

AGENDA
LACEY PLANNING COMMISSION MEETING
Tuesday, July 20, 2021 – 5:00 p.m.
MEETING WILL BE CONDUCTED REMOTELY, NOT IN-PERSON
Please click the link below to join the webinar:

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Webinar ID: 895 7515 1147

Call to Order: 5:00 p.m.

Approval of Agenda & Consent Items: 5:01 p.m.

- A. Approval of Agenda
- B. Approval of June 15 Meeting Minutes

Public Comments: 5:02 p.m.

Commission Members' Reports: 5:04 p.m.

Director's Report: 5:05 p.m.

New Business: 5:10 p.m.

LMC 16.72 Parking Amendments: Ryan Andrews, Planning Manager. Staff will provide an introduction to the City's parking standards in LMC 16.72. Future amendments will be reviewed which will address appropriate ratios for multi-family development and electric vehicle parking.

Old Business: 5:30 p.m.

Debrief on Council Work Sessions for 2021 Comp Plan Amendments: Ryan Andrews, Planning Manager; Jessica Brandt, Associate Planner. Staff will update the Planning Commission on recent briefings with the City Council on the Housing Action Plan, Thurston Climate Mitigation Plan, and update to the Urban Forest Management Plan and associated amendments to LMC 14.32.

Communications and Announcements: 5:55 p.m.

Next Meeting: August 3, 2021.

Adjournment: 6:00 p.m.

7/12/21

CITY OF LACEY PLANNING COMMISSION WORK SCHEDULE

**Planning Commission Meeting
July 20, 2021**

1. **Work Session:** Parking Code Revision Introduction
2. **Work Session:** 2021 Comp Plan Council Debrief

Packets due: July 15, 2021

**Planning Commission Meeting
August 3, 2021**

1. **Meeting Cancelled (tentative)**

Packets due: July 29, 2021

**Planning Commission Meeting
August 17, 2021**

1. **Work Session:** Parking Code

Packets due: August 12, 2021

**Planning Commission Meeting
September 7, 2021**

1. **Work Session:** Capital Facilities Plan

Packets due: September 2, 2021

MINUTES

Lacey Planning Commission Meeting
Tuesday, June 15, 2021 – 5:00 p.m.
Conducted remotely via videoconference

Meeting was called to order at 5:00 p.m. by Dave Wasson.

Planning Commission members present: Dave Wasson, Gail Madden, Peg Evans-Brown, Daphne Retzlaff, Kyrian MacMichael, Mark Mininger, and Robin Vasquez. Staff present: Rick Walk, Ryan Andrews, Brandon McAllister, and Jessica Brandt.

Dave noted a quorum present.

Kyrian MacMichael made a motion, seconded by Mark Mininger, to approve the agenda for tonight's meeting and the May 18 meeting minutes. All were in favor, the motion carried.

1. Public Comments:

- Lynn Fitz-Hugh thanked Planning Commission for their support of the suggested amendments to the Urban Forest Management Plan and gave her opinion on the canopy goals.
- Janine Lindsay commented on the Plan and expressed appreciation for how the plan reflects a preservation of trees in Lacey.
- Wayne Olsen thanked Planning Commission for supporting suggested amendments to the Plan.
- Marianne Tompkins noted that she was on the tree task force, and said she feels enforcement is a tough issue that needs to be addressed.

2. Commission Members Reports:

- Peg reported on her attendance at the last Council meeting.
- Robin attended the Thurston Regional Planning Council a couple weeks ago, and the Lacey Parks Outreach meeting.
- Dave reported on his attendance at the remote Mayor's Gala.

3. Director's Report:

- Rick reported that the City is in the process of selecting a new police chief.
- Rick asked for feedback on the upcoming re-opening of the State and how that will effect City procedures and possibly transitioning to in-person or hybrid meetings. After a brief discussion, Commissioners are in favor of safely returning to in-person meetings.

4. New Business:

Introduction to the Water Comprehensive Plan Update: Brandon McAllister, Utility Engineer.

- Ryan introduced Brandon and gave some background info.
- Brandon explained that the Plan is a State mandated planning document for utilities on a 10-year update cycle, and gave a presentation.
- A discussion followed and staff answered questions.

5. Old Business:

Urban Forest Management Plan and Associated Regulations: Jessica Brandt, Associate Planner.

- Jessica went over the amendments to the Plan and LMC 14.32 since the last Planning Commission meeting.
- A discussion followed.
- **Gail Madden made a motion, seconded by Peg Evans-Brown to refer the Plan and LMC 14.32 to Council as amended. All were in favor the motion carried.**

6. Communications and Announcements:

- Dave reminded Commissioners that the July 6 meeting has been cancelled and the next meeting will be July 20, not July 10 as shown in error on the agenda.
- Robin noted that there will be a pop up market at the food truck depot this Friday.

7. Next Meeting: July 20, 2021.

8. Adjournment: 6:25 p.m.



PLANNING COMMISSION STAFF REPORT

July 20, 2021

SUBJECT: LMC 16.72, Parking Standards for Multi-Family Development and Electric Vehicle Charging

RECOMMENDATION: Introductory briefing from staff on the City's parking standards in LMC 16.72. No recommendation at this time.

TO: Lacey Planning Commission

STAFF CONTACTS: Rick Walk, Director of Community and Economic Development *RW*
Ryan Andrews, Planning Manager *RA*

ATTACHMENT(S):

1. Lacey Municipal Code 16.72: Off-Street Parking and Loading
 - a. MJR 6th Avenue Apartments site plan
 - b. Britton Residential site plan
2. Lacey Municipal Code 16.73: Electric Vehicle Infrastructure
3. Example Electric Vehicle Charging Station Requirements:
 - a. Covington
 - b. Mountlake Terrace
 - c. Port Orchard

**PRIOR COUNCIL/
COMMISSION/**

COMMITTEE REVIEW: No previous review. This is a 2021 Planning Commission Work Program item.

BACKGROUND:

The 2021 Planning Commission work program identifies the examination of the City's parking standards in LMC 16.72 to address appropriate ratios for multi-family development and electric vehicle parking. The purpose of this briefing is to review the City's current parking standards related to multi-family development and review electric vehicle parking standards developed by other municipalities.

Multi-Family Development

The purpose of reviewing and amending the parking standards for multi-family development are to ensure that parking standards are right-sized for the development type and location within Lacey and to also ensure that parking standards do not inadvertently increase the cost of housing.

Lacey's existing parking standards for multi-family development (see attachment 1) are a minimum of 1.5 spaces per unit with no maximum number of spaces. This ratio has been unchanged for over 20 years. Recently the city has begun to receive concerns that this ratio is not appropriate in locations where unit sizes are smaller and other transportation options are available (i.e. Lacey Midtown) and that the ratio is too low in more suburban locations (i.e. High Density Residential areas in Hawks Prairie).

To address these concerns and better right size parking requirements, staff will examine the existing parking conditions in these areas and provide adjustments to the existing code that better align with the unit type constructed based on the number of bedrooms as well as the location of the project and proximity to other transportation options.

Electric Vehicle Parking/Charging

A priority implementation item within the Thurston Climate Mitigation Plan is to establish code requirements for electric vehicle parking. Currently, Lacey does have municipal code standards for electric vehicle infrastructure (see attachment 2), however, the code does not require electric vehicle parking.

Staff has researched other development codes for similar-sized cities around the Puget Sound area which require electric vehicle parking and have attached them for review. Most of the codes establish thresholds for when electric vehicle parking is required associated with new development or remodels/expansion. The regulations also require a number of stalls based on the underlying use of the building and the size of the parking lot. Most ratios are between 1% and 10% of the total number of stalls being dedicated to electric vehicles. The higher ratios are for multi-family residential uses where demand will be higher than lower demand areas like commercial and industrial uses.

At the work session, staff will provide an overview of the development codes from other jurisdictions to the Planning Commission. Based on the discussion and direction by the Planning Commission, staff will develop draft amendments for electric vehicle parking requirements for further consideration by the Planning Commission. Other jurisdictions in Thurston County have not yet adopted electric vehicle charging requirements. By Lacey taking early action, coordination can occur through the regional climate mitigation planning group to potentially establish these as regionally agreed upon standards.

RECOMMENDATION:

No action is required. This is an introductory briefing and discussion by the Planning Commission. Based on the discussion by the Planning Commission, draft amendments to multi-family and electric vehicle charging will be presented and reviewed at a future work session.

Chapter 16.72

OFF-STREET PARKING AND LOADING

Sections:

- 16.72.010 Intent**
- 16.72.020 General requirements**
- 16.72.025 Maintenance**
- 16.72.030 District parking requirements**
- 16.72.040 *Repealed***
- 16.72.045 *Repealed***
- 16.72.050 Development standards**

16.72.010 Intent.

It is the intent of this chapter to:

- A. Assure that space is provided for the parking, loading and unloading of motor vehicles on the site of premises or uses which attract said motor vehicles;
- B. Provide minimum and maximum standards of space and parking arrangements, and for the movement of motor vehicles into and out of such spaces;
- C. Promote implementation of the city of Lacey Transportation Plan policies to support commute trip reduction programs and more use of transportation choices;
- D. Provide alternatives and incentives to reduce parking needs by utilizing transportation demand management (TDM) strategies;
- E. Reduced parking has benefits, particularly considering opportunities for alternative use of valuable land resources. Less space utilized for parking means additional area for retail space, additional building pads, or more pervious surface and landscaping. Increased retail space can help promote a healthy retail tax base. More pervious surface and landscaping can reduce drainage impacts, and promote more attractive cityscape;
- F. Calm traffic for pedestrian comfort and security on public streets and parking lots by:
 - 1. Controlling access to sites; and
 - 2. Allowing parking on the streets in zones with a pedestrian emphasis for separation between the sidewalk and moving automobiles;
- G. Enhance safety for pedestrians and motor vehicle operators;

H. Encourage the creation of an aesthetically pleasing and functionally adequate system of off-street parking and loading facilities. (Ord. 1434 §3, 2014; Ord. 1130 §1, 2000; Ord. 583 §2.29(A), 1980).

