

ORDINANCE NO. 615

AN ORDINANCE OF THE CITY OF WOODINVILLE, WASHINGTON, CONCERNING THE CITY PARKING STANDARDS; ADOPTING FINDINGS; AMENDING CHAPTER 21.18 WMC; MAKING FINDINGS OF FACT AND THE FOLLOWING AMENDMENTS; PROVIDING FOR SEVERABILITY; ESTABLISHING AN EFFECTIVE DATE AND FOR SUMMARY PUBLICATION BY TITLE ONLY.

WHEREAS, pursuant to the requirements of the Washington State Growth Management Act, the City of Woodinville is required to develop and adopt development regulations implementing its Comprehensive Plan; and

WHEREAS, RCW 36.70A.130(4) requires that the City of Woodinville, a “fully planning” city within King County shall update its Comprehensive Plan and development regulations, as necessary, to reflect local needs, new data, and current laws; and

WHEREAS, the Woodinville City Council has determined that certain amendments are necessary to keep the Zoning Code updated and to accommodate the needs of its citizens; and

WHEREAS, the requirements of the State Environmental Policy Act (SEPA) RCW 43.21C have been met; and

WHEREAS, adoption of this ordinance will promote the public health, safety, and general welfare within the City of Woodinville; and

WHEREAS, the proposed ordinance was considered by the Woodinville Planning Commission after review at study sessions on May 20, 2015, July 1, 2015 and September 2, 2015; and at a public hearing on October 21, 2015, and recommendation was forward to the City Council for review and consideration; and

WHEREAS, the Woodinville City Council has considered recommendations of the Planning Commission, staff, and public input after public hearings held on November 17, 2015, December 1, 2015, January 5, 2016, February 2, 2016, February 16, 2016, March 15, 2016, May 3, 2016, June 21, 2016, and July 19, 2016; and after such consideration has found that these amendments meet the required criteria in Ordinance No. 172 and WMC 21.46.030; and

WHEREAS, adoption of this ordinance will promote the public health, safety, and general welfare in the City of Woodinville;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF WOODINVILLE, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Findings. The City Council hereby adopts as findings the recitals expressed above.

1. The City Council first initiated an amendment to establish electrical vehicle regulations and subsequently added general parking standards to the annual docket on April 14, 2009. The proposed amendment would modify the language in Chapter 21.18 WMC, which regulates parking and circulation within the City. The amendment updates the purpose statement, clarifies language to change of use provisions, adds land uses to minimum

- parking standards, provides additional provisions for parking reductions, provides standards for bicycle parking, and modifies the parking dimensional standards.
2. Pursuant to Chapter 17 of the Woodinville Municipal Code (WMC), the Planning Commission is required to hold a public hearing on the proposed amendments and make a recommendation to the City Council.
 3. The City SEPA Official reviewed the amendments for environmental impacts under SEPA (RCW 43.21C), and issued a Determination of Nonsignificance (File No. SEP15010) on October 5, 2015. The appeal period ended without any comments or appeals received.
 4. Pursuant to the Growth Management Act, the proposed amendments were submitted to the Washington State Department of Commerce for review and comment. The state initiated the required 60-day state agency review period on September 28, 2015. No comments were received from any state agency regarding the amendments that are the subject of this ordinance.
 5. The Planning Commission has held seventeen study sessions between 2009 and 2014, the dates are as follows: May 20, 2009, June 17, 2009, October 7, 2009, October 28, 2009, November 4, 2009, November 18, 2009, December 16, 2009, January 6, 2010, April 7, 2010, July 17, 2013, August 21, 2013, September 16, 2013, January 14, 2014, April 16, 2014, May 7, 2014, June 4, 2014 and August 20, 2014. Most recently, Planning Commission reviewed the proposed amendment during its May 20, 2015, July 1, 2015 and September 2, 2015 public meetings.
 6. A public hearing was held by the Planning Commission on October 21, 2015. The public hearing was noticed in the Woodinville Weekly and posted on the City's web site.
 7. The Planning Commission received written comments and public testimony; deliberated and produced a public record and recommendations on the amendments that are subject of this ordinance during the October 21, 2015 Planning Commission meeting.
 8. The City Council considered the Planning Commission's public record and recommendations concerning the amendments that are subject of this ordinance at public hearings on November 17, 2015, December 1, 2015, January 5, 2016, February 2, 2016, February 16, 2016, March 15, 2016, May 3, 2016, June 21, 2016, and July 19, 2016.
 9. The City Council held first reading of Ordinance No. 615 on July 19, 2016.
 10. The Zoning Code amendments that are the subject of this ordinance are consistent with the required decision criteria found in WMC 21.46.030 and WMC 21.44.070.

Section 2. Amendment of Chapter 21.18, Parking and Circulation. Chapter 21.18 of the Woodinville Municipal Code is hereby amended as set forth below. New text is shown by underline; deleted text is shown by strikethrough.

21.18.010 Purpose.

- (1) The purpose of this chapter is to provide adequate off-street parking for all uses allowed in this title, increase traffic safety, maintain smooth traffic flow, to reduce demand for parking by encouraging alternative means of transportation including public transit, rideshare carpool/vanpool and bicycles, and increase pedestrian mobility in urban areas. ~~by:~~ These standards are also designed to achieve safe and efficient vehicular and non-motorized circulation and reduce visual impact of parking lots.
- (1) ~~Setting minimum off-street parking standards for different land uses that assure safe, convenient and adequately sized parking facilities within activity centers;~~
- (2) ~~Providing incentives to rideshare through preferred parking arrangements;~~
- (3) ~~Providing for parking and storage of bicycles;~~

- (4) ~~Providing safe direct pedestrian access from public rights-of-way to structures and between developments; and~~
- (5) ~~Requiring uses that attract large numbers of employees or customers to provide transit stops, where appropriate, as determined by the Development Services Director. (Ord. 465 § 27, 2008; Ord. 175 § 1, 1997)~~

21.18.020 Authority and application Applicability.

- (1) General. All new construction, expansion of an existing use, or a change of use shall be subject to the provisions of this chapter. ~~Before an occupancy permit may be granted for any new or enlarged building, for any new parking area, or for a change of use in any existing building, the use shall be required to meet the provisions of this chapter.~~
 - (a) An expansion to an existing use shall include adding or increasing the footprint (size) or internal floor area, floors and/or mezzanines to an existing building. In the case where an expansion is proposed, the provisions of this chapter only apply to the expansion area.
 - (b) In a case where a change of use is proposed, the provisions of this chapter only apply if the proposed use has a higher parking requirement than the previous permitted use.
- (2) Unspecified Parking Standards. ~~If this chapter does not specify a parking requirement for a land use is not specified,~~ the Development Services Director shall establish the minimum requirement based on a study of ~~anticipated the nearest comparable~~ parking demand. In the study, the applicant shall provide sufficient information to demonstrate that the parking demand for a specific land use will be satisfied. Parking studies shall be prepared by a professional engineer with expertise in traffic and parking analyses, unless an equally qualified individual is authorized by the Development Services Director.
- (3) Shell Building Permits. ~~When the City receives a shell building permit application, off-street parking requirements shall be based on the possible tenant improvements or uses authorized by the zone designation and compatible with the limitation of the shell permit. In industrial developments, a minimum of 20 percent of gross floor area shall be assumed as office when calculating parking requirements. When the range of possible uses result in different parking requirements, the Development Services Director will establish the amount of parking based on a likely range of uses.~~
- (3) ~~If the required amount of off-street parking has been proposed to be provided off-site, the applicant shall provide written contracts with affected landowners showing that required off-street parking shall be provided in a manner consistent with the provisions of this chapter. The contracts shall be reviewed by the Development Services Director for compliance with this chapter, and if approved, the contracts shall be recorded with the County records and elections division as a deed restriction on the title to all applicable properties. These deed restrictions may not be revoked or modified without authorization by the Development Services Director. (Ord. 465 § 27, 2008; Ord. 242 § 6, 1999; Ord. 175 § 1, 1997)~~

21.18.030 ~~Computation of required~~ Minimum off-street parking spaces requirements by use.

