PLANNING COMMISSION AGENDA
August 1, 2019
6:30 PM

CALL TO ORDER

ROLL CALL
Chair David Caudle, Vice Chair Elizabeth Porter, Chele Dimmett, Jennifer Gilbert-Smith, Jonathan
Ingram, and Murray Williams

PLEDGE OF ALLEGIANCE

APPROVAL OF AGENDA

APPROVAL OF CONSENT AGENDA
C1. Minutes from July 18, 2019

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 your comments taking longer than the allotted time, you are encouraged to contact
the Planning Department ten days in advance of the meeting so your item may be placed on the next available agenda.

UNFINISHED BUSINESS – None

PUBLIC HEARING
1. Proposed Code Amendment to CMC 18.50 Vehicle Parking in Residential Zones
2. Proposed Code Amendment to CMC 14.35.010 Pre-Application Conference

NEW BUSINESS - None

ATTENDANCE VOTE

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

COMMENTS AND COMMUNICATIONS OF STAFF AND COMMISSIONERS

ADJOURN

Any person requiring a disability accommodation should contact the City at least 24 hours in advance.
For TDD relay service please use the state’s toll-free relay service (800) 833-6384 and ask the operator to dial (253) 480-2400
Web Page: www.covingtonwa.gov
Planning Commission Minutes

July 18, 2019 City Hall Council Chambers

CALL TO ORDER
The regular meeting of the Planning Commission was called to order at 6:34 p.m. by Chair Caudle.

MEMBERS PRESENT
David Caudle, Chele Dimmett, Elizabeth Porter, Jonathan Ingram and Murray Williams

MEMBERS ABSENT – Jennifer Gilbert-Smith

STAFF PRESENT
Brian Bykonen, Senior Planner
Ryan Harriman, Planning Manager
Ian Williams, Permit and Planning Technician

APPROVAL OF AGENDA
 Commissioner Porter moved to approve the agenda. The second was not audible on the meeting recording. The motion carried 5-0.

APPROVAL OF MINUTES
 C1. Commissioner Williams moved and Commissioner Dimmett seconded to approve the corrected April 4, 2019 minutes. The motion carried 5-0.

CITIZEN COMMENTS - None

UNFINISHED BUSINESS – None

PUBLIC HEARING - None

NEW BUSINESS
New staff introductions: Planning Manager, Ryan Harriman and Permit and Planning Technician, Ian Williams.

1. Proposed Code Amendment to CMC 18.50 Vehicle Parking in Residential Zones
Mr. Harriman gave a brief introduction of the proposed code amendment. Mr. Bykonen continued with the staff report and provided the Planning Commission a current zoning map of the city.
A brief summary of the discussion of the proposed amendment:

- The Planning Commissioners agree that the revisions including all single-family use properties should remain.
- The Planning Commissioners agree that the revisions should include RVs, boats, and trailers in the total number of vehicles allowed.
- The Planning Commissioners disagree that the current number of vehicles should be changed. They expressed that the vehicle numbers in the current code should be kept the same.
- The Planning Commissioners disagree that the number of vehicles per property size (under 12,500 and over 12,500 square feet) should be changed. They expressed this requirement should remain.
- There was discussion regarding parking on grass. Most commissioners thought parking on grass (permeable surfaces) should be allowed. Staff mentioned that impervious surface parking requirements were addressed elsewhere in code and parking is only allowed on impervious surface. No revisions were requested to change this in the end.

2. Proposed Code Amendment to CMC 14.35.010 Pre-Application Conference
Mr. Williams gave the staff report. The Planning Commission discussed the proposed amendment with Mr. Williams, Mr. Bykonen, and Mr. Harriman providing responses.

ATTENDANCE VOTE
- Commissioner Williams moved and Commissioner Ingram seconded to excuse the absence of Commissioner Gilbert-Smith. Motion carried 5-0.

PUBLIC COMMENTS - None

COMMENTS AND COMMUNICATIONS FROM STAFF AND COMMISSIONERS
- The Planning Commission requested a schedule of upcoming meetings and tasks.
- There was a request for clarification on Planning Commission term limits.
- The Planning Commission requested information on neighboring cities related to parking limits for residential properties.
- The Planning Commission expressed concern about difficulty locating public noticing for meetings and hearings and concern for adequate for public involvement.

ADJOURN
The July 18, 2019, Planning Commission Meeting adjourned at 8:30 p.m.

Respectfully submitted,

_____________________________________________
Kelly Thompson, Planning Commission Secretary
TO: Planning Commissioners
FROM: Dafne Hernandez, Planning Technician
CC: Gina Estep, Community Development Director
DATE: August 1, 2019
RE: LA19-0008 & SEPA 19-07: Proposed Land Use Code Amendment amending the number of vehicles for single family dwelling units, regardless of zones, allowed to be parked or stored outside a fully enclosed building including recreational vehicles, boats and trailers.

A. INTRODUCTION:
Currently, city code provides maximum parking requirements for R-4 though R-8 residential zones in the city. However, R-18 residential zone does not have maximum parking requirements. The purpose of this proposed amendment is to provided consistency for maximum parking requirement for all single-family dwelling units regardless of zone.

The proposed code amendment recommends to amend the Covington Municipal Code (CMC) 18.50.110(10) by adding language to be consistent with the total number of vehicles parked or stored outside a fully enclosed building for a single-family dwelling unit, regardless of zone, and including recreational vehicles, boats and trailers in the total number of vehicles. See Attachment A for the proposed language and Attachment C for other local jurisdictions code language.

