

EXHIBIT D

19.12.050 Vehicular and pedestrian circulation.

A. Objectives.

1. To create an attractive street edge and unified streetscape, to encourage pedestrian activity in commercial areas, stimulate business, maintain adequate public safety, and create a sense of community.
2. To provide for safe and efficient parking and loading areas while minimizing their visual and noise impacts.
3. To provide safe and efficient pedestrian connections within and between projects and the public way to enhance safety and circulation.

B. Standards.

1. Vehicular circulation characteristics.

- a. *Parking lot design.* Parking areas should be designed for efficient and safe ingress and egress by vehicles and should not inhibit safe pedestrian movement or circulation. Parking lot design should be subordinate to the overall site design and should be located behind new buildings when appropriate and physically feasible. Below grade parking is also encouraged. Planting strips should be incorporated between parking aisles in new and expanded parking lots where space permits. Parking lot development standards, such as stall and aisle dimensions, are contained in appendix A.
- b. *Loading docks.* Proposed development of features such as loading docks, and other features designed to support activities with a substantial likelihood of generating significant noise should be designed with noise attenuation walls and sited in a manner to limit impacts to adjacent properties and pedestrian areas.

2. Pedestrian circulation characteristics.

- a. *Pedestrian improvements.* All developments shall provide for pedestrian access including pedestrian walkways, sidewalks, and/or paths. Areas for sitting and gathering should be provided as an integral part of regulated public facilities, regulated residential and commercial building design. Pedestrian improvements should be separated from vehicular areas by physical barriers such as curbs or landscaping. This requirement for new parking lots with fewer than 20 spaces and for additions or remodels may be waived or modified where the applicant can demonstrate that these standards would reduce the amount of parking below what would be required for the site.
- b. *On-site circulation for regulated public facilities and commercial buildings.* Proposed development should be linked to existing and planned walkways and trails. Entrances of all buildings should be linked to each other and to public ways and parking lots. Where possible and feasible, the pedestrian system shall connect to paths or sidewalks on neighboring properties.

3. Residential development parking standards.

- a. Garages and carports are not required in order to meet minimum parking requirements for residential development.
- b. Parking spaces that count towards minimum parking requirements may be enclosed or unenclosed.
- c. Parking spaces in tandem shall count towards meeting minimum parking requirements at a rate of one space for every 20 linear feet with any necessary provisions for turning radius. For

purposes of this subsection, "tandem" is defined as having two or more vehicles, one in front of or behind the others with a single means of ingress and egress.

- d. Existence of legally nonconforming gravel surfacing in existing designated parking areas may not be a reason for prohibiting utilization of existing space in the parking area to meet parking standards, up to a maximum of six parking spaces.
- e. Parking spaces are not required to exceed eight feet by 20 feet, except for required parking for people with disabilities.
- f. Required off-street parking shall not be a condition of permitting a residential project if compliance with tree retention pursuant to Chapter 19.10 MICC would otherwise make a proposed residential development or redevelopment infeasible.
- g. Parking spaces that consist of grass block pavers may count toward minimum parking requirements.
- h. Existing parking spaces that do not conform to the requirements of this section by June 6, 2024 are not required to be modified or resized, except for compliance with the Americans with Disabilities Act. Existing paved parking lots are not required to change the size of existing parking spaces during resurfacing if doing so will be more costly or require significant reconfiguration of the parking space locations.