



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

June 2, 2010

CALL TO ORDER

ROLL CALL

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

PLEDGE OF ALLEGIANCE

APPROVAL OF CONSENT AGENDA

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

1. Continue discussion on Electric Vehicle Charging Stations

NEW BUSINESS - None

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

- a. CPA-2011-1 New Ch. 13 Shoreline Element of Comp Plan.
- b. CPA-2011-2 Revised Ch. 6 Parks and Recreation Element of Comp Plan.
- c. 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.
- d. DRA-2011-1 Amended Downtown Zoning Street Types Map for Design Regulations in CMC 18.31.060

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*

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CITY OF COVINGTON
Planning Commission Minutes

May 19, 2011

City Hall Council Chambers

CALL TO ORDER

Chair Smith called the regular meeting of the Planning Commission to order at 6:31.

MEMBERS PRESENT

Chair Smith, Vice Chair Key, Jack Brooks, Sonia Foss, Bill Judd & Alex White.

MEMBERS ABSENT

Ed Pfeifer

STAFF PRESENT

Richard Hart, Community Development Director
Brian Bykonen, Associate Planner
Kelly Thompson, Planning Commission Secretary

APPROVAL OF CONSENT AGENDA

1. Vice Chair Key requested that minutes reflect that the amendment to the minutes show that the motion carried 5-0 and clarify that Jack Brooks was present, and arrived late. Vice Chair Key moved and Commissioner White seconded to approve the consent agenda including the corrected minutes for May 5, 2011. Motion carried 6-0.

CITIZEN COMMENTS - None

PUBLIC HEARING - None

UNFINISHED BUSINESS

Commissioner White asked about the results of King County Council's decision regarding the Northern Notch. Community Development Director, Richard Hart responded that King County did not include the Northern Notch as part of their scoping motion for directing the staff to look at Comprehensive Plan Amendments. That does not preclude any applicant, including Anderson Baugh, from submitting a request that an amendment be added. The deadline for that is in June.

NEW BUSINESS

2. Discussion of New Electric Vehicle Charging Station Code Amendments.

1. In what zones should EVI be allowed?

The general consensus was to be as liberal as possible in all of the zones in which EV charging stations are allowed. Commercial zones and R-18 would be primary focus, as well as residential land uses such as parks, churches, etc.

2. Should there be any type of design regulations or minimal signage requirements?

There may be additional design regulations to consider including signage and design. The sign code may need to be amended. Clarification will also be needed as to whether the police will be able to ticket vehicles that are not charging on private property. Currently, law enforcement can only ticket if they have permission by state statute.

3. Should regulations apply only to new development? Or should it also apply to re-development above some threshold of size or parking spaces?

The Planning Commission and staff will continue to discuss whether existing businesses will become a non-conforming use. Consideration should be given to whether requiring electric vehicle charging stations will drive away development. More information is needed about what the demand will be. At this stage, the Planning Commission is working to determine where they are allowed.

4. What ratio of EVI should there be for the total parking spaces?

It was suggested that there may be 1 station for every 100 parking stalls. Market demand may increase that number. Additional research and information is needed.

5. Should there be a minimum of 1 EVI for any new development? For all or above what threshold of size?

Growth and development could be slow over the next 5 years, but could start ramping up as costs come down. It was suggested that new development with less than 100 parking spaces would not be required to install EVI.

6. Should we also add provisions to allow EVI at existing gasoline stations?

Yes, but stations may not want someone parking for long periods of time. This type of accessory use is not currently allowed at fueling stations.

ATTENDANCE VOTE

There was no motion to excuse Commissioner Pfeifer's absence. His absence will be reflected as unexcused.

PUBLIC COMMENT

Dave Lucavish reported that he has client who works for GM who plan to build two more plants. If there isn't demand, they wouldn't be building for nothing.

COMMENTS AND COMMUNICATIONS FROM STAFF

Community Development Director, Richard Hart reported that the June 2, 2011 Planning Commission meeting will discuss the Comprehensive Plan Amendments. The Planning Commission should anticipate holding a public hearing at the first meeting in July.

Also, Richard shared that the City Council was very appreciative of the in depth presentation and options regarding the Northern Notch. The City Council chose a reasonable multi-year planning process, involving all parties, justifying adding the Northern Notch into the Urban Growth Area.

ADJOURN

The May 19, 2011 Planning Commission Meeting adjourned at 7:29 p.m.

Respectfully submitted,

Kelly Thompson, Planning Commission Secretary

Memo

To: Planning Commission
From: Salina Lyons, Senior Planner
CC: Richard Hart, Community Development Director
Brian Bykonen, Associate Planner
Darren Mhoon, Management Assistant
Date: May 25, 2011
Re: **Electric Vehicle Charging Stations- Follow up Questions**

At the May 19, 2011 Planning Commission staff presented information on the State's requirements for the permitting of Electric Vehicle (EV) Charging Stations

1. Are there industry standard signs for EV charging stations, and if so what are they?

The Department of Commerce issued a Guide for Local Governments in Washington State that includes a model ordinance, model development regulations, and information on the infrastructure such as batteries, charging stations and signage. This document will be baseline for creating regulations for the City of Covington and provides useful information on a variety of issues associated with EV charging stations. (Attachment A) Examples of the permitted signage are on page 30 and 31.

All signage must comply with the current Manual on Uniform Traffic Control Devices (MUTCD), published by the Federal Highway Administration. In searching for additional information, staff found a memo to the FHA on behalf of Washington and Oregon to provide a new standard for signage (Attachment B).

2. Is there information on how many public charging stations are in the area, where they are located, and how much they are being used at this point?

The US Department of Energy website http://www.afdc.energy.gov/afdc/fuels/electricity_locations.html has an interactive map that allows searches for a variety of alternative fueling stations. This map is managed by the Department of Energy and relies on data collaboration with infrastructure equipment and fuel providers.

Staff did a quick search for electric charging stations in the State of Washington (Attachment C) and within 25 miles of the City of Covington (Attachment D). There are stations planned for the Tukwila Sounder Station, and many located within the Bellevue/Issaquah region. Not currently shown on the map are the charging stations at the Kent –King County Court House parking garage. In addition Bellevue Collection Shopping District- added 15 charging stations in their parking lots and Fred Meyers is planning stations at the new store in Maple Valley.

3. Question on if there will be any enforcement on charging stations stalls (i.e. non electric vehicles parking in charging station parking stalls). The police department does not regulate parking requirements in private parking areas.

The EV stations will be the responsibility of the company where they are provided and it will be up to them to enforce their standards, similar to signs that limited the duration of parking on-site. Enforcement on private properties is dictated by State law and includes matters of life and safety, such as ADA parking and fire lanes/hydrants.

Staff contacted the City of Tukwila since they are one of only cities that provides regulations for fine and removal of the vehicle if improperly parked in a “publicly accessible spaces” which by their definition extends onto private property (shopping centers.) Other cities have limited their enforcement action for improper use to public owned facilities (right-of-way, park-n-ride lots, government buildings, etc.) The enforcement of this policy falls on the Tukwila police department or its police volunteers. To date, Tukwila does not have any charging stations and the police enforcement on private property has not been challenged in this case.

If the City would like a policy similar to Tukwila for private property enforcement actions we would need to further examine the authority under the State statute. In the case of Tukwila they manage their own (much larger) police department; whereas the City of Covington contracts with King County and has limited officers available. In addition Tukwila has volunteer officers that can handle their parking violation issues, whereas Covington is does not. The City may not be in a position to regulate the parking of these facilities on private property at this time, due to availability of enforcement resources.

4. What is the noise levels associated with the EV charging stations?

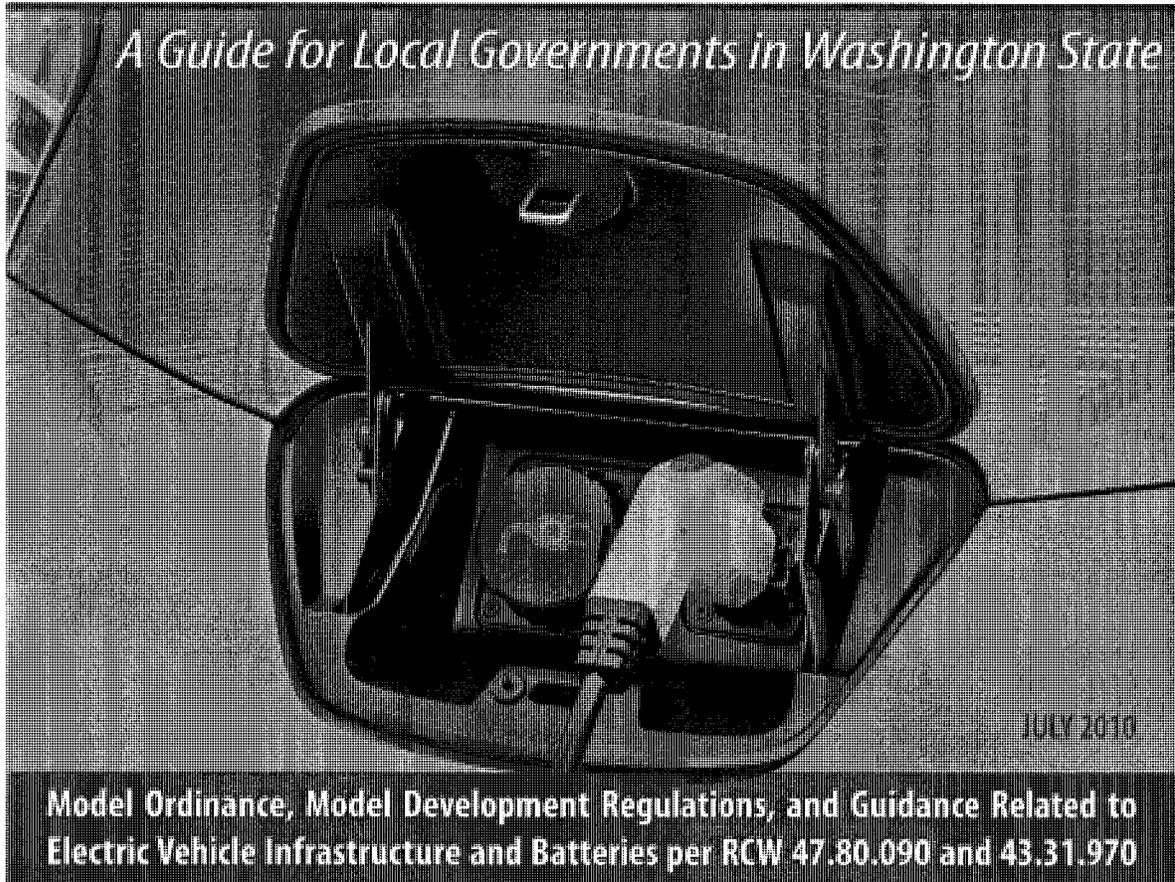
Staff reviewed specification from numerous of EV charging stations manufactures and there was no indication of noise level. These units run off electricity and distribute the electricity to the car. Much like the electric cars there is little to no noise associated with electricity. It is staff opinion that noise will not be a factor.

Attachments:

- A Electric Vehicle Model Ordinance Guide
- B FHA Memo re: Sign Regulations

- C US Department of Energy- Fueling Stations in Washington
- D US Department of Energy – Fueling Station within 25 miles of Covington

Electric Vehicle Infrastructure



Department of Commerce
Innovation is in our nature.

Puget Sound Regional Council



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Summary

Model Ordinance, Model Development Regulations, and Guidance Related to Electric Vehicle Infrastructure and Batteries per RCW 47.80.090 and 43.31.970

Electric vehicles and electric vehicle charging stations are coming to Washington State. In 2009 the Washington State Legislature recognized this as both an economic and environmental priority and with the support of the Governor, enacted a new law designed to encourage electric vehicles.

To create a consistent regulatory framework that would help this industry grow across Washington State, the legislature required the Puget Sound Regional Council and Department of Commerce to develop guidance for local governments.

To meet this requirement, the Puget Sound Regional Council and Department of Commerce formed a broad-based technical advisory committee made up of local governments, charging equipment vendors, utilities, ports, state agencies, and consumer interests.

The state's new electric vehicle law requires that all local governments in Washington State allow electric vehicle charging stations in most of their zoning categories. Allowing charging stations creates the need to address a number of issues beyond zoning. These include on-street and off-street signage, charging station design standards, parking enforcement, accessibility for all users, SEPA exemptions, and more. These issues are addressed in this document.

The guidance includes the following:

- A discussion of the context within which charging stations are provided (**Introduction**).
- A model ordinance (**Section 1**).
- Model development regulations and, for topics where regulations may not be required or standards do not yet exist, information that is provided as guidance (**Section 2**).
- A set of resource documents and glossary (**Section 3**).
- Under a separate cover, the guidance includes a set of appendices that include templates, checklists, and research findings.

By addressing topics beyond allowed uses and zoning, the guidance provides options for local governments that want to go further than the minimum to support an efficient roll-out of electric vehicles and electric vehicle charging stations in their jurisdiction.

Introduction

In 2009 the Washington State Legislature passed and the Governor signed into law House Bill 1481 an Act relating to electric vehicles.¹ The law addresses electric vehicle infrastructure which are defined as the structures, machinery, and equipment necessary and integral to support an electric vehicle, including battery charging stations, rapid charging stations, and battery exchange stations.

The purpose of the law is to encourage the transition to electric vehicle use and to expedite the establishment of a convenient and cost-effective electric vehicle infrastructure that such a transition necessitates. The Legislature agreed that the development of a convenient infrastructure to recharge plug-in electric vehicles is essential to increase consumer acceptance of these vehicles.

As the state agency with expertise in land use and electric vehicle infrastructure, Section 18 of HB 1481 (codified as RCW 43.31.970) requires the Washington State Department of Commerce (Commerce) to distribute to local governments model ordinances, model development regulations, and guidance for local governments for siting and installing electric vehicle infrastructure, in particular battery charging stations, and for appropriate handling, recycling, and storage of electric vehicle batteries and equipment.

The law requires that local government development regulations allow electric vehicle infrastructure as a use in all zones except those zoned for residential, resource, or critical areas. This guidance extends the permitted use to these zones as well, although with some restrictions and limitations. The requirements apply to local jurisdictions as follows:

- By July 1, 2010, municipalities greater than 20,000 in population in King County that are adjacent to Interstate 5, Interstate 90, Interstate 405, or State Route 520, and all municipalities adjacent to I-5 in Pierce, Snohomish and Thurston Counties, must allow electric vehicle infrastructure (these municipalities are shown in red on the map on the following page).
- By July 1, 2011, municipalities less than 20,000 in population in King County that are adjacent to these freeways, and all municipalities statewide adjacent to I-5 and I-90 statewide, are required to allow electric vehicle infrastructure (shown in yellow).
- The remaining municipalities across the state are required to allow battery charging stations by July 1, 2011 (shown in green).
- For unincorporated county lands, the law imposes similar 2010 and 2011 deadlines for electric vehicle infrastructure, but only within a 1-mile buffer around these freeways (shown in red and yellow hatch-marks). For battery charging stations, the entire area of the county is affected — except those zoned for residential, resource, or critical areas — by 2011.

For both cities and counties, the law allows jurisdictions to adopt incentives programs as well as other development regulations that do not have the effect of precluding the siting of electric vehicle infrastructure in areas where that use is allowed.

Comment: *For the jurisdictions required to allow electric vehicle infrastructure, the definition includes Battery Charging Stations (referred to as Level 1, Level 2, and Rapid charging), Rapid Charging Stations (referred to as Level 3 or Fast charging), and Battery Exchange Stations. For the jurisdictions required to allow Battery Charging Stations, the definition does not include Battery Exchange Stations (see Section 2, Chapter 1: Definitions).*

public and private entities in the electric vehicle industry and state agencies including the Department of Transportation, Department of Ecology, State Building Code Council, and Labor & Industries, PSRC and Commerce prepared model guidance. The model ordinance, model development regulations, and guidance is written so that individual sections can be lifted out and modified to suit local government needs while still meeting the requirements of the new law.

The Purpose of These Model Provisions

Several car manufacturers are preparing to commercialize electric-drive vehicle models. By 2012, an estimated 10 to 12 models of highway capable electric vehicles (EVs) will be available to consumers. Electric vehicle infrastructure (EVI) is necessary to serve this growing consumer base, and HB 1481 recognizes this need by requiring that local governments allow EVI. A review of local government codes indicates that there does not currently seem to be prohibitions to EVI. However, there is a need for local governments to adopt regulations to provide for consistency in the installation of EVI across the state to assist in quicker transition to electric vehicle use. In addition to development regulations, local governments may want to consider the use of guidance documents and other written materials that explain EVs and EVI (see Appendix B. Model Installation Guides for Charging Stations).

To assist local governments in meeting the purpose and requirements of the new law, the model provisions in this document include three key sections. These sections, and the use of “**Comments**” within each of these sections, are explained further below.

- **Model Ordinance (Section 1).** This section provides language that jurisdictions may include in their adopting ordinances for electric vehicle infrastructure. This language can be used unchanged or may be modified to suit local government needs. The model ordinance includes “Whereas” findings for both “fully planning” and “partially planning” jurisdictions.³
- **Model Development Regulations and Guidance (Section 2).** These regulations and guidance include and build on provisions in statute (see Appendix A for where the sections of HB 1481 have been codified in the RCW). The model regulations and guidance are summarized in Table 1 and include regulations that are designed to ensure that a local jurisdiction is consistent with the required provisions in RCW. In some cases, they include options which jurisdictions may choose to include in their development regulations that provide for additional allowance of EVI (for example, allowing for EVI in areas including those zoned for residential and some critical areas).

Table 1. Suggested Model Regulations and Guidance

CHAPTER	REGULATION	GUIDANCE
Definitions	EV and EVI related terms	None
Vehicles and Traffic	EV Enforcement	None
Zoning	Allowed Uses Off-street Parking Design	Accessibility Off-street Signage
Street, Sidewalks and Public Places	On-street Parking Design	On-street Signage
Buildings and Utilities	None	Battery Recycling and Handling State EVI Rules
SEPA	Categorical exemptions	None

Local governments planning under GMA should ensure that their comprehensive plans include policies that support the adoption of the proposed regulations. EVI considerations could affect several different elements of the comprehensive plan, including land use, capital facilities, utilities, and transportation. If the comprehensive plan already includes such policies or the policies are broadly stated to support EVI, the jurisdiction can adopt the proposed regulations at any time. However, if the comprehensive plan does not include such policies, the plan may need to be amended before the adoption of development regulations. Because the GMA generally allows comprehensive plan amendments to be adopted only once a year,⁷ jurisdictions should plan ahead and evaluate the need for a comprehensive plan amendment well in advance of the adoption of development regulations for EVI.

In the situation where a jurisdiction wishes to implement the regulations outside the annual cycle, GMA allows amendments or revisions whenever an emergency exists or to resolve an appeal.⁸ It is possible that an amendment outside the regular annual cycle could be justified by an “emergency” need to ensure consistency between the comprehensive plan, development regulations, and the requirements imposed by RCW 36.70A.695. In declaring such an emergency, the jurisdiction should be sure to adopt findings explaining the reasons for its declaration.

State Environmental Policy Act

SEPA requires state and local agencies to give proper consideration to environmental matters before taking major actions. If the initial environmental review of a proposed action (the “threshold determination”) indicates that the action will have probable and significant adverse environmental impacts, a detailed environmental impact statement (EIS) must be prepared.⁹ SEPA’s procedural requirements, including the requirement to prepare a threshold determination, apply to “proposals for legislation and other major actions.”¹⁰ “Actions” include “[n]ew or revised agency rules, regulations, plans, policies, or procedures.”¹¹ Thus, before adopting development regulations for EVI, jurisdictions must first prepare a threshold determination under SEPA. Given the limited scope of the suggested model regulations and anticipated minor impacts associated with the adoption of such regulations, SEPA review would not likely require the preparation of an EIS. Rather, it is anticipated jurisdictions would complete a non-project SEPA checklist that results in a Determination of Non-Significance or Mitigated Determination of Non-Significance.

It should also be noted that SEPA amendments (RCW 43.21C.410) provide that battery charging stations and battery exchange stations will not lose their categorically exempt status under the SEPA rules as a result of their being part of a larger proposal. This amendment regarding exemption status will be relevant when jurisdictions review proposals to construct projects that include battery charging stations and battery exchange stations. Model development regulations are provided in this document in regard to this categorical exemption (see Section 2, Chapter 5: SEPA).

Relationship to Other Codes and Standards

As noted above, the model ordinance, model development regulations, and guidance are written so that individual sections can be tailored to the particular needs and characteristics of a community, while still providing for cross-jurisdictional consistency for some standards (e.g., signage) to provide for the establishment of convenient, cost-effective electric vehicle infrastructure. Additionally, the code structure of local governments varies and the model development regulation text may need to be modified for local government use (for example, some jurisdictions have permitted uses in table format, others utilize text format, while others use a combination of both formats. Additionally, some public works standards are contained within code or in a separate design manual, or a mix of both). For development and construction permit reviews, local jurisdictions also rely upon state and national standards (see Section 2, Chapter 6: State Battery, Building and Electrical Provisions).

Section 1. Model Ordinance

Regarding Electric Vehicle Infrastructure and Batteries

Purpose of this Section. This section provides ordinance language that jurisdictions may utilize for their adopting ordinances. The language from the model ordinance can be used unchanged or modified to suit local government needs. The model ordinance includes "Whereas" findings for both "fully planning" and "partially planning" jurisdictions.

Proposed Ordinance No. _____

Revisions to Title *[Insert List of Amended Titles]* for the Purpose of Compliance with *[Insert RCW Sections Applicable to Jurisdiction]* and the Development of Electric Vehicle Infrastructure.

Comment: See Appendix A for list of RCWs affected under HB 1481.

"Whereas" text for jurisdictions to use in their adopting ordinances is suggested in the language shown below. Local governments may also choose to add language from the following original bill finding:

"The legislature finds the development of electric vehicle infrastructure to be a critical step in creating jobs, fostering economic growth, reducing greenhouse gas emissions, reducing our reliance on foreign fuels, and reducing the pollution of Puget Sound attributable to the operation of petroleum-based vehicles on streets and highways. Limited driving distance between battery charges is a fundamental disadvantage and obstacle to broad consumer adoption of vehicles powered by electricity. In order to eliminate this fundamental disadvantage and dramatically increase consumer acceptance and usage of electric vehicles, it is essential that an infrastructure of convenient electric vehicle charging opportunities be developed. The purpose of this act is to encourage the transition to electric vehicle use and to expedite the establishment of a convenient, cost-effective, electric vehicle infrastructure that such a transition necessitates. The state's success in encouraging this transition will serve as an economic stimulus to the creation of short-term and long-term jobs as the entire automobile industry and its associated direct and indirect jobs transform over time from combustion to electric vehicles."

Whereas, During the 2009 session the Washington State Legislature passed House Bill 1481 (HB 1481), an Act relating to electric vehicles. The Bill addressed electric vehicle infrastructure including the structures, machinery, and equipment necessary and integral to support an electric vehicle, including battery charging stations, rapid charging stations, and battery exchange stations.

Whereas, The purpose of HB 1481 is to encourage the transition to electric vehicle use and to expedite the establishment of a convenient and cost-effective electric vehicle infrastructure that such a transition necessitates. The Legislature agreed that the development of a convenient infrastructure to recharge electric vehicles is essential to increase consumer acceptance of these vehicles. The State's success in encouraging this transition will serve as an economic stimulus to the creation of short-term and long-term jobs as the entire automobile industry and its associated direct and indirect jobs transform over time from combustion to electric vehicles.