16.72.020 General requirements.

A. Off-street parking spaces and driveways shall not be used at any time for purposes other than their intended use, i.e., the temporary storage of motor vehicles used by persons visiting or having business to conduct on the premises for which the parking is provided. Provided, however, the site plan review committee may approve other uses it deems reasonable that will not adversely impact parking requirements for the primary use of the property such as street merchant pads, temporary seasonal merchandise displays, pedestrian refuge islands, and pocket parks for pedestrian seating and use.

B. Parking space required and intended for use by occupants or users of specific premises shall not be leased or rented to others, nor shall such space be made unavailable through other means to the users for whom the parking spaces are intended. This, however, does not preclude shared parking arrangements approved by the city or other activities approved by the site plan review committee.

C. Except where specifically permitted in certain zoning districts, off-street parking spaces shall not be used for loading or unloading of commercial vehicles larger than those vehicles for which the parking spaces are intended.

D. Whenever a building or a piece of land is put to a use different from the immediately preceding use, or when a building is remodeled, reconstructed or expanded, adequate off-street parking shall be provided consistent with the new use, reconstruction or expansion of the premises.

E. Proposed large projects that are defined as major employers or worksites (RCW [70.94.524](#)) shall provide an assessment of the cost of parking space separate from the cost of the area used for building purposes. This information will help the applicant, the city of Lacey and Intercity Transit evaluate opportunities for parking reduction and TDM strategies. (Ord. 1539 §118, 2019; Ord. 1434 §4, 2014; Ord. 1130 §2, 2000; Ord. 583 §2.29(B), 1980).

16.72.025 Maintenance.

A. It shall be the responsibility of the property owner to ensure that all off-street parking spaces and areas required by this chapter are maintained for the duration of the improvement or use requiring the parking area.

B. All parking facilities, including curbs, directional markings, handicapped symbols, landscaping, pavement, signs, striping, and wheel stops, shall be permanently maintained by the property owner/tenant in good repair, free of litter and debris, potholes, obstructions, and stored material.

C. Drive aisles, approach lanes, and maneuvering areas shall be marked and maintained with directional arrows and striping to expedite traffic movement. Any area not intended for parking shall be signed as such, or, in areas where curb exists, the curb may be painted red in lieu of signs. (Ord. 1539 §119, 2019).

16.72.030 District parking requirements.

A. The requirements for any use not listed herein shall be those of the listed use most similar to the unlisted use. When similarity is not apparent, the enforcing officer and/or the site plan review committee shall determine the minimum and maximum for the unlisted use.

B. For conditional uses, as identified and described in Chapter [16.66](#) LMC, the parking requirement shall be as provided in that chapter or as determined by the site plan review committee.

C. *Residential District.* Off-street parking requirements for residential districts are located in Table [16T-13](#).

D. *Commercial, Community Office and Industrial Uses.*

1. *General Parking Standards--Parking Standard Table.*

a. In the several commercial, industrial, community office, and mixed use districts, off-street parking requirements shall be as shown in Table [16T-13](#); provided, that all of the property is controlled by a single person or corporation, or written agreements for shared parking, acceptable to the city, are filed with the enforcing officer.

b. *Phased Reduction of Maximum Parking Standards.* One technique for transportation demand management (TDM) is to reduce maximum allowable parking spaces. This can be done by slowly phasing down the maximum allowable number of parking spaces over a period of years. This technique has advantages of reducing vehicle trips and conserving urban commercial land that can be used for other purposes. However, this technique has the potential to have a significant adverse impact on the jurisdiction's economic development if other reasonable forms of alternative transportation are not available. This technique should be periodically revisited to consider its viability but should not be implemented until its viability for Lacey is established.

c. *Minimum Optional Guidelines and Maximum Standards.* To promote parking reduction, the optional minimum guideline serves as a suggested parking number but is not mandatory for automobiles except for single-family residential development. Applicants will be encouraged to provide less automobile parking than the minimum listed whenever possible based upon TDM available on-street parking, potential shared parking within walking distance and other factors. The minimum number listed for bicycle parking shall be provided as indicated in the table for both commercial and residential development.

The number of parking spaces needed to serve a project must be demonstrated to the site plan review committee based upon a parking plan considering TDM techniques and other relevant factors. Upon justification to the satisfaction of the committee, whatever number of parking spaces agreed upon shall be the number required, and this shall be an enforceable condition of the approval.

The maximum parking standards may be increased if the site plan review committee finds compelling reasons to do so. Such determination shall be at the sole discretion of the committee based upon such factors as unique site or use requirements, historical data of a particular use or other relevant factors indicating additional parking is necessary to properly serve a use or uses at a site.

Shared parking agreements are encouraged if the physical relationship between the premises is within convenient walking distance and makes such sharing possible.

2. If more parking spaces than the maximum permitted by Table [16T-13](#) exist on the subject property, an owner/developer may lease those excess spaces or convert excess spaces into LID facilities where feasible, such as permeable paving or bioretention, until conformance with Table [16T-13](#) is reached.

a. Shared parking is particularly encouraged when:

(1) The total number of parking spaces provided is sufficient to meet expected demand; or

(2) The uses are operating during different hours and number of spaces needed for all uses at any one time are satisfied. If permitted, the total number of spaces for a shared arrangement should be no greater than the maximum number of spaces permitted for all uses operating at the same time.

b. Where adjoining parking facilities of two or more ownerships are developed and designed as one parking facility, a reduction of required parking spaces may be permitted based upon the increased potential opportunity for shared parking and other parking reduction techniques.

c. The continuation of joint or shared facilities should be assured by a sufficient legal document such as a covenant or reciprocal easement agreement or by participation in a local improvement district or parking association. Joint or shared parking associated with multi-tenant retail and commercial uses will be considered to be a shared parking facility. Lease agreements will satisfy the requirement for a sufficient legal document. However, any new tenant whose parking requirement reduces the total parking available in the shared parking facility below seventy-five percent of the requirements for all uses sharing the facility will be required to provide additional parking.

d. For large projects where a traffic study is required under Chapter [14.21](#) LMC (Traffic Mitigation and Concurrency) and the proposal has one hundred or more employees, a comprehensive TDM strategy may be proposed to achieve a reduction in minimum parking listed in the parking table. Additionally, a bonus credit towards transportation impact fees may be awarded for reducing parking area pursuant to this section. The reduction in parking permitted and the incentive bonus shall be commensurate with the permanence, effectiveness and demonstrated reduction in off-street parking demand effectuated by such alternative programs.

Alternative programs that may be considered by the enforcing officer and/or site plan review committee under this provision include, but are not limited to, the following:

(1) Private vanpool operation;

(2) Transit/vanpool fare subsidy;

(3) Imposition of a charge for parking;

(4) Provision of subscription bus services;

(5) Flexible work hour schedule;

- (6) Capital improvements for transit services;
- (7) Preferential parking for carpools/vanpools;
- (8) Participation in the ride-matching program;
- (9) Reduction of parking fees for carpools and vanpools;
- (10) Establishment of a transportation coordinator position to implement carpool, vanpool and transit programs;
- (11) Bicycle parking facilities including associated shower and changing facilities;
- (12) Compressed work week;
- (13) Telecommuting;
- (14) Advancements in technology including autonomous vehicles;
- (15) Other techniques and strategies approved by the site plan review committee.

e. Parking reduction under this subsection [\(D\)\(2\)](#) must provide information regarding the administration of the program to the site plan review committee. The information must include:

- (1) Address each individual TDM strategy as part of the transportation impact analysis;
- (2) Provide the city with an estimate of peak hour employees as part of their site plan review application and traffic impact analysis;
- (3) Provide estimated parking occupancy rates for the development as part of the transportation impact analysis showing average weekday use;
- (4) Demonstrate how TDM strategies will be used to minimize the need for parking.

3. The city is hereby authorized to develop parking requirements specific to certain geographic locations or districts rather than individual sites by pooling parking supply in desired locations. Any parking requirements established as part of these programs may deviate from the typical standards contained herein and would be binding on the properties within these locations.

E. *Transportation Demand Management Incentives.* The site plan review committee shall determine whether the applicant can receive a traffic impact mitigation fee reduction for implementation of TDM strategies that reduce parking needs. Such incentives will be as listed in the following schedule as well as any traffic mitigation credit allowed under LMC [14.21.030](#). The incentive bonus is as follows:

1. Any developer who builds at the minimum amount of parking allowed shall receive a five percent trip reduction in the calculation of traffic impacts.
2. Any developer who builds at or below the minimum and includes significant strategies from subsection [\(D\)\(2\)\(d\)](#) of this section is eligible for an additional five percent trip reduction bonus.

