



city of
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The City of Covington is a destination community where citizens, businesses and civic leaders collaborate to preserve and foster a strong sense of unity.

PLANNING COMMISSION AGENDA

November 5, 2015

6:30 PM

CALL TO ORDER

ROLL CALL

Chair Bill Judd, Vice Chair Paul Max, Jennifer Gilbert-Smith, Alex White, Jim Langehough, Krista Bates & Chele Dimmett.

PLEDGE OF ALLEGIANCE

APPROVAL OF CONSENT AGENDA

1. Planning Commission Minutes for October 1, 2015 (Attachment A)

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.*

SPECIAL ORDER OF BUSINESS: No Action Required

2. Open House and Discussion on Proposed Comprehensive Plan

UNFINISHED BUSINESS – Action Required

3. Discussion of Recreational Vehicle Code Amendments with Graphics and Recommendation to City Council (Attachment B-RV Ordinance, Attachment C-Typical Lots with Allowed and Not Allowed RV Storage, and Attachment D-RV Classification, Type and Size)

PUBLIC HEARING – None

NEW BUSINESS – No Action Required

4. Discussion of Draft Elements of Comprehensive Plan and Results of Open House (Attachment E)

ATTENDANCE VOTE

PUBLIC COMMENT: (Same rules apply as stated in the 1st CITIZEN COMMENTS)

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) 480-2400
Web Page: www.covingtonwa.gov*

**CITY OF COVINGTON
Planning Commission Minutes**

October 1, 2015

City Hall Council Chambers

CALL TO ORDER

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

MEMBERS PRESENT

Krista Bates, Chele Dimmett, Jennifer Gilbert-Smith, Bill Judd, Jim Langehough, Paul Max and Alex White

MEMBERS ABSENT -None

STAFF PRESENT

Angie Feser, Interim Parks Director
Salina Lyons, Principal Planner
Ann Mueller, Senior Planner
Kelly Thompson, Planning Commission Secretary

APPROVAL OF CONSENT AGENDA

A correction to the September 17, 2015 minutes was made to show Vice Chair Max opened the meeting.

- **1. Commissioner White moved and Vice-Chair Max seconded to approve the September 17, 2015 minutes and consent agenda. Motion carried 7-0.**

CITIZEN COMMENTS – None

UNFINISHED BUSINESS - None

PUBLIC HEARING

2. Annexation Petition for Hawk Subarea Plan

Chair Judd opened the Public Hearing.

Senior Planner Ann Mueller gave a brief overview of the Hawk Property and the annexation process. The 75 acre property contains steep slopes, a clearing, a pond and an asphalt batch plant. The property is 45% wetlands and buffers. There is undeveloped city owned right-of-way. Ms. Mueller described the

characteristics of the surrounding properties. The city is recommending the property be zoned R-6.

The property has been evaluated by city staff and is consistent with the Comprehensive Plan. There is no development as part of the annexation process. The process only brings the property into the city limits.

Trails have been identified for future development but those will be established later in the process.

Ms. Mueller received a call from the Muckleshoot Indian Tribe, but no written comments have been submitted.

The Planning Commission will submit their recommendation to the City Council on October 27, 2015. Staff anticipates the City Council will then submit their approval to the King County Boundary Review Board. Following King County approval, the City Council will approve the final annexation by ordinance.

PUBLIC COMMENTS

Elaine Kelner – Covington resident, wanted to make the Planning Commission aware of bald eagles that appear to reside in the area. She has not located their nest, but based on flight patterns, the eagles appear to reside on this property.

Chair Judd closed the Public Hearing.

- **Vice-Chair Max moved that the Planning Commission recommends the Covington City Council approve the proposed Annexation Petition request and designation of the Annexation Area as part of the Hawk Property Subarea in the Comprehensive Plan's Future Land Use Map and designate the Annexation Area as R-6 on the city's zoning map. Commissioner Gilbert Smith seconded the motion. The motion carried 7-0.**

NEW BUSINESS - None

3. Parks , Recreation and Open Space (PROS) Plan Review and Recommendations

Interim Parks Director, Angie Feser introduced the city's consultant, Steve Duh, from Conservation Technix, who presented a draft of the PROS Plan to the Planning Commission for review and comment.

Mr. Duh gave a brief presentation on the highlights of the PROS plan. The draft that has been provided is approximately 80% complete and additional edits will be made. This document will be referenced in the Comprehensive Plan and will be the guiding document for the Parks and Recreation Department. He outlined the key feedback from citizen outreach efforts.

Commissioner White asked how the determination was made that some of the HOA parks were determined to be parks vs. green space. Mr. Duh responded that Crystalview and Evergreen are underdeveloped, and there is potential for future use. Commissioner White shared that Evergreen has steep slopes.

Vice Chair Max asked about the ratio of recreational trails. Mr. Duh explained the current and future deficit between bike and recreational trails. Vice-Chair Max asked about the budget for Covington Community Park. Ms. Feser offered to give a presentation on the CCP Phases 2 and 3 at a later Planning Commission meeting.

Commissioner Dimmett asked about the "acquisition" language of HOA properties for parks. She is aware that long term lease was a possible option. Ms. Feser responded that HOA's will often approach the city asking that they take over the maintenance and liability. Vice Chair Max shared that the majority of homeowners in an HOA would have to vote to approve deeding the park to the city. Commissioner Dimmett suggested that since acquisition of HOA parks is being presented as part of the plan, that the process should be outlined.

Commissioner Dimmett asked about the use of the Aquatic Center. Mr. Duh responded that it is currently at capacity. Ms. Feser added that 110,000 participants currently use the facility annually.

Commissioner White asked about safe routes to school. Mr. Duh responded that this is usually part of the Transportation Element of the Comprehensive Plan. Principal Planer, Salina Lyons, responded that the PROS plan includes trails and bike lanes. As part of the Comprehensive Plan, staff will be identifying some of these gaps in the city.

Chair Judd shared that he would like to see a partnership with Kent School District especially where there is limited bus service. He also asked about the on-going outreach process. There are still people with good ideas that haven't been heard. Ms. Feser shared that the city currently uses school district facilities on a regular basis. We are starting to maintain some of their facilities, and we have a strong partnership with the school district.

ATTENDANCE VOTE - None

PUBLIC COMMENT – None

COMMENTS AND COMMUNICATIONS FROM STAFF

Ms. Mueller shared that there is an open house with the Planning Commission on November 5, 2015 on the Comprehensive Plan Update. She is working with the applicant on the Development Agreement process for the Hawk Property.