- (1) Minimum Required. Off-street parking areas shall contain at a ~~the~~ minimum the number of parking spaces stalls as stipulated in the following ~~table~~ Table 21.18.030.
- (2) Calculation. ~~Off-street parking ratios shall be based on expressed as number of spaces per square foot means the usable or net square footage of floor area; exclusive of nonpublic non-occupiable areas. Nonpublic Non-occupiable areas include, but are not limited to, building~~

maintenance areas, storage areas, closets, stairs, elevators, hallways, or restrooms. If the formula for determining the number of off-street parking spaces stalls results in a fraction, the number of off-street parking spaces stalls shall be rounded to the nearest whole number with fractions of .50 or greater rounding up and fractions below .50 rounding down.

- (3) Maximum Distance. Where the off-street parking areas do not abut the buildings they serve, the maximum distance as measured from the nearest building entrance shall be as follows:
- (a) For all commercial, industrial and public uses, at least a portion of parking areas shall be located within 500 feet.
 - (b) For all single detached dwellings, the parking stalls shall be located on the same lot they are required to serve.
 - (c) For all other residential dwellings, at least a portion of parking areas shall be located within 100 feet from the building(s) they are required to serve.
 - (d) For all nonresidential uses permitted in residential zones, the parking stalls 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.

Table 21.18.030 – Minimum Parking Requirements

Land Use		Minimum Parking Spaces Required
<u>21.08.030 Residential Uses</u>		
<u>Single-family detached</u>		<u>2 stalls per dwelling</u>
<u>Multi-family (apartment, townhouse)</u>		<u>1 stall per unit, plus 1 stall per 4 units for guest parking</u>
<u>Accessory dwelling unit</u>		<u>1 additional stall</u>
<u>21.08.040 Recreational / Cultural Land Uses</u>		
<u>Sports club</u>		<u>1 stall per 300 square feet</u>
<u>Places of Public Assembly (including, but not limited to churches, temples and synagogues)</u>		<u>1 stall per 5 fixed seats, or 1 stall per 50 square feet of gross floor area used for assembly without fixed seats</u>
<u>21.08.050 General Services Land Uses (WMC 21.08.050(A)):</u>		
<u>All general and personal service uses</u>		<u>1 stall per 300 square feet</u>
Exceptions:	<u>Funeral home/crematory</u>	<u>1 stall per 50 square feet of chapel area</u>
	<u>Daycare I</u>	<u>2 stalls per facility</u>
	<u>Daycare II</u>	<u>2 stalls per facility, plus 1 stall for each 20 children</u>
	<u>Churches, synagogues, temples, and other group assembly</u>	<u>1 per 5 fixed seats, plus 1 per 50 square feet of gross floor area without fixed seats used for assembly purposes</u>
	<u>Hotel, motel, and bed and breakfast</u>	<u>1.1 stalls per room</u>
	<u>Automotive repair or service</u>	<u>1 stall per 500 square feet of indoor repair areas</u>
	<u>Outpatient and Medical / veterinary clinics</u>	<u>1 stall per 300 square feet of office, labs and examination rooms</u>

	Nursing, and personal care facility and community residential facility (CRF)	1 <u>stall</u> per 4 beds
	Hospital	1 <u>stall</u> per bed
	Elementary and middle/junior high schools	1 <u>stall</u> per classroom, plus 1 <u>stall</u> per 50 students
	Secondary Schools Middle/junior high schools High schools High schools with stadiums	Per parking study 1 per classroom, plus 1 per 50 students 1 per classroom, plus 1 per 10 students Greater of 1 per classroom, plus 1 per 10 students or 1 per 3 fixed stadium seats (if stadium exists)
	Vocational schools	1 <u>stall</u> per classroom, plus 1 <u>stall</u> per 5 five students
	Specialized instruction schools	1 <u>stall</u> per classroom, plus 1 <u>stall</u> per 2 two students
21.08.055 Institutional/Business Service Land Uses (WMC 21.08.055(A) and 21.08.060(A)):		
	All institutional/business uses:	1 <u>stall</u> per 300 square feet
Exceptions:	Public agency or utility yard	1 <u>stall</u> per 300 square feet of offices, plus 1-9 <u>stall</u> per 1,000 square feet of indoor storage or repair areas
	Public agency archives	.91 <u>stall</u> per 1,000 square feet of storage area, plus 1 <u>stall</u> per 50 square feet of waiting/reviewing areas
	Courts	3 <u>stalls</u> per courtroom, plus 1 <u>stall</u> per 50 square feet of fixed seat or assembly areas
	Police facility	Per parking study (Development Services Director)
	Fire facility	Per parking study (Development Services Director)
21.08.060 Business Services Land Uses		
	All business services uses:	1 <u>stall</u> per 300 square feet
Exceptions:	Construction and trade	1 <u>stall</u> per 300 feet of office, plus 1 <u>stall</u> per 3,000 square feet of storage area
	Warehousing and storage	1 per 300 feet of office, plus .91 <u>stall</u> per 1,000 square feet of storage
	Self-service storage	1 per 3,500 square feet of storage area, plus 2 for any resident manager unit
	Outdoor advertising services	1 per 300 feet of office, plus .9 spaces per 1,000 square feet of storage
	Heavy equipment repair	1 per 300 square feet of office, plus .91 <u>stall</u> per 1,000 square feet of indoor repair areas
	Office	1 per 300 square feet

<u>21.08.070 Retail / Wholesale Land Uses (WMC 21.08.070(A)):</u>		
<u>All retail trade uses or wholesale trade mixed retail:</u>		1 <u>stall</u> per 300 square feet
<u>All wholesale trade uses:</u>		1 <u>stall</u> per 1,000 square feet
<u>Exceptions:</u>	<u>Food stores, less than 15,000 square feet</u>	3 <u>plus 1</u> per 350 square feet
	<u>Gasoline service stations without grocery</u>	3 <u>stalls</u> per facility, plus 1 per service bay
	<u>Gasoline service stations with grocery, no service bays</u>	1 <u>stall</u> per facility, plus 1 <u>stall</u> per 300 square feet of store
	<u>Bulk retail (including furniture and home furnishings)</u>	1 <u>stall</u> per 500 square feet
	<u>Restaurants</u>	1 <u>stall</u> per 75 square feet in dining and lounge area
	<u>Wholesale trade uses</u>	.9 <u>per</u> 1,000 square feet
	<u>Retail and wholesale trade mixed use</u>	1 <u>per</u> 300 square feet
	<u>Tasting rooms</u>	1 <u>stall</u> per 75 square feet in tasting area*
<u>21.08.080 Manufacturing Land Uses (WMC 21.08.080(A)):</u>		
<u>All manufacturing use</u>		.91 <u>stall</u> per 1,000 square feet of manufacturing, plus 1 per 300 square feet of office
<u>Exceptions:</u>	<u>Winery/brewery/distillery</u>	.91 <u>stall</u> per 1,000 square feet of manufacturing, plus 1 <u>stall</u> per 5075 square feet of tasting area and retail*
<u>21.08.090 Resource Land Uses (WMC 21.08.090(A)):</u>		
<u>Resource uses</u>		<u>Per parking study (Development Services Director)</u>
<u>21.08.100 Regional Land Uses (WMC 21.08.100(A)):</u>		
<u>Regional Uses</u>		<u>Per parking study (Development Services Director)</u>

* Unless clearly delineated with a permanent, physical barrier, the entire area used for tasting and sales shall be designated as tasting area.

