

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Adoption of Ordinance No. 663 - Regional Green Development Code Amendments
DEPARTMENT:	Planning & Community Development
PRESENTED BY:	Kim Lehmborg, Associate Planner Rachael Markle, AICP, Director
ACTION:	<input checked="" type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

Shoreline staff has been collaborating with a regional code development team as part of the Sustainable Cities Roundtable, researching alternatives to the International Green Construction Code (IGCC). The Regional Code Collaboration (RCC) team, led by King County Green Tools and the City of Seattle, has been working on a number of building and development code changes to promote and facilitate green building practices in the region. Having similar provisions across multiple jurisdictions is expected to simplify code compliance for developers.

Ordinance No. 663 contains amendments that are specific to the Development Code (Attachment A, Ordinance 663, Exhibit 1). These include provisions for electric vehicle infrastructure and bicycle parking, setback flexibility for rainwater catchment and exterior insulation, and light pollution and light trespass regulations.

The Planning Commission reviewed the proposed amendments at a study session March 7, 2013 and held a Public Hearing April 4, 2013. They recommended adoption of the amendments. Council reviewed the proposed amendments on June 3, and discussed issues related to light pollution prevention and electric vehicle infrastructure regulations.

RESOURCE/FINANCIAL IMPACT:

There is no anticipated resource or financial impact of these amendments.

RECOMMENDATION

Staff recommends that Council adopt Ordinance 663, adopting the Development Code amendments.

Approved By: City Manager **JU** City Attorney **IS**

BACKGROUND

On October 10, 2011, Council was introduced to the International Green Construction Code (IGCC), as a way of further implementing Shoreline's Environmental Sustainability Strategy. Council asked staff to research the costs of adopting the IGCC, and staff also began to look at alternatives to the IGCC. The Regional Code Collaboration effort was initiated by the City of Seattle and King County Green Tools, as many jurisdictions in the area were also looking for alternatives to adopting the IGCC. The regional team was a way to leverage resources of jurisdictions in the area, saving money and time and consolidating stakeholder and public outreach, as described in the June 3rd staff report.

[June 3, 2013 Staff Report](#)

The regional package includes amendments to the building, plumbing, and electrical codes as well as land use (development) codes. The amendments as proposed in Ordinance No. 663 are specific to Shoreline's Development Code. These include provisions for:

1. Setback flexibility for exterior insulation;
2. Setback flexibility for rainwater catchment;
3. Light pollution and light trespass;
4. Electric vehicle infrastructure; and
5. Bicycle parking.

The associated proposed amendments to the building code will be included with the normal building code adoption cycle, to be brought before Council later this summer.

The proposed Development Code amendments were discussed at the June 3, 2013 Council meeting. At that time staff introduced the Planning Commission recommendation and staff recommended changes. The Council discussion focused on light pollution prevention and electric vehicle infrastructure codes.

Light Pollution Prevention

Council discussed the proposed light pollution prevention code and how it would be applied. Light pollution occurs when outdoor lighting is misdirected, misplaced, unshielded, excessive or unnecessary. As a result, light spills unnecessarily upward and outward, causing glare, light trespass, and a nighttime urban "sky glow" overhead, indicating wasted energy and obscuring the stars overhead. Light from excessive, unshielded and poorly directed lighting is dangerous for drivers and pedestrians on our roads at night. "Light trespass" occurs when lighting on one property intrudes onto another property in a way that constitutes a nuisance.

As proposed, the section requiring fixtures to be downlit and the bulb shielded from neighboring properties applies to all lighting, both new and existing. Council reflected that this might be a problem for residents with existing fixtures that would not be in strict compliance with the code. To "grandfather" in existing lighting, so that existing lighting not in conformance with the new code would be considered legal, the following language could be inserted at the beginning of each pertinent code section:

“This requirement applies to all new or replaced fixtures from the effective date of this ordinance.”

Staff does not recommend this provision however, due to difficulty in enforcement. If a permit were not required for the fixture, and a complaint were received, the code enforcement team would have difficulty proving when the fixture was installed. Requiring a permit for all new fixtures for purposes of tracking would be onerous to the public and the City. Staff does not anticipate a sudden increase of complaints about existing lighting, nor will the code enforcement team be seeking out violations. Realistically, if a lighting fixture causes a complaint, it likely constitutes a nuisance. A solid light trespass ordinance will make code enforcement much more straightforward, especially if it applies to all fixtures.

Graphics associated with the lighting sections of the code were simplified from the Planning Commission recommended version, consisting of just a few examples of good and bad lighting, based on typical residential and commercial fixtures. A handout will be developed with additional examples and resources to help customers comply with this code provision.

Electric Vehicle (EV) Infrastructure

The proposed amendment would require that the conduit be installed for future EV charging stations in multi-family developments. If and when the wiring and charging station is installed, it can be accomplished without an associated remodel cost. Installing conduit when a building is under construction or remodel is simple and not costly. However, installing conduit later would constitute a much greater remodel cost. Remodeling to run conduit in a finished space requires opening up walls and drilling of studs, as well as unforeseen conditions necessary to complete the work and restore finishes. Note that running above-ground conduit after the fact is more expensive and can be unsightly.

The spaces will not initially be restricted until demand warrants installing the stations themselves. At that point the EV-only parking signage would be installed.

The description of “Electric Vehicle Infrastructure” was originally proposed to be in the definitions section of the code (20.20). This has been moved to the parking section for clarity. The definition of an Electric Vehicle Parking Space can remain in the definitions section for reference. The revised draft ordinance reflects this change.

Council discussed whether the ordinance should include requiring conduit only, or requiring conduit with wiring as recommended by the Planning Commission. Cost and the willingness of future property owners to install the wiring if and when it is desired, were among the issues.