Ms. Lyons shared that the SE 272nd Street and 204th Ave SE improvement projects have been awarded funds from the state transportation package. Some roadway developments will be constructed concurrently with the developments..

Ms. Lyons provided the updated Development Activity Report. Discussion of RV regulations and sheds are tentatively scheduled for November 5, 2015.

Commissioner White asked about the turning movements into and out of the Cedar Springs Apartments. Ms. Lyons shared that they are restricted to right-in, right-out until a lane is constructed allowing a left turn into the site.

Ms. Lyons shared that Chick-Fil-A is asking for deviations from design guidelines, so staff is working with them through that process.

ADJOURN

The October 1, 2015 Planning Commission Meeting adjourned 7:57 at p.m.

Respectfully submitted,

Kelly Thompson, Planning Commission Secretary



Memo

To: City of Covington Planning Commission

From: Brian Bykonen, Associate Planner

CC: Richard Hart, Community Development Director

Date: October 29, 2015

Re: Graphics for Proposed Code Amendments for Recreational Vehicles (RV's) in Residential & Commercial Zones.

The Planning Commission held a public hearing on proposed code amendments for parking, storage and living in Recreational Vehicles (RV's) in both residential and commercial zones on September 17, 2015. (See Attachment C) At that time the Commission delayed taking any action on the proposed amendments until staff could bring back some graphics to explain how the regulations would apply on a typical residential lot and to respond to several questions raised by individuals testifying at the public hearing.

Staff has developed two graphics showing examples of how an RV could be parked on a lot to comply with the proposed code and how an RV could be parked in violation of the proposed code. (See Attachment D) In addition, staff is including four pages of RV classifications and definitions that show typical sizes and lengths of RV's, including Class A, B, & C Motorhomes, 5th Wheel Trailers, Travel and Tent Trailers, and Truck or Pop-up Campers, all of which would fall under our definition of RV's. (See Attachment E)

Staff also is providing some short answers to the questions raised during the public hearing by individuals who provided testimony and the Planning Commission.

Question 1: Why did the city provide a maximum length of 28 feet for an RV parked in a driveway?

Answer 1: That was a typical length used in most other codes. However after further research, staff would recommend that no maximum length be used in the code and we allow any length as long as it does not extend into the public right-of-way. Some driveways are long, some are short, and a motorhome or RV should be allowed in a driveway regardless of its length as long as it complies with all other adopted regulations.

Question 2: Will these new code amendments apply to the storage of boats, trailers, farm equipment, or large trucks in driveways, side yards or rear yards?

Answer 2: No, these regulations only apply to RV's designed primarily for recreational camping, travel or seasonal use in accordance with definition in the proposed code language.

Question 3: Will the proposed code amendments require gates to be installed into rear or side yards for storage of RV's?

Answer 3: No, gates are not required, but could be installed if desired.



Memo

Question 4: If an RV is placed on a lot adjacent to a designated greenbelt, native growth protection easement, or other officially designated open space, will the fencing or screening requirement still be required?

Answer: 4: Yes, the proposed regulations have the requirement that RV's shall be screened with either a fence or sight-screening landscaping from all adjacent properties. The language does not distinguish how the adjacent property is used, or whether it is a designated greenbelt, or a dwelling, it still has to be screened. It was written that way so it would be easier to administer and apply. It is then very clear.

Staff would recommend that the Planning Commission approve the proposed RV code amendments with one change, deleting the 28 foot maximum length requirement for parking an RV in a driveway, and forward the proposed code amendment to the City Council for final decision.

CMC Chapter 8.10
ABATEMENT OF ~~JUNK~~ NUISANCE VEHICLES AND ~~VEHICLE STORAGE~~

Sections:

Article I. ~~Junk Vehicles~~

- 8.10.010 Purpose.
- 8.10.020 Definitions.
- 8.10.030 Certification.
- 8.10.040 Exemptions.
- 8.10.050 Abatement of Nuisance Vehicles.~~Junk vehicle violation — Remedy.~~

Article II. ~~Vehicle Storage~~

- ~~8.10.060 — Storage of certain vehicles and components prohibited.~~
- ~~8.10.070 — Exceptions.~~
- ~~8.10.080 — Vehicle storage violation — Penalty.~~
- 8.10.0960 Third party liability.

Article I. ~~Junk Vehicles~~

8.10.010 Purpose.

The purpose of this chapter is to preserve the character and safety of the city's neighborhoods by eliminating ~~junk~~ nuisance vehicles and ~~improperly stored vehicles~~ as nuisances from private property, and to provide procedures for the removal of ~~junk~~ nuisance vehicles and ~~improperly stored vehicles~~ as authorized by RCW 46.55.240.

8.10.020 Definitions.

For the purposes of this chapter the following words shall have the following meanings:

(1) "~~Code compliance enforcement officer~~" means a code enforcement officer, the director of ~~planning and community development~~, or the director of community development's designee.

(2) "~~Junk motor vehicle~~" means any vehicle substantially meeting three of the following requirements:

(a) ~~Is extensively damaged, such damage including, but not limited to, broken windshields, missing wheels, tires, motor or transmission;~~

(b) ~~Is apparently inoperable;~~

(c) ~~Is without a valid current license plate and tabs;~~

(d) ~~Has an approximate fair market value equivalent only to the approximate value of the scrap in it.~~

(2) “Nuisance vehicle” means and includes any car, truck, motorcycle, boat, trailer, recreational vehicle (RV), self-propelled construction equipment or heavy machinery, or any other motorized or non-motorized means of conveyance, or any part thereof, and which:

(a) Meets any one of the following criteria:

(i) Is extensively damaged, such damage including, but not limited to, any of the following: a broken window or windshield or missing wheels, tires, motor, or transmission;

(ii) Is apparently inoperable;

(iii) Has an approximate fair market value equal only to the approximate value of the scrap in it; and

(b) Is not validly licensed and/or registered under the laws of the state of Washington.

(3) “Owner” or “property owner of record” means any person owning property as shown on the real property records of King County or on the last assessment roll for taxes, and shall also mean any lessee, tenant or other person having control or possession of the property.

(4) “Property” means land and any buildings or structures located thereon.

(5) “Vehicle” has the same definition as the definition of “vehicle” in RCW 46.04.670.

