

**CHAPTER 21.18 DEVELOPMENT STANDARDS -
PARKING AND CIRCULATION**

SECTIONS:

- 21.18.010 Purpose.**
- 21.18.020 Authority and application.**
- 21.18.030 Computation of required off-street parking spaces.**
- 21.18.040 Shared and mixed use parking requirements.**
- 21.18.050 Exceptions for community residential facilities (CRF).**
- 21.18.060 Handicapped parking requirements.**
- 21.18.070 Loading space requirements.**
- 21.18.080 Stacking spaces for drive-through facilities.**
- 21.18.090 Transit and rideshare provisions.**
- 21.18.100 Pedestrian circulation and access.**
- 21.18.110 Off-street parking plan design standards.**
- 21.18.120 Off-street parking construction standards.**
- 21.18.130 Compact car allowance requirements.**
- 21.18.140 Internal circulation road standards.**

- 21.18.010 Purpose.** The purpose of this chapter is to provide adequate parking for all uses allowed in this title; to reduce demand for parking by encouraging alternative means of transportation including public transit, rideshare and bicycles; and to increase pedestrian mobility in urban areas by:
- (1) Setting minimum off street parking standards for different land uses that assure safe, convenient and adequately sized parking facilities within activity centers;
 - (2) Providing incentives to rideshare through preferred parking arrangements;
 - (3) Providing for parking and storage of bicycles;
 - (4) Providing safe direct pedestrian access from public rights-of-way to structures and between developments; and
 - (5) Requiring uses that attract large numbers of employees or customers to provide transit stops, where appropriate, as determined by the Development Services Director.

- 21.18.020 Authority and application.**
- (1) Before an occupancy permit may be granted for any new or enlarged building, for any new parking area, or for a change of use in any existing building, the use shall be required to meet the provisions of this chapter.
 - (2) If this chapter does not specify a parking requirement for a land use, the Development Services Director shall establish the minimum requirement based on a study of anticipated parking demand. In the study the applicant shall provide sufficient information to demonstrate that the parking demand for a specific land use will be satisfied. Parking studies shall be prepared by a

professional engineer with expertise in traffic and parking analyses, unless an equally qualified individual is authorized by the Development Services Director.

- (3) If the required amount of off-street parking has been proposed to be provided off-site, the applicant shall provide written contracts with affected landowners showing that required off-street parking shall be provided in a manner consistent with the provisions of this chapter. The contracts shall be reviewed by the Development Services Director for compliance with this chapter, and if approved, the contracts shall be recorded with the County records and elections division as a deed restriction on the title to all applicable properties. These deed restrictions may not be revoked or modified without authorization by the Development Services Director.

21.18.030 Computation of required off-street parking spaces.

- (1) Off-street parking areas shall contain at a minimum the number of parking spaces as stipulated in the following table. Off-street parking ratios expressed as number of spaces per square feet means the usable or net square footage of floor area, exclusive of non-public areas. Non-public areas include but are not limited to building maintenance areas, storage areas, closets, or restrooms. If the formula for determining the number of off-street parking spaces results in a fraction, the number of off-street parking spaces shall be rounded to the nearest whole number with fractions of .50 or greater rounding up and fractions below .50 rounding down.

<u>LAND USE</u>	<u>MINIMUM PARKING SPACES REQUIRED</u>
GENERAL SERVICES (WMC 21.08.050A):	
General services uses:	1 per 300 square feet
Exceptions:	
Funeral home/Crematory	1 per 50 square feet of chapel area
Daycare I	2 per facility
Daycare II	2 per facility, plus 1 space for each 20 children
Churches, synagogues, temple, and other group assembly	1 per 5 fixed seats, plus 1 per 50 square feet of gross floor area without fixed seats used for assembly purposes
Outpatient and Veterinary, clinic offices	1 per 300 square feet of office, labs and examination rooms
Nursing and personal care facility	1 per 4 beds
Hospital	1 per bed
Elementary schools	1 per classroom, plus 1 per 50 students
Secondary schools Middle/junior high schools High schools High schools with stadiums	1 per classroom, plus 1 per 50 students. 1 per classroom, plus 1 per 10 students. Greater of 1 per classroom plus 1 per 10 students, or 1 per 3 fixed seats in stadium.
Vocational schools	1 per classroom, plus 1 per five students
Specialized instruction schools	1 per classroom, plus 1 per two students
INSTITUTION AND BUSINESS SERVICES (WMC 21.08.055A and WMC 21.08.060A):	
Institution/business services uses:	1 per 300 square feet
Exceptions:	
Public agency yard	1 per 300 square feet of offices, plus .9 per 1,000 square feet of indoor storage or repair areas
Public agency archives	.9 per 1,000 square feet of storage area, plus 1 per 50 square feet of waiting/reviewing areas
Courts	3 per courtroom, plus 1 per 50 square feet of fixed seat or assembly areas
Police facility	(Development Services Director)
Fire facility	(Development Services Director)