This amendment as originally written would have required conduit and wiring be installed for future station hook-up. The staff alternative for requiring conduit only and not wiring is based on the changing industry, and the anticipation that different types of stations may require different types of wiring and data connections. Wiring installed at

the time of construction may have to be replaced, or additional wiring installed when the station is installed. Further, if the wiring that is installed initially is not adequate or needs to be replaced, the waste of that wiring is not sustainable.

Costs of Wiring

- Wiring/data materials: between \$2 - \$9 per linear foot, depending on type
- Labor: additional \$10 per linear foot
- Variables: contractor overhead/mobilization, turns, number of connections, etc.
- Rough estimate labor and materials: \$5 - \$20 per linear foot.

An electric vehicle can plug in to standard 120-volt house power; the charging time for this type of power is up to 16 hours. A 240-volt station (preferred) uses the same type of wiring as a dryer or range, and the charging time is between three and six hours, depending on the vehicle.

ALTERNATIVES ANALYSIS

The following alternatives are available to Council with regard to proposed Ordinance No. 663:

1. *Adopt* – Council can adopt Ordinance No. 663, which would amend the code as stated in the ordinance.
2. *Reject* – Council can reject Ordinance No. 663, which would result in no changes.
3. *Modify and Adopt* – Council can modify portions of the ordinance and adopt changes.
4. *Remand* – Council can remand the issue back to staff for further analysis.

Adoption of the ordinance as proposed would strengthen Shoreline's commitment to environmental sustainability and green building in particular.

- Allowing cisterns and exterior insulation in setbacks removes barriers to certain green features that may deter people from pursuing.
- Reducing light pollution and light trespass will make Shoreline a safer and more pleasant area at night. This is important as density increases and more mixed use projects are built.
- Preparing for increased demand for electric vehicles removes barriers to alternatives to gas-powered vehicles.
- Finally, making it easier for citizens and workers to own and commute via bicycle will reduce pollution and traffic and make Shoreline a healthier place to live and work.

RESOURCE/FINANCIAL IMPACT

There is no anticipated resource or financial impact of these amendments.

RECOMMENDATION

Staff recommends that Council adopt Ordinance No. 663, adopting the Development Code amendments.

ATTACHMENTS

Attachment A: Ordinance 663

Attachment B: Exhibit 1 to Ordinance 663

ORDINANCE NO. 663**AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON AMENDING THE MUNICIPAL CODE TITLE 20, CHAPTER 20.50 GENERAL DEVELOPMENT STANDARDS TO ADD SETBACK EXEMPTIONS FOR EXTERIOR INSULATION ON EXISTING BUILDINGS AND RAINWATER CATCHMENT SYSTEMS, AND REGULATIONS FOR EXTERIOR LIGHTING, BICYCLE PARKING AND ELECTRIC VEHICLE PARKING**

WHEREAS, the City adopted Shoreline Municipal Code Title 20, the Development Code, on June 12, 2000; and

WHEREAS, the Shoreline Municipal Code Chapter 20.30.100 states “Any person may request that the City Council, Planning Commission, or Director initiate amendments to the text of the Development Code”; and

WHEREAS, City staff, with assistance and participation from staff from other Puget Sound jurisdictions, drafted amendments to the Development Code; and

WHEREAS, the Planning Commission held a Public Hearing and formulated its recommendation to Council on the proposed amendments on April 4, 2013; and

WHEREAS, a SEPA Determination of Nonsignificance was issued on March 13, 2013, in reference to the proposed amendments to the Development Code; and

WHEREAS, the proposed amendments were submitted to the State Department of Community Development on March 21, 2013 for comment pursuant WAC 365-195-820; and

WHEREAS, no comments were received from the State Department of Community Development; and

WHEREAS, the Council finds that the amendments adopted by this ordinance are consistent with and implement the Shoreline Comprehensive Plan and comply with the adoption requirements of the Growth Management Act, Chapter 36.70A. RCW; and

WHEREAS, the Council finds that the amendments adopted by this ordinance meet the criteria in Title 20 for adoption of amendments to the Development Code;

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON DO ORDAIN AS FOLLOWS:

Section 1. Amendment. Shoreline Municipal Code Chapter 20.50 is amended as set forth in Exhibit 1, which is attached hereto and incorporated herein.

20.20.018 E definitions.

Early Notice	The City’s response to an applicant stating whether it considers issuance of a determination of significance likely for the applicant’s proposal (mitigated determination of non significance (DNS) procedures).
Easement	A grant by the property owner of the use of a strip of land by the public, corporation or persons for specific purposes.
Egress	An exit.
Electric vehicle parking space	Any marked parking space that identifies the use to be exclusively for the parking of an electric vehicle.
Elevation	<p>A. A vertical distance above or below a fixed reference level;</p> <p>B. A fully dimensioned drawing of the front, rear, or side of a building showing features such as windows, doors, and relationship of grade to floor level.</p>
Emergency	A situation which requires immediate action to prevent or eliminate an immediate threat to the health or safety of persons, property, or the environment.
Engineer	A professional engineer licensed to practice in the State of Washington.
Engineer, City	City Engineer having authorities specified in State law or authorized representative.
Enhancement	An action which increases the functions and values of a stream, wetland or other sensitive area or buffer.
Equipment Enclosure, Wireless Telecommunication Facility	A small structure, shelter, cabinet, or vault used to house and protect the electronic equipment necessary for processing wireless communications signals. Associated equipment may include air conditioning and emergency generators.