(2) An applicant may request a modification of the minimum required number of parking spaces by providing a study that substantiates parking demand can be met with a reduced parking requirement. In such cases, the Development Services Director may approve a reduction of up to 50 percent of the minimum required number of spaces. Said study shall be prepared by a qualified professional approved by the Development Services Director.

(3) When the City has received a shell building permit application, off-street parking requirements shall be based on the possible tenant improvements or uses authorized by the zone designation and compatible with the limitation of the shell permit. In industrial developments, a minimum of 20 percent of gross floor area shall be assumed as office when calculating parking requirements. When the range of possible uses result in different parking

requirements, the Development Services Director will establish the amount of parking based on a likely range of uses.

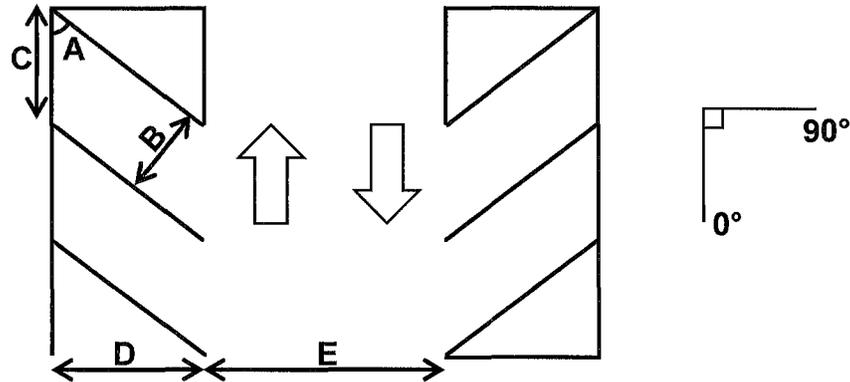
- (4) In any development required to provide six or more parking spaces, bicycle parking shall be provided. Bicycle parking shall be bike rack or locker type parking facilities unless otherwise specified.
- (a) Off-street parking areas shall contain at least one bicycle parking space for every 12 spaces required for motor vehicles except as follows:
- (i) The Development Services Director may reduce bike rack parking facilities for patrons when it is demonstrated that bicycle activity will not occur at that location.
 - (ii) The Development Services Director may require additional spaces when it is determined that the use or its location will generate a high volume of bicycle activity. Such a determination will include but not be limited to the following uses:
 - (A) Park/playfield;
 - (B) Marina;
 - (C) Library/museum/arboretum;
 - (D) Elementary/secondary school;
 - (E) Sports club; or
 - (F) Retail business (especially when located along a developed or projected bicycle trail or designated bicycle route).
- (b) Bicycle facilities for patrons shall be located within 100 feet of the building entrance and shall be designed to allow either a bicycle frame or wheels to be locked to a structure attached to the pavement.
- (c) All bicycle parking and storage shall be located in safe, visible areas that do not impede pedestrian or vehicle traffic flow, and shall be well lit for nighttime use.
- (d) When more than 10 people are employed on site, enclosed locker type parking facilities for employees shall be provided. The Development Services Director shall allocate the required number of parking spaces between bike rack parking and enclosed locker type parking facilities.
- (e) One indoor bicycle storage space shall be provided for every two dwelling units in townhome and apartment residential uses, unless individual garages are provided for every unit. The Development Services Director may reduce the number of bike rack parking spaces if indoor storage facilities are available to all residents.
- (5) Maximum allowable parking spaces may be set by ordinance when ordinances, codes, or regulations encourage fewer spaces for site design. The maximum allowable spaces should consider, at a minimum, such factors as promoting larger landscaped areas, enhanced pedestrian/bicycle friendly environments, and promoting alternative commute measures as identified in the City's Commute Trip Reduction Ordinance.
- (6) New developments are encouraged to locate parking facilities to the back and sides of lots when feasible. (Ord. 554 § 9, 2013; Ord. 465 § 27, 2008; Ord. 194 § 6, 1997; Ord. 175 § 1, 1997)

21.18.035 Off-street parking plan design standards.

- (1) Parking Stall Dimensions. The minimum parking stall and aisle dimensions are identified below for surface parking lots and for structured parking lots. For parking angles other than those shown on the chart, the minimum parking stall and aisle dimensions shall be

determined by the Development Services Director. Figure 21.18.035(1) identifies the different dimensions in the tables. No compact stalls are permitted.

Figure 21.18.035(1) Parking Stall and Aisle Dimensions



(a) Surface Parking Lots. When parking stalls are located in a surface parking lot, the following parking stall and aisle dimensions in Table 21.18.035(1)(a) shall apply.

Table 21.18.035(1)(a) Dimensional Requirements for Surface Parking Lots

<u>A</u> Parking Angle	<u>B</u> Stall Width	<u>C</u> Curb Length	<u>D</u> Stall Depth	<u>E</u> Aisle Width	
				<i>One-Way</i>	<i>Two-Way</i>
0°	9 feet	22.5 feet	22.5 feet	12 feet	20 feet
45°	9 feet	12.5 feet	19 feet	12 feet	20 feet
60°	9 feet	11 feet	20.5 feet	18 feet	20 feet
90°	9 feet	9 feet	18 feet	24 feet	24 feet

(b) Structured Parking. When parking stalls and aisles are located entirely within structured parking, the following parking stall and aisle dimensions in Table 21.18.035(1)(b) shall apply. Structural columns may encroach up to six inches in a parking stall, provided that placement does not interfere with door swing or maneuverability in and out of the stall.

Table 21.18.035(1)(b) Dimensional Requirements for Structured Parking

<u>A</u> Parking Angle	<u>B</u> Stall Width	<u>C</u> Curb Length	<u>D</u> Stall Depth	<u>E</u> Aisle Width	
				<i>One-Way</i>	<i>Two-Way</i>
0°	8.5 feet	22.5 feet	22.5 feet	12 feet	20 feet
45°	8.5 feet	12 feet	19 feet	12 feet	20 feet
60°	8.5 feet	10 feet	20 feet	18 feet	20 feet
90°	8.5 feet	8.5 feet	18 feet	24 feet	24 feet

(2) Landscaping. Landscaping shall be provided for parking facilities pursuant to Chapter 21.16 WMC.

- (3) Clearance Area. Any parking stalls abutting a landscaped area shall provide an additional 12 inches above the minimum stall width requirement to provide a place to step other than in the landscaped area. The additional width shall be separated from the adjacent parking stall by a parking stall division stripe.
- (4) Parking Lot Lighting. Adequate lighting shall be provided for safety of traffic and pedestrian circulation on the site, pursuant to WMC 21.14.700. Lighting shall be designed to minimize direct illumination of abutting properties and adjacent streets. The Development Services Director shall have the authority to waive the requirement to provide lighting.
- (5) Residential Parking. Tandem or end-to-end parking is allowed in residential developments. Driveways crossing required setback areas may be used for parking when serving single detached dwellings but shall not be considered for purposes of calculating required parking. Apartment/townhome developments may have tandem parking areas for each dwelling unit but shall not combine parking for separate dwelling units in tandem parking areas.
- (6) No dead-end alley may provide access to more than eight required off-street parking stalls.
- (7) Off-street parking and access shall be designed using standards set forth in Washington State regulations for barrier free facilities.