Whereas, an amendment to the *[insert GMA jurisdiction name]* Comprehensive Plan is required in order to ensure consistency with the proposed development regulations, as required by RCW 36.70A.040; and

Whereas, RCW 36.70A.130(2)(b) authorizes the adoption of comprehensive plan amendments outside the normal annual cycle for such amendments “whenever an emergency exists,” after appropriate public participation; and

Whereas, *[jurisdiction name]* finds that the need to amend the *[insert GMA jurisdiction name]* Comprehensive Plan to ensure consistency with the proposed development regulations constitutes an emergency under RCW 36.70A.130(2)(b);

Comment: *It should be noted that an “emergency” under RCW 36.70A.130(2)(b) is not the same as other types of emergencies that may be declared by cities and counties, such as “public” emergencies under RCW 35A.12.130 or “nondebtable” emergencies under RCW 36.40.180. A finding of “emergency” under RCW 36.70A.130(2)(b) allows local government to amend the comprehensive plan outside of the normal annual cycle and to limit public participation to what is “appropriate” under the circumstances. For example, see Clark Revocable Living Trust v. City of Covington, WWGMHB Case No. 02-3-005 (September 27, 2002) (holding that amendments within the exception of RCW 36.70A.130(2)(b) are not subject to normal GMA process requirements). However, unlike a finding of “public” emergency under RCW 35A.12.130 or a finding of “nondebtable” emergency under RCW 36.40.180, a finding of “emergency” under RCW 36.70A.130(2)(b) does not make the ordinance effective upon adoption or automatically allow action to be taken without a hearing or public notice.*

Section II — Attachments

[Local government to add amended or new sections of code, as applicable]

Now, Therefore, be it Ordained as Follows:

Adopted this _____ day of _____, 2010, at _____.

[Insert local government signature block]

Section 2. Model Development Regulations and Guidance

Regarding Electric Vehicle Infrastructure and Batteries

Purpose of this Section. Except for RCW 43.19.648 which addresses usage of electricity as a fuel source, public agencies or private entities are not required to install EVI. Instead, these model regulations and guidance are provided to assist jurisdictions to efficiently and effectively allow EVI. In some cases, they include and go beyond "must allow" for EVI by including development regulations that provide for additional allowance of EVI (see Chapter 3. Zoning) allow for EVI in areas including those zoned for residential and some critical areas, such as aquifer recharge areas.

Some provisions also provide options for local governments. For example, if a jurisdiction wishes to utilize an enforcement mechanism that prevents internal combustion engine cars from parking in electric vehicle charging stations, regulations are provided. And, in some chapters, a section of guidance is provided. These are topics where either there may not be clearly defined standards (such as accessibility) or there are clear standards (such as signage) and there is nothing a local jurisdiction needs to adopt in their development regulations.

- Chapters:**
- Chapter 1. Definitions
 - Chapter 2. Vehicles and Traffic
 - Chapter 3. Zoning
 - Chapter 4. Streets, Sidewalks, and Public Places
 - Chapter 5. SEPA
 - Chapter 6. State Battery, Building, and Electrical Provisions

referred to as “Fast” charging,¹⁹ and “Rapid” charging (see definition of Rapid Charging Station below). Use of “Level 3” also appears in other EVI documents (e.g., see page 25 of the “Report of the Alternative Fuel Vehicle Infrastructure Working Group”).²⁰

It is important to note that only the terms “Level 1” and “Level 2” are consistently used between industry and consumers. The use of “Level 3” is not consistently used at this time. Once a consistent term is defined, local governments should adopt amendments to adopted definitions. Opportunities for amendments to development regulations include a jurisdiction’s annual evaluation and amendment process or as part of the required GMA periodic update process (RCW 36.70A.130).

1.5: “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.

Comment: *These vehicles are defined as being distinct from “electric vehicle” to enable local governments to treat parking and charging locations for them separately.*

1.6: “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.

Comment: *This definition provides for inclusion of a variety of electric vehicles and is modeled after a definition used in the State of Minnesota²¹ and is designed for regulatory purposes, so that factors such as signage are not required to call out detailed differences among BEVs, PHEVs, NEVs, and MSEVs. Note that extended range electric vehicles (EREV) are not separately defined but are included in the definitional components for PHEV (i.e., runs on electricity from its battery, and then it runs on electricity it creates from gas). Other terms, such as Grid Enabled Vehicle (GEV), are also sometimes used when referring to PHEVs and EVs together.*

1.7: “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.

Comment: *This definition is modeled after a definition for “electric vehicle parking space” used in the City of Davis.²² The Davis definition has been modified to combine the parking and battery charging characteristics into one definition as these features are functionally related. As the electric vehicle charging station facility is not a parking facility, its interaction with accessibility provisions is different from that of a parking space (see Section 3.3).*

Regarding allowed uses, Level 1 and Level 2 charging are expected to be a secondary use, not the principal use. However, Level 3 (i.e., Rapid or Fast) may be a primary use given their size and scale, as well as their potential to generate traffic and vehicle queuing, and therefore the need to mitigate the associated impacts. As such, Level 3 is to be permitted differently (see section 3.1).

The inclusion of permitted uses in the definition is meant to allow a jurisdiction to add EV charging stations categorically to existing allowed uses tables (see Section 3.1, Option 2). If a jurisdiction adds a new Allowed Uses table for the different types of Electric Vehicle Infrastructure (see Section 3.1, Option 1), inclusion of permitted uses in the definition may not be necessary.

1.16: "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.

Comment: *As defined in HB 1481 (codified as RCW 35.63.126(5)(d), RCW 35.63.127(5)(d), RCW 35A.63.107(5)(d), RCW 36.70.695(5)(d), RCW 36.70A.695(5)(d) and RCW 47.80.090(3)(d).*

Section 2.4: Violations-Penalties

2.4.01: Violations of this chapter shall be punishable as infractions. Punishment shall be by a fine not to exceed the fine prescribed in accordance with section _____ of the *[insert jurisdiction]* code. Each day such violation is committed shall constitute a separate offense and shall be punishable as such.

2.4.02: In addition to a fine, a person who has parked or left a vehicle standing upon a street, alley, or *[insert jurisdiction]* parking lot or garage in violation of this article is subject to having the vehicle removed from the street, alley, or *[insert jurisdiction]* parking lot or garage by any member of the police department authorized by the police chief or designated law official in the manner and subject to the requirements of the _____. *[insert]*

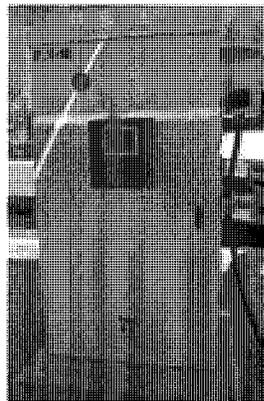
Comment: *All of the above sections are modeled after regulations adopted by the City of Davis.
(See footnote 22.)*

OPTION 2:

Comment: Add battery exchange stations and rapid charging stations (also known as Level 3 charging and Fast charging) as an allowed use in all zones, except those zoned for residential or resource use or critical areas. Note that installation of these uses must be consistent with the rules for EVI requirements adopted by the State Building Code Council, and the rules adopted by the Department of Labor and Industries for the installation of EVI, including all wires and equipment that convey electric current and any equipment to be operated by electric current, in, on, or about buildings or structures (RCW 19.27.540 and RCW 19.28.281) — see Chapter 6: State Battery, Building and Electrical Provisions. Local governments may choose to modify the suggested Allowed Use model regulations below and adopt development regulations which reference this consistency requirement.

Note that Level 1 and Level 2 battery charging stations, defined as “electric vehicle charging station” in Chapter 1: Definitions, are not listed as an allowed use in this Allowed Uses option. This is because these types of charging stations are similar to other building and street infrastructure (e.g., parking meters) and do not function as a separate land use. However, since the statute states, in part, that jurisdictions “must allow electric vehicle infrastructure as a use,” and the definition of EVI includes battery charging stations, the definition of “electric vehicle charging station” in Chapter 1 provides that these types of battery charging stations are allowed as accessory to the specific principal use that they serve.

3.1.01: Rapid Charging Stations



Rapid charging stations in Vacaville, California. Photos: Darell Dickey.

3.1.02: Battery Exchange Stations

To view a video of a battery exchange station, follow this link to Better Place:
<http://www.betterplace.com/global-progress-japan>



Battery Exchange Station in Tokyo. Photo: Better Place.

the disabled to use it. For local jurisdictions, the responsibility is for permitting agencies to ensure the equipment meets the requirements and, in on-street and off-street environments, to ensure that there be an accessible route from the electric vehicle charging stations to the building or path of travel.

The accessibility guidance below is comparable to accessibility provisions that require that some percentage of hotel rooms be accessible (i.e., an accessible hotel room can be used by anyone, but is located and designed for persons with disabilities). Similarly, some percentage of EV charging stations should be accessible to all users because they offer a service to the general public. The percentage is shown below, as are provisions describing different options for siting accessible EV charging stations. Until such time as the state amends WAC 51-50-005 with regard to barrier-free access for EVI (see RCW 19.27.540), this guidance will assist local governments in ensuring that reasonable accommodation is provided for EV drivers with disabilities.

3.3.01: Quantity and Location

Where electric vehicle charging stations are provided in parking lots or parking garages, accessible electric vehicle charging stations shall be provided as follows:

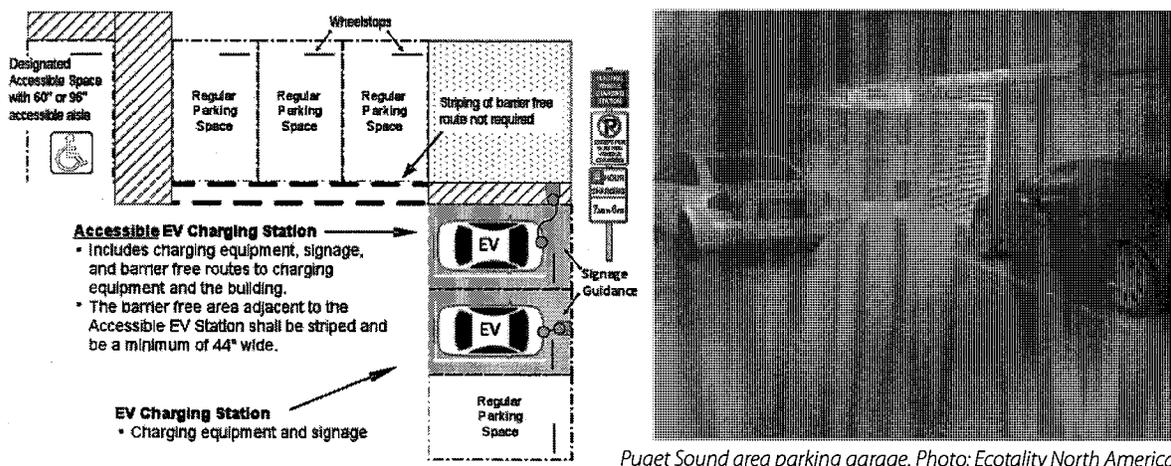
- A. Accessible electric vehicle charging stations shall be provided in the ratios shown on the following table.

Comment: Recognizing that an ADA accessible stall will already be available in the parking lot or garage, the table at right reflects the approach of some of the federally-funded electric vehicle infrastructure projects, the currently limited market penetration rates of electric vehicles, current information regarding automakers plans for vehicle types and sizes that will be publicly available in the next few years, and information from the survey of current EV drivers regarding accessibility. As the market share grows for electric vehicles and as new vehicles are made available, the ratio of stations shown in the table above should be re-evaluated. As previously noted, this guidance exists until and unless the state amends WAC 51-50-005 to specifically address EVI.

NUMBER OF EV CHARGING STATIONS	MINIMUM ACCESSIBLE EV CHARGING STATIONS
1-50	1
51-100	2
101-150	3
151-200	4
201-250	5
251-300	6

- B. Accessible electric vehicle charging stations should be located in close proximity to the building or facility entrance and shall be connected to a barrier-free accessible route of travel. It is not necessary to designate the accessible electric vehicle charging station exclusively for the use of disabled persons. Below are two options for providing for accessible electric vehicle charging stations.

Figure: Off-Street Accessible Electric Vehicle Charging Station — Option 1

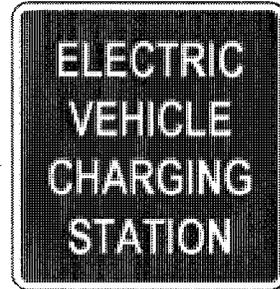


Puget Sound area parking garage. Photo: Ecotality North America.

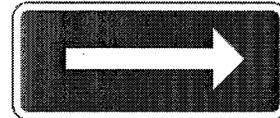
Section 3.4: Signage

3.4.01: Directional — Off-street Parking Lot or Parking Garage

Comment: The directional sign for an on-site parking lot or parking garage should be used in the parking facility with a directional arrow at all decision points.



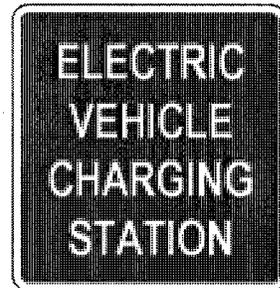
12" X 12"



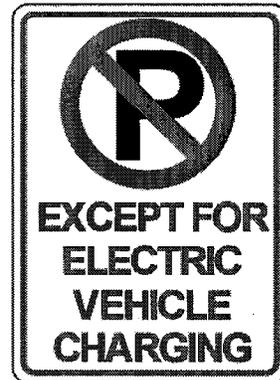
12" X 6"

Section 3.4.02: Off-street EV Parking — Parking Space with Charging Station Equipment

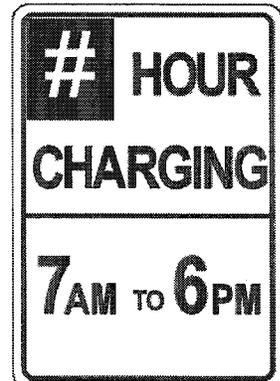
Comment: Combination sign identifying space as an electric vehicle charging station, prohibiting non-electric vehicles, with charging time limits. The use of time limits is optional. The blue/white and red/black signs define that only an electric vehicle that is charging can use the spaces. The green sign defines time limits for how long an electric vehicle can be in the space during the specified hours. Outside of the specified hours, electric vehicles can charge for an indefinite period of time.



12" X 12"



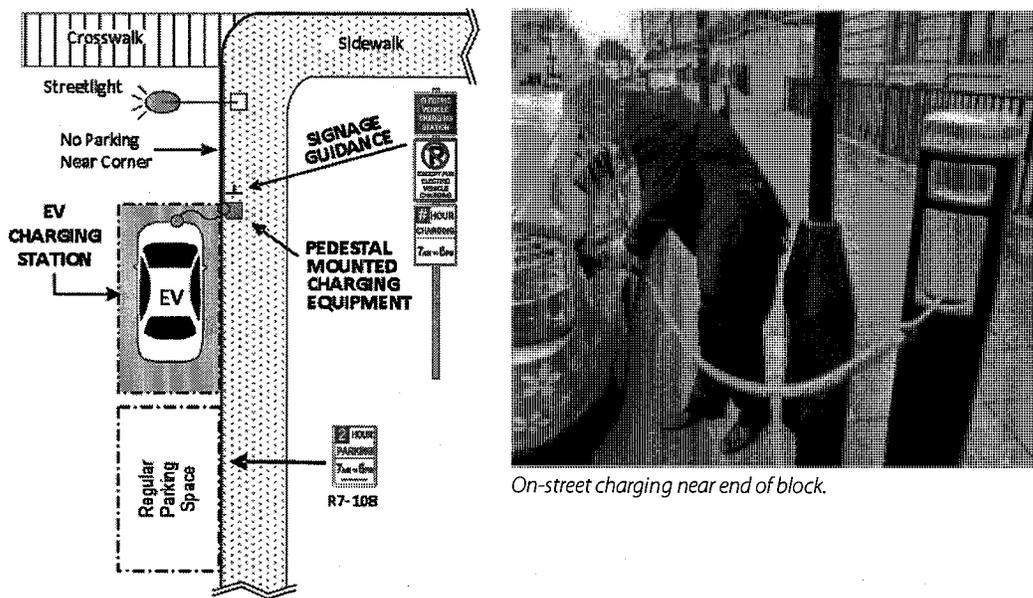
12" X 18"



12" X 18"

2. Parking for electric vehicles should also consider the following:
 - a. Notification. Information on the charging station identifying voltage and amperage levels and any time of use, fees, or safety information.
 - b. Signage. Installation of directional signs at appropriate decision points to effectively guide motorists to the charging station space(s).
 - c. Location. Placement of a single electric vehicle charging station is preferred at the beginning or end stall on a block face.
- D. Data Collection. To allow for maintenance and notification, the local permitting agency will require the owners of any private new electric vehicle infrastructure station that will be publicly available (see definition "electric vehicle charging station — public") to provide information on the station's geographic location, date of installation, equipment type and model, and owner contact information.

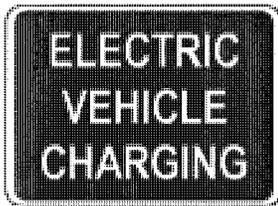
Figure: Electric Vehicle Charging Station — On Street



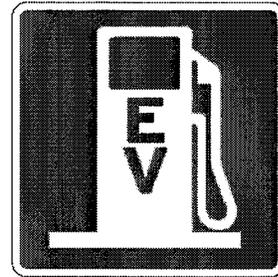
Comment: On-street EV charging stations should first be installed at either end of a row of regular on-street parking spaces. Subsequent EV charging stations should be installed adjacent to existing EV charging stations. Several factors that suggest an end-stall as the preferred location include, but are not limited to: proximity to electrical service, adjacency to existing no-parking zone, better accessibility for all users, higher lighting levels and less clearance and obstruction issues with existing parking spaces. The charging station equipment should be installed in a well-lit area, on a hard surface, near the front of the designated space, and have adequate clearance from the face of curb (24") and leave a barrier-free sidewalk clearance (36" or other applicable distance). Signage shall be at or near the charging station. All regulatory signs shall comply with visibility, legibility, size, shape, color and reflectivity requirements contained within the Federal Manual on Uniform Traffic Control Devices.

4.2.02: Directional — Local Street

Comment: The directional sign for local streets should be installed at a suitable distance in advance of the intersection or charging station facility. If used at an intersection or parking lot entrance, it shall be accompanied by a directional arrow. As the symbol on the sign at right appears to be a gasoline pump, this sign may also be supplemented with the sign below (MUTCD D9-11bP) to avoid confusion with liquid fuel stations for early EV drivers.



24" X 18"



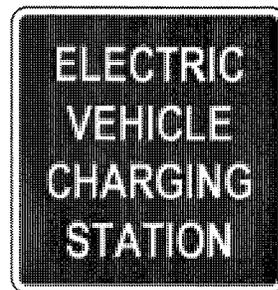
24" X 24"



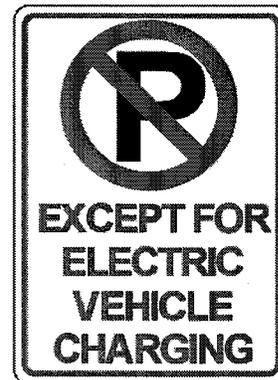
24" X 9"

4.2.03: On-Street Parking Space with Charging Station Equipment

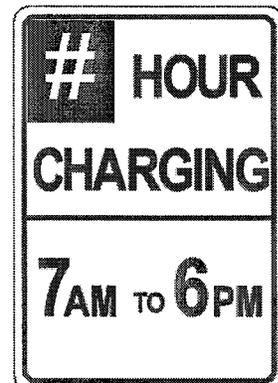
Comment: Combination sign identifying space as an electric vehicle charging station, prohibiting non-electric vehicles, with charging time limits. The use of time limits is optional and is included to allow the charging equipment to be available for more than one use during the day. For example, a jurisdiction may want to utilize time limits in areas where the on-street charging station spaces would turn over consistent with whatever time limits might otherwise be posted on a block (e.g., 2-hour time limits). The design of the time limit charging sign is modeled after the existing R7-108 sign in the federal MUTCD. If time limits are used, suggested enforcement regulations are provided in Chapter 2: Vehicles and Traffic. If the jurisdictions wishes to allow dual use of the space (i.e., the spaces is for electric vehicles only during a certain period of time, but then allow all vehicles to park after specified hours), the time limits would need to be added to the red/black/white sign rather than the green sign.



12" X 12"



12" X 18"



12" X 18"

Chapter 6. State Battery, Building, and Electrical Provisions

State Battery, Building and Electrical Provisions. This Chapter provides guidance for appropriate handling, recycling, and storage of electric vehicle batteries and equipment. This Chapter also provides guidance regarding the applicability of existing rules and regulations for the installation of EV, including battery exchange stations.

A. Guidance

Section 6.1: Battery Recycling and Handling Provisions

Lithium-ion Battery. Batteries in electric vehicles differ from batteries currently used with internal combustion engine (ICE) vehicles. ICE vehicles utilize a battery (normally 12V) to provide cranking power to start the engine as well as to deliver low voltage to accessories such as the lights and ignition. The ICE battery is recharged with the aid of an alternator when the engine is running. The much more powerful battery in an electric vehicle (EV) or plug-in hybrid electric vehicle (PHEV) serves as the source of power and propulsion for the vehicle. Lithium-ion batteries are currently the accepted next-generation of energy storage for EVs and PHEVs. They are lighter, more compact and more energy dense than nickel-metal hydride and other batteries currently available. Batteries used in EVs and PHEVs discharge energy during vehicle use and are primarily recharged by connecting to the grid or other off-board electrical source, and in some cases are able to sustain a charge using an on-board internal-combustion-driven generator. Because an electric motor powered by a battery pack is about three times as energy efficient as an internal combustion engine, an EV can travel much farther than a conventional gas-powered car on the energy equivalent of one gallon of gasoline. Lithium-ion batteries also provide the benefit of multiple reuse options and high recyclability.

Battery Chemical Composition. The lithium-ion cells in new electric vehicles meet the requirements set forth by the Directive on the Restriction of the Use of Certain Hazardous Substances in Electrical and Electronic Equipment 2002/95/EC (commonly referred to as the Restriction of Hazardous Substances Directive or RoHS). In contrast to lead acid batteries used in ICE vehicles, lithium-ion batteries do not contain lead, mercury, cadmium, or any heavy metals or federally defined toxic materials. However, as potentially dangerous waste, businesses seeking to dispose of batteries must go through the EPA designation process before they may be safe for landfill disposal. Also, as described below, Washington Department of Ecology regulations may be more stringent than EPA regulations.

Battery Recycling. In terms of recycling, the parts, chemicals and components of lithium-ion batteries are highly recyclable. Given the toxicity of lead acid batteries, state law (RCW 70.95) and state regulations (WAC 173-331) tightly regulate the recycling and disposal of lead acid batteries. As described more fully in the Department of Ecology section below, these laws and regulations do not apply to lithium-ion batteries. Once a lithium-ion battery reaches its ultimate end of life, it can be processed at a commercial facility by being shredded and separated into its recyclable components. Metals and other compounds can be sold and the lithium may either be recycled back to battery manufacturers or disposed of as a nonhazardous material. Efforts are underway by industry groups and the federal government to develop increased capabilities for recycling lithium from EV batteries. The U.S. Department of Energy recently issued a grant to Toxco, a California company, to build the first recycling facility for lithium-ion batteries in the U.S.. Toxco has been recycling single-charge and rechargeable lithium batteries used in other devices at a facility in Trail, British Columbia.

Battery Re-use. When an electric vehicle battery reaches the end of life in its primary application, it may be possible to use it for a time in other purposes. These include standby power and utility load leveling where battery performance is not as demanding as a vehicle application. As such, opportunities for the reuse of

Designation Process for Businesses Handling Batteries. Businesses in Washington State (whether in this case a battery recycler, vehicle dealership, or auto repair shop taking back or replacing batteries) are responsible for knowing what and how much dangerous waste they generate. The Dangerous Waste Regulations (Chapter 173-303 WAC) describe the characteristics/properties (e.g., flammable, corrosive) that cause a waste to be considered dangerous and what amounts of waste would cause a business to be regulated as a dangerous waste generator. The designation process leads the business through the steps to take to make the determination on whether they generate a dangerous waste that would be subject to special handling requirements. There are exclusions for certain waste streams. The link below provides a tool that would help a business go through the designation process.

http://www.ecy.wa.gov/programs/hwtr/reg_comp_guide/pages/des_intro.html

Prior to making a determination that the battery is safe for landfills, a business must go through the designation process. They may be safe for landfill disposal after treatment, but more information is needed. Also, Washington State Regulations may be more stringent than EPA regulations.

