

City of Lynnwood

DEC 11 2000

SCANNED

CITY OF LYNNWOOD

ORDINANCE NO. 1359

AN ORDINANCE AMENDING SECTION 20.18 AND 20.33 OF THE LYNNWOOD MUNICIPAL CODE BY LOWERING THE REQUIRED NUMBER OF PARKING STALLS FOR CERTAIN USE CLASSIFICATIONS THROUGH A CONDITIONAL USE PERMIT AND CLARIFYING WHERE COOPERATIVE DEVELOPMENT OF ADJACENT PROPERTIES MAY OCCUR.

WHEREAS, after proper notice, due hearing was held by the City Planning Commission to consider an amendment to the official text of the Municipal Code of the City of Lynnwood; and

WHEREAS, after due deliberation, the City Planning Commission recommended to the City Council that such amendment was desirable and proposed Findings of Fact and Conclusions of Law supporting its recommendation; and

WHEREAS, the City Council duly considered Findings of Fact and Conclusions of Law proposed by the Planning Commission in recommendation of such amendment and adopted said Findings and Conclusions; and

WHEREAS, upon motion duly made the City Council of the City of Lynnwood has determined to amend the official text of the Municipal Code of the City of Lynnwood;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LYNNWOOD DOES ORDAIN AS FOLLOWS:

SECTION 1. That Section 20.18.010 of the Lynnwood Municipal Code, which reads as follows, to wit:

20.18.010 Parking plans to be approved prior to building permit issuance. No building permit shall be issued until plans showing provision for the required off-street parking have been submitted and approved as conforming to the standards of this chapter. If parking is to be provided on property other than that owned by the applicant, then evidence in the form of a written contract with the party owning the other property upon which parking is to be provided must be furnished, and must include a provision for continued use of the other property for as long as it is needed to fulfill the minimum number of spaces required by this title. Space needed to meet the current minimum parking standards of this code for buildings or uses already established on a property may not be used to meet the requirements for another building. Off-street parking shall be located on the same lot or on an adjoining lot or lots to the building to be served, and shall be within one hundred feet of the lot to be served, and not separated from the building by a street.

IS HEREBY REPEALED, REVISED AND AMENDED TO READ AS FOLLOWS:

OFFICIAL COPY

Do not remove from  
the City Clerk's Office

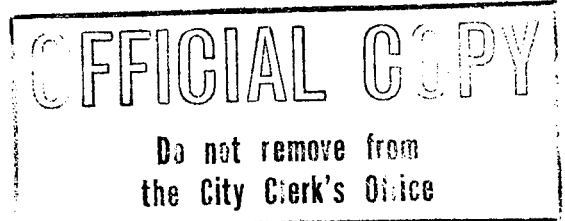
20.18.010 Parking plans to be approved prior to building permit issuance. No building permit shall be issued until plans showing provisions for the required off-street parking have been submitted and approved as conforming to the standards of this chapter. If parking is to be provided on property other than that owned by the applicant, then evidence in the form of a written contract with the party owning the other property upon which parking is to be provided must be furnished, and must include a provision for continued use of the other property for as long as it is needed to fulfill the minimum number of spaces required by this title. Space needed to meet the current minimum parking standards of this code for buildings or uses already established on a property may not be used to meet the requirements for another building. Off-street parking shall be located on the same lot or on an adjoining lot or lots to the property being served. Parking stalls located on another property shall be within two hundred feet of the property being served and not separated from the property by a street.

EXCEPT, that by a conditional use permit, employee parking may be located on a lot more than 200 feet from the property and or separated from the property by a street designated other than a principal arterial as per the Lynnwood Comprehensive Plan. In considering any conditional use permit application, the Hearing Examiner and/or City Council shall consider all factors relevant to the public interest, including but not limited to the following:

1. The distance from the building, business, or site to the proposed parking lot;
2. That the pedestrian route to and from the parking lot provides for adequate pedestrian safety, which may include:
  - a. Pedestrian crosswalks
  - b. Sidewalks and/or walkways
  - c. Traffic signals and/or stop signs
3. That the parking lot meets all dimensional and landscaping requirements of this Title and;
4. That the proposed lot is adequately marked to reserve the parking for the particular building, business, or site.

SECTION 2. That Section 20.18.060(32) of the Lynnwood Municipal Code which reads as follows, to wit:

<u>(32) Use Classification</u>	<u>Number of Parking Spaces Required</u>
Manufacturing, including research and testing, bottling, and baking establishments, and canneries, but not including apparel, printing and related	One per employee or one per six hundred square feet gross floor area, whichever is greater.