21.18.040 ~~Shared and mixed-use~~ Reductions to parking requirements.

- (1) Parking in Mixed-use and Multiple-tenant Projects. In commercial and/or industrial mixed-use and multiple-tenant projects which contain at least three land uses per Table 21.18.030 and contain a minimum of 30,000 square feet of gross floor area, the required minimum parking may be determined using the following formula:
 - (a) Primary use, i.e., that with the largest proportion of total floor area within the development, at 100 percent of the minimum vehicle parking required for that use;
 - (b) Secondary use, i.e., that with the second largest proportion of total floor area within the development, at 85 percent of the minimum vehicle parking required for that use;
 - (c) Tertiary use, i.e., that with the third largest proportion of total floor areas within the development, at 75 percent of the minimum vehicle parking required for that use;
 - (d) All other uses at 65 percent of the minimum vehicle parking required for that use.
 - (e) The following uses in mixed-use or multi-tenant projects shall not qualify for a reduction and shall be calculated at 100 percent of the minimum vehicle parking required:
 - (i) Restaurants;
 - (ii) Tasting rooms; and
 - (iii) Residential uses.
- (2) Shared Parking Facilities. The amount of off-street parking required by WMC 21.18.030 may be reduced by an amount determined by the Development Services Director when shared parking facilities for two or more uses are proposed, provided:
 - (a)(1) The total parking area exceeds 5,000 square feet;
 - (b)(2) The parking facilities areas are designed and developed as a single on-site common parking facility, or as a system of on-site and off-site facilities, if all facilities are connected with improved pedestrian facilities and no building or use involved is more than 800 feet from the most remote-furthest shared facility;
 - (c)(3) The amount of the reduction shall not exceed 10 percent for each use, unless:
 - (i)(a) The normal hours of operation for each use are separated by at least one hour; or

- ~~(ii)(b)~~ A parking demand study is prepared by a professional traffic engineer documenting that the hours of actual parking demand for the proposed uses will not conflict and that uses will be served by adequate parking if shared parking reductions are authorized;
 - ~~(iii)(e)~~ The Development Services Director will determine the amount of reduction ~~but~~ subject to ~~subsection (4) of this section;~~ provided that (4) The total number of parking spaces stalls in the common parking facility is not less than the minimum required spaces stalls for any single use;
 - ~~(d)(5)~~ A covenant, ~~or other written contract,~~ or agreement for shared parking between the cooperating property owners is approved by the Development Services Director. The agreement shall include a site plan showing the stalls that are part of this agreement. This covenant or contract must be recorded with the County ~~records and elections division~~ as a deed restriction on the title to all both applicable properties and cannot be modified or revoked without the ~~consent authorization~~ of the Development Services Director; and
 - ~~(e)(6)~~ If any requirements for shared parking are violated, the affected property owners must provide a remedy satisfactory to the Development Services Director or provide the full amount of required off-street parking for each use, in accordance with the requirements of this chapter, ~~unless a satisfactory alternative remedy is approved by the Development Services Director.~~
- (3) Parking Study. An applicant may request up to a 50 percent reduction of the minimum number of required parking stalls through a parking demand study. The study shall be prepared by a professional traffic engineer approved by the Development Services Director. At minimum, the study shall contain the following information:
- (a) Parking utilization data collected from the site or similar sites that show the parking counts during peak days and times;
 - (b) Hours of operation and number of employees or customers;
 - (c) Parking generation rates as determined by the Institute of Traffic Engineers (ITE) or other professional parking manual;
 - (d) Details of any on-site parking management programs or transit incentives;
 - (e) Access to transit, bike routes, or other methods of transportation and utilization rates of these alternatives; and
 - (f) A calculation of parking generation for all uses for average and peak hours based on data from subsections (a) through (e).
- (4) Frequent Transit Service Parking Reduction. The Development Services Director may reduce the number of required off-street parking stalls when one or more scheduled transit routes provide service within 660 feet of the site. Developments using this parking reduction shall provide transit shelters if transit routes adjoin the site. The amount of reduction shall be based on the number of scheduled transit trips between 7:00 – 9:00 a.m. and 4:00 – 6:00 p.m. each business day up to a maximum reduction as follows:
- (a) Four percent for each trip serving institutional, business services, and manufacturing land uses up to a maximum of 30 percent; and
 - (b) Two percent for each run serving recreational/cultural, general services and retail/wholesale land uses, up to a maximum of 20 percent. (Ord. 465 § 27, 2008; Ord. 175 § 1, 1997)

21.18.045 Bicycle parking requirements

(1) Minimum Stalls Required. In any development required to provide six or more vehicle parking stalls, bicycle parking shall be provided as follows:

Table 21.18.045(1) – Minimum Bicycle Parking and Storage Requirements

<u>Use</u>	<u>Parking</u>	<u>Lockers/Enclosed Storage</u>
<u>21.08.030 Residential Uses</u>		
<u>Multi-family (apartment, townhouse)</u>	<u>1 stall per 20 units</u>	<u>1 stall per 2 units, unless garages are provided for each unit.</u>
<u>21.08.060. Business Service Land Uses</u>		
<u>All business service uses</u>	<u>1 per 5,000 square feet</u>	<u>1 per 10,000 square feet</u>
<u>21.08.070 Retail / Wholesale Land Uses</u>		
<u>All retail trade</u>	<u>1 stall per 2,000 square feet</u>	<u>1 stall per 4,000 square feet</u>
<u>Restaurants and tasting rooms</u>	<u>1 stall per 2,000 square feet</u>	<u>1 stall per 4,000 square feet</u>
<u>All other uses</u>	<u>1 stall per 20,000 square feet</u>	<u>1 stall per 40,000 square feet</u>

- (a) Design. Bicycle parking shall be bike rack or locker-type parking facilities unless otherwise specified and shall be designed to allow either a bicycle frame or wheels to be locked to a structure attached to the pavement.
- (b) Location. Bicycle parking facilities shall be located within 100 feet of the building entrance and located in safe, visible areas that do not impede pedestrian or vehicle traffic flow, and shall be well lit for nighttime use.
- (c) Bicycle Parking Reductions. The Development Services Director may reduce bike rack parking facilities when it is demonstrated that bicycle activity will not occur at that location. For multifamily developments, a reduction may be granted if shared indoor storage facilities are available to all residents.
- (d) Additional Bicycle Parking Required. The Development Services Director may require additional stalls when it is determined that the use or its location will generate a high volume of bicycle activity. Such a determination will include but not be limited to the following uses:
 - (i) Park/playfield;
 - (ii) Library/museum/arboretum;
 - (iii) Elementary/secondary school;
 - (iv) Sports clubs; or
 - (v) Retail business (especially when located along a developed or projected bicycle trail or designated bicycle route).

