

ORDINANCE NO. 10-2019

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COVINGTON, KING COUNTY, WASHINGTON, RELATING TO OFF-STREET PARKING AMENDING COVINGTON MUNICIPAL CODE SECTION 18.50.110, BY AMENDING THE TOTAL NUMBER OF VEHICLES PARKED OR STORED OUTSIDE OF A PERMANENT FULLY ENCLOSED BUILDING OR CARPORT FOR A SINGLE-FAMILY DWELLING UNIT, REGARDLESS OF ZONE, AND INCLUDING RECREATIONAL VEHICLES, BOATS AND TRAILERS IN THE TOTAL NUMBER OF VEHICLES.

WHEREAS, Chapter 35A.63 of the Revised Code of Washington (RCW) empowers the City of Covington (the "City") to enact planning and environmental regulations; and

WHEREAS, the proposed amendment will provide consistency for the maximum parking requirements for all single-family dwelling units regardless of zone in the City; and

WHEREAS, the proposed amendment changes the number of vehicles allowed to be parked or stored outside of a permanent fully enclosed building or carport on a single-family lot, regardless of zone by including recreational vehicles, boats, and trailers in the total allowance; and

WHEREAS, current city code provides maximum parking requirements only for the R-4 through R-8 residential zones in the city; and

WHEREAS, R-1, R-12, R-18 and MR residential zones do not have maximum parking requirements for single-family detached dwelling units; and

WHEREAS, on July 9, 2019, City Staff transmitted a copy of the proposed code amendments to the Washington State Department of Commerce for review and comment, pursuant to RCW 36.70A.106; and

WHEREAS, environmental review was conducted pursuant to SEPA and a Determination of Nonsignificance was issued on July 12, 2019; and

WHEREAS, the Planning Commission conducted a properly noticed public hearing regarding these proposed changes on August 1, 2019, after which it rendered a recommendation for approval; and

WHEREAS, the City Council, upon review of the facts and findings and recommendations of the Covington Planning Commission, and after review and information provided by city staff finds that all applicable requirements have been met, that adoption of this ordinance promotes the public health, safety, and general welfare of the community, and the adoption of this ordinance serves the public interest.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COVINGTON,
KING COUNTY, WASHINGTON, DO ORDAIN AS FOLLOWS:**

Section 1. Covington Municipal Code 18.50.110, is hereby amended as hereby set forth in Exhibit A:

Section 2. Corrections. The City Clerk and the codifiers of this ordinance are authorized to make necessary clerical corrections to this ordinance including, but not limited to, the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

Section 3. Severability. If any section, subsection, paragraph, sentence, clause or phrase of this Ordinance is declared unconstitutional or invalid for any reason, such invalidity shall not affect the validity or effectiveness of the remaining portions of this Ordinance.

Section 4. Effective Date. This ordinance shall be in full force and effective five (5) days from the passage and publication in accordance with law.

Passed by the City Council on the 10th day of September 2019.



Mayor Jeff Wagner

ATTESTED:



Sharon Scott, City Clerk

APPROVED AS TO FORM:



