

ORDINANCE NO. 6575

AN ORDINANCE approving and adopting the "King County Specifications for Off-Street Parking--1982"; adding new sections to K.C.C. 16.74; repealing Resolution 23316 (part) and K.C.C. 16.74.010.

PREAMBLE:

The King County specifications for off-street parking were last updated by King County Resolution No. 23316, dated October 23, 1961, under the title "King County Off-Street Parking Plans and Specifications". The proposed new publication "King County Specifications for Off-Street Parking - 1982" updates the 1961 document, incorporating other applicable development standards by code reference.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. Resolution 23316 (part) and K.C.C. 16.74.010 are each hereby repealed, and the following is substituted: The document entitled "King County Specifications for Off-Street Parking - 1982" is hereby adopted and approved by the King County Council and made an integral part of this chapter. The document contains the plans, rules and specifications regulating construction of off-street parking areas. The department of public works shall print copies of the 1982 document and shall make these copies available to anyone proposing to install off-street parking facilities.

SECTION 2. There is added to K.C.C. 16.74 a new section to read as follows:

Applicability. The "King County Specifications for Off-Street Parking - 1982" shall apply to all land use development permits which require off-street parking pursuant to K.C.C. 21.50, except single family dwellings.

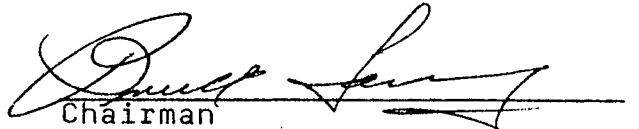
1 SECTION 3. There is added to K.C.C. 16.74 a new section to
2 read as follows:

3 Severability. "Should any section, subsection, paragraph,
4 sentence, clause or phrase of this ordinance be declared
5 unconstitutional or invalid for any reason, such decision shall
6 not affect the validity of the remaining portion of this
7 ordinance."

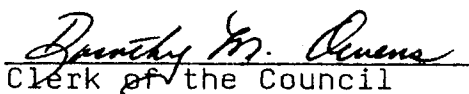
8 INTRODUCED AND READ for the first time this 19th day
9 of September, 1983.

10 PASSED this 24th day of October, 1983.

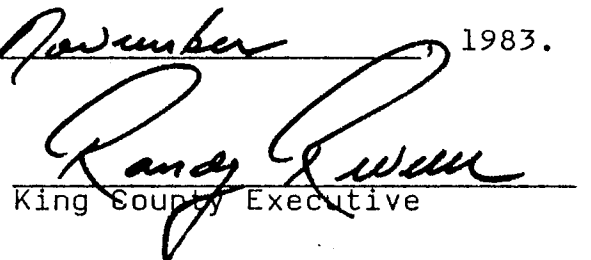
11
12 KING COUNTY COUNCIL
13 KING COUNTY, WASHINGTON

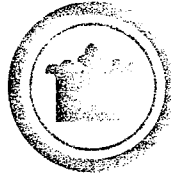
14 
15 Chairman

16
17 ATTEST:

18
19 
20 Clerk of the Council

21 APPROVED this 2nd day of November, 1983.

22 
23 King County Executive

**King County Executive**

Randy Revelle

July 21, 1983

The Honorable Bruce Laing
Chairman
King County Council
C O U R T H O U S E

RE: PROPOSED OFF-STREET PARKING ORDINANCE

Dear Chairman Laing:

This proposed ordinance revises the specifications for off-street parking facilities and amends Chapter 16.74 of the King County Code.

The purpose of these specifications is to set forth detailed requirements for off-street parking areas in the County. Revisions include adding provisions for compact cars and parking for handicapped individuals.

The proposed ordinance does not generate additional revenues for King County nor require additional expenditures by the County. Therefore, the ordinance has no fiscal impact.