21.18.050 Exceptions for community residential facilities (CRFs).

(1) The requirement of one off-street parking space per two bedrooms may be reduced to no less than one space for every four bedrooms, as determined by the Development Services Director based on the following considerations:

- (a) Availability of private, convenient transportation services to meet the needs of the CRF residents;

- (b) Accessibility to and frequency of public transportation; and
- (c) Pedestrian access to health, medical, and shopping facilities;
- (2) If a CRF facility is no longer used for such purposes, additional off-street parking spaces shall be required in compliance with this chapter prior to the issuance of a new certificate of occupancy. (Ord. 465 § 27, 2008; Ord. 175 § 1, 1997)

21.18.060 Handicapped parking requirements.

Off-street parking and access for physically handicapped persons shall be provided in accordance with Section 7503 of the regulations adopted pursuant to Chapter 19.27 RCW, State Building Code, and Chapter 70.92 RCW, Public Buildings—Provisions for Aged and Handicapped. (Ord. 175 § 1, 1997)

21.18.070 Loading space requirements.

- (1) Every nonresidential building engaged in retail, wholesale, manufacturing or storage activities, excluding self-service storage facilities, shall provide loading spaces in accordance with the table standards listed below:

Table 21.18.070(1) – Loading Space Requirements

Gross Floor Area	Number of Required Loading Spaces
10,000 – 164,000 square feet	1
164,001 – 407,000 square feet	2
407,001 – 641,000 square feet	3
641,001 – 961,000 square feet	4
961,001 – 1,282,000 square feet	5
1,282,001 – 1,602,600 square feet	6
160,001 – 196,000 square feet	7
For each additional 140,00 square feet	1 additional

- (2) Every building engaged in retail, hotel, office building, restaurant, hospital, auditorium, convention hall, exhibition hall, sports arena/stadium, or other similar use shall provide loading spaces in accordance with the standards listed below:

Gross Floor Area	Number of Required Loading Spaces
40,000 – 60,000 square feet	1
60,001 – 160,000 square feet	2
160,001 – 264,000 square feet	3
264,001 – 388,000 square feet	4
388,001 – 520,000 square feet	5
520,001 – 652,000 square feet	6
652,001 – 784,000 square feet	7
784,001 – 920,000 square feet	8
For each additional 140,00 square feet	1 additional

- (23) Each loading space required by this section shall be a minimum of 10 feet wide, 30 feet long, and have an unobstructed vertical clearance of 14 feet six inches, and shall be surfaced, improved and maintained as required by this chapter. Loading spaces shall be located so that trucks shall not obstruct pedestrian or vehicle traffic movement or project into any public right-of-way. All loading space areas shall be separated from required parking areas and shall be designated as truck loading spaces.
- (34) Any loading space located within 100 feet of areas zoned for residential use shall be screened and operated as necessary to reduce noise and visual impacts. Noise mitigation measures may include architectural or structural barriers, beams, walls, or restrictions on the hours of operation.
- (45) Multistory self-service storage facilities shall provide two loading spaces, and single-story facilities one loading space, adjacent to each building entrance that provides common access to interior storage units. Each loading berth shall measure not less than 25 feet by 12 feet with an unobstructed vertical clearance of 14 feet six inches, and shall be surfaced, improved and maintained as required by this chapter. Any floor area additions or structural alterations to a building shall be required to provide loading space or spaces as set forth in this chapter. (Ord. 175 § 1, 1997)

21.18.080 Stacking spaces for drive-through facilities.

- (1) Stacking Space. ~~A stacking space shall be an area measuring eight feet by 20 feet with direct forward access.~~ Stacking spaces with direct access to a service window of a shall be provided for drive-through facilities. A stacking space shall be a minimum of eight feet by 20 feet and located to prevent any vehicles from extending onto the public-right-of-way, or interfering with any pedestrian circulation, traffic maneuvering, or other parking space-areas. Stacking spaces for drive-through or drive-in uses may not be counted as required parking spaces.
- (2) Minimum Required. Uses providing drive-up or drive-through services shall provide vehicle stacking spaces as follows:
 - (a) For each drive-up window of a bank/financial institution, business service, espresso stand, or other drive-through use not listed, a minimum of ~~five~~ four stacking spaces shall be provided; and
 - (b) For each service window of a drive-through restaurant, a minimum of seven stacking spaces shall be provided. (Ord. 175 § 1, 1997)

21.18.090 Transit and ridesharecarpool/vanpool provisions.

- (1) All ~~institutional, business services, and manufacturing land uses listed in WMC 21.08.055(A) (Institutional), WMC 21.08.060(A) (Business Services), and in WMC 21.08.080(A) (Manufacturing)~~ shall be required to reserve one parking ~~space~~ stall of every 20 required ~~spaces~~ stalls for rideshare ~~carpool/vanpool~~ parking as follows:
 - (a) The parking ~~spaces~~ stalls shall be located closer to the primary employee entrance than any other employee parking except handicapped;
 - (b) Reserved areas shall have markings and signs indicating that the ~~space~~ stall is reserved; and
 - (c) Parking in reserved areas shall be limited to vanpools and carpools established through ride share programs by public agencies and to vehicles meeting minimum rideshare qualifications set by the employer.;

- ~~(2) The Development Services Director may reduce the number of required off-street parking spaces when one or more scheduled transit routes provide service within 660 feet of the site. The amount of reduction shall be based on the number of scheduled transit runs between 7:00—9:00 a.m. and 4:00—6:00 p.m. each business day up to a maximum reduction as follows:~~
- ~~(a) Four percent for each run serving land uses in WMC 21.08.055(A) (Institutional), 21.08.060(A) (Business Services) and 21.08.080 (A) (Manufacturing) up to a maximum of 40 percent; and~~
 - ~~(b) Two percent for each run serving land uses in WMC 21.08.040(A) (Recreational/Cultural), 21.08.050(A) (General Services) and 21.08.070(A) (Retail/Wholesale) up to a maximum of 20 percent; and~~
- ~~(2) Dimensional Standards. All stalls shall have a minimum vertical clearance of seven feet three inches to accommodate van vehicles if designated vanpool/carpool parking stall are located in a parking structure.~~
- (3) All uses which are located on an existing transit route and are required under the computation for required off-street parking spaces stalls in WMC 21.18.030 to provide more than 200 parking spaces stalls may be required to provide transit shelters, bus turnout lanes or other transit improvements as a condition of permit approval. ~~Uses that reduce required parking under subsection (2) of this section may be required to provide transit shelters if transit routes adjoin the site.~~ (Ord. 465 § 27, 2008; Ord. 175 § 1, 1997)

21.18.100 Pedestrian circulation and access.

- (1) All uses, except single-family detached homes, shall provide pedestrian access onto the site. Pedestrian access points shall be provided at all pedestrian arrival points to the development including the property edges, adjacent lots, abutting street intersections, crosswalks, and at transit stops. Pedestrian access shall be located as follows:
- (a) Access points at property edges and to adjacent lots shall be coordinated with existing development to provide circulation patterns between developments; and
 - (b) Residential developments shall provide links between cul-de-sacs or groups of buildings to allow pedestrian access from within the development and from adjacent developments to activity centers, parks, common tracts, open spaces, schools or other public facilities, transit stops and public streets;
- (2) Pedestrian walkways shall form an on-site circulation system that minimizes the conflict between pedestrians and traffic at all points of pedestrian access to on-site parking and building entrances. Pedestrian walkways shall be provided when the pedestrian access point or any parking space stall is more than 75 feet from the building entrance or principal on-site destination and as follows:
- (a) All developments which contain more than one building shall provide walkways between the principal entrances of the buildings;
 - (b) All nonresidential buildings set back more than 100 feet from the public right-of-way shall provide for direct pedestrian access from the building to buildings on adjacent lots; and
 - (c) Pedestrian walkways across parking areas shall be located as follows:
 - (i) Walkways running parallel to the parking rows shall be provided for every four rows. Rows without walkways shall be landscaped or contain barriers or other means to encourage pedestrians to use the walkways; and