3. Additional bonuses will be allowed under the provisions of LMC [14.21.030](#).

(Ord. 1539 §120 (part), 2019; Ord. 1500 §3 (part), 2016; Ord. 1496 §101, 2016; Ord. 1434 §5, 2014; Ord. 1230 §1, 2004; Ord. 1220 §52, 2004; Ord. 1192 §185, 2002; Ord. 1130 §3, 2000; Ord. 859 §1, 1989; Ord. 691 §41, 1984; Ord. 583 §2.29(C), 1980).

Table 16T-13.

Use	Unit Measure	Optional Min	Max	Required Bicycle Parking Spaces
BUSINESS PARK				
General business park ¹	Per 1,000 square feet	2	4	See offices
COMMERCIAL				
Banks	Per 1,000 gross square feet	2	3	See offices
Billiard halls	Per table	1	2	1 per 20 auto stalls. Minimum of 4
Bowling alleys	Per alley	3	5	1 per 20 auto stalls. Minimum of 4
Commercial recreation	Per 1,000 square feet	3	5	1 per 20 auto stalls. Minimum of 4
Daycare, preschools, nursery schools	Per teacher plus one drop-off loading area per 7 students	0.5	1	1 per 25 auto stalls. Minimum of 1
Hotels, motels	Per room or suite	1	2	See retail
Medical offices	Per 1,000 square feet of GFA	2	4	See offices
Mini storage	Per 100 units or a minimum of 3 spaces plus 2 for permanent on-site managers	1		None
Mortuaries, funeral homes	Per 4 seats	1	2	None

Table 16T-13.

Use	Unit Measure	Optional Min	Max	Required Bicycle Parking Spaces
Neighborhood commercial shopping area	Per 1,000 square feet	1	2	See retail
Office building	Per 1,000 square feet of GFA			1 per 15 auto stalls. Minimum of 2
	• With on-site customer service	2	4	
	• Without on-site customer service	1.5	3	
Regional shopping centers, food and drug stores	Per 1,000 square feet of GFA	3	6	See retail
Restaurants	Per 100 square feet of dining area	1	4	See retail
Retail	Per 1,000 gross square feet	3	6	1 per 20 auto stalls. Minimum of 2
Retail in mixed use development ²	Per 1,000 gross square feet	2	4	See retail
Service stations (mini marts are retail uses)	Per employee plus per service bay	0.5	1	None
INDUSTRIAL				
General industrial	Greatest number of employees on a single shift plus one square foot of parking for each square foot of display area plus one space for each vehicle owned, leased or operated by the company	0.5	1	See offices

Table 16T-13.

Use	Unit Measure	Optional Min	Max	Required Bicycle Parking Spaces
Warehouse	Per 1,000 square feet of GFA plus	1		None
	Per 400 square feet of GFA used for office or display area	1		
INSTITUTIONAL				
Convalescent facilities, nursing homes	Per 2 patient beds	1	3	See offices
Hospital	Per bed	0.5	1	See offices
Libraries	Per 200 square feet of GFA	0.5	1	1 per 20 auto stalls. Minimum of 2
Schools, elementary and junior high	Per classroom and office	1	1.5	1 per classroom
Schools, senior high	Per classroom and office plus per each 5 students of designated capacity	1	2	1 per five auto stalls. Minimum of 2
PLACES OF ASSEMBLY				
Places of assembly without fixed seats	Per 1,000 square feet of GFA ³	10	11	1 per 25 auto stalls. Minimum of 2
Places of worship	Per 4 seats	1	2	1 per 40 auto stalls. Minimum of 4
Stadiums, auditoriums, gymnasiums, theaters ⁴	Per 4 seats of the permitted assembly occupants.	1	1.5	1 per 25 auto stalls. Minimum of 4
RESIDENTIAL				
Accessory dwelling unit	Per dwelling unit	1		None
Single-family	Per dwelling unit	2 ⁶		None

Table 16T-13.

Use	Unit Measure	Optional Min	Max	Required Bicycle Parking Spaces
Duplexes	Per dwelling unit	2		None
Multifamily structures	Per dwelling unit	1.5		1 per 10 auto stalls. 2 minimum per building
Manufactured home subdivision	Per dwelling unit	2		None
Manufactured home parks ⁵	Per dwelling unit	1.5		None
Rooming houses, lodging houses, bachelor or efficiency units	Per occupant	1	3	None
Senior citizen apartments	Per 3 dwelling units	1	2	See multifamily

1 When calculating need, a lower ratio of five-tenths per one thousand square feet of GFA can be justified when a covenant is attached to the property that limits the occupancy load to ninety-five percent of the parking stalls available. In addition, the SPRC may authorize a parking ratio up to five spaces per one thousand square feet of GFA if the need can be demonstrated.

2 If retail space in a mixed-use development exceeds forty percent of the gross floor area of the development, the retail use parking requirements of this section apply to the entire space.

3 Gross square feet does not include enclosed or covered areas used for off-street parking or loading, mechanical floor areas or covered public spaces.

4 School and/or public facility parking spaces may be used provided the facilities are on the same or contiguous parcels within three hundred feet of the theater or auditorium.

5 In manufactured home parks, the parking spaces in excess of one per manufactured home may be grouped in shared parking areas.

6 For single-family residential development, a minimum of two parking spaces is required.

The following notes apply to all of the above uses:

- Minimum automobile spaces listed in the table are optional guidelines provided in LMC [16.72.030\(D\)\(1\)\(c\)](#) (optional minimum guidelines). Minimum parking spaces for bike parking are mandatory.

Parking ratios for mixed use development projects shall be determined by calculating the percentage of GFA by use multiplied by the appropriate parking ratio for each use plus a five percent parking reduction for two uses, ten percent parking reduction for three uses and fifteen percent parking reduction for four or more uses.

- Parking spaces provided as part of the above/below grade parking amenity identified in Table [14T-12](#) shall be exempt from all maximum parking requirements.
- All major employers or major worksites, as defined by RCW [70.94.524](#), shall designate at least five percent of auto spaces as carpool spaces. These spaces must be located as close to the main employee entrance as possible and shall be called out on the site plan.
- Where adjacent roads are designed for on-street parking and approved by the public works director, parking credit may be given for on-street parking.

(Ord. 1539 §120 (part), 2019; Ord. 1500 §3 (part), 2016; Ord. 1434 §7, 2014).

16.72.040 Repealed.

Repealed by [Ord. 1496](#).

16.72.045 Repealed.

Repealed by [Ord. 1496](#).

16.72.050 Development standards.

- A. Parking lot construction shall comply with LMC [14.19.030](#).
- B. Parking area design shall include:
 1. *Ingress and Egress.* The location of all points of ingress and egress to parking areas shall be subject to the review and approval of the city engineer.
 2. *Backing Out Prohibited.* In all commercial and industrial developments and in all residential buildings containing five or more dwelling units, parking areas shall be so arranged as to make it unnecessary for a vehicle to back out into any street or public right-of-way.
 3. *Parking Spaces--Access and Dimensions.* Adequate provision shall be made for individual ingress and egress by vehicles to all parking stalls at all times by means of unobstructed maneuvering aisles. Maneuvering aisles and parking stall dimensions shall be as shown in Tables [16T-18](#), [16T-19](#), and [16T-20](#).
 4. *Surfacing.* All parking areas for more than four vehicles shall be surfaced with permeable paving surfaces in conformance with the current City of Lacey Stormwater Design Manual, asphalt, concrete or similar

pavement so as to provide a surface that is durable and dust-free and shall be so graded and drained as to properly dispose of all surface water.

5. Stormwater management is required and shall comply with the current City of Lacey Stormwater Design Manual and shall be subject to the city's review and approval, and shall, moreover, comply with Chapter [15.22](#) LMC pertaining to community facilities.
6. Parking shall be designed and constructed for a minimum of thirty percent and a maximum of fifty percent of the required number of spaces for compact size cars. An applicant must clearly identify all spaces designed and constructed for compact car use. The enforcing officer and/or site plan review committee may approve the design and designation of the required percentage of spaces for use by compact cars if the applicant demonstrates that no adverse impact will result.
7. Parking area for land uses located outside the city shall be prohibited.
8. Convenient and safe pedestrian access shall be provided. At a minimum, pedestrian features shall include:
 - a. Raised crosswalks with color and texture (preferably brick or brick-like) where pedestrian access crosses automobile access lanes.
 - b. Pedestrian lanes shall be designed with texture and color, preferably brick or brick-like accents.
 - c. Planter areas and vegetated LID facilities shall be designed in consideration of pedestrian access to provide separation from automobile access lanes, to help identify areas for pedestrian access and to make pedestrian access more comfortable and inviting.
 - d. Pedestrian access shall be designed through a consideration of on-site activity as well as uses and destination sites that are located in the surrounding area. Where parking areas for other destination sites are adjacent to the site, linkage should be provided so customers from one site will not have to get in a car and drive to the next.
 - e. Lighting shall be provided along designated pedestrian routes to enhance safe walking conditions and to deter crime. Lighting shall be adequate, focused and shielded to illuminate pedestrian paths and to prevent light impacts to adjacent properties. Lights provided for a parking lot shall be designed to provide coverage for both vehicles and pedestrians and may be of a scale appropriate to both. Where pedestrian routes leave a parking lot, pedestrian-scale lighting shall be used.
9. An owner/developer may install parking spaces in phases if a phased schedule has been approved by the enforcing officer and/or site plan review committee. This schedule must specifically indicate when the parking will be provided. The enforcing officer and/or site plan review committee may permit the use of temporary parking areas with appropriate screening as part of a phasing schedule. In addition, the enforcing officer and/or site plan review committee may require a performance assurance device to insure conformance with the requirements of Ordinance [1130](#).

