

AGENDA

PLANNING COMMISSION REGULAR MEETING



Thursday, April 4, 2013
7:00 p.m.

Shoreline City Hall
Council Chamber
17500 Midvale Ave N.

	<u>Estimated Time</u>
1. CALL TO ORDER	7:00 p.m.
2. ROLL CALL	7:01 p.m.
3. APPROVAL OF AGENDA	7:02 p.m.
4. APPROVAL OF MINUTES	7:03 p.m.
A. March 7 Regular Meeting	

Public Comment and Testimony at Planning Commission

During General Public Comment, the Planning Commission will take public comment on any subject which is not specifically scheduled later on the agenda. During Public Hearings and Study Sessions, public testimony/comment occurs after initial questions by the Commission which follows the presentation of each staff report. In all cases, speakers are asked to come to the podium to have their comments recorded, state their first and last name, and city of residence. The Chair has discretion to limit or extend time limitations and the number of people permitted to speak. Generally, individuals may speak for three minutes or less, depending on the number of people wishing to speak. When representing the official position of an agency or City-recognized organization, a speaker will be given 5 minutes.

5. GENERAL PUBLIC COMMENT	7:05 p.m.
6. PUBLIC HEARINGS	7:10 p.m.
A. Regional Green Development Code Amendments	
• Staff Presentation	
• Questions by the Commission	
• Public Testimony	
• Final Questions & Deliberations	
• Vote to Recommend Approval or Denial or Modification	
• Closure of Public Hearing	
7. DIRECTOR'S REPORT	8:10 p.m.
8. UNFINISHED BUSINESS	8:15 p.m.
A. Discuss Annual Report to City Council	
9. NEW BUSINESS	8:20 p.m.
A. Annual Officer Elections	
10. REPORTS OF COMMITTEES & COMMISSONERS/ANNOUNCEMENTS	8:25 p.m.
11. AGENDA FOR April 18	8:29 p.m.
12. ADJOURNMENT	8:30 p.m.

The Planning Commission meeting is wheelchair accessible. Any person requiring a disability accommodation should contact the City Clerk's Office at 801-2230 in advance for more information. For TTY telephone service call 546-0457. For up-to-date information on future agendas call 801-2236.

This page intentionally blank

CITY OF SHORELINE

SHORELINE PLANNING COMMISSION MINUTES OF REGULAR MEETING

March 7, 2013
7:00 P.M.

Shoreline City Hall
Council Chamber

Commissioners Present

Chair Moss
Vice Chair Esselman
Commissioner Craft
Commissioner Maul
Commissioner Montero
Commissioner Scully
Commissioner Wagner

Staff Present

Paul Cohen, Planning Manager, Planning and Community Development
Steve Szafran, Senior Planner, Planning and Community Development
Kim Lehmborg, Associate Planner
Jessica Simulcik Smith, Planning Commission Clerk

CALL TO ORDER

Chair Moss called the regular meeting of the Shoreline Planning Commission to order at 7:01 p.m.

ROLL CALL

Upon roll call by the Commission Clerk the following Commissioners were present: Chair Moss, Vice Chair Esselman and Commissioners Craft, Maul, Montero, Scully and Wagner.

APPROVAL OF AGENDA

The agenda was accepted as presented.

DIRECTOR'S COMMENTS

Mr. Cohen reminded the Commission that King County has been working with the City of Shoreline and other jurisdictions to complete a fact-based study of parking demands in King County. He inquired if the Commission would like staff to present the findings of the "Right-Sized Parking Study" at a future meeting. The Commission agreed that would be appropriate.

APPROVAL OF MINUTES

The minutes of February 7, 2013 were approved as presented.

GENERAL PUBLIC COMMENT

Nancy Morris, Shoreline, encouraged the Commission to keep the “local street” designation on Richmond Beach Drive, as they recommended to the City Council in 2011. She also asked the Commission to encourage the City Council to join with Save Richmond Beach and the City of Woodway in filing an amicus curiae brief related to the Point Wells site. In addition, she commended the Commission’s efforts to create a subcommittee to deal with the Point Wells property. She expressed concern that although the majority of Shoreline residents are against the proposed development, the City staff’s recommendation appears to disregard the citizen’s opposition. She referred to comments she previously submitted via email, and said she hopes the Commission and City Council will do the right thing.

Tom Jamieson, Shoreline, called the Commission’s attention to the Liquefaction Map, which was included in the Comprehensive Plan as part of the recent update. He reviewed that Save Richmond Beach proposed an amendment to the Comprehensive Plan that would point out that Point Wells has the highest risk for liquefaction. He recalled that on the October 15, 2012, the Planning Commission conducted a special public hearing for Comprehensive Plan amendments related the Point Wells Subarea Element and the Natural Environment Supporting Analysis. At the hearing, there were two passes through the document, one showing changes to the text and another showing changes to the map. The map changes were focused on renaming the “potential annexation area” to “future service annexation area.” He said he participated in the hearing and questioned why the liquefaction map was not being updated to show Point Wells as a high-risk area for liquefaction. He particularly noted that Point Wells was not even depicted on the Liquefaction Map, and the map was not included in the staff’s proposed updates. He provided a document outlining the changes he believes would have been made had the Shoreline Liquefaction Map been updated to show the high-risk area of Point Wells.

Mr. Jamieson said he recently learned that the Liquefaction Map seems to have disappeared entirely from the Natural Environment Supporting Analysis Element of the Comprehensive Plan. He applauded Commissioner Montero’s suggestion that a Point Wells Subarea Committee be appointed to focus specifically on Point Wells. He asked that the Commission start by taking a close look at the proceedings dealing with Point Wells during the Comprehensive Plan update, potentially obtaining an independent third-party audit of the process. Mr. Cohen agreed to research the changes that were made to the Comprehensive Plan and then discuss the issue further with Mr. Jamieson.

STUDY ITEM: REGIONAL GREEN BUILDING DEVELOPMENT CODE AMENDMENTS

Staff Presentation

Ms. Lehmborg advised that over the past year, she and other staff members have been working with the Regional Code Collaboration (RCC) Team to identify a number of building and development code amendments to promote and facilitate green building practices in the region. The project was initiated by King County and the City of Seattle, and other participants include the Cities of Shoreline, Tacoma, Mountlake Terrace, Issaquah and Redmond. Other jurisdictions that expressed an interest but did not actively participate include Snohomish and Clark Counties and the Cities of Snoqualmie, Kirkland, Friday Harbor, Bellevue, Edmonds, Sammamish and Renton. The amendments are designed to be

similar across jurisdictions to make it easier for developers to build green by having the same or similar codes in multiple jurisdictions.

Ms. Lehmberg reported that in October, 2011, the International Green Construction Code (IGCC) was presented to the City Council as a way of further implementing Shoreline's Environmental Sustainability Strategy. At that time, the City Council directed staff to research the associated costs and alternatives. However, because few jurisdictions have actually adopted the IGCC, there is not a lot of information available. The City Council and other jurisdictions across the region ultimately decided not to adopt the IGCC during a time of economic down turn. The code amendments identified by the RCC Team offer lower-impact alternatives for green, sustainable building. She advised that the core concepts of the amendments include: water conservation, materials conservation, energy conservation, sustainable transportation and miscellaneous.