IS HEREBY REPEALED, REVISED AND AMENDED TO READ AS FOLLOWS:

<u>(32) Use Classification</u>	<u>Number of Parking Spaces Required</u>
Manufacturing, including research and testing, bottling and baking establishments, and canneries, but not including apparel, printing and related businesses.	One per employee ( <u>the highest number of employees present during any one shift change, if applicable</u> ) or one per six hundred square feet of gross floor area, whichever is greater.

SECTION 3. That section 20.18 of the Lynnwood Code is hereby amended by adding the following:

20.18.065 Modification of off-street parking capacity requirements.

(A) The property owner(s) of building sites, as defined by Section 20.02.175 of this Title, having 100 or more employees present during any shift change (if applicable) for the following use classifications and/or combination thereof:

20.18.060(8) - Banks and offices providing on-site services;

20.18.060(9) - Offices not providing on-site service;

20.18.060(32) - Manufacturing, including research and testing, bottling, and baking establishments, and canneries, but not including apparel, printing, and related

may apply for a Conditional Use Permit to reduce the parking capacity requirements for employees up to 50 percent. In reviewing such Conditional Use Applications, the Hearing Examiner and/or City Council shall find that such reduction of parking capacity requirements will not create an adverse environmental impact on the site; on existing or potential uses adjoining the subject property or in the general vicinity of the subject property; or on the traffic circulation system in the vicinity. The applicant, owner, and/or proponent shall show through appropriate studies, reports, and or documentation, as determined by the Public Works Director and/or Planning Director, that the alternative program(s) proposed in lieu of the parking capacity requirements will not cause the above stated impacts.

(B) Alternative programs which may be considered included 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. Reduction of parking fees for carpools and vanpools;
9. Establishment of a Transportation Coordinator Position to implement and monitor a carpool, vanpool and transit programs; and
10. Bicycle parking facilities; and
11. Spacing of shifts.

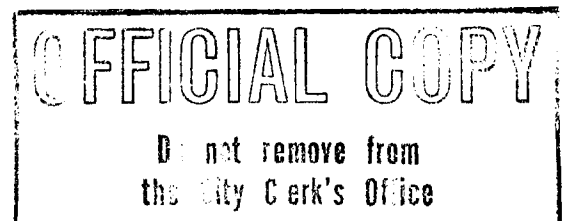
(C) If approved, the City shall require such covenants guarantees or agreements as necessary to ensure that the agreed on alternative program(s) reducing the parking capacity requirements will be a permanent and effective solution. Such covenants, guarantees, or agreements shall include but not be limited to the following:

1. That the reduced parking be a condition of occupancy of the building and or building permit;
2. That measures shall be taken immediately if the alternative program(s) prove unsuccessful in reducing the required parking;
3. That the level of management overseeing the alternative program(s) be specified; and
4. That reports be prepared and submitted annually by the property owner(s) documenting the effectiveness of the alternative programs(s)

SECTION 4. That Section 20.33.090 of the Lynnwood Municipal Code which reads as follows, to wit:

20.33.090 Cooperative development of adjacent properties in business, commercial and industrial districts, and nonresidential projects developed in zones other than business, commercial and industrial districts, except PRC. It is hereby declared to be the policy of the city to encourage in the zones referred to in this caption adjoining properties that are so situated as to be developed or redeveloped through cooperative plans for access, egress and parking facilities to do so by a relaxation of the total parking requirements for such properties. Property owners desiring to take advantage of said policy may submit detailed plans to the city, and if such plans are approved by the appropriate city departments, the required off-street parking for each respective parcel may be reduced by twice the number of stalls that could be accommodated by the actual square footage of land provided by each respective parcel for a common driveway, provided:

(1) That such reduction in parking will not reduce parking by more than ten percent of the amount otherwise required;



(2) A coordinated parking lot layout and landscaping plan is submitted and approved, with landscaping guaranteed by bond as provided by this code and conforming to the specifications of this code;

(3) In circumstances where buildings already exist, that the plans include a reasonable effort to coordinate, redesign or refinish the exterior of the buildings in a unified manner so as to improve the visual image of the street and vicinity;

(4) The plans provide for streets adjoining the properties involved to be improved to city standards, including sidewalk, curb, and gutter, or reasonably equivalent guarantee of such improvement are provided in Section 16.04.025;

(5) Traffic flow is improved through joint use of the same entrances;

(6) That the parties owning the properties have entered into a written agreement suitable for filing with the county auditor, defining their rights, duties, reciprocal easements and generally providing for maintenance and repair in such a manner that the planning commission is reasonably assured that the property will have an orderly, permanent management, which agreement shall notify persons dealing with the title to said lands that the right to reduced parking is conditional upon the continued existence of the common driveway.

