates

8. Adjournment



Staff Report

Accessory Dwelling Unit Code Amendments to Comply with Statutory Requirements

To: Planning Commission
From: Community Development Department
Date of Report: May 24, 2025, for the June 4, 2025 Public Hearing
Subject: Accessory Dwelling Unit Code Amendments

OVERVIEW

HB 1337 amended [RCW 36.70A.680](#) and [36.70A.681](#) to require all local governments planning under the Growth Management Act (GMA) to revise their regulations for accessory dwelling units (ADUs) to comply with statutory requirements within six months after the periodic update deadline. These requirements include updates to the following:

1. Minimum number of ADUs per lot
2. Maximum ADU size standard
3. Dimensional Standards
4. Street improvements
5. Owner occupancy
6. Condominium sales
7. Design review
8. Required parking
9. Impact fees

While this statutory requirement does not require adoption until December 2026, the 2025 Planning Commission Docket prioritized this update to address during the current year. The proposed amendments are intended to comply with state law while addressing housing needs in the community by providing smaller, more affordable dwelling units available for rent and purchase.

Accessory dwelling units are defined in RCW as *a dwelling unit located on the same lot as a single-family housing unit, duplex, triplex, townhome, or other housing unit*. The proposed code amendment would allow the construction of both attached and detached ADUs on a single lot containing a residential dwelling unit. As proposed, the amendment is drafted to comply with the requirements of RCW 36.70A.

The Planning Commission reviewed the draft code amendment during their March and May 2025 regular meetings and requested changes to the plan to address lot coverage and parking. Those changes are incorporated into the draft code LMC 18.36.035 Accessory Dwelling Units, and LMC 21.90, Common Definitions (**Exhibit A**).

PUBLIC HEARING NOTICE COMPLIANCE

60-day Agency review	Expedited Review Material ID# 2025-S-8411
SEPA Determination	Exempt per WAC 197-11-800(19) Procedural Action.
Notice of Planning Commission Public Hearing	Published in the Echo: May 21, 2025
Planning Commission Public Hearing	June 4, 2025
City Council Public Hearing:	TBD

PUBLIC/AGENCY COMMENTS

Public comments were received and considered at the various Planning Commission meetings. The proposed amendments were sent to Fire District #3, Chelan County PUD, Chelan County Community Development, and Leavenworth Public Works for agency review, as well as the required Department of Commerce notice.

The public is encouraged to attend the Planning Commission Hearing. The Planning Commission may incorporate public comments and testimony into their recommendation to the City Council. Additionally, the City Council will provide an opportunity for public testimony at the Council Public Hearing.

RECOMMENDATIONS AND FINDINGS

Staff recommends approval of proposed code amendments based on the following findings of fact and conclusions of law:

- 1. The amendment is necessary to resolve inconsistencies in the provisions of the comprehensive plan and/or development regulations or to address state or federal mandates.**

Staff Finding: RCW 36.70A.680 and 36.70A.681 requires the City to revise their regulations for accessory dwelling units to comply with statutory requirements within six months after the periodic update deadline.

Conclusion: The proposed code amendments are necessary to comply with statutory requirements as outlined in RCW 36.70A.680 and 36.70A.681.

- 2. The amendment is consistent with the overall intent of the existing comprehensive plan and the other documents incorporated therein.**

Staff Finding: The Comprehensive Plan provides several goals and policies related to Housing including:

H Goal 2: Promote diversity of residential densities and housing types, being mindful for racial disparities and accommodating a range of housing needs, including elderly, physically challenged, mentally impaired, special needs segments of the population, low-income, workforce and emergency housing needs by:

- *Supporting affordable housing needs for low-income residents.*
- *Encouraging cluster subdivision, planned developments and other zoning techniques that allow for density bonuses or other mechanisms for higher density and greater utilization of land.*
- *Supporting moderate density housing types, including accessory dwelling units, duplexes, triplexes and townhomes within all residential zones.*

Staff Finding: The proposed code amendments may result in diversifying housing types and ownership options.

LU Policy 3.3: Encourage cluster developments with a mix of density and incentives, such as residential density bonuses, variations in allowed housing type, and/or flexibility in regulations through the Planned Development process, if a proposal meets community goals for affordable, senior, size-limited, or other types of innovative housing.

Staff Finding: The proposed code amendment may result in entry-level housing, senior housing, and more ownership opportunities, if smaller dwellings become available for rent and ownership.

Conclusion: The proposed code amendment is consistent with the comprehensive plan

housing goals and policies.

- 3. The amendment is consistent with the assumptions and/or other factors such as population, employment, land use, housing, transportation, capital facilities, economic conditions, etc., contained in the comprehensive plan.**

Staff Finding: The proposed code amendments would provide more home rental and ownership opportunities in the City, but have no direct correlation to population, employment, capital facilities, or economic conditions defined or used in the Comprehensive Plan.

Conclusion: The proposed code amendment does not impact the assumptions or other factors within the Comprehensive Plan.

- 4. The amendment is consistent with the requirements of the Growth Management Act and the county-wide planning policies.**

Staff Finding: The existing Comprehensive Plan is compliant with the Growth Management Act and the County-Wide Planning Policies. The proposed amendments would implement the goals and policies of the Comprehensive Plan.

Conclusion: The proposed code amendment is consistent with the requirements of the Growth Management Act and the county-wide planning policies.

- 5. The amendment is consistent with and does not adversely affect the supply of land for various purposes which are available to accommodate projected growth over a twenty-year period.**

Staff Finding: The overall land available for development will not change as a result of the proposed new code. By allowing an additional residential unit on an existing lot, the overall land supply will remain unchanged. This code amendment is anticipated to produce more small infill units for rent and ownership.

Conclusion: The proposed code amendment is consistent with and does not adversely affect the supply of land for various purposes which are available to accommodate projected growth over a twenty-year period.

- 6. Where applicable, conditions have changed such that assumptions and/or other factors such as population, employment, land use, housing, transportation, capital facilities, economic conditions, etc., contained in the comprehensive plan have been revised and/or enhanced to reflect said conditions.**

Staff Finding: The proposed code amendment does not pose any change to the Comprehensive Plan.

Conclusion: Not applicable.

- 7. Amendments to the comprehensive plan land use designation map(s) are either consistent and/or compatible with, or do not adversely affect, adjacent land uses and surrounding environment.**

Staff Finding: The proposed code amendment will not change the Comprehensive Plan maps.

Conclusion: Not applicable.

- 8. The proposed amendments are consistent with and do not negatively impact public facilities, utilities, and infrastructure, including transportation systems, and any adopted levels of service.**

Staff Finding: The proposed code amendment will not change the requirements for concurrent infrastructure; however, ADUs will have reduced impact fees and will not

require road improvements. Currently the Public Works Director has the authority to waive road improvements for infill development.

Conclusion: The proposed amendment does not negatively impact public facilities, utilities, and infrastructure.

9. The proposed amendment does not adversely affect lands designated resource lands of long-term commercial significance or critical areas.

Staff Finding: There are no designated resource lands within the City limits. The proposed code amendment will not change to the requirements for environmental review and compliance with critical area regulations.

Conclusion: The proposed code amendment does not adversely affect lands designated resource lands of long-term commercial significance or critical areas.

SUMMARY

In Summary, HB 1337 is intended to address the housing needs of Washington State residents, as noted in the [*RCW 36.70A.680*](#), legislature findings (as follows):

- (a) *Washington state is experiencing a housing affordability crisis. Many communities across the state are in need of more housing for renters across the income spectrum.*
- (b) *Many cities dedicate the majority of residentially zoned land to single detached houses that are increasingly financially out of reach for many households. Due to their smaller size, accessory dwelling units can provide a more affordable housing option in those single-family zones.*
- (c) *Localities can start to correct for historic economic and racial exclusion in single-family zones by opening up these neighborhoods to more diverse housing types, including accessory dwelling units, that provide lower cost homes. Increasing housing options in expensive, high-opportunity neighborhoods will give more families access to schools, parks, and other public amenities otherwise accessible to only the wealthy.*
- (d) *Accessory dwelling units are frequently rented below market rate, providing additional affordable housing options for renters.*
- (e) *Accessory dwelling units can also help to provide housing for very low-income households. More than 10 percent of accessory dwelling units in some areas are occupied by tenants who pay no rent at all; among these tenants are grandparents, adult children, family members with disabilities, friends going through life transitions, and community members in need. Accessory dwelling units meet the needs of these people who might otherwise require subsidized housing space and resources.*
- (f) *Accessory dwelling units can meet the needs of Washington's growing senior population, making it possible for this population to age in their communities by offering senior-friendly housing, which prioritizes physical accessibility, in walkable communities near amenities essential to successful aging in place, including transit and grocery stores, without requiring costly renovations of existing housing stock.*
- (g) *Homeowners who add an accessory dwelling unit may benefit from added income and an increased sense of security.*
- (h) *Accessory dwelling units provide environmental benefits. On average they are more energy efficient than single detached houses, and they incentivize adaptive reuse of existing homes and materials.*
- (i) *Siting accessory dwelling units near transit hubs, employment centers, and public amenities can help to reduce greenhouse gas emissions by increasing walkability, shortening household commutes, and curtailing sprawl.*

The legislature intends to promote and encourage the creation of accessory dwelling units as a means to address the need for additional affordable housing options.

EXHIBIT A: Proposed Amendments

EXHIBIT B: Reference Materials

18.36.035 Accessory dwelling units.

Accessory dwelling units are permitted in all zoning districts that allow for single-family homes, provided the following minimum requirements are met:~~Accessory dwelling unit not used for transient accommodation ("accessory dwelling unit"), meaning a subordinate, habitable living unit added to, created within, or detached from a single-family dwelling that provides basic requirements for living, sleeping, eating, cooking and sanitation, provided the following minimum requirements are met:~~

A. There shall be no more than ~~one~~two accessory dwelling units per building lot ~~or home site~~ in conjunction with a single-family structure, ~~even if such structure is built on more than one platted lot;~~

B. ~~An accessory dwelling unit may be attached to, created within, or detached from a new or existing primary single-family dwelling unit;~~Accessory dwelling units may be permitted in the following configurations:

1. One attached accessory dwelling unit and one detached accessory dwelling unit;

2. Two attached accessory dwelling units; or

1.3. Two detached accessory dwelling units, which may be comprised as either one or two detached structures.

C. ~~The Each~~ accessory dwelling unit will require one off-street parking space, which is in addition to any off-street spaces required for the primary single-family dwelling unit. ~~When two ADUs are proposed, the single-family unit shall require only one off-street parking space, regardless of its square footage, which may be accessed from an alley with the recording of a notice to title of an indemnity agreement regarding alley access and maintenance as provided by the city;~~

D. The total ~~habitable gross~~ floor area (interior habitable area including basements and attics, but excluding interior stairs, garage and unheated storage areas) of any accessory dwelling unit(s) shall in no case exceed 1,200 square feet;

E. ~~An a~~Accessory dwelling units, together with the primary single-family dwelling unit with which it is associated, shall conform to all other provisions of the city code. Conversions of existing structures to accessory dwelling units shall be allowed in conformance with Chapter 18.68 LMC, Nonconforming Provisions, excepting setbacks whereby the legally established structure may receive an administrative deviation to encroach no more than 20 percent into the setback; and may be converted from existing structures, including but not limited to detached garages, even if the existing structure violates the current code requirements for building setbacks or lot coverage;

F. Accessory dwelling units may be sold or conveyed independent of the principal unit in accordance with LMC Title 17;

G. Road improvements shall not be required as a condition of permitting an accessory dwelling unit.

H. Off-street parking is not required for accessory dwelling units located within one-half mile walking distance of a major transit stop, as defined in LMC Chapter 21.90. The accessory dwelling unit shall meet the minimum requirements of the International Building Code, International Fire Code, and all other life safety regulations of the city, fire district, health district and all other local, state and federal agencies. [Ord. 1694 § 1 (Att. A-3), 2024; Ord. 1628 § 1 (Att. A), 2021.]

