



City of Covington

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City of Covington

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The City of Covington is a place where community, business, and civic leaders work together with citizens to preserve and foster a strong sense of community.

PLANNING COMMISSION AGENDA

August 18, 2011

CALL TO ORDER

ROLL CALL

Chair Sean Smith, Vice Chair Daniel Key, Jack Brooks, Sonia Foss, Bill Judd, and Alex White.

PLEDGE OF ALLEGIANCE

APPROVAL OF CONSENT AGENDA

1. Planning Commission Minutes for July 7, 2011, July 21, 2011 and August 4, 2011.

CITIZEN COMMENTS - *Note: The Citizen Comment period is to provide the opportunity for members of the audience to address the Commission on items either not on the agenda or not listed as a Public Hearing. The Chair will open this portion of the meeting and ask for a show of hands of those persons wishing to address the Commission. When recognized, please approach the podium, give your name and city of residence, and state the matter of your interest. If your interest is an Agenda Item, the Chair may suggest that your comments wait until that time. Citizen comments will be limited to four minutes for Citizen Comments and four minutes for Unfinished Business. If you require more than the allotted time, your item will be placed on the next agenda. If you anticipate, in advance, your comments taking longer than the allotted time, you are encouraged to contact the Planning Department ten days in advance of the meeting so that your item may be placed on the next available agenda.*

PUBLIC HEARING – NONE

UNFINISHED BUSINESS -

2. Final Discussion of New Electric Vehicle Charging Stations Code Amendments

NEW BUSINESS

ATTENDANCE VOTE

PUBLIC COMMENT

COMMENTS AND COMMUNICATIONS OF COMMISSIONERS AND STAFF

ADJOURN

*Any person requiring a disability accommodation should contact the City at least 24 hours in advance.
For TDD relay service please use the state's toll-free relay service (800) 833-6384 and ask the operator to dial (253) 638-1110*

Web Page: www.covingtonwa.gov

**CITY OF COVINGTON
Planning Commission Minutes**

July 7, 2011

City Hall Council Chambers

CALL TO ORDER

Chair Smith called the regular meeting of the Planning Commission to order at 6:32 p.m.

MEMBERS PRESENT

Chair Smith, Vice Chair Key, Jack Brooks, Sonia Foss, and Bill Judd.

MEMBERS ABSENT

Alex White

STAFF PRESENT

Richard Hart, Community Development Director
Salina Lyons, Senior Planner
Kelly Thompson, Planning Commission Secretary

APPROVAL OF CONSENT AGENDA

- **1. Commissioner Foss moved and Commissioner Brooks seconded to approve the June 16, 2011 minutes. Motion carried 5-0.**

CITIZEN COMMENTS – None

PUBLIC HEARING - None

UNFINISHED BUSINESS

3. Discussion of 2011 Docket of Comprehensive Plan Amendments and Development Regulation Amendment.

- **Commissioner Brooks moved and Vice Chair Key seconded to approve CPA-2011-1 New Ch. 13 Shoreline Element of Comp Plan. Motion carried 5-0.**
- **Commissioner Foss moved and Commissioner Brooks seconded to approve CPA-2011-2 Revised Ch. 6 Parks and Recreation Element of Comp Plan. Motion carried 5-0.**

- **Vice Chair Key moved and Commissioner Judd seconded to approve CPA-2011-3 Amended Downtown Street Type Map (Figure 4.5) in Ch. 4 Downtown Element, Capital Improvements for Street Types (Figure 5.7) in Ch. 5 Transportation Element of the Comp Plan. Motion carried 4-1 with Commissioner Foss dissenting.**

Commissioner Foss expressed that she is in favor of the property owner's rights and this plan could negatively impact the property owner by requiring that the new road be put in.

Vice Chair Key stated that adding the grid is critical to development and traffic movement. The Planning Commission put in a great deal of time and effort to achieve this vision and he is in favor of this Type I street.

- **Vice Chair Key moved and Commissioner Brooks seconded to approve DRA-2011-1 Amended Downtown Zoning Street Types Map for Design Regulations in CMC 18.31.060. Motion carried 4-1 with Commissioner Foss dissenting.**

Commissioner Foss and Vice Chair Key echoed their comments on the previous motion.