~~(5) “Recreational vehicle” means a camping trailer, travel trailer, motor home, truck camper and any similar vehicular type units primarily designed as temporary living quarters for recreational, camping or travel use, with or without motor power, being of such size and weight as to be operable over highways without requirement of a special highway movement permit. (Ord. 22-01 § 1; Ord. 79-98 § 1)~~

8.10.030 Certification.

The code ~~compliance~~ enforcement officer may inspect and certify, to the best of his or her knowledge, that a vehicle meets the requirements of a ~~junk motor~~ nuisance vehicle. Such certification shall be in writing and shall record the make of the vehicle, the vehicle identification number, and the license plate number of the vehicle, if available. The code ~~compliance~~ enforcement officer shall also describe in detail at least three (3) of the following:

(1) The model year and age of the vehicle;

(2) The damaged or missing equipment or condition of the vehicle;

(3) The factors supporting a determination that the vehicle is apparently inoperable;

(4) The absence of a valid, current license plate; and

(5) The approximate fair market value of the vehicle and the value of the scrap in it. (Ord. 22-01 § 1; Ord. 79-98 § 1)

8.10.040 Exemptions.

The provisions of this chapter relating to junk nuisance vehicles shall not apply to the following:

- (1) A vehicle or part thereof which is completely enclosed within a building in a lawful manner where it is not visible from the street or other public or private property; or
- (2) A vehicle or part thereof which is stored or parked in a lawful manner on private property in connection with the business of a licensed dismantler or licensed vehicle dealer and is fenced according to the provisions of RCW 46.80.130. (Ord. 22-01 § 1; Ord. 79-98 § 1)

8.10.050 ~~Junk Abatement of nuisance vehicles—Remedy.~~

(1) ~~Unless exempted under CMC 8.10.040, it shall be a violation of this chapter and a public nuisance to park, store, or abandon junk nuisance vehicles on private property. all nuisance vehicles placed or situated upon private property within Covington city limits are public nuisances to be abated and shall be subject to the penalties and enforcement remedies as set forth in Chapter 1.30 CMC.~~

(2) If the city determines that such a violation has occurred or is occurring, the city shall ~~remedy~~ abate said violation in accordance with the civil code enforcement procedures established in Chapter 1.30 CMC; except that the last registered and legal owner(s) of the junk nuisance vehicle and the property owner of record shall be given any notice required by Chapter 1.30 CMC. Said notice need not be provided to the last registered and legal owner(s) of the nuisance vehicle if the vehicle is in such condition that the identification numbers cannot be readily determined or if the property owner has prevented access to the vehicle.

(3) If the city invokes CMC 1.30.~~080~~ 170 and abates the junk nuisance vehicle(s), the vehicle(s) or part(s) thereof shall be removed by a licensed tow truck operator or hulk hauler. The code ~~compliance enforcement~~ officer shall give notice to the Washington State Patrol and to the Washington State Department of Licensing that the vehicle has been wrecked.

(4) Pursuant to CMC 1.30.~~080~~ 170, the costs and expenses of ~~correcting~~ abating the violation shall be assessed against the last registered owner of the nuisance vehicle and/or the property owner of record; ~~except that the owner of the property on which the vehicle is located may appear in person at the hearing provided for in CMC 1.30.070, or present a written statement in time for consideration at said hearing, denying responsibility for the presence of the nuisance vehicle, with his/her reasons for the denial. If it is determined at the hearing that the nuisance vehicle was placed on the property without the consent of the owner and that he/she has not subsequently acquiesced in its placement, then the city shall not assess the costs and expenses of correcting the violation against the property upon which the vehicle or item is located or otherwise attempt to collect said costs and expenses from the owner.~~ (Ord. 22-01 § 1; Ord. 79-98 § 1)

(5) This section shall apply even in cases where the owner has given permission for the vehicle to be left on the property.

Article II. Vehicle Storage

~~8.10.060 Storage of certain vehicles and components prohibited.~~

No person owning, leasing, renting, occupying, being in possession of or having charge of any property in the city, including vacant lots, shall retain or store, except as may be permitted by any other city ordinance, any of the following:

- (1) One or more wrecked, dismantled or partially dismantled, inoperative, or unlicensed (vehicle licensing plates and current tabs) and uninsured vehicles;
- (2) Body parts, engines or drive train parts, or any other parts, assemblies or components of automobiles and other motor vehicles;
- (3) Any recreational vehicle, boat or trailer within the required front yard setback area unless parked and/or stored within a driveway in the front setback area;
- (4) Any pickup truck campers or canopies (not mounted on a pickup truck) within the required front yard setback area unless parked and/or stored within a driveway in the front setback area. (Ord. 22-01 § 1; Ord. 79-98 § 1)

~~8.10.070 Exceptions.~~

The provisions of CMC [8.10.060](#) shall not apply to the following:

- (1) A vehicle, recreational vehicle, boat, trailer, or component thereof which is completely enclosed within a building in lawful manner where it is not visible from the street or other public or private property; or
- (2) A vehicle, recreational vehicle, boat, trailer, or component thereof which is stored or parked in a lawful manner on private property in connection with the business of a licensed dismantler or licensed vehicle dealer and is fenced according to the provisions of RCW 46.80.130. (Ord. 22-01 § 1; Ord. 79-98 § 1)

~~8.10.080 Vehicle storage violation – Penalty.~~

- (1) Unless exempted under CMC [8.10.070](#), it shall be a violation of this chapter to retain or store any vehicle or component thereof described in CMC [8.10.060](#) in violation of said section.
- (2) If the city determines that such a violation has occurred or is occurring, the city shall remedy said violation in accordance with the civil code enforcement procedures established in Chapter [1.30](#) CMC; except that the last registered owner of the vehicle/component and the property owner of record shall be given any notice required by Chapter [1.30](#) CMC. Said notice need not be provided to the last registered owner of the vehicle/component if the vehicle is in such condition that the identification numbers cannot be readily determined or if the property owner has prevented access to the vehicle.
- (3) If the city invokes CMC [1.30.080](#) and abates the vehicle(s)/component(s) retained or stored in violation of CMC [8.10.060](#), the vehicle(s)/component(s) shall be removed by a licensed tow truck

operator or hulk hauler. The code compliance officer shall give notice to the Washington State Patrol and to the Washington State Department of Licensing that the vehicle has been wrecked.

~~(4) Pursuant to CMC [1.30.080](#), the costs and expenses of correcting the violation shall be assessed against the last registered owner of the vehicle and/or the real property owner of record; except that the owner of the real property on which the vehicle is located may appear in person at the hearing provided for in CMC [1.30.070](#) or present a written statement in time for consideration at said hearing, denying responsibility for the presence of the vehicle on the property, with his/her reasons for the denial. If it is determined at the hearing that the vehicle was placed on the property without the consent of the owner and that he has not subsequently acquiesced in its placement, then the city shall not assess the costs and expenses of correcting the violation against the property upon which the vehicle or item is located or otherwise attempt to collect said costs and expenses from the owner. (Ord. 22-01 § 1; Ord. 79-98 § 1)~~

8.10.0960 Third party liability.

(1) It is expressly the purpose of this chapter to provide for and promote the health, safety and welfare of the general public and not to create or otherwise establish or designate any particular class or group of persons who will or should be especially protected or benefited by the terms of this chapter.