B. GENERAL INFORMATION:
The proposed amendments provide regulations concerning the total number of vehicles, recreational vehicles, boats and trailers allowed to be parked outside of a single-family dwelling unit. The amendment does not apply to said vehicles parked in garages or other accessory structures. The proposed amendment also allows for properties with a legally established accessory dwelling unit one additional parked vehicle. See Attachment A for the proposed Code amendment.

C. REGULATORY REQUIREMENTS:
1) SEPA Compliance (SEPA19-07): A SEPA Determination of Nonsignificance (DNS) was issued on July 12, 2019, with a 14-day comment period that ended on July 26, 2019. Legal notice was published in the Covington Reporter on July 12, 2019, as well as posted on the city website and at City Hall.
2) Public Notice, Public Comment & Planning Commission Review: Per CMC 14.27.050 and CMC 14.27.060 Planning Commission Review, legal notice on these proposed
amendments was published July 12, 2019 in the Covington Reporter as well as posted on the city’s website and at City Hall on July 12, 2019. The Planning Commission is required to hold a noticed public hearing and make a recommendation to the City Council as to whether each proposed amendment meets the criteria in CMC 14.27.040. As of July 25, 2019, three (3) public comments were received. Any comments provided prior to the end of the comment period will be forwarded to the Planning Commission.

3) Department of Commerce: Pursuant to CMC 14.27.050(4) and RCW 36.70A.106. The proposed amendments were transmitted to Washington State Department of Commerce on July 9, 2019.

D. PROPOSED MUNICIPAL CODE AMENDMENT: See Attachment A.

E. CMC 14.27.040 DECISION CRITERIA:

The Planning Commission recommendation and City Council’s approval, modification, deferral, or denial of an amendment proposal shall be based on the following criteria:

(1) The proposed amendment is consistent with the goals, objectives, and policies of the comprehensive plan;

Staff Findings: Yes, the proposed code amendment is expected to comply with the Growth Management Act of Washington State and goals, objectives and policies of the City’s Comprehensive Plan and other applicable laws.

(2) 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;

Staff Findings: Not Applicable – this is not a zoning map amendment.

(3) Circumstances have changed substantially since the establishment of the current zoning map or district to warrant the proposed amendment;

Staff Findings: Not Applicable – this is not a zoning map amendment.

(4) The proposed zoning is consistent and compatible with the uses and zoning of surrounding property;

Staff Findings: Not Applicable – this is not a zoning map amendment.

(5) The property that is the subject of the amendment is suited for the uses allowed in the proposed zoning classification;

Staff Findings: Not Applicable – this is not a zoning map amendment.

(6) The amendment is in compliance with the three-year limitation rule as specified in CMC 14.27.030(3); and

Staff Findings: Yes, the proposed amendment complies with the three-year limitation rule specified in CMC 14.27.030(3).

(7) Adequate public services could be made available to serve the full range of proposed uses in that zone.

Staff Findings: Not Applicable – this is not a zoning map amendment.
F. **STAFF RECOMMENDATION:**
Staff recommends approval of the proposed Municipal Code amendment as shown in Attachment A of this staff report.

G. **MOTION/PLANNING COMMISSION RECOMMENDATION:**
Planning Commission recommends approval of the proposed Municipal Code Amendment as shown in Attachment A of this staff report.
18.50.110 Off-street parking plan design standards.

(1) Off-street parking areas shall not be located more than 600 feet from the building they are required to serve, unless approved by the Director, for all uses except those specified as follows; where an off-street parking area does not abut the building it serves, the required maximum distance shall be measured from the nearest building entrance that the parking area serves:

(a) For all single detached dwellings, the parking spaces shall be located on the same lot they are required to serve;

(b) For all other residential dwellings, at least a portion of parking areas shall be located within 150 feet from the building or building(s) they are required to serve;

(c) For all nonresidential uses permitted in residential zones, the parking spaces shall be located on the same lot they are required to serve and at least a portion of parking areas shall be located within 150 feet from the nearest building entrance they are required to serve;

(d) In designated activity, community business and neighborhood business centers, parking lots shall be located to the rear or sides of buildings. Relief from this subsection (1)(d) may be granted by the Director only if the applicant can demonstrate that there is no practical site design to meet this requirement. The Director may allow only the number of parking spaces that cannot be accommodated to the rear or sides of buildings to be located to the front of buildings;

(e) Parking lots shall be so arranged as to permit the internal circulation of vehicles between parking aisles without re-entering adjoining public streets;

(f) Parking for the disabled shall be provided in accordance with CMC 18.50.060; and

(g) In the MR and RCMU zones, off-street surface parking shall be separated from a street by a building except when:

(i) Parking is located adjacent to a building facade that is not oriented to a street frontage; or

(ii) Parking is located in the driveway of a single-family detached residence or townhouse; or

(iii) Parking is located in a park; or

(iv) Parking is located along up to 20 percent of the applicable street frontage and is screened by landscaping or other physical barrier, such as a berm, wall or sight-obscuring fence.
Off-Street Surface Parking (CMC 18.50.110(1)(g))

ACCEPTABLE

NOT ACCEPTABLE
(2) The minimum parking space and aisle dimensions for the most common parking angles are shown on the table in this subsection. For parking angles other than those shown on the chart, the minimum parking space and aisle dimensions shall be determined by the Director. Regardless of the parking angle, one-way aisles shall be at least 10 feet wide, and two-way aisles shall be at least 20 feet wide. If dead end aisles are used in the parking layout, they shall be constructed as two-way aisles. Parking plans for angle parking shall use space widths no less than eight feet six inches for a standard parking space design and eight feet for a compact car parking space design.