Section 6.3: State Building Code Council

Section 16 of HB 1481 (codified as RCW 19.27.540) requires the State Building Code Council to adopt rules for electric vehicle infrastructure (EVI) requirements. Such rules must consider applicable national and international standards and be consistent with rules adopted under RCW 19.28.281 (Department of Labor and Industries, discussed in next section). Battery charging stations and rapid charging stations are likely to be freestanding facilities that are adjacent to a building but are not inside a building, and therefore would be regulated under Labor and Industry rules. Battery exchange stations, on the other hand, will be inside buildings and therefore are regulated under the rules set by the State Building Code Council.

In recognition of the directive in the RCW, the State Building Code Council has reviewed the existing rules in Chapters 51-50, 51, 52 and 54 of the WAC and determined that the rules provide for the regulation of EVI. With regard to building construction, current building codes and building occupancy classifications would allow for the installation of battery exchange stations, as discussed further below.

As with any commercial building, a building permit application for a battery exchange station would be accompanied with building plans designed by a registered professional and would include a proposed applicable occupancy classification. This occupancy classification would be reviewed and confirmed by the responsible Building Official and Fire Code Official.

The Building Official must classify by occupancy group the intended use of a proposed new or existing building as the first step to determine applicable technical requirements. The building code defines each occupancy and provides a list of specific included uses with the caveat "but not limited to" giving the building official flexibility to interpret inclusion of similar unstated uses.

A battery exchange station would most likely to be classified as a Group S-1 use (motor vehicle repair garages complying with the maximum allowable quantities of hazardous materials). However, given the relative size of possible associated occupancies such as Group B (motor vehicle showrooms) or Group M (motor fuel dispensing facilities), it could be deemed an accessory occupancy to one of these two. All three of these general occupancies (Storage Group S-1, Mercantile Group M and Business Group B) are often co-located in "mixed use" buildings and, as such, the building code deems them to be of similar fire hazard resulting in no need for physical fire separations between them.

In this regard, building code requirements can be determined for proposed battery exchange stations under existing code language. Current understanding of the operational scope of these stations indicates that they can most likely be constructed within the hazardous material thresholds allowed for the occupancy groups noted above and therefore would not be subject to the costly requirements of high-hazard Group H occupancies.

Section 3. Resources

Regarding Electric Vehicle Infrastructure and Batteries

Resource Documents

- City of Austin, Texas, *Resolution No. 050301-48* (04-12-94). "Buy Green, Drive Clean Program."
- City of Austin, Texas, *Electric Vehicle Incentives — Guidelines, Dealerships, and Vehicles* (2008).
- City of Boise, Idaho Administrative Services Manager (John Eichmann) Memorandum to Mayor and Council recommending approval of *Zero Emission Vehicle (ZEV) Parking Ordinance* amending Boise City Code 10-17 to enable limited free parking at parking meters for Zero Emission Vehicles (2008).
- City of Davis, California Municipal Code 22.16.0 *Electric Vehicles*.
- City of Houston, Texas, *Project Get Ready: Preparing Cities for the Plug-in Electric Vehicle: Power of the Plug-in Program* (11-17-09).
- City of Indianapolis, Indiana, *Project Get Ready: Preparing Cities for the Plug-in Electric Vehicle — Indianapolis Region: Project Plug-IN* (2010).
- City of Minneapolis, Minnesota, John Bailey, David Morris, *Electric Vehicle Policy For the Midwest — A Scoping Document*. Prepared for the RE-AMP Network, New Rules Project (12-09).
- City of New York, *PlaNYC Exploring Electric Vehicle Adoption in New York City* (01-10).
- City of Sacramento, California, *Resolution No. 94189 of the Sacramento City Council Supporting Electric Vehicle Readiness Program* (04-12-94).
- City of San Diego, California, *Council Policy 600-27 Affordable Housing/In-Fill Housing and Sustainable Building Expedite Program* (05-20-03); *Council Policy 900-14, Sustainable Building Policy* (05-20-03); *Resolution No. 715-00* (07-28-00).
- City and County of San Francisco, California, *Resolution No. 715-00, File No. 001399; Resolution encouraging California Governor Gray Davis to uphold the existing California Air Resources Board zero emission vehicle mandate, which requires that at least four percent of the 2003 model year passenger cars and light duty trucks offered for sale in California be zero emission vehicles* (08-07-00).
- City of San Jose, California, *Resolution No. 74769 — A Resolution of the Council of the City of San Jose Amending the Master Parking Rate Schedule to Increase Flexibility in Setting Parking Rates at the Convention Center and Almaden/Woz Parking Lots for Events at the Convention Center; and Repeal Resolution No. 74210 Effective on July 1, 2009* (01-27-09).
- City of Tacoma, Washington, Community and Economic Development Dept., Annual Amendment Application No. 2010-08, *Electric Vehicle Infrastructure* (01-25-10).
- City of Toronto, Ontario, Canada, *The Toronto Atmospheric Fund — Fleetwise Program* (1998-2010).
- City of Vacaville, California, *City of Vacaville's Electric Vehicle (EV) Program* (2004).
- City of Vancouver, British Columbia, Canada, *Building By-Law No. 9936 amending Building By-law No. 9419 §13.2.1 Electric Vehicle Charging; §13.2.1.1 Parking Stalls; §13.2.1.2 Electrical Room* (04-20-11).

- State of Hawaii, S.B. 2231 § 196 *Placement of electric vehicle charging system* (2010).
- State of Minnesota, Chapter 134-H.F. No. 1250, *An act relating to transportation; regulating electric vehicle infrastructure; amending Minnesota Statutes 2008, sections 16C.137, subdivision 1; 169.011, by adding subdivision; 216B02, subdivision 4; 216B-241, subdivision 9; Laws 2006, chapter 245, section 1; Laws 2008, chapter 287, article I, section 118; proposing coding for new law in Minnesota Statutes, chapter 325F* (05-21-09).
- State of Oregon, Building Codes Division, Statewide Alternate Method No. OESC 09-01 (Ref: ORS 455.060) *Approval of the use of a demand factor table for calculating Electric Vehicle charging equipment services and feeders* (09-04-09).
- State of Oregon, Department of Consumer and Business Services, Building Codes Division, Division 311, *Miscellaneous Electrical Rules* (Effective 10-01-09).
- State of Oregon, Department of Consumer and Business Services Press Release *New building codes standards support electric vehicle growth* (10-14-08).
- State of Oregon, Dennis Clements, Chief Electrical Inspector, Building Codes Division, *Expediting the permit process for installation of EVSE* (02-12-10).
- State of Oregon, Alternative Fuel Vehicle Infrastructure Working Group, *Report of the Alternative Fuel Vehicle Infrastructure Working Group* (January 2010).
- Teal Brown, John Mikulin, Nadia Rhazi, Joachim Seel, and Mark Zimring, Goldman School of Public Policy, University of California, Berkeley, Renewable & Appropriate Energy Laboratory (RAEL) Policy Brief, *Bay Area Electrified Vehicle Charging Infrastructure: Options for Accelerating Consumer Access*, (June 2010).
- The Massachusetts Division of Energy Resources, *Installation Guide for Electric Vehicle Charging Equipment* (September 2000).
- The Royal Academy of Engineering, London, England, *Electric Vehicles: charged with potential* (May 2010).

to power these vehicles. Unlike prior generations of rechargeable batteries, lithium-ion batteries lose very little energy when stored or not in use, and are considered to be highly recyclable due to their construction with generally non-hazardous materials.

- **L&I** — Washington State Department of Labor and Industries (also, LNI).
- **MUTCD** — Manual on Uniform Traffic Control Devices, maintained by the U.S. Department of Transportation (Federal Highway Administration).
- **NEC** — National Electrical Code. A code/guideline used for the safeguarding of people and property from hazards related to the use of electricity. It is sponsored and regularly updated by the National Fire Protection Association.
- **NEV** — Neighborhood electric vehicle, largely synonymous with LSV, for low speed vehicle.
- **NiMH** — Nickel metal hydride, a popular battery type for hybrid electric vehicles.
- **NREL** — National Renewable Energy Laboratory, a Colorado-based unit of the U.S. Department of Energy.
- **Phase** — Classification of an AC circuit, usually single-phase, two wire, three wire, or four wire; or three-phase, three wire, or four wire.
- **PHEV** — Plug-in hybrid electric vehicle (see definitions Chapter in Model Regulations).
- **PSRC** — Puget Sound Regional Council.
- **RCW** — Revised Code of Washington.
- **SAE** — SAE International, formerly the Society of Automotive Engineers.
- **SEPA** — Washington State Environmental Policy Act.
- **TEPCO** — Tokyo Electric Power Company.
- **TOU** — Time of Use, an electricity billing method with rates based upon the time of usage during the day.
- **UTC** — Washington State Utilities and Trade Commission.
- **VMT** — Vehicle Miles Traveled.
- **Volt** — The electrical potential difference or pressure across a one ohm resistance carrying a current of one ampere.
- **Volt Ampere** — A unit of apparent power equal to the mathematical product of a circuit voltage and amperes. Here, apparent power is in contrast to real power. On AC systems the voltage and current will not be in phase if reactive power is being transmitted. Usually abbreviated VA.
- **V2G** — Vehicle-To-Grid, the concept of using electric vehicles as energy storage devices for the electric grid.
- **Watt** — A unit of power equal to the rate of work represented by a current of one ampere under a pressure of one volt.
- **WAC** — Washington Administrative Code.
- **WEVA** — World Electric Vehicle Association, a group with local affiliates including the Seattle and Tacoma Electric Vehicle Associations.
- **WSDOT** — Washington State Department of Transportation.
- **ZEV** — Zero Emission Vehicle.

- ²³ May 4, 2010 Memorandum from Plug In America on Web-based Electric Vehicle Consumer Survey.
- ²⁴ U.S. Department of Transportation, *Manual on Uniform Traffic Control Devices for Streets and Highways: 2009 Edition*, <http://mutcd.fhwa.dot.gov/pdfs/2009/mutcd2009edition.pdf> (2009).
- ²⁵ Federal Highway Administration Transportation Pooled Fund Program TPF-5(065) Traffic Control Device (TCD) Consortium <http://www.pooledfund.org/projectdetails.asp?id=281&status=4> (Jan-Mar 2010)



U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

Subject: **INFORMATION:** MUTCD – Interim
Approval for Optional Use of an
Alternative Electric Vehicle Charging
General Service Symbol Sign

Date: APR 1 - 2011

From: Jeffrey A. Lindley
Associate Administrator for Operations

In Reply Refer To:
HOTO-1

To: Federal Lands Highway Division Engineers
Division Administrators

Purpose: The purpose of this memorandum is to issue an Interim Approval for the optional use of a General Service symbol sign that provides road users direction to electric vehicle charging facilities that are open to the public. Interim Approval allows interim use, pending official rulemaking, of a new traffic control device, a revision to the application or manner of use of an existing traffic control device, or a provision not specifically described in the *Manual on Uniform Traffic Control Devices for Streets and Highways* (MUTCD).

Background: The Oregon and Washington departments of transportation have requested that the Federal Highway Administration (FHWA) consider alternative symbols for the current Electric Vehicle Charging General Service symbol (D9-11b) sign shown in Figure 2I-1 of the 2009 Edition of the MUTCD in anticipation of deploying electric vehicle charging facilities in these and four other states. The current symbol is a modification of the existing Gas General Service symbol (D9-7), into which the legend EV has been incorporated, similar to Alternative Fuel symbols such as diesel (D), compressed natural gas (CNG), and ethanol (E85). The request was predicated on the presumption that, for electric vehicle charging facilities, the fuel pump and hose of the Alternative Fuel symbols do not apply or could be confusing. Instead, the representation of an electrical cord was thought to be more appropriate. A new symbol was evaluated and subsequently recommended by a Traffic Control Devices Pooled-Fund Study report. However, the requesting agencies believe that the presence of a lightning bolt within this symbol suggests a risk of electrical shock, which would discourage the use of electric vehicles.

Research on the Alternative Electric Vehicle Charging Symbol Sign: In November 2010, a report of the Traffic Control Devices Pooled-Fund Study that evaluated several alternative symbols for electric vehicle charging was released. The symbol that had the greatest comprehension and legibility distance was a modification of the symbol used on the Electric Vehicle Charging (D9-11b) sign in the 2009 MUTCD, with the hose replaced by a power cord and plug and the addition of a lightning bolt within the pump window to convey an electrical charge. A similar version without the lightning bolt element was not



evaluated in the subject study. In March 2011, a comprehension evaluation was completed that evaluated the 2010 Pooled-Fund Study recommended symbol and a modified version that deleted the lightning bolt element. Comprehension was found to be similar both with and without the lightning bolt. Additional questions were asked of the test subjects regarding their perception of the relative risk of electrical shock for the new symbols with and without the lightning bolt. The responses indicated that the presence of the lightning bolt did not increase the perceived risk of electrical shock. In addition, overall, the perceived risk of electric shock at an electric vehicle charging facility was relatively low when compared with other items that could pose risks of electric shock.

The results included in the Final Report for this evaluation showed that the correct meaning of the alternative sign was identified by a sufficient percentage of the survey participants for this application. The removal of the lightning bolt element from the symbol reduces its visual complexity and this modification is expected to provide at least comparable recognition and legibility.

FHWA Evaluation of Results: The Office of Transportation Operations has reviewed the available data and considers the alternative sign (see attachment, p. IA-13-1) to be satisfactorily successful for the application of providing direction to an electric vehicle charging station. The alternative sign provides agencies with a means of directing road users to an electric vehicle charging station without the use of a word legend sign or supplemental plaque, thus reducing the informational load presented to the observer and promoting a uniform symbol for this general service.

The design of the alternative Electric Vehicle Charging symbol sign is not proprietary and can be used by any jurisdiction that requests and obtains interim approval from the FHWA to use the sign. The FHWA believes that the alternative Electric Vehicle Charging symbol sign has a low risk of safety or operational concerns.

This Interim Approval does not create a new mandate compelling the use of this new sign, but will allow agencies to install this sign, pending official MUTCD rulemaking, to provide direction to road users to electric vehicle charging stations.

Agencies may also continue to use the ELECTRIC VEHICLE CHARGING (D9-11bP) plaque as an educational message mounted below the alternative Electric Vehicle Charging symbol sign in a Directional Assembly.

Agencies may use the alternative Electric Vehicle Charging symbol in General Services (D9-18 Series) guide signs.

Conditions of Interim Approval: The FHWA will grant Interim Approval for the optional use of an alternative Electric Vehicle Charging symbol sign (see attachment, p. IA-13-1) to any jurisdiction that submits a written request to the Office of Transportation Operations. A State may request Interim Approval for all jurisdictions in that State. Jurisdictions using the sign under this Interim Approval must agree to comply with the technical conditions detailed below, to maintain an inventory list of all locations where the signs are installed, and to comply with Item D in Paragraph 18 of Section 1A.10 of the 2009 MUTCD, which requires:

“An agreement to restore the site(s) of the Interim Approval to a condition that complies with the provisions in this Manual within 3 months following the issuance of a Final Rule on this traffic control device; and terminate use of the device or application installed under the interim approval at any time that it determines significant safety concerns are directly or indirectly attributable to the device or application. The FHWA’s Office of Transportation Operations has the right to terminate the interim approval at any time if there is an indication of safety concerns.”

1. General Conditions:

The use of the alternative Electric Vehicle Charging symbol sign is optional. However, if an agency opts to use this sign under this Interim Approval, the following design and installation requirements shall apply and shall take precedence over any conflicting provisions of the MUTCD.

2. Allowable Uses:

Installation and use of the alternative Electric Vehicle Charging symbol sign shall conform to the general provisions for General Services signs in accordance with MUTCD Chapter 2I.

3. Sign Design and Size:

- a. The design of the alternative Electric Vehicle Charging symbol sign shall be as shown in the attached sign detail.
- b. The minimum size of the alternative Electric Vehicle Charging symbol sign shall be 24 inches in width by 24 inches in height.
- c. The size of the alternative Electric Vehicle Charging symbol sign shall otherwise be in accordance with those of other D9-11 series signs.

4. Other:

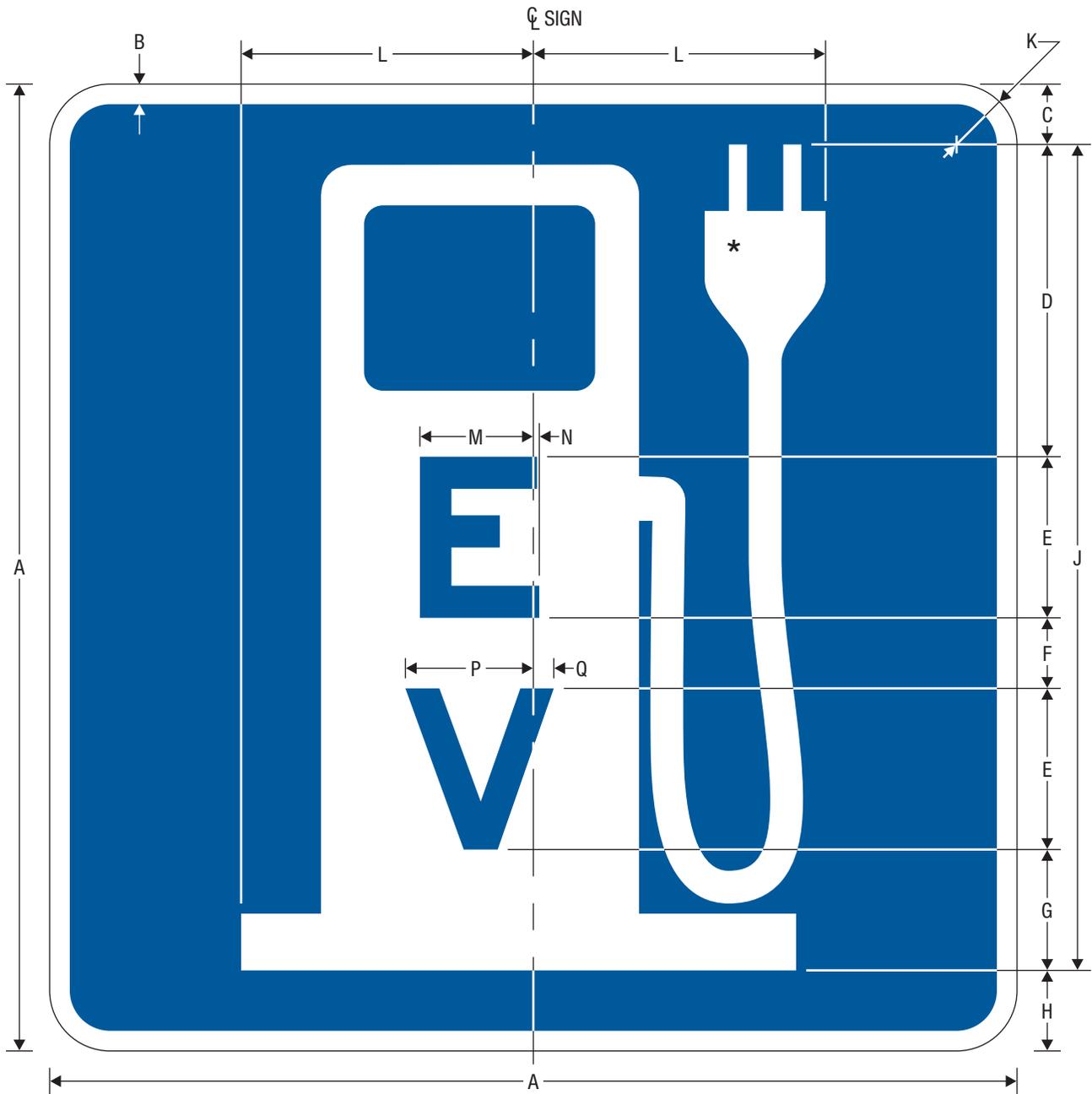
Except as otherwise provided above, all other provisions of the MUTCD applicable to signs shall apply to the alternative Electric Vehicle Charging General Service symbol sign.

Any questions concerning this Interim Approval should be directed to Mr. Kevin Sylvester at Kevin.Sylvester@dot.gov.

Attachment

cc:

Associate Administrators
Chief Counsel
Chief Financial Officer
Directors of Field Services
Director of Technical Services



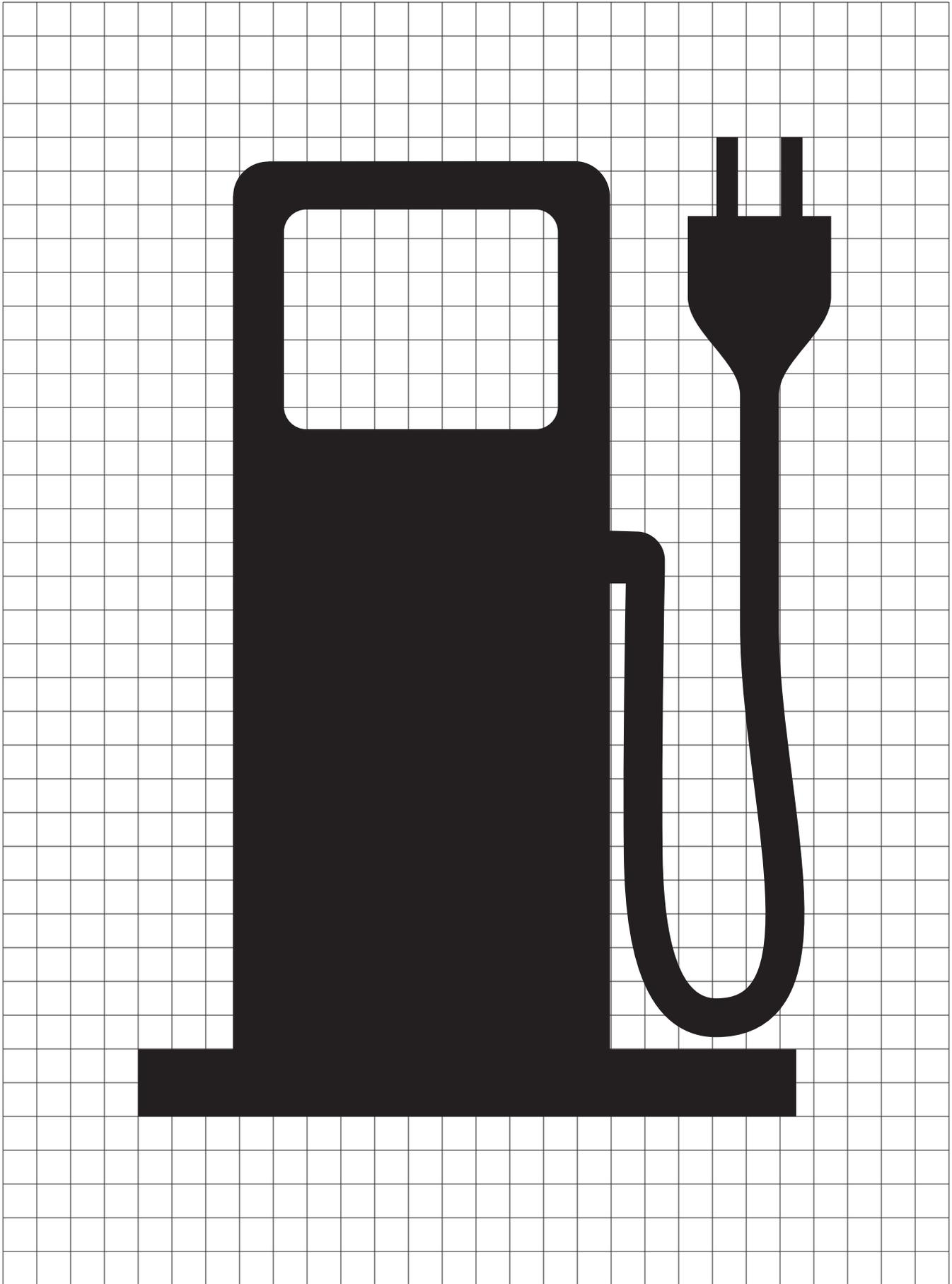
D9-11b (Alternate)
 Electric Vehicle Charging (Alternate Symbol)

	A	B	C	D	E	F	G	H	J	K	L	M
C	24	0.5	1.5	7.75	4 E(m)	1.75	3	2	20.5	1.5	7.25	2.814
	30	0.75	1.875	9.625	5 E(m)	2	4	2.5	25.625	1.875	9.063	3.518

N	P	Q
0.148	3.174	0.507
0.185	3.968	0.635

* See page IA-13-2 for symbol design

COLORS: LEGEND, BACKGROUND — BLUE (RETROREFLECTIVE)
 SYMBOL, BORDER — WHITE (RETROREFLECTIVE)



U.S. Department of Energy - Energy Efficiency and Renewable Energy
Alternative Fuels and Advanced Vehicles Data Center

Electric Fueling Stations in Washington

Select the "Details" button to get additional information about each station including phone number and hours of operation. The "Map" button will take you to maps provided by Google. You also have the ability to use the [Alternative Fueling Station Locator](#) to map stations near a specific address or city location, and you may choose to route your trip by selecting the [Map a Route](#) tab.