20.50.040 Setbacks – Designation and measurement.

I. Projections into Setback.

1. Projections may extend into required yard setbacks as follows, except that no projections shall be allowed into any five-foot yard setback except:

a. Gutters;

b. Fixtures not exceeding three square feet in area (e.g., overflow pipes for sprinkler and hot water tanks, gas and electric meters, alarm systems, and air duct termination; i.e., dryer, bathroom, and kitchens); or

c. On-site drainage systems.

d. Where allowed by the International Building Code and International Fire Code minimum fire separation distance requirements, required yard setback distance from adjacent property lines may be decreased by a maximum of 4 inches for the sole purpose of adding insulation to the exterior of the existing building structural frame. Existing buildings not conforming to development standards shall not extend into required yard setback more than what would be allowed for a conforming structure under this exception.

e. Rain barrels, cisterns and other rainwater catchment systems may extend into a required yard setback according to the following:

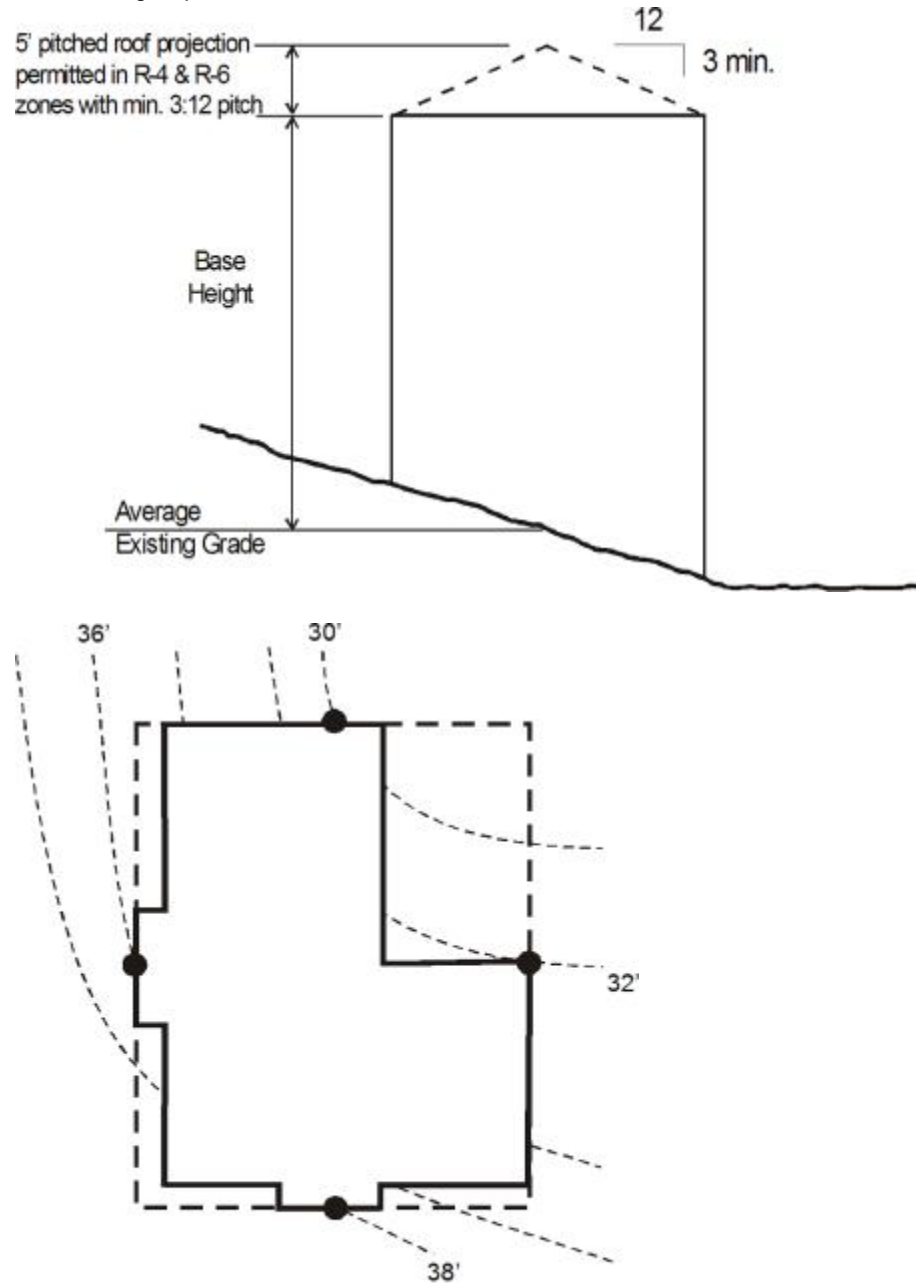
1. Cisterns, rain barrels or other rainwater catchment systems no greater than 600 gallons shall be allowed to encroach into a required yard setback if each cistern is less than 4' wide and less than 4.5' tall excluding piping.

2. Cisterns or rainwater catchment systems larger than 600 gallons may be permitted in required yard setbacks provided that they do not exceed 10% coverage in any required yard setback, and they are not located closer than 2.5' from a side or rear lot line, or 15' from the front lot line. If located in a front yard setback, materials and design must be compatible with the architectural style of the building which it serves, or otherwise adequately screened, as determined by the Director.

3. Cisterns may not impede requirements for lighting, open space, fire protection or egress.

20.50.050 Building height – Standards.

The base height for all structures shall be measured from the average existing grade to the highest point of the roof. The average existing grade shall be determined by first delineating the smallest rectangle which can enclose the building and then averaging the elevations taken at the midpoint of each side of the rectangle; provided, that the measured elevations do not include berms.



$$\text{Average Existing Grade} = \frac{30' + 32' + 36' + 38'}{4} = 34'$$

Figure 20.50.050(A): Building height measurement.

Exception 20.50.050(1): The ridge of a pitched roof on the principal house in R-4 and R-6 zones may extend up to 35 feet; provided, that all parts of the roof above 30 feet must be pitched at a rate of not less than three to 12.