Ms. Lehmberg advised that the amendments before the Planning Commission are associated with the Development Code. Changes to the Building Code will go forward to the City Council during the regular update cycle in July. She provided a matrix to outline each participating jurisdiction's timeline for adopting the amendments and reviewed the specific Development Code amendments that will come before the Commission as follows:

- **Electric vehicle infrastructure and bicycle parking** – The proposed amendment related to electric vehicle charging stations would be a less extensive variation of the amendments proposed by the RCC Team. Staff is reluctant to add more electric vehicle regulations for commercial development until there is evidence the market can support the new requirements. At this time, the amendment would apply to multi-family development, only.
- **Setback flexibility for exterior insulation on additions to promote energy conservation.** The proposed amendment would allow a 4-inch setback projection and an 8-inch height projection for adding exterior insulation to an existing building.
- **Setback flexibility for rainwater catchment systems to promote water conservation.** The proposed amendment would allow rainwater catchment systems in setbacks subject to size, screening and safety conditions. Systems 600 gallons or less would be allowed to project to the property line. Larger systems must be set back 2.5 feet.
- **Light pollution and light trespass.** This amendment would require all new exterior lighting fixtures to be down lit and shielded. The amendment would affect single-family, multi-family, commercial and mixed-use developments. The goal of the amendment is to promote healthy, dark skies at night and to prevent glare and light trespass from one property to another.
- **Bicycle parking.** While the current code has bicycle parking provisions, it does not provide any design standards or identify the number of spaces required. SMC 20.50.440 would be amended to provide clarity to the requirements for long-term bike parking. It would also provide specific design standards and add short and long-term parking requirements for multi-family and commercial development.

- **Electric vehicle charging stations and infrastructure.** This is mentioned in various sections of the code, but no numbers have been provided. SMC 20.50 would be amended to require that 10% of the required parking spaces in multi-family developments and the residential portions of mixed-use developments must be equipped with electric vehicle infrastructure. Standards would also be added for electric vehicle space signage.

Ms. Lehmberg advised that a public hearing on the proposed amendments has been scheduled for April 4th, and the public comment period on the State Environmental Policy Act (SEPA) determination will run from March 13th to March 28th. Written public comments will be accepted up until the public hearing. The amendments are scheduled for City Council discussion at the end of April, with formal adoption anticipated by the end of May. The related Building Code amendments will likely be presented to the City Council in July.

Ms. Lehmberg reported that extensive regional public outreach has already been performed for the proposed amendments. The majority of the work was done by the City of Seattle, reaching out to builders, green building associations, the public, bicycle groups, structural engineers, etc. She invited the Commissioners to provide feedback on the proposed amendments and request additional information.

Commissioner Wagner commented that, typically, staff presents draft legislative language for the Commission's review during a study session. Ms. Lehmberg said staff does not anticipate the language will change significantly from the language proposed by the RCC Team. She said she would provide language for the draft amendments in legislative format well in advance of the public hearing. Mr. Szafran pointed out that the proposed amendments are outlined in Attachment A, but they are not shown in legislative format. Chair Moss reiterated that the Commission would like the amendments to be prepared in legislative format prior to the public hearing.

Commissioner Montero pointed out that electric vehicle charging stations typically require some type of accommodation for data collection, as well. Chair Moss recalled previous Commission discussions that, with new development, it is easier and less costly to put in infrastructure for electric vehicle charging stations at the time of construction. The cost is more substantial if the infrastructure is added subsequent to development.

Chair Moss requested more information about why staff is not proposing that electrical vehicle infrastructure be required for commercial development as well as multi-family development. Mr. Cohen reminded the Commission that the proposed Commercial Design Standards, which the Commission forwarded to the City Council for review just last month, includes a requirement for electric vehicle infrastructure (conduit and wiring). However, he emphasized that a developer would not have to actually develop the charging stations at the time of construction.

Commissioner Wagner noted that while the proposed amendment references the National Electrical Code (2008) Article 625, she suggested it would also be helpful to add a paragraph to explain the requirements in more detail.

Commissioner Scully asked how much research has recently been done on electrical vehicle charging stations. He said he recently read about a trend towards replaceable batteries that are exchanged as service stations, eliminating the need to plug cars in for hours of charging. He expressed concern that about requiring developers to provide infrastructure for facilities that may become obsolete in the near future.

Chair Moss asked if the proposed requirements related to light trespass would require that all lights in residential zones be located, aimed or shielded so as to minimize stray light trespassing across property boundaries. Ms. Lehmborg answered that the requirement would apply to single-family, multi-family and commercial zones.

Chair Moss asked staff to clarify what is meant by “horizontal plane.” Mr. Cohen said the idea is that a property owner would be allowed to light his/her property with flood lighting, but the shield or direction must be such that the lighting does not extend beyond the property line. Ms. Lehmborg added that “horizontal plane” refers to up lighting. Flood lights must shine down.

Chair Moss requested a definition for “multi-family.” Mr. Cohen advised that the code provides definitions for “apartment” and “multi-family.” The definition for “multi-family” talks about types of buildings (town houses, apartment buildings, single-family attached, duplexes). The definition for “apartment” is “three or more dwelling units.” He said staff would clarify that the proposed language uses the right term to reflect the intent.

Chair Moss asked if stalls with electric vehicle infrastructure would take the place of required parking spaces or if it would be in addition to the required number of parking spaces. Ms. Lehmborg reminded the Commission that, at this point, a developer would only be required to provide infrastructure for an electrical vehicle charging station, but not reserve the space for that specific use.

Commissioner Montero pointed out that while the proposed amendment would permit cisterns larger than 600 gallons, screening would be required. Ms. Lehmborg advised that screening would be required for cisterns located in the front yard. Commissioner Montero asked if the requirement would apply to both commercial and residential development. Ms. Lehmborg responded that the requirement would apply to residential development, only. Screening would be required to minimize visual impact to adjacent properties. Commissioner Craft asked if the 600-gallon limit for rainwater catchment systems is based on a scientific threshold. Ms. Lehmborg said the number is based on size. The larger cisterns will have more visual impact.

Chair Moss asked if the City has given any thought to offering incentives such as showers and changing facilities. Ms. Lehmborg said staff does not want to place this extra burden on commercial development at this point. Chair Moss noted that if it is offered as an incentive, developers could receive a tradeoff. Ms. Lehmborg agreed to research this option further and report back.

Public Comment

No one in the audience indicated a desire to comment regarding the proposed amendments.

DIRECTOR'S REPORT

Mr. Cohen suggested that if the Commission decides to move forward with the formation of a Point Wells Committee, they should first identify the purpose of the committee. This will provide direction and focus for the committee to move forward.

NEW BUSINESS

Planning Commission Bylaws Amendments

Ms. Simulcik Smith reviewed the proposed amendments to the Planning Commission Bylaws as follows:

- Section 2, Article V – This section lays out the order of business for each meeting. Currently, there are two areas for the Planning Director to report information to the Commission. As there is no need for two time slots for Director Comments, staff is recommending that Item 9 (Director's Report) be retained and Item 4 (Director's Comments) be deleted. This will allow the Commission to get right to the public's business.
- Section 5, Article V – Staff is recommending a new section that establishes a procedure for notifying the public of upcoming Commission meetings, utilizing the same approach used for City Council meetings.

COMMISSIONER WAGNER MOVED THAT THE COMMISSION ADOPT THE PROPOSED AMENDMENTS TO THE PLANNING COMMISSION BYLAWS AS DRAFTED BY STAFF. COMMISSIONER MONTERO SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.

Ms. Simulcik Smith advised that if a regular meeting falls on a legal holiday, the Bylaws state that “the scheduled meeting shall be postponed to the succeeding Thursday unless a majority of the Commission votes to select another day or to cancel the meeting.” She pointed out that the Commission's first regular meeting in July falls on Independence Day (4th). As the meeting date gets closer, the Commission will need to provide guidance about whether the meeting should be rescheduled for the following week (11th) or cancelled. Chair Moss cautioned that they must also consider the vacation schedules of individual Commissioners.