Details	Name	Address	City	Type of Access	Map
Details	Eaton Corp	1604 15th St SW	Auburn	Public - see hours	Map
Details	Bellevue Square - Northeast Garage	10201-10399 NE 8th St	Bellevue	Public - see hours	Map
Details	Bellevue Place	800 Bellevue Way NE	Bellevue	Public - see hours	Map
Details	Lincoln Square	700 Bellevue Way NE	Bellevue	Public - see hours	Map
Details	Lincoln Square	600 Bellevue Way NE	Bellevue	Public - see hours	Map
Details	Bellevue Square - West Garage	600 100th Pl NE	Bellevue	Public - see hours	Map
Details	King County - Eastgate Park & Ride	14200 SE Eastgate Way	Bellevue	Public - card key at all times	Map
Details	Bellevue City Hall	450 110th Ave NE	Bellevue	Public - see hours	Map
Details	The Market	3125 Old Fairhaven Pkwy	Bellingham	Public - see hours	Map
Details	University of Washington Bothell - Cascadia Community College - North Garage #2	18500 Campus Way NE	Bothell	Public - see hours	Map
Details	University of Washington Bothell - Cascadia Community College - South Garage #3	17945 Campus Way NE	Bothell	Public - see hours	Map
Details	King County - Brickyard Park & Ride	15530 Juanita-Woodinville Way NE	Bothell	Public - card key at all times	Map
Details	King County - Burien Transit Center	14900 4th Ave SW	Burien	Public - card key at all times	Map
Details	Outlet Shoppes At Burlington	George Hopper Rd & Interstate 5	Burlington	Public - see hours	Map
Details	The Outlet Shoppes At Burlington	448 Fashion Way	Burlington	Public - see hours	Map
Details	Duvall Fire	15600 1st Ave NE	Duvall	Public - see hours	Map
Details	Opalco	469 Market St	Eastsound	Public - see hours	Map
Details	Whidbey Telecom	1651 Main St	Freeland	Public - see hours	Map
Details	Opalco	95 2nd St	Friday Harbor	Public - see hours	Map
Details	King County - Issaquah Highlands Park & Ride	1755 Highlands Dr NE	Issaquah	Public - card key at all times	Map
Details	City of Lacey - City Hall Parking	420 College St	Lacey	Public - see hours	Map
Details	Lacey Timberland Library	500 College St SE	Lacey	Public - see hours	Map
Details	Top Food & Drug	5600 Martin Way	Lacey	Public - see hours	Map
Details	Opalco	162 Weeks St	Lopez Island	Public - see hours	Map
Details	Baskin Robbins Ice Cream	3010 Harrison Ave NW	Olympia	Public - see hours	Map
Details	Top Food & Drug	1313 Cooper Point Rd	Olympia	Public - see hours	Map
Details	Eastside Big Tom	2023 4th Ave E	Olympia	Public - see hours	Map
Details	Group Health Olympia Medical Center	700 Lilly Rd	Olympia	Public - see hours	Map

Details	InterCity Transit	526 Pattison SE	Olympia	Public - see hours	Map
Details	Bayview Thriftway	516 W 4th Ave	Olympia	Public - see hours	Map
Details	Interstate Batteries	3480 Martin Way E	Olympia	Public - see hours	Map
Details	Les Schwab Tires	210 State Ave NW	Olympia	Public - call ahead	Map
Details	LOTT Alliance	500 Adams St NE	Olympia	Public - see hours	Map
Details	McDonald's	2611 Harrison Ave	Olympia	Public - see hours	Map
Details	Ralph's Thriftway Classic Creations	1910 E 4th Ave	Olympia	Public - see hours	Map
Details	The Evergreen State College	2700 Evergreen Parkway NW	Olympia	Public - see hours	Map
Details	The Evergreen State College	2700 Evergreen Parkway NW	Olympia	Private access only	Map
Details	Thurston County Courthouse Complex	2000 Lakeridge Dr SW	Olympia	Public - see hours	Map
Details	South Sound Bank	2006 Harrison Ave NW	Olympia	Public - see hours	Map
Details	Batteries Plus	2905 Capitol Mall Dr SW	Olympia	Public - see hours	Map
Details	Amalgamated Transit Union - Local 1765	509 12th Ave SE	Olympia	Public - see hours	Map
Details	Suquamish Masi Shop Shell Station	16285 Washington 305	Poulsbo	Public - see hours	Map
Details	Microsoft	5600 148th Ave NE	Redmond	Private access only	Map
Details	Nintendo	4600 150th Ave NE	Redmond	Private access only	Map
Details	Microsoft	3910 163rd Ave NE	Redmond	Private access only	Map
Details	Microsoft	3801 159th Ave NE	Redmond	Private access only	Map
Details	Overlake School	20301 NE 108th St	Redmond	Public - see hours	Map
Details	City of Redmond - Maintenance Operations Center	18080 NE 76th St	Redmond	Public - see hours	Map
Details	Microsoft	16071 NE 36th Way	Redmond	Private access only	Map
Details	City of Redmond - City Hall	15670 NE 85th St	Redmond	Public - see hours	Map
Details	Microsoft	15590 NE 31st St	Redmond	Private access only	Map
Details	Microsoft	14901-15165 NE 40th St	Redmond	Private access only	Map
Details	King County - Redmond Park & Ride	16201 NE 83rd St	Redmond	Public - card key at all times	Map
Details	Pacific Northwest National Laboratory	Horn Rapids Rd	Richland	Private access only	Map
Details	Adobe	801 N 34th St	Seattle	Private access only	Map
Details	Bank of America	800 5th Ave	Seattle	Private access only	Map
Details	Seattle-Tacoma International Airport	17801 Pacific Hwy	Seattle	Public - see hours	Map
Details	Rainier Square Parking Garage - Unico	409 Union St	Seattle	Public - see hours	Map
Details	Avista Corporation	1441 E Mission Ave	Spokane	Private access only	Map
Details	Steam Plant Grill	159 S Lincoln	Spokane	Private access only	Map
Details	Spokane City Hall	808 W Spokane Falls Blvd	Spokane	Private access only	Map
Details	Stevens Pass	Summit Stevens Pass	Stevens Pass	Public - see hours	Map
Details	Budget Batteries	3518 Center St	Tacoma	Public - see hours	Map

Details	Fuller's Inc Megafoods	700 Trosper Rd	Tumwater	Public - see hours	Map
Details	Department of Labor & Industries/Department of Health/Department of Transportation	243 Israel Rd SE	Tumwater	Public - see hours	Map
Details	Costco	5500 Littlerock Rd	Tumwater	Public - see hours	Map
Details	Willows Lodge	14580 NE 145th St	Woodinville	Public - see hours	Map
Details	Wooden Cross	17401 198th Ave NE	Woodinville	Public - see hours	Map
Details	King County - King County Van Distribution Center	18655 NE Union Hill Road	Redmond	PLANNED - not yet accessible	Map
Details	King County - Fauntleroy Ferry Dock	4829 SW Barton St	Seattle	PLANNED - not yet accessible	Map
Details	King County - Goat Hill Parking Garage	415 6th Ave	Seattle	PLANNED - not yet accessible	Map
Details	King County - King Street Center Parking Garage	201 S Jackson St	Seattle	PLANNED - not yet accessible	Map
Details	King County - Tukwila Sounder Station	2100 Longacres Dr SW	Tukwila	PLANNED - not yet accessible	Map

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[Webmaster](#) | [Web Site Policies](#) | [Security & Privacy](#) | [AFDC Disclaimer](#) | [USA.gov](#)
Content Last Updated: 01/14/2010

First: Select one or more fuels.

- Biodiesel (B20 and above)
- Compressed Natural Gas (CNG)
- Electric
- Ethanol (E85)
- Hydrogen
- Liquefied Natural Gas (LNG)
- Liquefied Petroleum Gas (Propane)

Second: Enter a complete address or zip code.

98042

Show stations within a 25 mile radius.

Show station type:

- Level 1
- Level 2
- DC Fast
- Other

Advanced Options

Station Access:

- All Stations
- Public
- Private

Owner Type:

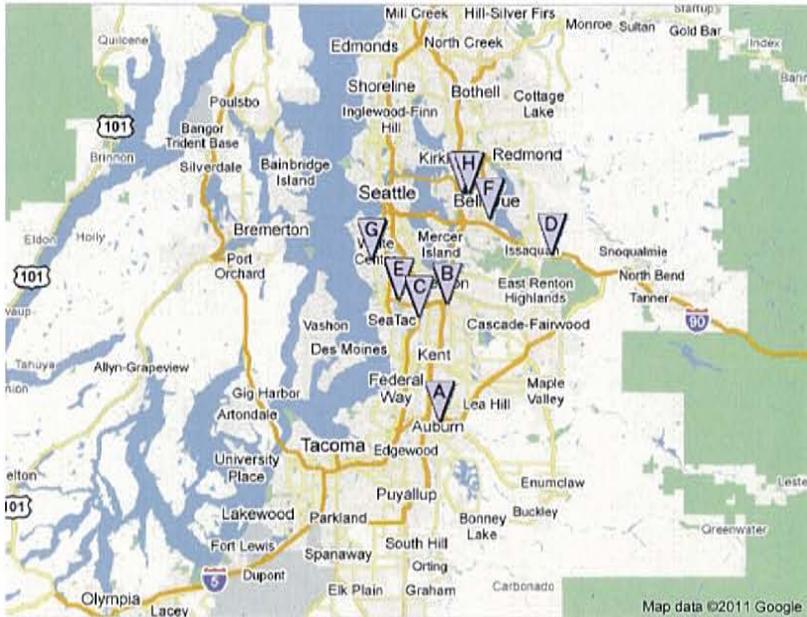
- Private
- Federal
- State
- Local
- Utility

Include planned stations

Payment Method:

- All
- Mastercard
- American Express
- VISA

Get Results



Some locations can't be precisely located by the mapping application, so we recommend you call stations to verify location, hours of operation, and access.

<p>A Eaton Corp Electric 1604 15th St SW Auburn, WA 98001 Phone: 253-833-5021 Distance: 8.2 Miles Intersection Directions: Suite 114 Access: Public - see hours</p>	<p>B King County - Tukwila Sounder Station Electric 2100 Longacres Dr SW Tukwila, WA 98057 Distance: 8.9 Miles Intersection Directions: SW 21st St and Longacres Dr SW Access: PLANNED - not yet accessible</p>	<p>C Seattle-Tacoma International Airport Electric 17801 Pacific Hwy Seattle, WA 98158 Phone: 206-433-5308 Distance: 10.2 Miles Intersection Directions: 5th floor parking garage Access: Public - see hours</p>
<p>D King County - Issaquah Highlands Park & Ride Electric 1755 Highlands Dr NE Issaquah, WA 98029 Phone: 206-625-4500 Distance: 12.1 Miles Intersection Directions: Highland Drive and High Street Access: Public - card key at all times</p>	<p>E King County - Burien Transit Center Electric 14900 4th Ave SW Burien, WA 98166 Phone: 206-625-4500 Distance: 12.7 Miles Intersection Directions: SW 148th St and 4th Ave SW Access: Public - card key at all times</p>	<p>F King County - Eastgate Park & Ride Electric 14200 SE Eastgate Way Bellevue, WA 98007 Phone: 206-625-4500 Distance: 14.9 Miles Intersection Directions: Enter off SE 32nd St and 140th Ave SE Access: Public - card key at all times</p>
<p>G King County - Fautleroy Ferry Dock Electric 4829 SW Barton St Seattle, WA 98136 Distance: 17.1 Miles Intersection Directions: SW Barton St</p>	<p>H Bellevue City Hall Electric 450 110th Ave NE Bellevue, WA 98004 Phone: 888-758-4389</p>	<p>I Lincoln Square Electric 700 Bellevue Way NE Bellevue, WA 98004 Phone: 888-758-4389</p>

and Fauntleroy Way SW Access: PLANNED - not yet accessible	Distance: 17.6 Miles Access: Public - see hours	Distance: 17.8 Miles Access: Public - see hours
 Bellevue Square - West Garage Electric 600 100th Pl NE Bellevue, WA 98004 Phone: 888-758-4389 Distance: 17.8 Miles Intersection Directions: 2nd Floor at sky bridge Access: Public - see hours		

Memo

To: Planning Commission Members
From: Richard Hart, Community Development Director
Salina Lyons, Senior Planner
Date: May 26, 2011
Re: **2011 Docketed Comprehensive Plan Amendments and Development Regulation Amendment.**

The Planning Commission held a study session with the City Council on April 12, 2011, and presented their recommendations on the proposed 2011 docket. The Council adopted the 2011 docket, as recommended by the Planning Commission at the April 26, 2011 meeting.

The June 2, 2011 will be the Planning Commissions only time to ask staff for additional information and make comment to staff before their official public hearing on the 2011 Docket at the June 16, 2011 meeting.

There are three comprehensive plan amendments and one development regulation (associated with the comprehensive plan amendment proposed). The 2011 Docketed items are as follows:

- a. CPA 2011-1: The Shoreline Master Program (SMP), incorporated in the Comprehensive Plan as Ch. 13, submitted by the Community Development Department.
- b. CPA 2011-2: The Parks Plan, to be incorporated as Ch. 6 in the Comprehensive Plan, was submitted by the Parks Department.
- c. CPA 2011-3: A revised Downtown Street Type Map which replaces a missing segment of the proposed 171st Ave SE as a Type I Street in Ch. 5 of the Downtown Element & Ch. 6 of the Transportation Element of the Comprehensive Plan was submitted by the Planning Commission.
- e. DRA 2011-1: A revised Development & Design Standards Street Type Map which replaces a missing segment of the proposed 171st Ave SE in Section 18.31.060 of the Covington Municipal Code (CMC).



CITY OF COVINGTON
 Community Development Department
 16720 SE 271st Street • Suite 100 • Covington, WA 98042
 Phone: 253-638-1110 • Fax: 253-638-1122
 www.ci.covington.wa.us

I-430

COMPREHENSIVE PLAN AMENDMENT INSTRUCTION GUIDE AND TIMELINE

2011 Application Deadline: February 1, 2011

This guide is intended to explain the comprehensive plan amendment process pursuant to City of Covington Municipal Code Chapter 14.25 and to provide guidance in completing an application for such an amendment. Also included in these instructions is the current year's timeline of specific dates and deadlines. Please direct any questions regarding this process to the Department of Community Development, Strategic Planning Division, at 253-638-1110 or via e-mail to rhart@ci.covington.wa.us.

Purpose

The comprehensive plan is a document which guides the nature and intensity of development in the City of Covington. An amendment to the plan is a mechanism by which the city may periodically modify its land use, development, or growth policies to reinforce the role of the plan in guiding growth in our community. A comprehensive plan amendment may involve a related change in development regulations or the City's zoning map. Any proposal for a related development regulation or zoning map amendment should be included on the comprehensive plan amendment application and is subject to the same procedures and timeline.

Application Period

The City Council will consider comprehensive plan amendments on an annual basis only (except for emergencies and certain other exemptions), as required by the State Growth Management Act (GMA). Applications to initiate an amendment may be submitted only during the period specified in the current year's timeline, by the deadline indicated at the top of these instructions.

Note that proposals for changes to development regulations or the zoning map that do not require a comprehensive plan amendment follow the process outlined in Covington Municipal Code Chapter 14.27 and may be proposed at any time of the year.

Who May Apply?

Any person or entity (e.g., private citizens, groups, City departments, Planning Commission or City Council) may initiate a non site-specific amendment to the plan, i.e., a proposal to change the plan text language or a general modification of the City's future land use map. Only property owners or their authorized agents may initiate a site-specific amendment to the Plan.

An individual or group may seek sponsorship of a non site-specific comprehensive plan amendment from the City

Council if they feel that it has broad significance for the public good of the City. If the Council agrees to sponsor an amendment, the application fee is waived. A Council-sponsored amendment proposal must be submitted by the deadline date above.

Fee

The fee for a comprehensive plan amendment as of the 2008-2009 annual amendment process is \$3,500, \$500 of which is a non-refundable docketing fee. Please refer to the City's current fee resolution for updated fees. Depending on the nature of the proposed amendment, a SEPA (environmental) checklist and additional applicable fee may be required before the application is considered by the Planning Commission.

Procedure

1. Application. To propose a comprehensive plan amendment, an individual should fill out the application form (available online and at City Hall), provide any required materials, and pay the application fee. A pre-application meeting with City staff is strongly encouraged prior to submittal of an application. The application must be submitted no later than 5 p.m. on the deadline date. Proposed amendments that are deemed complete become part of the preliminary "docket" (the list of proposed amendments to be considered).

2. Comment period. Within one week of the application deadline date, the City will solicit public comment on the preliminary docket by posting it on the City website and making it available at City Hall. The preliminary docket will include a description of each proposed amendment in non-technical terms. Interested citizens may submit comments or suggestions (supportive, opposing, clarifying) related to the proposed amendment. Comments or questions may be e-mailed to rcurran@ci.covington.wa.us or delivered to City Hall. Comments should be made within the two-week period as specified on the timeline.

3. Preliminary review and determination of final docket. The Community Development Director will briefly evaluate whether proposed amendments meet the selection/decision criteria below, and make a recommendation to the Planning Commission and City Council as to which proposals should be placed in the final docket. At its discretion, the City Council may hold a joint workshop with the Planning Commission to consider the recommendations. The Planning Commission will hold a public hearing and make a

formal recommendation to the Council, and the City Council will thereafter decide which amendment proposals will be included in the final docket.

4. Final review and decision. The Community Development Department staff will prepare a staff report for all amendment proposals placed in the final docket. The Planning Commission will evaluate the proposed amendments, hold a public hearing, and make a recommendation to the City Council. The Council will consider the recommendation and make the final decision to approve, deny, or modify the proposed comprehensive plan amendments and any related development regulation amendments.

Selection/Decision Criteria

(1) Proposed amendments that meet one of the following criteria will be included on the preliminary docket for Planning Commission/Council consideration:

- (a) If the proposed amendment is site-specific, the subject property is suitable for development in general conformance with adjacent land use and the surrounding development pattern, and with zoning standards under the potential zoning classifications.
- (b) State law requires, or a decision of a court or administrative agency has directed such a change.
- (c) There exists an obvious technical error in the pertinent comprehensive plan provision.

(2) Proposed amendments that do not meet one of the criteria in (1) must meet all of the following criteria in order to be placed in the preliminary docket:

- (a) The amendment represents a matter appropriately addressed through the comprehensive plan, and the proposed amendment demonstrates a public benefit and enhances the public health, safety and welfare of the city.
- (b) The amendment is in compliance with the three-year limitation rules as specified in the Covington Municipal Code (14.25.040(3)).
- (c) The amendment does not raise policy or land use issues that are more appropriately addressed by an ongoing work program approved by the City Council.
- (d) The proposed amendment addresses significantly changed conditions since the last time the pertinent comprehensive plan map or text was amended. "Significantly changed conditions" are those resulting from unanticipated consequences of an adopted policy, or changed conditions on the subject property or its surrounding area, or changes related to the pertinent comprehensive plan map or text; where such change has implications of a magnitude that need to be addressed for the comprehensive plan to function as an integrated whole.
- (e) The proposed amendment is consistent with the

comprehensive plan and other goals and policies of the City, the King County Countywide Planning Policies, the Growth Management Act, other state or federal law, the Washington Administrative Code and other applicable laws.

Completing the Application

Requests for amendments must be submitted by the deadline date on the application form provided by the Department. The applicant must provide all information requested on the application and answer with as much detail as possible as to how the proposal meets the selection/decision criteria.

A. Contact Information

Give the name and contact information of the applicant. If a lawyer or group is acting on behalf of or jointly with the applicant, complete agent contact information. Indicate the primary contact person. For site-specific amendments only, also complete contact information for property owner(s).

B. Amendment Type

Indicate whether the proposed amendment is site-specific (involving only one or two properties), or is area-wide or a change to the text of the comprehensive plan.

C. Site-Specific Amendments

Complete address, parcel, and legal descriptions for property. Indicate proposed change to land use map designation (and proposed change to zoning map if applicable).

D. Area-wide and Textual Amendments

Provide proposed language for a change to the text of the comprehensive plan (and to the text of development regulation(s) if applicable).

E. Section/Decision Criteria

Provide detailed information as to how the proposed amendments meet the selection/decision criteria.

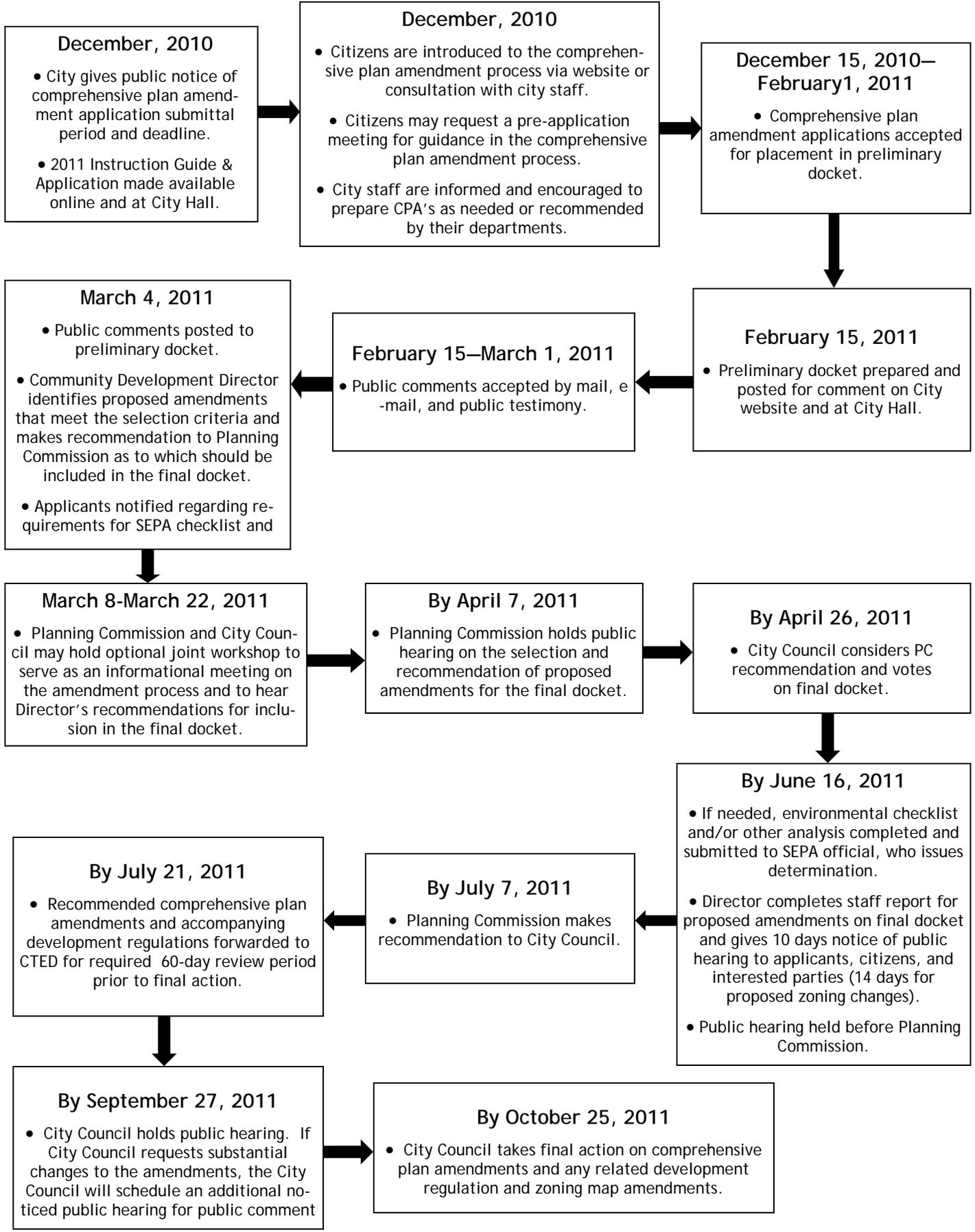
F. Costs and Benefits, Additional Information

Provide information on the costs and benefits to the public, both monetary and non-monetary, and describe any additional information that supports the proposed amendment.