I. Lot coverage may be increased to accommodate the second accessory dwelling unit on an individual building lot, as follows:

The maximum lot coverage required by the underlying zoning district shall apply to the single-family residence and the first accessory dwelling unit on the lot; however, a 5 percent increase in lot coverage shall be granted for the second accessory dwelling unit.

J. Impact fees for accessory dwelling units shall be limited to no more than 50 percent of those assessed to the principal housing unit.

DRAFT

DRAFT UPDATES TO LMC 21.90 COMMON DEFINITIONS

Term	Current Definition	New Definition	Rationale
Dwelling unit	“Dwelling unit” means one or more rooms designed, occupied or intended for occupancy as separate living quarters. A dwelling unit includes a single-family dwelling, a unit in a two-family dwelling/duplex, an apartment or other leased premises leased on a monthly or longer basis, or residential condominium unit. A dwelling unit shall include a detached accessory dwelling unit that is intended for human habitation (i.e., living quarters). Dwelling unit does not include individual hotel/motel guest rooms, condominium timeshare units, cabins, transient accommodations or similar guest accommodations rented to transient guests in a motel, hotel, inn, or similar transient lodging establishment.	“Dwelling unit” means a residential living unit that provides complete independent living facilities for one or more persons and that includes permanent provisions for living, sleeping, eating, cooking, and sanitation.	Update definition to align with RCW 36.70A.696 .
Accessory dwelling unit (ADU)	“Dwelling unit, accessory” means a second dwelling on the same parcel of land as a single-family dwelling.	“Accessory dwelling unit (ADU)” means a dwelling unit located on the same lot as a single-family housing unit, duplex, triplex, townhome, or other housing unit.	Update definition to align with RCW 36.70A.696 .
Attached accessory dwelling unit (ADU)	N/A	“Attached accessory dwelling unit (ADU)” means an accessory dwelling unit (ADU) located within or attached to a single-family housing unit, duplex, triplex, townhome, or other housing unit.	Add definition to align with RCW 36.70A.696 .
Detached accessory dwelling unit (ADU)	N/A	An accessory dwelling unit that consists partly or entirely of a building that is separate and detached from a single-family housing unit, duplex, triplex, townhome, or other housing unit and is on the same property.	Add definition to align with RCW 36.70A.696 .

DRAFT UPDATES TO LMC 21.90 COMMON DEFINITIONS

Short-term rental		"Short-term rental" means a lodging use, that is not a hotel or motel or bed and breakfast, in which a dwelling unit, or portion thereof, is offered or provided to a guest by a short-term rental operator for a fee for fewer than 30 consecutive nights.	Add definition to align with RCW 36.70A.696 . Replaces the term "vacation rental" and requires update to the District Use Chart.
Principal unit		"Principal unit" means the single-family housing unit, duplex, triplex, townhome, or other housing unit located on the same lot as an accessory dwelling unit.	Add definition to align with RCW 36.70A.696 .
Major transit stop		"Major transit stop" means: (a) A stop on a high capacity transportation system funded or expanded under the provisions of chapter 81.104 RCW; (b) Commuter rail stops; (c) Stops on rail or fixed guideway systems, including transitways; (d) Stops on bus rapid transit routes or routes that run on high occupancy vehicle lanes; or (e) Stops for a bus or other transit mode providing actual fixed route service at intervals of at least fifteen minutes for at least five hours during the peak hours of operation on weekdays.	Add definition to align with RCW 36.70A.696 .

EXHIBIT B

CITY OF LEAVENWORTH NOTICE OF PUBLIC HEARING NOTICE IS HEREBY GIVEN

that the Leavenworth City Planning Commission will hold a public hearing on Amendments to City of Leavenworth Code, Section 18.36.035 Accessory Dwelling Units, and Chapter 21.90 Common Definitions, on June, 4, 2025, at 7:00 PM in the City Hall Council Chambers, 700 Highway 2, Leavenworth, Washington and via ZOOM (link available on City Calendar, <https://cityofleavenworth.com/your-city-hall/calendar/>). Interested citizens are encouraged to comment and/or attend the public hearing. Questions may be directed to Community Development within City Hall, phone 509-548-5275 or email mboles@cityofleavenworth.com. Published in the Leavenworth Echo/Cashmere Valley Record May 21, 2025 #9974

THANK YOU

We have received your amendment submission. Please allow 1-3 business days for review. Please keep the Submittal ID as your receipt and for any future questions. We will also send an email receipt to all contacts listed in the submittal.

Submittal ID: 2025-S-8411

Submittal Date Time: 05/15/2025

Submittal Information

Jurisdiction	City of Leavenworth
Submittal Type	Request for Expedited Review / Notice of Intent to Adopt Amendment
Amendment Type	Development Regulation Amendment

Amendment Information

Brief Description

Proposed amendment to the City's ADU regulations and definitions to be consistent with HB 1337, which amended state law RCW 36.70A.680 and 36.70A.681, before the statutory deadline to do so.

■ Yes, this is a part of the 10-year periodic update schedule, required under RCW 36.70A.130.

Planning Commissions Date 06/04/2025

City Council Date 06/24/2025

Anticipated/Proposed Date of Adoption 07/08/2025

Categories

Submittal Category
Administrative/Procedural
Development Regulations
Zoning Code

Attachments

Attachment Type	File Name	Upload Date
Development Regulation Amendment - Draft	ADU Amendments (5.15.2025).pdf	05/15/2025 03:47 PM

RCW 36.70A.680**Accessory dwelling units—Local regulation.**

(1)(a) Cities and counties planning under this chapter must adopt or amend by ordinance, and incorporate into their development regulations, zoning regulations, and other official controls the requirements of this section and of RCW 36.70A.681, to take effect six months after the jurisdiction's next periodic comprehensive plan update required under RCW 36.70A.130.

(b) In any city or county that has not adopted or amended ordinances, regulations, or other official controls as required under this section, the requirements of this section and RCW 36.70A.681 supersede, preempt, and invalidate any conflicting local development regulations.

(2) Ordinances, development regulations, and other official controls adopted or amended pursuant to this section and RCW 36.70A.681 must only apply in the portions of towns, cities, and counties that are within urban growth areas designated under this chapter.

(3) Any action taken by a city or county to comply with the requirements of this section or RCW 36.70A.681 is not subject to legal challenge under this chapter or chapter 43.21C RCW.

(4) Nothing in this section or RCW 36.70A.681 requires or authorizes a city or county to authorize the construction of an accessory dwelling unit in a location where development is restricted under other laws, rules, or ordinances as a result of physical proximity to on-site sewage system infrastructure, critical areas, or other unsuitable physical characteristics of a property.

(5) Nothing in this section or in RCW 36.70A.681 prohibits a city or county from:

(a) Restricting the use of accessory dwelling units for short-term rentals;

(b) Applying public health, safety, building code, and environmental permitting requirements to an accessory dwelling unit that would be applicable to the principal unit, including regulations to protect ground and surface waters from on-site wastewater;

(c) Applying generally applicable development regulations to the construction of an accessory unit, except when the application of such regulations would be contrary to this section or to RCW 36.70A.681;

(d) Prohibiting the construction of accessory dwelling units on lots that are not connected to or served by public sewers; or

(e) Prohibiting or restricting the construction of accessory dwelling units in residential zones with a density of one dwelling unit per acre or less that are within areas designated as wetlands, fish and wildlife habitats, flood plains, or geologically hazardous areas.

[2023 c 334 s 3.]

NOTES:

Findings—Intent—2023 c 334: "(1) The legislature makes the following findings:

(a) Washington state is experiencing a housing affordability crisis. Many communities across the state are in need of more housing for renters across the income spectrum.

(b) Many cities dedicate the majority of residentially zoned land to single detached houses that are increasingly financially out of reach for many households. Due to their smaller size, accessory dwelling units can provide a more affordable housing option in those single-family zones.

(c) Localities can start to correct for historic economic and racial exclusion in single-family zones by opening up these neighborhoods to more diverse housing types, including accessory dwelling units, that provide lower cost homes. Increasing housing options in expensive, high-opportunity neighborhoods will give more families access to schools, parks, and other public amenities otherwise accessible to only the wealthy.

(d) Accessory dwelling units are frequently rented below market rate, providing additional affordable housing options for renters.

(e) Accessory dwelling units can also help to provide housing for very low-income households. More than 10 percent of accessory dwelling units in some areas are occupied by tenants who pay no rent at all; among these tenants are grandparents, adult children, family members with disabilities, friends going through life transitions, and community members in need. Accessory dwelling units meet the needs of these people who might otherwise require subsidized housing space and resources.

(f) Accessory dwelling units can meet the needs of Washington's growing senior population, making it possible for this population to age in their communities by offering senior-friendly housing, which prioritizes physical accessibility, in walkable communities near amenities essential to successful aging in place, including transit and grocery stores, without requiring costly renovations of existing housing stock.

(g) Homeowners who add an accessory dwelling unit may benefit from added income and an increased sense of security.

(h) Accessory dwelling units provide environmental benefits. On average they are more energy efficient than single detached houses, and they incentivize adaptive reuse of existing homes and materials.

(i) Siting accessory dwelling units near transit hubs, employment centers, and public amenities can help to reduce greenhouse gas emissions by increasing walkability, shortening household commutes, and curtailing sprawl.

(2) The legislature intends to promote and encourage the creation of accessory dwelling units as a means to address the need for additional affordable housing options." [**2023 c 334 s 1.**]

RCW 36.70A.681

Accessory dwelling units—Limitations on local regulation.