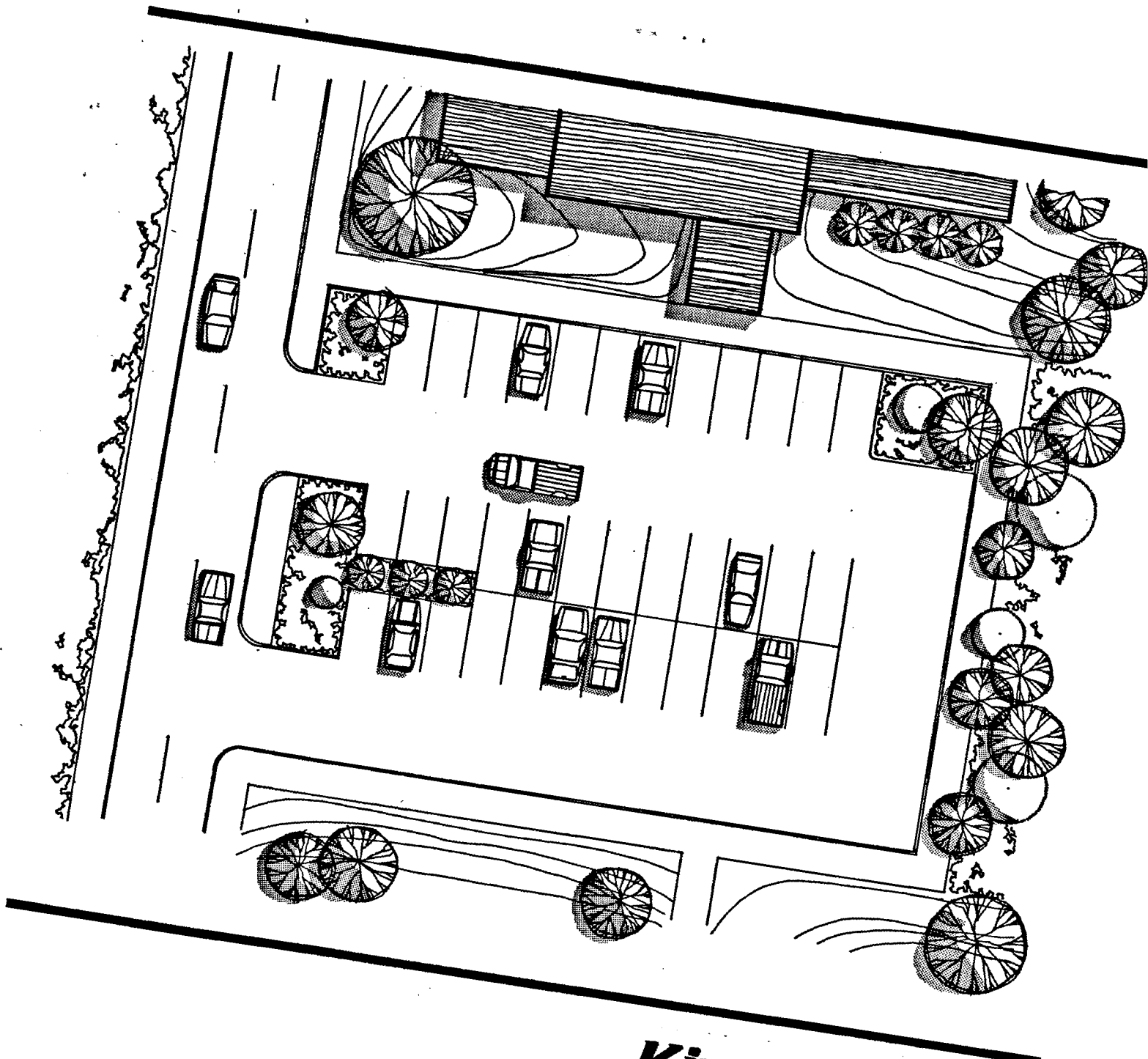
Prompt consideration and enactment of this ordinance by the County Council will be greatly appreciated.

Sincerely,

RANDY REVELLE
King County Executive

RR:mw

cc: Donald J. LaBelle, Director, Department of Public Works
ATTN: Paul C. Hooper, County Road Engineer



**King County
Specifications
for Off-Street
Parking**

1982 ©

OFF-STREET PARKING PLANS AND SPECIFICATIONS

I. PURPOSE

The purpose of these plans and specifications is to describe the detailed dimensional and constructional requirements for off-street parking facilities as required. The off-street provisions of these specifications shall also apply to all areas that permit self-parking of vehicles. The acceptability of features for attendant-operated lots shall be determined by the Director of the Department of Public Works after review of each proposed parking plan.

II. DEFINITIONS

Off-Street Parking Space or Stall - A specific area, exclusive of driveways and aisles, with adequate ingress and egress, that is improved, maintained and used for the sole purpose of accommodating a motor vehicle.

Off-Street Parking Area - A group of off-street parking spaces with the necessary driveways and aisles to permit the entry and circulation of vehicles.

Aisle - That portion of the off-street parking area used exclusively for the maneuvering and circulation of motor vehicles and in which parking is prohibited.

Unit Parking Depth - The least dimension, in feet, in which one aisle flanked by one or two rows of parking stalls may be placed.

Parking Angle - The angle measured from a reference line, generally the property line or centerline of aisle, at which motor vehicles are intended to be parked.

Design Vehicle - A motor vehicle, either standard or compact size.

III. REQUIRED PARKING

These specifications shall supplement Chapter 21.50 of the King County Zoning Code which establishes loading areas and the actual number and location of parking stalls and provides for common facilities, plan requirements, bonds and waivers from code. All off-street parking areas shall comply with the provisions of the King County Zoning Code and with these specifications.

IV. DESIGN

A. Stall and Aisle Dimensions

Figure 2 indicates the minimum acceptable and desirable parking stall and aisle dimensions for the most common parking angles.