G. Signature

The applicant or the applicant's agent must sign the application, indicating that these instructions have been read and that the information provided on the application is true and correct. Property owners applying for site-specific amendments must also sign and have notarized a Property Owner Declaration.

PROPOSED COMPREHENSIVE PLAN AMENDMENT TIMELINE





CITY OF COVINGTON
 Community Development Department
 16720 SE 271st Street • Suite 100 • Covington, WA 98042
 Phone: 253-638-1110 • Fax: 253-638-1122
 www.ci.covington.wa.us

A-430

COMPREHENSIVE PLAN AMENDMENT APPLICATION

2011 Application Deadline: February 1, 2011

STAFF USE ONLY	Docket Number: <u>CPA-2011-1</u> Application Date: <u>1-20-11</u> <input checked="" type="checkbox"/> City-initiated <input type="checkbox"/> Privately-initiated
-----------------------	--

APPLICANT <input checked="" type="checkbox"/> Primary Contact Person Name: <u>Richard Hart</u> Address: <u>City of Covington</u> City/State/Zip: <u>98042</u> Phone: <u>(253) 638-1110 Ext.2226</u> Fax: _____ E-mail Address: <u>rhart@ci.covington.wa.us</u> Signature: _____

AGENT <input type="checkbox"/> Primary Contact Person Name: _____ Address: _____ City/State/Zip: _____ Phone: _____ Fax: _____ E-mail Address: _____ Signature: _____

PROPERTY OWNER Name: <u>Various property owners, as this Non-Site Specific Comp Plan Policies Amendment affects a variety of land owners within the designated shoreline jurisdiction in the City of Covington.</u> Address: _____ City/State/Zip: <u>All zoning districts in Covington</u>

PROPERTY OWNER 2 Name: _____ Address: _____ City/State/Zip: _____ Phone: _____ Fax: _____ E-mail Address: _____ Signature: _____

TYPE OF COMPREHENSIVE PLAN AMENDMENT <input type="checkbox"/> This is a site-specific amendment proposal. Complete site-specific information below. <input checked="" type="checkbox"/> This is a non-site-specific amendment proposal. Complete area-wide/textual amendment information below. This amendment proposal involves additions to the existing Environmental Element of the Comprehensive Plan, Chapter 7.

SITE-SPECIFIC AMENDMENTS

Give street address or, if vacant, indicate lot(s), block, and subdivision OR tax lot number, access street and nearest intersection. If proposal applies to several parcels, list the streets bounding the area. ADDRESS(ES): <u>(NA)</u> _____ ASSESSOR'S PARCEL NUMBER(S): _____ SITE AREA: _____ LEGAL DESCRIPTION(S): _____ _____ <input type="checkbox"/> PROPOSED CHANGE TO FUTURE LAND USE MAP DESIGNATION: FROM _____ (CURRENT) TO _____ (PROPOSED)
--

AREA-WIDE & TEXT AMENDMENTS

Chapter and section of comprehensive plan to be amended: Add a new Ch. 13 Shoreline Element

Indicate either conceptual or specific amendatory language. Please be as specific as possible to aid in the evaluation of your proposal. If specific changes are proposed, please indicate current language and proposed language.

Currently the Environmental Element contains no specific shoreline goals, policies, environmental designations, or development regulations. The existing Environmental Element contains critical area policies and related natural resource stewardship policies. This amendment will create a new Element, a Chapter 13, for Shorelines and identify specific overall goals and policies related to the RCW required Shoreline Master Program (SMP) and adopt by reference the complete SMP. The complete SMP document is available from the City of Covington for review as part of this Comp Plan Amendment.

DESCRIBE HOW PROPOSAL MEETS DECISION CRITERIA

An amendment may be considered for placement on the final docket under any **one** of the following circumstances. Check the applicable box, and describe in detail how the proposed amendment complies with the criterion. Attach additional sheets as necessary.

If the proposed amendment is site-specific, the subject property is suitable for development in general conformance with adjacent land use and the surrounding development pattern, and with zoning standards under the potential zoning classifications.

State law requires, or a decision of a court or administrative agency has directed such a change. State Law requires all local governments to have an updated Shoreline Master Program and goals, policies and regulations in their Comprehensive Plans and Development Regulations by June 30, 2011. This action will comply with the Comp Plan portion of that requirement.

There exists an obvious technical error in the pertinent comprehensive plan provision. There are no Shoreline goals and policies in the current Comprehensive Plan as required by law. This adds a new Element Ch. 13 to address state requirements.

DESCRIBE HOW PROPOSAL MEETS SELECTION / DECISION CRITERIA (CONT'D.)

If none of the three conditions on p.2 apply, then the proposed amendment must meet *all five* of the following criteria. Please answer the following questions, providing specific details and attaching additional sheets as necessary.

1. Explain how the proposed amendment is appropriately addressed through the comprehensive plan and how it would be a public benefit to the City of Covington (i.e. enhances the public health, safety, and welfare).

Currently the Comprehensive Plan has no goals policies relating to the Shoreline Master Program.

The public benefits by having specific shoreline policies in the Comprehensive Plan.

2. Proposed amendments that are the same or substantially-similar to an amendment proposed during the last three amendment cycles are not eligible for consideration, except in certain cases due to geographic expansion by the City (see CMC 14.25.040(3)). Has the same or a substantially-similar amendment been proposed during the last three annual amendment cycles? No Yes

If yes, how has geographic expansion necessitated the proposed amendment?

3. Does the proposed amendment raise any policy or land-use issues that are more appropriately addressed by an ongoing work program approved by the City Council? No Yes

Please explain:

The proposed changes need to be addressed with new policy and text language in some location within the Comprehensive Plan. A new Shoreline Element is the most logical solution. These goals, policies and guidelines are not within a annual work program. Of any department of the City.

4. Explain how the proposed amendment addresses significantly changed conditions since the last time the pertinent comprehensive plan map or text was amended. “Significantly changed conditions” are those resulting from unanticipated consequences of an adopted policy, or changed conditions on the subject property or its surrounding area, or changes related to the pertinent comprehensive plan map or text; where such change has implications of a magnitude that need to be addressed for the comprehensive plan to function as an integrated whole.

The last changes to the Comprehensive Plan had no such policies, and the City has not ever amended its Shoreline Master Program since adopting by reference the King County shoreline policies upon incorporation in 1997.

DESCRIBE HOW PROPOSAL MEETS SELECTION / DECISION CRITERIA (CONT'D.)

5. Explain how the proposed amendment is consistent with:

(a) The vision, goals, and policies of the comprehensive plan, and other goals and policies of the City:

The proposed goals and policies will support the Land Use, Environmental and Natural Hazards Elements expressed in the Comprehensive Plan. The proposed Comprehensive Plan text amendments will strengthen the stewardship of natural resources and vision for the whole community, which in turn support the overall vision and the Plan.

(b) The Countywide Planning Policies, the Growth Management Act, State Environmental Policy Act (SEPA), the Washington Administrative Code, and other applicable state and federal laws.

The proposed changes outlined above are consistent with Countywide Planning Policies, the Growth Management Act, SEPA and WAC for sustainable growth and development as well as stewardship and protection of shoreline areas within the community. This Comprehensive Plan text amendment will also require a supplemental development regulation amendment to further define and modify the specific uses allowed in all shoreline jurisdictions of Covington. The development regulation amendment will be completed later this year or in 2012.

COSTS & BENEFITS / ADDITIONAL INFORMATION

1. Describe the effects of the proposed amendment in terms of costs and benefits to the public, both monetary and non-monetary.

Since the proposed changes for the Shoreline Master Program in relation to land use goals and policies, development patterns, and intensity of development, will strengthen the preservation of natural resources, they will be more cost effective and efficient in the long-term.

2. Describe and/or attach any studies, research information, or further documentation that will support this proposal.

The City completed a new Shoreline Master Program with an Inventory and Analysis of Shoreline Areas, Goals and Policies, and a Restoration Plan. These documents are available from the city and support the Comp Plan Amendment proposed.

CERTIFICATION / SIGNATURE

I have reviewed the Comprehensive Plan Amendment Instruction Guide and Timeline, and certify that the information provided on this application is true and correct.

_____ Applicant's/Agent's Signature

_____ Date

Please note: If this is a site-specific amendment proposal, all affected property owners must complete, sign, and have notarized a Property Owner Declaration.

13.0 SHORELINE ELEMENT

13.1 Introduction

Pursuant to the Growth Management Act (GMA) and the Shoreline Management Act (SMA), the City of Covington Shoreline Master Program (SMP) in its entirety is an element of the Comprehensive Plan. This chapter provides a brief summary of the SMP. Please refer to the complete SMP on file with the City Clerk and adopted by reference with this Chapter of the Comprehensive Plan for more detailed policy and regulatory guidance. Where a conflict exists between the language in this summary and that contained in the SMP, the latter shall apply.

The City of Covington (City) obtained a grant from the Washington Department of Ecology (Ecology) in 2007 to conduct a comprehensive Shoreline Master Program (SMP) update pursuant to the requirements contained in the Shoreline Master Program Guidelines (Chapter 173-26 WAC), hereafter referred to as The Guidelines. The first step of the update process was to inventory the City's shoreline jurisdiction as defined by the SMA (RCW 90.58). Biological and physical conditions were then analyzed and characterized in the *Covington Shoreline Analysis Report*. This created a baseline from which future development actions in the shoreline will be measured. Environment designations were then identified for the different shoreline reaches, and goals, policies and regulations were developed.

The Guidelines require that the City demonstrate that implementation of the SMP will result "no net loss" in shoreline ecological functions relative to the baseline. Ideally, the SMP in combination with other City and regional efforts will ultimately produce a net improvement in shoreline ecological functions.

The purposes of this Master Program are:

1. To carry out the responsibilities given to the City of Covington by the Washington State Shoreline Management Act (RCW 90.58)

2. Promote the public health, safety, and general welfare, by providing a guide and regulation for the future development of the shoreline resources of the City of Covington.
3. To further, by adoption, the policies of RCW 90.58, and the goals of this Master Program.

13.2 Planning Context

The goals and policies of the Shoreline Master Program reflect the requirements of the Shoreline Management Act, the Washington State Department of Ecology Shoreline Master Program Guidelines (Chapter 173-26 WAC) and the preferences and vision of the City of Covington as expressed in this Comprehensive Plan.

Washington's **Shoreline Management Act** (Act) was adopted by the public in a 1972 referendum "to prevent the inherent harm in an uncoordinated and piecemeal development of the state's shorelines." The Act has three broad policies:

1. **Encourage water-dependent uses:** "uses shall be preferred which are consistent with control of pollution and prevention of damage to the natural environment, or are unique to or dependent upon use of the states' shorelines..."
2. **Protect shoreline natural resources,** including "...the land and its vegetation and wildlife, and the water of the state and their aquatic life..."
3. **Promote public access:** "the public's opportunity to enjoy the physical and aesthetic qualities of natural shorelines of the state shall be preserved to the greatest extent feasible consistent with the overall best interest of the state and the people generally."

This Act recognizes that "shorelines are among the most valuable and fragile" of the state's resources. The Act, and the City of Covington, recognize and protect private property rights along the shoreline, while aiming to preserve the quality of this unique resource for all state residents.

The primary purpose of the Act is to provide for the management and protection of the state's shoreline resources by planning for reasonable and appropriate uses. In order to protect the public interest in preserving these shorelines, the Act establishes a coordinated planning program between the state and local jurisdictions to use in addressing the types and effects of

development occurring along the state's shorelines. By law, the City is responsible for the following:

1. Development of an inventory of the natural characteristics and land use patterns along shorelines covered by the act.
2. Preparation of a "Master Program" to determine the future of the shorelines.
3. Development of a permit system to further the goals and policies of both the act and the local Master Plan.
4. Development of a Restoration Plan that includes goals, policies and actions for restoration of impaired shoreline ecological functions.

The provisions of the Shoreline Master Program may be amended as provided for in RCW 90.58.120 and .200 and Chapter 173-26 WAC. Any amendments shall also be subject to the procedures in CMC Chapter 14.25. Amendments or revisions to the Master Program, as provided by law, do not become effective until approved by both the City of Covington and the Department of Ecology.

13.3 Shoreline Jurisdiction and Environment Designations

The SMP only applies to those areas within shoreline jurisdiction. Shoreline jurisdiction in the City of Covington includes the waters and upland area within 200 feet of the ordinary high water mark of the lower reaches of Big Soos Creek and Jenkins Creek, and those portions of Pipe Lake within the City. In addition, associated wetlands and portions of the floodplain are also included as described in the SMP. Figure 13.1 shows those areas believed to fall within Shoreline jurisdiction, however, the actual definition contained in the SMP and SMA shall apply, regardless of the mapped extent.

The basic intent of shoreline environment designations is to encourage development that will enhance the present or desired character of the shoreline. To accomplish this, shoreline segments are given an environment designation based on existing development patterns, biological capabilities and limitations, and the aspirations of the local citizenry. Environment designations are categories that reflect the overall type of development that should take place in a given area.

Shoreline environments are derived from the *Covington Shoreline Analysis Report*, the *Covington Comprehensive Plan*, and the environments recommended by the Shoreline Management Act (RCW 90.58) and the Shoreline Guidelines (Chapter 1783-26 WAC). *The Shoreline Analysis Report* provides an inventory of natural and built conditions in the City's shoreline jurisdiction. The conditions identified in the inventory have been compared with the recommended shoreline environments and the most appropriate environments selected.

The five (5) Covington shoreline environment designations are:

1. High-Intensity,
2. Medium-Intensity,
3. Shoreline Residential,
4. Urban Conservancy, and
5. Aquatic.

These shoreline environments are illustrated for the City of Covington in Figure 13.1, located at the end of this chapter, and described in the text below. Each shoreline description includes a statement of purpose, followed by designation criteria and designated areas. Any undesignated shorelines are automatically assigned an Urban Conservancy environment. Please see the complete SMP for the entire list of management policies and regulations pertaining to the shoreline environments.

13.3.1 High Intensity

The purpose of the High-Intensity environment designation is to provide for high-intensity water-oriented and non-water oriented commercial, transportation, and industrial uses while protecting existing ecological functions and restoring ecological functions in areas that have been previously degraded.

Designation criteria: assign a High-Intensity environment designation to shoreline areas within incorporated municipalities and urban growth areas, if they currently support high-intensity uses related to commerce, transportation or navigation; or are suitable and planned for high-intensity water-oriented uses.

Designated areas: the only High-Intensity area is that portion of Jenkins Creek adjacent to the Bonneville Power Authority utility site as shown in Figure 13.1. Specifically, the High-Intensity area includes the shorelands of Jenkins Creek from the City boundary, upstream to the eastern edge of the public right-of-way that contains the bridge at Covington Way SE.

13.3.2 Medium Intensity

The purpose of the Medium-Intensity environment designation is to provide for water oriented and non-water oriented commercial, mixed-use, and residential uses while protecting existing ecological functions and restoring ecological functions in areas that have been previously degraded. Adaptive reuse of existing structures for office uses is emphasized, along with public access and water-enjoyment uses.

Designation criteria: assign a Medium-Intensity environment designation to shoreline areas if they currently support residential, water-enjoyment or commercial uses, are located in upland areas outside of stream buffers, and are suitable and planned for limited intensity commercial, residential or water-enjoyment uses.

Designated areas: shoreline areas located outside of the 115 foot stream buffer along Jenkins Creek have a Medium-Intensity environment designation as shown in Figure 13.1. These areas include shorelands located at least 115 feet from the OHWM of Jenkins Creek up to 200 feet from the OHWM of Jenkins Creek, and beyond to the boundary of any associated wetlands where these are found to exist. The linear extent of the Medium-Intensity environment extends to the eastern edge of the right of way that contains the Covington Way SE bridge, upstream to the point where two tributaries join and the 20 cubic feet per second mean annual threshold is no longer met. This designation runs parallel to an Urban Conservancy designation for shorelands adjacent to Jenkins Creek that meet the designation criteria.

13.3.3 Shoreline Residential

The Shoreline Residential environment designation is designed to provide for residential needs where the necessary facilities for development can be provided. An additional purpose is to provide appropriate public access and recreational uses.

Designation criteria: assign a Shoreline Residential environment designation to shoreline areas if they are predominantly single-family or multifamily residential development or are planned and platted for residential development.

Designated areas: Shoreline Residential areas in Covington include those areas adjacent to Pipe Lake that are currently developed as single family or appurtenances, where that use is anticipated to continue in the future. Specifically, the Shoreline Residential

environment includes all Pipe Lake shorelands with Covington City limits, with the exception of the Camp McCullough property.

13.3.4 Urban Conservancy

The purpose of the High-Intensity environment designation is to provide for high-intensity water-oriented and non-water oriented commercial, transportation, and industrial uses while protecting existing ecological functions and restoring ecological functions in areas that have been previously degraded.

The purpose of the Urban Conservancy environment designation is to protect and restore ecological functions of open space, flood plain and other sensitive lands where they exist in urban and developed settings, while allowing a variety of compatible uses.

Designation criteria: areas designated Urban Conservancy are those areas where one or more of the following characteristics apply:

1. They are suitable for water-related or water-enjoyment uses;
2. They are open space, flood plain, stream buffer or other sensitive areas that should not be more intensively developed;
3. They have potential for ecological restoration;
4. They retain important ecological functions, even though partially developed; or
5. They have the potential for development that is compatible with ecological restoration.

Designated areas: Urban Conservancy areas includes all shorelands adjacent to Big Soos Creek and shorelands adjacent to Jenkins Creek upstream or eastern edge of the Covington Way SE bridge right-of-way and at Pipe Lake on the Camp McCullough property where open space, stream buffers and other sensitive lands exist as shown in Figure 1.

Please note: where the Urban Conservancy designation exists along Jenkins Creek, a “parallel designation” of Medium-Intensity is located in upland areas beyond the 115 foot stream buffer.

13.3.5 Aquatic

The purpose of the Aquatic environment designation is to protect, restore, and manage the unique characteristics and resources of the areas waterward of the ordinary high- water mark.

Designation criteria: assign an Aquatic environment designation to all areas waterward of the ordinary high-water mark.

Designated areas: Aquatic areas include all areas waterward of the ordinary high-water mark as shown in Figure 13.1.

13.3 Shoreline Master Program Goals and Policies

The following section contains key goals and policies from the Shoreline Master Program. This is an abbreviated list; please see the full text of goals, policies, environment designations and regulations in the complete Shoreline Master Program, which are hereby incorporated by reference.

13.3.1 Shoreline Use and Modifications

SMPG 1.0 The application of master program policies and regulations to all uses and related modifications shall assure no net loss of ecological functions necessary to sustain shoreline natural resources within the Covington SMA.

SMPP 1.1 All development and redevelopment activities within the City's shoreline jurisdiction should be designed to ensure public safety, enhance public access, protect existing shoreline and water views and achieve no net loss of shoreline ecological functions.

SMPP 1.2 Water oriented uses shall be given preference over non-water oriented uses.

SMPP 1.3 New residential development should be designed to protect existing shoreline water views, promote public safety, and avoid adverse impacts to shoreline habitats.

SMPP 1.4 Recognizing the single purpose, irreversible and space consumptive nature of shoreline residential development, new development

should provide adequate setbacks and natural buffers from the water and ample open space among structures to protect natural features, preserve views and minimize use conflict.

SMPP 1.5 Proposed economic use of the shoreline should be consistent with Covington's Comprehensive Plan. Conversely, upland uses on adjacent lands outside of immediate SMA jurisdiction (in accordance with RCW 90.58.340) should be consistent with the purpose and intent of this master program as they affect the shoreline.

SMPP 1.6 Road and bridge construction or expansion in the shoreline jurisdiction should be avoided, unless necessary to serve a permitted shoreline use or found to be within the public interest.

SMPP 1.7 New stream crossings associated with transportation should be minimized. Where necessary culverts or bridges should be designed to provide for stream functions such as fish passage and accommodate the flow of water, sediment and woody debris during storm events.

SMPP 1.8 New primary utilities are discouraged in the SMA jurisdiction and should utilize existing transportation and utility sites, rights-of-way and corridors whenever possible, rather than creating new corridors. Joint use of rights of- way and corridors should be encouraged.

SMPP 1.9 Low Impact Development (LID) and "Green Building" practices, such as those promulgated under the Leadership in Energy and Environmental Design (LEED) and Green Built programs should be encouraged and in some cases required for new development within the shoreline jurisdiction.

SMPP 1.10 Shoreline stabilization should be permitted only when it has been demonstrated that shoreline stabilization is necessary for the protection of existing legally established structures and public improvements, and that there are no other feasible options to the proposed shoreline stabilization that have less impact on the shoreline environment.

SMPP 1.11 New piers and docks should be restricted to the minimum size necessary and permitted only when the applicant has demonstrated that a specific need exists to support the intended water-dependent use.

13.3.2 Shoreline Conservation

SMPG 2.0 Preserve, protect, and restore to the greatest extent feasible the natural resources of the shoreline, including but not limited to scenic vistas, aesthetics, and vital riparian areas for wildlife protection.

SMPP 2.1 Protect shoreline process and ecological functions through regulatory and non-regulatory means that may include acquisition of key properties, conservation easements, regulation of development within the shoreline jurisdiction, and incentives to encourage ecologically sound design.

SMPP 2.2 Reclaim and restore areas which are biologically and aesthetically degraded to the greatest extent feasible while maintaining appropriate use of the shoreline.

SMPP 2.3 Preserve and enhance vegetation along shorelines to protect and restore the ecological functions and ecosystem-wide processes performed by upland and aquatic vegetation. Native plant communities within the shoreline environment should be protected and maintained. All clearing and grading activities should be designed and conducted to avoid and minimize impacts to

wildlife habitat; sedimentation of creeks, streams, ponds, lakes, wetlands and other water bodies; soil hydrology and water quality

SMPP 2.4 All shoreline uses and activities should be located, designed, constructed and maintained to minimize adverse impacts to water quality and fish and wildlife resources including spawning, nesting, rearing, and feeding areas and migratory routes.

SMPP 2.5 Identify, protect, preserve and restore important archaeological, historical and cultural sites located in shoreline jurisdiction of Covington for their educational and scientific value, as well as for the recreational enjoyment of the general public.

13.3.3 Public Access and Recreation

SMPG 3.0 Increase the amount and diversity of public access to the shoreline, and preserve and enhance views of the shoreline, consistent with the natural shoreline character, private rights and public safety.

SMPP 3.1 Ensure new public access does not adversely affect the integrity and character of the shoreline, or threaten fragile shoreline ecosystems by locating new access points on the least sensitive portion of the site and providing mitigation so there is no net loss of shoreline function.

SMPP 3.2 Public access provisions should be required for all shoreline development and uses, except for water dependent uses, existing single family dwellings, and new individual single family residences not part of a development planned for more than four parcels.

SMPP 3.3 Recreational facilities in the shoreline jurisdiction should emphasize water-oriented uses.

SMPP 3.4 Public access provisions should be required for all shoreline development and uses, except for water dependent uses and individual single family residences not part of a development planned for more than four parcels.