(2) It is the specific intent of this chapter to place the obligation of complying with its requirements upon the registered owner and property owner of record, and no provisions or term used in this chapter is intended to impose any duty whatsoever upon the city or any of its officers and employees, for whom the implementation or enforcement of this chapter shall be discretionary and not mandatory.

(3) Nothing contained in this chapter is intended to be, nor shall be, construed to create or form the basis for any liability on the part of the city, or its officers, employees or agents, for any injury or damage resulting from the failure of a property owner or registered owner to comply with the provisions of this chapter, or by reason or in consequence of any inspection, notice, order, certificate, permission or approval authorized or issued or done in connection with the implementation or enforcement of this chapter, or by reason of any action or inaction on the part of the city related in any manner to the enforcement of this chapter by its officers, employees or agents. (Ord. 22-01 § 1; Ord. 79-98 § 1)

Chapter 8.30
NUISANCES

8.30.030 Nuisances declared.

The following specific acts, omissions, places and conditions are declared to be public nuisances:

- (1) Erecting, continuing or using any building or other place in the city for the exercise of any trade, employment or manufacturing operation, which by occasioning noxious exhalation, offensive smells or other annoyances, becomes injurious and dangerous to the health, comfort or property of individuals or the public;
- (2) Keeping or maintaining any dangerous, decaying, falling, or damaged dwelling, or other structure;
- (3) Keeping, using or maintaining any pen, stable, lot, place or premises in which any animal may be confined or kept, in such a manner to be noxious, foul or offensive to individuals or the public;
- (4) Obstructing or encroaching upon or rendering unsafe for passage any public highway, private street, street, alley, sidewalk, crossing, park, square, driveway, lake, or stream in the city; provided, that this subsection shall not apply to events, parades, or the use of the streets or public rights-of-way when authorized by the city;
- (5) Making or keeping any explosive or combustible substance in the city, or carrying it through the streets thereof, in a quantity or manner prohibited by Chapter 70.74 RCW;
- (6) Placing, depositing, keeping, having or leaving in or upon any private lot, building, structure or premises or in or upon any street, avenue, park, sidewalk, waterway, parkway or public or private place in the city any one or more of the following conditions, places or things:
 - (a) Any putrid, unhealthy or unwholesome bones, meat, hides, skins, or the whole or any part of any dead animal, fish or fowl, or waste parts of fish, vegetable or animal matter in any quantity; but nothing herein shall prevent the temporary retention of waste in approved covered receptacles;
 - (b) Privies, vaults, drains, sewer and septic tanks, cesspools, sumps, pits or like places which are not securely protected from flies or rats, or which are noxious, foul, malodorous or injurious to the public health;
 - (c) Vegetation which constitutes a fire hazard or a health hazard;
 - (d) Refuse or feces which constitute a health hazard;
 - (e) Vegetation which overhangs a street, sidewalk or alley in such a way as to impede the free and full use of said street, sidewalk or alley, and vegetation which obstructs the vision of drivers such that traffic regulation signs or view of an intersection is obstructed from a position of 30 feet or closer to the intersection, and vegetation which creates injury to or other opportunity or risk of injury to passersby of the general public;

(f) Animal manure in any quantity which is not securely protected from flies and/or the elements, or which is kept or handled in violation of any ordinances of the city;

(g) An accumulation of material, including but not limited to tin cans, bottles, glass, plastic, scrap metal, ashes, wire, bric-a-brac, broken crockery, broken glass, broken plaster, trash, litter, weeds, grass, rags, garbage, accumulations of empty barrels, boxes, crates, packing cases, mattresses, bedding, excelsior, packing straw, or other packing materials or building materials which are not properly stored or neatly piled, and all such trash or abandoned material unless the same be kept in covered bins or galvanized iron receptacles approved by the enforcement officer; provided, however, this section shall exclude residential composting piles not greater than 25 square yards in area;

(h) Broken or discarded furniture, furnishings, appliances, household equipment and other similar items, in any front yard, back yard, side yard or vacant lot;

(i) Any abandoned, unattended or discarded icebox, refrigerator, freezer or other container having an air-tight door or lid and a snap lock or other locking device which may not be easily released from the inside when such lid or door is in a closed position;

(j) In a place accessible to children, any attractive nuisance dangerous to children, including but not limited to any abandoned, broken or neglected equipment, machinery, refrigerator, freezer or other large appliance;

(k) Any abandoned or unused well, pit, shaft, cistern, or storage tank without first demolishing or removing from the premises such storage tanks, or securely closing and barring any entrance or trapdoor thereto, or without filling any well, pit, shaft or cistern or capping the same with sufficient security to prevent access thereto;

(l) Nonoperational or abandoned vehicles or parts thereof, or other articles of personal property that are discarded or left in a state of partial construction or repair in any front yard, side yard, rear yard, or vacant lot. The responsible person may have on his or her premises, at any one time, only one (1) nonoperational or abandoned vehicle outside an enclosed building for a period not to exceed fourteen (14) days.

Chapter 18.20
TECHNICAL TERMS AND LAND USE DEFINITIONS

18.20.960 Recreational vehicle (RV).

“Recreational vehicle (RV)” means a motorized vehicle designed primarily for recreational camping, travel, or seasonal use which has its own motive power or is mounted on or towed by another vehicle, including but not limited to:

- (1) Travel trailers;
- (2) ~~Folding~~ Camping trailers;
- (3) ~~Park Tent~~ trailers;
- (4) Truck campers;
- (5) ~~Park trailer~~ Camper vans;
- (6) Motor homes; and
- (7) Multi-use vehicle. (Ord. 42-02 § 2 (21A.06.960))

Chapter 18.50
DEVELOPMENT STANDARDS—PARKING AND CIRCULATION

- 18.50.010 Purpose.
- 18.50.020 Authority and application.
- 18.50.030 Computation of required off-street parking spaces.
- 18.50.040 Shared parking requirements.
- 18.50.050 Exceptions for community residential facilities (CRFs) and senior citizen assisted housing.
- 18.50.060 Parking for the disabled.
- 18.50.070 Loading space requirements.
- 18.50.080 Stacking spaces and restrictions for drive-through facilities.
- 18.50.090 Transit and rideshare provisions.
- 18.50.100 Pedestrian and bicycle circulation and access.
- 18.50.110 Off-street parking plan design standards.
- 18.50.120 Off-street parking construction standards.
- 18.50.130 Compact car allowance requirements.
- 18.50.140 Internal circulation street standards.
- 18.50.150 Trail improvements and connections.
- 18.50.160 Electric vehicle charging station requirements – Downtown zones.
- 18.50.170 Electric vehicle charging station requirements – R-18, MR, NC, CC, RCMU, and I zones.