Other parking angles not included in these tables are permissible. Minimum stall and aisle dimensions for other angles may be interpolated from values shown in the tables. Regardless of the parking angle, one-way aisles shall be at least ten feet wide, and two-way aisles shall be at least twenty feet wide. Layouts for angle parking shall use stall widths no less than eight feet, six inches for standard design and eight feet for compact design. If combinations other than those included in the tables are used, the proposed aisle and stall widths shall permit parking or unparking the design vehicle in a single maneuver without encroaching on adjacent stalls.

B. Compact Car Allowance

Within any off-street parking facility which includes more than twenty parking spaces, up to 30 percent of the total may be sized to accommodate compact cars, subject to the following:

1. Each space shall have an area of not less than one hundred and twenty-eight square feet exclusive of drives and aisles, and a width of not less than eight feet.
2. Each space shall be adequately identified as a compact or small car space.
3. Aisle widths shall conform to the standards set for standard size cars.
4. Compact car spaces shall be reasonably distributed throughout the facility.

C. Parking Area Layouts

Off-street parking areas shall be designed to provide for the safe and convenient circulation of pedestrians and vehicle traffic within the parking area and between the parking area and adjacent streets. The parking areas shall be so arranged as to permit the internal circulation of vehicles between parking aisles without reentering adjoining public streets. Parking angles may be varied on different aisles within a single parking area to permit more efficient space utilization provided that the minimum component dimensions shall equal or exceed those indicated in Figure 2. If deadend aisles are used in the parking layout, they shall be considered as two-way aisles. Turn around areas will be required when deemed necessary by the Director of the Department of Public Works. Parking is permitted adjacent to alleys in accordance with the standards as shown in Figure 2.

D. Landscaping

Chapter 21.51 of the Zoning Code requires landscaping of off-street parking areas. Landscaping is also often required along street

frontages and adjacent to sites of less intensive zoning. Chapter 21.51 should be consulted for specific criteria, plan submittal requirements and options for modifying landscaping requirements. Those parking areas accommodating more than thirty vehicles must be landscaped with Type IV landscaping (as defined in Section 21.51.040.) as follows:

1. At least three percent of the parking area, excluding any other required landscaping, shall be utilized for landscaping;
2. At least one tree for every five parking stalls shall be provided, to be reasonably distributed throughout the parking lot;
3. No parking stall shall be more than sixty feet from some landscaping;
4. Permanent curbs and/or structural barriers shall be provided to protect the plantings from vehicle overhang;
5. A minimum of forty percent of the trees shall be evergreen;
6. When the ground elevation of the site exceeds six hundred feet above mean sea level, the above requirements may be modified or waived by the Manager of Building and Land Development to facilitate snow removal.

E. Driveways

Driveways providing ingress and egress between off-street parking areas and abutting streets shall be designed, located and constructed in accordance with the provisions of the King County Road Standards, adopted by Ordinance 4463. Copies of the standards may be purchased at the Department of Public Works map counter.

F. Setbacks

All parking areas must be set back from property lines to accommodate all future required right-of-way which may be needed for adjacent roadways, as determined by the Department of Public Works per the King County Interim Transportation Plan. The King County Zoning Code must be referenced for required yard setbacks according to individual zoning classifications.

G. Lighting

Any lighting of parking areas shall be designed to minimize glare on neighboring properties and adjacent streets.