Exception 20.50.050(2): The ridge of a pitched roof on the building in the R-18 through R-48 zones may extend up to 40 feet; provided, that all parts of the roof above 35 feet must be pitched at a rate of not less than four to 12. (For further exceptions to height limits in the R-48 zone, see Exceptions 20.50.020(8) and (9).)

Exception 20.50.050(3): The following structures may be erected above the height limits in residential zones:

- Roof structures housing or screening elevators, stairways, tanks, ventilating fans, or similar equipment required for building operation and maintenance;
- Fire or parapet walls, skylights, flagpoles, chimneys, and utility line towers and poles; and
- Steeples, crosses, and spires when integrated as an architectural element of a building. (Ord. 352 § 1, 2004; Ord. 238 Ch. V § 1(B-4), 2000).

- [The maximum allowable roof height may be increased by 8 inches, only for the purpose of adding insulation to the exterior of the existing building structural frame. Existing buildings not conforming to development standards shall not exceed the maximum allowable height limit by more than what would be allowed for a conforming structure under this exception. The Director may prohibit additional roof height encroachments in view-sensitive areas.](#)

20.50.115 Lighting – Standards.

A. Light Trespass Standard. Any lighting ~~should~~ shall be non-glare and shielded to minimize direct illumination of abutting properties and adjacent streets. (Ord. 299 § 1, 2002). All light fixtures shall be located, aimed or shielded so as to minimize stray light trespassing across property lines. The light source (lamp or bulb) in a fixture must be shielded such that the light source is not directly visible from other properties or the public right-of-way.

B. Prohibited Lighting. The following types of lighting are prohibited:

1. Outdoor floodlighting by flood light projection above the horizontal plane.
2. Search lights, laser source lights, or any similar high intensity light.
3. Any flashing, blinking, rotating or strobe light illumination device located on the exterior of a building or on the inside of a window which is visible beyond the boundaries of the lot or parcel.

Exemptions:

1. Lighting required for emergency response by police, fire, or medical personnel (vehicle lights and accident/crime scene lighting).
2. Lighting in swimming pools and other water features governed by Article 680 of the National Electrical Code.
3. Signs and sign lighting regulated by SMC 20.50, Subchapter 8.
4. Holiday and event lighting (except for outdoor searchlights and strobes).
5. Sports and field lighting;
6. Lighting triggered by an automatic emergency or security alarm system.



Examples of Fixtures

20.50.205 Lighting – Standards.

A. Light Trespass Standard. All light fixtures shall be located, aimed or shielded so as to minimize stray light trespassing across property lines. The light source (lamp or bulb) in a fixture installed on a property and visible from any residential property must be shielded such that the light source is not directly visible from that property.

B. Prohibited Lighting. The following types of lighting are prohibited:

- 1 Outdoor floodlighting by flood light projection above the horizontal plane.
- 2 Search lights, laser source lights, or any similar high intensity light.
- 3 Any flashing, blinking, rotating or strobe light illumination device located on the exterior of a building or on the inside of a window which is visible beyond the boundaries of the lot or parcel.

Exemptions:

- 1 Lighting required for emergency response by police, fire, or medical personnel (vehicle lights and accident/crime scene lighting).
- 2 Lighting in swimming pools and other water features governed by Article 680 of the National Electrical Code.
- 3 Signs and sign lighting regulated by SMC 20.50, Subchapter 8.
- 4 Holiday and event lighting (except for outdoor searchlights and strobes).
- 5 Sports and field lighting:
- 6 Lighting triggered by an automatic emergency or security alarm system.

DO THIS



DON'T DO THIS



[Examples of Fixtures](#)

20.50.240

H. **Outdoor Lighting.**

1. All publicly accessible areas on private property shall be illuminated as follows:
 - a. Minimum of one-half footcandle and maximum 25-foot pole height for vehicle areas;
 - b. One to two footcandles and maximum 15-foot pole height for pedestrian areas; and
 - c. Maximum of four footcandles for building entries with the fixtures placed below second floor;
2. All private fixtures shall be shielded to prevent direct light from entering neighboring property

3. Prohibited Lighting: The following types of lighting are prohibited:

- a. Mercury vapor luminaries ~~are prohibited.~~
- b Outdoor floodlighting by flood light projection above the horizontal plane.
- c. Search lights, laser source lights, or any similar high intensity light,
- d. Any , flashing, blinking, rotating or strobe light illumination device located on the exterior of a building or on the inside of a window which is visible beyond the boundaries of the lot or parcel.

Exemptions:

1. Lighting required for emergency response by police, fire, or medical personnel (vehicle lights and accident/crime scene lighting).
2. Lighting in swimming pools and other water features governed by Article 680 of the National Electrical Code.
3. Signs and sign lighting regulated by SMC 20.50, Subchapter 8.
4. Holiday and event lighting (except for outdoor searchlights or strobes).
5. Sports and field lighting;
6. Lighting triggered by an automatic emergency or security alarm system.

DO THIS



External Shield

DON'T DO THIS



Unshielded
PAR Floodlights



Unshielded Wallpacks
& Unshielded or
Poorly-shielded Wall
Mount Fixtures

20.50.390 Minimum off-street parking requirements – Standards.

A. Off-street parking areas shall contain at a minimum the number of parking spaces stipulated in Tables 20.50.390A through 20.50.390D.

Table 20.50.390A – General Residential Parking Standards

RESIDENTIAL USE	MINIMUM SPACES REQUIRED
Single detached/townhouse:	2.0 per dwelling unit
Apartment:	<u>Ten percent of required spaces in multifamily and residential portions of mixed use development must be equipped with electric vehicle infrastructure for units where an individual garage is not provided.</u>¹
Studio units:	.75 per dwelling unit
One-bedroom units:	.75 per dwelling unit
Two-bedroom plus units:	1.5 per dwelling unit
Accessory dwelling units:	1.0 per dwelling unit
Mobile home park:	2.0 per dwelling unit

Table 20.50.390B – Special Residential Parking Standards

RESIDENTIAL USE	MINIMUM SPACES REQUIRED
Bed and breakfast guesthouse:	1 per guest room, plus 2 per facility
Community residential facilities:	1 per 2 units
Dormitory, including religious:	1 per 2 units
Hotel/motel, including organizational hotel/lodging:	

	1 per unit
Senior citizen assisted:	1 per 3 dwelling or sleeping units

Note: Square footage in this subchapter refers to net usable area and excludes walls, corridors, lobbies, bathrooms, etc.