**Minimum Parking Stall and Aisle Dimensions**

<table>
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<th>Parking Angle</th>
<th>Stall Width</th>
<th>Curb Length</th>
<th>Stall Depth</th>
<th>Aisle Width 1-Way</th>
<th>Aisle Width 2-Way</th>
<th>Unit Depth 1-Way</th>
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* For compact stalls only.
(3) Any parking spaces abutting a required landscaped area on the driver or passenger side of the vehicle shall provide an additional 18 inches above the minimum space width requirement to provide a place to step other than in the landscaped area. The additional width shall be separated from the adjacent parking space by a parking space division stripe.
(4) The parking space depth may be reduced if vehicles overhang a walkway or landscaping under the following conditions:

(a) Wheel stops or curbs are installed;

(b) The remaining walkway provides a minimum of 48 inches of unimpeded passageway for pedestrians;

(c) The amount of space depth reduction is limited to a maximum of 18 inches; and

(d) Landscaping is designed in accordance with CMC 18.40.080(5).

(5) Driveways providing ingress and egress between off-street parking areas and abutting streets shall be designed, located and constructed in accordance with the provisions of Chapter 12.60 CMC, City of Covington Street Standards. Driveways for single detached dwellings, no more than 20 feet in width, may cross required setbacks or landscaped areas to provide access between the off-street parking areas and the street, provided no more than 15 percent of the required landscaping or setback area is eliminated by the driveway. Joint use driveways may be located within required landscaping or setback areas. Driveways for all other developments may cross or be located within required setbacks or landscaped areas to provide access between the off-street parking areas and the street, if no more than 10 percent of the required landscaping is displaced by the driveway and the driveway is located no closer than five feet from any property line except where intersecting the street.

(6) Parking spaces required under this title shall be located as follows:

(a) For single detached dwelling units the required parking spaces shall be outside of any required setbacks or landscaping, but driveways crossing setbacks and required landscaping may be used for parking. However, if the driveway is a joint use driveway, no vehicle parked on the driveway shall obstruct any joint user’s access to the driveway or parking spaces;

(b) For all other developments parking spaces may be permitted by the Director in setback areas in accordance with an approved landscape plan; and

(c) For nonresidential uses in residential zones, parking is permitted in setback areas in accordance with CMC 18.30.250.

(7) Lighting shall be provided for safety of traffic and pedestrian circulation on the site. It shall be designed to minimize direct illumination of abutting properties and adjacent streets.
(8) Tandem or end-to-end parking is allowed in residential developments. Apartment or townhouse developments may have tandem parking areas for each dwelling unit but shall not combine parking for separate dwelling units in tandem parking areas.

(9) All vehicle parking and storage for single detached dwellings must be in a garage, carport or on an approved impervious surface. Any impervious surface used for vehicle parking or storage must have direct and unobstructed driveway access.

(10) **Per single-family dwelling unit, the total number of vehicles parked or stored outside of a fully enclosed building on a single-family lot, regardless of zone, in the R-4 through R-8 zones, excluding recreational vehicles and trailers, shall not exceed six vehicles on lots 12,500 square feet or less and eight vehicles on lots greater than 12,500 square feet, including recreational vehicles, boats and trailers.** In no case shall vehicles, recreational vehicles, boats and trailers be parked between the single-family dwelling unit and the street unless located on approved impervious surface. For properties with a legally established accessory dwelling unit an additional vehicle is allowed.

(11) Vanpool or carpool parking areas shall meet the following minimum design standards:

   (a) A minimum vertical clearance of seven feet three inches shall be provided to accommodate van vehicles if designated vanpool or carpool parking spaces are located in a parking structure; and

   (b) A minimum turning radius of 26 feet four inches with a minimum turning diameter, curb to curb, of 52 feet five inches shall be provided from parking aisles to adjacent carpool or vanpool parking spaces.

(12) Direct access from the street right-of-way to off-street parking areas shall be subject to CMC 18.75.070.

(13) No dead end alley may provide access to more than eight off-street parking spaces. (Ord. 03-14 § 1; Ord. 01-14 § 1 (Exh. A); Ord. 10-10 § 3 (Exh. C); Ord. 42-02 § 2 (21A.18.110))
Kathryn Tift  
26232 173rd Ave SE  
Covington, WA 98042  
253-736-3059  

July 19th, 2019  

City of Covington  
Gina Estep, Community Development Director  
16720 SE 271st Street, Suite 100  
Covington, WA 98042  

publiccomment@covingtonwa.gov  

RE: Reference file no. SEPA19-07; LA19-0008  

City Council/Planning Commission –  

I am writing today because I am unable to attend the public hearing on Thursday, August 1st, 2019 at 6:30p for public comment on the proposed amendments to the Covington Municipal Code 18.50.110(10) which includes adding language to change the total number of vehicles parked or stored outside a building, regardless of zones for single family dwelling units, to four vehicles.  