SMPP 3.5 Camp McCullough represents a particularly important public access opportunity given its location on Pipe Lake, the current use as a private recreation facility, and the high ecological functions of the site. Ensure continued recreational use of the property and consider possible future public access through an agreement, easement, or acquisition in the event of future development and conversion to a non-recreational use.

SMPP 3.6 Provide and enhance shoreline access to Jenkins Creek and Big Soos Creek through fee simple acquisition, easements, signage of public access points, and designation and design of specific shoreline access areas for wildlife viewing.

Figure 13.1. Shoreline Environment Designations Map

[Map to be inserted -- Page left intentionally blank]



CITY OF COVINGTON
 Community Development Department
 16720 SE 271st Street • Suite 100 • Covington, WA 98042
 Phone: 253-638-1110 • Fax: 253-638-1122
 www.ci.covington.wa.us

A-430

COMPREHENSIVE PLAN AMENDMENT APPLICATION

2011 Application Deadline: February 1, 2011

STAFF USE ONLY	Docket Number: <u>CPA-2011-2</u> Application Date: <u>1-20-11</u> <input checked="" type="checkbox"/> City-initiated <input type="checkbox"/> Privately-initiated
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APPLICANT <input type="checkbox"/> Primary Contact Person Name: <u>Parks and Recreation Department</u> Address: <u>16720 SE 271st Street, Suite 100</u> City/State/Zip: <u>Covington, WA 98042</u> Phone: <u>x3279</u> Fax: _____ E-mail Address: <u>stthomas@ci.covington.wa.us</u> Signature: _____

AGENT <input checked="" type="checkbox"/> Primary Contact Person Name: <u>Scott Thomas</u> Address: _____ City/State/Zip: _____ Phone: _____ Fax: _____ E-mail Address: _____ Signature: _____

PROPERTY OWNER Name: <u>NA</u> Address: _____ City/State/Zip: _____ Phone: _____ Fax: _____ E-mail Address: _____ Signature: _____
--

PROPERTY OWNER 2 Name: _____ Address: _____ City/State/Zip: _____ Phone: _____ Fax: _____ E-mail Address: _____ Signature: _____
--

TYPE OF COMPREHENSIVE PLAN AMENDMENT <input type="checkbox"/> This is a site-specific amendment proposal. Complete site-specific information below. <input checked="" type="checkbox"/> This is a non-site-specific amendment proposal. Complete area-wide/textual amendment information below. <input type="checkbox"/> This amendment proposal involves changes to development regulation text and/or tables and/or changes to the zoning map. Complete a separate Application for Development Regulation and/or Zoning Map Amendment.
--

SITE-SPECIFIC AMENDMENTS

Give street address or, if vacant, indicate lot(s), block, and subdivision OR tax lot number, access street and nearest intersection. If proposal applies to several parcels, list the streets bounding the area. ADDRESS(ES): _____ ASSESSOR'S PARCEL NUMBER(S): _____ SITE AREA: _____ LEGAL DESCRIPTION(S): _____ _____ <input type="checkbox"/> PROPOSED CHANGE TO FUTURE LAND USE MAP DESIGNATION: FROM _____ (CURRENT) TO _____ (PROPOSED) <input type="checkbox"/> PROPOSED CHANGE TO OFFICIAL ZONING MAP DESIGNATION: FROM _____ (CURRENT) TO _____ (PROPOSED)

AREA-WIDE & TEXT AMENDMENTS

Chapter and section of comprehensive plan to be amended: Chapter 6, Parks and Community Services

Indicate either conceptual or specific amendatory language. Please be as specific as possible to aid in the evaluation of your proposal. If specific changes are proposed, please indicate current language and proposed language.

The Parks and Community Services Element was last updated in 2003. Many conditions in the city have changed over the last seven years. This amendment incorporates information developed during the Parks, Recreation and Open Space (PROS) Plan process and synchronizes the PROS Plan and the Comp Plan – the two primary guidance documents for the department.

DESCRIBE HOW PROPOSAL MEETS DECISION CRITERIA

An amendment may be considered for placement on the final docket under any **one** of the following circumstances. Check the applicable box, and describe in detail how the proposed amendment complies with the criterion. Attach additional sheets as necessary.

If the proposed amendment is site-specific, the subject property is suitable for development in general conformance with adjacent land use and the surrounding development pattern, and with zoning standards under the potential zoning classifications.

State law requires, or a decision of a court or administrative agency has directed such a change. State law requires a Parks Element, and it must be updated every 6 years and is due to be updated in 2013. A current updated Parks Element is also required for State funding for parks projects.

There exists an obvious technical error in the pertinent comprehensive plan provision.

DESCRIBE HOW PROPOSAL MEETS SELECTION / DECISION CRITERIA (CONT'D.)

If none of the three conditions on p.2 apply, then the proposed amendment must meet *all five* of the following criteria. Please answer the following questions, providing specific details and attaching additional sheets as necessary.

1. Explain how the proposed amendment is appropriately addressed through the comprehensive plan and how it would be a public benefit to the City of Covington (i.e. enhances the public health, safety, and welfare).

This is a routine update of the Parks and Community Services Element of the Plan. As conditions change in the city over time, such as population and development of parks and trails, it is necessary to engage the public, review their priorities, and update the Comp Plan to reflect the nature and intensity of acquisition, development, maintenance and operation of the recreation and park system.

2. Proposed amendments that are the same or substantially-similar to an amendment proposed during the last three amendment cycles are not eligible for consideration, except in certain cases due to geographic expansion by the City (see CMC 14.25.040(3)). Has the same or a substantially-similar amendment been proposed during the last three annual amendment cycles? No Yes

If yes, how has geographic expansion necessitated the proposed amendment?

3. Does the proposed amendment raise any policy or land-use issues that are more appropriately addressed by an ongoing work program approved by the City Council? No Yes

Please explain:

All policy and land-use issues contained in the amendment are the result of the 2009-2010 work plan and the PROS Plan. Policies have already been approved by the City Council by virtue of Council adoption of the PROS Plan. The policies now need to be incorporated into the Comp Plan.

4. Explain how the proposed amendment addresses significantly changed conditions since the last time the pertinent comprehensive plan map or text was amended. “Significantly changed conditions” are those resulting from unanticipated consequences of an adopted policy, or changed conditions on the subject property or its surrounding area, or changes related to the pertinent comprehensive plan map or text; where such change has implications of a magnitude that need to be addressed for the comprehensive plan to function as an integrated whole.

It has been over seven years since the Parks and Community Services Element was updated. Since that time the city population has grown by 2,790, a 19% increase. Areas with parks have been annexed, including Jenkins Creek Park, Covington Community (180th/240th) Park and the Aquatic Center. Park lands within and outside the city have been acquired. The PROS Plan assessed progress, reviewed goals, and updated policies to reflect current conditions. This amendment will incorporate the updated information in the Comp Plan.

DESCRIBE HOW PROPOSAL MEETS SELECTION / DECISION CRITERIA (CONT'D.)

5. Explain how the proposed amendment is consistent with:

(a) The vision, goals, and policies of the comprehensive plan, and other goals and policies of the City:

Our vision is for an “Unmatched quality of life.” Our mission calls on the City to “preserve and foster a strong sense of community.” And our goals include providing “parks and recreation...that emphasize and meet the needs of youth and families.” A thriving recreation and park system is essential to delivering our vision, mission and goals. The parks element is deemed in Ch. 1 of the Comp Plan as “necessary to achieve this Vision.” Updating the parks element with information developed for the PROS Plan keeps the Comp Plan relevant given the changed conditions over the last seven years.

(b) The Countywide Planning Policies, the Growth Management Act, State Environmental Policy Act (SEPA), the Washington Administrative Code, and other applicable state and federal laws.

This is an update of an existing element of the Covington Comprehensive Plan and will be consistent with the above required laws and plans.

COSTS & BENEFITS / ADDITIONAL INFORMATION

1. Describe the effects of the proposed amendment in terms of costs and benefits to the public, both monetary and non-monetary.

Aside from staff time, there aren't any substantial costs associated with updating the parks element. However, there are significant public benefits by directing staff towards implementing the highest priorities determined through the public engagement process of the PROS Plan and then incorporated into the Comp Plan.

2. Describe and/or attach any studies, research information, or further documentation that will support this proposal.

Covington Parks, Recreation and Open Space (PROS) Plan, adopted by City Council May 25, 2010.

CERTIFICATION / SIGNATURE

I have reviewed the Comprehensive Plan Amendment Instruction Guide and Timeline, and certify that the information provided on this application is true and correct.

Applicant's/Agent's Signature

Date

Please note: If this is a site-specific amendment proposal, all affected property owners must complete, sign, and have notarized a Property Owner Declaration.

6.0 PARKS AND RECREATION ELEMENT

6.1 Introduction

The purpose of the Parks and Recreation Element is to provide goals and policies that guide the acquisition, development and management of parks, natural areas, trails and recreation facilities and programs for the City of Covington. This Element is divided into seven sections to address planning context, service standards, community needs, goals and policies, and implementation.

The Parks and Recreation Element is derived from the community planning process and analysis used to develop the 2010 Parks, Recreation and Open Space (PROS) Plan, which is a companion document to this Element and is incorporated herein by reference. It provides an inventory of park and recreation facilities and programs in Covington; outlines services standards for parks and facilities; identifies near-term community recreation demand; and presents a strategy for providing additional facilities and programs to meet the needs of the City's residents and visitors.

*- DRAFT -
Revised Chapter*

6.2 Planning Context

This section discusses legislative directives (including the GMA and the CPP) as well as the Parks and Recreation Element's relationship to other Comprehensive Plan elements and other community plans.

6.2.1 Legislative Directives

Growth Management Act

While the Parks Element is considered an optional element under the GMA, park and recreation facilities are required to be included in the mandatory capital facilities plan element. The Act identifies 13 broad planning goals to guide the development of comprehensive plans and development regulations (codified in RCW 36.70A). Of these, three goals directly influence the development and implementation of the City's parks, recreation and open space programs.

- Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities. (RCW 36.70A.020(9))
- Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water. (RCW 36.70A.020(10))
- Identify and encourage the preservation of lands, sites, and structures, that have historical or archaeological significance. (RCW 36.70A.020(13))

This Parks and Recreation Element aims to meet the intent of the requirements outlined in the GMA and provide a clear direction toward the protection and expansion of recreation opportunities for the citizens of Covington.

Countywide Planning Policies

The King County Countywide Planning Policies state that an open space system should be provided and that physical and visual access to rivers, lakes, and streams should be protected throughout the county. The Parks, Open Space and Cultural Resources chapter of the King County Comprehensive Plan makes significant references to the King County Park, Recreation, and Open Space Plan adopted in 2004 and outlines 32 policy statements pertaining to the provision of regional parks, natural areas and resource lands. The plan notes the need for cooperation, coordination and partnerships with public agencies, private groups and individuals to develop the regional parks and open space system.

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Revised Chapter*

6.2.2 Relationship to Other Comprehensive Plan Elements

The vision, goals, policies and recommendations of the Parks and Recreation Element have all been coordinated with, and are supportive of, the framework that has been established in Covington's Comprehensive Plan. This Element not only provides for the recreational needs of Covington's residents, but also is supportive of a broader network of regional greenspace and trails to surround the community.

The Parks and Recreation Element functions in concert with the Environmental Element by establishing policies for the acquisition, development and management of City-owned natural areas. The Land Use Element is supported through policies aimed at the continued provision of facilities and services to support anticipated growth. In addition, the Parks and Recreation Element establishes

policies for the coordination of funding and level of service requirements set forth in the Capital Facilities Element.

6.2.3 Relationship to Other Parks and Recreation Plans

In preparing the Parks and Recreation Element, the park, trail and open space systems of the City of Kent, Maple Valley and King County were considered. The planning direction established by Washington's Statewide Comprehensive Outdoor Recreation Planning (SCORP) program and RCW 36.70 also provided a regional basis for the Parks and Recreation Element. In addition, several planning documents and studies have been prepared since Covington incorporated in 1997 that have influenced parks and recreation service in the City. A summary of each of these is listed below.

2006 Covington Parks and Recreation Department Strategic Plan

This strategic plan is based in the Parks and Recreation Department's mission, vision and values and has three major purposes: present a long-term vision of success to direct planning and management efforts; prioritize projects to focus funding and budgeting; develop a management process that considers existing commitments when new requests and initiatives are presented.

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Revised Chapter*

2006 Community Forestry Plan

This draft plan includes the City's tree ordinance, tree establishment and maintenance procedures, a park and open space tree inventory and a 2007-2013 action plan. The Arbor Day program and the annual application to the Tree City USA membership program are highlighted as part of the educational component of the action plan.

2003 Arts Comprehensive Plan

This 6-year plan outlines the goals, objectives and performance measures for the Arts Commission and the Parks Department. The plan promotes the use and appreciation of the arts in the City's activities and facilities, while assisting the City in meeting the planning requirements for potential funding sources.

2002 Comprehensive Recreation Program Plan

The plan outlines a specific focus for city recreation services and identifies key recreation policies and practices to facilitate service delivery. The plan lists the vision, guiding principles, goals,

implementation strategies and a pricing policy for recreational programming.

6.2.4 Community Vision for Parks & Recreation

The future vision for Covington's park and recreation system is summarized as follows:

- *Covington is responsive to community needs.* The City will establish specialized recreation services and acquire additional parkland to meet the needs of its growing and diverse community. Partnering with other agencies, Covington will pursue opportunities and innovative solutions for new facilities and inclusive access to services.
- *Covington promotes active lifestyles, personal fitness and a greater sense of place and community.* Through joint marketing efforts and partnership development with regional health and fitness providers, Covington will strive to be one of the healthiest cities in Washington.
- *Covington is a walkable community with an expanded trails network connecting parks and natural areas with neighborhoods and downtown.* This includes a comprehensive system of on-road bicycle routes as well as off-road trails, so people have alternative transportation options and access to passive recreation opportunities for wellness and exploration.
- *Safe, attractive, well-kept parks and natural areas will be a key contributor to the city's health and economic prosperity.* Community outreach and education will build awareness of the benefits of parks, trails and recreation, along with encouraging residents to participate in improving their park system.

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Revised Chapter

6.2.5 Planning Area Description

The City of Covington is situated in King County, between the cities of Kent and Maple Valley and maintains a modest system of neighborhood and community parklands, along with providing an aquatic center and aquatics programming. Additionally, a significant number of small, private pocket parks and greenspaces have been added throughout the City as a result of significant new residential development over the past ten years.

Covington's landscape character includes rolling foothills divided by three major creek drainages: Soos Creek, Little Soos Creek and Jenkins Creek. These drainage courses and forested slopes are among some of Covington's most striking features. With the exception of the commercial town center, most of the community retains natural greenbelts, and the vegetation and topography of

these greenspaces offer a variety of recreational, aesthetic and educational opportunities which serve as the context for the Parks and Recreation Element.

6.3 Park System Definitions and Standards

This section provides information for adopted service standards and describes the following park classifications within the City:

- Community parks
- Neighborhood parks
- Pocket Parks
- Natural Areas & Greenspaces
- Trails & Bikeways
- Special Facilities

6.3.1 Community Parks

Community parks are larger sites developed for organized play, contain a wider array of facilities and, as a result, appeal to a more diverse group of users. Community parks are generally 20 to 50 acres in size, should meet a minimum size of 20 acres when possible and serve residents within a 1-mile radius of the site. In areas without neighborhood parks, community parks can also serve as local neighborhood parks.

In general, community park facilities are designed for organized or intensive recreational activities and sports, although passive components such as pathways, picnic areas and natural areas are highly encouraged and complementary to active use facilities. Since community parks serve a larger area and offer more facilities than neighborhood parks, parking and restroom facilities are provided. Community parks may also incorporate community facilities, such as community centers, senior centers or aquatic facilities.

6.3.2 Neighborhood Parks

Neighborhood parks are small park areas designed for unstructured play and limited active and passive recreation. They are generally 3 to 5 acres in size, depending on a variety of factors including neighborhood need, physical location and opportunity, and should meet a minimum size of 2 acre in size when possible.

Neighborhood parks are intended to serve residential areas within short walking distance (up to ½-mile radius) of the park and should

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be geographically distributed throughout the community. Access is mostly pedestrian, and park sites should be located so that persons living within the service area will not have to cross a major arterial street or other significant natural or man-made barrier, such as ravines and railroad tracks, to get to the site. Additionally, these parks should be located along road frontages to improve visual access and community awareness of the sites.

Generally, developed neighborhood parks include amenities such as pedestrian paths, picnic tables, benches, play equipment, a multi-use open field for youth soccer and baseball, sport courts or multi-purpose paved areas, landscaping and irrigation. Restrooms are not provided due to high construction and maintenance costs. Parking is also not usually provided; however, on-street, ADA accessible parking may be included.

6.3.3 Pocket Parks

Pocket parks are very small and serve a limited radius (up to ¼-mile) from the site; they provide passive and play-oriented recreational opportunities. Examples of pocket parks can include a tot lot with play equipment such as a climber, slide or swings; a viewpoint; or waterfront access areas such as at street ends. A small urban plaza or civic recognition project may also be considered a pocket park. Parking is not provided at pocket parks, although lighting may be used for security and safety.

6.3.4 Natural Areas & Greenspaces

Natural areas

Natural areas are those which are preserved to maintain the natural character of the site and are managed to protect valuable ecological systems, such as riparian corridors and wetlands, and to preserve native habitat and biodiversity. In managing for their ecological value, these natural areas may contain a diversity of native vegetation that provides fish and wildlife habitat and embodies the beauty and character of the local landscape. Low-impact activities, such as walking, nature observation, and fishing are allowed, where appropriate, and horseback riding is also permitted on certain sites.

Greenspaces

Greenspaces are passive-use open spaces and turf areas without developed amenities or structured functions.

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6.3.5 Trails & Bikeways

Trails

Trails are non-motorized transportation networks separated from roads. Trails can be developed to accommodate multiple uses or shared uses, such as pedestrians, in-line skaters, bicyclists and equestrians. Trail alignments aim to emphasize a strong relationship with the natural environment and may not provide the most direct route from a practical transportation viewpoint.

Bikeways

Bikeways are different than trails in that they are within road rights-of-way and their principal focus is on safe and efficient transportation routes. Bikeways serve distinctly different user groups than trail users. Typical bikeway user groups would include bicycle commuters, fitness enthusiasts and competitive athletes. Their emphasis is on speed, which can create conflicts with recreation-type trails and their respective user groups.

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6.3.6 Special Facilities

Special facilities include single-purpose recreational areas such as skateparks and display gardens, along with community centers, aquatic centers and public plazas in or near the downtown core. Additionally, publicly-accessible sport fields and play areas of public schools are classified as special facilities; while they often serve as proxies to public parks, school sites have restricted daytime access and offer limited recreational use during non-school hours.

6.3.7 Service Standards

Service standards for park facilities are one recognized method of expressing the quantity of recreation service provided for a given level of demand. It is represented as a ratio of quantity versus demand, and it is commonly expressed as a number of acres or miles of facilities per a given population, such as 3 acres of neighborhood park per every 1,000 people or 0.75 miles of trail per 1,000 people.

Table 6.1 shows the adopted service standards for parks and recreational facilities, including trails, in Covington. It is important to bear in mind that the suggested standards are an expression of minimum acceptable facilities for the citizens of Covington. The service standards are a starting point for local level of service assessments. Only the four (4) service standards that will be

adopted for the purposes of funding in Chapter 10 (Capital Facilities Element) are presented in the section below.

Table 6.1. Parks & Recreation Service Standards

Classification	Size Guideline	Proximity Guideline	Service Standard
Community Parks	20-50 acres; 20-acre minimum desired	up to 1-mile radius	5 acres / 1,000
Neighborhood Parks	3-5 acres; 2-acre minimum desired	up to 1/2-mile radius	3 acres / 1,000
Pocket Parks	NA	up to 1/4-mile radius	
Natural Areas & Greenspace	NA	NA	6 acres / 1,000
Trails & Bikeways	NA	NA	0.75 miles / 1,000

Neighborhood and pocket parks are combined for a service standard of 3 acres per 1,000 residents.

6.4 Park Inventory and Facilities

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This section provides a summary inventory and overview of Covington’s existing public and private developed parks, trails, and recreational facilities.

Covington provides nearly 170 acres of public parkland and natural areas distributed among 24 city-owned sites. A number of other public and private open spaces exist throughout Covington and add to the City’s recreation resources.

The major non-city, public open space is Soos Creek Park, a 731-acre regional park which partially lies within the western edge of the City’s boundaries. This park forms a greenbelt that separates Covington from Kent and includes the Soos Creek Trail, a 1.4-mile multi-purpose trail with parallel equestrian trail. Lake Meridian Park, operated by the Kent Parks Department, is located immediately west of Soos Creek Park and is also heavily used by Covington residents.

Covington residents are also served by several small parks operated by homeowner associations as private parks. The largest privately-owned, publicly-accessible open space is Camp McCullough, a 38-acre Christian campground, located on the western shore of Pipe Lake.

Schools of the Kent and Tahoma School Districts provide additional open space and active recreation opportunities for area youth with athletic fields, tennis courts, basketball courts and playgrounds. Since the City does not own or operate any athletic

fields at the present, individual sports leagues work with each school district via use and maintenance agreements to facilitate practice and game play for local youth sport teams.

Table 6.2 summarizes the existing parks and facilities inventory by park type. The maps on the following pages (Figures 6.1 & 6.2) identify public parks, trails and natural areas managed by the City of Covington. A detailed inventory and assessment of existing parks, natural areas and recreational facilities is contained in the PROS Plan.

Table 6.2. Park System Inventory by Type (Summary)

Type	Number of Sites	Acreage
Community Parks	2	51.98
Neighborhood Parks	10	68.95
<i>Public, City-owned</i>	3	4.46
<i>Private</i>	7	64.49
Pocket Parks	11	5
<i>Public, City-owned</i>	1	0.39
<i>Private</i>	10	4.61
Natural Areas & Greenspace	30	182.4
<i>Public, City-owned</i>	16	109.75
<i>Private</i>	14	72.65
Special Facilities	3	39.56
<i>Public, City-owned</i>	2	1.41
<i>Private</i>	1	38.15
County	5	276.5
Schools	8	77.9
	Total Acreage	702.29

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Figure 6.1. Existing City-owned Parks and Natural Areas

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Figure 6.2. Existing Trails, Bikeways and Paths

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6.5 Needs Assessment

This section summarizes the core needs resulting from a review of the park system, community feedback and stakeholder input. A summary of level of service (LOS) measurements for park and trail facilities is also provided.

6.5.1 Parks & Natural Areas

A gap analysis of the park system was conducted to examine and assess the current distribution of parks throughout the City. The analysis reviewed the locations and types of existing facilities, land use classifications, transportation/access barriers and other factors as a means to identify preliminary acquisition target areas. The gap analysis showed that much of the city lacks reasonable access to public parkland, with significant gaps in the west-central and eastern areas of the City. A total of nine potential acquisition areas were identified and discussed in more detail in the PROS Plan.

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The greatest documented need is for additional community park sites to provide the land base for a blend of passive and active recreation opportunities, such as sport fields, picnicking and walking. The City should consider an acquisition along Pipe Lake to provide for these recreational needs and to also provide water access. Secondly, new neighborhood parks are needed to improve overall distribution and equity, while promoting recreation within walking distance of residential areas. Also, the need for an urban plaza in the downtown core was identified, as was the need for the acquisition of natural area to connect current City ownership south of Jenkins Creek Park.

Regarding park development, the planned construction of the Covington Community Park will provide needed recreation opportunities and improve the City's level of service. The redevelopment and renovation of Jenkins Creek Park as a second community park serving the City is also a noted priority. Although many Covington residents benefit from access to private, homeowner parks, the City should remain committed to developing additional neighborhood parks, especially for those residents not affiliated with private park amenities.

6.5.2 Sport Fields & Sport Courts

The City currently does not provide youth athletic programs, but it works in support of the various youth leagues and organizations with regard to field access and broad dialogue about long-term needs and facility planning. A significant deficit of sport fields

exists for local practice and game play, as well as for quality tournament play. To help address this need, the City should continue to facilitate discussions with area leagues and staff from Maple Valley and Black Diamond for the purposes of field planning and coordination, addressing geographic proximity of fields to the player base and for strategizing about long-term financing opportunities. In addition to the needs of the existing leagues, field demands exist for rugby, football and lacrosse which also should be considered.