[¹ Electric Vehicle Infrastructure requires that the site design must provide conduit for wiring and data, and associated ventilation to support the additional potential future electric vehicle charging stations pursuant to the most current edition of the National Electrical Code Article 625.](#)

[If the formula for determining the number of *electric vehicle parking spaces* results in a fraction, the number of required *electric vehicle parking spaces* shall be rounded to the nearest whole number, with fractions of 0.50 or greater rounding up and fractions below 0.50 rounding down.](#)

20.50.410 Parking design standards.

A. All vehicle parking and storage for single-family detached dwellings and duplexes must be in a garage, carport or on an approved impervious surface or pervious concrete or pavers. Any surface used for vehicle parking or storage must have direct and unobstructed driveway access.

B. All vehicle parking and storage for multifamily and commercial uses must be on a paved surface, pervious concrete or pavers. All vehicle parking in the MUZ zone shall be located on the same parcel or same development area that parking is required to serve. Parking for residential units shall be assigned a specific stall until a parking management plan is submitted and approved by the Director.

C. On property occupied by a single-family detached residence or duplex, the total number of vehicles wholly or partially parked or stored outside of a building or carport shall not exceed six, excluding a maximum combination of any two boats, recreational vehicles, or trailers. This section shall not be interpreted to allow the storage of junk vehicles as covered in SMC [20.30.750](#).

D. Off-street parking areas shall not be located more than 500 feet from the building they are required to serve. 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:

1. For all single detached dwellings, the parking spaces shall be located on the same lot they are required to serve;
2. 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
3. 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;
4. No more than 50 percent of the required minimum number of parking stalls may be compact spaces.

Exception 20.50.410(D)(1): In commercial zones, the Director may allow required parking to be supplied in a shared parking facility that is located more than 500 feet from the building it is designed to serve if adequate pedestrian access is provided and the applicant submits evidence of a long-term, shared parking agreement.

E. The minimum parking space and aisle dimensions for the most common parking angles are shown in Table 20.50.410E below. For parking angles other than those shown in the table, 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.

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.

Table 20.50.410E – Minimum Parking Stall and Aisle Dimensions

A	B	C	D	E	F
Parking Angle	Stall Width (feet)	Curb Length (feet)	Stall Depth (feet)	Aisle Width (feet)	Unit Depth (feet)
				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	** **
	Min. 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	8.0*	11.5*	17.0*	12.0 20.0	** **
	Min. 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	8.0*	9.6*	18.0	18.0 20.0	** **
	Min. 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	8.0*	8.0*	16.0*	23.0 23.0	** **
	Min. 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

Notes:

* For compact stalls only

** Variable, with compact and standard combinations

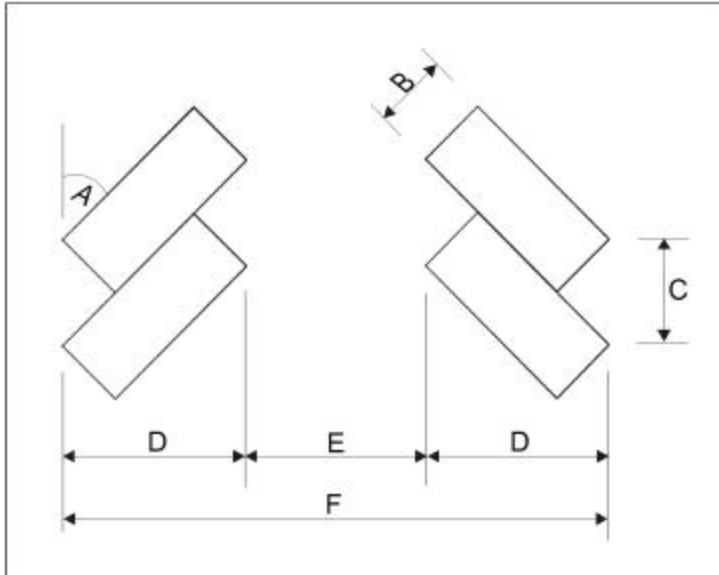


Figure 20.50.410(E)(1): Diagram of corresponding parking dimensions A through F from Table 20.50.410.

Exception 20.50.410(E)(1): The parking space depth may be reduced up to 18 inches when vehicles overhang a walkway under the following conditions:

1. Wheel stops or curbs are installed that provide a maximum 18-inch overhang; and
2. The remaining walkway provides a minimum of 60 inches of unimpeded passageway for pedestrians.

Exception 20.50.410(E)(2): Tandem or end-to-end parking is allowed in residential developments. Single-family, duplex and townhouse developments may have tandem parking areas for each dwelling unit but shall not combine parking for separate dwelling units in tandem parking areas.