Kathy Hardy, City Attorney

PUBLISHED: September 13, 2019

EFFECTIVE: September 18, 2019

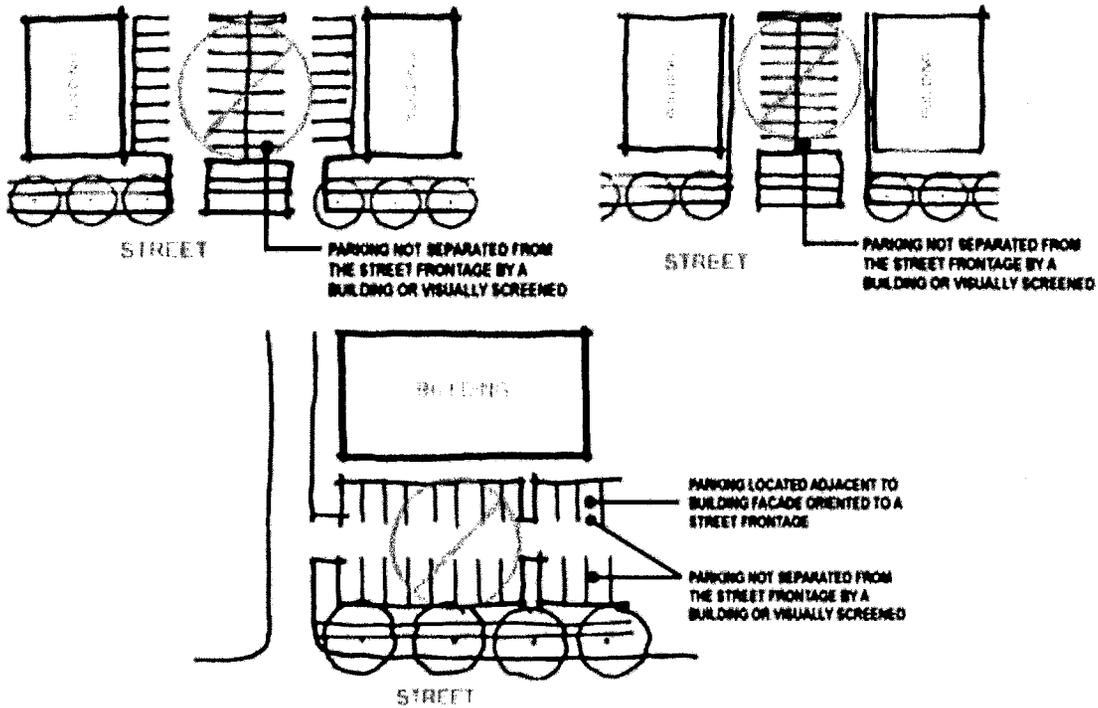
Exhibit A

18.50.110 Off-street parking plan design standards.

(1) Off-street parking areas shall not be located more than 600 feet from the building they are required to serve, unless approved by the Director, for all uses except those specified as follows; where an off-street parking area does not abut the building it serves, the required maximum distance shall be measured from the nearest building entrance that the parking area serves:

- (a) For all single detached dwellings, the parking spaces shall be located on the same lot they are required to serve;
- (b) For all other residential dwellings, at least a portion of parking areas shall be located within 150 feet from the building or building(s) they are required to serve;
- (c) For all nonresidential uses permitted in residential zones, the parking spaces shall be located on the same lot they are required to serve and at least a portion of parking areas shall be located within 150 feet from the nearest building entrance they are required to serve;
- (d) In designated activity, community business and neighborhood business centers, parking lots shall be located to the rear or sides of buildings. Relief from this subsection (1)(d) may be granted by the Director only if the applicant can demonstrate that there is no practical site design to meet this requirement. The Director may allow only the number of parking spaces that cannot be accommodated to the rear or sides of buildings to be located to the front of buildings;
- (e) Parking lots shall be so arranged as to permit the internal circulation of vehicles between parking aisles without re-entering adjoining public streets;
- (f) Parking for the disabled shall be provided in accordance with CMC [18.50.060](#); and
- (g) In the MR and RCMU zones, off-street surface parking shall be separated from a street by a building except when:
 - (i) Parking is located adjacent to a building facade that is not oriented to a street frontage; or
 - (ii) Parking is located in the driveway of a single-family detached residence or townhouse; or
 - (iii) Parking is located in a park; or

NOT ACCEPTABLE



(2) The minimum parking space and aisle dimensions for the most common parking angles are shown on the table in this subsection. For parking angles other than those shown on the chart, the minimum parking space and aisle dimensions shall be determined by the Director. Regardless of the parking angle, one-way aisles shall be at least 10 feet wide, and two-way aisles shall be at least 20 feet wide. If dead end aisles are used in the parking layout, they shall be constructed as two-way aisles. Parking plans for angle parking shall use space widths no less than eight feet six inches for a standard parking space design and eight feet for a compact car parking space design.

Minimum Parking Stall and Aisle Dimensions*

| A | B | C | D | E | | F | |
|---------------|-------------|-------------|-------------|-------------|-------|------------|-------|
| Parking Angle | Stall Width | Curb Length | Stall Depth | Aisle Width | | Unit Depth | |
| | | | | 1-Way | 2-Way | 1-Way | 2-Way |
| 0 | 8.0* | 20.0* | 8.0 | 12.0 | 20.0 | ** | ** |
| | Min. 8.5 | 22.5 | 8.5 | 12.0 | 20.0 | 29.0 | 37.0 |
| | Desired 9.0 | 22.5 | 9.0 | 12.0 | 20.0 | 30.0 | 38.0 |
| 30 | 8.0* | 16.0* | 15.0 | 10.0 | 20.0 | ** | ** |