NEW BUSINESS - None

ATTENDANCE VOTE

- **Commissioner Daniel moved and Commissioner Brooks seconded to excuse Commissioner White's absence. Motion carried 5-0.**

PUBLIC COMMENT

COMMENTS AND COMMUNICATIONS FROM STAFF

Community Development Director, Richard Hart informed the Planning Commission that analysis from the City Attorney with regard to gun ranges and medical marijuana and the manager from Crest Air Park will speak regarding land use matters at the next Planning Commission Meeting. Senior Planner, Salina Lyons and Associate Planner, Brian Bykonen have finished the first draft of the electric vehicle charging stations.

ADJOURN

The July 7, 2011 Planning Commission Meeting adjourned at 6:55p.m.

Respectfully submitted,

Kelly Thompson, Planning Commission Secretary

**CITY OF COVINGTON
Planning Commission Minutes**

July 21, 2011

City Hall Council Chambers

CALL TO ORDER

Vice Chair Key called the regular meeting of the Planning Commission to order at 6:32 p.m.

MEMBERS PRESENT

Vice Chair Key, Sonia Foss, Bill Judd and Alex White.

MEMBERS ABSENT

Chair Smith, Jack Brooks

STAFF PRESENT

Richard Hart, Community Development Director
Salina Lyons, Senior Planner
Sara Springer, City Attorney
Kelly Thompson, Planning Commission Secretary

APPROVAL OF CONSENT AGENDA

- **1. Commissioner Foss moved and Commissioner Judd seconded to approve the Consent Agenda. Motion carried 4-0.**

CITIZEN COMMENTS – None

PUBLIC HEARING - None

UNFINISHED BUSINESS- None

NEW BUSINESS

1. Community Development Director, Richard Hart introduced Ricki Birge, Crest Air Park Manager. Crest Air Park has expressed interest and concern regarding the downtown plan and air traffic considerations.

Ms. Birge explained that compatible land use is not just related to the height of a building. Schools or other highly populated uses are also of concern. For example, Grass Lake Elementary School would likely be considered too close if it were built today due to the potential of an airplane crash in a populated area.

Senior Planner, Salina Lyons noted that Crest Air Park is notified of all new development. In the past, Crest Air Park has given feedback on cell tower construction which required the height of the tower be restricted to the same height of water towers. Ms. Birge confirmed that Crest Air Park does provide the City comments on any development that is relative to the air park.

2. Discussion of Memorandum from City Attorney on Options for Regulating Medical Marijuana Dispensaries and Community Gardens (ACTION ITEM)

City Attorney, Sara Springer explained that the state legislature had proposed legislation relating to medical marijuana dispensaries and community gardens which the Governor has vetoed. Many jurisdictions are opting to go forward with a moratorium on medical marijuana dispensaries and community gardens until the legislature reviews new legislation next year.

Community Development Director, Richard Hart commented that there is one medical marijuana dispensary in Covington currently in operation. Police Chief Klason has indicated they have not had any problems or issues with the dispensary.

The existing business license was approved as a homeopathic medicine dispensary. The City issued the business license with conditions that they operate under current RCW guidelines.

The Planning Commission discussed a six (6) month versus a twelve (12) month moratorium on medical marijuana dispensaries. A six month moratorium will require a public hearing and staff resources and it is likely that no decision will be made by the legislature within six months. Rather than repeat the process in six months, a one year moratorium would still require a public hearing staff resources, but allow for the legislature to make a decision before the City would need to take action.

The existing medical marijuana dispensary could continue to operate, and when their business license comes up for renewal, the City will inform them of the change in guidelines.

- **Commissioner Judd moved and Commissioner White seconded to recommend a 12 month moratorium on medical marijuana dispensaries and community gardens. Commissioner Judd stated that it is the responsible thing to do. Commissioner White commented that it is against federal law to sell. The motion carried 4-0.**

ATTENDANCE VOTE

- **Commissioner Foss moved and Commissioner White seconded to excuse Commissioner Brooks and Chair Smith's absence. Motion carried 4-0.**

PUBLIC COMMENT

Community Development Director, Richard Hart informed the Planning Commission that Electric Vehicle Charging Stations will be discussed on the regularly scheduled August 4th Planning Commission meeting and Gun Ranges could be discussed on the August 18th Planning Commission meeting. The regularly scheduled September 1st Planning Commission meeting may be cancelled.