Discuss Forming Committee to Follow Point Wells

Commissioner Montero suggested that the purpose of the committee should be to stay abreast of the status of the proposed development at Point Wells by attending neighborhood meetings and meetings of the group, Save Richmond Beach; reviewing staff reports and interactions between the staff and various groups involved with Point Wells; and reviewing the progress of Snohomish County's Permitting process. The committee could provide regular updates to the Commission.

Commissioner Scully agreed that forming a Point Wells Committee is a good idea. However, it is important to understand that as the Commission is not being asked to make a recommendation related to Point Wells at this time, the committee's responsibility will be to simply monitor activities related to Point Wells and report back to the Commission. The community should not be led to believe that commenting at committee meetings is their chance to make an impact. He suggested that, at this time, public comments should be directed towards the City Council.

Mr. Cohen said that either he or Director Markle will provide regular updates on the status of the Point Wells project as the situation progresses. He suggested that staff discuss how their efforts can be coordinated with the committee's efforts to avoid duplication. He agreed to report back to the Commission at their next meeting.

The Commission agreed to establish the Point Wells Committee with the exact parameters of its role and purpose to be defined at a later time. Commissioner Montero and Vice Chair Esselman were appointed to serve on the committee and provide updates to the Commission. Ms. Simulcik Smith reminded the committee that their meetings should be posted on the Planning Commission webpage.

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS

Ms. Simulcik Smith reported that the Light Rail Station Area Planning Committee meets on the third Friday of each month, and their reports to the Commission will be scheduled for the next regular Commission meeting.

AGENDA FOR NEXT MEETING

Mr. Szafran announced that a public hearing for the SEPA Development Code amendments is scheduled for March 21st. Also on March 21st, the Economic Development Manager will be present to discuss the Community Renewal Area Plan for Aurora Square. In addition, the Commission will discuss their annual report to the City Council. Chair Moss asked staff to review the Commission's past agendas and prepare a draft annual report for her to edit and present to the Commission for review on March 21st. The report should be finalized by April 18th.

Mr. Szafran advised that the City Council would like to meet jointly with the Commission on May 2nd to discuss light rail station area planning.

ADJOURNMENT

The meeting was adjourned at 8:01 p.m.

Donna Moss
Chair, Planning Commission

Jessica Simulcik Smith
Clerk, Planning Commission

**TIME STAMP
March 7, 2013**

CALL TO ORDER:

ROLL CALL:

APPROVAL OF AGENDA:

DIRECTOR'S COMMENTS:

APPROVAL OF MINUTES:

GENERAL PUBLIC COMMENT: 2:15

STUDY ITEM: REGIONAL GREEN BUILDING DEVELOPMENT CODE AMENDMENTS

Staff Presentation: 9:20

Commission Comments: 21:52

Public Comment: 36:20

DIRECTOR'S REPORT: 36:43

NEW BUSINESS:

Planning Commission Bylaws Amendments: 37:28

Discuss Forming Committee to Follow Point Wells: 42:30

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS: 53:33

AGENDA FOR NEXT MEETING: 55:42

ADJOURNMENT

DRAFT

PLANNING COMMISSION AGENDA ITEM

CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Public Hearing on Regional Green Development Code Amendments		
DEPARTMENT:	Planning & Community Development		
PRESENTED BY:	Kim Lehmborg, Associate Planner Paul Cohen, Planning Manager		
<input checked="" type="checkbox"/> Public Hearing	<input type="checkbox"/> Study Session	<input type="checkbox"/> Recommendation Only	
<input type="checkbox"/> Discussion	<input type="checkbox"/> Update	<input type="checkbox"/> Other	

INTRODUCTION

This hearing is to review proposed Development Code amendments, attached and presented in legislative format (**Attachment A**). The amendment concepts were developed by the Regional Code Collaboration (RCC) team, which is a group of jurisdictions in King and Snohomish Counties that has been working for the past year on alternatives to the International Green Construction Code (IGCC). The idea is to promote green building practices across jurisdictions, making it simpler for builders who work in multiple jurisdictions. The Regional Code Collaboration team developed both Development Code amendments and amendments to the Building code.

The amendments before the Planning Commission tonight are associated with the Development Code. The Planning Commission held a study session on concept code language on March 7, 2013. The staff report for that meeting, containing approval criteria, policy support, public outreach summary, background and code analysis, is referenced here (**Attachment B**).

BACKGROUND

On October 10, 2011, Council was introduced to the 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 for alternatives to the IGCC. Meanwhile, the Regional team, led by King County Green Tools and the City of Seattle, were working on alternatives to the IGCC. Many jurisdictions felt that developers would have a difficult adjustment if the IGCC were adopted during the economic downturn. The regional effort included extensive outreach to builders, other stakeholders, and the public.

Under Shoreline Municipal Code (SMC) 20.30.070, Amendments to the Development Code are a “Type L” Legislative decision. The Planning Commission’s role is to review Development Code Amendments and hold a public hearing. Planning Commission

Approved By:

Project Manager 

Planning Director 

findings and recommendations on the proposed amendments are forwarded on to Council for final action.

PROPOSAL & ANALYSIS

The Development Code amendments under the sustainable transportation concept include electric vehicle (EV) infrastructure and bicycle parking. Note that the electric vehicle section is a less extensive variation of that proposed by the regional effort. Also, some of the language from the other sections has been slightly modified to fit Shoreline's code.

The other Development Code amendments have to do with setback flexibility for rainwater catchment (water conservation) and exterior insulation (energy conservation) and one dealing with light pollution and light trespass.

At the study session on March 7, Planning Commission raised specific questions for staff, addressed here.

- *How would the EV code be applied in multi-family developments? Is there a difference between apartments and other types of multi-family?*

The SMC 20.20.016 defines multifamily dwellings as "...townhouses, apartments, mixed use buildings, single-family attached, and more than two duplexes located on a single parcel." This encompasses a lot of styles of development, some of which, like townhouses, usually have a garage where the owner or tenant can plug in their car. Since the intent of the code is to provide the capacity for EV parking in situations where a tenant may need it and not otherwise have access to it, the code can be written to exempt multifamily complexes where all of the units are provided with individual garages. The language has been amended to reflect this exemption.

- *Has any research had been done analyzing the need for electric vehicle parking?*

To date, staff has not found any research on the subject. Senate Bill 2SBH 1481 requires jurisdictions to allow EV charging stations as a permitted use, and to address electric vehicle parking. Mountlake Terrace adopted an extensive code based on the State's model code. The proposed code amendment for Shoreline is not as stringent as the model code. It should be noted that electric vehicle charging stations and battery exchange stations are a permitted use under SMC 20.40 Use Tables as "vehicle fueling stations" as recently amended under the new commercial standards.

- *Will data infrastructure be required as part of the EV parking requirements?*

This is something the applicant can add later or provide if they want to, however, it is not a requirement under these amendments.

- *What about incentive – based codes (such as the City of Redmond's), specifically for requiring showers and changing facilities in commercial projects*

Redmond's code offers density and height exceptions in exchange for green building elements. It is a point – based system where the applicant can pick and choose from a number of green features to get the required amount of points for the bonus. It is not a system that staff is considering with these amendments.

TIMING AND SCHEDULE

Public notice for this hearing, and the SEPA Threshold Determination of Nonsignificance was published in the Seattle Times and posted on the City's website on March 13, 2013. The public comment period for the SEPA determination ran until March 28, 2013.