TYPICAL BARRIERS

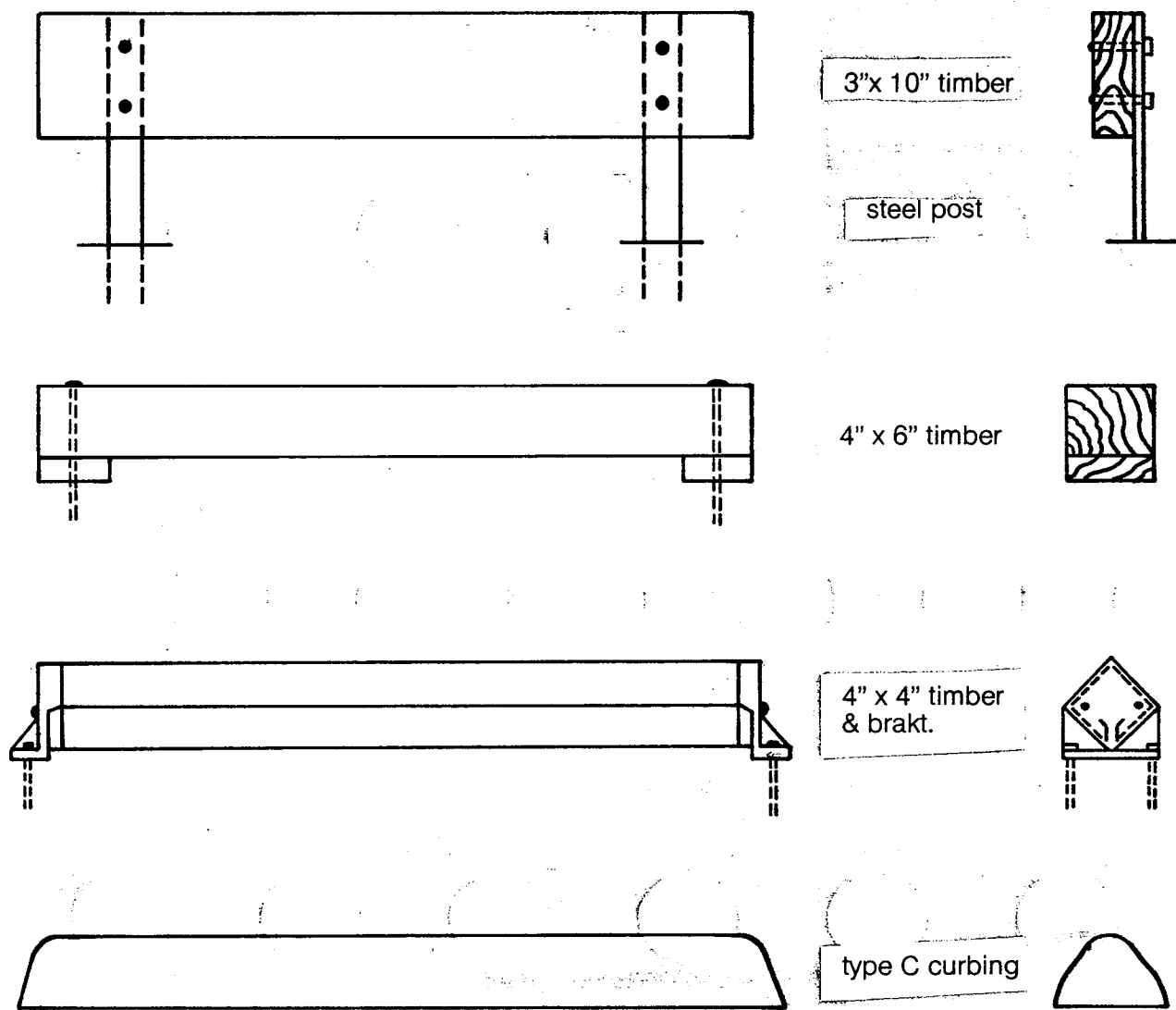


FIG. 4

V. CONSTRUCTION

A. Surfacing

Parking areas shall have dust-free, all-weather surfacing. Typical approved sections are shown on Figure 5. Frequently used (at least 5 days a week) parking areas shall conform to the standards as shown in Figure 5A or an approved equal. If the parking area is to be used more than thirty days per year but less than 5 days a week, then the standards to be used may conform to those shown in Figure 5B or an approved equal. An exception to these surfacing requirements may be made for certain uses that require intermittent use of their parking facilities less than thirty days per year. Any surface other than those illustrated on Figure 5 must be approved by the Department of Public Works.

B. Grading

Grading work for parking areas shall meet the requirements of King County Code, Chapter 16.82 and erosion/sedimentation control facilities shall be provided in accordance with King County Code, Chapter 20.50.

C. Drainage

Drainage facilities for off-street parking areas shall be provided in accordance with King County Code, Chapter 20.50. All required drainage and erosion/sedimentation control plans must be approved by the Surface Water Management Division of the King County Department of Public Works.

D. Stall Markings

Asphalt or concrete surfaced parking areas shall have parking stalls marked by surface paint lines or suitable substitute traffic marking material. Painted stall markings need not extend the full depth of the stall. If less than the full depth of the stall is painted, the combined stall depths and aisle width shall not be less than the appropriate unit parking depth. Wheel stops are required where a situation exists whereby a parked vehicle would encroach on an adjacent property or right-of-way or to protect landscaping. See Figure 6 for approved stall markings and wheel stop locations.

VI. SURETY BOND REQUIRED

Before a building permit is issued for any building or structure which requires off-street parking facilities and where such parking facilities are not to be contained within the building for which the permit is requested, the applicant shall provide King County

with a surety bond or other sufficient security guaranteeing the installation and improvement of the required parking facilities. Construction of parking facilities shall be completed within six months following the completion of the building or buildings for which such facilities are to be provided.

VII. HANDICAPPED PARKING

The official King County Supplement to the Uniform Building Code requires that a minimum of one handicapped parking space and not less than one additional space for every fifty spaces be provided. They should be located nearest the most accessible entrance of a building and shall not be less than twelve feet six inches wide. The spaces must be signed and the pavement may also be painted with the "International Symbol of Access." An example of markings is shown on Figure 6. Section 4703, Chapter 57 of the Official King County Supplement to the Uniform Building Code, as adopted by King County Ordinance, shall be referenced for a complete description of requirements for handicapped parking spaces.

