Parking Study Overview

- Reviewed Marina Master Plan and worked closely with the Parking Committee:
  - Explored alternative methods to make parking requirements more flexible
  - Focused on decisions that complemented larger goals (pedestrian orientation, e.g.)
  - Explored ways to improve efficiency of existing assets
  - Investigated alternative locations, types and funding strategies for developing additional parking
- Coordinated study with Design Guideline development
Findings

- No enforcement or parking fees for on-street parking
- Storage takes up areas that could be used for parking
- Inconsistent striping and unpaved shoulders in some areas
- “Curb bulbs” eliminate some on-street parking capacity
- Total parking supply appears to accommodate total demand (DOES NOT account for deficiencies during special events or conflicts in high activity areas)
- Existing parking supply will not accommodate significant growth
- Code requirements are generally in line with ITE averages (retail and apartment requirements are more stringent)
- Many Marina District lots are too small for efficient parking layout
Draft Recommendations: Increase Efficiency

- Pave, stripe and clearly mark public parking areas / available spaces
- Enforce time limits; work with stakeholders
  - Begin monitoring during peak season
- Work with industrial employers to reduce employee use of public parking
- Consider forming a BID to fund parking enforcement and/or other marketing and physical improvements
Draft Recommendations:

Increase Efficiency

• Reroute traffic flow
  - Pursue revising traffic flow along Westhaven and Nyhus to a one-way traffic couplet (north-bound on Westhaven and southbound on Nyhus); this would:
    • Accommodate an 18’ travel lane, enabling parked cars to back out of angled spaces with minimal disruption to traffic flow
    • Allow for the potential to add parking spaces along the waterfront
    • Allow for curb bulbs, crosswalks, and other features to improve pedestrian safety
    • Retain 24’ to be divided between the waterfront esplanade/walkway and storefront sidewalk

Westhaven Drive
86’ R.O.W
Draft Recommendations:
Revise Code Requirements

• Per Design Guideline recommendations, reduce landscaping requirement
• Allow tandem parking for *residential*
• Allow 25% compact stalls (8x15) for lots with 4 or more spaces
• Reduce retail requirement to 3 spaces per 1,000 SF
• Allow existing retail to be “grandfathered in” (redevelopment must occur within 5 years)

Allowing tandem parking adds flexibility for some lot configurations
Recommendations:
Revise Code Requirements

• For retail requirement, allow developers to either provide off-site parking within 600 FT or contribute to a district-wide fee-in-lieu program;
  – 15% of requirement for large lots
  – 25% for medium lots
  – 50% for small lots

Small lots ≤ 10,000 SF
Medium lots 10,000 - 20,000 SF
Large lots > 20,000 SF
Recommendations: Fee-in-lieu

• Establish a fee-in-lieu program
  – Set fee at a level high enough to pay for public parking, yet low enough to attract development
    • Established by City Council with the advice of the City's Public Works Director based on current price for purchase of land & construction of off-street parking spaces or a rental fee for each space
    • Periodically reassess this fee level
    • The fee shall be paid before a building permit or occupancy permit is issued, whichever is earlier
    • In-lieu fees shall be deposited in a “commercial parking fund” account
**Recommendations:**

**Fee-in-lieu**

- Use fee-in-lieu funds to:
  - Help provide additional on-street parking
  - Develop surface lot on City portion of the lot on Harbor & Harms
    - Use unpaved site to accommodate overflow
    - Pave and stripe when funding accrues
- Work with the Port to develop additional parking on some or all of remaining Harbor & Harms lot as needed; reconfigure lot ownership to benefit all parties
  - lease or purchase outright
  - Swap portion of Port’s existing public lot (Lot #3)
## Code Revisions Summary

<table>
<thead>
<tr>
<th>Draft Recommendations Summary</th>
<th>Small Lot &lt;10,000 sf</th>
<th>Medium Lot 10,001-20,000 SF</th>
<th>Large Lot &gt;20,000 sf</th>
</tr>
</thead>
<tbody>
<tr>
<td>Open space minimum (balconies, decks, maintained view corridors, landscaping, etc)</td>
<td>10%</td>
<td>10%</td>
<td>15%</td>
</tr>
<tr>
<td>Ground level landscape minimum</td>
<td>0%</td>
<td>0%</td>
<td>7.5%</td>
</tr>
<tr>
<td>Tandem parking for residential</td>
<td>Allowed</td>
<td>Allowed</td>
<td>Allowed</td>
</tr>
<tr>
<td>Compact stalls allowed in lots &gt; 4 spaces</td>
<td>25%</td>
<td>25%</td>
<td>25%</td>
</tr>
<tr>
<td>Existing retail &quot;grandfathered in&quot;</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Reduce retail requirement to 3 per 1,000 sf</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Retail parking allowed off-site</td>
<td>50%</td>
<td>25%</td>
<td>15%</td>
</tr>
</tbody>
</table>
Effect of Code Revisions