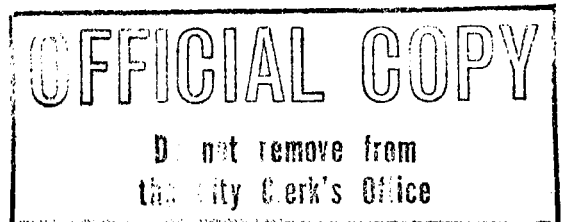
(7) The city has received consent by all owners that additional building permits on any of the land so affected will not be issued by the city unless separate and/or additional parking is provided.

IS HEREBY REPEALED, REVISED AND AMENDED TO READ AS FOLLOWS:

20.33.090 Cooperative development of adjacent properties in business, commercial districts, and nonresidential projects developed in zones other than business and commercial districts, except PRC. It is hereby declared to be the policy of the city to encourage in the zones referred to in this caption adjoining properties that are so situated as to be developed or redeveloped through cooperative plans for access, egress, and parking facilities to do so by a relaxation of the total parking requirements for such properties. Property owners desiring to take advantage of said policy may submit detailed plans to the city, and if such plans are approved by the appropriate city departments, the required off-street parking for each respective parcel may be reduced by twice the number of stalls that could be accommodated by the actual square footage of land provided by each respective parcel for a common driveway, provided:

(1) That such reduction in parking will not reduce parking by more than ten percent of the amount otherwise required;

(2) A coordinated parking lot layout and landscaping plan is submitted and approved, with landscaping guaranteed by bond as provided by this code and conforming to the specifications of this code;



(3) In circumstances where buildings already exist, that the plans include a reasonable effort to coordinate, redesign or refinish the exterior of the buildings in a unified manner so as to improve the visual image of the street and vicinity;

(4) The plans provided for streets adjoining the properties involved to be improved to city standards, including sidewalk, curb, and gutter, or reasonably equivalent guarantee of such improvement are provided in Section 16.04.250;

(5) Traffic flow is improved through joint use of the same entrances;

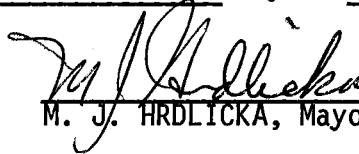
(6) That the parties owning the properties have entered into a written agreement suitable for filing with the county auditor, defining their rights, duties, reciprocal easements and generally providing for maintenance and repair in such a manner that the planning commission is reasonably assured that the property will have an orderly, permanent management, which agreement shall notify persons dealing with the title to said lands that the right to reduced parking is conditional upon the continued existence of the common driveway;

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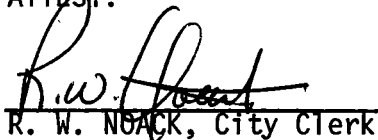
SECTION 5. Severability. If any section, subsection, sentence, clause, phrase or word of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality thereof shall not affect the validity or constitutionality of any other section, subsection, sentence, clause, phrase or word of this ordinance.

SECTION 6. This ordinance shall take effect and be in force five (5) days after its passage, approval, and publication.

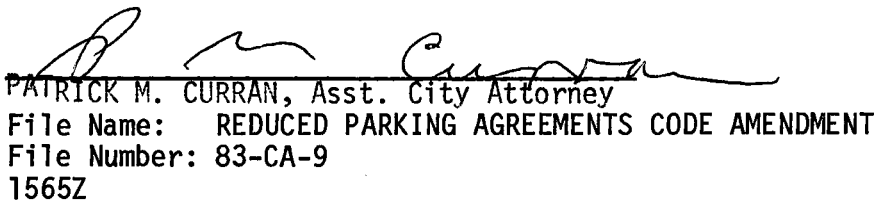
PASSED THIS 22nd day of August, 1983, and signed in authentication of its passage this 22nd day of August, 1983.

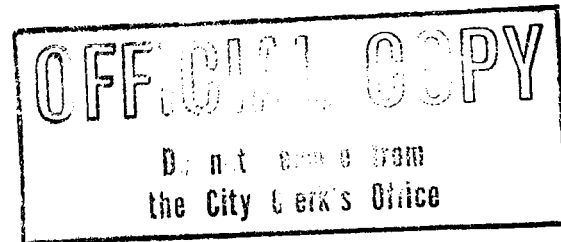
  
M. J. HRDLICKA, Mayor

ATTEST:

  
R. W. NACKER, City Clerk

APPROVED AS TO FORM:

  
PATRICK M. CURRAN, Asst. City Attorney  
File Name: REDUCED PARKING AGREEMENTS CODE AMENDMENT  
File Number: 83-CA-9  
1565Z



Published: August 26, 1983