(1) In addition to ordinances, development regulations, and other official controls adopted or amended to comply with this section and RCW 36.70A.680, a city or county must comply with all of the following policies:

(a) The city or county may not assess impact fees on the construction of accessory dwelling units that are greater than 50 percent of the impact fees that would be imposed on the principal unit;

(b) The city or county may not require the owner of a lot on which there is an accessory dwelling unit to reside in or occupy the accessory dwelling unit or another housing unit on the same lot;

(c) The city or county must allow at least two accessory dwelling units on all lots that are located in all zoning districts within an urban growth area that allow for single-family homes in the following configurations:

(i) One attached accessory dwelling unit and one detached accessory dwelling unit;

(ii) Two attached accessory dwelling units; or

(iii) Two detached accessory dwelling units, which may be comprised of either one or two detached structures;

(d) The city or county must permit accessory dwelling units in structures detached from the principal unit;

(e) The city or county must allow an accessory dwelling unit on any lot that meets the minimum lot size required for the principal unit;

(f) The city or county may not establish a maximum gross floor area requirement for accessory dwelling units that is less than 1,000 square feet;

(g) The city or county may not establish roof height limits on an accessory dwelling unit of less than 24 feet, unless the height limitation that applies to the principal unit is less than 24 feet, in which case a city or county may not impose roof height limitation on accessory dwelling units that is less than the height limitation that applies to the principal unit;

(h) A city or county may not impose setback requirements, yard coverage limits, tree retention mandates, restrictions on entry door locations, aesthetic requirements, or requirements for design review for accessory dwelling units that are more restrictive than those for principal units;

(i) A city or county must allow detached accessory dwelling units to be sited at a lot line if the lot line abuts a public alley, unless the city or county routinely plows snow on the public alley;

(j) A city or county must allow accessory dwelling units to be converted from existing structures, including but not limited to detached garages, even if they violate current code requirements for setbacks or lot coverage;

(k) A city or county may not prohibit the sale or other conveyance of a condominium unit independently of a principal unit solely on the grounds that the condominium unit was originally built as an accessory dwelling unit; and

(l) A city or county may not require public street improvements as a condition of permitting accessory dwelling units.

(2)(a) A city or county subject to the requirements of this section may not:

(i) Require off-street parking as a condition of permitting development of accessory dwelling units within one-half mile walking distance of a major transit stop;

(ii) Require more than one off-street parking space per unit as a condition of permitting development of accessory dwelling units on lots smaller than 6,000 square feet before any zero lot line subdivisions or lot splits; and

(iii) Require more than two off-street parking spaces per unit as a condition of permitting development of accessory dwelling units on lots greater than 6,000 square feet before any zero lot line subdivisions or lot splits.

(b) The provisions of (a) of this subsection do not apply:

(i) If a local government submits to the department an empirical study prepared by a credentialed transportation or land use planning expert that clearly demonstrates, and the department finds and certifies, that the application of the parking limitations of (a) of this subsection for accessory dwelling units will be significantly less safe for vehicle drivers or passengers, pedestrians, or bicyclists than if the jurisdiction's parking requirements were applied to the same location for the same number of detached houses. The department must develop guidance to assist cities and counties on items to include in the study; or

(ii) To portions of cities within a one mile radius of a commercial airport in Washington with at least 9,000,000 annual enplanements.

(3) When regulating accessory dwelling units, cities and counties may impose a limit of two accessory dwelling units, in addition to the principal unit, on a residential lot of 2,000 square feet or less.

(4) The provisions of this section do not apply to lots designated with critical areas or their buffers as designated in RCW **36.70A.060**, or to a watershed serving a reservoir for potable water if that watershed is or was listed, as of July 23, 2023, as impaired or threatened under section 303(d) of the federal clean water act (33 U.S.C. Sec. 1313(d)).

[**2023 c 334 s 4.**]

NOTES:

Findings—Intent—2023 c 334: See note following RCW **36.70A.680**.



[Home](#) > [Explore Topics](#) > [Housing & Homelessness](#) > [Accessory Dwelling Units \(ADUs\)](#)

Accessory Dwelling Units (ADUs)

This page provides an overview of accessory dwelling units (ADUs) for cities and counties in Washington State, including legal requirements and examples of city and county codes.

On this Page [hide] ▲

[What is an Accessory Dwelling Unit?](#)

[Statutory Requirements for ADUs in Washington State](#)

[Examples of ADU Codes in Washington State](#)

[Examples of ADU Programs Outside Washington State](#)

[Short-Term Rental of ADUs and Enforcement](#)

[Recommended Resources](#)

What is an Accessory Dwelling Unit?

An accessory dwelling unit (ADU) is a small, self-contained residential unit located on the same lot as an existing single-family home.

An ADU has all the basic facilities needed for day-to-day living independent of the main home, such as a kitchen, sleeping area, and a bathroom. As the term "accessory" implies, ADUs are generally defined to be smaller in size and prominence than the main residence on the lot. Some definitions include specific size limits, and a location that is not readily visible from the street.

In theory, an ADU may be created as a separate unit within an existing home (such as in an attic or basement), an addition to the home (such as a separate

apartment unit with separate entrance), or in a separate structure on the lot (such as a converted garage). See the examples shown below.

Some communities, however, only allow ADUs that are within or attached to the main residence and exclude ADUs housed in a separate structure. Whether attached or detached from the main residence, most codes require that the main residence and the ADU must be owned by the same person and may not be sold separately.

ADUs are sometimes called "mother-in-law apartments" or "granny flats," because they are often used to house extended family. Other codes use terms such as "accessory apartment," "accessory living unit," or "secondary unit," to have a similar meaning.

Examples of Accessory Dwelling Units (ADUs)

ADUs in blue; main residence in white

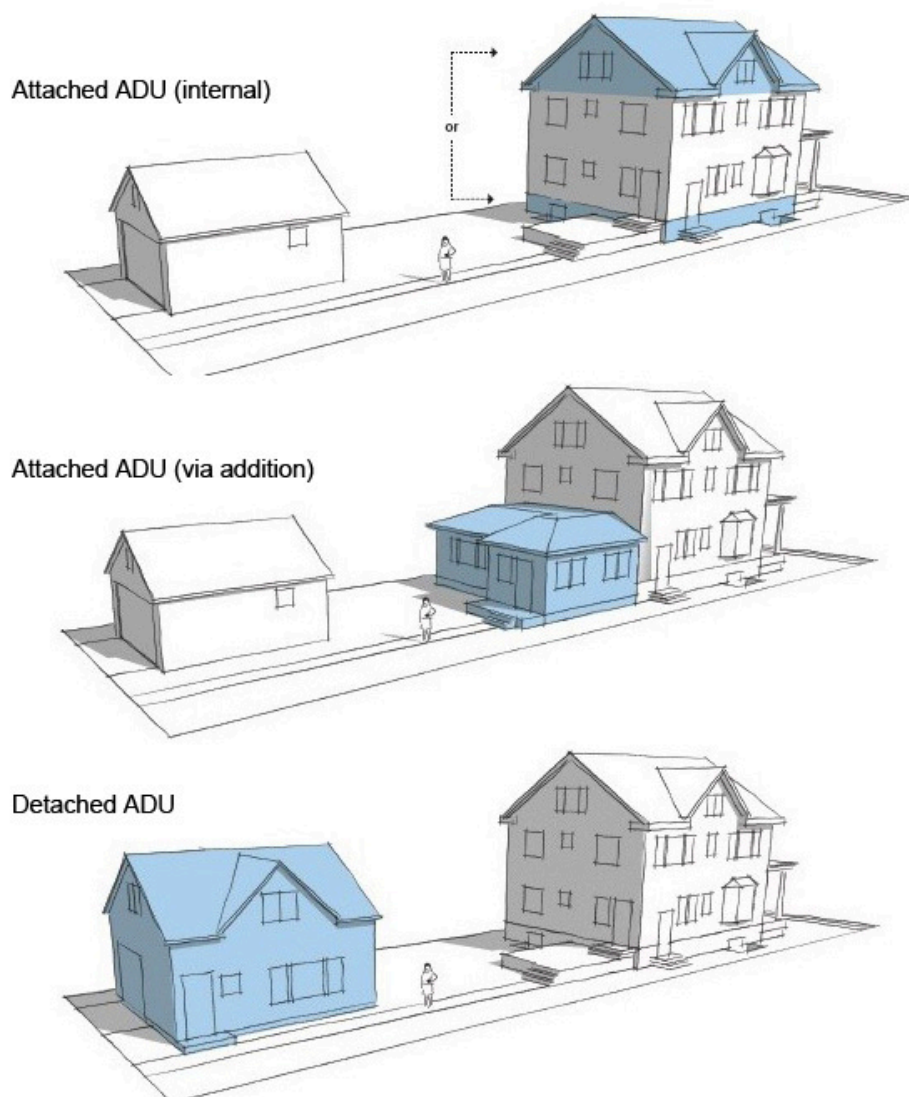


Image credit: City of Saint Paul, MN

Statutory Requirements for ADUs in Washington State

Since [HB 1337](#) became effective in July 2023, state law ([RCW 36.70A.680](#) and [36.70A.681](#)) requires all local governments planning under the Growth Management Act (GMA), regardless of population and including counties (unincorporated urban growth areas) as well as cities, to revise their regulations as needed to conform, within six months after their periodic update due date, with the following requirements:

- **Minimum number of ADUs per lot:** Two ADUs per lot must be allowed in all GMA urban growth areas, in addition to the principal unit, for lots that meet the minimum lot size required for the principal housing unit. Local regulations must permit ADUs to be attached, detached or a combination of both types. In addition, a conversion of an existing structure, such as a detached garage, must be allowed.
- **Maximum ADU size standard:** Local governments may not require ADUs to be smaller than 1,000 gross square feet in size.
- **Dimensional standards:** A local government may not impose setback requirements, yard coverage limits, tree retention mandates, or restrictions on entry door location that are more restrictive than those required for the principal unit.
- **Street improvements:** A local government may not require street improvements as a condition of permitting accessory dwelling units.
- **Owner occupancy:** A local government may not require owner occupancy for a principal unit or ADUs.
- **Condominium sales:** Local governments may not prohibit the sale or other conveyance of a condominium unit independently of a principal unit solely on the grounds that the condominium unit was originally built as an ADU.
- **Design review:** Local governments may not impose aesthetic standards or requirements for design review that are more restrictive for ADUs than those for principal units.
- **Required parking:** There are restrictions on how much on-site parking can be required, with a sliding scale for smaller-sized lots. No on-site parking standards may be applied to ADUs located within a half-mile of a major transit stop.
- **Impact fees:** Impact fees for ADUs are limited to no more than 50% of those assessed to the principal housing unit.

- **Common Interest Communities:** New “Common Interest Communities” (for example, a new subdivision with a homeowners association) are prohibited from adopting covenants, conditions, and restrictions (commonly called “CC&Rs”) that would limit the construction of ADUs on any lot. Existing CC&Rs, however, are not impacted by the new law and may remain in effect.

Examples of ADU Codes in Washington State

Below are examples of selected ADU codes and ordinances from Washington State that contain code sections that comply with different aspects of [HB 1337](#) as described in the example annotations.

For detailed guidance on compliance with all statutory requirements, including more code examples, see Commerce’s [Guidance for Accessory Dwelling Units in Washington State](#) (2023).

Note that local governments planning under the GMA, will revise their regulations as needed to fully conform to the 2023 state requirements within six months after their periodic update due date, as discussed in the above section on statutory requirements. As GMA planning cities and counties update their codes to be fully compliant, we will be posting and noting those examples on this page.