The Department of Commerce was notified of the proposed amendments March 21, 2013 (60 days prior to expected Council action).

A Council study session is scheduled for April 29, 2013. Council is expected to act on this issue May 20, 2013.

RECOMMENDATION

Staff recommends that Planning Commission consider public testimony, verify that the decision criteria are met, make findings of fact, and recommend that Council adopt the proposed amendments.

For Decision Criteria under SMC 20.30.350, refer to Attachment B.

ATTACHMENTS

Attachment A – Proposed Amendments in legislative markup
Attachment B - March 7, 2013 Staff Report to Planning Commission

This page intentionally blank

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 infrastructure (EVI)	Where required in this code, this development standard requires that the site design must provide electrical, associated ventilation, and wiring connection to transformer to support future electric vehicle charging stations pursuant to the National Electrical Code (2008) Article 625.
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	A small structure, shelter, cabinet, or vault used to house and protect the electronic equipment necessary for processing wireless communications

Telecommunication Facility	signals. Associated equipment may include air conditioning and emergency generators.
Erosion	The wearing away of the land surface by running water, wind, ice, or other geological agents, including such processes as gravitational creep. Also, detachment and movement of soil or rock fragments by water, wind, ice, or gravity. (Ord. 531 § 1 (Exh. 1), 2009).
Erosion Hazard Areas	<p>Those areas in the City of Shoreline underlain by soils which are subject to severe erosion when disturbed. Such soils include, but are not limited to, those classified as having a severe to very severe erosion hazard according to the USDA Soil Conservation Service, the 1973 King County Soils Survey or any subsequent revisions or addition by or to these sources. These soils include, but are not limited to, any occurrence of River Wash (Rh) or Coastal Beaches (Cb) and the following when they occur on slopes 15 percent or steeper:</p> <ul style="list-style-type: none"> A. The Alderwood gravely sandy loam (AgD); B. The Alderwood and Kitsap soils (AkF); C. The Beausite gravely sandy loam (BeD and BeF); D. The Kitsap silt loam (KpD); E. The Ovall gravely loam (OvD and OvF); F. The Ragnar fine sandy loam (RaD); and G. The Ragnar-Indianola Association (RdE).
Excessive Pruning	Pruning more than four years of branch growth, unless necessary to restore the vigor of the tree or to protect life and property.

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 International Building Code and International Fire Code minimum fire separation distance requirements, required setbacks may be decreased by a maximum of 4 inches, only for the purpose of adding insulation to the exterior of the existing building structural frame

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

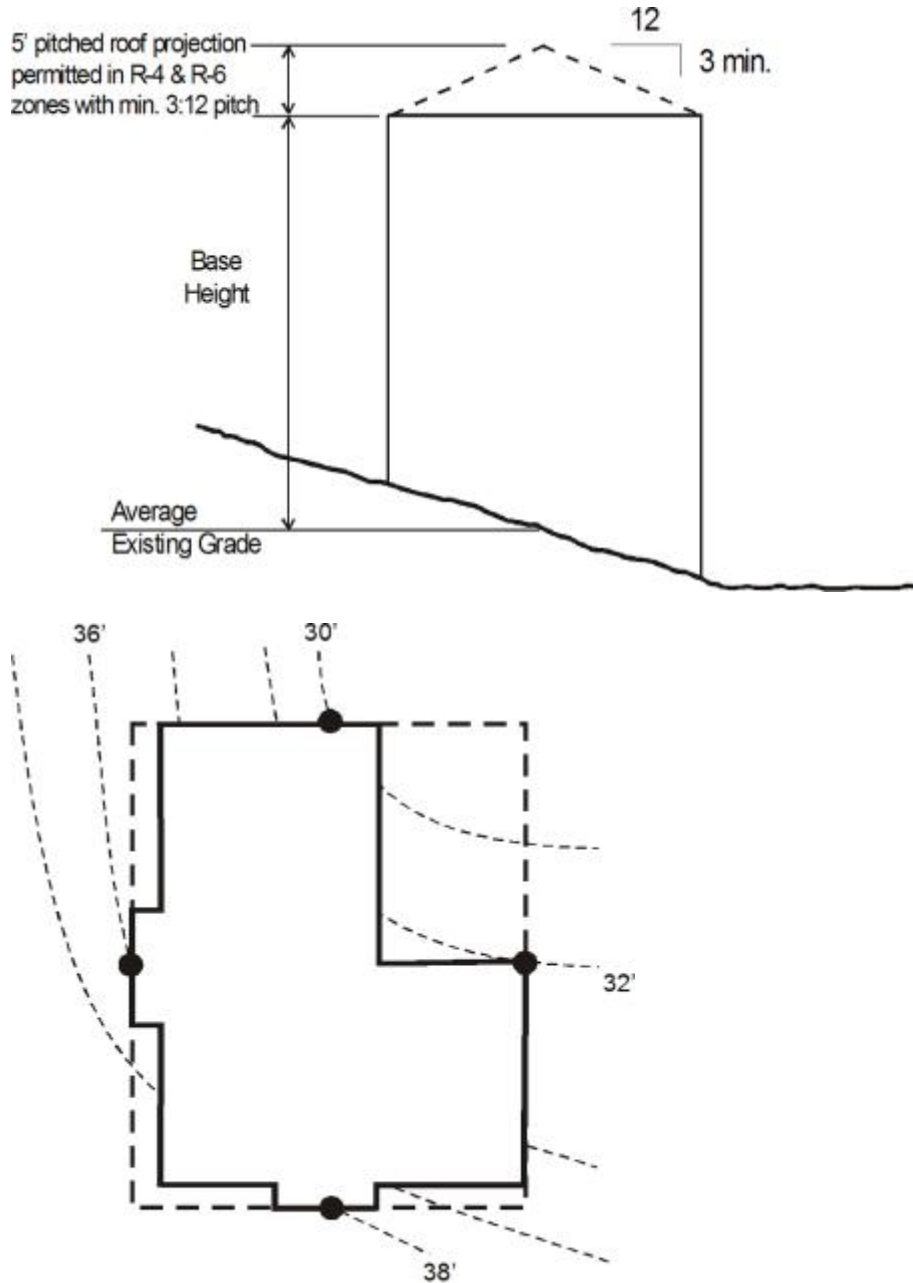
1. Systems capacity shall not exceed 600 gallons and shall be less than 4' wide and less than 4.5' tall excluding piping.

2. Systems larger than 600 gallons may be permitted in required setbacks provided that they do not exceed 10% coverage in any required yard, 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, materials and design must be compatible with the architectural style of the building which it serves, or otherwise adequately screened by fencing and/or landscaping, as determined by the Director.

3. Systems 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 for buildings, including nonconforming buildings exceeding the maximum height, may be increased by 8 inches, only for the purpose of adding insulation to the exterior of the existing building structural frame. The Director may not apply this exception where the height increase would violate height covenants on the property.

20.50.115 Lighting – Standards.

A. Light Trespass Standard. Any lighting ~~should~~ shall be non-glare and located, aimed or shielded, to minimize direct illumination of abutting properties and adjacent streets. (Ord. 299 § 1, 2002). 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 at the light source.
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 parcel.

Exemptions:

1. Emergencies 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.

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 Emergencies 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.

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. Emergencies 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.

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 where no individual garages are provided, must be equipped with electric vehicle infrastructure¹</u>
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 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.