- 18.50.180 Electric vehicle charging station design standards.
- 18.50.190 Recreational vehicles—Parking, storage, and habitation.

18.50.190 Recreational vehicles—parking, storage, and habitation.

(1) The parking or storage of recreational vehicles, except for loading and unloading activities completed within a three (3) day period within any given two (2) week period, is not permitted unless there is compliance with the following:

(a) The recreational vehicle is housed within a vented garage or within a carport which is sight-screened from abutting properties by solid board fencing or sight-obscuring landscaping at least six feet (6 ft) in height.

(b) The recreational vehicle may be located within a side or rear yard if in compliance with setback requirements applicable to accessory structures and sight-screened from abutting properties by solid board fencing or sight-obscuring landscaping at least six feet (6 ft) in height. The recreational vehicle does not need to be parked on an approved impervious surface if parked within a side or rear yard.

(c) If there is no reasonable access to a rear or side yard, one (1) recreational vehicle not exceeding twenty-eight feet (28 ft) in length may be located in the front yard driveway as follows:

(i) In the driveway perpendicular to the right-of-way, provided setback requirements applicable to the primary structure are met.

(ii) A recreational vehicle stored under this subsection (3)(c) must be licensed and operable.

(2) For purposes of this section, all sides of a property which abut a right-of-way constitute a front yard.

(3) It is a violation of this section to sleep in, or use for any other habitation or residential purposes, a recreation vehicle or boat parked, placed, or situated on private property for more than seven (7) days in any one hundred and eighty (180) day period, except as allowed by subsections 4, 5, and 6 of this section. [Should there be any discrepancy between the provisions of subsections 4, 5, and 6 of this section and Chapter 18.85—Nonconformance, Temporary Uses, and Re-use of Facilities, the provisions of subsections 4, 5, and 6 of this section shall prevail.](#)

(4) One (1) recreational vehicle may be used as a temporary dwelling on a lot already containing another dwelling unit for a period not to exceed thirty (30) days upon issuance of a temporary use permit by the City [pursuant to the provisions of this subsection and CMC 18.85.100.](#)

(a) The temporary use permit issued must be affixed to the recreational vehicle in such a manner that it is prominently displayed and visible, to the extent possible, from a public right-of-way.

(b) Recreational vehicles meeting the requirements of this subsection may be parked within a front yard driveway, need not be sight-screened, and need not comply with accessory structure setback requirements for the effective period of the temporary use permit.

(c) No more than one (1) temporary use permit may be granted for a given property within any twelve (12) month period.

(5) As to recreational vehicles only, the requirements of this section shall not apply to a residence if one or more occupants thereof has a current windshield placard or special license plate issued to them by the State of Washington as a qualified disabled person in accordance with RCW 46.19.010. Persons claiming this exemption shall apply to the director for approval thereof. The director shall establish procedures and standards for acting on exemption requests hereunder. Only one (1) recreational vehicle per residence may be exempted under this provision.

(6) Based on a written request, the director may permit a recreational vehicle of any size to be used as a temporary dwelling on a single-family residential lot where the primary dwelling unit is unsafe to occupy by reason of disaster or accident such as fire, wind, earthquake, or other similar circumstance, provided:

(a) The recreational vehicle may be occupied for a maximum of twelve (12) months from the date the primary dwelling was damaged. One twelve (12)-month extension may be granted by the director based on demonstration of continuing hardship and documented good faith efforts to complete construction.

(b) Occupancy of the recreational vehicle shall cease within thirty (30) days of issuance of a certificate of occupancy for reconstruction of the primary dwelling unit at the property.

(c) The recreational vehicle may be located within the required front yard setback but may not obstruct sight distance at driveways and intersections. The recreational vehicle may not be in required side or rear yards setbacks.

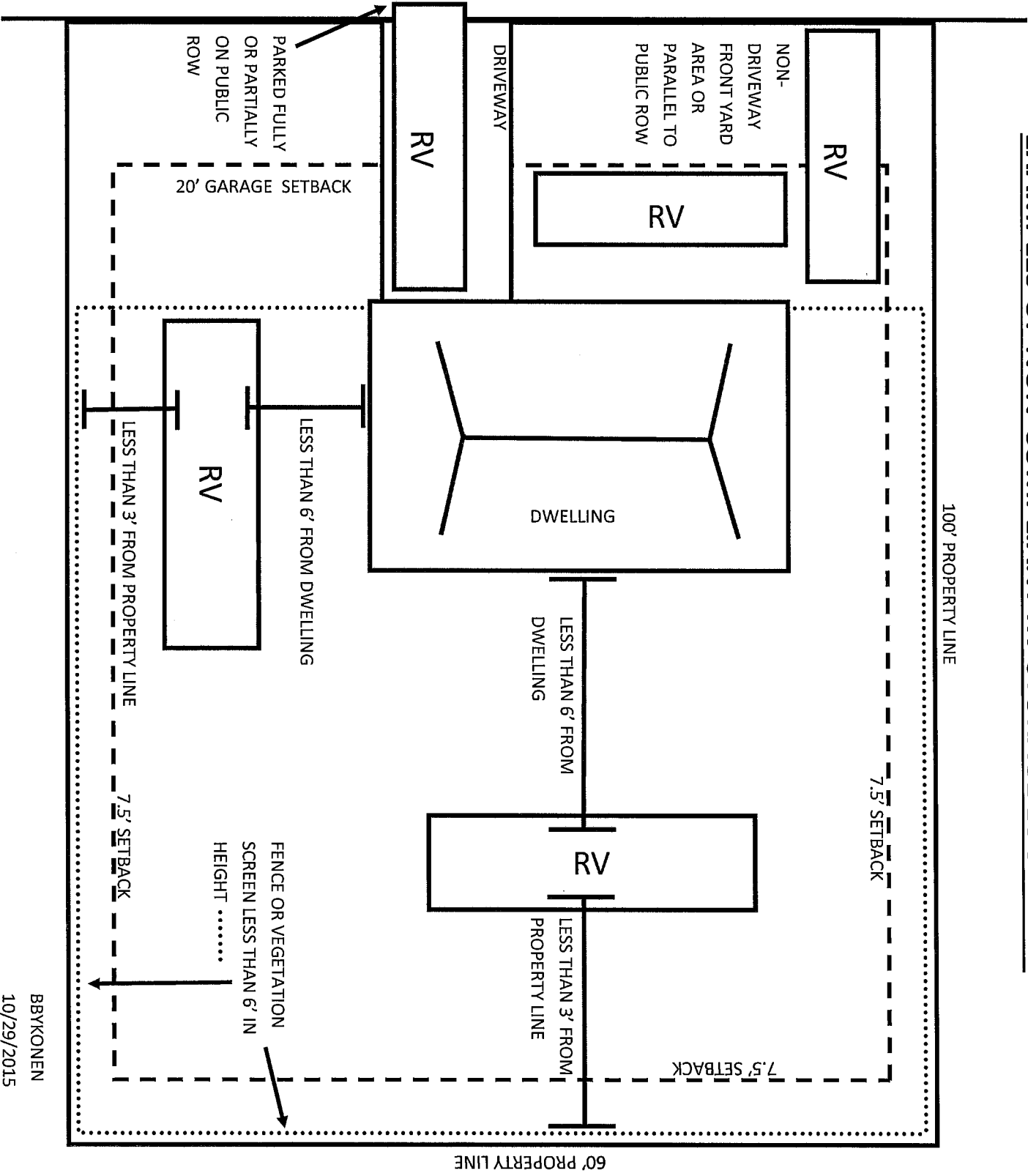
(d) Generators shall not be utilized.