COMMENTS AND COMMUNICATIONS FROM STAFF

Commissioner White stated that Covington Days and the competitive watermelon eating contests were enjoyed by his family.

ADJOURN

The July 21, 2011 Planning Commission Meeting adjourned at 7:19 p.m.

Respectfully submitted,

Kelly Thompson, Planning Commission Secretary

**CITY OF COVINGTON
Planning Commission Minutes**

August 4, 2011

City Hall Council Chambers

CALL TO ORDER

Chair Smith called the regular meeting of the Planning Commission to order at 6:35 p.m.

MEMBERS PRESENT

Chair Smith, Vice Chair Key, Sonia Foss and Bill Judd

MEMBERS ABSENT

Alex White and Jack Brooks

STAFF PRESENT

Richard Hart, Community Development Director
Salina Lyons, Senior Planner
Kelly Thompson, Planning Commission Secretary

APPROVAL OF CONSENT AGENDA

- **1. Vice Chair Key moved and Commissioner Foss seconded to approve the Consent Agenda. Motion carried 4-0.**

CITIZEN COMMENTS – None

PUBLIC HEARING - None

UNFINISHED BUSINESS

1. Discussion of New Electric Vehicle Charging Station Code Amendments

Senior Planner, Salina Lyons detailed a memo and the draft code amendments regarding new electric vehicle charging stations and questions for discussion.

Ms. Lyons described the permitted use in the code and identified that charging stations will be permitted in all the zones. They will be required in new developments based on a ratio of parking stalls. She asked the Planning Commission to discuss if there should be a specific electric vehicle station to parking ratio for government buildings, parks, and churches as well.

The Planning Commission discussed that electric vehicle charging stations should not be mandatory for churches, but there should be a threshold for public facilities such as government buildings and parks.

Ms. Lyons asked the Planning Commission if they thought the ordinance should contain pictures of the required signage or if they could be referenced in the code. The Planning Commission recommended that signage requirements should be dictated by the MUTCD manual as opposed to including signage provisions in the ordinance.

Ms. Lyons asked the Planning Commission if sites that expand or modify the building or parking area should be required to install electric vehicle charging stations. The Planning Commission recommended eliminating the requirement for re-development proposals, and apply the requirement to new developments.

The Planning Commission discussed the required ratios of electric vehicle charging stations to required vehicle parking. Staff presented ratios based on the current parking trends, size of development, and remaining areas within the City. The Planning Commission was concerned that the charging stations would be cost prohibitive for small developments and wanted ratios that would be applicable to only larger developments.

The Planning Commission agreed with staff's recommendation of 1 EV:100 parking stalls in the Town Center and General Commercial Zones, 1EV: 30 parking stalls the R-18 zone and 1EV:50 parking stalls in the MC and MHO zones.

The Planning Commission also wanted language that would allow the director to reduce the number of charging stations under a series of conditions. Staff was directed to draft language accordingly.

Commissioner Judd asked about the ADA accessibility requirements. The draft ordinance provides a ratio of ADA stalls based on the number of charging stations provided. The Planning Commission determined that the chart was not necessary and the language should be modified to state "A minimum of one stall should be ADA accessible."

Provisions should be added to allow EVI at existing gasoline stations as an accessory use as well as allow as a stand-alone use. Staff pointed out those electric charging stations would be allowed at a gasoline station as an accessory use. Language would be added to the downtown permitted use table to allow a standalone electric vehicle charging station parking lot.

NEW BUSINESS - None

ATTENDANCE VOTE

- **Commissioner Foss moved and Commissioner Judd seconded to excuse Commissioner Brooks' and Commissioner White's absence. Motion carried 4-0.**

PUBLIC COMMENT - None

COMMENTS AND COMMUNICATIONS FROM STAFF - None

ADJOURN

The August 4, 2011 Planning Commission Meeting adjourned at 7:17 p.m.