I choose to live in a neighborhood that does not includes a homeowner’s association. A neighborhood I have resided in for many years, before Covington became a city, since 1977. One of the reasons I live in a neighborhood without this type of enforcement is because I feel I pay my county property taxes and can tend to my property as I see fit, not as a homeowner’s association might implement their own rules and regulations I may not agree with. The codes the City of Covington currently has works fine for us, and has.  

It causes me great concern the City of Covington is attempting to change the number of vehicles parked outside my house. For example, I currently share my home with my adult children. Many homes these days have multi-generational families living under one roof. This new amendment says now, we may only park four vehicles in our yard, what do we do with the other driver’s vehicles? Won’t this add to unnecessary street parking? And in our neighborhood, while my front yard accommodates these vehicles just fine, we would now be moving them into the street, which has no sidewalks and could block neighbors mail boxes or garbage pickup. How is this bettering the situation? Why are we wasting city money on reducing and enforcing the quantity of vehicles parked on PRIVATE property?  

Another question, what is the duration time of vehicles parked? For someone that does have teenage drivers or multigenerational houses, what happens when they have company? Out of
town guests that rent a car and stay for a week, or two, or a month? What is the duration of time limit you can have only four vehicles parked on our private property?

If a citizen of Covington is not breaking one of the city/county public health and safety issues regarding inoperable and/or unlicensed vehicles, there should be nothing further for the city to enforce. There is already a system in place for citizens to report these complaints and the Code Enforcement Officer to follow up. I again ask, why are we wasting city time and money on attacking private citizens that pay their county taxes, chose to live in a neighborhood without a homeowner’s association and might have unique situations at home requiring more than four cars?

I ask the Planning Commission and the City Council to dismiss this amendment and continue on with city business that grows Covington towards greatness.

Sincerely,

Kathryn Tift
Comments are below. Please add these to the official record.

Gina Estep  
Community Development Director  
Direct: 253-480-2441 | Main: 253-480-2400


From: Regan Bolli  
Sent: Sunday, July 21, 2019 2:21 PM  
To: Gina Estep <gestep@covingtonwa.gov>  
Subject: Fwd: proposed change to # of vehicles

FYI

Regan H. Bolli  
City Manager  
City of Covington  
16720 SE 271st Street, Suite 100  
Covington, WA 98042  
(253)-480-2400 ext 0  
www.covingtonwa.gov

Begin forwarded message:

From: Lish Rodriguez <lishrodriguez@live.com>  
Date: July 21, 2019 at 12:49:55 PM PDT  
To: "citycouncil@covingtonwa.gov" <citycouncil@covingtonwa.gov>  
Subject: Re: proposed change to # of vehicles

Hello,
I will not be able to attend the council meeting in which there will likely be continued discussion on the proposed change to move from 6 to 4 vehicles per dwelling unit.

I am opposed to this change. If the concern is related to an excessive number of vehicles or abandoned vehicles, I would ask that existing laws in place be more strictly enforced. Covington is growing at a very fast pace and I am concerned that there is not a strong enough infrastructure in place to support this sustained growth, which will only get worse with the proposed expansion of the Lakepointe development in the future.

I would ask that the council consider enforcing existing laws for those that choose not to follow them instead of imposing further restrictions on the majority of Covington residents.

Thank you,
Alisha Rodriguez

Sent from my Verizon, Samsung Galaxy smartphone
All this is certain Timberlane board members trying to impose their will on everyone. I understand the parking in the yard. But in some cases like my neighbor, they have 3 Teenagers that drive. Plus their cars. And the garage is the living room. So you think you have the right to make them sell there car!
This is all an agenda to make everyone in Timberlane get rid of their campers and their boats. Because we’ve been watching them try to do it here for years.

Sent from my iPhone
Attachment C

City of Seattle

Location of parking

1. Parking shall be located on the same lot as the principal use, except as provided in this subsection 23.44.016.C.

2. Parking on planting strips is prohibited.

3. For lots developed with one single-family dwelling, no more than three vehicles may be parked outdoors on any lot.

4. Parking accessory to a floating home may be located on another lot if within 600 feet of the lot on which the floating home is located. The accessory parking shall be screened and landscaped according to subsection 23.44.016.G.

5. Parking accessory to a single-family structure existing on June 11, 1982, may be established on another lot if all the following conditions are met:
   a. There is no vehicular access to permissible parking areas on the lot.
   b. Any garage constructed is for no more than two two-axle, or two up to four-wheeled vehicles.
   c. Parking is screened or landscaped as required by the Director, who shall consider development patterns of the block or nearby blocks.
   d. The lot providing the parking is within the same block or across the alley from the principal use lot.
   e. The accessory parking shall be tied to the lot of the principal use by a covenant or other document recorded with the King County Recorder's Office.

City of Normandy Park

Chart 18.25.020a General Residential Parking Standards

(2) Off-street parking areas shall contain the minimum number of parking spaces stipulated in Charts 18.25.020a and 18.25.020b, plus adequate stopping or parking areas for service vehicles. A use that is similar to any of the below-referenced uses shall adhere to the minimum parking requirements for the referenced use or uses. The planning manager shall determine the minimum parking requirements for service vehicles and for a use that is not referenced in this section.