10. When adequate vehicular access to an approved lot or development is available from a side street, no such access shall be permitted from the front street. Where lots have double frontage, if vehicular access from a side street or a street of lower functional classification is not available, such access shall be from the street anticipated to carry the least amount of traffic or the street that would have the least conflict with pedestrian traffic.

11. *Parking Area and Circulation Design.*

- a. The city public works department shall have the authority to fix the location, width and manner of approach of vehicular ingress or egress from a building or parking area to a public street and to alter existing ingress and egress as may be required to control street traffic in the interest of public safety and general welfare.
- b. Internal circulation of the lot shall be so designed as to minimize conflicts with pedestrians with priority given to pedestrians considering convenience, comfort, safety and security. In-and-out driving time, idling time and time spent looking for a parking space should be a consideration, but should not influence design parameters that reduce pedestrian functionality.
- c. Parking areas shall include landscaping as required by Chapter [16.80](#) LMC. Landscaping shall be designed to provide both functional and aesthetic benefits, be designed to ensure safety for drivers and pedestrians, and avoid creating security dangers for customers or employees.
- d. Parking circulation and design shall meet requirements for public transportation and pedestrians under LMC [14.23.084](#).

C. *Bicycle Design Standards.*

1. The minimum bicycle rack shall be grouped into four parking stalls for ease of visibility to the public. Bicycle facilities shall be shared among adjoining establishments.
2. Bicycle racks which only support a bicycle front or rear wheel are not permitted. The rack shall be securely mounted to the ground and covered and provide two points of support on the frame to prevent locked bicycles from falling over.
3. Bicycle parking spaces shall be two feet by six feet with no less than a seven-foot overhead and a five-foot maneuvering aisle behind each row of bicycle parking.
4. A bicycle parking area shall be separated from a motor vehicle parking area by a barrier, post or bollard, or by at least five feet of open space behind the maneuvering area.
5. Bicycle facilities shall be located no further from a public entrance than the nearest non-handicapped parking stall.
6. If public bicycle parking is not clearly visible from the main entrance, then directional signs shall be provided.

7. All major employers or major worksites, as defined by RCW [70.94.524](#), shall provide bicycle parking facilities, lockers, changing areas, and showers for employees who bicycle or walk to work. (Ord. 1539 §121, 2019; Ord. 1496 §104, 2016; Ord. 1480 §§28, 29 (part), 2015; Ord. 1434 §9, 2014; Ord. 1131 §8, 2000; Ord. 1130 §4, 2000; Ord. 1044 §26, 1996; Ord. 583 §2.29(E), 1980).

The Lacey Municipal Code is current through Ordinance 1595, passed June 17, 2021.

Disclaimer: The city clerk's office has the official version of the Lacey Municipal Code. Users should contact the city clerk's office for ordinances passed subsequent to the ordinance cited above.

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Project:

6TH AVE LACEY

Enter address here

Client:

MJR DEVELOPMENT

6725 116th AVE NE
SUITE 100
KIRKLAND, WA 98033

Issue:

Construction Revision:



Phase:	Client Approval	Quality Assurance
Schematics		
Design Dev.		
Permit Doc.		
Bid Doc.		
Const. Doc.		

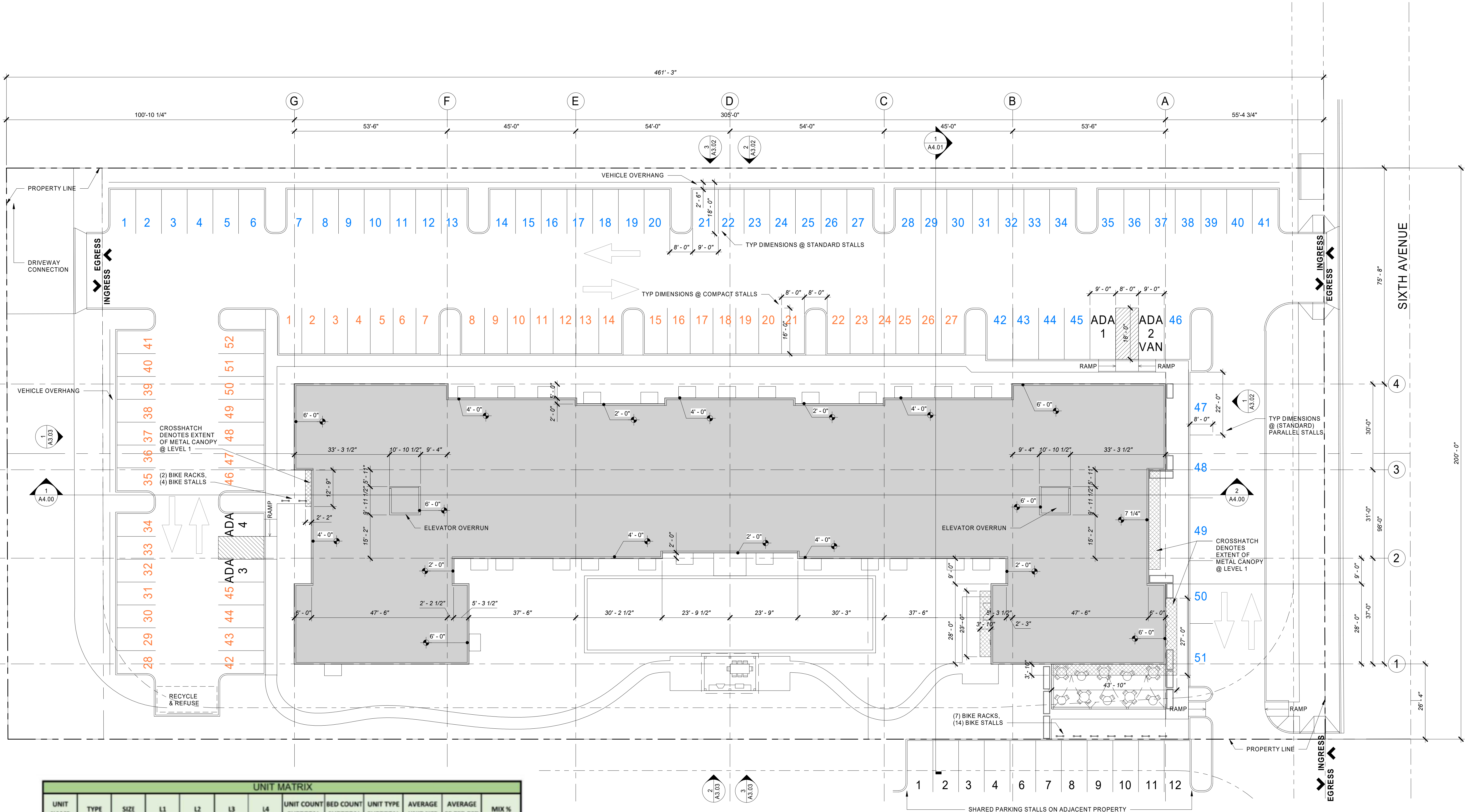
Drawn By: _____ Author: _____
Project Manager: _____
Principal In Charge: _____ AK

ROOF & PARKING PLAN

A1.01

Project Number: 19-030

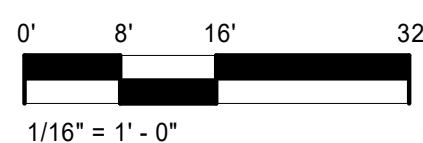
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UNIT MATRIX										
UNIT NAME	TYPE	SIZE	L1	L2	L3	L4	UNIT COUNT	BED COUNT	UNIT TYPE	MIX %
A.1	STUDIO	379	19	19	19	19	76	76	121	80.1%
A.2	STUDIO	372	2	3	3	3	11	11		
A.3	STUDIO	377	0	2	2	2	6	6		
A.4	STUDIO	366	4	4	4	4	16	16		
A.5	STUDIO	431	0	2	2	2	6	6	2	1.3%
A.6	STUDIO	400	0	2	2	2	6	6		
B.1	1 BED	619	1	0	0	0	1	1		
B.2	1 BED	622	1	0	0	0	1	1		
C.3	2 BED	818	2	4	4	4	14	28	28	18.5%
C.4	2 BED	795	1	2	2	2	7	14		
C.5	2 BED	830	1	2	2	2	7	14		
TOTALS			31	40	40	40	151	179	151	100.0%

1 ROOF AND PARKING PLAN

SCALE: 1/16" = 1'-0"



PARKING COUNT

STANDARD STALLS (BLUE)	51
COMPACT STALLS (ORANGE)	52
ACCESSIBLE STALLS	4
ON SITE TOTAL	107
OFF-SITE SHARED STALLS	12
TOTAL	119