Aside from field sport needs, a current deficiency and limited distribution of sport courts exist. School sites provide limited access to basketball courts, and no public tennis or volleyball courts exist within the City.

6.5.3 Trails

Currently many of the existing bicycle and pedestrian trails are limited in length, and few connect to the regional trail network, schools, parks or other key destinations. The pathway system is further hindered by physical barriers, such as SR-18, which bisects the City. The PROS Plan identifies the development of several trail segments and corridors in an effort to create a robust trail network that provides logical connections to key destinations and are convenient for the community to use. In support of an expanded trail network, the City should continue to pursue the purchase or dedication of access easements or greenspace corridors to facilitate linkages with existing trail segments.

6.5.4 Recreation Facilities & Programming

Community events, fitness programs and educational classes were ranked as the most desired programming options. While the City participates in Covington Days and other community events, such as the tree lighting and run/walk events, the City should consider incremental growth in recreation services to focus on programs not currently offered by local or regional providers, such as health and fitness education for youth and fall prevention programs for seniors. As the City considers offering more events, it should seek to share costs with private sponsors and develop a series of seasonal activities.

Past discussions regarding the development of a community recreation center were also reviewed in light of current community attitudes and potential operational challenges. One option includes the expansion of the Covington Aquatic Center. While this center can accommodate a second story for a fitness room, it would not

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be large enough to accommodate extensive recreation programming or a teen center.

Recent discussions by city officials have expanded the concept of a recreation center to discuss the potential of a multi-jurisdictional facility to support residents of Covington, Maple Valley and Black Diamond. Such a facility would be jointly funded by the cities and/or require voter support from the wider area. Given the interest in recreation facility space for programming, it is recommended that an additional review of alternatives for providing recreation center “services” be performed, while addressing the initial financial considerations, understanding and modeling user demand and analyzing options for facility and program cost recovery.

6.5.5 Repair, Renovation & Safety Projects

A major theme from community planning process for the PROS Plan was that the maintenance and upkeep of public parklands is paramount to residents’ use and enjoyment of the facilities. Covington residents are keenly interested in the renovation of their parks and natural areas system. The desire for better and more consistent maintenance of parks and facilities, along with a variety of suggestions for specific site upgrades and enhancements suggests that the City’s park system must improve its facilities to establish the respect and patronage of its citizens. Several renovation projects are noted in the Capital Facilities Plan, with special attention toward improvements at Jenkins Creek Park.

6.5.6 Level of Service Assessment

A level of service (LOS) assessment was conducted as a means to understand the distribution of parkland acreage and trails by classification and for a broader measure of how well the City is serving its residents with access to these recreation amenities. Using the service standards discussed above, Table 6.3 illustrates the current and projected levels of service for parkland, natural areas and trails for Covington.

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Table 6.3: Current & Projected Levels of Service by Park Classification

Facility Type	Service Standard	Existing Inventory	Current Surplus / (Deficit)	Projected Surplus / (Deficit) (2020) ¹
Parks:		<i>acres</i>	<i>acres</i>	<i>acres</i>
Community	5 acres / 1,000	39.7 ac.	(36.9) ac.	(49.7) ac.
Neighborhood & Pocket	3 acres / 1,000	52.0 ac.	(13.6) ac.	(21.3) ac.
Natural Areas & Greenspace	6 acres / 1,000	109.8 ac.	3.0 ac.	(12.3) ac.
Trails:		<i>miles</i>	<i>miles</i>	<i>miles</i>
Trails	0.75 miles / 1,000	4.7 mi.	(8.6) mi.	(10.6) mi.
Bikeways	0.75 miles / 1,000	7.1 mi.	(6.3) mi.	(8.2) mi.

¹ Assumes growth projection between current population of 17,785 and 2020 population of 20,335.

The current level of service for community parks is 2.9 acres per 1,000 residents, which includes the undeveloped properties of the Covington Community Park and Jenkins Creek. The current deficit of 37 acres is expected to grow to approximately 50 acres by 2020. A small current deficit exists for neighborhood parks, which is expected to grow to approximately 20 acres. The current level of service for natural areas is meeting the standard, but it is also expected turn to a deficit in the coming 10 years.

The current level of service indicates a deficiency of over 8 miles of pathways and over 6 miles of bikeways; however, the pathway system expansion projects listed in the Capital Facilities Plan will help ameliorate some of this projected deficit and create a dynamic network of on-street and off-street pathways linking major destinations throughout Covington.

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6.6 Goals and Policies

The following section presents the goals and policy statements that have been developed through the community planning process for the PROS Plan. These statements have been derived by analyzing the strengths and weaknesses of the existing park system; input of Covington residents’ responses to the Parks Survey; review and feedback from the Parks and Recreation Commission; national and local recreation trends and issues; and from identifying opportunities for strategic progress during the next 5 to 10 years.

6.6.1 Community Engagement

PRG 1.0 Encourage meaningful public involvement in park and recreation planning and engage residents through department communications.

PRP 1.1 Involve residents and stakeholders in system planning, park site facility design and recreation program development to solicit community input, facilitate project understanding and engender public support.

PRP 1.2 Use a variety of methods and media to increase resident awareness about Parks and Recreation Department activities via community events, interpretive tours, presentations to neighborhood, homeowner and civic groups and other venues.

PRP 1.3 Expand and update the city's web site to enhance citizen communication, expand access to information and improve public outreach and marketing.

PRP 1.4 Prepare and publish a comprehensive park and trail facilities map for online and print distribution to highlight existing and proposed routes and promoting Covington as an active-lifestyles community.

PRP 1.5 Host special events, festivals, concerts and cultural programming to promote wellness and community identity, foster civic pride and promote tourism and the benefits of recreation.

PRP 1.6 Expand community-based volunteer and stewardship development and improvements opportunities, such as planting and restoration activities, in conformance to established City standards.

PRP 1.7 Conduct periodic joint sessions between the Parks and Recreation Commission, City Council and other commissions to improve coordination and discuss policy matters of mutual interest.

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6.6.2 Health, Wellness & Programming

PRG 2.0 Establish a varied and inclusive suite of recreation programs that accommodate a spectrum of ages, interests and abilities.

PRP 2.1 Leverage City resources by forming and maintaining partnerships with other public, non-profit and private recreation providers to deliver recreation services and secure access to existing facilities (e.g. schools) for field sports and other community recreation.

PRP 2.2 Emphasize service provision to children, teens, seniors, people with disabilities and other population groups with limited access to market-based recreation options.

PRP 2.3 Explore partnership opportunities with regional healthcare providers and services, such as MultiCare, Valley Medical Center and the King County Health Department, to promote wellness activities, healthy lifestyles and communications about local facilities and the benefits of parks and recreation.

PRP 2.4 Promote and expand special events and programming, such as summer programs and environmental education. Utilize the region's parks, trails, waterfronts and recreation facilities as settings to provide and/or facilitate a wider array programs and activities.

PRP 2.5 Continue to foster the partnership with the Kent and Tahoma School Districts to utilize school sites to provide active recreation facilities. Explore opportunities to co-develop facilities on school property or property adjacent to schools.

PRP 2.6 Explore options with Maple Valley, Black Diamond and King County for the development of a joint community facility for recreation, fitness and leisure activities.

PRP 2.7 Periodically undertake a comprehensive evaluation of existing recreation program offerings in terms of persons served, customer satisfaction, cost/subsidy and availability of similar programs via other providers.

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PRP 2.8 Study and create cost recovery guidelines for existing and planned recreation programs and services.

PRP 2.9 Coordinate with the Covington Art Commission to encourage participation in, appreciation of and education in the arts and to improve the capacity of local arts agencies in providing art programs that benefit community residents.

6.6.3 Parks, Natural Areas & Trails

PRG 3.0 Acquire and develop a high-quality, diversified system of parks, recreation facilities and open spaces that is attractive, functional, accessible and safe – providing equitable access to all residents.

PRP 3.1 All city residents should live within one-half mile of a developed neighborhood park and one mile of a developed community park.

PRP 3.2 Provide a combined service standard of 8 acres per 1,000 resident-equivalents of developed neighborhood and community parks.

PRP 3.3 Provide an overall parks and natural areas service standard of 14 acres per 1,000 resident-equivalents.

PRP 3.4 Preserve and protect parks and open space within Covington’s boundaries. Prepare and adopt a “no net loss” of public parks policy, such that the City will consider parkland losses only when converted parkland is replaced in equal to or better size and/or quality.

PRP 3.5 Designate parks, recreational areas, trails and natural areas to be of local or regional significance if they contain significant recreation or cultural opportunities or facilities, unusual or special botanical resources, environmentally sensitive areas that serve a significant role or provide a significant function in the natural systems within the City, or public art and are

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associated in a significant way with an historic event, structure or person with a significant effect upon the City, state or nation.

PRP 3.6 Adopt plans, development and building regulations, and review procedures to protect locally or regionally significant parks, urban separators, and recreation and open space areas from adverse physical and environmental impacts caused by incompatible land uses in the vicinity of these resources.

PRP 3.7 Develop and implement minimum design and development standards for park and recreation amenities within private developments to maintain minimally-acceptable standards of development and to address community facility needs, equipment types, accessibility and installation procedures.

PRP 3.8 Identify and protect areas of local or regional significance and increase and enhance public access to shoreline areas.

PRP 3.9 Pursue low-cost and/or non-purchase options to preserve open space and greenbelts, including the use of conservation easements, current use assessment and development covenants.

PRP 3.10 Actively plan and coordinate with King County, Kent, Black Diamond and Maple Valley for the acquisition of parks and open space within or in close proximity to the urban growth area.

PRP 3.11 Encourage and support the participation of community-based or non-profit conservation organizations, which offer options and alternatives to development in the interest of preserving desirable lands as a public benefit.

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PRG 4.0 Protect and manage the City's environmentally-sensitive lands, remnant open spaces and natural and cultural resources to highlight their uniqueness and local history.

PRP 4.1 Retain as open space those areas having a unique combination of open space values, including the separation or buffering between incompatible land uses; visual delineation of the City or a distinct area or neighborhood of the City; aquifer recharge areas; floodwater or stormwater storage; stormwater purification; recreational value; aesthetic value; and educational value.

PRP 4.2 Retain and protect as open space those areas that provide habitat for rare, threatened or endangered plant or wildlife species, may serve as a corridor for wildlife movement, and may include and encourage public use for wildlife interpretation and observation.

PRP 4.3 Develop management plans for the City's larger natural areas and greenspaces and facilitate community-based volunteer restoration. Plan for and manage the use of natural areas in coordination with the City's Critical Areas Ordinance and other resource protection guidelines.

PRP 4.4 Manage vegetation in natural areas to support or maintain native plant species, habitat function and other ecological values; remove and control non-native or invasive plants as appropriate.

PRP 4.5 Coordinate with King County, Kent, Black Diamond and Maple Valley to explore opportunities to preserve and enhance the ecological function, habitat quality and recreational value of the Soos Creek, Little Soos Creek and Jenkins Creek corridors.

PRP 4.6 Coordinate with other public agencies and private landowners for the protection of valuable natural resources and sensitive

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lands through the purchase of development rights, easements or title and make these lands available for passive recreation, as appropriate.

PRP 4.7 Recognize that designating private property for open space uses does not establish or promote any public access rights to such property.

PRP 4.8 Revise and adopt the draft Covington Community Forestry Plan to articulate a long-term strategy for tree protection, urban forestry management and public education and outreach.

PRP 4.9 Consider creating community-based volunteer and stewardship opportunities as a ways to inform and engage residents about urban forestry issues, such as tree planting, tree care and management and the benefits of urban trees.

PRP 4.10 Analyze the City's existing tree canopy cover, establish canopy cover goals and promote urban forestry programs in order to maintain healthy atmospheric conditions.

PRP 4.11 Establish and promote a recognition program for the City's Heritage Trees.

PRP 4.12 Comply with the Evergreen Communities Act (RCW 35.105) and obtain and maintain Evergreen Community status.

PRP 4.13 Maintain Tree City USA status.

PRP 4.14 Promote the installation and management of street trees as an extension of urban habitat and providing green infrastructure benefits.

PRG 5.0 Develop a high-quality system of shared-use park trails and bicycle & pedestrian corridors that connect significant local landscapes, public facilities, neighborhoods and the downtown core.

PRP 5.1 Create a network of interconnected, shared-use trails for walking, hiking and cycling to

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promote connectivity between parks, neighborhoods and public amenities.

PRP 5.2 Provide a trails service standard of 0.75 miles per 1,000 resident-equivalents.

PRP 5.3 Integrate the siting of proposed trail segments into the development review process. Require development projects along designated trail routes to be designed to incorporate the trail as part of the project.

PRP 5.4 Work with local agencies, utilities and private landholders to secure trail easements and access to greenspace for trail connections.

PRP 5.5 Require development projects along designated trail routes to be designed to incorporate the trail as part of the project. Sensitive area buffers within proposed subdivisions and short-subdivisions shall be widened to accommodate additional open space and a public easement for future trails.

PRP 5.6 Designate publicly-owned trails and City-dedicated easements on private lands as community trails and manage the use, maintenance and operation of each trail accordingly.

PRP 5.7 Coordinate with Burlington Northern Santa Fe Railroad for a potential rail-with-trail opportunity.

PRP 5.8 Coordinate with King County, Kent, Black Diamond and Maple Valley for the joint planning, development and maintenance of a regional pedestrian-bicycle trail system, to include linkages to the Soos Creek Trail, Lake Wilderness Trail, Cedar River Trail and the proposed SR-18 Trail.

PRP 5.9 Address pedestrian safety and access across Kent-Kangley Road, SR-18 and the railroad tracks.

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PRP 5.10 Provide trailhead accommodations, as appropriate, to include parking, wayfinding signage, restrooms and other amenities.

6.6.4 Concurrency

PRG 6.0 Ensure that new park and recreational services are provided concurrent with new development.

PRP 6.1 New development shall provide funds or parkland for concurrent park development and maintenance.

PRP 6.2 Require on-site (or nearby off-site) development of recreation facilities or appropriate and usable parkland in conjunction with the approval of any development project involving more than 20 new dwelling units. The development of recreational amenities shall conform to the City's minimum guidelines and the general needs outlined in this Plan. Fees in lieu of development may be accepted by the City if such mitigation is not practicable.

PRP 6.3 Mixed use development involving more than 20 new dwelling units in the downtown area shall be exempted from the requirement to develop on-site park, recreation or open space facilities. Instead, upon approval by the City, in lieu of fees may be accepted for such mixed-use developments, to be spent on designated park, recreation or open space resources within the City that serve the development.

PRP 6.4 New commercial development shall be responsible for financing and providing downtown amenities such as parks, open spaces and public art.

6.6.5 Management & Operations

PRG 7.0 Provide a parks, trails and open space system that is efficient to administer and operate, while providing a high level of user comfort, safety, aesthetic quality and protection of capital investment.

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- PRP 7.1 Provide sufficient financial and staff resources to maintain the overall parks system to high standards.*
- PRP 7.2 Maintain all parks and facilities in a manner that keeps them in safe and attractive condition; repair or remove damaged components immediately upon identification.*
- PRP 7.3 When developing new facilities or redeveloping existing facilities, review and consider the projected maintenance and operations costs prior to initiating design development. Emphasize the maintenance, enhancement and renovation of existing parks prior to the development of new facilities.*
- PRP 7.4 Formulate illustrative master plans for the development or redevelopment of each city park, as appropriate, to take maximum advantage of grant or other funding opportunities.*
- PRP 7.5 Design and maintain parks, trails and facilities to offer universal accessibility for residents of all physical capabilities, skill levels and age. All facilities shall conform to the American with Disabilities Act (ADA) guidelines and requirements.*
- PRP 7.6 Incorporate sustainable development and low impact design practices into the design, planning and rehabilitation of new and existing facilities. Prepare sustainability best management practices for grounds maintenance and operations. Consider the use of non-invasive, native vegetation for landscaping in parks and natural areas to minimize maintenance requirements and promote wildlife habitat and foraging.*
- PRP 7.7 Standardize the use of graphics and signage to establish a consistent identity at all parks, trailheads and other facilities.*

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- PRP 7.8 Standardize park furniture (trash cans, tables, benches, fencing, water fountains) to reduce inventory costs and improve appearance of, and maintenance consistency within, parks.*
- PRP 7.9 Coordinate park planning, acquisition and development with other City projects and programs that implement the comprehensive plan. Seek partnerships with other public agencies and the private sector to meet the demand for cultural and recreational facilities in the City.*
- PRP 7.10 Encourage volunteer park improvement and maintenance projects from a variety of individuals, service clubs, scouting organizations, churches and businesses.*
- PRP 7.11 Periodically evaluate user satisfaction and numerical use of parks, facilities and programs; share this information with staff, Parks and Recreation Commission and City Council as part of the decision making process to revise offerings or renovate facilities.*
- PRP 7.12 Pursue alternative funding options for the acquisition and development of parks and facilities, such as through private donation, sponsorships, partnerships, county, state and federal grant sources, among others. Place priority on maximizing grants and other external sources of funding, or inter-agency cooperative arrangements, to develop the City's park resources.*
- PRP 7.13 Promote professional development opportunities that strengthen the core skills and engender greater commitment from staff, Commission members and key volunteers, to include trainings, materials and/or affiliation with the National Recreation & Park Association (NRPA) and the Washington Recreation & Park Association (WRPA).*

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6.7 Implementation

The PROS Plan summarizes information found elsewhere in the Comprehensive Plan that is required as basic elements of a capital facilities plan under the GMA, including the inventory of existing facilities and a forecast of future needs. In addition, a table listing proposed new facilities with estimated acquisition and development costs can be found in the PROS Plan CIP. Additionally, park and recreation facilities are included in the Capital Facilities Element of the Comprehensive Plan (Chapter 10).

The total amount of funding to support the documented community demand for parks and recreation services exceeds the City's current financial capacity. Since park projects and recreation services must compete for funds with many other vital City functions and services, the proposed park and trail capital improvement projects identified in the PROS Plan were prioritized according to high, medium and low priorities, in consideration of an analysis of the community's needs, population and geographic distribution, project opportunities and potential funding. The PROS Plan also addresses various sources of park and recreation funding that are available to the City of Covington. Some of these sources are limited to particular types of projects or programs, while others are more general and may be applied to most any park project.

A number of strategies exist to improve service delivery for the Covington Parks and Recreation Department; however, clear decisions must be made in an environment of competing interests and limited resources. A strong community will is necessary to bring many of the projects listed in the PROS Plan to fruition. Given the current operating and capital budgets for the Department, general fund and grants alone will be unable to support both land acquisition and development for the highest priority projects, and a future bond, levy and/or special assessment backed by the support of local voters may be necessary.

6.7.1 Capital Facilities Planning

The Capital Facilities Element summarizes information, provided in more detail in the PROS Plan, regarding the proposed park and trail facilities for Covington's 6-year capital improvement projects. Figure 6.3 illustrates the locations of the capital improvement plan projects identified in the PROS Plan.

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Figure 6.3. Parks and Recreation Capital Improvements Plan Map

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CITY OF COVINGTON
 Community Development Department
 16720 SE 271st Street • Suite 100 • Covington, WA 98042
 Phone: 253-638-1110 • Fax: 253-638-1122
 www.ci.covington.wa.us

A-430

COMPREHENSIVE PLAN AMENDMENT APPLICATION

2011 Application Deadline: February 1, 2011

STAFF USE ONLY	Docket Number: <u>CPA-2011-3</u> Application Date: <u>1-24-11</u> <input type="checkbox"/> City-initiated <input checked="" type="checkbox"/> Privately-initiated
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APPLICANT <input type="checkbox"/> Primary Contact Person Name: <u>Richard Hart, Planning Manager</u> Address: <u>16720 SE 271st St. Suite 100</u> City/State/Zip: <u>Covington, WA 98042</u> Phone: <u>(253) 638-1110</u> Fax: _____ E-mail Address: <u>rhart@ci.covington.wa.us</u> Signature: _____
--

AGENT <input type="checkbox"/> Primary Contact Person Name: _____ Address: _____ City/State/Zip: _____ Phone: _____ Fax: _____ E-mail Address: _____ Signature: _____
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PROPERTY OWNER Name: <u>NA: Non-Site-Specific</u> Address: _____ City/State/Zip: _____ Phone: _____ Fax: _____ E-mail Address: _____ Signature: _____

PROPERTY OWNER 2 Name: _____ Address: _____ City/State/Zip: _____ Phone: _____ Fax: _____ E-mail Address: _____ Signature: _____
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TYPE OF COMPREHENSIVE PLAN AMENDMENT <input type="checkbox"/> This is a site-specific amendment proposal. Complete site-specific information below. <input checked="" type="checkbox"/> This is a non-site-specific amendment proposal. Complete area-wide/textual amendment information below. <input type="checkbox"/> This amendment proposal involves changes to development regulation text and/or tables and/or changes to the zoning map. Complete a separate Application for Development Regulation and/or Zoning Map Amendment.
--

SITE-SPECIFIC AMENDMENTS

<p><i>Give street address or, if vacant, indicate lot(s), block, and subdivision OR tax lot number, access street and nearest intersection. If proposal applies to several parcels, list the streets bounding the area.</i></p> ADDRESS(ES): _____ ASSESSOR'S PARCEL NUMBER(S): _____ SITE AREA: _____ LEGAL DESCRIPTION(S): _____ _____ <input type="checkbox"/> PROPOSED CHANGE TO FUTURE LAND USE MAP DESIGNATION: FROM _____ (CURRENT) TO _____ (PROPOSED) <input type="checkbox"/> PROPOSED CHANGE TO OFFICIAL ZONING MAP DESIGNATION: FROM _____ (CURRENT) TO _____ (PROPOSED)
--

AREA-WIDE & TEXT AMENDMENTS

Chapter and section of comprehensive plan to be amended: Downtown Element Ch. 4-Figure 4.5 and Transportation Element Ch. 5-Figure 5.7

Indicate either conceptual or specific amendatory language. Please be as specific as possible to aid in the evaluation of your proposal. If specific changes are proposed, please indicate current language and proposed language.

Figure 4.5, which is the Town Center Street Type Map in the Downtown Element, is proposed for amendment by replacing the missing middle segment of the proposed roadway, 171st Ave SE, between SE 276th St. and SE 274th Place. This segment completes the entire length of the proposed 171st Ave SE as the traditional pedestrian-oriented "Main Street" within the new Town Center Zone. Figure 5.7, which is the 20-Year Capital Improvement Plan Map for 2010-2029, is also proposed for amendment by replacing the missing middle segment of the proposed 171st Ave SE between SE 276th St. and SE 274th Place. This segment also completes the entire length of the proposed 171st Ave SE CIP project as the traditional pedestrian-oriented "Main Street" within the Town Center Zone.

DESCRIBE HOW PROPOSAL MEETS DECISION CRITERIA

An amendment may be considered for placement on the final docket under any **one** of the following circumstances. Check the applicable box, and describe in detail how the proposed amendment complies with the criterion. Attach additional sheets as necessary.

- If the proposed amendment is site-specific, the subject property is suitable for development in general conformance with adjacent land use and the surrounding development pattern, and with zoning standards under the potential zoning classifications.

NA-as proposed amendment is not site-specific

- State law requires, or a decision of a court or administrative agency has directed such a change.

NA-as the proposed amendment is not site-specific

- There exists an obvious technical error in the pertinent comprehensive plan provision.

NA-as the proposal is not site specific

DESCRIBE HOW PROPOSAL MEETS SELECTION / DECISION CRITERIA (CONT'D.)

If none of the three conditions on p.2 apply, then the proposed amendment must meet *all five* of the following criteria. Please answer the following questions, providing specific details and attaching additional sheets as necessary.

1. Explain how the proposed amendment is appropriately addressed through the comprehensive plan and how it would be a public benefit to the City of Covington (i.e. enhances the public health, safety, and welfare).