NOMENCLATURE OF OFF-STREET PARKING AREA

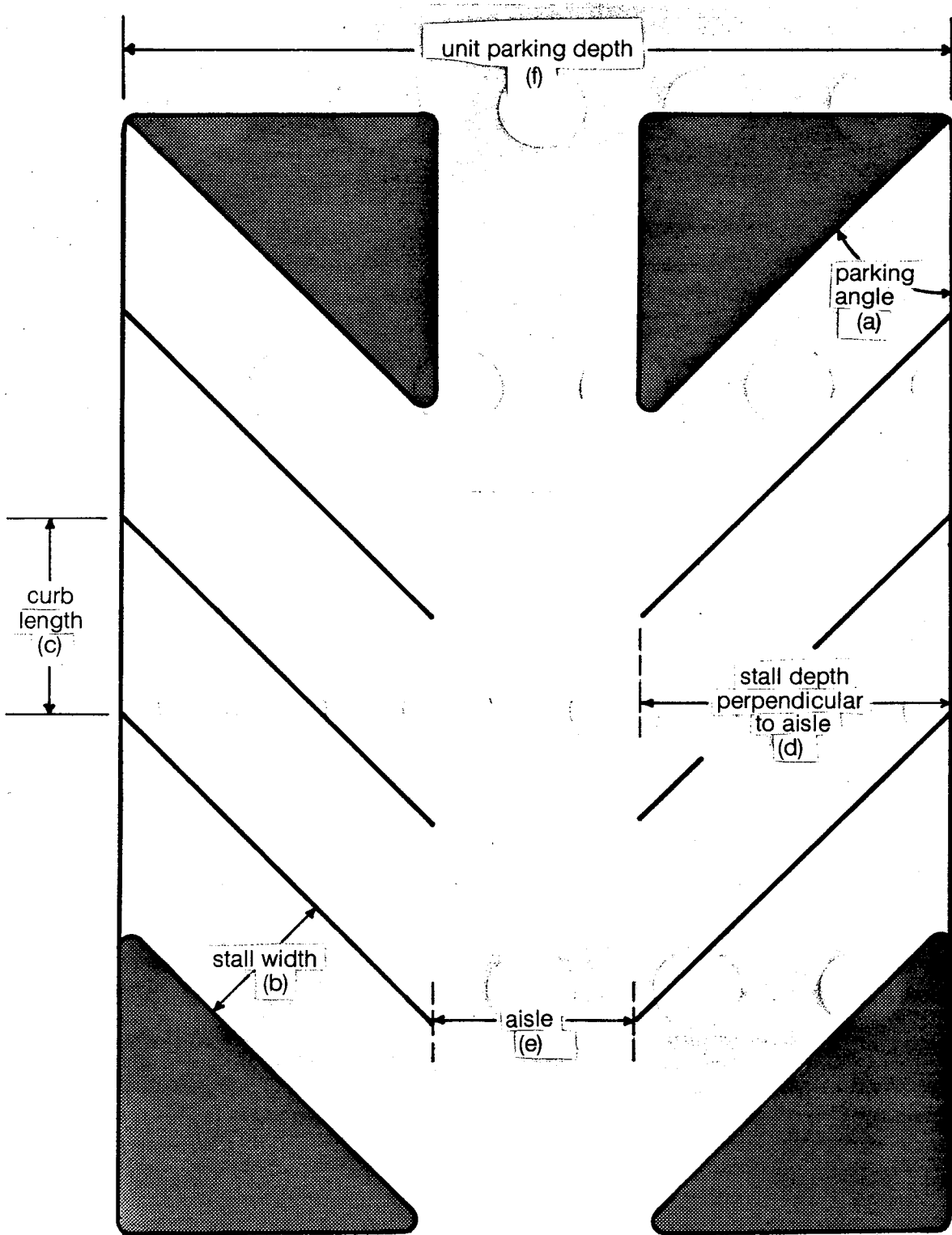


FIG. 1

MOST COMMON MINIMUM PARKING AREA DIMENSIONS

A PARKING ANGLE	B STALL WIDTH	C CURB LENGTH	D STALL DEPTH	E AISLE WIDTH		F UNIT DEPTH	
				1-WAY	2-WAY	1-WAY	2-WAY
0	8.0*	20.0*	8.0*	12.0	20.0	**	**
	Min. 8.5		8.5			29.0	37.0
	Desired 9.0		9.0			30.0	38.0
30	8.0*	16.0*	15.0*	10.0	20.0	**	**
	Min. 8.5		16.5			43.0	53.0
	Desired 9.0		17.0			44.0	54.0
45	8.0*	11.5*	17.0*	12.0	20.0	**	**
	Min. 8.5		19.0			50.0	58.0
	Desired 9.0		19.5			51.0	59.0
60	8.0*	9.5*	18.0*	18.0	20.0	**	**
	Min. 8.5		20.0			58.0	60.0
	Desired 9.0		21.0			60.0	62.0
90	8.0*	8.0*	16.0*	23.0	23.0	**	**
	Min. 8.5		20.0			63.0	63.0
	Desired 9.0		20.0			63.0	63.0