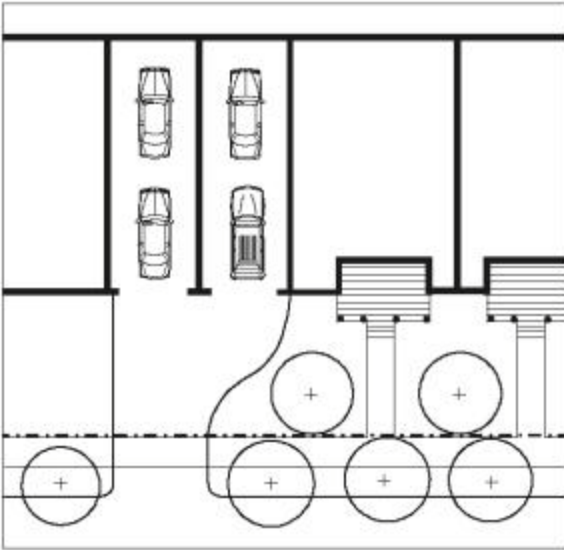
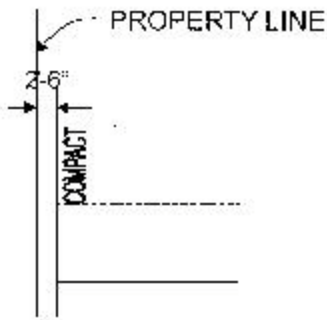


Figure Exception to 20.50.410(E)(2): Illustration of tandem parking.

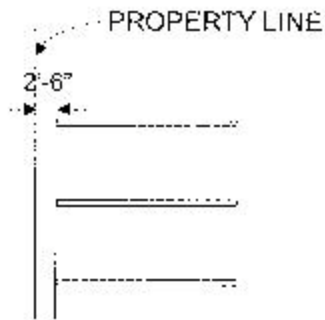
Exception 20.50.410(E)(3): Vanpool/carpool parking areas shall meet the following minimum design standards;

1. A minimum vertical clearance of seven feet, three inches shall be provided to accommodate van vehicles if designated vanpool/carpool parking spaces are located in a parking structure; and
2. 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/vanpool parking spaces.

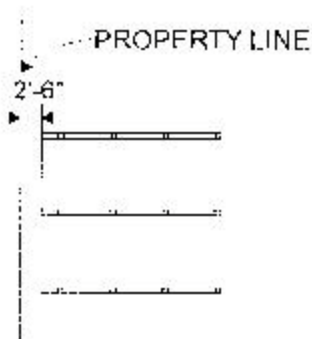
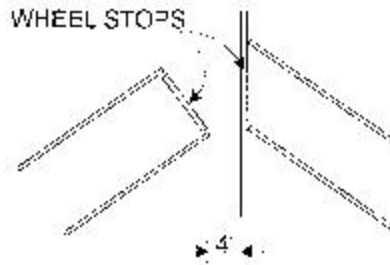
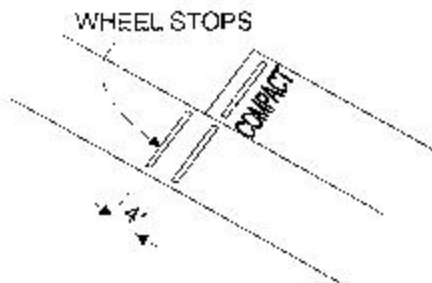
F. Asphalt or concrete surfaced parking areas shall have parking spaces marked by surface paint lines or suitable substitute traffic marking material in accordance with Washington State Department of Transportation standards. Wheel stops are required where a parked vehicle encroaches on adjacent property, pedestrian access or circulation areas, right-of-way or landscaped areas. Typical approved markings and wheel stop locations are illustrated in Figure 20.50.410(F).



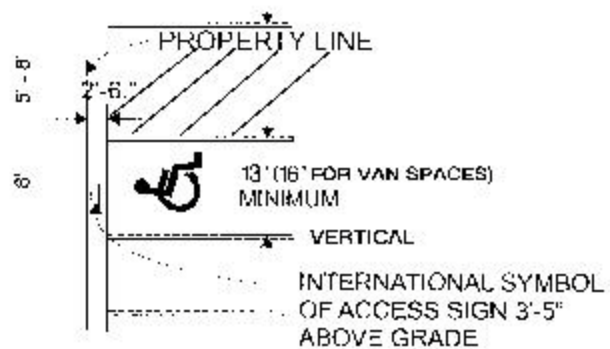
COMPACT MARKING



PAINTED HORSESHOE MARKING



METAL OR PLASTIC TRAFFIC MARKING



DISABLED PERSONS PARKING

HW 110-04-ABLE
SACRED, NO. 7, C
ABOVE GRADE WITH
THE NOTICE STATE
DISABLED PARKING
PERMIT REQUIRED!
VAN SPACES SHALL
HAVE MINIMUM
ACCESSIBLE
MOUNTED BELOW
ACCESS SYMBOL

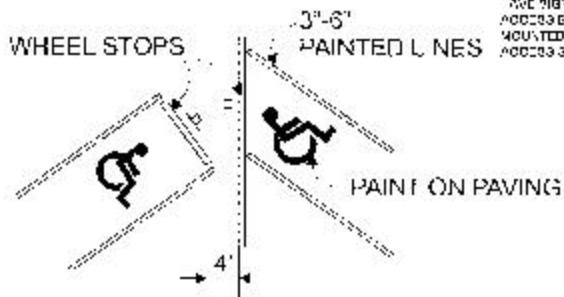
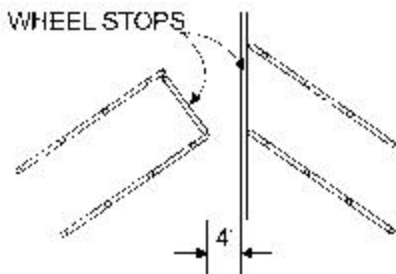


Figure 20.50.410(F): Pavement marking and wheel stop standards.

Note that parking spaces must meet setbacks from property lines where required by the zone.

G. Any parking spaces abutting a 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. This requirement does not apply to single-family and duplex developments.