- **[East Wenatchee Ordinance No. 2024-02](#)** (2024) – Amends zoning code to be consistent with HB 1337 before the statutory deadline to do so. Stated purposes are to provide homeowners with flexibility, increase the range of housing choices and the supply of accessible and affordable housing.
- **Bellingham**
 - **[Ordinance No. 2023-08-022](#)** (2023) – Amends rules to be consistent with HB 1337 before the statutory deadline to do so, to alleviate housing shortages, with the exception of the owner occupancy requirement, which is retained until preempted by law.
 - **[Municipal Code Sec. 20.10.036](#)** – Consistent with HB 1337 except for the owner occupancy requirement, which is retained until preempted by law.
- **[Chelan Municipal Code Sec. 17.20.20\(A\)\(c\)](#)** – Limits ADUs in its single-family residential district to 1,200 square feet or no more than 50% of the

total square footage of the primary residence, whichever is less. The planning director may approve an increased size to efficiently use all floor area if all other standards are met.

- [Enumclaw Municipal Code Sec. 19.34.050](#) – Allows ADUs on lots of any size.
- [Fircrest Municipal Code Sec. 22.58.012\(C\)\(9\)](#) – Doesn't require additional off-street parking for ADUs unless the planning director determines there is insufficient on-street parking to satisfy parking demand.
- [Kenmore Municipal Code Sec. 18.73.100\(E\)](#) – Allows detached ADUs up to 35 feet.
- [LaCenter Municipal Code Ch. 18.247.050\(4\)\(c\)](#) – Allows detached ADUs at the rear yard lot line if adjacent to an alley.
- [Lake Stevens Municipal Code Sec. 9.25.010](#) – Reduces utilities connection fees for ADUs based on ADU size.
- [Seattle Municipal Code Sec. 23.44.041](#) – Does not require owner occupancy.
- [Sedro Woolley Municipal Code Sec. 17.100.030\(K\)](#) – Allows the planning director to approve interesting detached ADU designs that are dissimilar from the primary structure.
- [Tukwila Ordinance No. 2731](#) (2024) – Amends zoning code to be consistent with HB 1337. Updates are intended to provide homeowners with flexibility and increase the range of housing choices and the supply of accessible and affordable housing
- [Washougal Municipal Code Sec. 18.46.020\(2\)](#) – Does not charge an application fee for detached ADU development.

Examples of ADU Programs Outside Washington State

Below are examples of innovative ADU programs outside of Washington State that have been successful at expanding ADU development by focusing on removing zoning and permitting barriers, reducing fees/waivers for ADUs, or other strategies.

- [Portland, OR Accessory Dwelling Units](#) – Offers information on Portland's successful program, including code links and [ADU Program Guide](#) (2019).
- [Santa Cruz, CA Accessory Dwelling Units](#) – Program assists homeowners seeking to build an ADU, including prototype concepts and a [step-by-step](#)

[guide](#) (2003) that serves as an example, not a construction document, on how to plan, design, and obtain permits for an ADU.

- **Vancouver, BC Laneway Housing** – Provides prospective ADU builders with a “[how-to](#)” [guide](#) (2021), examples floor plans, and other resources for their project.

Short-Term Rental of ADUs and Enforcement

In recent years, ADUs have been increasingly used as short-term rentals (STRs) on online platforms such as Airbnb and VRBO. This use of ADUs and other types of housing, has a negative impact on the affordable housing supply in cities (see MRSC’s blog post on [Affordable Housing and the Impact of Short-Term Rentals](#)). Some cities, such as Poulsbo, do not permit the use of ADUs as STRs. Others, such as Langley, limit the amount of STR permits approved for ADUs.

Enforcing STR regulations is challenging--it is very difficult for cities to determine how many or which ADUs are being offered as STRs on online rental platforms. As such, technology is playing a growing role in local enforcement of STR rules. Many cities across the U.S., including Madison (WI) and Charleston (SC), are starting to use 3rd party technology companies to monitor and report on STRs. Portland (OR) is in the process of developing its own data analyzing and enforcement software (see Portland’s page on [Short-Term Rental Regulation](#)). Some large cities, such as Seattle and Los Angeles (CA), have had the benefit of collaborating with Airbnb on enforcement (see [Los Angeles Magazine article](#) (2020)). Despite these techniques, the enforcement of STR regulations remains a significant challenge for local governments of all sizes.

Examples

- **Bellingham Municipal Code Sec. 20.10.03(B)(5)(c)** – STRs are not permitted in detached ADUs in residential single general use type areas, unless citywide housing vacancy rate reaches 4% or higher, then the city council shall review whether STRs should be allowed in these areas.
- **Poulsbo Municipal Code Sec. 18.70.070(A)(3)(g)** – Does not permit the use of ADUs as short-term rentals. ADUs must be rented for a minimum of 90 days or more.
- **Langley Municipal Code Sec. 5.40.030(F)** – Limits the maximum number of ADUs, attached or detached, used as short-term rentals to 30.

Recommended Resources

- [Department of Commerce: Guidance for Accessory Dwelling Units in Washington State](#) (2023) – Detailed publication discussing benefits, regulatory issues, and zoning regulations for ADUs. Jointly prepared by MRSC and the Washington State Department of Commerce.
- [Seattle Planning Commission: A Guide to Building Backyard Cottages](#) (2010) – Detailed guidance for building detached ADUs in Seattle.
- [Urban Land Institute: Jumpstarting the Market for Accessory Dwelling Units: Lessons Learned from Portland, Seattle, and Vancouver](#) (2018) – Study examining best practices from Portland (OR), Seattle, and Vancouver BC.
- [AccessoryDwellings.org](#) – Portland (OR)-based website maintained by volunteers provides current ADU news, articles, project examples, and other resources, including a [Model Code for Accessory Dwelling Units](#).
- [Oregon Department of Environmental Quality: Accessory Dwelling Unit Survey for Portland, Eugene, and Ashland](#) (2013) – Includes data on ADU use, occupancy, construction, energy use, and demographics.

Last Modified: January 03, 2025

Disclaimer: MRSC is a statewide resource that provides general legal and policy guidance to support local government entities in Washington State pursuant to [chapter 43.110 RCW](#). MRSC website content is for informational purposes only and is not intended as legal advice, nor as a substitute for the legal advice of an attorney. You should contact your own legal counsel if you have a question regarding your legal rights or any other legal issue.

© 2025 Municipal Research and Services Center of Washington (MRSC). All rights reserved. [Privacy & Terms](#).

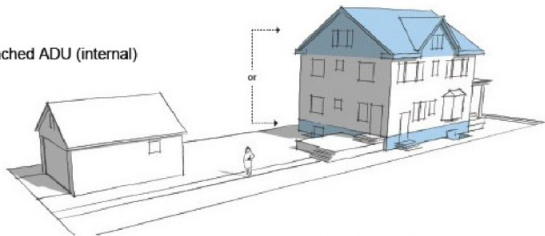
Follow us:



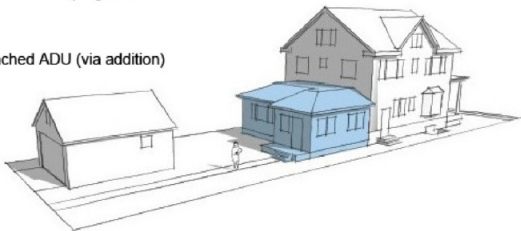
Examples of Accessory Dwelling Units (ADUs)

ADUs in blue; main residence in white

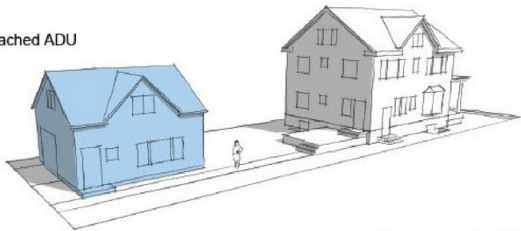
Attached ADU (internal)



Attached ADU (via addition)



Detached ADU





Accessory Dwelling Units: Unlocking Housing Opportunities

Exploring the role of ADUs in addressing housing challenges and expanding housing choices.

What are Accessory Dwelling Units?

Accessory Dwelling Units (ADUs) are small, self-contained residential units located on the same lot as an existing single-family home. They have independent living facilities such as a kitchen, sleeping area, and bathroom, allowing for independent living.

Examples of Accessory Dwelling Units (ADUs)

ADUs in blue; main residence in white

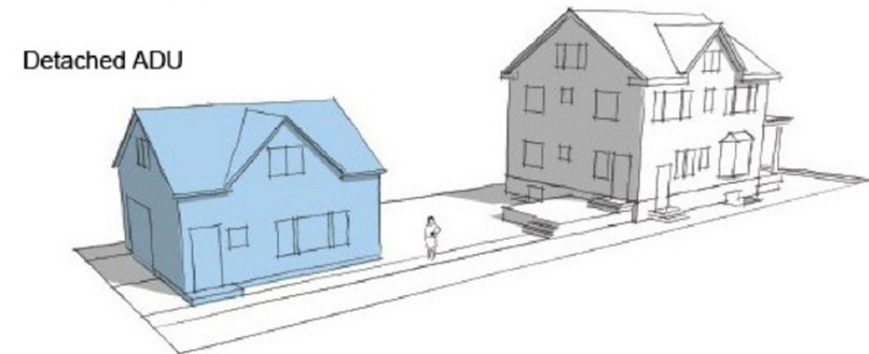
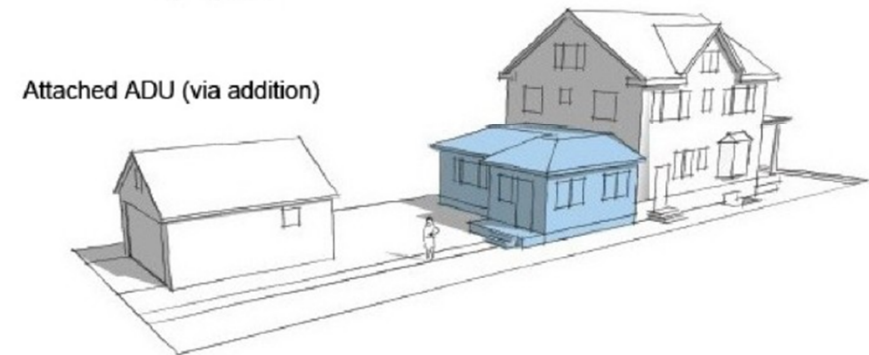
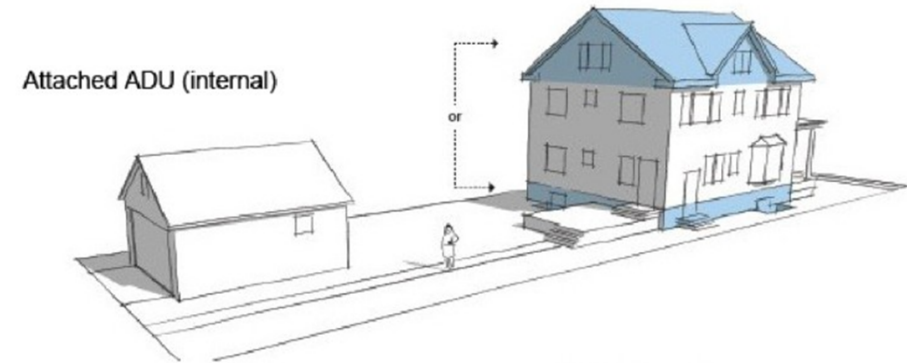


Image credit: City of Saint Paul, MN

Statutory Requirements for ADUs in Washington

- Minimum number of ADUs per lot

Two ADUs per lot must be allowed in all GMA urban growth areas, in addition to the principal unit, for lots that meet the minimum lot size required for the principal housing unit. Local regulations must permit ADUs to be attached, detached or a combination of both types. A conversion of an existing structure, such as a detached garage, must also be allowed.

