

17.22.110 Parking. 

Project sponsors must make adequate provisions to meet the projected parking needs associated with all new development activities, including the construction of new buildings, the expansion of existing buildings, changes of use, and/or changes to the terms and conditions of occupancy such as enlarging, moving or increasing capacity by creating or adding dwelling units, commercial or industrial floor space, or seating facilities.

A. General Requirements.

1. Driveways, parking areas, and walkways shall be designed in accordance with the provisions of the Kelso Engineering Design Manual and shall accommodate pedestrians, motor vehicles and bicycles used by occupants or visitors of a building or use.

a. Please note that there are special parking requirements in the downtown design review overlay (Section [17.22.180](#)), the West Main pedestrian overlay, and the West Kelso multifamily design standards.

2. No building permit shall be issued until the city has approved plans that demonstrate that all parking requirements can be met.

a. No final certificate of occupancy shall be issued until all required parking is in place in accordance with city standards and the conditions of permit approval.

3. Existing parking deficits of legally established uses assigned to existing structures shall be allowed to continue even if a change of use occurs; provided, that in the judgment of the city the new use would not necessitate more parking spaces than the previous use.

4. Parking spaces serving residential dwelling units shall be located on the same lot with the building they serve, unless plans submitted for off-site or shared parking are approved by the city.

- a. [No more than three parking spaces shall be allowed in the front yard setback in all residential zones when the lot is 10,000 square feet or less in size.](#)
- b. [All driveways and other parking areas shall be hard surfaced with permanent materials such as HMA, concrete or unit pavers, and shall be designed to dispose of surface water and pollutants from motor vehicles in accordance with the provisions of the Kelso Municipal Code and the KEDM. Use of permeable pavement is encouraged where feasible.](#)
- c. [Parking spaces shall be a minimum 8.5 feet in width and 18 feet in length.](#)

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Commented [MM1]: Added a standard to limit the amount of parking in the 20' setback of the property.

Added applicable residential parking requirements from the Kelso Engineering Design Manual to the code so designers and developers can find them.

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5. All required parking in the NC, GC, and RC zones shall be provided on site unless:

- a. A shared parking agreement has been approved by the city; or
- b. A voluntary in lieu of payment to provide the required parking in a public or cooperative parking facility has been approved by the city; and/or
- c. A determination has been made by the city that adequate on-street parking exists to reasonably serve the new development.

6. All parking in the LI and GI zones shall be provided on site.

7. Parking Exceptions for Historic Structures. When a change in use within a historic structure would necessitate additional off-street parking, the additional off-street parking may be reduced or waived by the city, based on a finding that the reduction or waiver is necessary to preserve the historic character of the building or site. The applicant shall be required to show the need for a reduction or waiver and shall be the minimum necessary.

B. Spaces Required.

1. All parking lots shall comply with the minimum requirements for handicapped parking spaces, as required by Washington State regulations related to barrier-free facilities.

2. New residential developments shall provide the following off-street parking in accordance with the provisions of this section:

- a. Single-family: two approved parking spaces per unit;
- b. Multifamily: one and one-half approved parking spaces per unit; provided, that this may be reduced for projects of twenty or more units through a variance based on the results of a parking study documenting how parking requirements can be met on site;
- c. Mixed-use: one approved parking space per unit; and
- d. Accessory dwelling unit: one approved parking space per unit.

3. For all nonresidential uses or for special cases involving new residential developments, the required minimum parking amount shall be determined by the city. For determination by the city, the applicant shall supply:

- a. Documentation regarding actual parking demand for the proposed use; or
- b. Technical studies relating the parking need for the proposed use; or
- c. Required parking for the proposed use as determined by other comparable jurisdictions.
(Ord. 3889 § 3 (Exh. A), 2017)