<u>LAND USE</u>	<u>MINIMUM PARKING SPACES REQUIRED</u>
Construction and trade	1 per 300 square feet of office, plus 1 per 3,000 square feet of storage area
Warehousing and storage	1 per 300 square feet of office, plus .9 per 1,000 square feet of storage area
Self-service storage	1 per 3,500 square feet of storage area, plus 2 for any resident manager unit
Outdoor advertising services	1 per 300 square feet of office, plus .9 per 1,000 square feet of storage area
Heavy equipment repair	1 per 300 square feet of office, plus .9 per 1,000 square feet of indoor repair areas
Office	1 per 300 square feet
RETAIL/WHOLESALE (WMC 21.08.070A):	
Retail trade uses:	1 per 300 square feet
Exceptions:	
Food stores, less than 15,000 square feet	3 plus 1 per 350 square feet
Gasoline service stations without grocery	3 per facility, plus 1 per service bay
Gasoline service stations with grocery, no service bays	1 per facility, plus 1 per 300 square feet of store
Restaurants	1 per 75 square feet in dining or lounge areas
Wholesale trade uses	.9 per 1,000 square feet
Retail and wholesale trade mixed use	1 per 300 square feet
MANUFACTURING (WMC 21.08.080A):	
Manufacturing uses	.9 per 1,000 square feet of manufacturing, plus 1 per 300 square feet of office
Winery/Brewery	.9 per 1,000 square feet, plus 1 per 50 square feet of tasting area
RESOURCES (WMC 21.08.090A):	
Resources uses	(Development Services Director)
REGIONAL (WMC 21.08.100A):	
Regional Uses	(Development Services Director)

- (2) An applicant may request a modification of the minimum required number of parking spaces by providing a study that substantiates parking demand can be met with a reduced parking requirement. In such cases, the Development Services Director may approve a reduction of up to fifty (50) percent of the minimum required number of spaces. Said study shall be prepared by a qualified professional approved by the Development Services Director.
- (3) When the City has received a shell building permit application, off-street parking requirements shall be based on the possible tenant improvements or uses authorized by the zone designation and compatible with the limitation of the shell permit. In industrial developments, a minimum of twenty (20) percent of gross floor area shall be assumed as office when calculating parking requirements. When the range of possible uses result in different parking requirements, the Development Services Director will establish the amount of parking based on a likely range of uses.
- (4) In any development required to provide six (6) or more parking spaces, bicycle parking shall be provided. Bicycle parking shall be bike rack or locker-type parking facilities unless otherwise specified.
 - (a) Off-street parking areas shall contain at least one bicycle parking space for every twelve (12) spaces required for motor vehicles except as follows:
 - (i) The Development Services Director may reduce bike rack parking facilities for patrons when it is demonstrated that bicycle activity will not occur at that location.
 - (ii) The Development Services Director may require additional spaces when it is determined that the use or its location will generate a high volume of bicycle activity. Such a determination will include but not be limited to the following uses:
 - (A) Park/playfield,
 - (B) Marina,
 - (C) Library/museum/arboretum,
 - (D) Elementary/secondary school,
 - (E) Sports club, or
 - (F) Retail business (especially when located along a developed or projected bicycle trail or designated bicycle route).
 - (b) Bicycle facilities for patrons shall be located within 100 feet of the building entrance and shall be designed to allow either a bicycle frame or wheels to be locked to a structure attached to the pavement.
 - (c) All bicycle parking and storage shall be located in safe, visible areas that do not impede pedestrian or vehicle traffic flow, and shall be well lit for nighttime use.
 - (d) When more than ten (10) people are employed on site, enclosed locker type parking facilities for employees shall be provided. The Development Services Director shall allocate the required number of parking spaces between bike rack parking and enclosed locker type parking facilities.