(e) The director's approval is revocable at any time if the requirements of this section are not met.

(f) The director shall provide a copy of the approval letter to the applicant, property owner (if different from the applicant), and all adjoining property owners.

PUBLIC ROW (STREET, PLANTER STRIP, SIDEWALK)

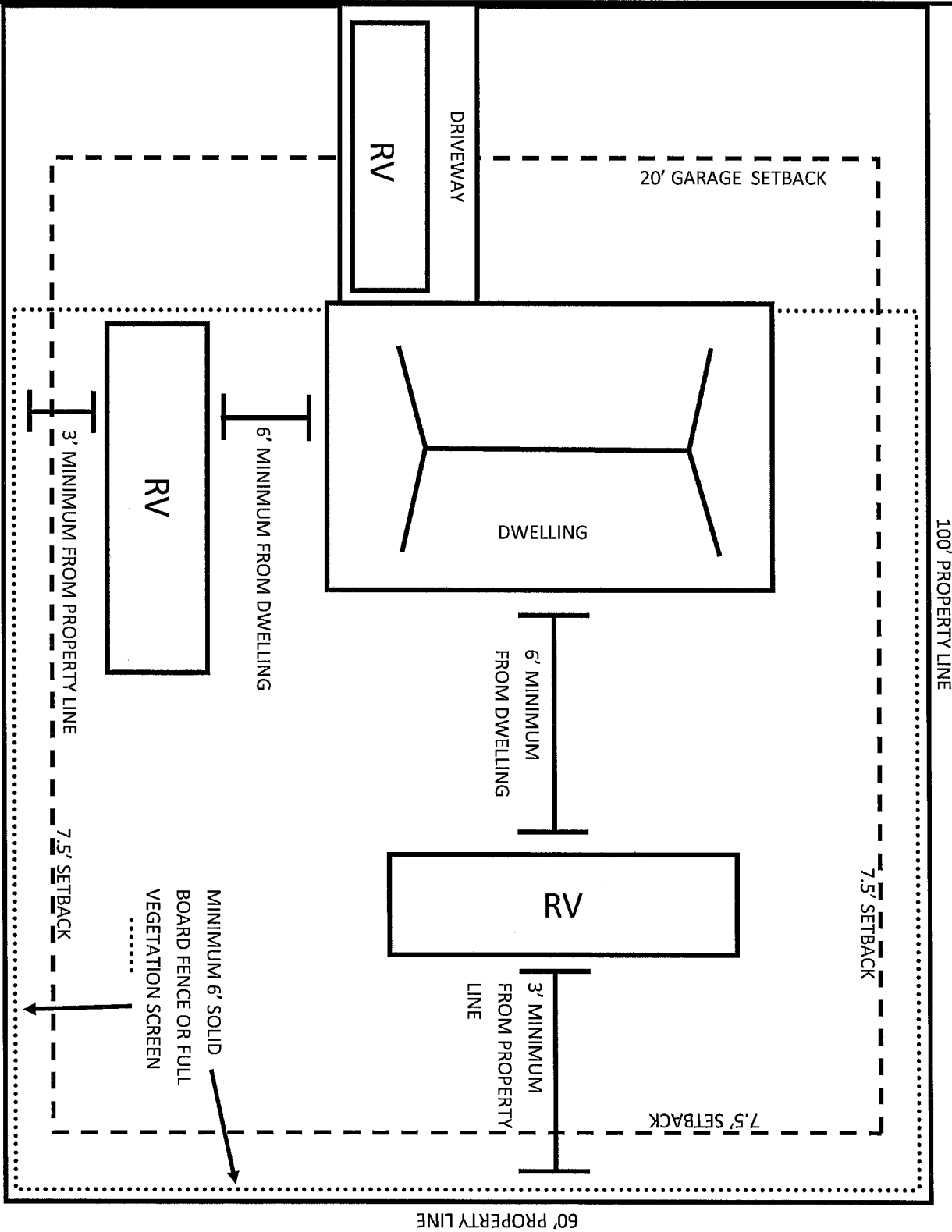
EXAMPLES OF NON-COMPLIANT RV STORAGE LOCATIONS



BBYKONEN
10/29/2015
NOT TO SCALE

PUBLIC ROW (STREET, PLANTER STRIP, SIDEWALK)

EXAMPLES OF COMPLIANT RV STORAGE LOCATIONS



BBYKONEN
10/29/2015
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Recreational Vehicle Classifications



Type: Class A Motorhome

AVG Length: 25' to 40'

Typical Setup: Class A Motor homes are typically fully self contained. This means they have on board storage tanks for both fresh water and waste water. They also typically have large propane supplies, and also onboard generators. This makes these units great for extended stays at locations with no hookups.



Type: Class B Motorhome

AVG Length: 17' to 19'

Typical Setup: Class B Motor homes are street van with a raised roof. This class is the smallest class of motor home. Some of the newer models are self contained but typically the have a small galley with a potable toilet.