Respectfully submitted,

Kelly Thompson, Planning Commission Secretary

Memo

To: Planning Commission Members
From: Salina Lyons, Senior Planner;
Brian Bykonen, Associate Planner
CC: Richard Hart, Community Development Director
Date: August 18, 2011
Re: **Draft Electric Vehicle Charging Stations (Infrastructure) Ordinance and Questions for discussion.**

At the August 4, 2011 staff presented the Planning Commission a draft electric vehicle charging station ordinance and a series of questions regarding zoning, ratios of electric vehicle charging stations to parking and redevelopment requirements. Based on the discussion at the meeting, staff was directed to revise the draft to include the following provisions:

- 1) Minimum electric vehicle charging station to parking ratio requirements for government buildings and public parks.
- 2) Remove the requirements for commercial building to comply if they expand their parking areas.
- 3) Remove the ADA accessibility chart and require that at least one charging station meet ADA requirements.
- 4) Allow private stand-alone electric vehicle charging station parking lots in the General Commercial Zone.

Draft Electric Vehicle Code Amendments
August 2, 2011

Chapter 18.20

TECHNICAL TERMS AND LAND USE DEFINITIONS

Sections:

- [18.20.089.3 Battery charging station](#)
- [18.20.089.9 Battery exchange station.](#)
- [18.20.184.8 Charging levels.](#)
- [18.20.385 Electric scooters and motorcycles.](#)
- [18.20.385.3 Electric vehicle.](#)
- [18.20.385.6 Electric vehicle charging station.](#)
- [18.20.385.9 Electric vehicle charging station - restricted.](#)
- [18.20.385.12 Electric vehicle charging station - public.](#)
- [18.20.385.15 Electric vehicle infrastructure.](#)
- [18.20.385.18 Electric vehicle parking space](#)
- [18.20.947 Rapid charging station.](#)

18.20.015 Accessory use, commercial/industrial.

“Accessory use, commercial/industrial” means:

(1) A use that is subordinate and incidental to a commercial or industrial use, including, but not limited to the following uses:

- (a) Administrative offices;
- (b) Employee exercise facilities;
- (c) Employee food service facilities;
- (d) Incidental storage of raw materials and finished products sold or manufactured on-site;
- (e) Business owner or caretaker residence;
- (f) Cogeneration facilities;
- (g) Ground maintenance facilities; and
- [\(h\) Electric vehicle charging stations](#)

(2) Some accessory uses within the scope of this section may be defined separately to enable the code to apply different conditions of approval. (Ord. 42-02 § 2 (21A.06.015))

18.20.020 Accessory use, residential.

“Accessory use, residential” means:

(1) A use, structure, or activity which is subordinate and incidental to a residence including, but not limited to, the following uses:

- (a) Accessory living quarters and dwellings;
- (b) Fallout/bomb shelters;
- (c) Keeping household pets;
- (d) On-site rental office;
- (e) Pools, private docks, piers;
- (f) Antennas for private telecommunication services;
- (g) Storage of yard maintenance equipment;
- (h) Storage of private vehicles, e.g., motor vehicles, boats, trailers or planes; or
- (i) Greenhouses.

(j) Electric vehicle charging station

18.20.089.3 Battery charging station.

“Battery charging station” means an electrical component assembly or cluster of component assemblies designed specifically to charge batteries within electric vehicles, which meet or exceed any standards, codes, and regulations set forth by chapter 19.28 RCW and consistent with rules adopted under RCW 19.27.540.

18.20.089.6 Battery exchange station.

“Battery exchange station” means a fully automated facility that will enable an electric vehicle with a swappable battery to enter a drive lane and exchange the depleted battery with a fully charged battery through a fully automated process, which meets or exceeds any standards, codes, and regulations set forth by chapter 19.27 RCW and consistent with rules adopted under RCW 19.27.540.

18.20.184.8 Charging levels.

“Charging levels” means the standardized indicators of electrical force, or voltage, at which an electric vehicle’s battery is recharged. The terms 1, 2, and 3 are the most common EV charging levels, and include the following specifications:

- Level 1 is considered slow charging.
- Level 2 is considered medium charging.
- Level 3 is considered fast or rapid charging.

18.20.385 Electric scooters and motorcycles.

“Electric scooters and motorcycles” means any 2-wheel vehicle that operates exclusively on electrical energy from an off-board source that is stored in the vehicle’s batteries and produces zero emissions or pollution when stationary or operating.