- (ii) Walkways running perpendicular to the parking rows shall be no further than 20 parking ~~spaces~~ stalls. Landscaping, barriers or other means shall be provided between the parking rows to encourage pedestrians to use the walkways;
- (3) Pedestrian access and walkways shall meet the following minimum design standards:
 - (a) Access and walkways shall be well lit and physically separated from driveways and parking ~~spaces~~ stalls by landscaping, berms, barriers, grade separation or other means to protect pedestrians from vehicular traffic;
 - (b) Access and walkways shall be a minimum of 60 inches of unobstructed width and meet the surfacing standards of the City of Woodinville standards in the most current Transportation Infrastructure Standards and Specifications (TISS) for walkways or sidewalks;
 - (c) Access shall be usable by mobility impaired persons and shall be designed and constructed to be easily located by the sight impaired pedestrian by either grade change, texture or other equivalent means;
 - (d) A crosswalk shall be required when a walkway crosses a driveway or a paved area accessible to vehicles;
 - (e) Wherever walkways are provided, raised crosswalks or speed bumps shall be located at all points where a walkway crosses the lane of vehicle travel; and
- (4) Blocks in excess of 900 feet shall be provided with a crosswalk at the approximate midpoint of the block. (Ord. 175 § 1, 1997)

21.18.105 Electric vehicle (EV) charging stations.

- (1) ~~Off-Street-Electric Vehicle Charging Station Spaces Stalls.~~ Where provided, electric vehicle charging stations shall be subject to the following provisions.
 - ~~(a) Purpose. For all parking lots or garages, except those that include restricted electric vehicle charging stations.~~
 - ~~(b) Number. No minimum number of charging station spaces is required.~~
- ~~(2)~~(e) Minimum Parking Requirements. An electric vehicle charging station space stall may be included in the calculation for minimum required parking ~~spaces~~ stalls that are required pursuant to other provisions of code.
- ~~(3)~~(d) Location and Design Criteria. The provision of electric vehicle parking will vary based on the design and use of the primary parking lot. ~~The following required and additional locational and design criteria are provided in recognition of the various parking lot layout options:~~ (i) Where provided, parking for electric vehicle charging purposes is required to include the following:
 - ~~(a)~~(A) Signage. Each charging station space stall shall be posted with signage indicating the space stall is only for electric vehicle charging purposes. Days and hours of operations shall be included if time limits or tow away provisions are to be enforced. Examples of signage include:

Figure WMC 21.18.105(3) Electric Vehicle Signage Examples

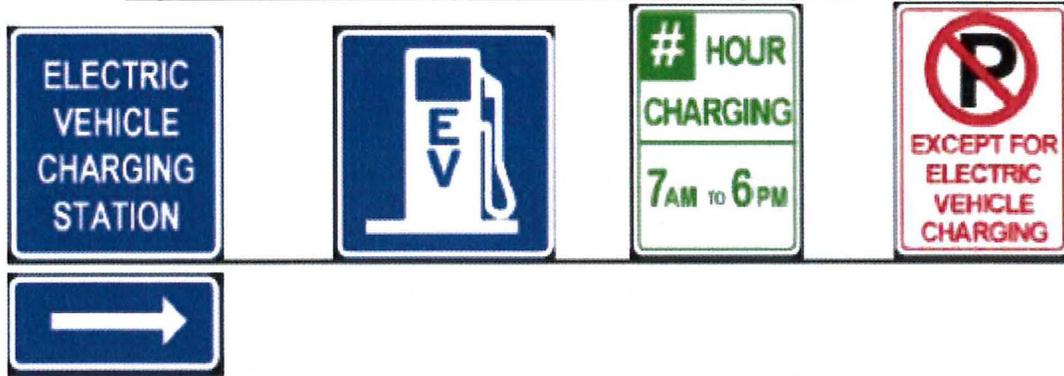


Figure 1. Electric Vehicle Infrastructure Signage Examples.

- (b)(B) 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.
- (c)(C) Accessibility. 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 accessibility requirements of WAC 51-50-005.
- (d)(D) Lighting. Where charging station equipment is installed, adequate site lighting shall exist, unless charging is for daytime use only.
 - (ii) Parking for electric vehicles should also consider the following:
- (e)(A) Notification. Information on the charging station, identifying voltage and amperage levels and any time of use, fees, or safety information.
 - (B) Signage. Installation of directional signs at the parking lot entrance and at appropriate decision points to effectively guide motorists to the charging station space(s).
- (e) Prohibited in Critical Areas. Electric vehicle charging stations shall be prohibited from being located within wetlands, streams, geologic hazard areas, floodplains, and any buffers associated with these identified critical areas.
- (4)(2) Accessible Electric Vehicle Charging Stations. Where electric vehicle charging stations are provided in parking lots or parking garages, accessible electric vehicle charging stations shall be provided as follows: at same rate required by Washington State regulations for barrier free facilities.
 - (a) Accessible electric vehicle charging stations shall be provided in the ratios shown on the following table.

Number of EV Charging Stations	Minimum Accessible EV Charging Stations
1—50	1
51—100	2
101—150	3
151—200	4
201—250	5

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

Figure 21.18.105(4) 1 – Off-Street Accessible Electric Vehicle Charging Station – Option 1.

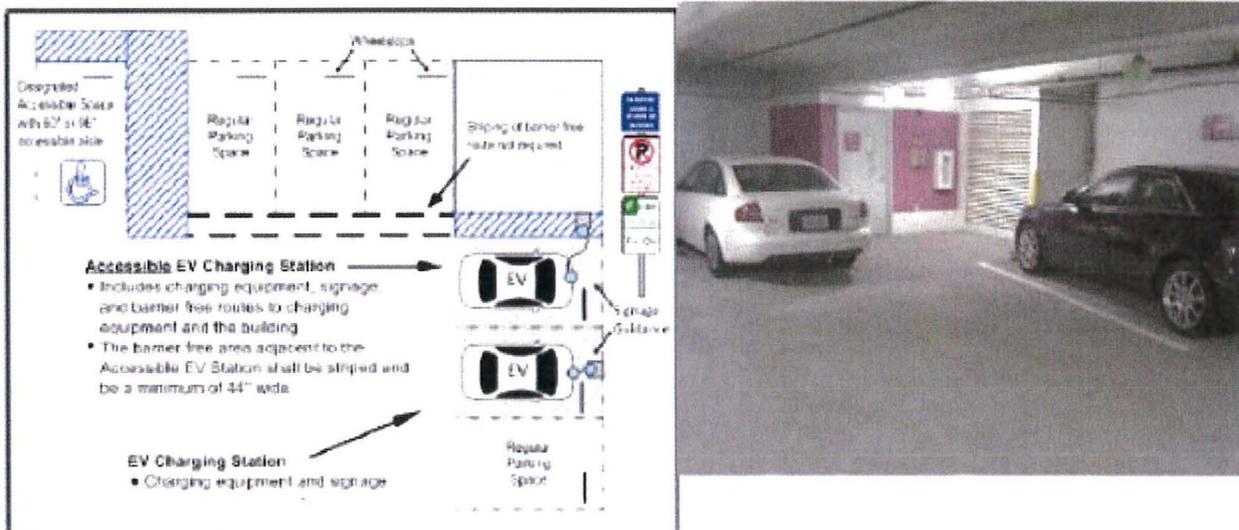


Figure 2. Off-Street Accessible Electric Vehicle Charging Station—Option 1.

Figure 21.18.105(4) 2 – Off-Street Accessible Electric Vehicle Charging Station – Option 2.