Type: Class C Motorhome

AVG Length: 20' to 30'

Typical Setup: Class C Motor homes are constructed on cutaway van chassis. They retain the front of the vans cab with both front doors. They typically offer all the amenities of a Class A, but most drivers find the Class B easier to maneuver.



Type: 5th Wheel Trailer

AVG Length: 32' to 45'

Typical Setup: 5th Wheels are some of the most desirable RV's. They offer all the amenities of typical RV's such as full kitchen, bathroom, master bedrooms, and some of the bigger models come with built in washer and dryers. Higher end models can have up to 3 slide outs making them the choice for most full time RVers. The only drawback is a 1 ton truck is required to pull the unit.



Type: Travel Trailer

AVG Length: 10' to 36'

Typical Setup: Travel trailers come in a variety of lengths. Some of the smaller models can be great for weekend campers due to the fact they can be pulled by a light truck and offer all the amenities of the bigger models. Some of the larger models offer a full galley, and bathroom. The size of the living quarters is governed by the overall length of the trailer. These trailers can sleep anywhere from 2 to 10 people depending on the size.



Type: Tent Trailer

AVG Length: 11'

Typical Setup: These models are great for beginners because of their lightweight. They are easily towed by mid-size cars or minivans. They typically have two double beds and the dining area converts in to a bed. They have a small 3 burners stove and an ice box, some models do have a refrigerator.



Type: Truck Campers

AVG Length: 8' to 11.5'

Typical Setup:

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RECREATIONAL VEHICLE
types of recreational vehicles

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- [part 3](#) equipment and paperwork

~ ~ ~ ~

The traditional tent

Traveling and camping can be done in many ways. The most traditional way is obviously with a tent. Americans seem to have a stronger bond with nature than the average European. Many enjoy their vacation in **a traditional tent**, as a true link to nature. Tents nowadays come in all possible sizes, and several systems have been perfected to make the installation as painless as can be.

But over the course of the years, technology has come up with various solutions to increase the comfort of traveling and camping. Specially equipped vehicles have been designed to improve the livability of even prolonged stays, and to make camping more comfortable. Just in the United States, there are **more than seven million Recreational Vehicles** on the roads ! They can be subdivided into Pop-Up Campers, Coaches or Motorhomes, Travel Trailers, and Fifth Wheels.

Pop-up camper

A more convenient version of the tent is the so-called **pop-up camper**, which is a small towable that extends into a tent. They are very reasonably priced, can be towed with almost every vehicle, and they are easy to tow and store. Setup and takedown may be a bit bothersome, the amenities and the privacy are somewhat limited, and it is not very stable in bad weather.



Motorhome Class A

The **Class A Motorhome** is the largest and most luxurious category of motorized RV's. It is a real coach, built on a special chassis, and equipped for either short trips, longer vacations or full-timing.

The average length of the Class A Motorhome is between 36 and 45 feet (11 to 13 m). The standard width is 96 inches (2,45 meters), but there are wide-bodies from 100" to 102", not including the slideouts. Since many years, almost every RV has **slideouts** or extendable parts, considerably increasing the living surface. A Class A Motorhome's weight varies from 15 to 25 tons and more.

The Class A houses 2 to 8 people very comfortably, according to the model and floor plan. It can be powered by a front gas engine, but the larger models are usually powered by a rear diesel engine, hence the name **Diesel Pusher !** The price fork is very large and it can vary from 50.000 to more than 2 million \$, but on average a good Class A costs between 300 and 500.000 \$.

If you're looking for *the ultimate in comfort*, the Class A Motorhome is well suited. It includes all the amenities of a home, such as a large fridge, oven / microwave, TV, DVD (in most units there are two TV's), satellite dish, bathroom with shower, large batteries, large tanks for water and sewer, large propane tanks, a generator, and a considerable living space. These qualities make the Class A well suited for so called **dry camping**, where no hookups are available (connections for water, electricity and sewer). The "livability" in the Class A is exceptional.

Even while driving, the Class A is very comfortable. It has a soft and stable drive and is quite easy to drive, even with its great length and turning radius. The passengers have every convenience at their disposal and they can eat, drink, watch TV, play games, use the bathroom, or even take a nap during the drive.

The Coach is the better choice if you change campgrounds often. Handling the connections and setup during arrival or departure are very automated, and during the drive the interior remains completely accessible. Once in the campground the Class A motorhome loses some of its trump cards. Sometimes it is daunting to find a site or even a campground that is large enough to accommodate the coach, and for local sightseeing its dimensions are somewhat of a handicap. Which is why they usually tow a small vehicle, the so called **toad**, a corruption of "towed".

The Class A Motorhome is the absolute top in luxury and ease of use. Its downsides are the high purchase price, and considerable maintenance and insurance cost. If the budget poses no problem, the Class A Motorhome is the ultimate Recreational Vehicle.



Motorhome Class A



Motorhome Class B

Motorhome Class B

The **Class B Motorhome** is actually built on a truck chassis, that has been adapted for motorhome accommodation. The raised roof allows standing upright, and the Class B offers many models and floor plans. The average length is between 16 and 23 feet (5 to 7 m), the width usually around 2,00 meters. There are wide-bodies up to 2,40 m wide. This motorhome houses 2 to 4 people, and is powered by either a gas or a diesel engine. The average Class B costs between 60 and 100.000 \$.

The Class B Motorhome can best be described as a small Class A. The manufacturers are very creative in using every available space, and the motorhome is completely self-sustaining with a fridge, sink, hot water, air conditioning, heating and comfortable sleeping areas. Many Class B motorhomes have a shower in the bathroom, and although smaller in capacity, they all have holding tanks for fresh water and sewer.

The advantages of a Class B are his versatility, reasonable price and ease of use. When not in use for camping they can be used as a second family vehicle. According to the model, a Class B can also tow a small camping trailer or other "toy", such as a small boat, jet skis or a small car.

With its compact dimensions and many possibilities, a Class B Motorhome is well suited for couples and families with small children. Nevertheless you won't see too many of them on American roads.

Motorhome Class C

The **Class C (mini) Motorhome** offers much of the luxury and comfort of the Class A motorhome, but then packaged as a smaller and less expensive version. It is built on a pickup truck chassis, and the average length is between 20 and 32 feet (6 to 9,75 m). The standard width is 96" or 2.45 m, but there are some wide-bodies around from 100" to 102", not including the slideouts.