Table 20.50.390C – General Nonresidential Parking Standards

NONRESIDENTIAL USE	MINIMUM SPACES REQUIRED
General services uses:	1 per 300 square feet
Government/business services uses:	1 per 300 square feet
Manufacturing uses:	.9 per 1,000 square feet
Recreation/culture uses:	1 per 300 square feet
Regional uses:	(Director)
Retail trade uses:	1 per 300 square feet

Table 20.50.390D – Special Nonresidential Standards

NONRESIDENTIAL USE	MINIMUM SPACES REQUIRED
Bowling center:	2 per lane
Churches, synagogues, temples:	1 per 5 fixed seats, plus 1 per 50 square feet of gross floor area without fixed seats used for assembly purposes
Conference center:	1 per 3 fixed seats, plus 1 per 50 square feet used for assembly purposes without fixed seats, or 1 per bedroom, whichever results in the greater number of spaces
Construction and trade:	1 per 300 square feet of office, plus 1 per 3,000 square feet of storage area
Courts:	3 per courtroom, plus 1 per 50 square feet of fixed-seat or assembly area
Daycare I:	2 per facility, above those required for the baseline

	of that residential area
Daycare II:	2 per facility, plus 1 for each 20 clients
Elementary schools:	1.5 per classroom
Fire facility:	(Director)
Food stores less than 15,000 square feet:	1 per 350 square feet
Funeral home/crematory:	1 per 50 square feet of chapel area
Gasoline service stations with grocery, no service bays:	1 per facility, plus 1 per 300 square feet of store
Gasoline service stations without grocery:	3 per facility, plus 1 per service bay
Golf course:	3 per hole, plus 1 per 300 square feet of clubhouse facilities
Golf driving range:	1 per tee
Heavy equipment repair:	1 per 300 square feet of office, plus 0.9 per 1,000 square feet of indoor repair area

Table 20.50.390D – Special Nonresidential Standards (Continued)

NONRESIDENTIAL USE	MINIMUM SPACES REQUIRED
High schools with stadium:	Greater of 1 per classroom plus 1 per 10 students, or 1 per 3 fixed seats in stadium
High schools without stadium:	1 per classroom, plus 1 per 10 students
Home occupation:	In addition to required parking for the dwelling unit, 1 for any nonresident employed by the home occupation and 1 for patrons when services are rendered on-site.
Hospital:	1 per bed

Middle/junior high schools:	1 per classroom, plus 1 per 50 students
Nursing and personal care facilities:	1 per 4 beds
Outdoor advertising services:	1 per 300 square feet of office, plus 0.9 per 1,000 square feet of storage area
Outpatient and veterinary clinic offices:	1 per 300 square feet of office, labs, and examination rooms
Park/playfield:	(Director)
Police facility:	(Director)
Public agency archives:	0.9 per 1,000 square feet of storage area, plus 1 per 50 square feet of waiting/reviewing area
Public agency yard:	1 per 300 square feet of offices, plus 0.9 per 1,000 square feet of indoor storage or repair area
Restaurants:	1 per 75 square feet in dining or lounge area
Retail and mixed trade:	1 per 300 square feet
Self-service storage:	1 per 3,500 square feet of storage area, plus 2 for any resident director's unit
Specialized instruction schools:	1 per classroom, plus 1 per 2 students
Theater:	1 per 3 fixed seats
Vocational schools:	1 per classroom, plus 1 per 5 students
Warehousing and storage:	1 per 300 square feet of office, plus 0.5 per 1,000 square feet of storage area
Wholesale trade uses:	0.9 per 1,000 square feet
Winery/brewery:	0.9 per 1,000 square feet, plus 1 per 50 square feet of tasting area

Exception 20.50.390(A)(1): 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 0.50 or greater rounding up and fractions below 0.50 rounding down.

Exception 20.50.390(A)(2): When the City of Shoreline 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 limitations of the shell permit. When the range of possible uses results in different parking requirements, the Director will establish the amount of parking based on a likely range of uses.

Exception 20.50.390(A)(3): Where other provisions of this Code stipulate higher maximum parking or reduced minimum parking requirements, those provisions shall apply.

Exception 20.50.390(A)(4): Minimum parking requirements may be reduced through provisions in SMC [20.50.400](#).

B. Off-street parking ratios expressed as number of spaces per square feet shall be based on the usable or net square footage of floor area, exclusive of nonpublic areas. Nonpublic areas include, but are not limited to, building maintenance areas, storage areas, closets, or restrooms.

C. For all nonresidential uses, the maximum amount of allowed parking shall not exceed 50 percent over the minimum required number of stalls. Any proposal for parking that exceeds 10 percent over the minimum required number of stalls must be approved by the Director.

D. 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.

(Ord. 581 § 1 (Exh. 1), 2010; Ord. 238 Ch. V § 6(B-1), 2000).

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.

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.

~~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.~~

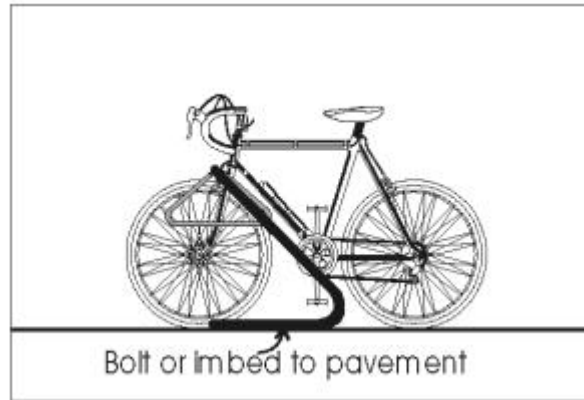
~~One indoor bicycle storage space shall be provided for every two dwelling units in townhouse and apartment residential uses, unless individual garages are provided for every unit. The Director may reduce the number of bike rack parking spaces if indoor bicycle storage facilities are available to all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

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.

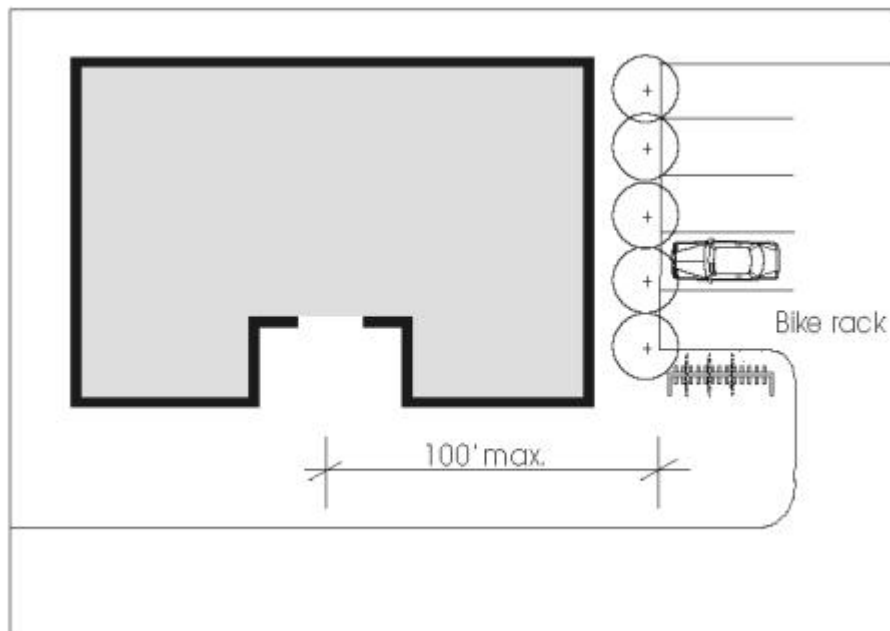
B. ~~Bicycle facilities for patrons shall be designed to allow either a bicycle frame or wheels to be locked~~



~~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. (Ord. 555 § 1 (Exh. 1), 2009; Ord. 238 Ch. V § 6(C-2), 2000).~~

Planning Commission Meeting Date: March 7, 2013
Agenda Item 7.A

PLANNING COMMISSION AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Study Session on Regional Green Development Code Amendments		
DEPARTMENT:	Planning & Community Development		
PRESENTED BY:	Kim Lehmborg, Associate Planner Rachael Markle, AICP, Director		
<input type="checkbox"/> Public Hearing	<input checked="" type="checkbox"/> Study Session	<input type="checkbox"/> Recommendation Only	
<input type="checkbox"/> Discussion	<input type="checkbox"/> Update	<input type="checkbox"/> Other	

INTRODUCTION

At tonight's meeting, we will be reviewing proposed Development code amendments that have been developed by the Regional Code Collaboration (RCC) team. The team has been working for the past year on alternatives to the International Green Construction Code (IGCC) that can be implemented across jurisdictions.