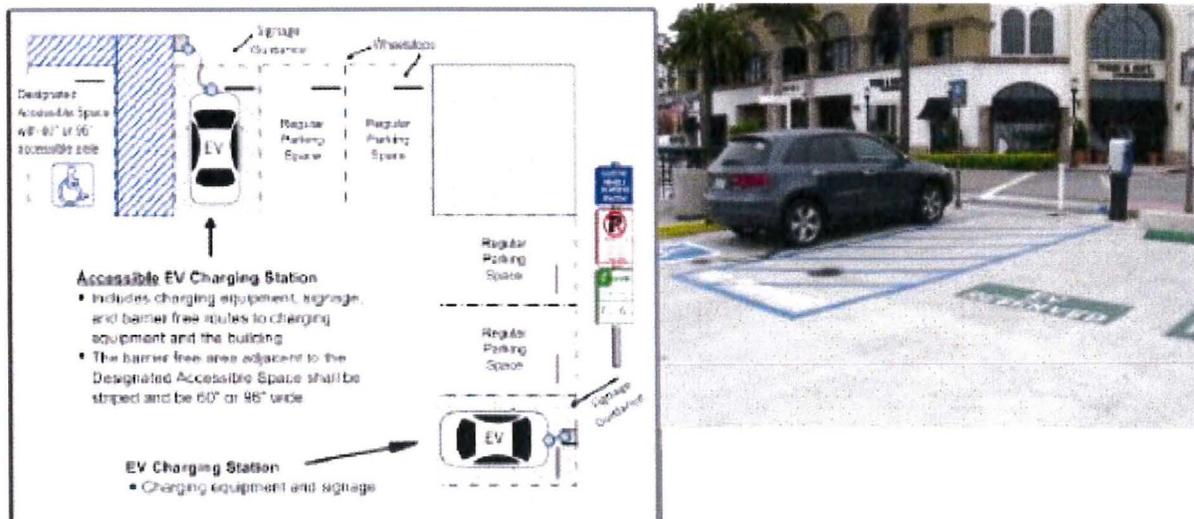


Figure 3. Off-Street Accessible Electric Vehicle Charging Station—Option 2.

(6)(3) On-Street Electric Vehicle Charging Stations. On-street electric vehicle charging stations may be allowed as part of a development, subject to the City’s Infrastructure Standards as adopted in WMC 12.09.010, and as approved by the Public Works Director. (Ord. 523 § 5 (Att. D), 2011)

21.18.110 Off-street parking plan design standards.

(1) Off-street parking areas shall not be located more than 500 feet from the building they are required to serve for all uses except those specified below; where the off-street parking areas do not abut the buildings they serve, 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 100 feet from the building(s) they are required to serve; and
- (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.

(2) The minimum parking space and aisle dimensions for the most common parking angles are shown on chart below. For parking angles other than those shown on the chart, the minimum parking space and aisle dimensions shall be determined by the Development Services 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. 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.

A	B	C	D	E	F
Parking Angle	Stall Width	Curb Length	Stall Depth	Aisle Width 1-Way 2-Way	Unit Depth 1-Way 2-Way
0	—8.0* Min—8.5 Desired—9.0	—20.0* —22.5 —22.5	—8.0 —8.5 —9.0	—12.0 20.0 —12.0 20.0 —12.0 20.0	** ** —29.0 37.0 —30.0 38.0
30	—8.0* Min—8.5 Desired—9.0	—16.0* —17.0 —18.0	—15.0 —16.5 —17.0	—10.0 20.0 —10.0 20.0 —10.0 20.0	** ** —42.0 53.0 —44.0 54.0
45	—8.0* Min—8.5 Desired—9.0	—11.5* —12.0 —12.5	—17.0*	—12.0 20.0 —12.0 20.0 —12.0 20.0	** ** —50.0 58.0 —51.0 59.0
60	—8.0* Min—8.5 Desired—9.0	—9.6* —10.0 —10.5	—18.0 —20.0 —21.0	—18.0 20.0 —18.0 20.0 —18.0 20.0	** ** —58.0 60.0 —60.0 62.0
90	—8.0* Min—8.5	—8.0* —8.5	—16.0* —20.0	—23.0 23.0 —23.0 23.0	** ** —63.0 63.0

	Desired — 9.0	— 9.0	— 20.0	— 23.0 23.0	— 63.0 — 63.0
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* — for compact stalls only

** — variable with compact and standard combinations

- (3) Any parking spaces abutting a 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. The parking space depth may be reduced when vehicles overhang a walkway under the following conditions:
- (a) Wheelstops or curbs are installed; and
 - (b) The remaining walkway provides a minimum of 60 inches of unimpeded passageway for pedestrians.
- (4) The amount of space depth reduction is limited to a maximum of 18 inches.
- (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 City of Woodinville street standards. Driveways for single detached dwellings, no more than 20 feet in width, may cross required setbacks or landscaped areas in order 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 displaced by the driveway. Driveways for all other developments may cross required setbacks or landscaped areas in order to provide access between the off-street parking areas and the street; provided no more than 10 percent of the required landscaping or setback area is displaced by the driveway.
- (6) Lighting shall be provided for safety of traffic and pedestrian circulation on the site, as required by the Washington State Energy Code. It shall be designed to minimize direct illumination of abutting properties and adjacent streets. The Development Services Director shall have the authority to waive the requirement to provide lighting.
- (7) Tandem or end-to-end parking is allowed in single detached residential developments. Driveways crossing required setback areas may be used for parking when serving single detached dwellings but shall not be considered for purposes of calculating required parking. Apartment/townhome developments may have tandem parking areas for each dwelling unit but shall not combine parking for separate dwelling units in tandem parking areas.
- (8) 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.
- (9) Vanpool/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/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/vanpool parking spaces.
- (10) Driveways, access roads and access easements providing access from the street right-of-way to garages and off-street parking areas shall be subject to the requirements of WMC 21.28.120. The Development Services Director shall have the authority to waive the requirement for paving the entire length of a driveway greater than 20 feet in length accessing a single-family residence.

- (11) ~~No dead-end alley may provide access to more than eight required off-street parking spaces.~~
 (12) ~~Any parking stalls located in enclosed buildings must be totally within the enclosed building. (Ord. 465 § 27, 2008; Ord. 426 § 14, 2006; Ord. 175 § 1, 1997)~~

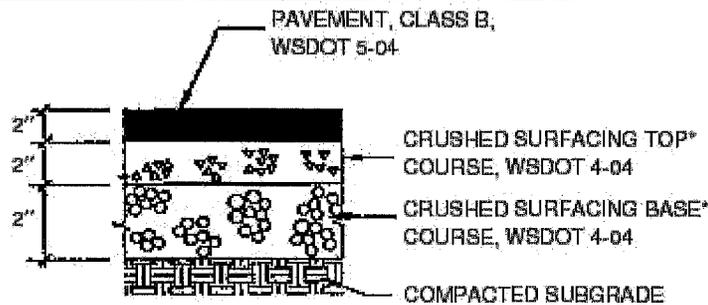
21.18.120-110 Off-street parking construction standards.

(1) Internal access roads to off-street parking areas shall conform to the surfacing and design requirements for private commercial roads set forth in the City of Woodinville street standards.

(2)(4) Off-street parking areas shall have dust-free, all-weather surfacing. Typical approved sections are illustrated below.

(a) Frequently used (at least five days a week) off-street parking areas shall conform to the standards shown in (A)Figure 21.18.110(2)(a) below or an approved equivalent.