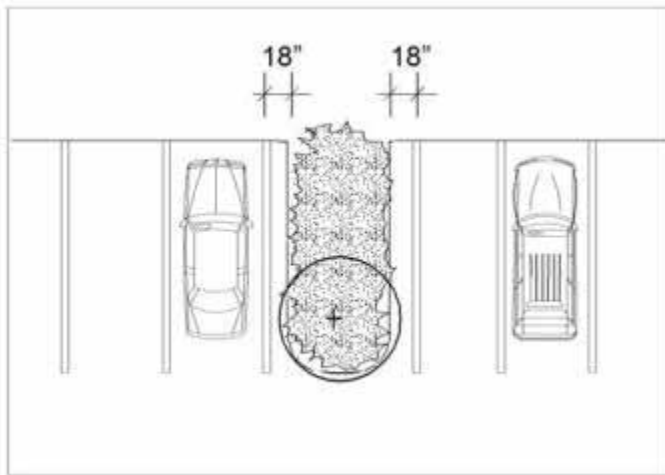


Figure 20.50.410(G): Illustration of buffer between parking and landscaping.

H. Required parking spaces shall be located outside of any required setbacks, provided driveways located in setbacks may be used for parking.

Exception 20.50.410(H)(1): If parking is located below grade, parking may be located within the required setback; provided, that the portion of the parking structure located within setback is landscaped or serves as pedestrian access.

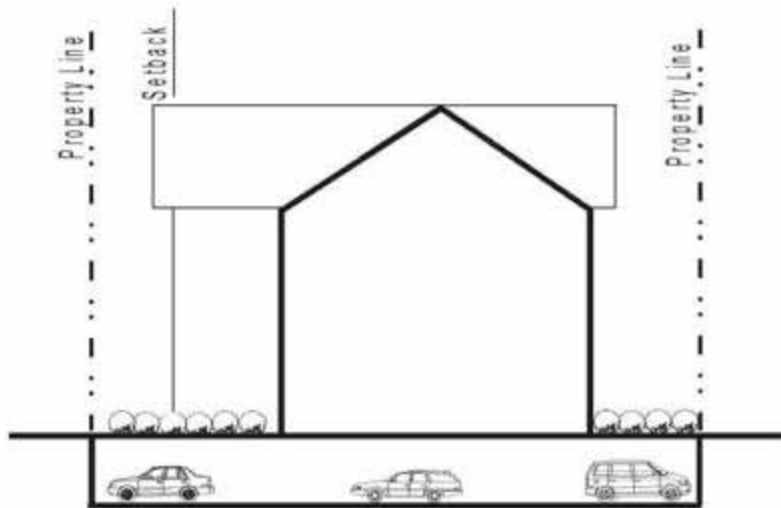


Figure Exception to 20.50.410(H)(1): Illustration of underground parking.

- I. Any parking stalls located in enclosed buildings must be totally within the enclosed building.
- J. Off-street parking and access for physically handicapped persons shall be provided in accordance with WAC 51-40-1100 Chapter 11 – Accessibility and subsequent addendum.
- K. Every nonresidential 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 in Table 20.50.410K.

Table 20.50.410K

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 36,000 square feet	1 additional

L. Every building engaged in retail, 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 in Table 20.50.410L.

Table 20.50.410L

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 to 920,000 square feet	8
For each additional 140,000 square feet	1 additional

M. Each loading space required by this section shall be a minimum of 10 feet wide, 30 feet long, and have an unobstructed vertical clearance of 14 feet six inches, and shall be surfaced, improved and maintained as required by the Engineering Development Guide. 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.

N. 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, berms, walls, or restrictions on the hours of operation.

O. Multi-story self-service storage facilities shall provide two loading spaces, 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 25 feet by 12 feet with an unobstructed vertical clearance of 14 feet inches, and shall be surfaced, improved and maintained as required by the Engineering Development Guide.

P. Any floor area additions or structural alterations to a building shall be required to provide loading space or spaces as set forth in this section.

Q. All parking lot lighting ~~should~~ shall be nonglare and shielded to minimize direct illumination of abutting properties and adjacent streets. (Ord. 560 § 4 (Exh. A), 2009; Ord. 469 § 1, 2007; Ord. 391 § 4, 2005; Ord. 352 § 1, 2004; Ord. 299 § 1, 2002; Ord. 238 Ch. V § 6(B-3), 2000).

R. Electric Vehicle Signage.

1. Electric vehicle charging stations available for public use shall have posted signage, as identified in this subsection, allowing only charging electric vehicles to park in such spaces. For purposes of this subsection, "charging" means that an electric vehicle is parked at an electric vehicle charging station and is connected to the charging station equipment.

2. Signage for parking of electric vehicles shall include:

a. Information about the charging station to identify voltage and amperage levels and any time of use, fees, or safety information.

b. As appropriate, directional signs at appropriate decision points to effectively guide motorists to the charging station space(s).

3. EV signage is exempt from a sign permit.

20.50.440 Bicycle facilities – Standards.

A. Short-term bicycle parking. Short-term bicycle parking shall be provided as specified in Table A. Short term bicycle parking is for bicycles anticipated to be at a building site for less than four hours.

TABLE A: Short-Term Bicycle Parking Requirements

<u>Type of Use</u>	<u>Minimum Number of Spaces Required</u>
<u>Multifamily</u>	<u>1 per 10 dwelling units</u>
<u>Commercial and all other non-residential uses.</u>	<u>1 bicycle stall per 12 vehicle parking spaces (minimum of 1 space)</u>

Installation of short-term bicycle parking. Short-term bicycle parking shall comply with all of the following:

1. It shall be visible from a building's entrance;

Exception: Where directional signage is provided at a building entrance, short-term bicycle parking shall be permitted to be provided at locations not visible from the main entrance.