On October 10, 2011, The City Council was presented an overview of the IGCC as a way of further implementing Shoreline's Environmental Sustainability Strategy. Council gave staff direction to look at alternatives to the IGCC. The code amendments before the Planning Commission tonight are associated with the Development Code. Changes to the Building Code will go forward to Council during the regular Building Code update cycle in July.

BACKGROUND

Under Shoreline Municipal Code (SMC) Section 20.30.070, Amendments to the Development Code are a "Type L" Legislative decision.

The Planning Commission's role is to review Development Code Amendments and hold a public hearing. Planning Commission findings and recommendations on the proposed amendments are forwarded on to Council for final action. Tonight's study session will familiarize the Planning Commission on the proposed Code amendments as developed by the RCC and garner feedback for staff. Staff will return to the Planning Commission with Shoreline – specific code language in advance of the Public Hearing scheduled for April 4th.

The Regional Code Collaboration effort was initiated by the City of Seattle and King County Green Tools as a way to leverage resources of jurisdictions in the area, saving money and time and consolidating stakeholder and public outreach. The proposed amendments address water, energy and materials conservation, sustainable transportation and light pollution. The ultimate result is for the participating jurisdictions to have the same or very similar codes to make implementing green building practices simpler for developers who work across jurisdictions. Extensive stakeholder and public outreach was conducted, as summarized later in this report

Approved By:

Project Manager



Planning Director



PROPOSAL & ANALYSIS

The Regional Code Collaboration team has been working for the past year on a number of code changes to promote and facilitate green building practices in the region. The constructive idea behind this is to make it easier for developers to build green by having the same or similar codes in multiple jurisdictions. King County, and the Cities of Seattle, Issaquah, Tacoma, Mountlake Terrace, and to a lesser extent Redmond, Kirkland and Friday Harbor have all been involved with the effort. The effort included considerable public process and outreach to the community as described later in this staff report.

The regional effort package includes amendments to the building, plumbing and electrical codes as well as land use codes. Attached are those amendments specific to the Development code. The remainder of the amendments has to do with water conservation (mostly plumbing code changes) and materials conservation (building code amendment – diversion of waste during construction and demolition).

The Development amendments under the sustainable transportation concept include electric vehicle infrastructure and bicycle parking. Note that the electric vehicle section is a less extensive variation of that proposed by the regional effort.

The other Development amendments have to do with setback flexibility for rainwater catchment (water conservation) and exterior insulation (energy conservation) and one dealing with light pollution and light trespass.

See the chart (Attachment B) for a snapshot of what the participating jurisdictions have adopted or expect to adopt.

DEVELOPMENT CODE AMENDMENT CRITERIA

SMC 20.30.350 governs amendments to the Development Code (legislative action). See below for a description of the purpose and the decision criteria.

A. Purpose. An amendment to the Development Code (and where applicable amendment of the zoning map) is a mechanism by which the City may bring its land use and development regulations into conformity with the Comprehensive Plan or respond to changing conditions or needs of the City.

B. Decision Criteria. The City Council may approve or approve with modifications a proposal for the text of the Land Use Code if:

1. The amendment is in accordance with the Comprehensive Plan; and
2. The amendment will not adversely affect the public health, safety or general welfare; and
3. The amendment is not contrary to the best interest of the citizens and property owners of the City of Shoreline. (Ord. 238 Ch. III § 7(g), 2000).

ANALYSIS OF PROPOSED AMENDMENTS

- Setback Flexibility for exterior insulation on additions

The intent is to allow installation of continuous insulation applied to the exterior face of an existing building to encourage the most economic and energy-efficient method of improving the insulation value of existing building walls. This provision would apply to all existing buildings in zones with setback or yard requirements.

The current code allows projections into setbacks such as decks, entryways, eaves, gutters and other architectural features. It does not address additions of exterior insulation.

Public comment on this item focused on allowing the exception for new development as well as remodels. The regional committee agreed that for new development, the setbacks can be taken into account during the design process so would not need the exception. The exception is intended to help existing buildings become more energy efficient without loss of existing usable interior space.

- Setback Flexibility for Rainwater Catchment

The intent is to provide exemptions from development standards in single family and multifamily zones of local Land Use Codes to accommodate installation of cisterns to encourage rain catchment thereby reducing demand on the potable water supply. This provision would apply to all uses.

The current code allows projections into setbacks such as decks, entryways, eaves, gutters and other architectural features. It does not address rainwater catchment devices other than roof gutters.

There were a few public comments received on this. One requested more of an exception for larger systems; one appreciated the requirement for screening. There was a request to require the cisterns be labeled as non-potable water; however the team found such a requirement to be unnecessary.

- Light Trespass:

The intent is to reduce both intrusion of light over property lines and excessive lighting contributing to light pollution and unnatural sky glow. This provision would apply to all newly installed lighting fixtures for all uses.

Current Code: SMC 20.50.115, Single-family Design Standards, states that "*Any lighting should be non-glare and shielded to minimize direct illumination of abutting properties and adjacent streets.*" SMC 20.50.170, in the multi-family design standards, requires that building entries be lit with at least four foot-candle

of light. The new commercial design standards will have a provision that all private lighting shall be shielded to prevent light from entering onto neighboring properties. SMC 20.50.410(Q) states that *all parking lot lighting should be non-glare and shielded to minimize direct illumination of abutting properties and adjacent streets.*

The new code provisions will strengthen the commitment to preventing light pollution and light trespass. Note that although this provision involves potential lighting reductions, it is not being pursued as an energy savings initiative.

- Bicycle Parking – Short and Long Term

The intent is to reduce greenhouse gas emissions by providing support to bicycling infrastructure for both long and short-term bicycle parking requirements and bicycle rack requirements which increase the safety of both riders and bicycles. Staff made some revisions to the regional draft of this section, eliminating different ratios for office versus retail, while maintaining the ratio above 300 spaces. These minor changes were due in part to input from the City's transportation planning division.

The current code (SMC 20.50.440) requires short term bike parking to be installed at rate of one bike stall per 12 vehicle stalls for developments with six or more parking spaces. The proposed code removes this exemption for the first six vehicle parking spaces.

For long term parking, the current code requires 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. Also, current code requires long term parking for businesses having 10 or more employees, but does not specify numbers.

- Electric Vehicle Charging Stations

The intent is to reduce greenhouse gas emissions by developing infrastructure for plug-in electric vehicles. The regional version of this section is from the Mountlake Terrace code which is quite extensive. Staff simplified this section for Shoreline, removing the majority of the definitions, removing the requirement for dedicated spaces for commercial uses, and eliminating a separate section on permitted uses.