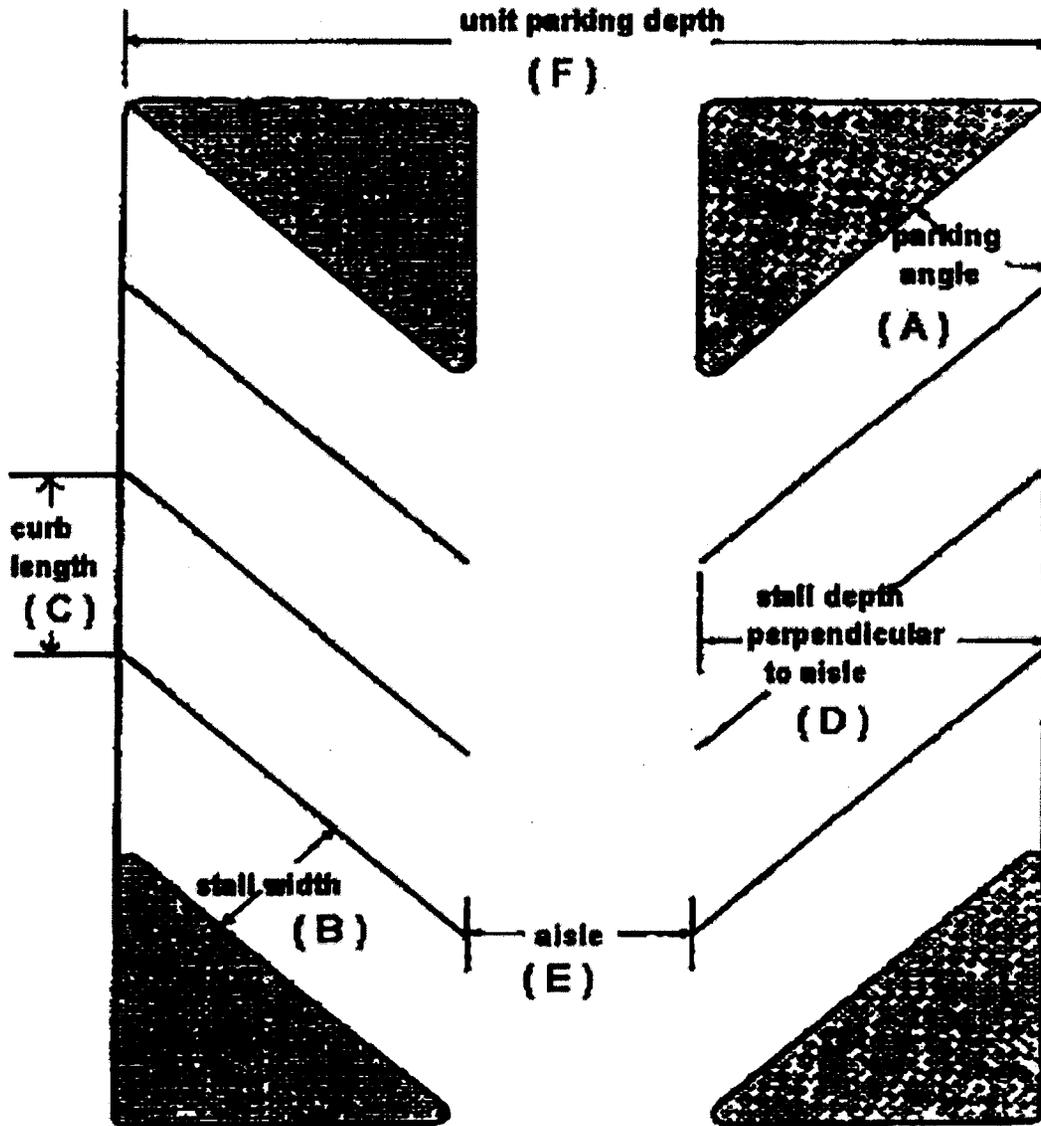
Minimum Parking Stall and Aisle Dimensions*

| A | B | C | D | E | | F | |
|----|------------------------------------|-----------------------|-----------------------|----------------------|----------------------|--------------------|--------------------|
| | Min. 8.5 Desired 9.0 | 17.0 18.0 | 16.5 17.0 | 10.0 10.0 | 20.0 20.0 | 42.0 44.0 | 53.0 54.0 |
| 45 | 8.0* Min. 8.5 Desired 9.0 | 11.5* 12.0 12.5 | 17.0* | 12.0 12.0 12.0 | 20.0 20.0 20.0 | ** 50.0 51.0 | ** 58.0 59.0 |
| 60 | 8.0* Min. 8.5 Desired 9.0 | 9.6* 10.0 10.5 | 18.0 20.0 21.0 | 18.0 18.0 18.0 | 20.0 20.0 20.0 | ** 58.0 60.0 | ** 60.0 62.0 |
| 90 | 8.0* Min. 8.5 Desired 9.0 | 8.0* 8.5 9.0 | 16.0* 18.0 18.0 | 24.0 24.0 23.0 | 24.0 24.0 24.0 | ** 60.0 60.0 | ** 60.0 60.0 |

* For compact stalls only.