• Existing parking code requirements limit likelihood of redevelopment on small lots and makes accommodating parking difficult on medium and large lots

• Proposed revisions
  – Make developing ground floor retail easier
  – Allow additional residential units on upper floors

• Redevelopment is more likely

• Residents support downtown businesses!
Effect of Code Revisions

Small Lot Scenario: Before
• Typical small lot
  – 50’ x 100’ with alley access
• Developed to existing code
  – Retail = ~1,800 sf
  – Parking @ 3.3/1000 = 6 spaces
• Redevelopment not likely
• No upper stories can be accommodated
Effect of Code Revisions

Small Lot Scenario: After

- If parking study recommendations were in place
  - Replacing existing retail is allowed
  OR
  New retail locates 50% of required parking spaces offsite
  - Open space requirement is met with balconies & roof decks
- Could accommodate between 2 - 6 residential units
- Does not exceed height limits
Effect of Reconfiguration & New Lot

- Reconfiguring Westhaven could provide approximately 60 additional parking spaces (between Dock and Cove)
- City portion of the lot on Harbor & Harms could provide 160 - 170 spaces
- Port portion of Harbor & Harms lot could provide 185 – 195 spaces
- Additional spaces could be gained through paving and striping gravel shoulders (increasing efficiency)
Implementation Strategy

• Near Term
  – Enforce time limits
  – Work with employers and the Port to reduce employee use of public parking assets
  – Improve on-street efficiency (striping & paving)
  – Approve code revisions
  – Implement fee-in-lieu parking program
  – Explore Westhaven reconfiguration

• Mid-Term
  – Develop the fee-in-lieu funded lot (City owned portion)
  – Re-assess demand if necessary with a comprehensive survey
  – Consider acquiring additional land (working with the Port) or expanding existing parking as needed

• Long term
  – Develop additional parking, construct deck or garage as necessary
Density Requirements

• Residential uses downtown are important
  – Long-term economic vitality
  – Vibrant activity level
  – Safety

• Currently, Westport limits residential density to
  24 units / acre
  – 5,000 sf lot = 3 units
  – 15,000 sf lot = 8 units
  – 25,000 sf lot = 14 units

• Height limits and parking requirements limit “buildable envelope”; density limits may be redundant
Parking Study

Comments & Questions
Design Guidelines

- **Purpose**
  - Identify a design vision
  - Develop reasonable and flexible guidelines for commercial development:
    - In the Marina District
    - Along Pedestrian Streets
    - In MUTC zones
    - Along arterial routes
  - Incorporate into a usable document
Who must comply?
- all new **non-single family residential** development (*in identified areas*)
- Major remodels that cost at least 50% of the building’s value
- The **improved** portion of minor remodels (less than 50% of the value)
- Avenues for “design departure” available

How are the design standards and guidelines applied?
- Each chapter contains “Intent” statements followed by “Standards” and/or “Guidelines”. Specifically:
  - Intent statements are overarching objectives
  - Standards use “shall”, “must”, “is/are required”, or “is/are prohibited” and signify required actions.
  - Guidelines use “should” or “is/are recommended” to signify voluntary measures which are encouraged or discouraged.

How does the process work?
- The City reviews applications, the Planning Commission provides review where necessary
- Enforcement follows standard municipal code procedure
- Includes a process for appeals
User’s Guide: Basic street types

- **Pedestrian Streets**
  - Wide sidewalks
  - Pedestrian amenities
  - Street parking
  - Buildings close to sidewalk
  - Pedestrian facades
    - Westhaven, Dock, Bay, Lamb, Nyhus

- **Primary Arterial Routes**
  - Vehicular access routes with larger development and less pedestrian activity
    - Montesano, Ocean

- **Secondary Arterial Routes**
  - Less traveled vehicular routes, smaller-scale commercial development
    - Pacific, Forrest
Recommendations

- Site Planning
  - Location & Orientation
  - Service, Storage & Mechanical Areas
  - Parking/Driveway Location & Design
- Pedestrian Access & Amenities
  - Sidewalks and Pathways
  - Secondary Entrances
  - Pedestrian-Oriented Space
- Building Design
  - Architectural Design/Character
  - Building Scale & Mass
  - Building Details & Materials
- Landscaping
  - Site Landscaping
Site Planning: Location & Orientation