The requirement for dedicated commercial spaces at this time appears burdensome given the lack of knowledge of how much demand there will be for such spaces. This is an area where the market may be a better determinant for determining commercial use requirements.

The current code does not address electric vehicle charging stations as a specific use in the Permitted Use Tables, however, EV charging stations will fall under

the general land use category of “vehicle fueling stations” in the use tables. Therefore a separate section allowing the use is not necessary.

Shoreline’s new commercial standards allow reductions in parking requirements if EV parking spaces are provided.

POLICY AND COMPREHENSIVE PLAN SUPPORT

The proposed amendments are a start to developing a green building program in Shoreline, which is supported by the Shoreline Environmental Sustainability Strategy, Focus Areas #2 *Energy Conservation and Carbon Reduction*, #3, *Sustainable Development and Green Infrastructure*, and #4 *Waste Reduction and Resource Conservation*. Also in the Strategy are Strategic Directions #2: *Develop a Residential Green Building Program* and #7: *Adopt a clear and aggressive green building policy*.

The following goals and policies provide support for one or more of the proposed amendments.

Land Use:

- **Goal LU II:** Establish land use patterns that promote walking, biking and using transit to access goods, services, education, employment, recreation.
- **Policies: LU10:** The Mixed-Use 2 (MU2) designation is similar to the MU1 designation, except it is not intended to allow more intense uses, such as manufacturing and other uses that generate light, glare, noise, or odor that may be incompatible with existing and proposed land uses.
- **LU12:** Reduce impacts to single-family neighborhoods adjacent to mixed use and commercial land uses with regard to traffic, noise, and glare through design standards and other development criteria.
- **LU24:** Maintain and enhance the safety of Shoreline’s streets when incorporating light rail, through the use of street design features, materials, street signage, and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists.

Transportation:

- **Goal T II:** Develop a bicycle system that is connective, safe, and encourages bicycling as a viable alternative to driving.
- **Goal T VI:** Encourage alternative modes of transportation to reduce the number of automobiles on the road, promote a healthy city, and reduce carbon emissions.
- **Policies T3:** Reduce the impact of the city’s transportation system on the environment through the use of technology, expanded transit use, and non-motorized transportation options.
- **T19:** Develop standards for creation of bicycle facilities.

Natural Environment:

- **Goal V:** Protect clean air and the climate for present and future generations through reduction of greenhouse gas emissions, and promotion of efficient and effective solutions for transportation, clean industries, and development.

- **Policy NE37:** Advocate for expansion of mass transit and encourage car-sharing, cycling, and walking to reduce greenhouse gas emissions, and as an alternative to dependence on automobiles.

TIMING AND SCHEDULE

Tonight’s meeting is an introduction to the regional code effort in general and the code amendments specific to the Development code in particular. On April 7, 2013 the Planning Commission will hold a public hearing on the proposed amendments. Two weeks prior staff will publish the proposed Development Code amendments and begin receiving public comment.

SEPA Determination: Amendments to the Development Code are subject to SEPA. An environmental checklist will be prepared and a threshold determination issued prior to the public hearing on this issue in April.

The Department of Commerce will be notified of the proposed changes 60 days prior to Council action.

PUBLIC AND STAKEHOLDER OUTREACH

The following is a summary of stakeholder and public outreach to date.

Kathleen Petrie, Sustainable Codes Analyst at the City of Seattle, coordinated the groups for stakeholder and public outreach.

The following list includes the groups who were invited to the presentations on the proposed amendments, as well as the open houses hosted by the RCC. There have also been countless numbers of e-mails and phone calls to various groups to share the specific topic related to their organization and see if they wanted a personal presentation. Ms. Petrie also sent out e-mails to all major professional organizations such as AGC (Associated General Contractors) and the AIA (American Institute of Architects).

2-9-12:	Open Session for public hosted at Department of Planning & Development (DPD - City of Seattle)
4-17-12:	Structural Engineers Association of Washington
5-2-12:	Seattle Bicycle Advisory Board
5-23-12:	NW Ecobuilding Guild
6-12-12:	Open Session for public hosted at DPD
7-16-12:	King County Plumbing Inspections
8-13-12:	Open House for public
8-1-12 to 8-24-12:	1st Public comment period
9-11-12:	Seattle Branch Steering Committee of Cascadia

9-18-12:	Home Performance Washington
10-29-12:	Open House for public
10-22-12 to 11-12-12:	2nd Public comment period
12-12-12:	Master Builders Association
12-19-12:	American Society of Plumbing Engineers
1-29-13	Master Builders Working Group on Waste Diversion Process
3-7-13	Shoreline Planning Commission Study Session
3-13-13 to 3-28-13	Shoreline Public Comment Period, Posting on Website, Currents
4-4-13	Shoreline Planning Commission Public Hearing
April/May	Shoreline Council Study Session and Adoption

RECOMMENDATION

No action is required at this time, however staff will welcome feedback on the proposed Code language.

ATTACHMENTS

Attachment A - Proposed Amendment Concepts
Attachment B – Participating Jurisdictions

This page intentionally blank

Proposed Code Amendment Concepts

ENERGY CONSERVATION SUPPORT

1. Setback Dimension Exception for Exterior Insulation:

Background:

The following draft code language is under development by participating jurisdictions in the Puget Sound Region, including Seattle. The intent is to support the installation of continuous insulation to the exterior building framing of an existing building in order to encourage the most economic and energy-efficient method of improving the insulation value of existing building walls. This provision would apply to all existing buildings in zones with setback or yard requirements.

Add the following language to the Land Use Code:

Where allowed by building code and fire code minimum fire separation distance requirements, required setback distance from adjacent property lines may be decreased by a maximum of 4 inches, and 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 extend into required setback more than 4 inches nor exceed the maximum allowable height limit by 8 inches.

Exception: The Code Official may prohibit additional roof height encroachments in view-sensitive districts.

Add the following language to local Street Use or Right-of-Way Ordinance:

Where an existing building wall is located immediately adjacent to a public right-of-way, the portion of the wall that is more than 12 feet above the adjacent sidewalk paving or grade (15 feet above grade in alleys) may extend a maximum of 4 inches into the public right-of-way, only for the purpose of adding insulation to the exterior of the existing building structure.

Proposed Code Amendment Concepts

WATER CONSERVATION

1. Rain barrels, cisterns and other rainwater catchment systems.

Background:

The following draft code language is currently under development by participating jurisdictions in the Puget Sound Region, including Seattle. The intent of this provision is to provide exemptions from development standards in single family and multifamily zones of local Land Use Codes to accommodate the allowance of cisterns in order to encourage rain catchment thereby reducing the demand on potable water supply. This provision would apply to all uses.

Add the following language to the Land Use Code:

Purpose. The intent of this provision is to provide exceptions from development standards in local Land Use codes to accommodate the allowance of cisterns in order to encourage rain catchment thereby reducing the demand on potable water supply.

- A. Rain barrels, cisterns and other rainwater catchment systems may extend into a required yard 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 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 setbacks provided that they do not exceed 10% coverage in any required yard, 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 the front, cisterns or rainwater catchment systems must be screened.
 - 3. Cisterns may not impede requirements for lighting, open space, fire protection or egress.

Proposed Code Amendment Concepts

MISCELLANEOUS REQUIREMENTS

1. Light Trespass

Background:

The following draft code language is under development by participating jurisdictions in the Puget Sound Region, including Seattle. The intent is to reduce the intrusion of light over property lines and excessive lighting contributing light pollution and unnatural sky glow. This provision would apply to all newly installed lighting fixtures for all uses.