18.20.385.3 Electric vehicle.

“Electric vehicle” means any vehicle that operates, either partially or exclusively, on electrical energy from the grid, or an off-board source, that is stored on-board for motive purpose.

“Electric vehicle” includes: (1) a battery electric vehicle; (2) a plug-in hybrid electric vehicle; (3) a neighborhood electric vehicle; and (4) a medium-speed electric vehicle.

18.20.385.6 Electric vehicle charging station.

“Electric vehicle charging station” means a public or private parking space that is served by battery charging station equipment that has as its primary purpose the transfer of electric energy (by conductive or inductive means) to a battery or other energy storage device in an electric vehicle. An electric vehicle charging station equipped with Level 1 or Level 2 charging equipment is permitted outright as an accessory use to any principal use.

18.20.385.9 Electric vehicle charging station - restricted.

“Electric vehicle charging station - restricted” means an electric vehicle charging station that is (1) privately owned and restricted access (e.g., single-family home, executive parking, designated employee parking) or (2) publicly owned and restricted (e.g., fleet parking with no access to the general public).

18.20.385.12 Electric vehicle charging station - public.

“Electric vehicle charging station — public” means an electric vehicle charging station that is (1) publicly owned and publicly available (e.g., Park & Ride parking, public library parking lot, on-street parking) or (2) privately owned and publicly available (e.g., shopping center parking, non-reserved parking in multi-family parking lots).

18.20.385.15 Electric vehicle infrastructure.

“Electric vehicle infrastructure” means structures, machinery, and equipment necessary and integral to support an electric vehicle, including battery charging stations, rapid charging stations, and battery exchange stations.

18.20.385.18 Electric vehicle parking space.

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

18.20.947 Rapid charging station.

“Rapid charging station” means an industrial grade electrical outlet that allows for faster recharging of electric vehicle batteries through higher power levels and that meets or exceeds any standards, codes, and regulations set forth by chapter 19.28 RCW and consistent with rules adopted under RCW 19.27.540.

Chapter 18.25

PERMITTED USES

18.25.030 Residential land uses

A. Table

KEY								
P – Permitted Use								
C – Conditional Use								
SIC #	SPECIFIC LAND USE	M	US	R4-8	R-18	CC	NC	I
ACCESSORY USES:								
*	Residential Accessory uses		P6	P6,8	P6,8	P6		

B. Development Conditions.

(8) On street electric vehicle charging stations are not permitted in the R1-R-18 zones. Individual electric vehicle charging stations for a single family residence shall follow the *Installation Guide for Charging Stations*, prepared by Puget Sound Regional Council, and as amended.

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18.25.060 Government/business services land uses.

A. Table.

KEY								
P – Permitted Use								
C – Conditional Use								
SIC #	SPECIFIC LAND USE	M	US	R4-8	R-18	CC	NC	I
BUSINESS SERVICES:								
	General Business Services					P10, 16		
ACCESSORY USES:								

*	Commercial/industrial accessory uses	P			<u>P15</u>	<u>P9.15</u>	<u>P15</u>	<u>P15</u>
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B. Development Conditions.

(15) Electric vehicle charging stations are permitted in accordance with CMC 18.50.170.

(16) Gasoline service stations and battery exchange stations are limited to the community commercial (CC) zone and subject to the following conditions:

(a) A gasoline service station shall be limited to four pumps, eight price gauges to service no more than 8 vehicles.

(b) A battery exchange station shall provide a minimum of 3 stacking spaces.

(c) Stacking spaces and drive through facilities shall be designed in accordance with CMC 18.50.080.

(d) Any associated materials, equipment storage, outdoor storage tanks and battery exchange activities shall be within a fully enclosed structure, unless otherwise determined by the Director.

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Chapter 18.31

DOWNTOWN DEVELOPMENT AND DESIGN STANDARDS

18.31.080 (3) Permitted Use Table.

Use Categories	Town Center (TC) ²³	Mixed Commercial (MC)	General Commercial (GC)	Mixed Housing Office (MHO) ¹
Commercial				
Business Services ¹⁹	p ⁵	p	p	p ^{4,5}
<u>Private Electric Vehicle Parking Facility (primary use)</u>			<u>P5, 24</u>	

5. Services and operations other than customer parking shall be fully contained within a structure.

19. Gasoline service stations and battery exchange stations are limited to the general commercial and mixed commercial districts and subject to the following conditions: (a) A gasoline service station shall be limited to eight pumps, 16 price gauges to service no more than 16 vehicles.

