

Attachment 4

18.86.040 General requirements.

Low impact development best management practices shall be used for parking lot design and construction, unless site and soil conditions make low impact development infeasible as determined by the Stormwater Management Administrator. Low impact development best management practices shall be designed and constructed in accordance with the *Low Impact Development Technical Guidance Manual for Puget Sound* (current edition) and approved by the Storm Water Management Administrator.

Additionally, a[A]ny required off-street parking and loading facilities shall be developed in accordance with the following standards:

- A. Any on-premises parking area which contains parking spaces located more than three hundred feet from the perimeter of the site shall require the hearing body approval for the entire parking lot.
- B. All required parking must be under the same ownership as the development site served, except through special covenant agreements as approved by the city attorney, which bind the parking to the development site.
- C. In any residential district, public or private parking areas and parking spaces are not permitted in any required yard except as provided herein:
 - 1. Vacation trailers, boat trailers, camperettes and other vehicles not in daily use are restricted to parking in front yard setback for not more than forty-eight hours, and mobile homes, vacation trailers, boat trailers, camperettes and all other vehicles not in daily use are permitted to be located in the required rear yards. Variances from this requirement, if no feasible alternative exists, may be granted by the hearing body.
 - 2. Public or private parking areas, parking spaces of any building intended for parking which is developed or maintained in conjunction with any building or use permitted in any rear or side yard that abuts an alley, provided the parking areas,

structures or spaces comply with the parking dimensions available from the city engineer.

D. Parking will be to the rear or side for all apartments and condominiums unless otherwise specified in the municipal code or in the City of Monroe [Infill, Multifamily, and Mixed Use Design Standards](#).

E. Parking Area and Parking Area Entrance and Exit Slopes. The slope of off-street parking spaces shall not exceed eight percent. The slope of entrance and exit driveways providing access for off-street parking areas and internal driveway aisles without parking spaces shall not exceed fifteen percent.

F. Driveways and Maneuverability.

1. Adequate ingress to and egress from each parking space shall be provided without moving another vehicle and without backing more than fifty feet.
2. Turning and maneuvering space shall be located entirely on private property unless specifically approved by the city engineer.
3. All parking spaces shall be internally accessible to one another without re-entering adjoining public streets except where no other alternative exists.
4. When off-street parking is provided in the rear of a building and a driveway or lane alongside the building provides access to rear parking area, such driveway shall require a minimum width of twelve feet and a sidewalk of at least a three-foot section, adjoining the building, curbed or raised six inches above the driveway surface.
5. Ingress and egress to any off-street parking lot should not be located closer than twenty feet from point of tangent to an intersection unless allowed by the city engineer.
6. The city engineer may require ingress separate from an egress for smoother and safer flow of traffic.

G. Surface.

~~1. THE SURFACE OF ANY REQUIRED OFF-STREET PARKING OR LOADING FACILITY SHALL BE PAVED WITH ASPHALT OR CONCRETE (LOOSE SURFACES INCLUDING GRAVEL, CRUSHED ROCK, OR SIMILAR AGGREGATE MATERIALS ARE PROHIBITED) UNLESS OTHERWISE APPROVED BY THE HEARING BODY AND SHALL BE GRADED AND DRAINED SO AS TO DRAIN ALL SURFACE WATER, IN ACCORDANCE WITH THE CITY'S DRAINAGE ORDINANCES. POROUS PAVING, SUCH AS PERVIOUS ASPHALT OR CONCRETE, MAY BE CONSIDERED FOR USE WHEN THE PROPOSED APPLICATION COMPLIES WITH STANDARDS OF THE DEPARTMENT OF ECOLOGY STORMWATER MANAGEMENT MANUAL FOR WESTERN WASHINGTON (CURRENT EDITION) AND IS APPROVED BY THE DIRECTOR AND CITY ENGINEER.~~

2. All traffic-control devices such as parking stripes designating parking spaces, directional arrows or signs, bull rails, curbs and other developments shall be installed and completed as shown on the approved plans.

3. Paved parking areas shall use paint or similar devices to delineate parking spaces and direction of traffic.

4. Where pedestrian walks are used in parking lots for the use of foot traffic only, they shall be curbed or raised six inches above the lot surface where possible.

5. Wheel stops shall be required on the periphery of parking lots so cars will not protrude into the right-of-way, or off the parking lot or strike buildings. Wheel stops shall be two feet from the end of the parking of head-in parking.

H. Parallel parking spaces shall be designed so that doors of vehicles do not open onto the right-of-way.

I. Obstructions. No obstruction, which would restrict car door opening, shall be permitted within five feet of the centerline of a parking space.

J. Lighting. Any required lighting shall be installed as required in Chapter [15.15](#) MMC.

K. Curb Cuts. All parking areas shall have specific entrance and/or exit areas to the adjacent rights-of-way. The width of access roads and curb cuts shall be determined by the city engineer. The edge of the curb cut or access road shall be finished as required by the city engineer for safe movement of vehicles or pedestrians. Curb cuts in single-family districts shall be limited to a maximum of twenty feet in width and the location shall be approved by the city engineer.

L. No commercial trucks over eight thousand pounds gross vehicle weight, machinery, bulldozers or similar construction equipment shall be allowed to be stored or parked in any residential zones without a permit as required by other city ordinances.

M. Parking spaces shall not be used for permanent or semipermanent parking or storage of trucks or materials.