- (e) One (1) indoor bicycle storage space shall be provided for every two (2) dwelling units in townhome and apartment residential uses, unless individual garages are provided for every unit. The Development Services Director may reduce the number of bike rack parking spaces if indoor storage facilities are available to all residents.
- (5) Maximum allowable parking spaces may be set by ordinance when ordinances, codes, or regulations encourage fewer spaces for site design. The maximum allowable spaces should consider, at a minimum, such factors as promoting larger landscaped areas, enhanced pedestrian/bicycle friendly environments, and promoting alternative commute measures as identified in the City's Commute Trip Reduction Ordinance.
- (6) New developments are encouraged to locate parking facilities to the back and sides of lots when feasible.

21.18.040 Shared and mixed use parking requirements. The amount of off-street parking required by WMC 21.18.030 may be reduced by an amount determined by the Development Services Director when shared parking facilities for two (2) or more uses are proposed, provided:

- (1) The total parking area exceeds 5,000 square feet;
- (2) The parking facilities are designed and developed as a single on-site common parking facility, or as a system of on-site and off-site facilities, if all facilities are connected with improved pedestrian facilities and no building or use involved is more than 800 feet from the most remote shared facility;
- (3) The amount of the reduction shall not exceed ten (10) percent for each use, unless:
 - (a) The normal hours of operation for each use are separated by at least one (1) hour; or
 - (b) A parking demand study is prepared by a professional traffic engineer and submitted by the applicant documenting that the hours of actual parking demand for the proposed uses will not conflict and that uses will be served by adequate parking if shared parking reductions are authorized;
 - (c) The Development Services Director will determine the amount of reduction but subject to paragraph (4).
- (4) The total number of parking spaces in the common parking facility is not less than the minimum required spaces for any single use;
- (5) A covenant or other contract for shared parking between the cooperating property owners is approved by the Development Services Director. This covenant or contract must be recorded with the County records and elections division as a deed restriction on both properties and cannot be modified or revoked without the consent of the Development Services Director; and
- (6) If any requirements for shared parking are violated, the affected property owners must provide a remedy satisfactory to the Development Services Director or provide the full amount of required off-street parking for each use, in accordance with the requirements of this chapter, unless a satisfactory alternative remedy is approved by the Development Services Director.

21.18.050 Exceptions for community residential facilities (CRF's).

- (1) The requirement of one off-street parking space per two (2) bedrooms may be reduced to no less than one space for every four (4) bedrooms, as determined by the Development Services Director based on the following considerations:
 - (a) Availability of private, convenient transportation services to meet the needs of the CRF residents;
 - (b) Accessibility to and frequency of public transportation; and
 - (c) Pedestrian access to health, medical, and shopping facilities;
- (2) If a CRF facility is no longer used for such purposes, additional off-street parking spaces shall be required in compliance with this chapter prior to the issuance of a new certificate of occupancy.

21.18.060 Handicapped parking requirements. Off-street parking and access for physically handicapped persons shall be provided in accordance with Section 7503 of the regulations adopted pursuant to RCW 19.27, State International Building Code, and RCW 70.92, Public Buildings - Provisions for Aged and Handicapped.

21.18.070 Loading space requirements.

- (1) Every non-residential building engaged in retail, wholesale, manufacturing or storage activities, excluding self-service storage facilities, shall provide loading spaces in accordance with the standards listed below.

Gross Floor Area				Required Number of Loading Spaces
10,000	to	16,000	square feet	1
16,001	to	40,000	square feet	2
40,001	to	64,000	square feet	3
64,001	to	96,000	square feet	4
96,001	to	128,000	square feet	5
128,001	to	160,000	square feet	6
160,001	to	196,000	square feet	7
For each additional 140,000 square feet				1 additional

- (2) Every building engaged in hotel, office building, restaurant, hospital, auditorium, convention hall, exhibition hall, sports arena/stadium, or other similar use shall provide loading spaces in accordance with the standards listed below.