- Maximum ADU size standard

Local governments may not require ADUs to be smaller than 1,000 gross square feet in size.

- Dimensional standards

A local government may not impose setback requirements, yard coverage limits, tree retention mandates, or restrictions on entry door location that are more restrictive than those required for the principal unit.

- Street improvements

A local government may not require street improvements as a condition of permitting accessory dwelling units.

- Owner occupancy

A local government may not require owner occupancy for a principal unit or ADUs.

- Condominium sales

Local governments may not prohibit the sale or other conveyance of a condominium unit independently of a principal unit solely on the grounds that the condominium unit was originally built as an ADU.

- Design review

Local governments may not impose aesthetic standards or requirements for design review that are more restrictive for ADUs than those for principal units.

- Required parking

There are restrictions on how much on-site parking can be required, with a sliding scale for smaller-sized lots. No on-site parking standards may be applied to ADUs located within a half-mile of a major transit stop.

- Impact fees

Impact fees for ADUs are limited to no more than 50% of those assessed to the principal housing unit.

- Common Interest Communities

New developments (subdivision with a HOA) are prohibited from adopting CC&Rs that would limit the construction of ADUs on any lot. This does not impact existing CC&Rs.

Planning Commission Draft Code

- Allow up to 2 ADUs per lot
- Define how ADU can be configured
- Remove redundancy in parking regulations
- Clarify gross floor area of unit
- Allow conversion of nonconforming accessory structures
- Allow ADUs to be sold independent of the principal unit (condo or unit lot subdivision)
- Update and add definitions to align with RCW

18.36.035 Accessory dwelling units.

Accessory dwelling units are permitted in all zoning districts that allow for single-family homes, provided the following minimum requirements are met: Accessory dwelling unit not used for transient accommodation ("accessory dwelling unit") meaning a subordinate, habitable living unit added to, created within, or detached from a single-family dwelling that provides basic requirements for living, sleeping, eating, cooking and sanitation, provided the following minimum requirements are met:

A. There shall be no more than ~~one~~two accessory dwelling units per building lot ~~or home site~~ in conjunction with a single-family structure, ~~even if such structure is built on more than one platted lot;~~

B. ~~An accessory dwelling unit may be attached to, created within, or detached from a new or existing primary single-family dwelling unit;~~ Accessory dwelling units may be permitted in the following configurations:

1. One attached accessory dwelling unit and one detached accessory dwelling unit;

2. Two attached accessory dwelling units; or

1.3. Two detached accessory dwelling units, which may be comprised as either one or two detached structures.

C. ~~The~~Each accessory dwelling unit will require one off-street parking space, which is in addition to any off-street spaces required for the primary single-family dwelling unit ~~which may be accessed from an alley with the recording of a notice to title of an indemnity agreement regarding alley access and maintenance as provided by the city;~~

D. The total ~~habitable~~gross floor area (interior habitable area including basements and attics, but excluding garage/accessory structures and uses) of any accessory dwelling unit(s) shall in no case exceed 1,200 square ~~feet~~;

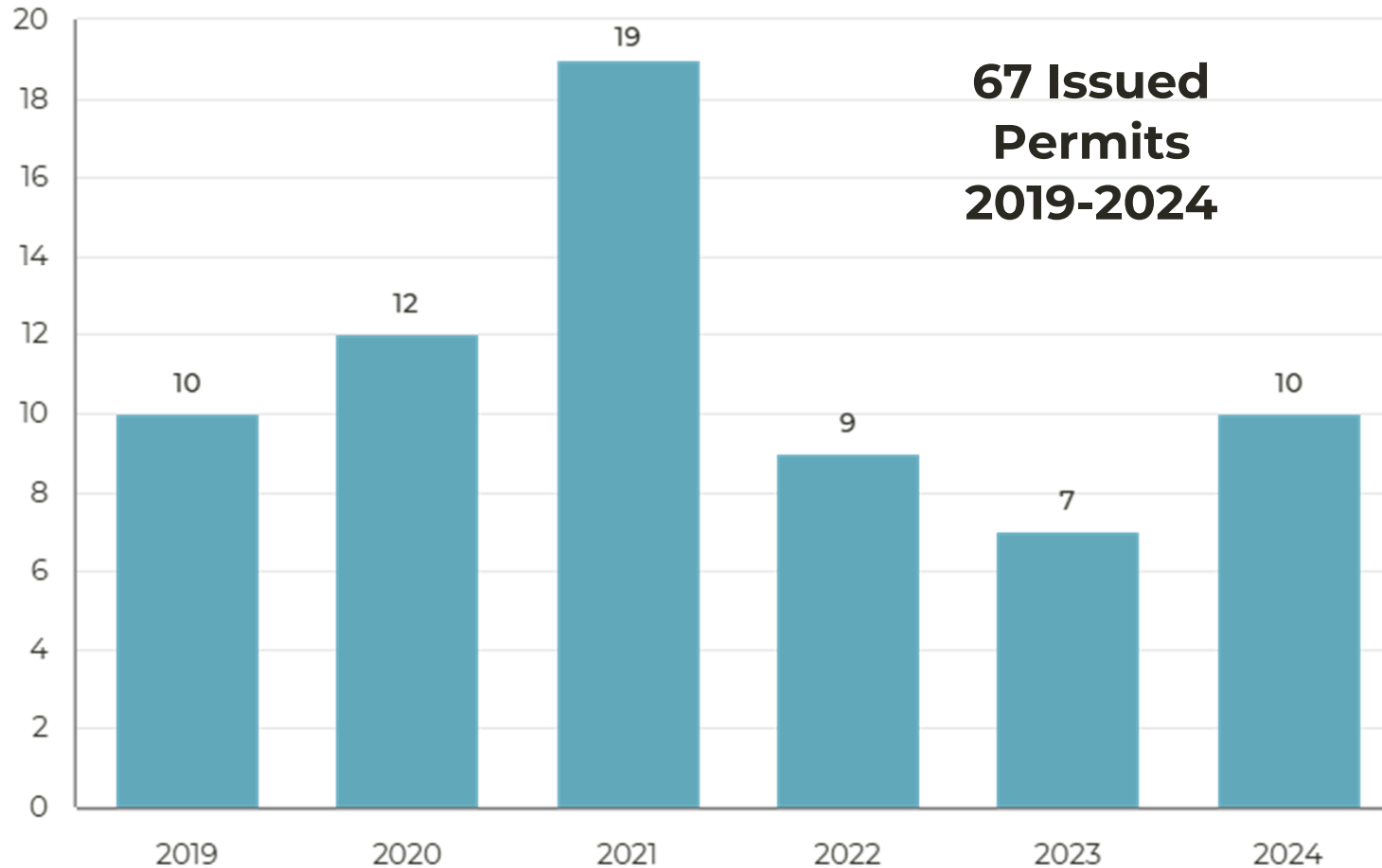
E. ~~An a~~Accessory dwelling units, together with the primary single-family dwelling unit with which it is associated, shall conform to all other provisions of the city code. Conversions of existing structures to accessory dwelling units shall be allowed in conformance with Chapter 18.68 LMC, Nonconforming Provisions, excepting setbacks whereby the legally established structure may receive an administrative deviation to encroach no more than 20 percent into the setback; and may be converted from existing legally established structures, including but not limited to detached garages, even if the existing structure violates the current code requirements for building setbacks or lot coverage.

F. Accessory dwelling units may be sold or conveyed independent of the principal unit in accordance with LMC Title 17.17.

G. Road improvements shall not be required as a condition of permitting an accessory dwelling unit.

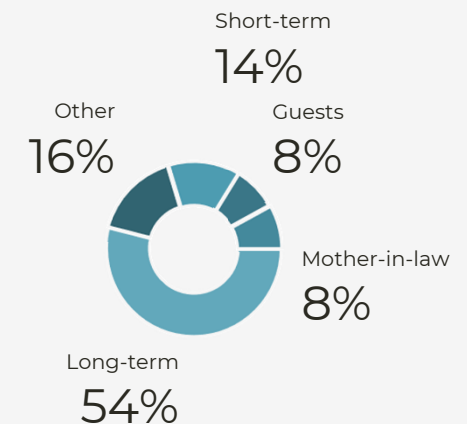
H. Off-street parking is not required for accessory dwelling units located within one-half mile walking distance of a major transit stop, as defined in LMC Chapter 21.90. The accessory dwelling unit shall meet the minimum requirements of the International Building Code, International Fire Code, and all other life safety regulations of the city, fire district, health district and all other local, state and federal agencies. [Ord. 1694 § 1 (Att. A-3), 2024; Ord. 1628 § 1 (Att. A), 2021.]

Accessory Dwelling Unit (ADU) Permits



Survey Results

- 37 responses (45%)
- 49% attached/ 51% detached
- 57% 1 bedroom/ 22% 2 bed/ 22% studio
- 57% rent ADU /13% live in ADU / 8% unoccupied/ 22% other



Chapter 14.12

OFF-STREET LOADING AND PARKING¹

Sections:

- 14.12.010 Purpose.
- 14.12.020 Applicability.
- 14.12.030 Compliance required.
- 14.12.040 Change of use – Effect.
- 14.12.045 Expansion of existing use – Effect.
- 14.12.050 Requirements for other uses – Authority.
- 14.12.060 Requirements – Where more than one use.
- 14.12.070 Joint use permitted when.
- 14.12.080 Plan required.
- 14.12.090 Off-street loading berths.
- 14.12.100 Stacked parking.
- 14.12.105 *Repealed.*
- 14.12.110 *Repealed.*
- 14.12.120 Off-street parking required when.
- 14.12.130 Off-street parking elimination prohibited when.
- 14.12.140 *Repealed.*
- 14.12.150 Off-street parking number of stalls required.
- 14.12.155 Access standards.
- 14.12.157 Driveway standards.
- 14.12.160 Residential parking standards.
- 14.12.162 Commercial and industrial parking standards.
- 14.12.165 Off-street parking electric vehicle charging station stalls.
- 14.12.170 Off-street parking lot – Design requirements.
- 14.12.180 *Repealed.*
- 14.12.185 *Repealed.*
- 14.12.190 Landscaping requirements for parking lots.

14.12.010 Purpose.

It is the purpose of this chapter to assure an adequate number of off-street parking and loading stalls are provided within the city, and to provide adequate vehicular and pedestrian/bicycle ingress, egress, and loading facilities that will reduce on-street parking, increase traffic safety, maintain smooth traffic flow, and reduce the visual impact of parking lots. Further, it is the intent of this chapter to ensure that off-street parking and loading facilities are designed in a manner that will ensure efficiency, protect public safety and, where appropriate, protect surrounding land uses from adverse impacts. [Ord. 1672 § 1 (Att. A), 2023; Ord. 1432 § 1 (Att. A), 2012; Ord. 1373 § 1 (Exh. A), 2010; Ord. 1146 (Exh. A), 2000.]