** Variable with compact and standard combinations.

NOMENCLATURE OF OFF-STREET PARKING AREA



(3) Any parking spaces abutting a required landscaped area on the driver or passenger side of the vehicle shall provide an additional 18 inches above the minimum space width requirement to provide a place to step other than in the landscaped area. The additional width shall be separated from the adjacent parking space by a parking space division stripe.

(4) The parking space depth may be reduced if vehicles overhang a walkway or landscaping under the following conditions:

- (a) Wheel stops or curbs are installed;
- (b) The remaining walkway provides a minimum of 48 inches of unimpeded passageway for pedestrians;
- (c) The amount of space depth reduction is limited to a maximum of 18 inches; and
- (d) Landscaping is designed in accordance with CMC [18.40.080](#)(5).

(5) 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 Chapter [12.60](#) CMC, City of Covington Street Standards. Driveways for single detached dwellings, no more than 20 feet in width, may cross required setbacks or landscaped areas to provide access between the off-street parking areas and the street, provided no more than 15 percent of the required landscaping or setback area is eliminated by the driveway. Joint use driveways may be located within required landscaping or setback areas. Driveways for all other developments may cross or be located within required setbacks or landscaped areas to provide access between the off-street parking areas and the street, if no more than 10 percent of the required landscaping is displaced by the driveway and the driveway is located no closer than five feet from any property line except where intersecting the street.

(6) Parking spaces required under this title shall be located as follows:

- (a) For single detached dwelling units the required parking spaces shall be outside of any required setbacks or landscaping, but driveways crossing setbacks and required landscaping may be used for parking. However, if the driveway is a joint use driveway, no vehicle parked on the driveway shall obstruct any joint user's access to the driveway or parking spaces;
- (b) For all other developments parking spaces may be permitted by the Director in setback areas in accordance with an approved landscape plan; and
- (c) For nonresidential uses in residential zones, parking is permitted in setback areas in accordance with CMC [18.30.250](#).

(7) Lighting shall be provided for safety of traffic and pedestrian circulation on the site. It shall be designed to minimize direct illumination of abutting properties and adjacent streets.

(8) Tandem or end-to-end parking is allowed in residential developments. Apartment or townhouse developments may have tandem parking areas for each dwelling unit but shall not combine parking for separate dwelling units in tandem parking areas.

(9) All vehicle parking and storage for single detached dwellings must be in a garage, carport or on an approved impervious surface, [as defined in CMC 18.20.625](#). Any impervious surface used for vehicle parking or storage must have direct and unobstructed driveway access.

(10) [Per each single-family dwelling unit, the total number of vehicles parked or stored outside of a permanent fully enclosed building or carport on a single-family lot, regardless of zone, in the R-4 through R-8 zones, excluding recreational vehicles and trailers,](#) shall not exceed six vehicles on lots 12,500 square feet or less and eight vehicles on lots greater than 12,500 square feet, [including recreational vehicles, boats and trailers. In no case shall vehicles, recreational vehicles, boats and trailers be parked between the single-family dwelling unit and the street unless located on approved impervious surface. For properties with a legally established accessory dwelling unit an additional vehicle is allowed.](#)

(11) Vanpool or carpool parking areas shall meet the following minimum design standards:

(a) A minimum vertical clearance of seven feet three inches shall be provided to accommodate van vehicles if designated vanpool or carpool parking spaces are located in a parking structure; and

(b) A minimum turning radius of 26 feet four inches with a minimum turning diameter, curb to curb, of 52 feet five inches shall be provided from parking aisles to adjacent carpool or vanpool parking spaces.

(12) Direct access from the street right-of-way to off-street parking areas shall be subject to [CMC 18.75.070](#).

(13) No dead end alley may provide access to more than eight off-street parking spaces. (Ord. 03-14 § 1; Ord. 01-14 § 1 (Exh. A); Ord. 10-10 § 3 (Exh. C); Ord. 42-02 § 2 (21A.18.110))