UNIT MIX	
1 BEDROOM	815 SF 156 UNITS 76%
2 BEDROOM	1015 SF 24 SF 12%
3 BEDROOM	1215 SF 24 SF 12%
* 70 SF / UNIT INCLUDES THE DECK AND STORAGE	

SITE INFORMATION	
TOTAL SITE: 329,525 SQ FT = 7.6 ACRES	
IMPERVIOUS AREA: 224,575 SQ FT = 5.2 ACRES	
LANDSCAPED AREA: 104,950 SQ FT = 2.4 ACRES	

OFFICE	2,110 SF
AMENITY BLDG	2,100 SF
18 UNIT BLDG	6,145 SF x 3 FLOORS = 18,435 SF
24 UNIT BLDG	6,800 SF x 3 FLOORS = 20,400 SF
18,435 SF x 9 UNITS = 165,915 SF	
20,400 SF X 2 UNITS = 40,800 SF	
TOTAL UNIT SF	206,715 SF
TOTAL BLDG SF	210,925 SF

210 UNITS
222x1.5 = 315 STALLS REQUIRED
315 PARKING STALLS PROVIDED
COMPACT STALLS => 50%
62 COMPACT STALLS PROVIDED
BICYCLE STALL 1 PER 10 STALLS
34.5 ≈ 35 BICYCLE STALLS



SCALE : 1"= 40'

Chapter 16.73

ELECTRIC VEHICLE INFRASTRUCTURE

Sections:

- 16.73.010 Intent**
- 16.73.015 General Provisions**
- 16.73.020 Definitions**
- 16.73.030 Where Permitted**
- 16.73.035 Process for Review**
- 16.73.040 Design Criteria and Guidelines**

16.73.010 Intent.

- A. To provide adequate and convenient electric vehicle charging stations to serve the needs of the traveling public;
- B. To provide opportunities for Lacey residents to have safe and efficient personal electric charging stations located at their place of residence;
- C. To provide the opportunity for commercial and industrial projects to supply electrical vehicle charging station services to their customers and employees;
- D. To create standard criteria to encourage and promote safe, efficient and cost effective electric vehicle charging opportunities in a full range of zones and settings for convenience of service to those that use electric vehicles.

16.73.015 General Provisions.

- A. Use of specially designated charging stalls: Electric vehicle charging stations should be reserved for parking and charging electric vehicles only.
- B. Electric vehicles parking: Electric vehicles may be parked in any space designated for public parking, subject to the restrictions that would apply to any other vehicle that would park in that space.

16.73.020 Definitions.

- A. "Battery charging station" means an electrical component assembly or cluster of component assemblies designed specifically to charge batteries within electric vehicles, which meet or exceed any standards, codes, and regulations set forth by Chapter [19.28](#) RCW and consistent with rules adopted under RCW [19.27.540](#).

- B. "BEV" means a battery electric vehicle. A battery electric vehicle, or BEV, is a type of electric vehicle (EV) that uses chemical energy stored in rechargeable battery packs. As with other electric vehicles, BEVs use electric motors and motor controllers instead of internal combustion engines (ICEs) for propulsion. Sometimes, all-electric vehicles are referred to as BEVs (although a plug-in hybrid vehicle is also a battery electric vehicle).
- C. "Battery exchange station" means a fully automated facility that will enable an electric vehicle with a swappable battery to enter a drive lane and exchange the depleted battery with a fully charged battery through a fully automated process, which meets or exceeds any standards, codes, and regulations set forth by Chapter [19.27](#) RCW and consistent with rules adopted under RCW [19.27.540](#).
- D. "Charging levels" means the electrical force, or voltage, at which an electric vehicle's battery is recharged. Levels 1, 2, and 3 are the most common EV charging levels, and include the following specifications:
1. Level 1 is considered slow charging. It requires a 15 or 20 amp breaker on a 120-volt AC circuit and standard outlet. This level of charging can fully recharge a BEV between 8 and 32 hours and a PHEV between 3 and 15 hours.
 2. Level 2 is considered medium charging. It requires a 40 amp to 100 amp breaker on a 240-volt AC circuit. This level of charging can fully recharge a BEV between 4 and 6 hours and a PHEV between 1 and 2 hours.
 3. Level 3 is considered fast charging. It requires a 60 amp or higher dedicated breaker on a 480 volt or higher three-phase circuit with special grounding equipment. Level 3 charging uses an off-board charger to provide the AC to DC conversion, delivering DC directly to the car battery. Charging time ranges from 25-40 minutes for BEVs and less than 20 minutes for PHEVs.
- E. "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; (4) medium-speed electric vehicle; and (5) electric motorcycles.
- F. "Electric vehicle charging station" means a public or private parking space located together with a battery charging station which permits the transfer of electric energy (by conductive or inductive means) to a battery or other storage device in an electric vehicle. An electric vehicle charging station is permitted as an accessory use to any principal use.
- G. "Electric vehicle infrastructure" means structures, machinery, and equipment necessary and integral to support an electric vehicle, including battery charging stations, rapid charging stations, and battery exchange stations.
- H. "Electric vehicle parking space" means any marked parking space that identifies the use to be exclusively for an electric vehicle.
- I. "Fast charging station" means an industrial grade electrical outlet that allows for faster recharging of electric vehicle batteries through higher power levels, which 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](#).

J. “NEV” means a Neighborhood Electric Vehicle. This is an electric vehicle that is capable of traveling at a maximum speed of 25 mph. They come with safety features like headlights, turn signals and seat belts. They may also be referred to as Low Speed Vehicles or LSVs.

K. “Non-Electric Vehicle” means any motor vehicle that does not meet the definition of “electric vehicle.”

L. “PHEV” is a plug-in hybrid electric vehicle, also known as a plug-in hybrid. It is a hybrid vehicle with rechargeable batteries that can be restored to full charge by connecting a plug to an external electric power source. A PHEV shares the characteristics of both a conventional hybrid electric vehicle, having an electric motor and an internal combustion engine; and of an all-electric vehicle, also having a plug to connect to the electrical grid. Most PHEVs on the road today are passenger cars, but there are also PHEV versions of commercial vehicles and vans, utility trucks, buses, trains, motorcycles, scooters, and military vehicles.

16.73.030 Where Permitted.

A. *Zones Allowed.* “Electric Vehicle charging stations” shall be considered an allowed use in association with a primary permitted use in every zoning designation;

B. *Compatibility.* For land use compatibility purposes, the charging activity should be proportionate to the associated permitted use; “Electric vehicle charging station(s)” shall be permitted in association with a single family use designed to serve the occupants of the home with a level 1 or 2 charging level. Whereas, charging station(s) installed in a parking lot at a commercial destination, or located in a vehicle service station in close proximity to Interstate 5, is expected to have intensive use and will be permitted to have multiple “fast charging stations” to serve expected demand.

C. *Battery Exchange Stations.* “Battery exchange stations” are permitted in any commercial, industrial or mixed use zone. Provided, all other requirements for the building or space the use occupies can be satisfied, such as design review, fire code and building code requirements. This use is specifically prohibited in exclusively residential zones or zones designated OSI for environmentally sensitive reasons.

16.73.035 Process for Review.

A. *New Residential Construction.* If associated with new residential construction, installation of a charging station shall be processed in association with the underlying permit(s).

B. *Retrofitting Single-Family Residential.* If retrofitting a single family home for a charging station, an electrical permit shall be required.

C. *Retrofitting a Commercial Site, Multifamily Residential or Community Site in a Residential Land Division.*

1. *SPR Required If Impacts Identified.* If the director of community and economic development determines that retrofitting for a charging station(s) in an existing commercial, multifamily, or community site in a residential land division could significantly impact parking, landscaping, signing, drainage or other public

interest concerns, that proposal will be reviewed and approved through the city site plan review (SPR) process (Chapter [16.84](#) LMC).

2. *Exempted If No Impacts Identified.* If the director of community and economic development determines a retrofit will not adversely impact any issues of public interest, the proposal may be exempted from SPR requirements.

3. *Site Plan Required for Evaluation.* To determine if the application will be processed through SPR or exempted, the applicant shall submit a site plan showing the location and scope of the proposal.

4. *Electrical Permit Required.* All applications, exempted or requiring SPR, shall also require an electrical permit.

D. *Battery Exchange.* If the facility includes a battery exchange station, or is associated with a new commercial activity requiring SPR approval, the application shall be reviewed and approved through SPR (Chapter [16.84](#) LMC). (Ord. 1539 §122, 2019).

16.73.040 Design Criteria and Guidelines.

A. Design criteria for commercial and multifamily development or common/community owned areas of a residential development: The following criteria should be applied to electric charging facilities:

1. *Number required.* This is an option improvement. No minimum number of stalls applies. Provided, if electric vehicle stalls are reserved for electric vehicles, care should be taken to ensure enough spots are available for all of a site's parking needs.

2. *Generally.* Location and layout of electric vehicle parking is expected to vary based on the design and use of the primary parking lot. It is expected flexibility will be required to provide the most convenient and functional service to users. Standards and criteria should be considered guidelines and flexibility should be allowed when alternatives can better achieve objectives for provision of this service.

3. *Signage to identify.* Each charging station space should be posted with signage indicating the space is only for electric vehicle charging purposes. Days and hours of operations should be included if time limits or tow away provisions are to be enforced by the owner.

4. *Signage to find.* Installation of wayfinding signs at the parking lot entrance and at appropriate decision points to effectively guide motorists to the charging station space(s).