14.12.020 Applicability.

This chapter shall apply to all developments, land use activities and permit applications undertaken in compliance with this title and LMC Titles 15, 16, 17 and 18, as well as any applicable activities governed by the city shoreline master program. [Ord. 1672 § 1 (Att. A), 2023; Ord. 1432 § 1 (Att. A), 2012; Ord. 1373 § 1 (Exh. A), 2010; Ord. 1146 (Exh. A), 2000.]

14.12.030 Compliance required.

The provision and maintenance of off-street parking and loading stalls are continuing obligations of the property owner. No development, land use, and/or building permit shall be issued until compliance with the provisions contained herein is reviewed and approved by the community development director. The subsequent occupancy and/or use of buildings, structures, and property for which a permit is issued shall be conditional upon the unqualified continuance and availability of the amount of parking and loading stalls required by this chapter. Use of property in violation hereof shall be a violation of this chapter, subject to the enforcement provisions found in LMC

Title 21. [Ord. 1672 § 1 (Att. A), 2023; Ord. 1432 § 1 (Att. A), 2012; Ord. 1373 § 1 (Exh. A), 2010; Ord. 1146 (Exh. A), 2000.]

14.12.040 Change of use – Effect.

Should the owner or occupant of a lot or building change the use to which the lot or building is put, thereby increasing off-street parking or loading requirements, it is unlawful and a violation of this title to begin or maintain such altered use until the required increase in off-street parking or loading is provided. [Ord. 1672 § 1 (Att. A), 2023; Ord. 1432 § 1 (Att. A), 2012; Ord. 1373 § 1 (Exh. A), 2010; Ord. 1146 (Exh. A), 2000.]

14.12.045 Expansion of existing use – Effect.

Prior to occupancy of an expanded (enlarged) floor area, off-street vehicle parking shall be provided in accordance with LMC 14.12.150 based on the expanded square footage. [Ord. 1672 § 1 (Att. A), 2023; Ord. 1432 § 1 (Att. A), 2012.]

14.12.050 Requirements for other uses – Authority.

Off-street parking and loading requirements for types of buildings and uses not specifically listed in this chapter shall be determined by the community development director in consultation with the public works director, based upon the requirements of comparable uses listed in this chapter or may be adjusted based upon a professional traffic impact study supplied to and accepted by the city. [Ord. 1672 § 1 (Att. A), 2023; Ord. 1432 § 1 (Att. A), 2012; Ord. 1373 § 1 (Exh. A), 2010; Ord. 1146 (Exh. A), 2000.]

14.12.060 Requirements – Where more than one use.

In the event several uses occupy a single structure or parcel of land, the total requirements for off-street parking and loading shall be the sum of the requirements of the various land uses computed separately. Off-street parking and loading facilities for one use shall not be considered as providing required facilities for any other use. [Ord. 1672 § 1 (Att. A), 2023; Ord. 1432 § 1 (Att. A), 2012; Ord. 1373 § 1 (Exh. A), 2010; Ord. 1146 (Exh. A), 2000.]

14.12.070 Joint use permitted when.

Owners of two or more uses, structures or parcels of land may agree to use jointly the same parking and loading stalls where the hours of operation do not overlap, provided substantial proof is presented to the city in the form of a written agreement pertaining to the cooperative use of the parking facilities for the life of the related uses. [Ord. 1672 § 1 (Att. A), 2023; Ord. 1432 § 1 (Att. A), 2012; Ord. 1373 § 1 (Exh. A), 2010; Ord. 1146 (Exh. A), 2000.]

14.12.080 Plan required.

A plan, drawn to scale, indicating how the off-street parking and loading requirements are to be fulfilled shall accompany a request for a building or other parking permit(s). Such plan shall be compliant with applicable development standards within this title. [Ord. 1672 § 1 (Att. A), 2023; Ord. 1432 § 1 (Att. A), 2012; Ord. 1373 § 1 (Exh. A), 2010; Ord. 1146 (Exh. A), 2000.]

14.12.090 Off-street loading berths.

A. For each use for which a building is to be erected or structurally altered to the extent of increasing the floor area to equal the minimum floor area required to provide loading stalls, and which will require the receipt or distribution of materials or merchandise by truck or similar vehicle, there shall be provided off-street loading stalls on the basis of minimum requirements in the table that follows. Uses with an average of one delivery truck a day or more (not including UPS, FedEx or similar delivery trucks) shall provide a berth area in compliance with other requirements of this chapter.

Industrial, manufacturing wholesale, warehouse, similar uses	
	1 berth for each 50,000 square feet or part thereof, after the first 100,000 square feet
Restaurants	
	1 berth for each 50,000 square feet or part thereof, after the first 100,000 square feet
Hospitals, convalescent/nursing homes and similar institutions	

	1 berth for each 50,000 square feet or part thereof, after the first 100,000 square feet
Department stores, retail and other commercial uses	
10,000 – 20,000 square feet	1 berth
20,001 – 50,000 square feet	2 berths, and 1 additional berth for each additional 50,000 square feet

B. Size. A loading berth shall contain space at least 10 feet wide, 50 feet long and have a height clearance of at least 14 feet.

C. Location.

1. Within the central commercial zoning district, where a structure and/or use 30,000 square feet or less in size is required to provide off-street loading and is adjacent to an existing alley, said alley may be used to fulfill the off-street loading berth.
2. Berth areas, whether physically designated or not, shall meet the requirements/intent of the fire code, shall not block parking, shall not impact traffic circulation in a negative manner, shall not impact adjacent properties in a negative manner, and shall not intrude into street rights-of-way.
3. The berth area is not required to be physically demarcated as a loading/unloading only area and may be used for multiple purposes so long as the functionality of the berth as a loading/unloading area is maintained.

D. Modification. If a loading berth has been provided in connection with an existing use, the loading berth shall not be eliminated if elimination would result in less berth area than is required to adequately handle the needs of the particular use. [Ord. 1672 § 1 (Att. A), 2023; Ord. 1432 § 1 (Att. A), 2012; Ord. 1373 § 1 (Exh. A), 2010; Ord. 1146 (Exh. A), 2000.]

14.12.100 Stacked parking.

Stacked parking areas must comply with all of the development standards in this chapter, except as superseded by this section.

A. Dimensions. Minimum stall width shall be eight and one-half feet and depth shall be 16 feet.

B. Enclosed. Stacked parking areas shall be located below ground level or enclosed within a structure. Additionally, stacked parking facilities may be located within a parking garage.

C. Layout. Parking layout requirements may be modified when the stacked parking area is fully automated or accessed only by attendants (employees). Stacked parking accessed without an attendant shall meet the layout requirements of LMC 14.12.170(D) and (E). All layouts shall be reviewed and approved for adequate fire access.

D. Striping. Stacked parking areas are not required to be striped.

E. Landscaping. Stacked parking areas located below ground level or enclosed within a structure are exempt from landscaping requirements. Stacked parking within a parking garage shall meet the landscaping requirements of LMC 14.12.190(G). [Ord. 1672 § 1 (Att. A), 2023; Ord. 1590 § 1 (Exh. A), 2019. Formerly 14.12.115.]

14.12.105 Off-street loading berth location.

Repealed by Ord. 1672. [Ord. 1432 § 1 (Att. A), 2012; Ord. 1373 § 1 (Exh. A), 2010; Ord. 1268 (Exh. D), 2005.]

14.12.110 Off-street loading elimination prohibited when.

Repealed by Ord. 1672. [Ord. 1432 § 1 (Att. A), 2012; Ord. 1373 § 1 (Exh. A), 2010; Ord. 1146 (Exh. A), 2000.]

14.12.120 Off-street parking required when.

In all districts, except the central commercial district, for each new structure or change of use which increases the structure or use in area 50 percent or more, there shall be provided and maintained off-street parking facilities in

conformance with the provisions of this chapter; provided, however, that in the central commercial district, hotels, motels, bed and breakfasts, apartments and condominiums shall provide off-street parking on a ratio of one parking stall per guest room, suite or dwelling unit, as the case may be. Off-street parking requirements, as contained in this chapter, shall also be mandatory for any new development in the central commercial district that is greater than 10,000 square feet in size. [Ord. 1672 § 1 (Att. A), 2023; Ord. 1432 § 1 (Att. A), 2012; Ord. 1373 § 1 (Exh. A), 2010; Ord. 1146 (Exh. A), 2000.]

14.12.130 Off-street parking elimination prohibited when.

If a parking stall(s) has been provided in connection with an existing use or is added to an existing use, the parking stall(s) shall not be eliminated if elimination would result in less stalls than required by this chapter. [Ord. 1672 § 1 (Att. A), 2023; Ord. 1432 § 1 (Att. A), 2012; Ord. 1373 § 1 (Exh. A), 2010; Ord. 1146 (Exh. A), 2000.]

14.12.140 Off-street parking area measurements.

Repealed by Ord. 1672. [Ord. 1432 § 1 (Att. A), 2012; Ord. 1373 § 1 (Exh. A), 2010; Ord. 1146 (Exh. A), 2000.]

14.12.150 Off-street parking number of stalls required.

Standards for off-street parking shall be as follows:

When the city has received a shell building permit application, off-street parking requirements shall be based on the possible tenant improvements or uses authorized by the zone designation and compatible with the limitation of the shell permit. Where square feet are specified, the area measured shall be the gross floor area. Where fractional spaces result, the parking spaces required shall be rounded up to the nearest whole number.

A. Residential.

1. Single-, two- and multifamily dwellings, one stall per zero to 1,500-square-foot dwelling unit and two stalls for 1,500-square-foot and greater dwelling unit; however, multifamily developments, with more than 20 dwelling units, located within one-half mile from a public transit park-and-ride may reduce the associated parking requirements by five percent;
2. Boardinghouse, lodging or rooming house, two stalls per three guest accommodations plus one additional stall for the owner or manager and each employee.

B. Hotel or motel, one stall per sleeping unit and one stall per three employees and staff.

C. Institutional.

1. Welfare or correctional institution, sanitarium, nursing home, retirement home, rest home or convalescent home, one stall per five beds for patients or inmates and one stall per 3,000 square feet for employees and staff;
2. Hospital, one stall per bed and one stall per 3,000 square feet for employees and staff.

D. Places of Public Assembly.

1. Church, one stall per 350 square feet of floor area;
2. Library, reading room, museum, art gallery, one stall per 250 square feet of floor area;
3. Preschool, nursery, day nursery, kindergarten, one stall per teacher or adult supervisor and one pick-up and loading zone for every 25 students;
4. Elementary or junior high school, one stall per 500 square feet of floor area;
5. High school or college, one stall per 250 square feet of floor area;
6. Auditorium, gymnasium, club, lodge hall, or other place of public assembly, one stall per 250 square feet of floor area.

Commented [MB1]: Consider adding language for a fee-in-lieu of parking for those properties within the CC District, rather than exempting them.