Add the following language to the Land Use Code:

- A. Light Trespass Standard.** All light fixtures shall be located, aimed or shielded so as to minimize stray light trespassing across property boundaries. A lamp in a fixture installed on a property and visible from any residential property must be shielded such that it 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 lighting 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 with, flashing, blinking, rotating or strobe light illumination.

Exemptions:

- 1. Emergencies 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 the sign code
 - 4. Holiday and event lighting.
 - 5. Sports and field lighting;
 - 6. Lighting triggered by an automatic emergency or security alarm system.
-
- C. Critical Areas:** Special review may be required for lighting on sites that are in or bordering critical areas. Lighting may not be allowed to negatively impact habitat areas.

Proposed Code Amendment Concepts

SUSTAINABLE TRANSPORTATION

1. Short and Long-term Bicycle Parking (Regional Proposal):

Background:

The following draft code language is under development by participating jurisdictions in the Puget Sound Region. The intent is to reduce greenhouse gas emissions by providing support to bicycling infrastructure relative to long and short-term bicycle parking requirements and bicycle rack requirements which increase the safety of both riders and bicycles.

Code Proposal:

Definitions:

BICYCLE PARKING, LONG TERM. Bicycle racks or storage lockers provided for bicycles anticipated to be at a building site for four or more hours.

BICYCLE PARKING, SHORT TERM. Bicycle racks or storage lockers provided for bicycles anticipated to be at a building site for less than four hours.

Short-term bicycle parking. Short-term bicycle parking shall be provided as specified in Table A.

TABLE A: Short-Term Bicycle Parking Requirements

Type of Use	Minimum Number of Spaces Required
Multifamily	1 per 10 dwelling units
Commercial	1 per 4,000 sf of building floor area OR 1 bicycle stall per 12 vehicle parking spaces for the first 300 vehicle parking spaces

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.

Proposed Code Amendment Concepts

- 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.

Long-term bicycle parking. Long-term bicycle parking shall be provided as specified in Table B.

TABLE B: Long-Term Bicycle Parking Requirements

Type of Use	Minimum Number of Spaces Required
Multifamily	1 per studio or 1-bedroom unit 2 per unit having 2 or more bedrooms
Commercial	1 per 25,000 square feet of floor area; not less than 2 spaces

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; and

Proposed Code Amendment Concepts

5. Vehicle parking spaces, other than spaces required for electric vehicles, required by local zoning code, and accessible parking required by the *International Building Code*, shall be permitted to be used for the installation of long term bicycle parking spaces.

Proposed Code Amendment Concepts

SUSTAINABLE TRANSPORTATION

2. Electric Vehicle Charging Stations:

Background:

The following draft code concept is under development by participating jurisdictions in the Puget Sound Region. The intent is to reduce greenhouse gas emissions by developing infrastructure for electric vehicles.

Code Proposal:

Definitions:

1. **“Electric vehicle infrastructure (EVI)”** means the site design must provide electrical, associated ventilation, accessible parking, and wiring connection to transformer to support the additional potential future *electric vehicle charging stations* pursuant to National Electrical Code (2008) Article 625.

2. **“Electric vehicle parking space”** means any marked parking space that identifies the use to be exclusively for the parking of an *electric vehicle*.

XX.XX.XXX EV Parking Requirement

XX.XX.010 Purpose. The purpose of this section is to encourage the transition to *electric vehicle* use by providing *electric vehicle infrastructure* in order to increase the cost effectiveness of future *electric vehicle charging station* installations.

XX.XX.030 Requirements for Multifamily Uses.

- A. The uses identified in Table 1 of this subsection shall be required to provide electric vehicle infrastructure for the percentage of parking spaces provided when development meets one of the following thresholds:
1. A New structure with associated parking or a new off street parking structure of principle use (threshold determined by jurisdiction);
 2. Expanding the square footage of an existing structure by 20 percent, as long as the original building footprint is a minimum size of 4,000 square feet; or
 3. The construction valuation is 50 percent of the existing site and building valuation.

Table 1 Required infrastructure for future electric vehicle charging stations based on Use

Land Use Type	Percentage of Required Parking Spaces _a
Multi-family residential zones	10%

Proposed Code Amendment Concepts

- a. 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.

XX.XX.060 Signage.

- A.** *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.
- B.** Signage for parking of *electric vehicles* shall include:
 1. Information about the charging station to identify voltage and amperage levels and any time of use, fees, or safety information.
 2. As appropriate, directional signs at appropriate decision points to effectively guide motorists to the charging station space(s).
- C.** Optional Signage. Optional information may be posted to alert potential charging station users to other expectations.
- D.** EV signage is exempt from a sign permit.

	Hand Washing Sinks - IBC	Fixtures and Fittings - IBC	Rain barrels, cisterns and other rainwater catchment systems	Diversion of Building Materials from Landfills - IBC	Moisture Prevention - IBC	Electric Vehicle Charging Stations	Short and Long-term Bicycle Parking	Showers and Changing Facilities	Setback Dimension Exception for Exterior Insulation	Heat Island Mitigation for Exterior	Light Trespass
Shoreline	X	X	X	X	Less stringent	X*		X	X	X	
King County	X	X	X	X	?	?	?	X	?	X	
Tacoma	X	X	X	X				X	X	X	
Redmond	I	I	I	?	I		I		I	I	
Seattle	X	X	X	X	X			X	X		
MLT						Stringent		?			
Issaquah	X	X	X	X	?		X	X	X		

KEY

X Intent to adopt

? Adoption not yet determined

Similar code requirement already in place

I Adopted Incentive-based Code

* Note that Shoreline has similar code in place but is anticipating adopting additional regulations

This page intentionally blank

PLANNING COMMISSION AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Annual Officer Elections		
DEPARTMENT: Planning & Community Development		
PRESENTED BY: Jessica Simulcik Smith, Planning Commission Clerk		
<input type="checkbox"/> Public Hearing	<input type="checkbox"/> Study Session	<input type="checkbox"/> Recommendation Only
<input type="checkbox"/> Discussion	<input type="checkbox"/> Update	<input checked="" type="checkbox"/> Action

INTRODUCTION & BACKGROUND

The Planning Commission Bylaws state that "The Commission shall elect a Chair and a Vice Chair each year. Generally, officers shall be elected and take office annually at the first regular public meeting of the Commission in April. Such election shall take place as the first item of new business of that meeting, and elected officers shall assume their duties at the close of elections." In accordance with the Bylaws, the election of Chair and Vice Chair will be held Thursday, April 4, 2013.

A Commissioner may serve as Chair no more than two consecutive years, and the same is true for Vice Chair. For your information, both Chair Moss and Vice Chair Esselman have served one full term in their positions and are eligible to be reelected.

The Election Process

The Clerk will call for nominations. No one Commissioner may nominate more than one person for a given office until every member wishing to nominate a candidate has an opportunity to do so. Nominations do not require a second. The Clerk will repeat each nomination until all nominations have been made. When it appears that no one else wishes to make any further nomination, the Clerk will ask again for further nominations and if there are none, the Clerk will declare the nominations closed.

After nominations have been closed, voting for the Chair takes place in the order nominations were made. Commissioners will be asked to vote by a raise of hands. As soon as one of the nominees receives a majority vote (four votes), the Clerk will declare him/her elected. No votes will be taken on the remaining nominees. A tie vote results in a failed nomination. If none of the nominees receives a majority vote, the Clerk will call for nominations again and repeat the process until a single candidate receives a majority vote. Upon election, the Chair conducts the election for Vice Chair following the same process.

If you have any questions please contact Jessica at (206) 801-2514 or jsmith@shorelinewa.gov.

Approved By:

Project Manager 

Planning Director 