5. *Maintenance.* Charging station equipment should be maintained in all respects, including the functioning of the charging equipment.

6. *Accessibility.* Where Charging Station equipment is provided within an adjacent pedestrian circulation area, such as a sidewalk or accessible route to the building entrance, charging equipment should be located so as to not interfere with accessibility requirements of WAC [51-50-005](#).

7. *Lighting.* Where Charging Station equipment is installed adequate site lighting should also be provided unless charging is for daytime purposes only.
 8. *Notification of station specifics.* Information on the charging station must identify voltage and amperage levels and time of use, fees or safety information.
 9. *Avoid the most convenient parking spaces.* Stalls should not be located in the most convenient spots because this would encourage use by non electric vehicles.
 10. *Avoid conflict with handicap spots.* Stalls should generally not be located adjacent to handicap spots unless designed for handicap use.
 11. *Design for compatibility.* Design should be appropriate to the location and use. Facilities should be able to be readily identified by electric car users but blended into the surrounding landscape/ architecture for compatibility with the character and use of the site.
 12. *Size.* Where provided, spaces should be standard size parking stalls.
 13. *Public streets.* Generally charging stations should not be located along public streets where it could impact the landscaping and aesthetic components of the streetscape. Sites within the streetscape must be approved by the Public Works Director.
- B. *Electric vehicle charging station design standards for single family residential sites.* Installation of vehicle charging stations on single family residential sites shall meet the manufacturing and installation requirements of the International Building Code (IBC) and National Electrical Code (NEC). (Ord. 1351 §1, 2010).

The Lacey Municipal Code is current through Ordinance 1595, passed June 17, 2021.

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18.50.160 Electric vehicle charging station requirements – Downtown zones.

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

- (1) New development located in the TC and GC zones shall provide a minimum of one Level 2 or Level 3 electric vehicle charging station for every 100 vehicle parking spaces.
- (2) New commercial development located in the MC and MHO zones shall provide a minimum of one Level 2 or Level 3 electric vehicle charging station for every 50 vehicle parking spaces.
- (3) Any new government services (CMC 18.31.080) shall provide a minimum of one Level 2 or Level 3 electric vehicle charging station regardless of the number of vehicle parking stalls required for the site. If the number of required off-street vehicle parking stalls exceed the provisions of subsections (1) and (2) of this section, then those regulations shall apply. (Ord. 19-11 § 1 (Exh. 1))

18.50.170 Electric vehicle charging station requirements – R-18, MR, NC, CC, RCMU, and I zones.

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

- (1) New development located in the R-18 and MR zones shall provide a minimum of one Level 2 or Level 3 electric vehicle charging station for every 30 vehicle parking stalls.
- (2) New development located in the NC, CC and I zones shall provide a minimum of one Level 2 or Level 3 electric vehicle charging station for every 50 vehicle parking stalls. New development located in the RCMU zone shall provide a minimum of one Level 2 or Level 3 electric vehicle charging station for every 100 vehicle parking stalls.
- (3) Any new park (CMC 18.25.040) that is publicly owned and maintained and any new government services (CMC 18.25.060) shall provide a minimum of one Level 2 or Level 3 electric vehicle charging station regardless of the number of vehicle parking stalls required for the site. If the number of required off-street vehicle parking stalls exceeds the provisions of subsections (1) and (2) of this section, then those regulations shall apply. (Ord. 03-14 § 1; Ord. 01-14 § 1 (Exh. A); Ord. 19-11 § 1 (Exh. 1))

18.50.180 Electric vehicle charging station design standards.

- (1) An electric vehicle charging station may be included in the calculation for minimum required parking spaces as required in CMC 18.31.110(4) and 18.50.030.
- (2) The Director may reduce or waive the requirement for the installation of electric vehicle charging stations if the applicant can demonstrate:

- (a) That a shared parking facility provides access to an adjacent parking facility with a minimum of two existing electric vehicle charging stations; or
 - (b) That the proposed parking facility is providing cross-access to an adjacent parking facility with a minimum of two existing electric vehicle charging stations; and
 - (c) The applicant has a contract for the shared use of the above-required electric vehicle charging stations between the appropriate property owners. The contract shall be recorded with King County Records and Elections as a deed restriction that cannot be modified or revoked without approval by the Director.
- (3) Where electric vehicle charging stations are required in parking lots or parking garages, accessible vehicle charging stations shall be provided.
- (a) Accessible electric vehicle charging stations should be located in close proximity to the building or facility entrance and shall connect to a barrier-free accessible route of travel. It is not required to designate the charging station exclusively for the use of disabled persons.
- (4) The provision of electric vehicle parking will vary based on the design and use of the primary parking lot. The following required and additional location and design criteria are provided in recognition of the various parking lot layout options. Where provided, parking for electric vehicle charging purposes shall include the following:
- (a) Each charging station space shall be posted with signage indicating the space is only for electric vehicle charging purposes. Days and hours of operation shall be included if time limits or tow away provisions are to be enforced. Refer to the 2009 Manual on Uniform Traffic Control Devices (MUTCD) for electric vehicle and parking signs, specifically D9-11b, D9-11bP, R7-2, and R7-108, and as amended.
 - (b) Charging station equipment shall be maintained, including the functioning of the charging equipment. A phone number or other contact information shall be provided on the charging station equipment for reporting when the equipment is not functioning or when other problems are encountered.
 - (c) Where charging station equipment is provided within an adjacent pedestrian circulation area, such as a sidewalk or accessible route to the building entrance, the charging equipment shall be located so as not to interfere with ADA accessibility requirements.
 - (d) Where charging station equipment is installed, adequate site lighting shall exist, unless charging is for daytime purposes only.
 - (e) Charging station outlets and connector devices shall be no less than 36 inches and no higher than 48 inches from the surface where mounted, and shall contain a retraction device

or a place to hang permanent cords and connectors sufficiently above the ground or paved surface.

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

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

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

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

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

(7) On-street electric vehicle charging stations shall conform to the following:

(a) On-street electric vehicle charging stations are not permitted in the R-1 through R-18 zones.

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

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

(d) Charging station equipment shall be installed in a well-lit area, on a hard surface, near the front of the designated parking space and should provide a minimum of 24 inches' clearance from the face of the curb and not impede the required minimum ADA accessible route on the sidewalk. (Ord. 19-11 § 1 (Exh. 1))

Chapter 19.126 ELECTRIC VEHICLE INFRASTRUCTURE

Sections:

[19.126.010 Purpose.](#)

[19.126.020 Definitions.](#)

[19.126.030 Permitted locations.](#)

[19.126.040 Required facilities.](#)

[19.126.050 General station requirements.](#)

[19.126.060 Accessible facilities.](#)

[19.126.070 Charging and parking.](#)

[19.126.080 Parking restrictions.](#)

[19.126.090 Signage.](#)

19.126.010 Purpose.

The purpose of this chapter 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. (Ord. 2553 § 2, 2010).

19.126.020 Definitions.

For the purposes of this chapter and other chapters of the municipal code that address electric vehicle infrastructure, the following definitions shall apply:

“Accessible electric vehicle charging station” means an electric vehicle charging station where the battery charging station equipment is located within accessible reach of a barrier-free access aisle (minimum 44-inch width) and the electric vehicle.

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

“Battery electric vehicle (BEV)” means any vehicle that operates exclusively on electrical energy from an off-board source that is stored in the vehicle’s batteries, and produces zero tailpipe emissions or pollution when stationary or operating.

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

“Charging level” means the standardized indicators of electrical force, or voltage, at which an electric vehicle’s battery is recharged. Levels 1, 2, and 3 are defined by the electrical output, per the following specifications:

1. Level 1. Voltage including the range from zero through 120.
2. Level 2. Voltage is greater than 120 and includes 240.
3. Level 3 is considered fast or rapid charging. Voltage is greater than 240.

“Designated accessible space” means an accessible parking space required by WAC 51-50-005 and designated for the exclusive use of parking vehicles with a State Disabled Parking Permit.

“Electric scooters and motorcycles” means any two-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.

“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.

“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.

“Electric vehicle charging station – public” means an electric vehicle charging station that is (1) publicly owned and publicly available (e.g., park and ride parking, public library parking lot, on-street parking) or (2) privately owned and publicly available (e.g., shopping center parking, nonreserved parking in multifamily parking lots).

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

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

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

“Medium-speed electric vehicle” means a self-propelled, electrically powered four-wheeled motor vehicle, equipped with a roll cage or crush-proof body design, whose speed attainable in one mile is more than 25 miles per hour but not more than 35 miles per hour and otherwise meets or exceeds the federal regulations set forth in 49 CFR 571.500.

“Neighborhood electric vehicle” means a self-propelled, electrically powered four-wheeled motor vehicle whose speed attainable in one mile is more than 20 miles per hour and not more than 25 miles per hour and conforms to federal regulations under 49 CFR Part 571.500.

“Nonelectric vehicle” means any motor vehicle that does not meet the definition of “electric vehicle.”

“Plug-in hybrid electric vehicle (PHEV)” means an electric vehicle that (1) contains an internal combustion engine and also allows power to be delivered to drive wheels by an electric motor; (2) charges its battery primarily by connecting to the grid or other off-board electrical source; (3) may additionally be able to sustain battery charge using an on-board internal-combustion-driven generator; and (4) has the ability to travel powered by electricity.