Commented [MB2]: Review these standards and see if there is need for adjustment. Are any uses missing? How do these uses align with the current district use chart?

E. Commercial Amusement.

1. Stadium, arena, theater, one stall per 250 square feet of floor area;
2. Bowling alley, one stall per 250 square feet of floor area;
3. Dance hall, skating rink, one stall per 250 square feet of floor area;
4. Outdoor commercial amusement enterprise (except golf course and drive-in theater), one stall per 300 square feet of ground area;
5. Archery club, gun club, tennis club, swimming club, or similar athletic club, one stall per 100 square feet of floor area in clubhouse or 300 square feet of ground area, whichever requirement is greater;
6. Golf course, one stall per 100 yards in length of the course plus one stall per 500 square feet in the clubhouse.

F. Commercial.

1. Retail store (except as provided in subsection (F)(2) of this section), one stall per 500 square feet of floor area;
2. Retail store exclusively handling bulky merchandise such as automobiles or furniture, one stall per 3,000 square feet of floor area;
3. Service or repair shop, one stall per 600 square feet of floor area;
4. Bank, office (except medical or dental), one stall per 300 square feet of floor area;
5. Medical or dental office, one stall per 200 square feet of floor area;
6. Mortuary, one stall per 250 square feet of floor area;
7. Eating or drinking establishments, one stall per 100 square feet of floor area. For the purposes of eating or drinking establishments parking calculations, the net floor area shall be used (assembly and service area only);
8. Open-air market, used car sales lot, one stall per 1,500 square feet of land area.

G. Industrial. Manufacturing, fabricating, assembling, processing, packing, or storage establishments, wholesale establishment, freight depot, one stall per 1,000 square feet of area used.

H. Where electric vehicle charging stations are provided in parking lots or parking garages, accessible electric vehicle charging stations shall be provided at 50 percent of the total required ADA spaces. [Ord. 1672 § 1 (Att. A), 2023; Ord. 1432 § 1 (Att. A), 2012; Ord. 1398 § 1 (Exh. A), 2011; Ord. 1373 § 1 (Exh. A), 2010; Ord. 1146 (Exh. A), 2000.]

14.12.155 Access standards.

A. Access Preference. The following priority rating is intended to encourage alley use, when feasible. Subdivisions and new access requests should consider how to use alleys for access rather than adding traffic through neighborhoods.

1. Access from the alley is preferred with an indemnity waiver.
2. Access from a shared driveway or easement to a rear parking area, or optionally to a side or front parking area.
3. Access from a single driveway to a rear parking area, or optionally to a side or front parking area.

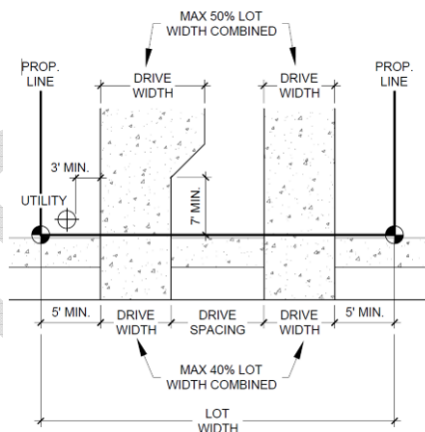
B. Access. When access is from more than one street, the lesser classified street shall be used; if they have the same classification, the property owner may choose the access street. [Ord. 1672 § 1 (Att. A), 2023.]

14.12.157 Driveway standards.

A. Driveways shall be located a minimum five feet from the [side](#) property line, except for shared driveways [and flag lots](#). All driveways shall be located a minimum of three feet from aboveground utilities (such as hydrants, power poles and water boxes).

B. Second Driveways. For accessory dwellings, duplexes or multifamily development, an additional driveway may be placed when all of the following can be met:

1. Access is not provided from a collector street (such as Ski Hill Drive and Pine Street); and
2. No more than 40 percent of the property lot line, if used for combined driveways, is used for the driveway; and
3. The driveway width (combined for more than one driveway) shall be between 10 and 24 feet for the first 10 feet (minimum) of the property, where it may widen to a maximum of 50 percent of the lot width.



C. Driveways shall be designed and constructed consistent with the adopted construction standards, except driveways from an alley may be graveled. Pervious paving may be used, after the first seven feet from the access point, when meeting the stormwater requirements. If there is a through driveway connecting to both a public street and an unpaved alley, the driveway and associated parking shall be impervious surfaces.

D. Driveways shall be designed to meet stormwater requirements. [Ord. 1672 § 1 (Att. A), 2023.]

14.12.160 Residential parking standards.

In addition to the access standards of LMC 14.12.155 and driveway standards of LMC 14.12.157, all residential parking shall meet the following:

A. For single- and two-family dwellings, parking (any parking of four or fewer parking spaces) shall be located on the same lot as the dwelling(s) and may be part of the driveway so long as all required setbacks are met.

1. Where the dwelling has approval as a bed and breakfast, parking may be accessed either from the alley or a street.

B. For rooming houses, lodging houses or boardinghouses, parking shall be located within 200 feet from the dwelling, measured in a straight line from the dwelling.

C. Multifamily dwellings shall follow the parking lot requirements when five or more parking spaces are required.

D. Parking may be located after the first seven feet from the property line abutting a street, alley or public access easement.

E. Parking area shall be paved with a minimum width of 10 feet or the width of the garage, parking stalls, and/or carport, and a maximum of 50 percent of the lot width. On 30-foot-wide lots, the paved area shall be a maximum of 10 feet in width and parking shall be at right angles to the street.

F. Parking areas shall follow the adopted construction standards, except single-family, accessory and duplex parking off a city alley may be graveled.

G. Each parking space shall be a minimum of eight and one-half feet by 18 feet. [Ord. 1694 § 1 (Att. A-1), 2024; Ord. 1672 § 1 (Att. A), 2023; Ord. 1432 § 1 (Att. A), 2012; Ord. 1398 § 1 (Exh. A), 2011; Ord. 1373 § 1 (Exh. A), 2010; Ord. 1268 (Exh. D), 2005; Ord. 1146 (Exh. A), 2000.]

14.12.162 Commercial and industrial parking standards.

In addition to the access standards of LMC 14.12.155 and driveway standards of LMC 14.12.157, all commercial and industrial parking shall meet the following:

A. Required off-street parking shall be located in the same zoning district.

B. Off-street parking stalls for all uses and buildings except as otherwise provided in this chapter shall be located not farther than 500 feet from the building or use they are required to serve, measured in a straight line from the building or use.

C. Off-street parking required for uses in the central commercial district may be located not farther than 900 feet from the building or use it is intended to serve.

D. When all or part of the required parking for a use is to be provided on a lot other than the lot on which the use requiring parking is located, a covenant must be recorded to establish off-site parking. The covenant must be submitted to the city by or on behalf of the owner of the off-site parking lot along with written consent of the owner of the lot on which the use requiring parking is located, or such owner's authorized representative. The covenant must be recorded only after the applicant has demonstrated that the off-site parking complies with all applicable requirements of this title and applicable zoning requirements within LMC Title 18.

E. Parking for city-owned and/or managed projects where employees will not be working on site on a daily basis may be located anywhere within the commercial zone districts of the city. If employees work on site, parking for the employees and visitors shall be provided in accordance with the provisions of this chapter.

F. Parking designs shall be consistent with LMC 14.12.170. [Ord. 1672 § 1 (Att. A), 2023.]

14.12.165 Off-street parking electric vehicle charging station stalls.

A. Purpose. For all parking lots or garages, except those that include restricted electric vehicle charging stations.

B. Number. No minimum number of charging station stalls is required.

C. Minimum Parking Requirements. An electric vehicle charging station stall may be included in the calculation for minimum required parking stalls that are required pursuant to other provisions of this code.

D. Location and Design Criteria. The following required and additional design criteria are provided in recognition of the various parking lot layout options:

1. Where provided, parking for electric vehicle charging purposes is required to include the following:

- a. Signage. Each charging station stall shall be posted with signage indicating the stall is only for electric vehicle charging purposes.
- b. Maintenance. Charging station equipment shall be maintained in all respects, including the functioning of the charging equipment. A phone number or other contact information shall be provided on the charging station equipment for reporting when the equipment is not functioning or other problems are encountered.
- c. Accessibility. Where charging station equipment is provided within an adjacent pedestrian circulation area, such as a sidewalk or accessible route to the building entrance, the charging equipment shall be located so as not to interfere with accessibility requirements of WAC 51-50-005.
- d. Lighting. Where charging station equipment is installed, adequate site lighting shall exist, unless charging is for daytime purposes only. [All lighting shall comply with LMC Chapter 14.28 Lighting Standards.](#)

2. Parking for electric vehicles should also consider the following:

- a. Notification. Information on the charging station, identifying voltage and amperage levels and any time of use, fees, or safety information.
- b. Signage. Installation of directional signs at the parking lot entrance and at appropriate decision points to effectively guide motorists to the charging station stall(s).

E. Data Collection. To allow for maintenance and notification, the city will require the owners of any private new electric vehicle infrastructure station that will be publicly available (see definition of “electric vehicle charging station – public,” LMC 21.90.030) to provide information on the station’s geographic location, date of installation, equipment type and model, and owner contact information. [Ord. 1672 § 1 (Att. A), 2023; Ord. 1432 § 1 (Att. A), 2012; Ord. 1398 § 1 (Exh. A), 2011.]

14.12.170 Off-street parking lot – Design requirements.

Parking lots shall meet the following standards:

A. All parking, maneuvering and loading areas shall be paved.

B. No parking stalls shall be located within 15 feet of an ingress point of a parking lot or designed in a manner which permits backing movements or other maneuvering within a street, other than an alley.

C. Snow storage areas shall not cover catch basins nor eliminate any required parking stalls. If snow storage is not on site, a suitable agreement for off-site snow storage must be approved by the city.

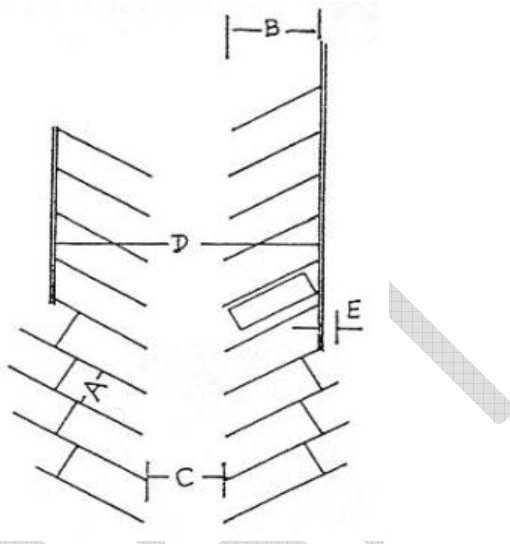
D. The following table shall be the required parking dimensional requirements. Alternatives may be approved by the city engineer when meeting standard design principles.