<table>
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<th>RESIDENTIAL USE</th>
<th>MINIMUM SPACES REQUIRED</th>
<th>MAXIMUM SPACES ALLOWED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dwelling units:</td>
<td>1.0 per unit plus 1.0 per bedroom after 3 bedrooms; 1.0 per accessory dwelling unit</td>
<td>2.0 per unit plus 1.0 per bedroom after 3 bedrooms; 1.0 per accessory dwelling unit</td>
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</table>
City of Maple Valley

18.40.070 Parking and storage of vehicles.

No more than one vehicle of any kind in an inoperable condition (includes vehicles not currently licensed) shall be stored or parked outside on any residentially zoned property for more than 30 days. (Ord. O-16-598 § 1(B) (Exh. B); Ord. O-99-109 § 1).

City of Mountlake Terrace

B. In a residential zone, any number of recreational or utility vehicles may be parked within a building that has been legally permitted and built to provide vehicle storage. Recreational or utility vehicles outside of a building in a residential zone shall be parked in compliance with all applicable codes and regulations, including the following:

1. A maximum of two recreational or utility vehicles are allowed to be located on a single-household residential lot;

2. Recreational or utility vehicles shall be parked on an improved surface, except: (a) where an existing maintained surface was constructed prior to July 1, 2006, the recreational or utility vehicle may park on the existing maintained surface; or (b) where a recreational or utility vehicle is legally parked in a rear or side yard, it may be on either an improved surface as defined in this section or an unimproved surface as defined in MTMC 8.15.030;

3. Recreational or utility vehicles shall not intrude into the public right-of-way or public property or obstruct sight visibility from adjacent driveways, in accordance with MTMC 19.120.290 as now or hereafter amended;

4. A recreational or utility vehicle shall not be occupied by any person or persons unless said vehicle is entirely located on a lot that contains a single-family detached house and the lawful occupant of the house has given permission for the person or persons to occupy the recreational or utility trailer; provided, that such occupancy does not create a public health hazard or nuisance and this occupancy shall not exceed two weeks within any six-month period.

D. Off-street vehicle parking in residential zones is subject to the following standards:

1. A minimum of two off-street parking spaces on an improved surface is required to be provided per each single-household dwelling unit. The area included in a garage may satisfy the requirement for providing one or both of the required off-street parking spaces. If there is no garage to store vehicles, a minimum area of 308 square feet of improved surface shall satisfy this requirement. The requirement for an improved surface shall be enforced in conjunction with property improvements and nonconformance requirements under MTMC 19.120.250.

2. Any parking space or driveway that adjoins a public street right-of-way must be designed in a manner that accommodates a 20-foot-long vehicle without the vehicle protruding into the public right-of-way. In no case shall a vehicle be parked in such a manner as to obstruct a sidewalk or other public right-of-way.
3. No more than 50 percent of the front yard shall consist of an improved surface to be used for the parking or driving of vehicles. An exception shall be made in cases where because of the lot’s configuration, for instance in a cul-de-sac development, the front yard does not have adequate area to simultaneously comply with the minimum parking requirement prescribed under subsection (D)(1) of this section and the 50 percent limit described above. In such cases, the 50 percent limit may be exceeded subject to the department’s issuance of a driveway permit that specifically allows the additional improved surface or maintained surface within the front yard.

4. Auxiliary parking spaces and auxiliary driveways must consist of an improved surface, except that any auxiliary parking or auxiliary driveway installed prior to July 1, 2006, may continue to consist of a maintained surface until such time as a new building or a building addition is constructed or permitted for construction on the same lot.

5. No more than two vehicles may be parked in the rear yard of a residence unless contained in a legal and fully enclosed structure.

6. When located behind the front building line, all parked or stored vehicles shall provide at least three feet of clear, unobstructed access between the building wall and the vehicle for fire protection purposes. This requirement is not applicable to vehicles parked within a garage.

7. Installation of an improved surface is subject to a city permit and inspection.

City of Brier

17.48.020 Recreational and utility vehicles in residential zones.

In a residential zone, any number of recreational or utility vehicles may be parked within a garage. Recreational or utility vehicles outside of a garage in a residential zone shall be parked in compliance with all applicable codes and regulations, including the following:

A. A maximum of two recreational or utility vehicles are allowed to be located on a single-family residential lot except when parked inside a garage.

B. Recreational or utility vehicles shall be parked on an improved surface, except:

1. Where an existing maintained surface was constructed prior to adoption of this chapter, the recreational or utility vehicle may park on the existing maintained surface.

2. Where a recreational or utility vehicle is legally parked in a rear or side yard, it may be parked on either an improved surface or an unimproved surface.

C. Recreational or utility vehicles shall not intrude into the public right-of-way, or public property, or obstruct sight visibility from adjacent driveways, or obstruct the view of traffic control devices.

D. A recreational or utility vehicle shall not be occupied by any person or persons unless it is entirely located on a lot or parcel that contains a single-family dwelling unit and the lawful occupant of the house has given permission for the person or persons to occupy the recreational or utility trailer; provided, that such occupancy does not create a public health hazard or nuisance and this occupancy shall not exceed two weeks within any six-month period.
E. Recreational or utility vehicles parked outside of a building shall be maintained in a clean, stable and well-kept state, which means that they shall not have a broken window, shall not have body damage or rust affecting more than ten percent of the vehicle’s exterior surface, excluding the vehicle’s undercarriage, and shall not have the appearance of substantial disrepair or neglect.