21.18.110(2)(a) – Frequently Used (Light Asphalt Section)

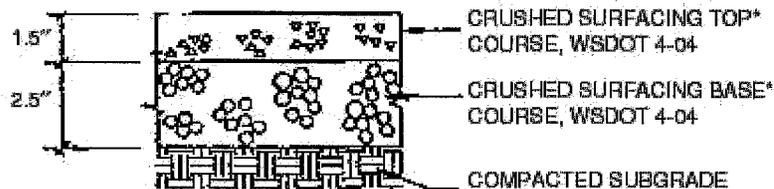


NOTE: DEPTHS ARE COMPACTED THICKNESS

*ATB MAY BE USED IN LIEU OF CRUSHED SURFACING WITH PRIOR ENGINEER APPROVAL. CRUSHED REPLACEMENT DEPTH WITH ATB SHALL BE 1:1. ATB SHALL BE PER WSDOT 4-06.

(b) Infrequently used (less than 6 months a year) off-street parking areas If the parking area is to be used more than 30 days per year but less than five days a week, then the standards to be used shall conform to the standards shown in (B)Figure 21.18.110(2)(b) below or an approved equivalent.

21.18.110(2)(b) – Infrequently Used



NOTE: DEPTHS ARE COMPACTED THICKNESS

*ATB MAY BE USED IN LIEU OF CRUSHED SURFACING WITH PRIOR ENGINEER APPROVAL. CRUSHED REPLACEMENT DEPTH WITH ATB SHALL BE 1:1. ATB SHALL BE PER WSDOT 4-06.

(c) An exception to these surfacing requirements may be made for certain uses that require intermittent use of their parking facilities less than 30 days per year. Pervious surfacing

material shall be considered an all-weather surface when approved by installed per City Engineer's the Public Works Director requirements. Any surface treatment other than those graphically-illustrated below must be approved by the Development Services Director.

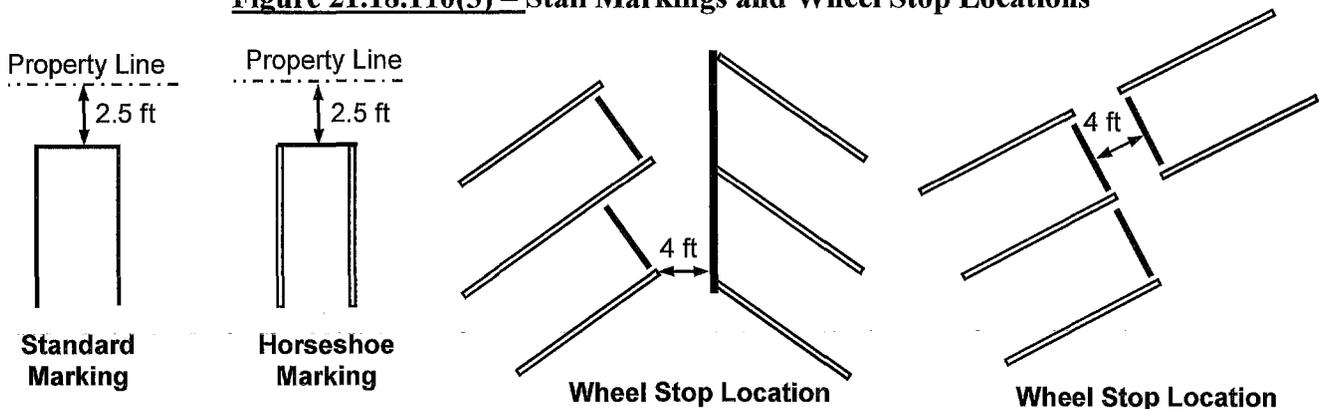
MINIMUM SURFACING REQUIREMENTS

(A) Frequently Used (Light Asphalt Section)

(B) Infrequently Used

- (2) Grading work for parking areas shall meet the requirements of the International Building Code. Drainage and erosion/sedimentation control facilities shall be provided in accordance with Chapter 14.09 WMC.
- (3) Asphalt or concrete surfaced parking areas shall have parking spaces marked permanent markings by surface paint lines or suitable substitute traffic marking material in accordance with the Washington State Department of Transportation Standards. Wheel stops are required where a parked vehicle would encroach on adjacent property, pedestrian access or circulation areas, right-of-way or landscaped areas. Typically approved markings and wheel stop locations are illustrated below.

Figure 21.18.110(3) – Stall Markings and Wheel Stop Locations



21.18.130 Compact car allowance requirements.

Up to 50 percent of the total number of spaces may be sized to accommodate compact cars, subject to the following:

- (1) Each space shall be clearly identified as a compact car space by painting the word "COMPACT" in capital letters, a minimum of eight inches high, on the pavement at the base of the parking space and centered between the striping;
- (2) Aisle widths shall conform to the standards set for standard size cars; and
- (3) Apartment developments with less than 20 parking spaces may designate up to 40 percent of the required parking spaces as compact spaces.

21.18.140 Internal circulation road standards.

Internal access roads to off-street parking areas shall conform with the surfacing and design requirements for private commercial roads set forth in the City of Woodinville street standards.

Section 3. Severability. Should any section, paragraph, sentence, clause, or phrase of this Ordinance be held invalid or unconstitutional by a court of competent jurisdiction, such

invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause, or phrase of this Ordinance.

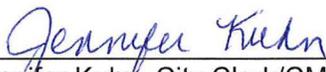
Section 4. Copy to Department of Commerce. Pursuant to RCW 36.70A.106(3), the City Clerk is directed to send a copy of this ordinance to the State Department of Commerce for its files within ten days after adoption of this ordinance.

Section 5. Effective Date. This ordinance shall be effective five (5) days after publication of an approved summary consisting of the title to this ordinance; provided, that with respect to any binding site plan approved by the City on or after July 1, 2014 but prior to the effective date established herein, the revisions set forth in Section 2 of this Ordinance shall take effect five years from the date of approval of such binding site plan.

ADOPTED BY THE CITY COUNCIL AND SIGNED IN AUTHENTICATION OF ITS PASSAGE THIS 6th DAY OF SEPTEMBER, 2016.


Bernard W. Talmas, Mayor

ATTEST/AUTHENTICATED:


Jennifer Kuhn, City Clerk/CMC

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY


Jeffrey Ganson, City Attorney

PASSED BY THE CITY COUNCIL: 9-6-2016
PUBLISHED: 9-12-2016
EFFECTIVE DATE: 9-19-2016
ORDINANCE NO. 615



STATE OF WASHINGTON

DEPARTMENT OF COMMERCE

1011 Plum Street SE • PO Box 42525 • Olympia, Washington 98504-2525 • (360) 725-4000
www.commerce.wa.gov

September 12, 2016

Jennifer Kuhn
City Clerk
City of Woodinville
17301 - 133rd Avenue Northeast
Woodinville, Washington 98072

Dear Ms. Kuhn:

Thank you for sending the Washington State Department of Commerce (Commerce) the following materials as required under RCW 36.70A.106. Please keep this letter as documentation that you have met this procedural requirement.

City of Woodinville - Adopted Ordinance No. 615 concerning the city parking standards; adopting findings; amending Chapter 21.18 WMC; making findings of fact and the following amendments; providing for severability; establishing an effective date and for summary publication by title only. These materials were received on September 08, 2016 and processed with the Material ID # 22831.

We have forwarded a copy of this notice to other state agencies.

If this submitted material is an adopted amendment, then please keep this letter as documentation that you have met the procedural requirement under RCW 36.70A.106.

If you have submitted this material as a draft amendment, then final adoption may occur no earlier than November 07, 2016. Please remember to submit the final adopted amendment to Commerce within ten (10) days of adoption.

If you have any questions, please contact Growth Management Services at reviewteam@commerce.wa.gov, or call Dave Andersen (509) 434-4491.

Sincerely,

Review Team
Growth Management Services