

DEVELOPMENT STANDARDS

City of Ellensburg



# PARKING STANDARDS

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# **PARKING STANDARDS**

## **PURPOSE**

The purpose of this chapter is to establish the minimum standards for the location, and development of motor vehicle off-street parking, bicycle parking, and vehicle loading areas within the city, and is intended to supplement the requirements outlined in Ellensburg City Code, Chapter 15.550.

## **WHERE THE REGULATIONS APPLY**

The regulations of this chapter apply to all off-street parking areas in all zoning districts within the city of Ellensburg, except for the Manufactured Home Park zoning district (MHP) which is regulated by Section 15.340.040 of the Ellensburg City Code.

## **WHEN THE REGULATIONS APPLY**

1. The regulations of this chapter apply to all new development applications, all new parking lot construction or enlargement, and to the most current zoning classifications. In addition, these regulations shall apply at the time of enlarging, moving or increasing the capacity of existing structures by creating or adding dwelling units, commercial or industrial floor space, or seating facilities, and shall also apply when an existing land use within an existing structure is changed to a category of land use as set forth in below that is different than the category of land use for which the existing parking facility was designed and installed.
2. Whenever a building or use is expanded, enlarged or altered, additional off-street parking will be required for such expansion, enlargement or alteration based on the additional square footage of the expansion, enlargement or alteration, not on the total square footage of the building. However, in the event of enlargement or alteration of a structure, no additional off-street parking need be provided where the number of parking spaces required for such expansion, enlargement, or alteration is less than ten percent (10%) of the off-street parking requirement specified in this chapter.

## **CALCULATION OF MINIMUM PARKING REQUIREMENTS**

The required amount of parking shall be as outlined in Section 15.550.040 of the Ellensburg City Code.

## **LOCATION OF REQUIRED PARKING**

### **A. RESIDENTIAL USES**

Subject to the covenant requirements of Ellensburg City Code, Chapter 15.550, required off-street parking for all residential uses in all zones must be located on the site of the use.

### **B. NON-RESIDENTIAL USES IN THE R-O, C-N, C-H, AND C-T ZONES**

Subject to the requirements of Ellensburg City Code, Section 15.550.040, required off-street parking spaces for non-residential uses in the R-O, C-N, C-H and C-T zoning districts shall be located on the same lot.

## **PARKING AREA ACCESS STANDARDS**

### **A. INGRESS AND EGRESS**

The number, location, width and manner of approach of all points of ingress and egress to required off-street parking areas on to a public street or right-of-way shall be subject to the review and approval of the Public Works Director or designee. To further the goal of minimizing the number of approaches onto public streets, the owners of adjoining properties should provide combined driveways wherever practical and, in conjunction with approval of a development, the City may require a property owner to provide an access and circulation easement to an abutting property under common ownership where joint access is reasonable to serve future development. SEE also section three (Street Standard), in the Driveways sub-section for additional information.

### **B. BACKOUT PROHIBITED**

Parking areas shall be so arranged as to make it unnecessary for a vehicle to back out into any public arterial or collector street, or arterial or collector right-of-way. Backing out into local access streets and alleys will be allowed.

**C. MANEUVERING AND DIMENSION REQUIREMENTS**

Adequate provisions shall be made for individual ingress and egress by vehicles to all parking stalls at all times by means of unobstructed maneuvering aisles. The Public Works Director shall promulgate and enforce standards for maneuvering aisles, parking stall dimensions, and parking facility ingress and egress requirements, and to make such standards available to the public.

**PARKING AREA DEVELOPMENT STANDARDS**

**A. PURPOSE**

The size and placement of vehicle off-street parking areas are regulated in order to enhance the appearance of neighborhoods as well as nonresidential areas, provide a pedestrian access that is protected from auto traffic, create an environment that is inviting to pedestrians, reduce the visual impact of parking areas from sidewalks, streets, and especially from adjacent residential zones, direct traffic to and within parking areas, reduce the amount, rate and temperature and negative impacts of storm water runoff from vehicle parking areas; and decrease airborne and waterborne pollution.

- In addition to the requirements set forth below, all required off-street parking facilities are subject to the requirements set forth in ECC 15.210, 15.510, 15.520, 15.550, 15.570 and 15.580.

**B. PAVING**

Subject to the exception below, all required off-street parking for all uses in all zoning districts, as well as all access, maneuvering, and loading areas adjacent to buildings shall be graded to a standard comparable to the street that serves the access, maneuvering or loading areas, and shall be paved. All other maneuvering and loading areas not adjacent to buildings shall be required, at the discretion of the Public Works Director, or his designee, to be paved if dust migration into the air, or mud or gravel migration on to a public street becomes a problem. In all instances, however, the lot entrance shall be paved with Asphalt Concrete Pavement or Portland Cement Concrete from back of sidewalk to the edge of the right-of-way, or to a point five (5) feet behind the back of sidewalk, whichever distance is greater.

- EXCEPT that required off-street parking for single-family residences with street approaches may be constructed with 5/8" minus gravel, 3" deep, watered and compacted (after asphalt/concrete street approach).

**C. TRAFFIC CONTROL DEVICES**

All off-street parking traffic control devices such as, but not limited to, parking stripes, pedestrian walkways, directional arrows or signs, bull rails and curbs, etc. shall be installed and completed as shown on the approved parking plan. Hard-surfaced parking areas shall use paint or similar devices to delineate parking spaces, pedestrian walkways, and directional arrows.

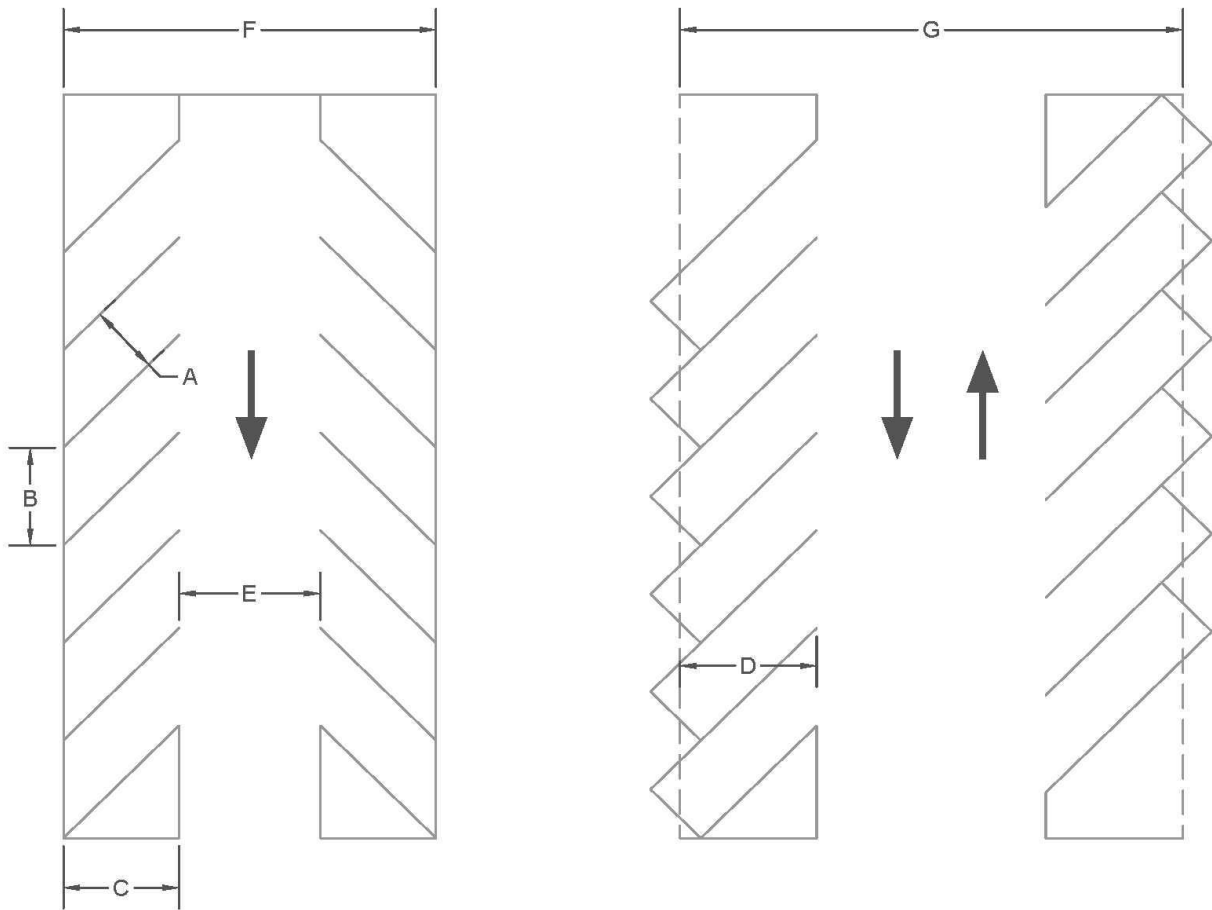
**D. LIGHTING**

Adequate lighting shall be provided for all required off-street parking areas associated with major design review projects in accordance with the requirements of Ellensburg City Code, Chapter 15.580.

## PARKING DIMENSION GUIDELINES

	Basic Stall Width (ft.)	Stall Width Parallel to Aisle (ft.)	Stall Depth to Wall (ft.)	Stall Depth to Interlock (ft.)	Aisle Width (ft.)	Wall to Wall Modules (ft.)	Interlock to Interlock Modules (ft.)
<i>Nomenclature</i>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>	<b>G</b>
Two-Way Aisle (90 degrees)	9.0'	9.0'	17.5'	17.5'	26.0'	61.0'	61.0'
Two-Way Aisle (60 degrees)	9.0'	10.4'	18.0'	16.5'	26.0'	62.0'	59.0'
One-Way Aisle (75 degrees)	9.0'	9.3'	18.5'	17.5'	22.0'	59.0'	57.0'
One-Way Aisle (60 degrees)	9.0'	10.4'	18.0'	16.5'	18.0'	54.0'	51.0'
One-Way Aisle (45 degrees)	9.0'	12.7'	16.5'	14.5'	15.0'	48.0'	44.0'

- Refer to drawing on next page for parking lot layout with nomenclature.
- This standard is created for informational purposes. Designer is encouraged to refer to the most current edition of the 'Traffic Engineering Handbook', from the Institute of Transportation Engineers.



### NOMENCLATURE

- A = BASIC STALL WIDTH (FT.)
- B = STALL WIDTH PARALLEL TO AISLE (FT.)
- C = STALL DEPTH TO WALL (FT.)
- D = STALL DEPTH TO INTERLOCK (FT.)
- E = AISLE WIDTH (FT.)
- F = WALL TO WALL MODULES (FT.)
- G = INTERLOCK TO INTERLOCK MODULES (FT.)

\* REFER TO TABLE ON PREVIOUS PAGE FOR PARKING LOT DIMENSIONS

\* THIS STANDARD IS CREATED FOR INFORMATIONAL PURPOSES. DESIGNER IS ENCOURAGED TO REFER TO THE MOST CURRENT EDITION OF THE TRAFFIC ENGINEERING HANDBOOK, FROM THE INSTITUTE OF TRANSPORTATION ENGINEERS.