2. It shall be located at the same grade as the sidewalk or at a location reachable by ramp or accessible route;

3. It shall be provided with illumination of not less than 1 footcandle at the parking surface;

4. It shall have an area of not less than 18 inches by 60 inches for each bicycle;

5. It shall be provided with a rack or other facility for locking or securing each bicycle;

6. The rack or other locking feature shall be permanently attached to concrete or other comparable material; and

7. The rack or other locking feature shall be designed to accommodate the use of U-locks for bicycle security.

~~A. In developments required to provide six or more parking spaces, bicycle parking shall be provided. Bicycle parking shall be bike rack or locker type parking facilities unless otherwise specified. Off-street parking areas shall contain at least one bicycle parking space for every 12 spaces required for motor vehicles.~~

~~One indoor bicycle storage space shall be provided for every two dwelling units in townhouse and apartment residential uses, unless individual garages are provided for every unit. The Director may reduce the number of bike rack parking spaces if indoor bicycle storage facilities are available to all residents.~~

~~Exception 20.50.440(A)(1): The Director may reduce bike rack parking facilities for patrons when it is demonstrated that bicycle activity will not occur at that location provided bike rack parking is not completely eliminated.~~

B. Long-term bicycle parking. Long-term bicycle parking shall be provided as specified in Table B. Long term bicycle parking is for bicycles anticipated to be at a building site for four or more hours.

TABLE B: Long-Term Bicycle Parking Requirements

<u>Type of Use</u>	<u>Minimum Number of Spaces Required</u>
<u>Multifamily</u>	<u>1 per studio or 1-bedroom unit</u> <u>2 per unit having 2 or more bedrooms</u>
<u>Commercial and all other non-residential uses</u>	<u>1 per 25,000 square feet of floor area; not less than 2 spaces</u>

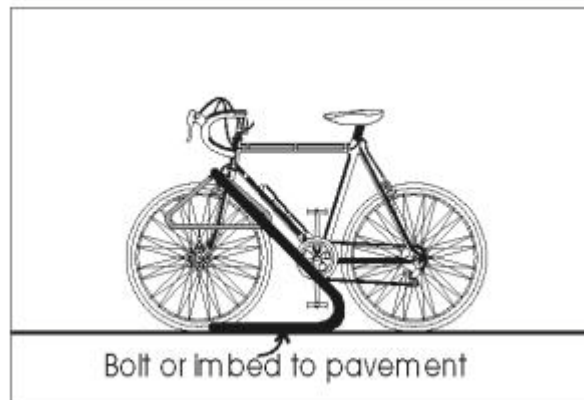
Installation of long-term bicycle parking. Long-term bicycle parking shall comply with all of the following:

1. It shall be located on the same site as the building;
2. It shall be located inside the building, or shall be located within 300 feet of the building's main entrance and provided with permanent cover including, but not limited to, roof overhang, awning, or bicycle storage lockers;
2. Illumination of not less than 1 footcandle at the parking surface shall be available;
3. It shall have an area of not less than 18 inches by 60 inches for each bicycle;
4. It shall be provided with a permanent rack or other facility for locking or securing each bicycle.

Exception 20.50.440(A)(2): The 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:

1. Park/playfield;
2. Marina;
3. Library/museum/arboretum;
4. Elementary/secondary school;
5. Sports club; or
6. Retail business and office (when located along a developed bicycle trail or designated bicycle route).
7. Campus zoned properties and transit facilities.

~~B.—Bicycle facilities for patrons shall be designed to allow either a bicycle frame or wheels to be locked~~



~~to a structure attached to the pavement.~~

Figure 20.50.440(B): Illustration of bicycle facility suitable for locking a bike to the structure.

~~C.—All bicycle parking and storage facilities shall be located within 100 feet of the building entrance and shall be located in safe, visible areas that do not impede pedestrian or vehicle traffic flow, and shall be well lit for nighttime use.~~

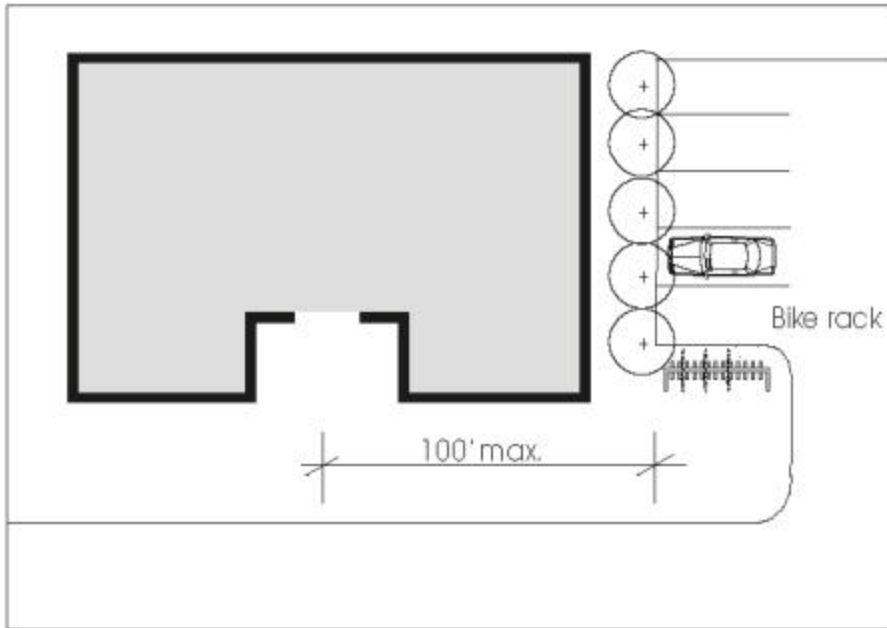


Figure 20.50.440(C): Illustration of desired bicycle facility location.

~~D.—When more than 10 people are employed on site, enclosed locker-type parking facilities for employees shall be provided. The Director shall allocate the required number of parking spaces between bike rack parking and enclosed locker-type parking facilities.~~