F. Recreational or utility vehicles equipped with liquefied petroleum gas containers shall meet the standards of the Interstate Commerce Commission. Valves or gas containers shall be closed when the vehicle is parked or stored. In the event of leakage, immediate corrective action must be taken.

G. Recreational or utility vehicles stored in a front yard shall be parked on an improved surface or on a maintained surface.

H. No more than two recreational or utility vehicles may be parked anywhere on a property outside of a legal and fully enclosed structure.

I. Recreational or utility vehicles parked in a side or rear yard may be parked:
   1. On an unimproved surface that is mowed and tended to;
   2. On a maintained surface; or

City of Castle Rock

17.63.070 Recreational vehicle park.

Recreational vehicle parks are to be allowed only as a conditional use after review and approval of the city’s development review committee, the planning commission and the city council; provided, that the establishment of such use shall meet the following requirements:

A. The minimum size of the recreational vehicle park shall be two acres.

B. The maximum gross density allowed shall be one recreational vehicle space per each 1,000 square feet of land area.

C. No less than eight percent of the total site area shall be provided as defined recreational space. The recreational space shall be easily accessible and shall be improved and maintained in such a manner so as to provide adequate recreational facilities for the residents of the recreational vehicle park. Park owner-constructed fire pits may be allowed in the area(s) defined as recreational space if approved in writing by the chief of the Fire Protection District No. 6.

D. Each recreational vehicle space shall have a minimum width of 20 feet.

City of Bellevue

20.20.720 Recreational vehicles, watercraft, and utility trailers.
A. Parking or storage of recreational vehicles, watercraft (whether mounted on trailers or unmounted), or utility trailers, except for loading and unloading activities completed within a three-day period within any given two-week period, is not permitted within a Residential Land Use District (R-1 – R-30), unless there is compliance with the following.

**City of Shoreline**

20.50.410 Parking design standards.

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

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

C. Parking for residential units must be included in the rental or sale price of the unit. Parking spaces cannot be rented, leased, sold, or otherwise be separate from the rental or sales price of a residential unit.

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

Parking on Pervious Surfaces

All vehicle parking and storage for single-family detached dwellings and duplexes must be in a garage, carport or on an approved impervious surface. Any impervious surface used for vehicle parking or storage must have direct and unobstructed driveway access. Impervious surfaces used for vehicle parking or storage must be constructed in accordance with the standards of the City of Shoreline Engineering Development Guide. Impervious surfaces used for vehicle parking or storage must be maintained in an impervious condition.

**City of Issaquah**

18.07.210 Parking and storage of vehicles and boats.

F. Vehicles in Residential Areas:

1. Commercial: It is unlawful for any person to park or store commercial vehicles in residential areas. This provision does not apply to temporary parking for delivery, pick up, moving or service activities. For the purpose of this section, a “commercial vehicle” is defined as a vehicle of a size and weight that is not typically found in a residential area; for example, a typical home use pickup truck with a commercial logo on the side would be permitted. However, semi-trucks, semi-cabs, tractor trailers or heavy
equipment would not be permitted to be parked or stored in a residential area. Heavy equipment may be parked on a site that is in the process of being developed.

2. Recreational: Travel trailers, campers, or motor homes may be parked in a residential area, as long as the vehicle complies with the provisions of this code. The vehicle shall be kept in a side or rear setback and screening from the adjacent properties is encouraged. If the vehicle cannot be stored in a side or rear setback due to site constraints, the vehicle shall be parked off-site during those extended times when not in use.

3. Motorized Vehicles such as Cars, Trucks, Recreational Vehicles, and Motorcycles: Shall not be permitted to park in the pervious surface areas of front or streetside setbacks of a residential use property. Exceptions: driveways, carports, garages.

G. Boats and Boat Trailers, Flatbed Trailers, Hauling Trailers, and Similar Vehicles: Boats and boat trailers, flatbed trailers, hauling trailers, and similar vehicles shall not be stored or parked in the front vegetated landscaping of a residential area, unless parked in the driveway, carport or garage. If the boat and/or trailer is parked in a driveway, screening from adjacent properties is encouraged. Canoes and kayaks are not required to be sight screened. (Ord. 2587 § 3 (Exh. B2), 2010; Ord. 2552 § 5, 2009; Ord. 2405 § 15, 2004; Ord. 2301 § 2, 2001; Ord. 2108 § 7.2.14, 1996).

18.07.220 Vehicular and engine repair.

Motor vehicle repair or modification, and engine repair or overhauling is not permitted in residential districts unless this occurs within an enclosed structure. This section does not apply to occasional and unavoidable minor or emergency repairs to one’s personal vehicle. The intent of this regulation is to prohibit weekly vehicle repair for friends and/or relatives at an individual residence. (Ord. 2108 § 7.2.15, 1996).

City of Puyallup

RS SINGLE-FAMILY RESIDENTIAL ZONES - 20.20.040 Performance Standards

(3) Outdoor Storage of Vehicles. The personal, noncommercial outdoor storage of vehicles and vehicle accessories is permitted in the RS zones, provided the following standards are met. For purposes of this section, “storage” means the keeping of such vehicles and accessories on any portion of any parcel of property for a period of 72 continuous hours.