*for compact stall only

**variable with compact and standard combinations

FIG. 2

EXAMPLES OF OFF-STREET PARKING

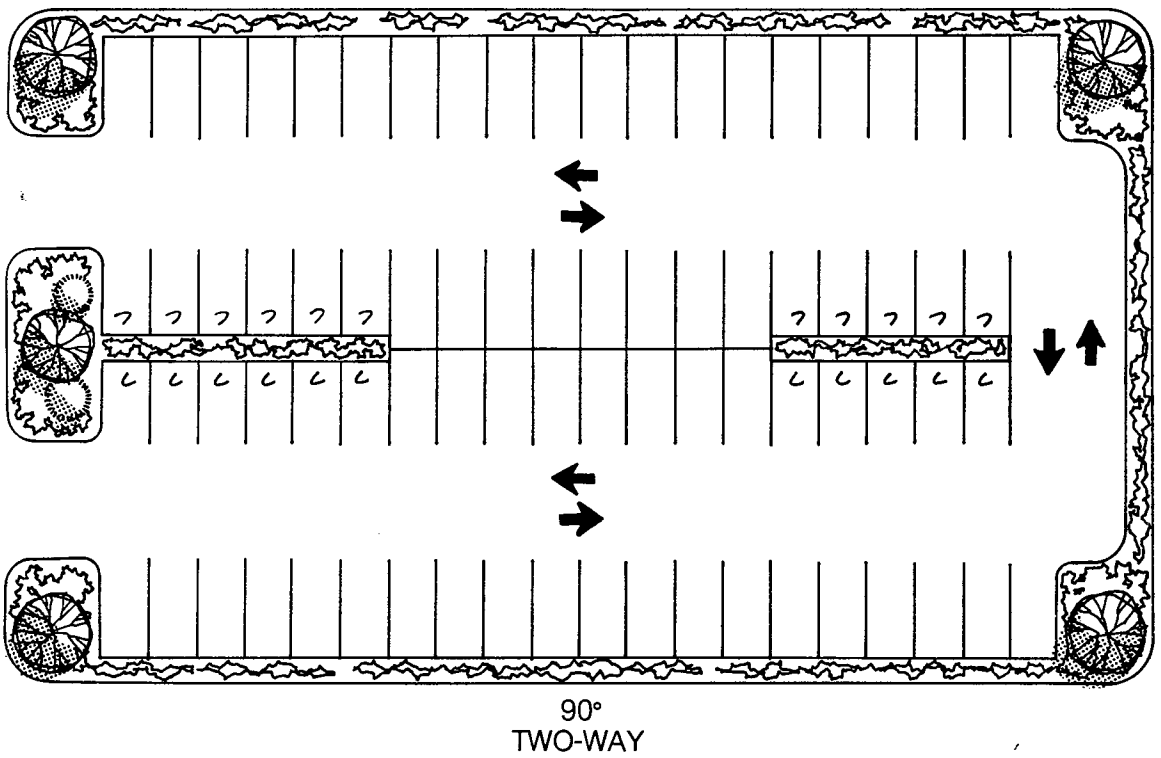
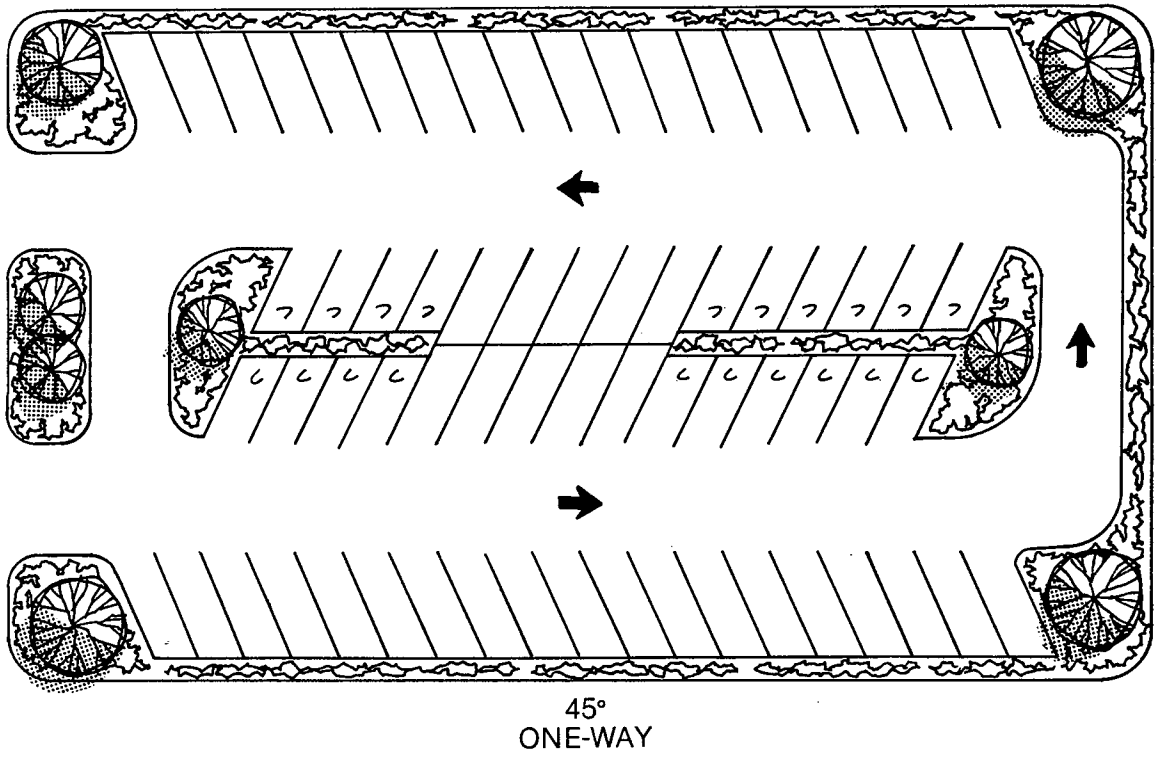