(b) A battery exchange station shall provide a minimum of 3 stacking spaces.

(c) Stacking spaces and drive through facilities shall be designed in accordance with CMC 18.50.080.

(d) Any associated materials, equipment storage, outdoor storage tanks and battery exchange activities shall be within a fully enclosed structure, unless otherwise determined by the Director.

24. Parking facilities shall be fully screened from the public right-of-way with Type 1 landscaping in accordance with CMC 18.40.040.

18.31.110 Parking, access and circulation standards.

(4) Minimum Parking Requirements Table.

Land Use	Minimum Parking Spaces Required
Commercial	

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Gasoline service stations/ Battery exchange station	3 per facility plus 1 per 300 square feet of store
<u>Electric vehicle charging station</u>	
<u>All developments that require off-street parking shall be subject to the provisions of the electric vehicle charging stations requirements in CMC 18.50.160 through 18.50.180.</u>	

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(11) Additional Parking Requirements and Parking Design Standards Referenced in This Title.

(a) CMC [18.50.050](#) through ~~18.50.180~~ for other applicable standards.

Deleted: [18.50.150](#)

Chapter 18.50

DEVELOPMENT STANDARDS – PARKING AND CIRCULATION

Sections:

18.50.160 Electric vehicle charging station requirements-Downtown zones.

18.50.170 Electric vehicle charging station requirements – R18, NC, CC and I zones

18.50.180 Electric vehicle charging station design requirements.

18.50.030 Computation of required off-street parking spaces.

(3) All developments that require off-street parking shall be subject to the provisions of the electric vehicle charging stations requirements in CMC 18.50.160 through 18.50.180.

18.50.160 Electric vehicle charging station requirements – Downtown zones.

This section applies to all electric vehicle charging stations located in off-street parking facilities or parking garages in the TC, MC, GC, and MHO zones.

(1) New Development located in the TC and GC zones shall provide one Level 2 or 3 electric vehicle charging station for every 100 vehicle parking spaces.

(2) New commercial development located in the MC and MHO zones shall provide one Level 2 or 3 electric vehicles charging station for every 50 vehicle parking spaces.

(3) Any new “Government Services” (CMC 18.31.080) shall provide a minimum of one Level 2 or 3 electric vehicle charging station regardless of the number of vehicle parking stalls required for the site. If the number of required off street vehicle parking stalls exceed the provisions of sections (1) and (2), then those regulations shall apply.

18.50.170 Electric vehicle charging station requirements- R-18, NC, CC, and I zones

This section applies to all electric vehicles charging stations located in off-street parking facilities or parking garages in the R-18, NC, CC and I zones.

(1) New development located in the R-18 zone shall provide one Level 2 or 3 electric vehicle charging station for every 30 vehicle parking stalls.

(2) New development located in the NC, CC and I zones shall provide one Level 2 or 3 electric vehicle charging station for every 50 vehicle parking stalls.

(3) Any new “Park”, (CMC 18.25.040) that is publicly owned and maintained and any new “Government Services”, (CMC 18.25.060) shall provide a minimum of one Level 2 or 3 electric vehicle charging station regardless of the number of vehicle parking stalls required for the site.

If the number of required off street vehicle parking stalls exceed the provisions of sections (1) and (2), then those regulations shall apply.

18.50.180 Electric vehicle charging station design standards

(1) An electric vehicle charging station may be included in the calculation for minimum required parking spaces as required in CMC 18.31.110.4 and CMC 18.50.030.

(2) The director may reduce or waive the requirement for the installation of electric vehicle charging stations if the applicant can demonstrate:

(a) That a shared parking facility provides access to an adjacent parking facility with a minimum of two existing electric vehicle charging station, or

(b) That the proposed parking facility is providing cross-access to an adjacent parking facilities with a minimum of two existing electric vehicle charging station, and

(c) The applicant has a contract for the shared use of the electric vehicle charging station between the property owners. The contract shall be recorded with King County Records and Elections as a deed restriction that cannot be modified, or revoked without approval by the Director.