Gross Floor Area				Required Number of Loading Spaces
40,000	to	60,000	square feet	1
60,001	to	160,000	square feet	2
160,001	to	264,000	square feet	3
264,001	to	388,000	square feet	4
388,001	to	520,000	square feet	5
520,001	to	652,000	square feet	6
652,001	to	784,000	square feet	7
784,001		920,000		8
For each additional 140,000 square feet				1 additional

- (3) Each loading space required by this section shall be a minimum of ten (10) feet wide, thirty (30) feet long, and have an unobstructed vertical clearance of fourteen (14) feet six (6) inches, and shall be surfaced, improved and maintained as required by this chapter. Loading spaces shall be located so that trucks shall not obstruct pedestrian or vehicle traffic movement or project into any public right-of-way. All loading space areas shall be separated from required parking areas and shall be designated as truck loading spaces.
- (4) Any loading space located within 100 feet of areas zoned for residential use shall be screened and operated as necessary to reduce noise and visual impacts. Noise mitigation measures may include architectural or structural barriers, beams, walls, or restrictions on the hours of operation.
- (5) Multi-story self-service storage facilities shall provide two (2) loading spaces, and single story facilities one loading space, adjacent to each building entrance that provides common access to interior storage units. Each loading berth shall measure not less than twenty-five (25) feet by twelve (12) feet with an unobstructed vertical clearance of fourteen (14) feet six (6) inches, and shall be surfaced, improved and maintained as required by this chapter. Any floor area additions or structural alterations to a building shall be required to provide loading space or spaces as set forth in this chapter.

21.18.080 Stacking spaces for drive-through facilities.

- (1) A stacking space shall be an area measuring eight (8) feet by twenty (20) feet with direct forward access to a service window of a drive-through facility. A stacking space shall be located to prevent any vehicles from extending onto the public right-of-way, or interfering with any pedestrian circulation, traffic maneuvering, or other parking space areas. Stacking spaces for drive-through or drive-in uses may not be counted as required parking spaces.
- (2) Uses providing drive-up or drive-through services shall provide vehicle stacking spaces as follows:
 - (a) For each drive-up window of a bank/financial institution, business service, or other drive-through use not listed, a minimum of five (5) stacking spaces shall be provided; and
 - (b) For each service window of a drive-through restaurant, a minimum of seven stacking spaces shall be provided.

21.18.090 Transit and rideshare provisions.

- (1) All land uses listed in WMC 21.08.055.A (Institutional), WMC 21.08.060.A (Business Services), and in WMC 21.08.080.A (Manufacturing) shall be required to reserve one parking space of every twenty (20) required spaces for rideshare parking as follows:
 - (a) The parking spaces shall be located closer to the primary employee entrance than any other employee parking except handicapped;
 - (b) Reserved areas shall have markings and signs indicating that the space is reserved; and
 - (c) Parking in reserved areas shall be limited to vanpools and carpools established through ride share programs by public agencies and to vehicles meeting minimum rideshare qualifications set by the employer.
- (2) The Development Services Director may reduce the number of required off-street parking spaces when one or more scheduled transit routes provide service within 660 feet of the site. The amount of reduction shall be based on the number of scheduled transit runs between 7:00 - 9:00AM and 4:00 - 6:00PM each business day up to a maximum reduction as follows:
 - (a) Four (4) percent for each run serving land uses in WMC 21.08.055.A (Institutional) WMC 21.08.060.A (Business Services) and WMC 21.08.080.A (Manufacturing) up to a maximum of forty (40) percent; and
 - (b) Two (2) percent for each run serving land uses in WMC 21.08.040 A (Recreation/Culture), WMC 21.08.050 A (General Services) and WMC 21.08.060 A (Retail/Wholesale) up to a maximum of twenty (20) percent.
- (3) All uses which are located on an existing transit route and are required under the computation for required off-street parking spaces in WMC 21.18.030 A to provide more than 200 parking spaces may be required to provide transit shelters, bus turnout lanes or other transit improvements as a condition of

permit approval. Uses that reduce required parking under Subsection (2) of this section may be required to provide transit shelters if transit routes adjoin the site.