Standards

• Buildings along pedestrian streets are required to have the primary entrance facing and built to the sidewalk’s edge and have pedestrian-oriented facades (select 3 of the following)
  – Transparency (windows / doors) covering 75% of the façade (between 2’ and 8’)
  – Weather protection (must be mounted at ≥ 8’ and project at least 4.5’
  – Wall mounted signage
  – Wall mounted lighting
  – Other elements that meet the intent

Exceptions: Setbacks allowed for pedestrian-oriented space (see slide 30)
Site Planning:
Location & Orientation

Standards

- 10’ setbacks required along primary arterials, 5’ setbacks required along secondary arterials.
- Setback area must be landscaped or provide pedestrian space (see slide 30)
Standards

- Service areas, storage, loading & mechanical areas, and utility apparatus shall be located to reduce adverse sensory impacts.
- On pedestrian streets, roof-mounted mechanical equipment must be located so as not to be visible from the street, public open space, parking areas, or from the ground level of adjacent properties; service areas, storage, loading & mechanical areas, and utility apparatus located at ground level shall be screened.

Guidelines

- On arterial routes, screening is encouraged.
Site Planning: Parking / Driveway Location & Design

Standards

- On *pedestrian streets*, parking must be to the side or rear of building.
- On *arterial routes*, single row pull-in parking between the street and the building must be limited to 60' between the street (parallel) and structure.
- All off-street parking *lots* (more than a single row of parking) may not exceed 50% of the lot frontage between the street and structure.
Standards

• Along *primary arterial routes*, new parking lots with more than 14 stalls adjacent to a street must incorporate a landscaped planting strip at least 10’ in width, as follows:
  – Trees at an average of one per 30 LF
  – Shrubs at the rate of one per 20, with a mature height between 3’ – 4’
  – Groundcover providing 85% coverage in 3 years

• Along *secondary arterial routes*, the planting strip is reduced to 5’
Site Planning:
Parking / Driveway Location & Design

Standards

- In the Marina District, new lots with ≥ 14 stalls must incorporate at least one of the following:
  - 5-foot planting strip (see slide 11)
  - A trellis or similar element that includes landscaping
  - A decorative screen wall or low wall with landscaping

Guidelines

- Along arterial routes, locating parking areas to the rear or side of buildings is encouraged
- All sites: Developments should break up large parking lots into smaller areas to the extent possible
- All sites: Parking lots located adjacent to intersections are discouraged
Pedestrian Access & Amenities: Sidewalks & Pathways

Standards

• Pedestrian streets with > 80’ R.O.W. require a sidewalk with 8’ unobstructed (exception for Westhaven)
• Pedestrian streets with 60’ R.O.Ws and primary arterial routes with 80’ R.O.Ws require sidewalks with 6’ unobstructed *
• Secondary arterial routes with 60’ R.O.W. or greater require a 3’ unobstructed sidewalk *

Guidelines

• Street trees and/or pedestrian scaled lighting every 30’ is encouraged along pedestrian streets, and desirable along arterial routes

* Unless alternate width is designated in the Corridor Enhancement Design Plan, which addresses design of Montesano between Dock and Ocean, and Ocean between Montesano and Forrest
Pedestrian Access & Amenities:
Secondary Entrances

**Standards**
- Secondary entrances to buildings along pedestrian streets must incorporate at least **two** pedestrian-oriented façade or pedestrian-oriented space improvement elements

**Guidelines**
- Secondary entrances along arterial routes are encouraged to incorporate two improvement elements
Pedestrian Access & Amenities:
Pedestrian Oriented Space

**Guidelines**

- Large-scale developments (≥ 2 acres) are encouraged to incorporate pedestrian-oriented space, which must include the following:
  - Visual and ped access to abutting structures from the public right-of-way / courtyard
  - Paved walking surfaces of either concrete or other approved paving
  - Ped-scaled lighting (≤ 14’) averaging at least 2-foot candles; may be on-site or building-mounted
  - At least two feet of seating area (bench, ledge, etc.) or one individual seat per 60 sf of plaza / open space
- Amenities such as a water feature, drinking fountain, tables, and/or distinctive paving or artwork are encouraged
- Asphalt or gravel pavement, adjacent unscreened parking lots, chain link fences, blank walls, dumpsters or service areas are discouraged
Along pedestrian streets, character based on a traditional maritime theme is required; applicants must select 3 of the following features:

- Horizontal or shingle siding
- Pitched or gabled roof
- Transom windows
- Architectural details (dormers, a cupola)
- Thematic details such as lighting, railing, weathervane, appropriately designed columns
- Other architectural features that meet the Intent (subject to approval)