(a) Recreational Vehicles. Where a rear yard is reasonably accessible or a side yard is of sufficient size to accommodate the recreational vehicle, said recreational vehicle shall not be stored in the front yard of a lot. In no instance shall a recreational vehicle be stored such that any portion of the vehicle encroaches upon a sight distance area established by subsection (10) of this section; nor shall a recreational vehicle be stored on or overhang a public right-of-way. If located within a required front or street side yard, the storage area for a recreational vehicle shall be improved with a paved or gravel surface.
(b) Inoperable Vehicles and Motor Vehicle Accessories. No more than two inoperable vehicles may be stored on a lot. The outdoor storage of inoperable vehicles, or parts thereof, and vehicle accessories such as camper shells and equipment trailers shall be screened from neighboring properties and public rights-of-way and prohibited from required front and street side yards.

(c) In no event shall any RS-zoned property be used for the purpose of storing for any period of time any vehicle having more than two axles or exceeding 84 inches in width, and intended for commercial use such as a truck tractor, truck trailer or other truck, unless such vehicle is stored within a building or is otherwise screened so as not to be visible from another property or from any public right-of-way.

City of Redmond

20D.130.10-050 Parking and Storage of Recreational, Utility and Commercial Vehicles in Residential Neighborhoods.

Permitted Parking Locations. A vehicle may be located in the following areas listed in order of priority, provided the general requirements of subsection (3)(a) of this section are met:

(i) Within a vented garage or carport;
(ii) In a side or rear yard;
(iii) Within a front yard on a driveway only, parked perpendicular to the right-of-way. See Appendix 20D-3, Construction Specification and Design Standards for Streets and Access;
(iv) In other locations if determined by the Code Administrator to be less obtrusive than the above locations. Screening the recreational vehicle with landscaping, fencing or a combination of the two may be required to meet this standard;
(v) If none of the above locations are feasible, the recreational/utility vehicle must be stored off-site.

City of Sequim

18.48.100 Parking and storage of recreational vehicles, boats and trailers on residential property.

C. For single-family detached houses, duplexes and triplexes, off-street parking is allowed so long as they do not block pedestrian traffic on the sidewalks and only as set forth in this subsection.

1. Front yard: No such vehicle shall be parked in the front of a residence except in a driveway for a period not to exceed 24 hours.

2. Side yard: No such vehicle shall be parked on the side yard except on a driveway or pad, provided the recreational vehicle is not extended beyond the front of the house.

3. Rear yard: A vehicle may be parked or stored in the rear yard; provided, that it be placed on a pad and placed so as not to obstruct the sight distance in alleyways and not in the alley right-of-way. (Ord. 2005-014; Ord. 2003-017 § 1)
City of Woodland

17.16.080 - Performance standards.

2. Recreational and Utility Vehicles. Recreational and utility vehicles are defined as travel trailers, folding tent trailers, motor homes, truck campers removed from a truck or pickup, horse trailers, boat trailers with or without boats, other recreation trailers and utility trailers, boats, motorcycles, snowmobiles and other motorized recreation vehicles. Recreational and utility vehicles may be parked in residential areas provided the following conditions are met:

a. Vehicles shall not intrude into public right-of-way or obstruct sight visibility from adjacent driveways;

b. Vehicles shall not be parked in the front building setback unless there is no reasonable access to the building side yards or rear yards because of topography or other physical conditions on the site. However, not more than one recreation and/or utility vehicle shall be parked in the front setback, with no more than three stored outside per single-family lot;

c. The recreational vehicles shall be maintained in a clean, well-kept state which does not detract from the appearance of the surrounding area;

d. Recreational vehicles equipped with liquefied petroleum gas containers shall meet the standards of the Interstate Commerce Commission. Valves or gas containers shall be closed when the vehicle is stored, and, in the event of leakage, immediate corrective action must be taken;

e. At no time shall parked or stored recreational vehicles be occupied or used as a permanent or temporary dwelling unit except that guests who travel with a recreational vehicle may reside in the vehicle on the host's premises on a temporary basis not to exceed thirty days per year.

City of Auburn

2. Off-street vehicle parking spaces, including those for trailers, recreational vehicles, and boats on trailers, that are provided in addition to those required pursuant to Table 18.52.020 shall be paved with one of the surfaces listed above (subsection E of this section), or gravel; provided, that weeds, mud or other fine material do not work their way to the surface of the gravel; and provided, that loose gravel is contained on the subject property.

B. Maximum Number of Parking Spaces. Except for required parking spaces for persons with disabilities, spaces provided in park and ride lots operated by a public transit agency, spaces for carpools, spaces for electric vehicle charging and spaces within structured parking with two or more levels, the maximum number of parking spaces for nonresidential uses shall not exceed 125 percent of the minimum spaces required by Table 18.52.020.
# Table 18.52.020. Off-Street Parking Requirements by Land Use

<table>
<thead>
<tr>
<th>Land Use Type</th>
<th>Unit of Measure</th>
<th>Required Parking Rate (spaces per unit of measure)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Residential Categories</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single-family, detached dwelling, adult family home</td>
<td>Dwelling unit</td>
<td>2.00</td>
</tr>
<tr>
<td>Two-family dwelling (duplex)</td>
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<td>2.00</td>
</tr>
<tr>
<td>Multifamily dwelling (one- and two-bedroom units)</td>
<td>Dwelling unit</td>
<td>1.50</td>
</tr>
<tr>
<td>Multifamily dwelling (three-bedroom units or more)</td>
<td>Dwelling unit</td>
<td>2.00</td>
</tr>
</tbody>
</table>

## City of Vancouver

The storage of junk vehicles on private property is a public nuisance and is not allowed within the City of Vancouver. Inoperable vehicles may be stored outdoors for no more than seven consecutive or non-consecutive days in any calendar year. No more than one unenclosed inoperable vehicle may be on a property at any one time.
A. INTRODUCTION: The proposed Municipal Code amendment, if approved, will;
   1) Change the requirement set forth in CMC 14.35.010(2) of scheduling a pre-application conference within 30 days of application to 45 days. Staff currently allows the review team a minimum of two weeks to complete initial review of the project. Staff aims to schedule most pre-application conferences within three weeks from submittal, however based on staff and partner agency availability, the city is often challenged to meet the current 30-day requirement.
   2) Amend CMC 14.35.010(4) to allow the Community Development Director the ability to grant an applicant an extension to the required timeframe stipulated by Code to submit a complete land use application following a pre-application conference. There is currently no provision in the Covington Municipal Code which would allow flexibility once 180 days has elapsed without a complete land use application being submitted. The applicant would be required to submit a written request and provide a justification for granting an extension along with an associated fee.

B. GENERAL INFORMATION: The proposed Code amendment is intended help streamline the development and permitting process for both the City and applicants.

C. REGULATORY REQUIREMENTS:
   1) SEPA Compliance: The proposed amendment is categorically exempt from SEPA pursuant to WAC 197-11-800(19)(b), as the proposed changes do not make changes to substantive standards respecting the use or modification of the environment.
   2) Public Notice, Public Comment & Planning Commission Review: Per CMC 14.27.050 and 060 Planning Commission Review, legal notice on these proposed amendments was published July 12, 2019 in the Covington Reporter as well as posted on the city’s website and at city hall on July 12, 2019. The Planning Commission is required to hold a noticed public hearing and make a recommendation to the City Council as to whether each proposed amendment meets the criteria set
forth in CMC 14.27.040. As of July 10, 2019. No public comments were received. Any comments provided prior to the end of the comment period will be forwarded to the Planning Commission.

3) Department of Commerce: Pursuant to CMC 14.27.050(4) and RCW 36.70A.106. the proposed amendments were transmitted to Washington State Department of Commerce on July 10, 2019.

D. PROPOSED MUNICIPAL CODE AMENDMENT: See Attachment A

E. CMC 14.27.040 DECISION CRITERIA
The Planning Commission recommendation and City Council’s approval, modification, deferral, or denial of an amendment proposal shall be based on the following criteria:

(1) The proposed amendment is consistent with the goals, objectives, and policies of the comprehensive plan;
Staff Findings: Yes, the proposed code amendment is expected to comply with the Growth Management Act of Washington State and goals, objectives and policies of the City’s Comprehensive Plan and other applicable laws.

(2) 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;
Staff Findings: Not Applicable – this is not a zoning map amendment.

(3) Circumstances have changed substantially since the establishment of the current zoning map or district to warrant the proposed amendment;
Staff Findings: Not Applicable – this is not a zoning map amendment.

(4) The proposed zoning is consistent and compatible with the uses and zoning of surrounding property;
Staff Findings: Not Applicable – this is not a zoning map amendment.

(5) The property that is the subject of the amendment is suited for the uses allowed in the proposed zoning classification;
Staff Findings: Not Applicable – this is not a zoning map amendment.

(6) The amendment is in compliance with the three-year limitation rule as specified in CMC 14.27.030(3); and
Staff Findings: Yes, the proposed amendment complies with the three-year limitation rule specified in CMC 14.27.030(3).

(7) Adequate public services could be made available to serve the full range of proposed uses in that zone.
Staff Findings: Not Applicable – this is not a zoning map amendment.

F. STAFF RECOMMENDATION: Staff recommends approval of the proposed Municipal Code amendment as shown in Attachment A of this staff report.

Recommended Planning Commission Motion:
Move to forward a recommendation to the City Council to approve the proposed amendments to Covington Municipal Code 14.35.010 Preapplication Conference in substantial form as found in Attachment 1 of this staff memorandum.
14.35.010 Preapplication conference.

(1) Prior to filing a permit application for a Type 2, Type 3 or Type 4 decision, the applicant shall contact the Department to schedule a preapplication conference, which shall be held prior to the applicant filing the application.

(2) The purpose of the preapplication conference is to review and discuss the application requirements with the applicant and provide comments on the development proposal. The preapplication conference shall be scheduled by the Department, upon the request of an applicant, and shall be held in a timely manner, within 30-45 days from the date of the applicant’s request. Nothing in this section shall be interpreted to require more than one preapplication conference or to prohibit the applicant from filing an application if the Department is unable to schedule a preapplication conference within 30-45 days following the applicant’s request.

(3) The Director shall establish procedures, reasonable schedules, and staff participation for preapplication conferences.

(4) An applicant wishing to submit a permit application more than 180 days following a preapplication for the same permit application shall be required to schedule another preapplication conference. If a fully complete land use application has not been submitted within 180 days from the date of the preapplication meeting, a new meeting must be held or an extension request must be granted before the land use application will be accepted. Requests for extension must be submitted in writing detailing the justification for the request along with the extension fee. Extension requests will be granted at the discretion of the Community Development Director.

(5) The discussions at the conference shall not bind or prohibit the City’s future application or enforcement of all applicable law since it is impractical for a preapplication conference to be an exhaustive review of all potential issues. (Ord. 02-09 § 3)