21.18.100 Pedestrian circulation and access.

- (1) All uses, except single-family detached homes, shall provide pedestrian access onto the site. Pedestrian access points shall be provided at all pedestrian arrival points to the development including the property edges, adjacent lots, abutting street intersections, crosswalks, and at transit stops. Pedestrian access shall be located as follows:
 - (a) Access points at property edges and to adjacent lots shall be coordinated with existing development to provide circulation patterns between developments; and
 - (b) Residential developments shall provide links between cul-de-sacs or groups of buildings to allow pedestrian access from within the development and from adjacent developments to activity centers, parks, common tracts, open spaces, schools or other public facilities, transit stops and public streets.
- (2) Pedestrian walkways shall form an on-site circulation system that minimizes the conflict between pedestrians and traffic at all points of pedestrian access to on-site parking and building entrances. Pedestrian walkways shall be provided when the pedestrian access point or any parking space is more than seventy-five (75) feet from the building entrance or principal on-site destination and as follows:
 - (a) All developments which contain more than one (1) building shall provide walkways between the principal entrances of the buildings;
 - (b) All non-residential buildings set back more than 100 feet from the public right-of-way shall provide for direct pedestrian access from the building to buildings on adjacent lots; and
 - (c) Pedestrian walkways across parking areas shall be located as follows:
 - (i) Walkways running parallel to the parking rows shall be provided for every four (4) rows. Rows without walkways shall be landscaped or contain barriers or other means to encourage pedestrians to use the walkways; and
 - (ii) Walkways running perpendicular to the parking rows shall be no further than twenty (20) parking spaces. Landscaping, barriers or other means shall be provided between the parking rows to encourage pedestrians to use the walkways.
- (3) Pedestrian access and walkways shall meet the following minimum design standards:
 - (a) Access and walkways shall be well lit and physically separated from driveways and parking spaces by landscaping, berms, barriers, grade separation or other means to protect pedestrians from vehicular traffic;

- (b) Access and walkways shall be a minimum of sixty (60) inches of unobstructed width and meet the surfacing standards of the City of Woodinville standards for walkways or sidewalks;
 - (c) Access shall be usable by mobility impaired persons and shall be designed and constructed to be easily located by the sight impaired pedestrian by either grade change, texture or other equivalent means;
 - (d) A crosswalk shall be required when a walkway crosses a driveway or a paved area accessible to vehicles;
 - (e) Wherever walkways are provided, raised crosswalks or speed bumps shall be located at all points where a walkway crosses the lane of vehicle travel; and
- (4) Blocks in excess of 900 feet shall be provided with a crosswalk at the approximate midpoint of the block.

21.18.110 Off-street parking plan design standards.

- (1) Off-street parking areas shall not be located more than 500 feet from the building they are required to serve for all uses except those specified below. Where the off-street parking areas do not abut the buildings they serve, 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 100 feet from the building(s) they are required to serve; and
 - (c) For all non-residential 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.
- (2) The minimum parking space and aisle dimensions for the most common parking angles are shown on chart below. For parking angles other than those shown on the chart, the minimum parking space and aisle dimensions shall be determined by the Development Services Director. Regardless of the parking angle, one (1)-way aisles shall be at least ten (10) feet wide, and two-way aisles shall be at least twenty (20) feet wide. Parking plans for angle parking shall use space widths no less than eight (8) feet six (6) inches for a standard parking space design and eight (8) 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	
					<u>1-WAY</u>	<u>2-WAY</u>	<u>1-WAY</u>	<u>2-WAY</u>
0	Min	8.0 *	20.0 *	8.0	12.0	20.0	**	**
		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	Min	8.0 *	16.0 *	15.0	10.0	20.0	**	**
		8.5	17.0	16.5	10.0	20.0	42.0	53.0
	Desired	9.0	18.0	17.0	10.0	20.0	44.0	54.0
45	Min	8.0 *	11.5 *	17.0 *	12.0	20.0	**	**
		8.5	12.0		12.0	20.0	50.0	58.0
	Desired	9.0	12.5		12.0	20.0	51.0	59.0
60	Min	8.0 *	9.6 *	18.0	18.0	20.0	**	**
		8.5	10.0	20.0	18.0	20.0	58.0	60.0
	Desired	9.0	10.5	21.0	18.0	20.0	60.0	62.0
90	Min	8.0 *	8.0 *	16.0 *	23.0	23.0	**	**
		8.5	8.5	20.0	23.0	23.0	63.0	63.0
	Desired	9.0	9.0	20.0	23.0	23.0	63.0	63.0

* for compact stalls only

** variable with compact and standard combinations

- (3) Any parking spaces abutting a landscaped area on the driver or passenger side of the vehicle shall provide an additional eighteen (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. The parking space depth may be reduced when vehicles overhang a walkway under the following conditions:
 - (a) Wheelstops or curbs are installed; and
 - (b) The remaining walkway provides a minimum of sixty (60) inches of unimpeded passageway for pedestrians.
- (4) The amount of space depth reduction is limited to a maximum of eighteen (18) inches.
- (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 City of Woodinville street standards. Driveways for single detached dwellings, no more than twenty (20) feet in width, may cross required setbacks or landscaped areas in order to provide access between the off-street parking areas and the street, provided no more than fifteen (15) percent of the required landscaping or setback area is displaced by the driveway. Driveways for all other developments may cross required setbacks or landscaped areas in order to provide access between the off-street parking

