

CITY OF LYNNWOOD  
ORDINANCE NO. 2049

City of Lynnwood  
DEC 20 2000  
SCANNED

**AN ORDINANCE ADDING A NEW SECTION TO CHAPTER 18 OF TITLE 21 OF THE LYNNWOOD MUNICIPAL CODE AND AMENDING SECTION 21.18.700 OF THE LYNNWOOD MUNICIPAL CODE AND A PORTION OF ORDINANCE 2020 REGARDING PERMITTING PROCEDURES AND DEVELOPMENT STANDARDS FOR PARKING STRUCTURES.**

WHEREAS, the Comprehensive Plan provides that the City shall " ... develop guidelines for parking structures that will insure that such structures provide an exterior appearance that is consistent with and complements the appearance of adjoining and nearby buildings and that enhances the streetscape;" and,

WHEREAS, this amendment is consistent with this policy; and,

WHEREAS, this amendment bears a substantial relation to the public health, safety or welfare because it will regulate the impact of parking structures on the streetscape; and,

WHEREAS, this amendment is not contrary to the best interest of the citizens and property owners of the City of Lynnwood.

THE CITY COUNCIL OF THE CITY OF LYNNWOOD DO ORDAIN AS FOLLOWS:

Section 1: Amendment. That portion of Ordinance 2020 codified as Section 21.18.700 of the Lynnwood Municipal Code is amended to read as follows:

**21.18.700 Parking Lot Development Standards**

Building sites which contain more than one hundred parking spaces shall be designed with access lanes and fire lanes not less than TWENTY feet in width, forming a continuous route or loop connecting at both ends with public streets as illustrated in Figure 21.18.1. In parking lots containing less than one hundred parking spaces, emergency access shall be provided subject to approval of the Fire Chief. Emergency access shall be provided to within fifty feet of any multiple family building. If any of these requirements are impractical, due to the peculiarities of the site and/or building, other provisions for emergency access may be approved by the Fire Chief. Parking in fire lanes shall be prohibited, and indicated as being unlawful by signs and/or painting on the parking lot surface. The Police Chief shall be given written authority to enforce this parking regulation. All parking stalls and aisles shall be designed according to the "minimum standards for off-street parking", unless all parking is to be done by parking attendants on duty at all times that the parking lot is in use for the storage of automobiles. Nothing herein shall prohibit provision of additional parking spaces, beyond the number required by this title, which are undersized and reserved for smaller sized automobiles. Parking at any angle other than those shown is permitted,

providing the width of stalls and aisles is adjusted by interpolation between the specified standards. Parking shall be so designed that automobiles need not back out into public streets.

#### A. Tandem Parking

Where tandem parking is allowed by this title it shall be developed in accordance with Section 21.18.700 by doubling the "D" figure as found in the stall and aisle specifications for single stalls.

#### B. Compact Car Parking Stalls

In parking lots with ten or more parking stalls, up to 20% of those stalls may be designed for compact cars in accordance with the specifications contained in this section. These parking stalls shall be clearly designated for compact car use only.

(Figure 21.18.1 is not affected by this ordinance.)

Section 2: New Section A new section to be condified as Section 21.18.710 is added to the Lynnwood Municipal Code, to read as follows:

### **21.18.710. Parking Structure Development Standards.**

#### A. Applications for Conditional Use Permit Required

Multi-story parking may be substituted for parking as provided herein upon approval of a conditional use permit. A conditional use permit may be granted only if the approving body finds that the proposed structure complies with this section and the requirements of Chapter 21.24 of this Zoning Code.

The application for a conditional use permit for a parking structure shall include final design plans for the structure. All exterior elevations shall be drawn at a scale large enough to depict clearly the proposed design or detail(s). The applicant shall also submit a colors/materials sample board and a narrative (and other materials, as necessary) explaining and substantiating the extent that the proposed design complies with these regulations. Landscape plans shall be drawn to scale and shall indicate the location, size and species of all proposed plant materials.

#### B. Development Standards

##### *1. Compliance With Other Standards - Exception*

A parking structure shall comply with all development standards for the applicable zone, with the following exception:

In the PRC, CG, BC/B-1, PCD and MU zones, 50 percent of the square footage of the ground-level floor of the parking structure shall be counted in the calculation of lot coverage. In all other zones, 100 percent of the square footage of the ground-level floor shall be counted in the calculation of lot coverage.

## *2. Stall Dimensions*

All parking stalls and aisles shall be designed according to Figure 21.18.1 "Minimum Standards for Off-Street Parking," unless all parking is to be done by parking attendants on duty at all times that the parking structure is in use for the storage of vehicles.