FIG. 3

MINIMUM SURFACING REQUIREMENTS

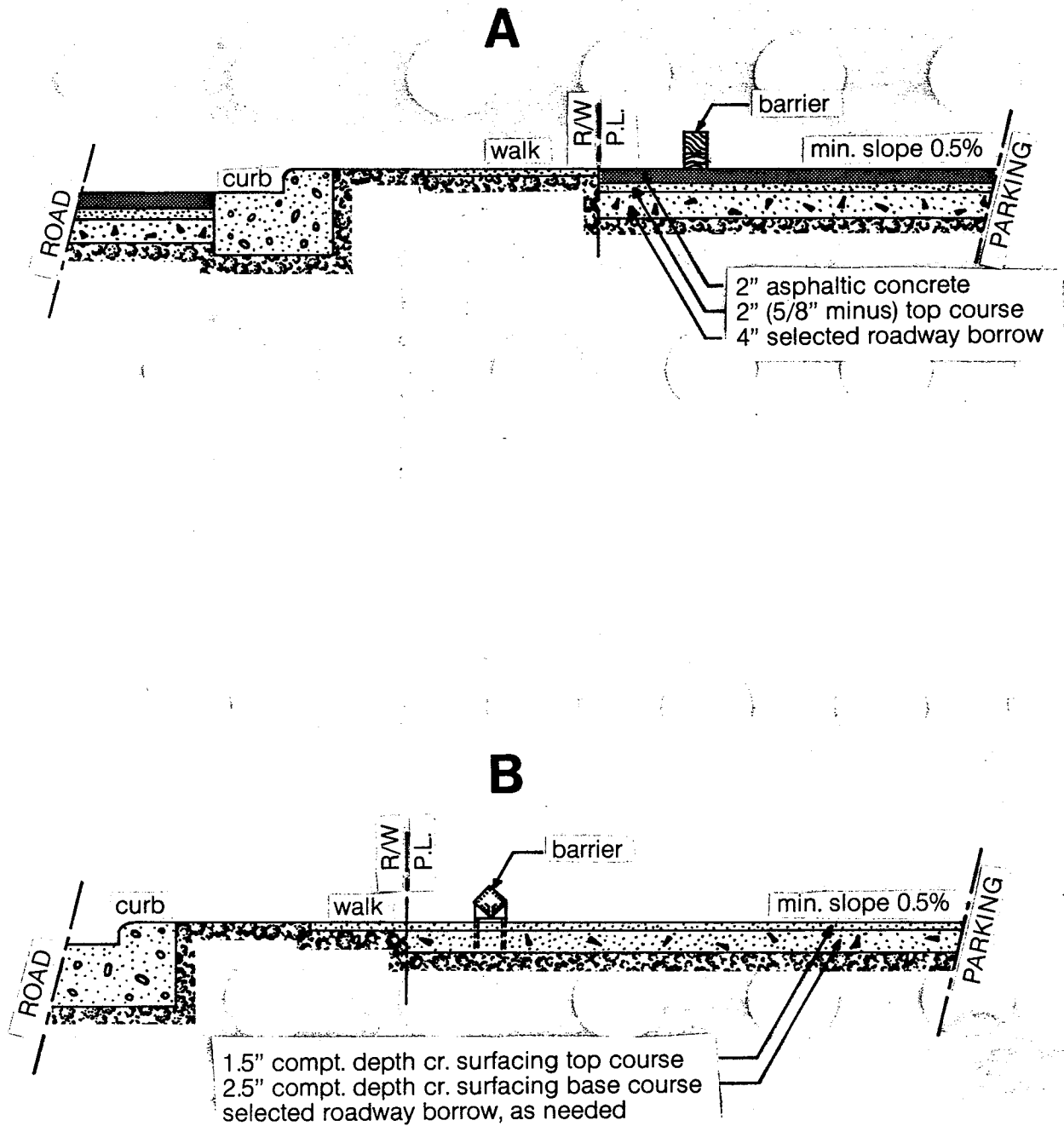
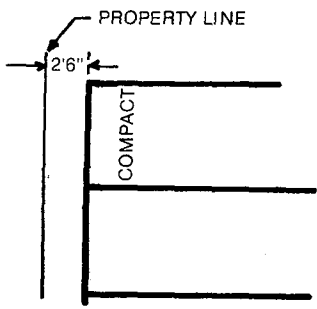
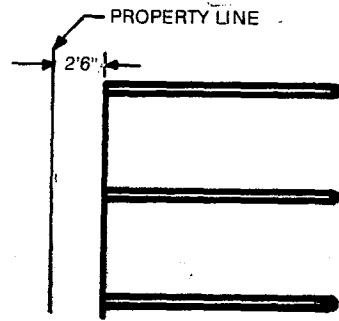