- areas and the street, provided no more than ten (10) percent of the required landscaping or setback area is displaced by the driveway.
- (6) Lighting shall be provided for safety of traffic and pedestrian circulation on the site, as required by the Washington State Energy Code. It shall be designed to minimize direct illumination of abutting properties and adjacent streets. The Development Services Director shall have the authority to waive the requirement to provide lighting.
 - (7) Tandem or end-to-end parking is allowed in single detached residential developments. Driveways crossing required setback areas may be used for parking when serving single detached dwellings but shall not be considered for purposes of calculating required parking. Apartment/townhome developments may have tandem parking areas for each dwelling unit but shall not combine parking for separate dwelling units in tandem parking areas.
 - (8) All vehicle parking and storage for single detached dwellings must be in a garage, carport or on an approved impervious surface. Any impervious surface used for vehicle parking or storage must have direct and unobstructed driveway access.
 - (9) Vanpool/carpool parking areas shall meet the following minimum design standards:
 - (a) A minimum vertical clearance of seven (7) feet three (3) inches shall be provided to accommodate van vehicles if designated vanpool/carpool parking spaces are located in a parking structure; and
 - (b) A minimum turning radius of twenty six (26) feet four (4) inches with a minimum turning diameter (curb to curb) of fifty two (52) feet five (5) inches shall be provided from parking aisles to adjacent carpool/vanpool parking spaces.
 - (10) Driveways, access roads and access easements providing access from the street right-of-way to garages and off-street parking areas shall be subject to the requirements of WMC 21.28.120. The Development Services Director shall have the authority to waive the requirements for paving the entire length of a driveway greater than 20 feet in length accessing a single-family residence.
 - (11) No dead-end alley may provide access to more than eight (8) required off-street parking spaces.
 - (12) Any parking stalls located in enclosed buildings must be totally within the enclosed building.

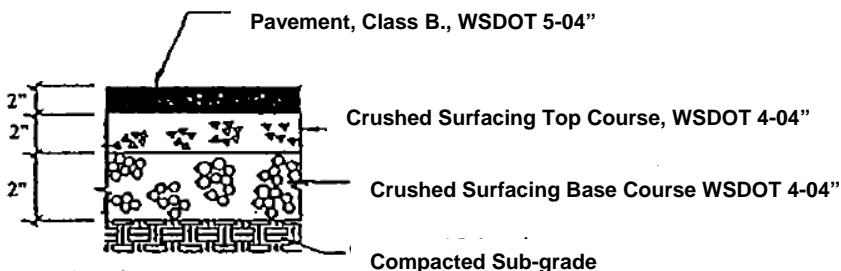
21.18.120 Off-street parking construction standards.

- (1) Off-street parking areas shall have dust-free, all-weather surfacing. Typical approved sections are illustrated below. Frequently used (at least five (5) days a week) off-street parking areas shall conform to the standards shown in A below or an approved equivalent. If the parking area is to be used more than thirty (30) days per year but less than five (5) days a week, then the standards to be used shall conform to the standards shown in B below or an approved equivalent. An exception to these surfacing requirements may be

made for certain uses that require intermittent use of their parking facilities less than thirty (30) days per year. Pervious surfacing material shall be considered an all weather surface when installed per City Engineer's requirements. Any surface treatment other than those graphically illustrated below must be approved by the Development Services Director.

MINIMUM SURFACING REQUIREMENTS

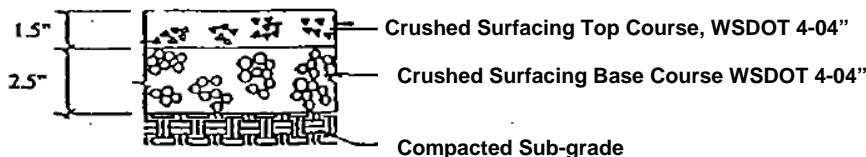
A. Frequently Used (Light Asphalt Section)



Note: Depths are compacted thickness.

*ATB maybe used in lieu of crushed surfacing with prior engineer approval. Crushed replacement depth with ABT shall be 1:1. ATB shall be per WSDOT 4-06.