(3) Where electric vehicle charging stations are required in parking lots or parking garages, assessable vehicle charging stations shall be provided.

(a) Accessible electric vehicle charging stations should be located in close proximity to the building or facility entrance and shall connect to a barrier free accessible route of travel. It is not required to designate the charging station exclusively for the use of disabled persons.

(4) The provision of electric vehicle parking will vary based on the design and use of the primary parking lot. The following required and additional location and design criteria are provided in recognition of the various parking lot layout options. Where provided, parking for electric vehicle charging purposes shall include the following:

(a) Each charging station space shall be posted with signage indicating the space is only for electric vehicle charging purposes. Days and hours of operation shall be included if time limits or tow away provisions are to be enforced. Refer to the 2009 Manual on Uniform Traffic Control Devices (MUTCD) for electric vehicle and parking signs, specifically D9-11b, D9-11bP, R7-2, and R7-108, and as amended.

(b.) Charging station equipment shall be maintained, including the functioning of the charging equipment. A phone number or other contact information shall be provided on the charging station equipment for reporting when the equipment is not functioning or other problems are encountered.

(c) Where charging station equipment is provided within an adjacent pedestrian circulation area, such as a sidewalk or accessible route to the building entrance, the charging equipment shall be located so as not to interfere with ADA accessibility requirements.

(d). Where charging station equipment is installed, adequate site lighting shall exist, unless charging is for daytime purposes only.

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(e) Charging station outlets and connector devices shall be no less than 36 inches and no higher than 48 inches from the surface where mounted, and shall contain a retraction device or a place to hang permanent cords and connectors sufficiently above the ground or paved surface.

(f) Except for parallel parking stalls, adequate equipment protection, such as wheel stops or concrete-filled steel bollards, shall be used. Curbing may be used in lieu of wheel stops or bollards, if equipment is set back a minimum of 24 inches from the face of the curb.

(5). Parking for electric vehicles should also consider the following:

(a). Information on the charging station, identifying voltage and amperage levels and any time of use, fees, or safety information.

(b). Installation of directional signs at the parking lot entrance and at appropriate decision points to guide motorists to the charging station space(s). Refer to the 2009 Manual on Uniform Traffic Control Devices (MUTCD) for electric vehicle and directional signs, specifically D9-11b, D9-11bP and M6-1, and as amended.

(6) To allow for maintenance and notification, the owner of any private new electric vehicle infrastructure station that will be publically available shall be required to provide information on the station's geographic, location, date of installation, equipment type and model, and owner contact information.

(7) On-Street Electric Vehicle Charging Stations should consider the following:

(a). On-street electric vehicle charging stations are not permitted in the R1-R18 zones.

(b) On-street electric vehicle charging stations in the TC, MC, GC and MHO zone shall be installed at either end of designated on-street parking.

(c) Subsequent on-street electric vehicle charging stations should be installed adjacent to existing stations.

(d) Charging station equipment shall be installed in a well lit area, on a hard surface, near the front of the designated parking space and should provided a minimum of 24 inches clearance from the face of the curb and not impede on the required minimum ADA accessible route on the sidewalk.

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Chapter 16.10

STATE ENVIRONMENTAL POLICY ACT

16.10.080 Categorical exemptions (threshold determinations).

This section contains the rules for deciding whether a proposal has a “probable significant, adverse environmental impact” requiring an environmental impact statement (EIS) to be prepared. This section also contains rules for evaluating the impacts of proposals not requiring an EIS.

The City adopts the following provisions of the Washington Administrative Code by reference, as now existing or as hereafter amended:

WAC

197-11-300 Purpose

197-11-305 Categorical exemptions

197-11-310 Threshold determination required

197-11-315 Environmental checklist

197-11-330 Threshold determination process

197-11-335 Additional information

197-11-340 Determination of nonsignificance (DNS)

197-11-350 Mitigated DNS

197-11-355 Optional DNS process

197-11-360 Determination of significance (DS) – Initiation of scoping

197-11-390 Effect of threshold determination

[The city adopts the following section of the Revised Code of Washington by reference, as supplemented in this chapter.](#)

[RCW](#)

[43.21C.410 Battery charging and exchange station installation](#)