FIG. 5

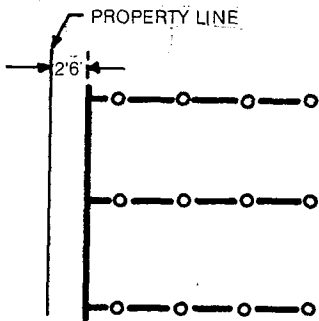
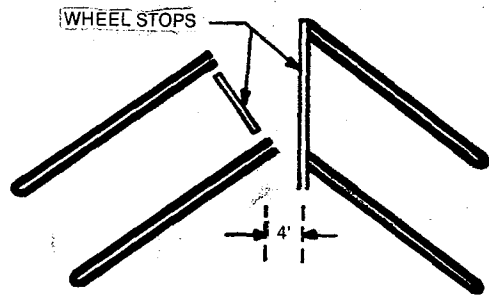
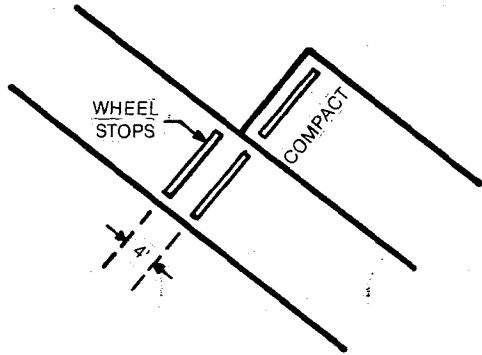
STALL MARKINGS AND WHEEL STOP LOCATIONS



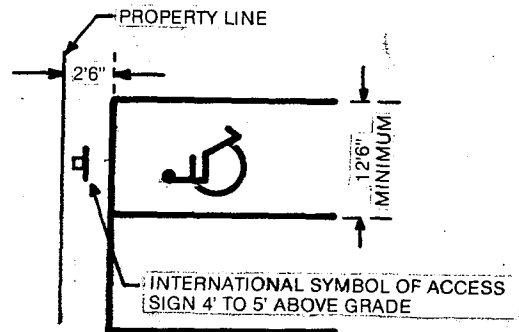
COMPACT MARKING



PAINTED HORSESHOE MARKING



METAL OR PLASTIC TRAFFIC MARKING



HANDICAP MARKING

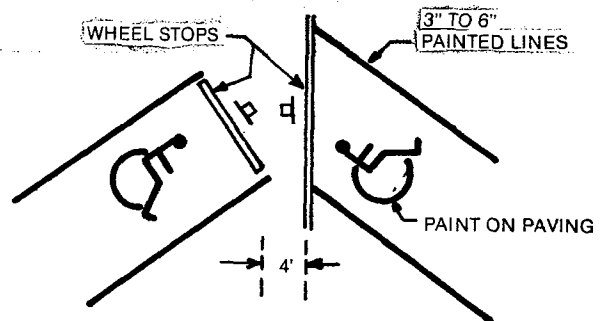
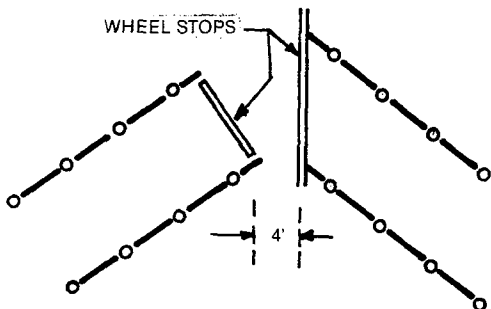


FIG. 6