This motorhome houses two people in the upper cabin (cab-over), two more in a double or Queen bed in the rear, and according to the model even up to eight people. It is usually powered by a gas engine, and the odd one is powered by a diesel engine. The price fork lies between 60 and 120.000 \$.

The Class C Motorhome has most of the features of the Class A, but in a smaller design. It has a reasonable living space and is very convenient for weekend-trips or even an extended vacation. With the cab-over and rear bedroom, the Class C offers more (limited) sleeping than a Class A, which is ideal for larger families. Many Class C Motorhomes have a slideout in the living or dining room, and some even have a second slideout in the bedroom.

Like in a Class A, the passengers can eat, drink, watch TV, play games, use the bathroom or even take a nap during the drive. Compared to a Class A, the driving of a Class C feels more natural since it is actually a **Family Vehicle**. Many campers tow a small car, even if the towing capabilities are more limited than with a Class A.

For shorter vacations, larger families or a lower budget the Class C Motorhome is well suited, but the living area is limited. For longer vacations a somewhat larger unit would be indicated.





Motorhome Class C



Travel Trailer

Travel trailer

A **Travel Trailer** is a non-motorized RV, developed to be towed by a pickup truck, a SUV or for smaller units even simply by a car. These RV's offer a lot of homeliness. According to the model and floor plan, Travel Trailers can house up to ten people, which makes them very useful for larger families. The average length is between 14 and 36 feet (4 to 11 m), towable with a pickup or full-size truck. The standard width goes up to 96" (2,45 m), not including any slideouts. The price fork lies between 30 and 120.000 \$.

The Travel Trailer is probably **the most versatile RV**. The models vary from small units with minimal comfort to larger units with three slideouts, two bedrooms and all the comfort of a house. As with all towables the interior can only be used while camping. Unlike motorhomes, the internal facilities are not available during the drive.

Models, floor plans and features are legion. Options are slideouts, one or two access doors, full size beds and/or bunks, small or large refrigerators, range and oven, dinner seating, complete bathroom accommodations with shower, etc. It is ideal for weekend trips and longer vacations, and can even be adapted for fulltiming.

A Travel Trailer's largest advantage is that it can (usually) be towed with the vehicle that is available, and that there is no need to buy another one. The on-road stability of a trailer depends strongly on the towing vehicle, the towbar and a good partitioning of the load. It is rather susceptible to side winds.

Fifth Wheel

Recreative fifth wheels were derived from *Horse Trailers*. The Fifth Wheel is actually a semi, developed to be towed by a pickup or full size truck. It is **the uncontested champion in living surface**. The habitable volume is unequalled, since no room is lost for driving apparatus and the whole surface can be used as living space. It is therefore the RV of choice for many fulltimers.

The average length is between 21 and 40 feet (6 to 12 m). The standard width is 96" or 2.45 m, but some wide-bodies go from 100" to 102", not including the slideouts. Its weight can easily run up to 10 tons and more. This Recreational Vehicle houses two to six people, according to the model and floor plan. The price varies between 50 and 250.000 \$ and more, according to the model and the equipment.

Fifth Wheels are constructed with a high front end, resting on the truck bed. That part contains the bedroom, which allows more room in the living area. With slideouts in the living, dining and bedroom, it is easy to imagine why they are so roomy.

All the comfort of a home is available with bedroom, bathroom, toilet, a complete kitchen, a nice living area, and even quite a bit of "basement area". All the rooms are equipped with cabinets. In the kitchen you'll find a refrigerator, freezer, gas range, range hood, electric water heater and a double sink. Sanitary equipment consists of a lavabo, pharmaceutical cabinet, shower, a separate toilet, and a washer and dryer can be installed.

In the living area there are two seats, usually recliners, or one seat and a computer desk, a sofa that can be converted to a queen-size bed, a low table, a TV, radio, CD, DVD, office desk and a ceiling fan. Gas heating and the indispensable air-conditioning are present.



A Fifth Wheel is towed by a heavy **pick-up truck**, that has sufficient towing and braking capacity for the combined weight of the two vehicles. Driving a Fifth Wheel is easier and more stable than towing a trailer. The hitch, installed squarely over the rear wheels of the truck, improves the road holding, optimal pulling power and an excellent maneuverability. The truck by itself can be used as a safe vehicle for all shopping and excursions.

Fifth Wheels have an extraordinary spectrum of features and equipment. If you are looking for comfort and equipment that is similar to a luxury coach, the final price tag (including the truck) will actually approach the cost of a Class A motorhome. But for a maximal living space, an easy drive and a reasonable price, a Fifth Wheel is simply ideal.

A few growing pains...

As coaches and trailers became larger and more complex to satisfy consumer's demand, the number of construction components increased dramatically. The modern coach now has **more than 150.000 components !**



Memo

To: City of Covington Planning Commission

From: Ann Mueller, Senior Planner

CC: Richard Hart, Community Development Director

Date: October 29, 2015

Re: Public Open House on the 2015 Update to the Comprehensive Plan

Attachments: Draft Covington Comprehensive Plan Chapters

1. Introduction Chapter
2. Land Use Element
3. Housing Element
4. Transportation Element
5. Economic Development Element
6. Natural Environment Element
7. Capital Facilities and Utilities Element
8. Parks, Recreation and Open Space Element
9. Shorelines Element

The Planning Commission will host a public open house at its November 5, 2015 regular meeting, to review the public draft of the Comprehensive Plan 2015 periodic update. Attached are the draft chapters of the Comprehensive Plan. We will also post on line at www.covingtonwa.gov/Update2015 the draft background documents and appendices.

The Covington Comprehensive Plan is the citywide policy document that encapsulates the community's vision and guides the city's approach to growth and development over a 20-year planning period.

Release of the Comprehensive Plan draft kicks off a public review and several weeks of reviews and revisions. Written comments can be made in writing to Ann Mueller, Senior Planner, City of Covington 16720 SE 271st St #100, Covington, WA 98042.

In addition to the Planning Commission's November 5th Public Open House, the public can attend one of the following to learn more and provide comments:

- Planning Commission public hearing, 6:30 p.m., November 19, City Hall,
- Planning Commission & City Council Joint Study Session on the draft, 6 p.m, November 24, City Hall, and
- City Council public hearing, 7 p.m., January 12, 2016 (tentative date), City Hall.

Completion of the draft Comprehensive Plan follows community outreach that began in 2014 with a "Planning for Greatness" effort that sought public input through stockholder interviews, public meetings and various workshops about how Covington should plan for the future. A key objective of the Comprehensive Plan update is to make it more readable and usable, so that it remains an effective planning tool.

growing toward greatness.