B. Infrequently Used

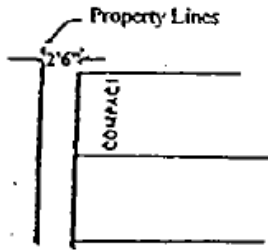


Note: Depths are compacted thickness.

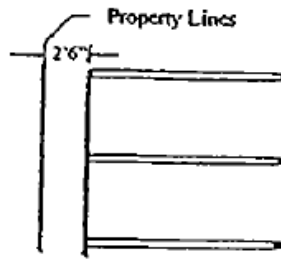
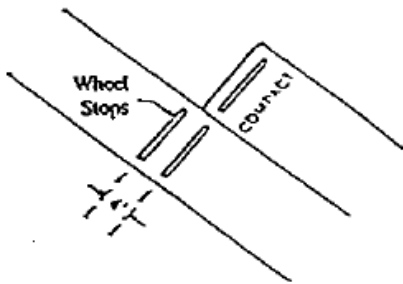
*ATB maybe used in lieu of crushed surfacing with prior engineer approval. Crushed replacement depth with ABT shall be 1:1. ATB shall be per WSDOT 4-06.

- (2) Grading work for parking areas shall meet the requirements of the International Building Code. Drainage and erosion/sedimentation control facilities shall be provided in accordance with City of Woodinville Ordinance No. 25.
- (3) Asphalt or concrete surfaced parking areas shall have parking spaces marked by surface paint lines or suitable substitute traffic marking material in accordance with the Washington State Department of Transportation Standards. Wheel stops are required where a parked vehicle would encroach on adjacent property, pedestrian access or circulation areas, right-of-way or landscaped areas. Typically approved markings and wheel stop locations are illustrated below.

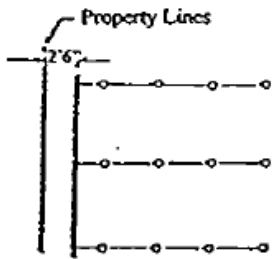
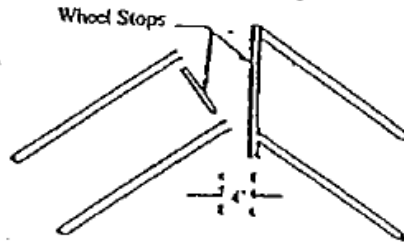
STALL MARKINGS AND WHEEL STOP LOCATIONS



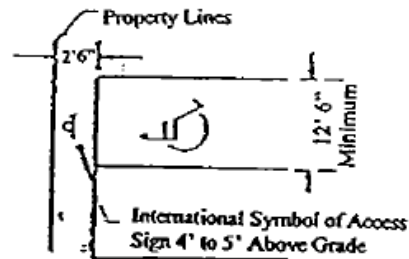
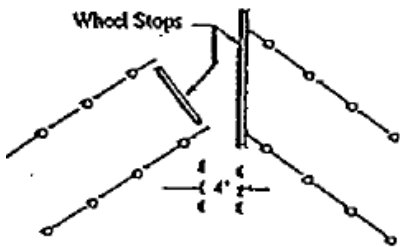
COMPACTED MARKING



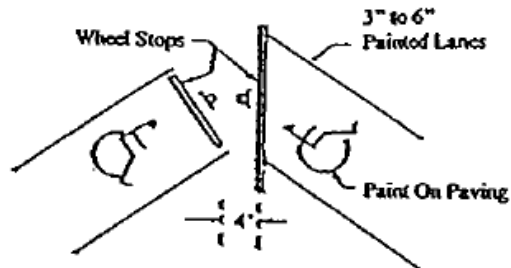
PAINTED HORSESHOE MARKING



METAL OR PLASTIC TRAFFIC MARKING



HANDICAP MARKING



21.18.130 Compact car allowance requirements. Up to fifty (50) percent of the total number of spaces may be sized to accommodate compact cars, subject to the following:

- (1) Each space shall be clearly identified as a compact car space by painting the word "COMPACT" in capital letters, a minimum of eight (8) inches high, on the pavement at the base of the parking space and centered between the striping;
- (2) Aisle widths shall conform to the standards set for standard size cars; and
- (3) Apartment developments with less than twenty (20) parking spaces may designate up to forty (40) percent of the required parking spaces as compact spaces.

21.18.140 Internal circulation road standards. Internal access roads to off-street parking areas shall conform with the surfacing and design requirements for private commercial roads set forth in the City of Woodinville street standards.