“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. (Ord. 2553 § 2, 2010).

19.126.030 Permitted locations.

Electric vehicle infrastructure shall be permitted in zoning districts of the city as identified in MTMC 19.23.100. (Ord. 2553 § 2, 2010).

19.126.040 Required facilities.

A. Beginning July 1, 2011, development for each of the land uses identified in Table 19.126.040 shall be required to provide electric vehicle infrastructure as shown in the table. For purposes of Table 19.126.040, electric vehicle charging stations shall be provided when the development is 10,000 square feet or more and one of the following occurs:

1. A new building or a new off-street parking facility is developed;
2. An addition or improvement to an existing building is made that meets a certain threshold,

pursuant to MTMC 19.120.250; or

3. The parking capacity of an existing building, site, or parking facility is increased by more than 50 percent.

B. The first column in Table 19.126.040 shows the type of land use for which electric vehicle charging stations shall be provided, pursuant to this section. The second column shows the minimum percentage of the facility's parking spaces that shall provide a connection to electric vehicle charging stations.

Table 19.126.040
Required Number of Electric Vehicle Charging Stations

Land Use Type	Percentage of Parking Spaces
Multi-household residential	10%
Lodging	3%
Retail, eating and drinking establishment	1%
Office, medical	3%
Industrial	1%
Institutional, municipal	3%
Recreational/entertainment/cultural	1%
Other	3%

C. Design for Expansion. In order to allow for additional electric vehicle parking in the future as the market for such vehicles grows, beginning January 1, 2011, all development that meets the criteria of subsection A of this section shall be designed to allow for double the amount of electric vehicle parking shown in Table 19.126.040.

Site design must provide electrical, associated ventilation, accessible parking, and wiring connection to transformer to support the additional potential future electric vehicle charging stations. (Ord. 2553 § 2, 2010).

19.126.050 General station requirements.

A. Size. A standard size parking space shall be used for an electric vehicle charging station where such a station is required or planned.

B. Installation and Equipment. The station installation and equipment shall be consistent with the

rules and regulations adopted pursuant to RCW 19.27.540, Electric vehicle infrastructure requirements, and with applicable regulations under the City's building code, Chapter 15.05 MTMC, and fire code, Chapter 15.10 MTMC.

C. Location, Design, and Maintenance. Where provided, parking for electric vehicle charging purposes shall meet the standards of subsections (C)(1) through (5) of this section.

1. Signage. Each charging station space shall be posted with signage indicating the space is only for electric vehicle charging purposes. Days and hours of operation shall be included if time limits or tow-away provisions are to be enforced.
2. Clearance. Charging station equipment mounted on pedestals, light posts, bollards or other devices shall be a minimum of 24 inches clear from the face of curb.
3. Charging Station Equipment. Charging station outlets and connector devices shall be no less than 36 inches or no higher than 48 inches from the top of surface where mounted, and shall contain a retraction device and/or a place to hang permanent cords and connectors sufficiently above the ground or paved surface.
4. Charging Station Equipment Protection. When the electric vehicle charging station space is perpendicular or at an angle to curb face and charging equipment, adequate equipment protection, such as wheel stops or concrete-filled steel bollards shall be used.
5. Maintenance. Charging station equipment shall be maintained in all respects, including the functioning of the charging equipment. A phone number or other contact information shall be provided on the charging station equipment for reporting when the equipment is not functioning or other problems are encountered.

D. Data to Be Available. To allow for maintenance and notification, the owners of any private new electric vehicle infrastructure station that will be publicly available (see definition of "electric vehicle charging station – public") shall provide information on the station's geographic location, date of installation, equipment type and model, and owner contact information.

E. Time limits may be placed on the number of hours that an electric vehicle is allowed to charge, prohibiting indefinite charging/parking. If applicable, warnings shall be posted to alert charging station users about hours of use and possible actions affecting electric vehicle charging stations that are not being used according to posted rules.

F. Electric vehicle signage shall be provided pursuant to MTMC [19.126.090](#).

G. Location. Placement of a single electric vehicle charging station is preferred at the beginning or end stall on a block face. (Ord. 2553 § 2, 2010).

19.126.060 Accessible facilities.

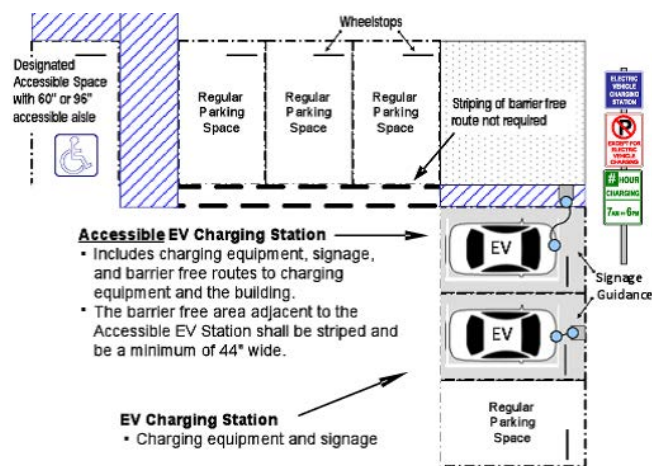
A. Where electric vehicle charging stations are provided in parking lots or parking garages, excluding garages in single-household residential units, accessible electric vehicle charging stations shall be provided according to the ratios shown on Table 19.126.060. The first column indicates the number of electric vehicle stations being provided on site and the second column indicates the number of accessible charging stations that are to be provided for the corresponding number(s) of charging stations.

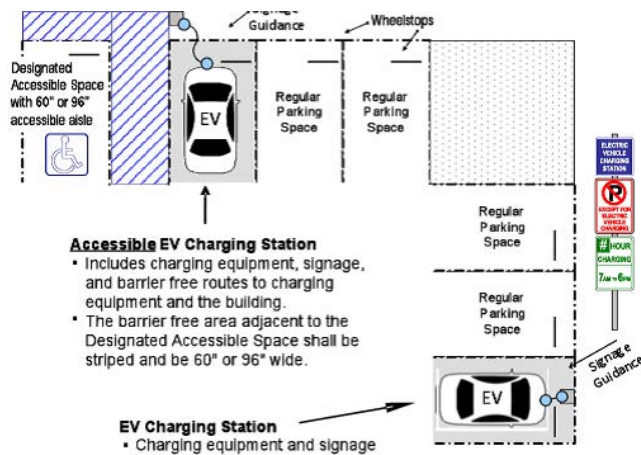
Table 19.126.060
Minimum Number of Accessible Electric Vehicle (EV) Charging Stations

Number of EV charging stations	Minimum accessible EV charging stations
5–50	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.

Option 1



Option 2

(Ord. 2553 § 2, 2010).

19.126.070 Charging and parking.

A. Electric vehicle charging stations, where provided for public use, are reserved for parking and charging electric vehicles only, except as otherwise provided by this chapter.

B. Electric vehicles may be parked in any space designated for public parking, subject to the restrictions that would apply to any other vehicle that would park in that space. (Ord. 2564 § 2, 2011; Ord. 2553 § 2, 2010).

19.126.080 Parking restrictions.

A. No person shall stop, stand or park any nonelectric vehicle in a space designated through signage as an electric vehicle charging station. Any nonelectric vehicle is subject to removal by the property owner or the property owner's agent.

B. Any electric vehicle in an electric vehicle parking stall that is signed exclusively for electric vehicle charging and that either (1) is not electrically charging or (2) is parked beyond the days and hours designated on regulatory signs posted at or near the space shall be subject to removal as posted by the property owner or the property owner's agent. For purposes of this subsection, "charging" means an electric vehicle is parked at an electric vehicle charging station and is connected to the charging station equipment. (Ord. 2564 § 3, 2011; Ord. 2553 § 2, 2010).

19.126.090 Signage.

A. Electric vehicle charging stations, other than in residential use, shall have posted signage, as identified in this section, allowing only charging electric vehicles to park in such spaces.

(Exception: the Director may allow an exemption for such signage at a portion of electric vehicle parking stalls within a publicly owned transit center upon the public transit agency demonstrating through a utilization study that not all of the electric vehicle charging stalls are needed for commuters using transit and that the amount of nonelectric vehicle parking is inadequate to meet existing needs; such exemption may be renewed by the Director each year, based on a utilization study completed during the prior year.) For purposes of this subsection, “charging” means that an electric vehicle is parked at an electric vehicle charging station and is connected to the charging station equipment.



B. Signage for parking of electric vehicles shall include:

1. Information on the charging station to identify voltage and amperage levels and any time of use, fees, or safety information.
2. As appropriate, directional signs to effectively guide motorists to the charging station space(s).

C. Optional Signage. Optional information may be posted to alert potential charging station users to other expectations. (Ord. 2564 § 4, 2011; Ord. 2553 § 2, 2010).

20.124.050 Electric vehicle parking required.

(1) Beginning January 1, 2020, development for each of the land uses identified in Table 20.124.050(1) shall be required to provide electric vehicle infrastructure as shown in the table. For the purposes of Table 20.124.050(1), electric vehicle charging stations shall be provided when a proposed development contains one or more of the land uses specified in the table, and one of the following occurs:

- (a) A new development of 10,000 gross square feet or more is proposed;
- (b) A new multifamily residential development containing 10 or more residential units is proposed;
- (c) An addition or improvement is made to an existing development that brings the total development to 10,000 gross square feet or more; or
- (d) The parking capacity of an existing parking garage, lot or other site is increased by more than 50 percent.