The Comprehensive Plan Downtown and Transportation Elements vision statement, goals, policies, and text provide for a pedestrian-oriented "Main Street" within the new Town Center. In the current Downtown & Transportation Elements the proposed 171st Ave SE, a Type II street, is the envisioned "Main Street", and there is a small segment of the entire length that was omitted when this Downtown Element was adopted. The Downtown Plan completed in 2009 called for the entire length of this street to be the pedestrian focus of the new Town Center. In order to further the vision and goal of the 2009 Downtown Plan, to provide predictability for future developers, to enhance the pedestrian nature of a true "Main Street", and to provide guidance for determining design standards for any future development projects, the entire length of the proposed 171st Ave SE, "Main Street", should have a similar designation to provide consistency for design and development.

2. Proposed amendments that are the same or substantially-similar to an amendment proposed during the last three amendment cycles are not eligible for consideration, except in certain cases due to geographic expansion by the City (see CMC 14.25.040(3)). Has the same or a substantially-similar amendment been proposed during the last three annual amendment cycles? No Yes

If yes, how has geographic expansion necessitated the proposed amendment?

The Proposed amendment has not been considered before. This amendment is submitted at the request of the Planning Commission to align the Comp Plan maps with the vision of the Downtown Plan.

3. Does the proposed amendment raise any policy or land-use issues that are more appropriately addressed by an ongoing work program approved by the City Council? No Yes

Please explain:

Neither of the proposed amendments to the Map Figures 4.5 or 5.7 raise such issues.

4. Explain how the proposed amendment addresses significantly changed conditions since the last time the pertinent comprehensive plan map or text was amended. "Significantly changed conditions" are those resulting from unanticipated consequences of an adopted policy, or changed conditions on the subject property or its surrounding area, or changes related to the pertinent comprehensive plan map or text; where such change has implications of a magnitude that need to be addressed for the comprehensive plan to function as an integrated whole.

Since the last time these Figures 4.5 and 5.7 in the Downtown and Transportation Elements were added to the Comp Plan, proposed developments in the Town Center have also changed, and the desire is to provide for a continuous uninterrupted pedestrian-oriented "Main Street" as the focus of the Town Center in order to meet the long-term vision of the City as identified in the Comprehensive Plan Policies.

DESCRIBE HOW PROPOSAL MEETS SELECTION / DECISION CRITERIA (CONT'D.)

5. Explain how the proposed amendment is consistent with:

(a) The vision, goals, and policies of the comprehensive plan, and other goals and policies of the City:

The Downtown Plan completed in 2009 called for the entire length of this street to be the pedestrian focus of the new Town Center. In order to further the vision and goal of the 2009 Downtown Plan, to provide predictability for future developers, to enhance the pedestrian nature of a true "Main Street", and to provide guidance for determining design standards for any future development projects, the entire length of the proposed "Main Street", or 171st Ave SE, should have a similar designation to provide consistency for design and development.

(b) The Countywide Planning Policies, the Growth Management Act, State Environmental Policy Act (SEPA), the Washington Administrative Code, and other applicable state and federal laws.

The proposed changes outlined above are consistent with the Countywide Planning Policies, the Growth Management Act, SEPA & WAC, and other state & federal laws, as they follow directly the vision, goals, and policies in many related Elements of the Covington Comprehensive Plan, including the Land Use, Downtown, Transportation, and Public Facilities Element.

COSTS & BENEFITS / ADDITIONAL INFORMATION

1. Describe the effects of the proposed amendment in terms of costs and benefits to the public, both monetary and non-monetary.

The proposed changes to Figures 4.5, Town Center Street Type Map, in the Downtown Element and Figure 5.7, 20-year CIP Map, will assist the design of high quality, pedestrian-oriented streets, will aid in programming future capital investments, and will ensure such road improvements are constructed either by the public, the private sector, or through a public/private partnership.

2. Describe and/or attach any studies, research information, or further documentation that will support this proposal.

The September, 2009 Covington Downtown Plan and Zoning Study

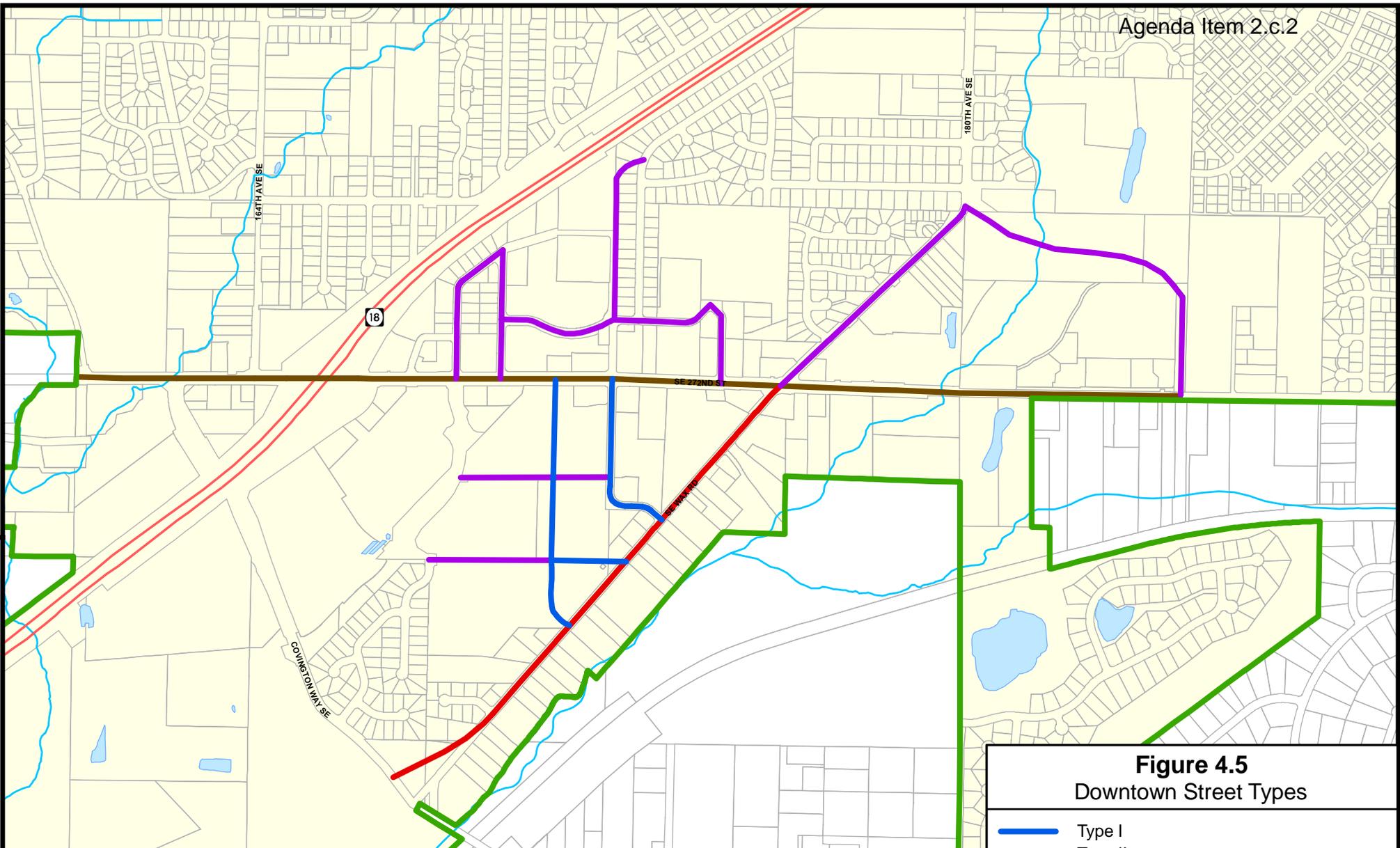
CERTIFICATION / SIGNATURE

I have reviewed the Comprehensive Plan Amendment Instruction Guide and Timeline, and certify that the information provided on this application is true and correct.

Applicant's/Agent's Signature

Date

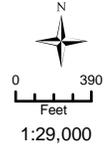
Please note: If this is a site-specific amendment proposal, all affected property owners must complete, sign, and have notarized a Property Owner Declaration.



Street Type	Description
I	Pedestrian-oriented street within 66 ft ROW, 30 ft of pavement, two driving lanes, on-street parking and minimum 10 ft clear walkway.
II	Pedestrian and vehicular-oriented street within 86 ft of ROW, 30 ft of pavement, two driving lanes, on-street parking, center landscaped median, accommodating bicycle lanes and minimum 8 ft clear walkway.
III	Landscaped boulevard within 100 ft of ROW, 35 ft of pavement, two driving lanes, center landscaped median, accommodating bicycle lanes and minimum 15 ft clear walkway and amenity zone.
IV	Major arterial roadway within 126 ft ROW, maximum 94 ft of pavement, four driving lanes, center median, transit access lane, no on-street parking, 6 ft landscaped buffer and minimum 8 ft clear walkway.

Figure 4.5
Downtown Street Types

- Type I
- Type II
- Type III
- Type IV
- City of Covington



October 2009

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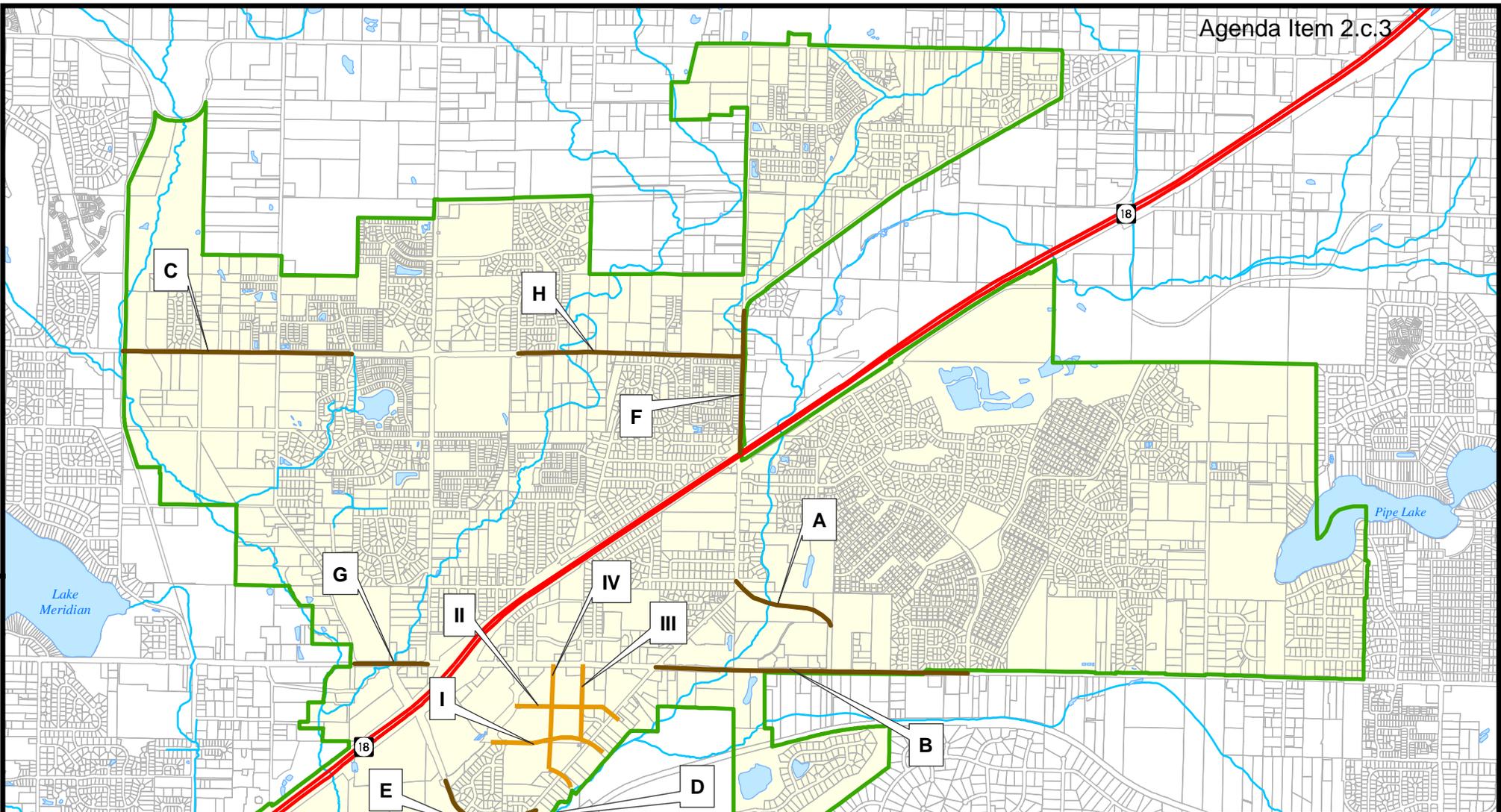
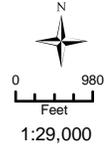


Figure 5.7
20 Year Capital Improvement
Plan 2010 - 2029

-  Capital Improvement Project Areas
-  Downtown Improvement Project Areas
-  City of Covington



October 2009

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Priority	Project	From	To	Description
A	180th Ave SE Ext.	SE 267th Pl	SE 272nd St	Add 2 Through Lanes, Turn Lanes and Median
B	SE 272nd St	SE Wax Rd	192nd Ave SE	Add 2 Through Lanes, Bike Lanes, Turn Lanes and Median
C	SE 256th St	148th Ave SE	160th Ave SE	Add 2 Through Lanes, Bike Lanes, Turn Lanes and Median
D	SE Wax Rd	Covington Way SE	SE 278th Pl	Re-align, Add Bike Lanes, Turn Lanes and Intersection Improvements
E	Covington Way SE	168th Ave SE	SE Wax Rd	Add 2 Through Lanes, Bike Lanes, Turn Lanes and Median
F	180th Ave SE	SE 261st St	SE Wax Rd (North)	Add Ped Overcrossing of SR18, Turn Lanes, Median and Bike Lanes, +2 Thru Lanes n/o SE 256th St
G	SE 272nd St	160th Ave SE	164th Ave SE	Add 2 Right Turn Lanes and Bike Lanes
H	SE 256th St	168th Ave SE	180th Ave SE	Add 2 Through Lanes, Bike Lanes, Turn Lanes and Median

DEVELOPMENT REGULATION AMENDMENT (CONT'D.)

3. Provide either conceptual or specific amendatory language. Please be as specific as possible to aid in the evaluation of your proposal.

There is no amendatory language to the text of the Downtown Development and Design Standards. The change involves amending the Street Type Map in CMC 18.31.060 in order to add a missing segment in the middle of the proposed 171st Ave SE, which is intended to become the new pedestrian-oriented "Main Street" in the Covington Town Center. (See attached map)

ZONING MAP AMENDMENT

PROPOSED CHANGE TO ZONE DESIGNATION: FROM NA (CURRENT) TO _____ (PROPOSED)

SURROUNDING ZONE DESIGNATIONS: EAST: _____ WEST: _____ NORTH: _____ SOUTH: _____

COMPREHENSIVE PLAN FUTURE LAND USE MAP DESIGNATION: NA

CURRENT LAND USE: NA

If this is a site-specific zoning map amendment, complete the following property information. Give street address or, if vacant, indicate lot(s), block, and subdivision OR tax lot number, access street and nearest intersection. If proposal applies to several parcels, list the streets bounding the area.

ADDRESS(ES): _____

ASSESSOR'S PARCEL NUMBER(S): _____

SITE AREA: _____ sq. ft. / acres (circle one)

LEGAL DESCRIPTION(S): _____

DESCRIBE HOW PROPOSAL MEETS DECISION CRITERIA

1. Proposed amendments that are the same or substantially-similar to an amendment proposed during the last three years are not eligible for consideration, except in certain cases due to geographic expansion by the City (see CMC 14.27.030(3)). Has the same or a substantially-similar amendment been proposed during the last three years? No Yes

If yes, how has geographic expansion necessitated the proposed amendment?

DESCRIBE HOW PROPOSAL MEETS DECISION CRITERIA

2. Explain how the proposed amendment is consistent with the goals, objectives, and policies of the comprehensive plan.
The Comprehensive Plan Downtown and Transportation Elements vision statement, goals, policies, and text provide for a pedestrian-oriented “Main Street” within the new Town Center. In the current Downtown & Transportation element the proposed 171st Ave SE Type II street, which is the envisioned “Main Street” There is a small segment of the entire length that was omitted when this Downtown Element was adopted. The Downtown Plan completed in 2009 called for the entire length of this street to be the pedestrian focus of the new Town Center. In order to further the vision and goal of the 2009 Downtown Plan, to provide predictability for future developers, to enhance the pedestrian nature of a true “Main Street”, and to provide guidance for determining design standards for any future development projects, the entire length of the proposed 171st Ave SE, “Main Street”, should have a similar designation to provide consistency for design and development.
3. Explain how the proposed amendment is consistent with the scope and purpose of the City’s zoning ordinances and the description and purpose of the zone classification applied for.
The Town Center Zone has Street types identified in order to determine the level of design standards and criteria that will apply to future development. A continuous street would best apply these consistent design standards along the entire length.
4. Explain how circumstances have changed substantially since the establishment of the current development regulation, zoning map or district to warrant the proposed amendment.
Several development proposals have been entertained for the new Covington Town Center. Thus, having a continuous pedestrian-oriented street along the proposed 171st Ave SE with the same design standards is beneficial to the new Covington Town Center. Establishing a full-length street and restoring the continuous Type II pedestrian street along the entire length is advantageous to the vision of the TC.
5. Explain how the proposed zoning is consistent and compatible with the uses and zoning of surrounding property.
Consistency of design standards and street types on the Street Type Map along the proposed “Main Street” or 171st Ave SE will provide for a more unified, pedestrian-friendly design within the Town Center and contribute to the overall vision of Council in line with the Downtown Plan & Zoning Study.
6. Explain how the property that is the subject of the amendment is suited for the uses allowed in the proposed zoning classification.
NA. This is not a change in proposed uses, but a change in street type that only affects the design of buildings on the street frontage.
7. Explain how adequate public services could be made available to serve the full range of proposed uses in that zone.
The change in the Street Type Map to provide a continuous street along 171st Ave SE will not affect the type or scale of public services for the propose uses in the surrounding zones. All public services will still have to be provided to any use on this street regardless of the Street Type.

COSTS & BENEFITS / ADDITIONAL INFORMATION

1. Describe the effects of the proposed amendment in terms of costs and benefits to the public, both monetary and non-monetary.

There should be no monetary costs to the public or the local government. The benefits to the public will be a more pedestrian-friendly street frontage and public realm along the future "Main Street" in the Covington Town Center and a more consistent design of buildings including retail, office and residential uses.

2. Describe and/or attach any studies, research information, or further documentation that will support this proposal.

The Downtown Plan and Zoning Study, completed in September, 2009, provides the vision, goals, and policies for a pedestrian-oriented Covington downtown and identifies 171st Ave SE as the primary "Main Street" in the new Town Center. This change furthers that vision and goal.

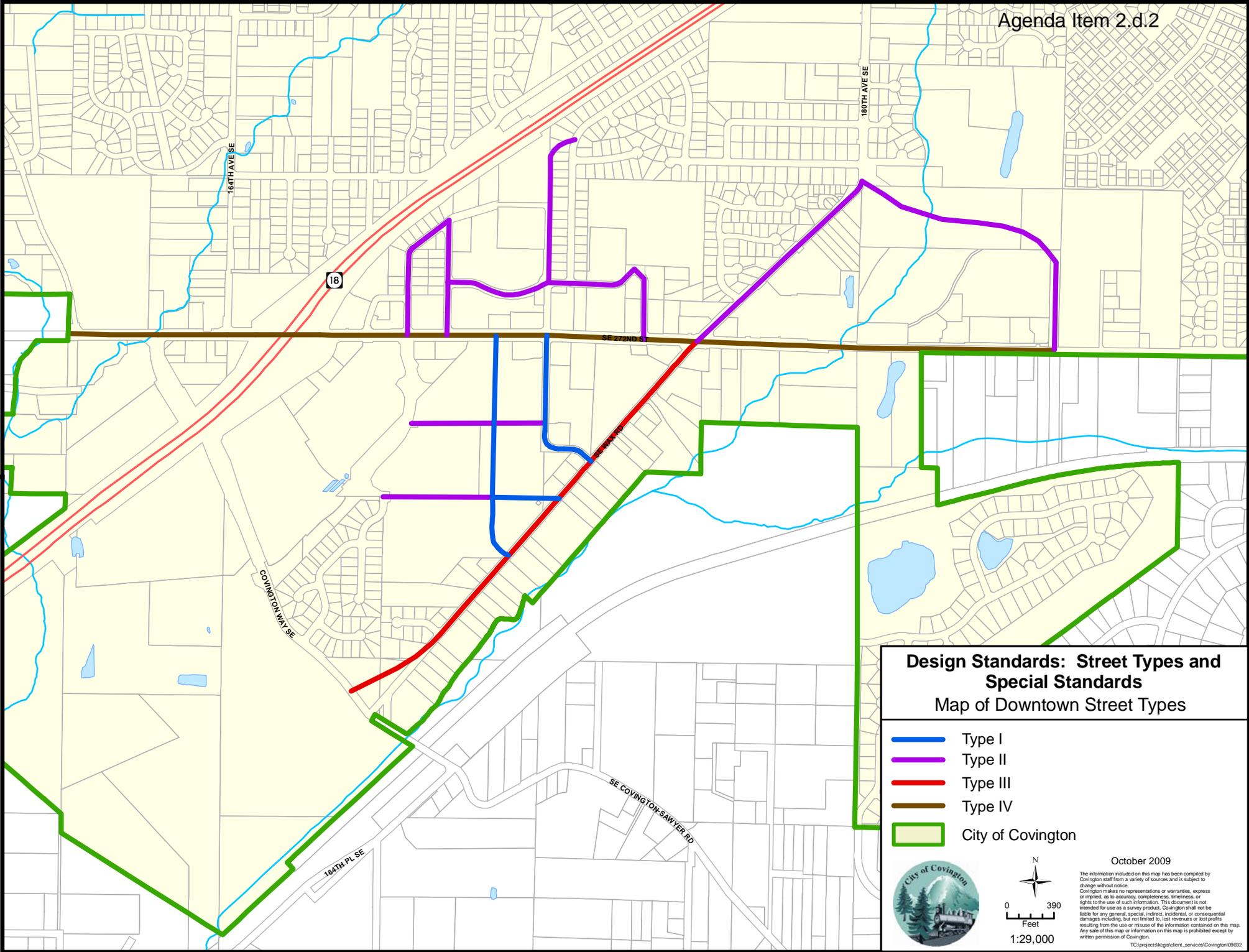
CERTIFICATION / SIGNATURE

I have reviewed the Development Regulation/Zoning Map Amendment Instruction Guide, and certify that the information provided on this application is true and correct.

Applicant's/Agent's Signature

Date

Please note: If this is a site-specific amendment proposal, all affected property owners must complete, sign, and have notarized a Property Owner Declaration.



Design Standards: Street Types and Special Standards
Map of Downtown Street Types

- Type I
- Type II
- Type III
- Type IV
- City of Covington



October 2009

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DEVCO, INC.

April 22, 2011

City of Covington
16720 SE 271st Street, Suite 100
Covington, WA 98042

attn.: Mr. Richard Hart
Community Development Director

Dear Mr. Hart:

Re: Covington Town Center Property

We are hoping to develop an apartment complex on Parcel A, City of Covington Lot Line Adjustment Number LU 10-0005 (Covington Town Center), recorded under Recording Number 2010081190003.

We respectfully request that the street along the northern boundary of Parcel A, City of Covington Lot Line Adjustment Number LU 10-0005 (Covington Town Center), recorded under Recording Number 2010081190003, in King County, Washington, be designated as a Type I street instead of a Type II street. We believe a Type I designation is appropriate for the traffic anticipated on this street and the expected adjacent uses. In particular, a Type I street might create a more pedestrian-friendly atmosphere suitable for the Civic Center neighborhood. A Type I designation also would increase the developable area of Parcel A in such a manner as to render the multi-family project contemplated by DevCo, Inc. for Parcel A more economically feasible.

Thank you.

Yours truly,

DevCo, Inc.

Per: 
Evan J. Hunden
President