A false sense of historicism is discouraged; rather, applicants are encouraged to consider modern interpretations of these building elements and components in a way that complements the surrounding context.
Building Design:
Architectural Design / Character

Standards
• In the Marina District, architecture defined by corporate identity features is prohibited

Guidelines
• Along arterial routes corporate identity features are discouraged

Gig Harbor has prohibited corporate identity features
Building Design: 
Architectural Scale & Mass

Standards

• Buildings facing pedestrian streets must include modulation and/or articulation features every 50’, using 3 of the following:
  – Window and/or entries
  – Weather protection
  – Change of roofline
  – Change in building material or siding style
  – Other methods that meet the Intent (subject to approval)

• The maximum façade width of the upper story of multi-story buildings is 120’. Buildings exceeding 120’ shall be divided by a 30’ modulation of the exterior wall
Building Design: Architectural Scale & Mass

**Guidelines**

- Buildings along primary arterial routes are encouraged to provide 2 scaling techniques every 75’
- Buildings along secondary arterial routes are encouraged to include 2 scaling techniques every 50’
- In the Marina District, buildings are encouraged to include vertical scaling techniques

**Top:** Sloped roofs, strong eave lines, cornice, and/or parapet treatments.

**Middle:** Window details, balconies, railings, material changes and similar treatments that help unify the building and define its use and character.

**Bottom:** Pedestrian-scale details and/or pedestrian-oriented facades with masonry and other permanent materials.
Building Design: Building Details & Materials

Standards

- Untreated Blank walls visible from a pedestrian street are prohibited. Treatments include:
  - Transparent windows or doors
  - Display windows
  - Landscape planting bed (5’ wide) or a raised planter (2’ high, 3’ wide) with planting materials sufficient to screen 35% in 3 years
  - Vertical trellis with climbing vines or plant materials
  - Painted murals / artwork
  - Other approved methods that meet the Intent
Building Design: Building Details & Materials

Standards

- In the Marina District, the following materials are limited to 15% of the façade:
  - Plywood siding
  - Tinted / mirrored glass
  - Corrugated fiberglass
  - Non-corrugated, reflective sheet metal
- Facades along pedestrian streets must limit paint palette to four colors: 1-2 base colors, trim, 1-2 accent colors,
- and must limit “neon” colors to 10% of façade

Limited Color Palette

“Neon” colors:
- Day Glow Green
- Fluorescent Yellow
- Magenta
- Bright Blue
- Bright Purple
- Hot Pink

Accent color

Base color

Trim
Standards

- Along pedestrian streets;
  - Prohibit free-standing pole signs
  - Limit the size of building mounted signs to 10% of the façade
  - Limit projecting signs to 12SF
Guidelines

- Untreated Blank walls visible from arterial routes are discouraged
- All Sites: The use of high quality, durable building materials that add visual interest and detail and that draw inspiration from early 20th Century construction typical to Westport are encouraged
- The use of overly ornate building details that make a building look fake or contrived are strongly discouraged
Landscaping: Site Landscaping

**Standards**

- Allow 50% of the existing open space requirement to be met with balconies, pedestrian space and view corridors.
- Require that remainder is met with landscaping & walkways/pathways (no more than 12’ wide).
- In the Marina District, reduce open space requirement to 10%; allow small lots to meet entire requirement with balconies & pedestrian oriented space.
- Define landscaping as a combination of trees, shrubs and living ground cover.
Landscaping: Site Landscaping

Standards

• Setbacks along arterial routes that do not include pedestrian space must include landscaping as follows:
  – One tree per 30 LF of street frontage
  – One shrub per 20 SF of landscaped area. Shrubs should have a mature height between 3’ – 4’
  – Sufficient groundcover to provide 85% coverage within 3 years of installation

Parking lot screening requirements are described in slides 26-27
Guidelines

• Developments are encouraged to use informal landscaping designs that include a variety of appropriate trees, shrubs, and ground covers.
• Use of native and drought-tolerant species is encouraged.
• Deciduous or broadleaf evergreen trees should be planted at least 4’ from curbs; where possible, coniferous trees should be planted 7’ from curbs.
• Developments should plan for the mature size of trees and major shrubs to avoid interference with windows, decks or lighting.
• Grass is acceptable as ground cover in landscaped areas, but not preferred for water conservation and maintenance purposes.
Next Steps

- Incorporate all final comments
- Develop ordinance(s)
- Submit for adoption (City)
Westport Parking Study & Commercial Design Guidelines

Thank You!

City Council Presentation
February 13, 2007