(2) The first column in Table 20.124.050(1) shows the type of land use for which electric vehicle charging stations shall be provided, pursuant to this section. The second column shows the minimum percentage of the facility's parking spaces that shall provide a connection to electric vehicle charging stations.

Table 20.124.050(1)
Required Number of Electric Vehicle
Charging Stations

Land Use Type	Percentage of Parking Spaces
Multifamily residential	10%
Overnight lodging (Levels 3 – 4)	3%
Retail establishment	1%
All restaurants (excluding food trucks)	1%
All office	3%
All medical	3%
Industrial	1%

All civic uses	3%
Convenience store with fuel pumps	5%, minimum of 2 spaces.
Other uses	1%

(3) Design for Expansion. In order to allow for additional electric vehicle parking in the future as the market for such vehicles grows, beginning January 1, 2023, all development that meets the criteria of subsection (1) of this section shall be designed to allow for double the amount of electric vehicle parking shown in Table 20.124.050(1).

(4) Site design must provide electrical, associated ventilation, accessible parking, and wiring connection to transformer to support the additional potential future electric vehicle charging stations.

(5) General Station Requirements.

(a) Size. A standard size parking space shall be used for an electric vehicle charging station where such a station is required or planned.

(b) Installation and Equipment. The station installation and equipment shall be consistent with the rules and regulations adopted pursuant to RCW 19.27.540, Electric vehicle infrastructure requirements, and with applicable regulations under the city's building and fire codes.

(c) Location, Design, and Maintenance. Where provided, parking for electric vehicle charging purposes shall meet the standards of subsections (5)(c)(i) through (v) of this section.

(i) Signage. Each charging station space shall be posted with signage indicating the space is only for electric vehicle charging purposes. Days and hours of operation shall be included if time limits or tow-away provisions are to be enforced.

(ii) Clearance. Charging station equipment mounted on pedestals, light posts, bollards or other devices shall be a minimum of 24 inches clear from the face of curb.

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

(iv) Charging Station Equipment Protection. When the electric vehicle charging station space is perpendicular or at an angle to curb face and charging equipment, adequate equipment protection, such as wheel stops or concrete-filled steel bollards, shall be used.

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

(6) Data to Be Available. To allow for maintenance and notification, the owners of any private new electric vehicle infrastructure station that will be publicly available (see definition of “Electric vehicle charging station – Public” in Chapter 20.12 POMC) shall provide information on the station’s geographic location, date of installation, equipment type and model, and owner contact information.

(7) Time limits may be placed on the number of hours that an electric vehicle is allowed to charge, prohibiting indefinite charging/parking. If applicable, warnings shall be posted to alert charging station users about hours of use and possible actions affecting electric vehicle charging stations that are not being used according to posted rules.

(8) Location. Placement of a single electric vehicle charging station is preferred at the beginning or end stall on a block face.

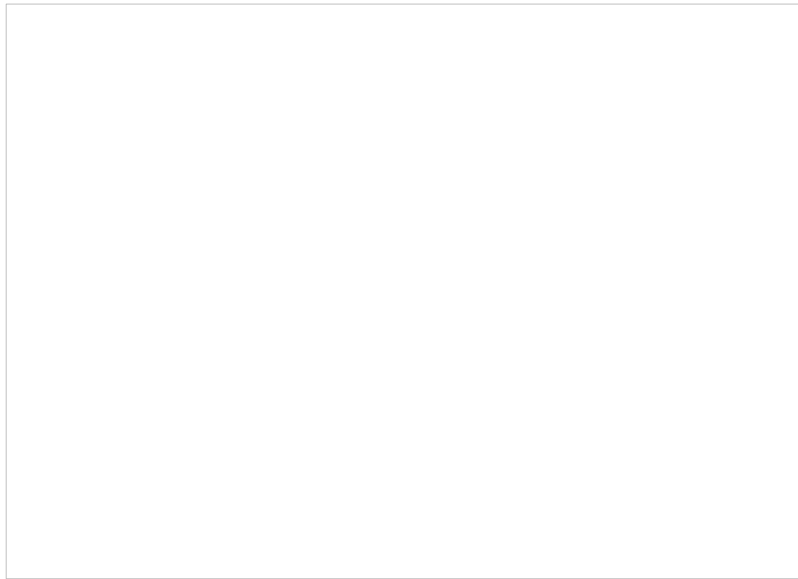
(9) Accessible Facilities. Where electric vehicle charging stations are provided in parking lots or parking garages, excluding garages in single-household residential units, accessible electric vehicle charging stations shall be provided according to the ratios shown on Table 20.124.050(2). The first column indicates the number of electric vehicle stations being provided on site and the second column indicates the number of accessible charging stations that are to be provided for the corresponding number(s) of charging stations.

Table 20.124.050(2)
Minimum Number of Accessible
Electric Vehicle (EV) Charging
Stations

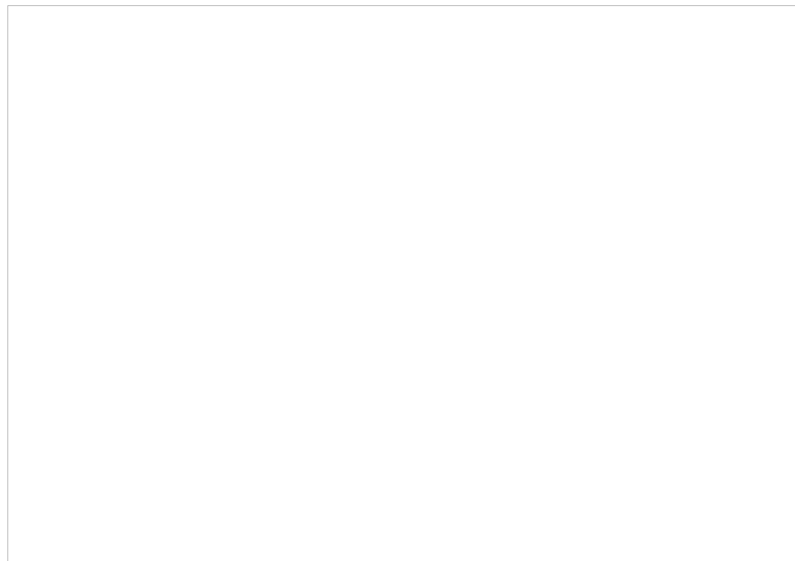
Number of EV charging stations	Minimum accessible EV charging stations
5–50	1
51–100	2
101–150	3
151–200	4
201–250	5

251–300	6
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(10) 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.



Option 1



Option 2

(11) Charging and Parking. Electric vehicle charging stations, where provided for public use, are reserved for

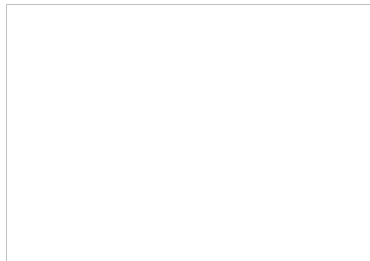
parking and charging electric vehicles only, except as otherwise provided by this chapter.

(12) Electric vehicles may be parked in any space designated for public parking, subject to the restrictions that would apply to any other vehicle that would park in that space.

(13) Parking Restrictions. No person shall stop, stand or park any nonelectric vehicle in a space designated through signage as an electric vehicle charging station. Any nonelectric vehicle is subject to removal by the property owner or the property owner's agent.

(14) Any electric vehicle in an electric vehicle parking stall that is signed exclusively for electric vehicle charging and that either: (a) is not electrically charging; or (b) is parked beyond the days and hours designated on regulatory signs posted at or near the space shall be subject to removal as posted by the property owner or the property owner's agent. For purposes of this subsection, "charging" means an electric vehicle is parked at an electric vehicle charging station and is connected to the charging station equipment.

(15) Signage. Electric vehicle charging stations, other than in residential use, shall have posted signage, as identified in this section, allowing only charging electric vehicles to park in such spaces. (Exception: the director may allow an exemption for such signage at a portion of electric vehicle parking stalls within a publicly owned transit center upon the public transit agency demonstrating through a utilization study that not all of the electric vehicle charging stalls are needed for commuters using transit and that the amount of nonelectric vehicle parking is inadequate to meet existing needs; such exemption may be renewed by the director each year, based on a utilization study completed during the prior year.) For purposes of this subsection, "charging" means that an electric vehicle is parked at an electric vehicle charging station and is connected to the charging station equipment.



(16) Signage for parking of electric vehicles shall include:

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

(b) As appropriate, directional signs to effectively guide motorists to the charging station space(s).

(17) Optional Signage. Optional information may be posted to alert potential charging station users to other

expectations.

(18) An applicant may request a modification of the minimum required number of electric vehicle parking spaces by applying for an administrative variance type 2 pursuant to POMC 20.124.030(2). Relief under an administrative variance type 2 pursuant to POMC 20.124.030(2) may include but is not limited to allowing the installation of electrical conduits and sizing panels and electrical services to standard parking stalls in support of the future installation of charging facilities while waiving or delaying requirements for installing wiring and chargers as a condition of the project. (Ord. 011-19 § 5 (Exh. 2)).