Angle (in degrees)	Stall Width ^a	Stall Depth ^b	One-Way Aisle Width ^c	Parking Module Width ^d	Vehicle Overhang ^e
0 – Parallel Parking	8 ft. 6 in.	17 ft. 6 in.	10 ft. 0 in.	27 ft. 6 in.	2 ft. 6 in.
45	8 ft. 6 in.	17 ft. 6 in.	12 ft. 6 in.	47 ft. 6 in.	2 ft. 0 in.
60	8 ft. 6 in.	19 ft. 0 in.	14 ft. 6 in.	52 ft. 6 in.	2 ft. 3 in.
75	8 ft. 6 in.	19 ft. 0 in.	17 ft. 6 in.	55 ft. 6 in.	2 ft. 6 in.
90	8 ft. 6 in.	18 ft. 0 in.	20 ft. 0 in.	59 ft. 0 in.	2 ft. 7 in.

a. Stall width.

Commented [MB3]: Consider adding a dimensional standard for snow storage

- b. Stall depth.
- c. Aisle width.
- d. Parking module width.
- e. Vehicle overhang.



E. Measurements.

1. Aisle Width (Item “c” in Graphic). The minimum aisle width for two-way traffic is 23 feet zero inches for all parking angles. The minimum aisle width for one-way traffic, service drives, or any other vehicle access is 10 feet. However, if the parking aisle also serves as a fire lane, the minimum unobstructed width shall be 20 feet.
2. Parking Stall Depth and Overhangs (Items “b” and “e” in Graphic). If the parking stall has a curb stop, the vehicle overhang dimension that corresponds to the parking angle shall count towards the parking stall depth dimension.
3. Curb Cuts. Curb cuts to all off-street parking lots shall be a minimum of five feet from the aisle edge and not exceed a maximum of 33 feet in total width for two-way traffic. Curb cut width shall be measured from the top of the curb slope. Curb cuts shall be separated a minimum of 10 feet.
4. Curb cuts to all off-street parking facilities for one-way traffic shall be a minimum of 10 feet wider than the access aisle serving the off-street parking facility. The additional 10 feet in width shall be divided so as to ensure the access aisle lane is centered between the curb cuts.

F. Barrier-Free Parking. Parking stalls shall meet the standards set forth in Chapter 51-40 WAC, as it now reads or is hereafter amended.

G. A stormwater drainage plan, including a maintenance plan, utilizing best management practices shall be submitted for approval by the city public works director. Stormwater drainage systems shall be maintained by the property owner.

H. All parking facilities shall be permanently maintained in such a way that dust is not emitted from the parking area/lot, and shall be free of weeds, litter, debris and graffiti. Parking areas/lots shall be striped biannually. Minimum surface requirements of the parking areas/lot shall follow the adopted construction standards.

I. Lighting shall be in conformance with Chapter 14.28 LMC, Lighting Standards. [Ord. 1672 § 1 (Att. A), 2023; Ord. 1432 § 1 (Att. A), 2012; Ord. 1373 § 1 (Exh. A), 2010; Ord. 1268 (Exh. C), 2005; Ord. 1146 (Exh. A), 2000.]

14.12.180 Off-street parking underground parking – Design requirements.

Repealed by Ord. 1672. [Ord. 1432 § 1 (Att. A), 2012; Ord. 1373 § 1 (Exh. A), 2010; Ord. 1146 (Exh. A), 2000.]

14.12.185 Off-street parking underground parking facility in the multifamily zone district to provide parking for a commercial zone district.

Repealed by Ord. 1672. [Ord. 1432 § 1 (Att. A), 2012; Ord. 1373 § 1 (Exh. A), 2010.]

14.12.190 Landscaping requirements for parking lots.

The following provisions shall be required for all parking facilities except single-family, duplex, or accessory dwelling units. Multifamily developments shall meet the requirements of subsection (H) of this section.

A. Compliance with the provisions contained in this section shall be demonstrated during the permit review process by submittal of a scaled landscape plan prepared by the applicant. The plan shall include a legend showing botanical and common names, mature plant sizes according to the species and the variety and/or cultivar selected (armor and fruit-litter-free where possible), quantities, locations, dimensions of planted area and percentage of parking lot landscaping. Additionally, the applicant shall submit a separate irrigation plan showing the required permanent, underground automatic irrigation system with backflow prevention device. Both plans shall be reviewed and approved by the city prior to any permit approvals.

B. It is the responsibility of the property owner to ensure all landscaped areas shall be continuously maintained in a healthy growing condition, which shall be a pest-free condition (free of harmful insects, diseases, and weed infestations). If living tree, shrub and/or other plant materials are damaged or destroyed by any means, they shall be replaced with suitable materials in suitable quantities. An alternative replacement plan that maintains the continuity of the overall landscape program may be reviewed and approved by the city at the property owner's request.

C. If existing, well-established trees that have a trunk diameter of six inches or greater, as measured four feet above ground level, and/or vegetation (excluding noxious weeds and grasses) can realistically be utilized, they shall be preserved and incorporated into the overall landscape program.

D. A combination and variety of trees and/or shrubs, as well as living ground cover (can be in conjunction with natural ornamental landscaping materials such as bark), shall be provided in each landscaped area. The plant materials that are chosen shall be those best suited to the climate within the Leavenworth area, and shall be capable of providing shade to the parking facility within 15 years of planting.

E. A permanent, underground, and automatic irrigation system shall be installed and permanently maintained in all landscaped areas. Installation of the landscaping shall include preventative measures intended to reduce the necessary maintenance activities, particularly the incidence of weed growth.

F. The following minimum provisions shall be required for all parking facilities:

1. A minimum of 15 percent of the net asphalt area of all surface parking lots shall be landscaped. Projects with 3,000 square feet or less of gross area (pre-landscaping) may qualify for a reduction down to 10 percent (rather than 15 percent) required landscaping if designed with the assistance of a city-approved licensed landscape architect or designer. The city shall have the authority to approve, approve with conditions, or disapprove of the design and has the discretion to determine the required percentage anywhere between 10 and 15 percent. There are no administrative appeals to the decision of the city; however, the applicant may reapply with a revised or new proposal. "Parking lots" does not include walkways, pedestrian corridors and/or paths.

2. Where parking facilities adjoin a public right-of-way, except where located adjoining an alley, a landscaped planting strip at least six feet wide shall be established and continuously maintained between the back side of the public sidewalk and the parking lot. Where there exists area between the back side of the sidewalk and the property line, the entire distance between the sidewalk and the property line shall be landscaped. Any planting within 15 feet of a driveway shall not exceed 30 inches in height above street grade.

3. Where parking lots adjoin a residential or recreational zoning district, a landscaped planting strip at least 15 feet wide shall be established and continuously maintained between the parking lot and adjacent properties. If either a fence or wall is incorporated into this landscaping strip, the width may be reduced by 50 percent; provided, that any fencing shall be constructed of wood and be sight-obscuring; and any walls shall be constructed with masonry, blocks or textured concrete, with climbing plants and vines used to add texture and soften the appearance of both sides of the wall. Such wall or fence shall be a minimum of four feet in height, and not exceed the maximum allowed for fencing within the zoning district and, if no standard is specified, no fence or wall shall exceed eight feet in height. No fence within 15 feet of a driveway may exceed three feet in height. The community development director or designee, working in consultation with a landscape specialist, may allow an administrative deviation from the 15-foot-wide landscaping buffer, when demonstrated that the intent of screening, separation, stormwater control, plant health, snow storage and/or other aspects of buffer function and use are not adversely affected. For the purposes of this section, "landscape specialist" may include, but is not limited to, landscape architect, landscape designer, and/or person with knowledge of horticulture, design and biological science to create and maintain outdoor environmental space.

4. Provisions shall be made to ensure that five-foot pedestrian paths connecting the parking lot with the public right-of-way are provided throughout the landscaped areas.

5. At least one tree for every six parking stalls (if less than six, then no tree is required) shall be included in the development of the overall landscape program. The first priority in meeting this provision is to preserve existing, well-established trees that do not interfere with the safety, operation and functioning of the parking lot. Trees shall be dispersed throughout the parking lot, particularly adjacent to public rights-of-way; however, appropriate clustering of trees may be permitted, as approved by the city, particularly when existing trees are preserved within the parking lot.

6. All areas in a parking facility not used for driveways, maneuvering areas, parking stalls or walks shall be permanently landscaped with suitable materials and shall be permanently maintained, pursuant to a maintenance program submitted by the applicant and approved by the city.

7. Landscape borders, such as landscape timbers or blocks, to retain the landscaping materials and also to protect them from intrusion by vehicles are required.

8. To increase the parking lot landscaped area, a maximum of two feet (vehicle overhang area) of the parking stall depth may be landscaped in lieu of asphalt while maintaining the required parking dimensions.

G. The following minimum provisions shall be required for all structured parking:

1. For the purposes of this provision, "structured parking" means a multi-story car park (also called a parking garage, parking structure, parking ramp, or parking deck) which is a structure designed specifically to be for automobile parking and where there are a number of floors or levels on which parking takes place.

2. The structured parking shall have a continuous five-foot minimum perimeter landscaping strip except on the side property lines of interior lots where adjoining or common-wall construction is approved with an adjacent building. In addition to the applicable requirements of this section, the perimeter landscaping strip for a parking structure shall incorporate some vertical elements, such as trees, at least every 20 feet.

3. Landscaping materials shall be provided in planters and/or pots for five percent of the total surface deck areas. The planters and/or pots shall be distributed throughout the top deck areas and along the perimeter of intermediate decks.

4. For parking incorporated into a building, only the portions outside of the primary structure serving nonparking uses shall be landscaped to the above standards.

H. Multifamily Parking Facility. All multifamily parking facilities shall meet the following minimum landscaping standards:

1. Planting Area. A minimum five-foot-wide planting strip shall be provided adjacent to all street frontages and along all property lines which front upon a residential district. The total landscaped planting area, exclusive of lawns, shall not be less than eight percent of the gross project area.
2. Trees. One tree shall be required for each 250 square feet of required planting area. Trees of two-inch caliper (measured three feet above ground level) are required. At least one out of every four of the required trees shall be planted within the interior (20 feet from any lot line, unless prevented by the structures). Nuisance trees, which are susceptible to breakage, disease, or insect infestation, or which have undesirable growth habits (roots which invade sewer lines, trees which produce messy blooms and/or fruit) should be avoided.
3. Shrubs. The planting area must be 50 percent covered with shrubs which are two feet or higher at maturity.
4. Ground Cover. Ground cover is required to complete the landscaping of the planting areas.
5. Other Areas. All areas not covered by structures, paving or landscaped planting areas shall be maintained with native ground cover or grasses when adjacent to a residential zoning district.
6. Irrigation and Maintenance. A permanent, underground irrigation system shall be provided for all planting areas and lawns. All plantings shall be the owner's responsibility to maintain and replace as needed.
7. [A landscape and irrigation plan in accordance with subsections A-D of this Chapter shall be submitted at the time of building permit submittal for all new multifamily developments.](#) [Ord. 1672 § 1 (Att. A), 2023; Ord. 1432 § 1 (Att. A), 2012; Ord. 1373 § 1 (Exh. A), 2010; Ord. 1268 (Exh. D), 2005; Ord. 1146 (Exh. A), 2000.]

¹ Prior ordinance history: Ords. 531, 551, 706, 732, 780, 919, 1049 and 1057.