## *3. Exterior Elevations*

The exterior colors and materials of a parking structure shall match or complement those of the project for which it provides parking to the maximum extent feasible. The architectural design of the structure's exterior (including the use of colors and materials) does not need to match the design of adjoining buildings, but it should visually complement other buildings in the project. When viewed together, the main building(s) and parking structure(s) should create an overall design character that integrates all project buildings into a well coordinated and visually pleasing streetscape.

Regardless of the structural design of the structure, horizontal elements on the structure exterior shall be level and not sloping. Masking or concealing sloping ramps may necessitate placing one or more facades on these walls.

Horizontal exterior facades of 40 feet or longer shall be treated or designed so that long and continuous horizontal surfaces do not dominate the structure's appearance.

The apparent bulk of the structure shall be reduced by setting back floors above the third floor above ground-level from lower floors.

Low walls, facades or other improvements (at least 3.5 feet high) shall be installed around all sides of all levels of the structure so that parked vehicles are shielded from view from ground level and adjoining buildings. Landscaping may be installed (in planter boxes) at the tops of such walls to provide additional screening and to soften the exterior appearance of the parking structure.

## *4. Roof-top*

The structure's roof shall be treated with landscaping, trellises, and/or other design features in order to break-up or soften the dominance of the combination of concrete and asphalt when the structure is viewed or could be viewed from above.

## *5. Ground Floor*

### *a. Vehicle Access*

The number of travel lanes at an entry/exit driveway shall be limited to a maximum of three lanes unless exceptional traffic conditions or congestion require an additional drive. In no cases shall the number of lanes exceed four.

### *b. Landscaping*

Landscaping shall be installed and maintained at ground level on all sides of a parking structure (exceptions: designated "pedestrian-oriented street" frontages (see below) and locations where the distance between the structure and an adjoining building is less than 20 feet). Planting along streets for which a landscape plan has been approved (LMC Chapter 21.06) shall conform with the approved plan. Along other sides of the structure, planting shall include:

- i. A planting area at least ten feet wide;
- ii. Trees in an arrangement that is consistent with the architecture of the parking structure so that the average spacing between trees is no more than 30 feet
- iii. Shrubs and groundcover in the remainder of the planting area so that all exposed ground shall be covered within five years.
- iv. Flowering plants (covering a minimum of eight square feet) where a vehicle driveway connects to private or public streets and along sidewalks leading to pedestrian entrances and exits.

c. Street Frontage

The design and use of portions of the ground-floor of a parking structure that have frontage on a public or private street (but not including an alley) shall comply with the following requirements:

i. Designated Pedestrian-Oriented Streets

Where a parking structure fronts on a street designated as a "pedestrian-oriented street", the portion of the garage that fronts on the designated street shall be designed to provide occupiable space for commercial uses that generate substantial foot traffic, such as retail businesses, walk-in businesses (arcades, art galleries, museums, and the like) and personal service shops (such as banks, barber and beauty shops, travel agencies, printing/copying stores, and dry cleaners). Exceptions to this requirement shall be allowed for entry/exit driveways and pedestrian egress/ingress to/from the structure.

ii. Other Streets.

Where a parking structure fronts on a street not designated as a "pedestrian-oriented street," parking may be located along the street frontage, provided that the garage is setback from the street as required by the applicable zone and that a minimum setback of ten feet is provided. The setback shall be landscaped as required by Paragraph 2, above.

d. Pedestrian Connections

The design of pedestrian connections or pathways from a parking structures to the building(s) for which it provides parking shall clearly delineate and separate the pedestrian way from travel areas for vehicles.


*6. Above-Ground Pedestrian Connections*

Pedestrian connections from a parking structures to the building(s) for which it provides parking ("skybridges") are allowed. The exterior design of such connections shall be consistent with the design of the parking structure and the main building(s) and shall maintain architectural continuity with the design concept for the project.

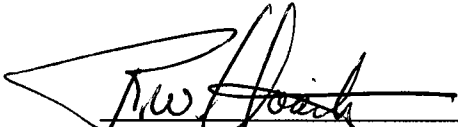
Section 3: Severability. If any section, subsection sentence, clause, phrase or word of this Ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality thereof shall not affect the validity or constitutionality of any other section, subsection, sentence, clause, phrase or word of this ordinance.

Section 4: Effective Date. This ordinance shall take effect and be in force five (5) days after its passage, approval and publication.


Passed this 14th day of August, 1995, and signed in authentication of its passage this 15th day of August, 1995.

  
TINA ROBERTS, Mayor

ATTEST:

  
R. W. NOACK, City Clerk

APPROVED AS TO FORM

  
JOHN P. WATTS  
Office of the City Attorney

PUBLISHED: