

**CITY OF LIBERTY LAKE  
SPOKANE COUNTY, WASHINGTON  
ORDINANCE NO. 292**

**AN ORDINANCE OF THE CITY OF LIBERTY LAKE, WASHINGTON, AMENDING  
THE CITY OF LIBERTY LAKE COMPREHENSIVE PLAN, AND THE CITY OF  
LIBERTY LAKE DEVELOPMENT CODE.**

WHEREAS, the Growth Management Act ("GMA") was established in the State of Washington in 1990 to provide a framework for land use planning and development regulation; and

WHEREAS, Spokane County and the cities within it were mandated to plan under the GMA in 1993; and

WHEREAS, the City of Liberty Lake has adopted its own comprehensive land use plan pursuant to RCW 36.70A; and

WHEREAS, the City has adopted a Development Code to implement the Comprehensive Plan; and

WHEREAS, the 14 planning goals outlined in RCW 36.70A.020 and 480, guide the development and adoption of comprehensive plans and development regulations; and

WHEREAS, planning is an ongoing process, and improved data or changing circumstances require amendment to the Comprehensive Plan and Development Code; and

WHEREAS, a complete public participation program was followed for the proposed 2022 City Comprehensive Plan and Development Code Amendments; and

WHEREAS, all public notification requirements were met and accomplished in a timely manner; and

WHEREAS, a SEPA DNS Threshold Determination and Adoption of Existing Environmental Document was issued on each of the proposed amendments with a fourteen (14) day public comment period; and

WHEREAS, the GMA requires proposed development regulations, including proposed amendments, be forwarded to the Washington State Department of Commerce ("DOC") for review and comment prior to the final City Council adoption; and

WHEREAS, all applicable state and local agencies received a copy of the proposed amendments, and were given the opportunity to comment; and

WHEREAS, the City of Liberty Lake has met the GMA notice to state agency

requirements in RCW 36.70A.106 for the 2020 City Development Code Amendments and RD-SAP-08-001 Development Code Amendments; and

WHEREAS, the City Council has reviewed the Planning Commission's Recommendations on each of the 2022 City of Liberty Lake Comprehensive Plan Amendments, Development Code Amendments and RDSAP Amendments; and

WHEREAS, the City Council has reviewed the Planning Commission's Findings of Fact, Conclusions, and Recommendations, and other documents in the 2022 amendments file that were available for review;

NOW THEREFORE the City Council of the City of Liberty Lake does ordain as follows:

**Section 1.** City Comprehensive Plan Amendments, and Development Code Amendments.

The approved Comprehensive Plan Amendments and City Development Code Amendments are attached hereto as "Exhibit A" through "Exhibit D", reflecting amendments proposed in Case File Numbers LUA2022-0009, LUA2022-0010, LUA2022-0012, and LUA2022-0014, respectively.

**Section 2.** Severability.

If any section, sentence, clause or phrase of this Ordinance and the attachments hereto shall be held to be 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 3.** Administration and Enforcement.

A. Administration. Planning, Engineering & Building Services shall be responsible for the administration of this Ordinance.

B. Enforcement. Projects that are subject to the provisions of this Ordinance and do not comply with the standards of this Ordinance shall be subject to the enforcement provisions of the Liberty Lake Municipal Code and City Development Code.

**Section 4.** Effective Date.

This Ordinance shall be in full force and effect five (5) days after publication of this Ordinance or a summary thereof in the official newspaper of the City as provided by law.

ORDINANCE PASSED by the City Council this 21<sup>st</sup> day of March, 2023.

  
\_\_\_\_\_  
Mayor Cristella Kaminskas

**ATTEST:**

Kelsey Hardy  
City Clerk, Kelsey Hardy

**Approved As To Form:**

SPB  
City Attorney, Sean P. Boutz

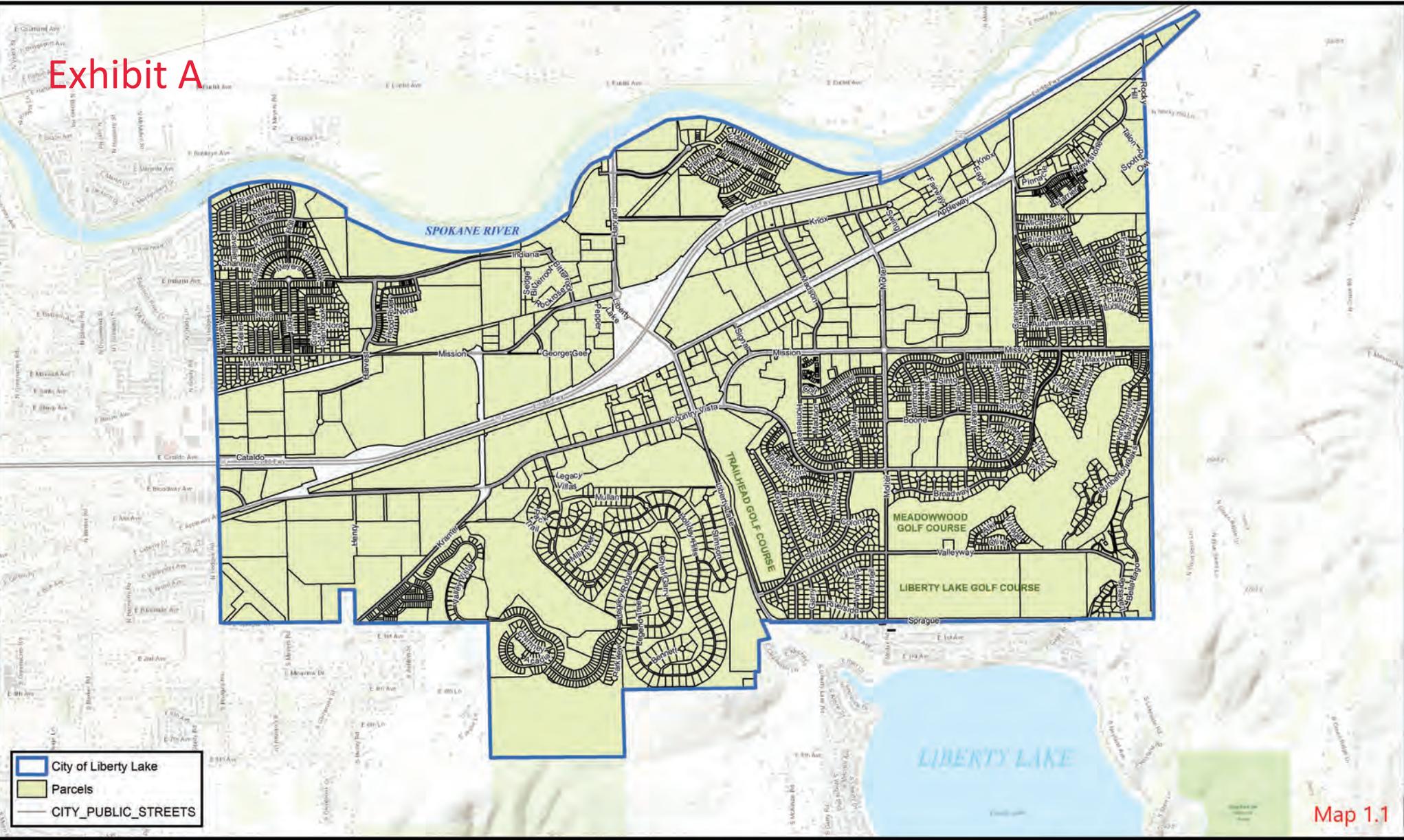
Date of Publication: 3/31/2023

Effective Date: 4/5/2023

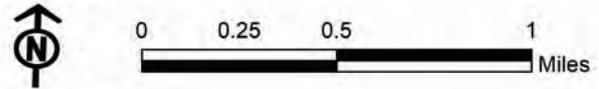
## LIST OF EXHIBITS

- Exhibit A: Comprehensive Plan Map Amendments
- Exhibit B: Amendment to City Development Code §10-2A-5, Zoning Map
- Exhibit C: Amendments to City Development Code §10-2B-3(C) and §10-2C-3(C), Limited Use Requirements for Manufactured Homes
- Exhibit D: Amendments to City Development Code §10-3D, Vehicle and Bicycle Parking

# Exhibit A



Map 1.1

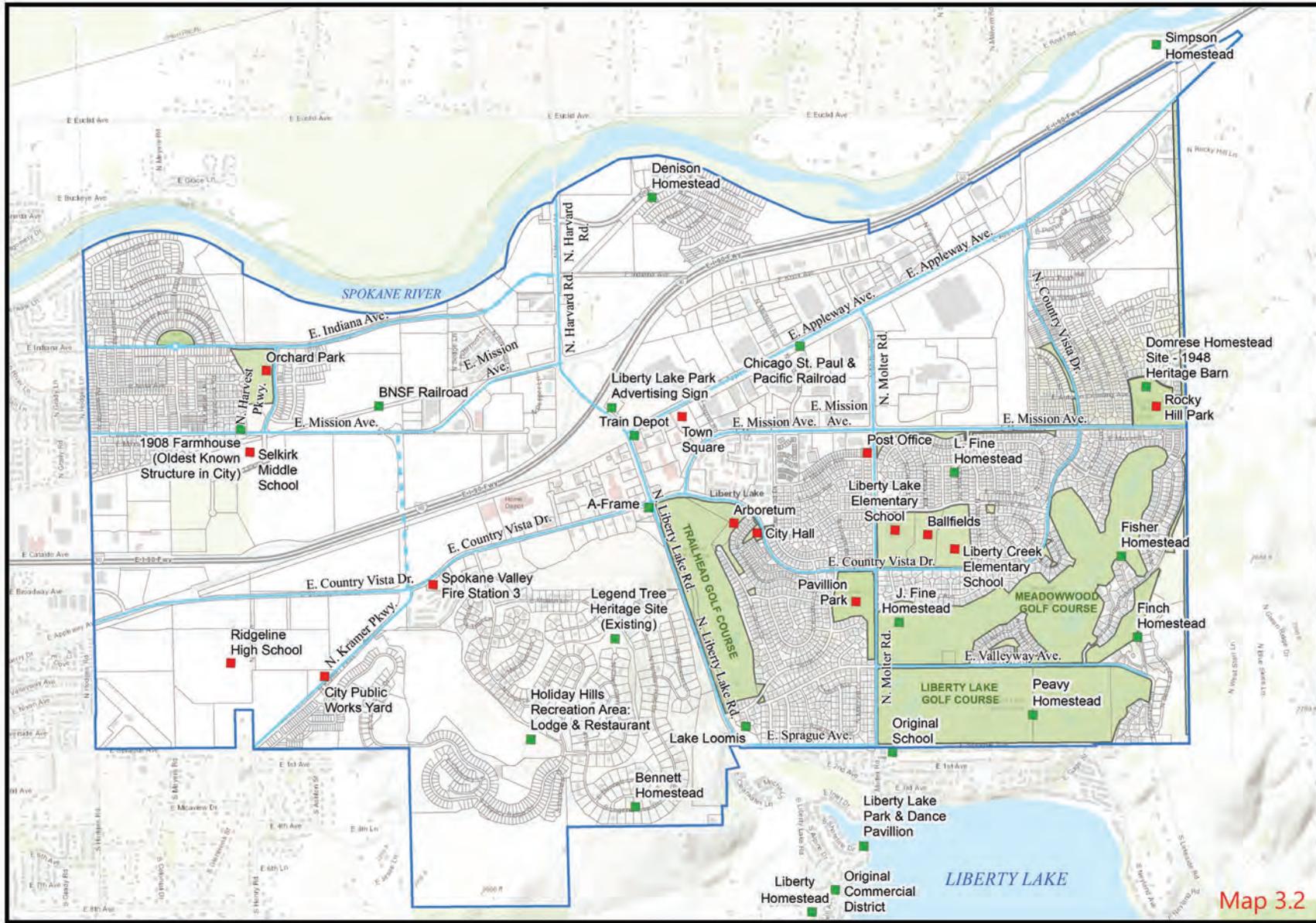


# City of Liberty Lake

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# City of Liberty Lake - Cultural Landmarks



- City of Liberty Lake
- Historical Landmarks
- Current Landmarks
- Future Roadways
- Major Streets
- Parcels
- Parks & Open Spaces

Due to map scale, some streets may not be labeled.

This map is for informational purposes only and is not a legal document.

## Map Location



Map area is contained within:  
T25 N, R45 E, W.M.

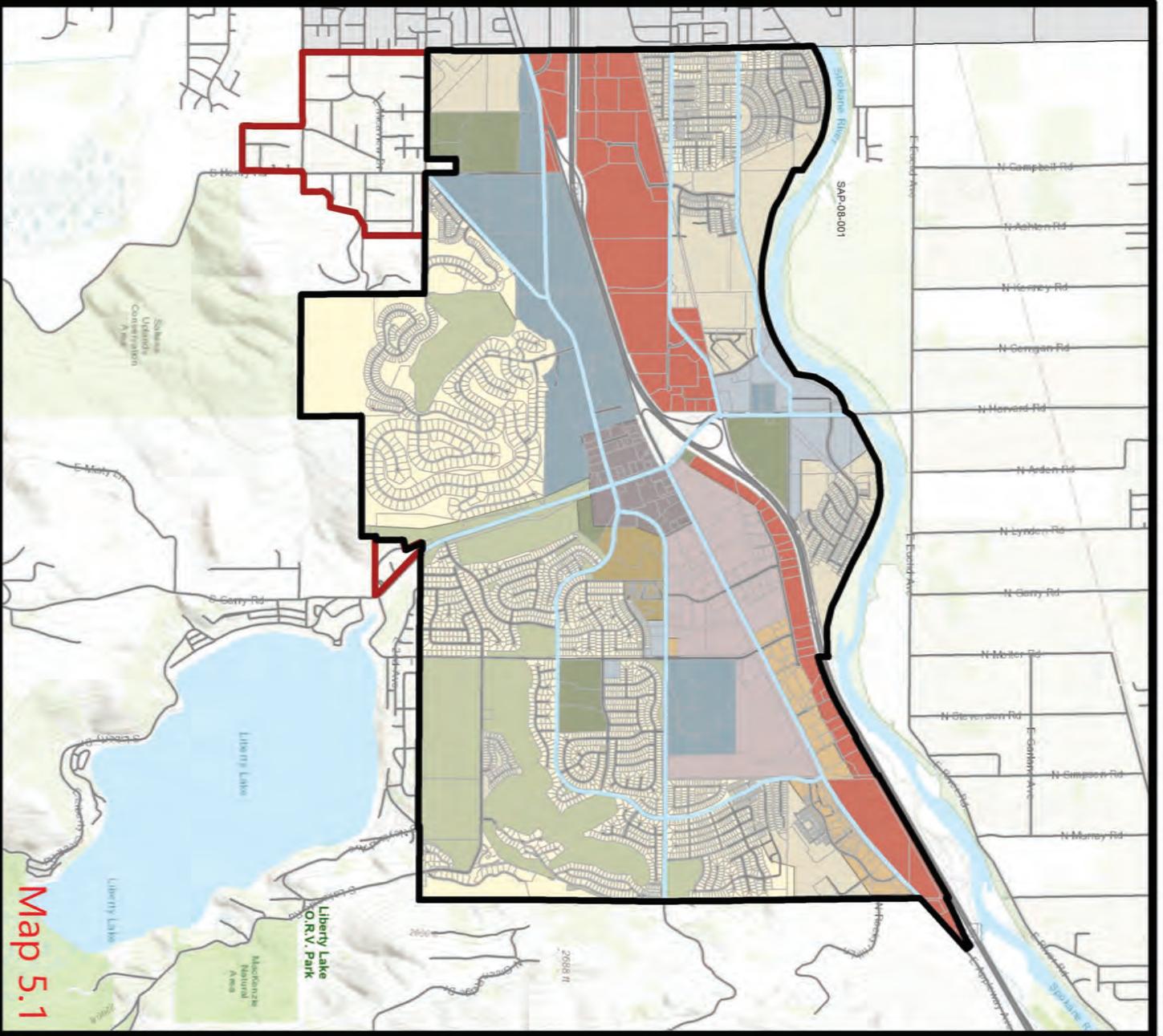


0 750 1,500 3,000 Feet

**Cultural Landmarks**

Updated: June 2, 2022

Map 3.2



Map 5.1

Due to map scale, some streets may not be labeled.

This map is for informational purposes only and is not a legal document.

**Comprehensive Plan Land Use Map**  
 Amended Map Updated - 06/02/2022

For information please contact:  
 The City of Liberty Lake  
 Planning, Engineering & Building Department  
 509-755-6708

- |  |                        |  |                           |
|--|------------------------|--|---------------------------|
|  | City Boundary          |  | Single Family Residential |
|  | Urban Growth Area      |  | Community Commercial      |
|  | Arterials & Boulevards |  | Freeway Commercial        |
|  | Parcels                |  | Light Industrial          |
|  | Public Streets         |  | Public / Semi-Public      |
|  | City of Spokane Valley |  | Institutional             |
|  |                        |  | Open Space / Recreation   |
|  |                        |  | Mixed Residential         |
|  |                        |  | Multi-Family Residential  |
|  |                        |  | Neighborhood Center       |
|  |                        |  | Community Center          |
|  |                        |  | Central Business District |

**Map Legend**

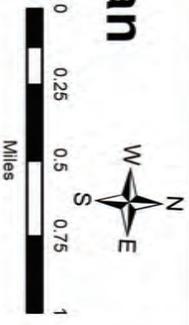
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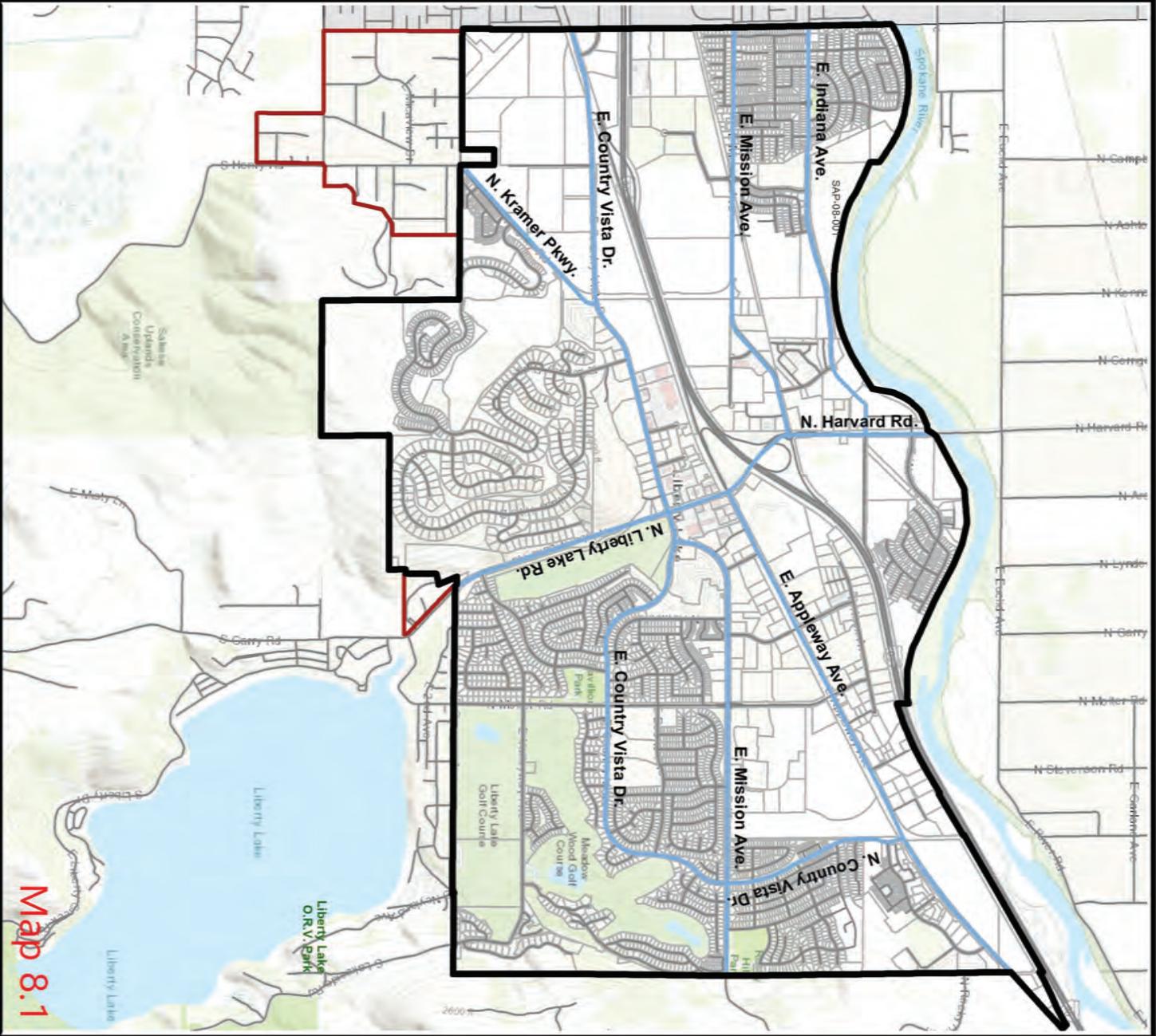


Map area is contained within  
 T 25 N, R 45 E, W.M.



**2022 Comprehensive Plan  
 Land Use Map**





**Map 8.1**

**Map Legend**

-  City Boundary
-  Urban Growth Area
-  Arterials & Boulevards
-  Public Streets
-  Parcels
-  City of Spokane Valley

**Map Location**



Map area is contained within  
T 25 N, R 45 E, W.M.

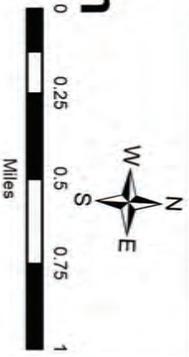
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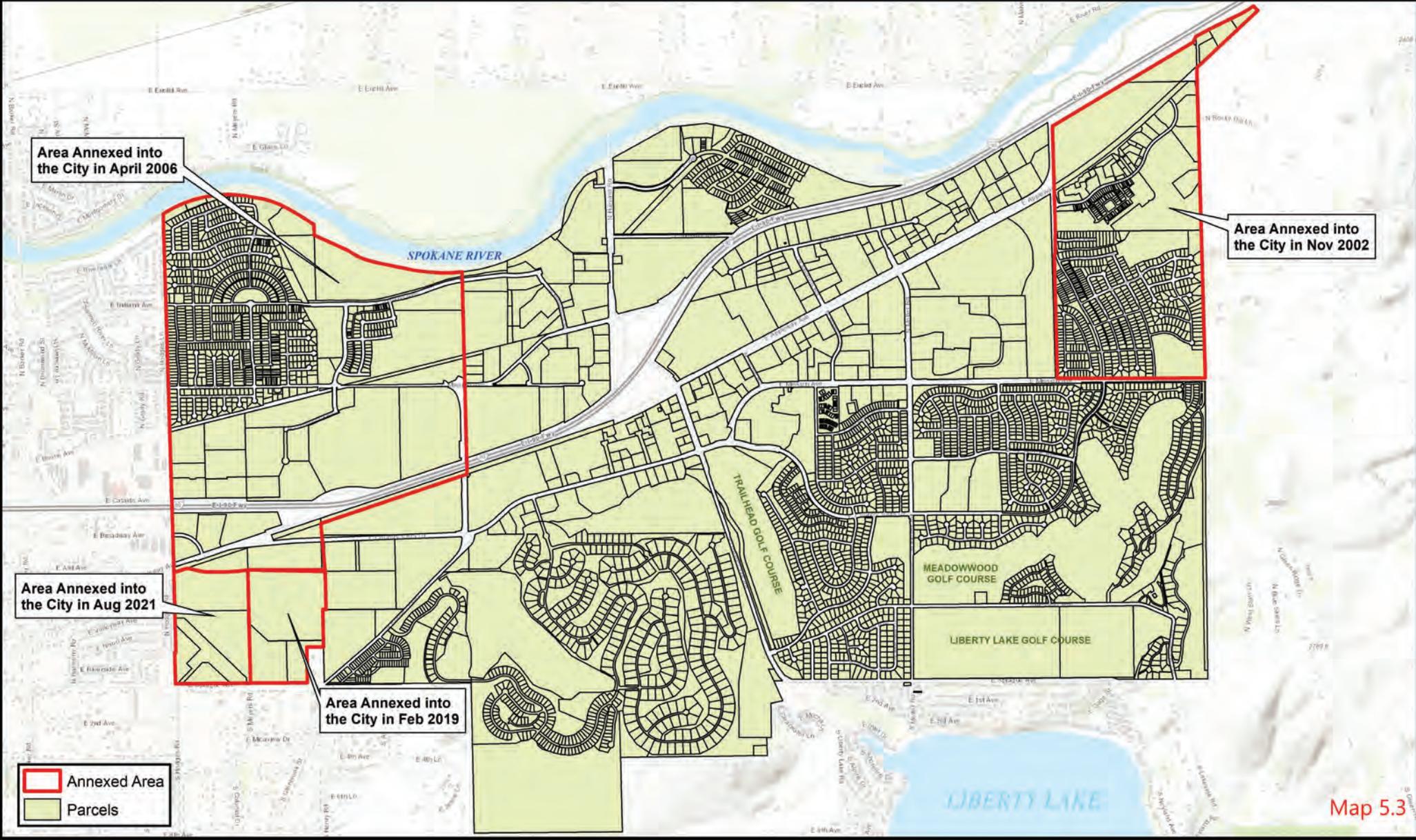
**Comprehensive Plan Land Use Map**  
Amended Map Updated - 06/02/2022

For information please contact:  
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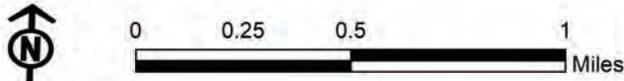


**2022 City Street System**



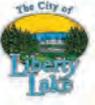


Map 5.3

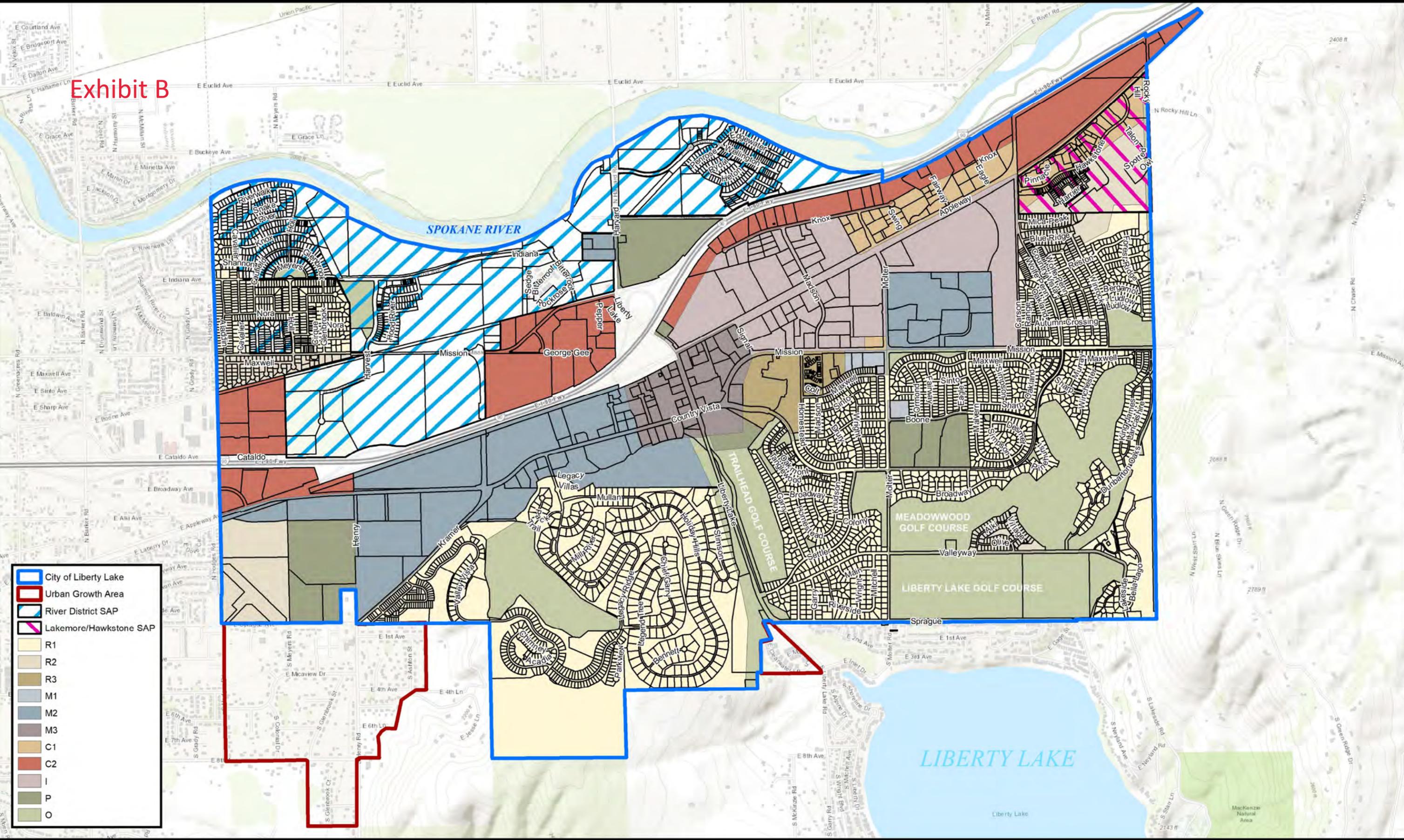


# City Annexed Areas

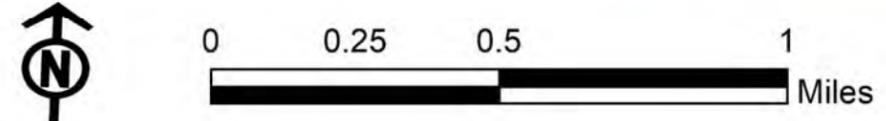
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# Exhibit B

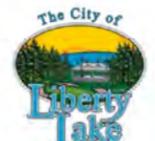


- City of Liberty Lake
- Urban Growth Area
- River District SAP
- Lakemore/Hawkstone SAP
- R1
- R2
- R3
- M1
- M2
- M3
- C1
- C2
- I
- P
- O



# City of Liberty Lake

Service Layer Credits: Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c)



**EXHIBIT C  
PROPOSED DEVELOPMENT CODE AMENDMENTS**

**Proposed Amendments to City Development Code §10-2B-3(C), Limited Uses in the R-1 (Single Family Residential) Zone:**

**10-2B-3 Limited Uses (L)**

- A. Limited Uses. The land uses listed in the Zoning Matrix (Section 10-2A-4) under the R-1 (Single Family Residential) District with the letter “L” are allowed in the R-1 zone if they comply with the development standards of the R-1 (Single Family Residential) District, and other applicable portions of this Code, including meeting the requirements for the necessary permits or approvals. These uses include accessory uses, temporary uses, home occupations, special uses, etc. Only land uses which are specifically listed in the Zoning Matrix (Section 10-2A-4), and land uses which are approved as “similar” to those in the Zoning Matrix (Section 10-2A-4), may be permitted as Limited Uses. The following standards are intended to control development scale; avoid or minimize impacts associated with traffic, parking, and design compatibility; and ensure management and maintenance of common areas, as applicable.
- B. Determination of Similar Land Use. Similar use determinations shall be made in conformance with the procedures in Article 10-4G - Administrative Interpretations.
- C. Requirements for Specific R-1 Limited Uses.
- 1. Home Occupation**
    - a. Requires application for and approval of a home occupation permit as outlined in Section 10-4I-2.
  - 2. Mobile sales / concessions**
    - a. Requires application for and approval of a Temporary Use Permit as outlined in Section 10-4I-1.
    - b. Only permitted during special community events such as Liberty Lake Yard Sale Weekend.
  - 3. Public assembly**
    - a. Requires application for and approval of a Public Assembly Permit from the Building Official.
  - 4. Seasonal & special events**
    - a. Requires application for and approval of a Temporary Use Permit as outlined in Section 10-4I-1.
  - 5. Temporary construction / sales office**
    - a. Requires application for and approval of a Temporary Use Permit as outlined in Section 10-4I-1.
  - 6. Tower, private**
    - a. The applicant shall show that the impact area (that area in all directions equal to the private tower's height above grade) is completely on the subject property or that an easement(s) has been secured for all property in the

tower's impact area. Such easement(s) shall be recorded with the County Auditor with a statement that only the City of Liberty Lake can remove the easement.

b. The tower must be accessory to a residence on the same site.

**7. Child day-care center (in a church or a school)**

a. Any outdoor play area shall be completely enclosed with a solid wall or fully sight obscuring fence to a minimum height of 6 feet

b. The facility shall meet Washington State childcare licensing requirements.

**8. Community center / hall / club**

a. Only permitted as part of an approved Planned Unit Development (PUD) Plat.

**9. Accessory dwelling unit, attached**

a. One off-street parking space shall be required for the ADU, in addition to the off-street parking required for the principal unit.

b. The ADU shall be a complete, separate housekeeping unit that is within or attached to the principal unit with a common wall(s) and that meets the building code requirements for floor area and room sizes.

c. The ADU shall be clearly a subordinate part of the principal unit. In no case shall it be more than 35% of the principal unit's total livable floor area, above grade, nor more than 900 square feet, whichever is less.

d. The ADU shall not have more than 2 bedrooms.

e. A maximum of one ADU is allowed per lot. An attached ADU shall not be allowed on lots containing a detached ADU, duplex, or multi-family dwelling.

f. An ADU shall not be permitted if the principal unit is less than 1,200 square feet.

g. The ADU shall be designed in a manner so that the appearance of the principal unit remains that of a single-family residence. The ADU and its entrance shall be located in such a manner as to be unobtrusive in appearance when viewed from the front of the lot.

h. The principal unit or ADU shall be owner-occupied.

**10. Accessory dwelling unit, detached**

a. One off-street parking space shall be required for the ADU, in addition to the off-street parking required for the principal unit.

b. The ADU shall be a complete, separate housekeeping unit, that meets the building code requirements for floor area and room sizes.

c. The ADU shall not be more than 35% of the principal unit's total livable floor area, above grade, nor more than 900 square feet, whichever is less.

d. The ADU shall not have more than 2 bedrooms.

e. A maximum of one ADU is allowed per lot. A detached ADU shall not be allowed on lots containing an attached ADU, duplex, or multi-family dwelling unit.

f. The ADU shall have a pitched roof with a minimum slope of 4 and 12.

g. When measured from ground level, the ridge of the ADU's pitched roof

shall not exceed 24 feet or the height of the principal unit, whichever is less.

- h. Detached ADU's shall not be allowed on lots that are less than 8,000 square feet in size.
- i. The ADU shall be designed in a manner so that the appearance of the lot remains that of a single-family residential lot. The detached ADU shall be unobtrusive in appearance when viewed from the front of the lot. A minimum 6 foot sight-obscuring fence shall be required to buffer a detached ADU from adjacent lots, unless waived in acknowledged writing by abutting property owners.
- j. The principal unit or ADU shall be owner-occupied.
- k. Home occupations will be allowed within the detached accessory dwelling unit.

#### **11. Dwelling, single family attached townhomes**

- a. Within the R-1 Residential District, the maximum number and width of consecutively attached townhomes (i.e., with attached walls at property line) shall not exceed 4 units, or 160 feet (from end-wall to end-wall), whichever is less.
- b. As necessary, the City shall require dedication of right-of-way or easements and construction of pathways between townhome lots (e.g., between building breaks) to implement the standards in Article 10-3B - Access and Circulation.
- c. When garages face the street, they shall be recessed behind the front elevation (i.e., living area or covered front porch) by a minimum of 4 feet.
- d. The maximum allowable driveway width facing the street is 24 feet per dwelling unit. The maximum combined garage width per unit is 50 percent of the total building width. For example, a 24-foot wide unit may have one 12-foot wide recessed garage facing the street.
- e. Two adjacent garages shall share one driveway when individual driveways would otherwise be separated by less than 20 feet (i.e., the width of one on-street parking space). When a driveway serves more than one lot, the
- f. Developer shall record an access and maintenance easement/agreement to

#### **12. Manufactured homes on individual lots**

- a. The manufactured home shall be multi-sectional floor plan and have an enclosed floor area of not less than 1,000 sq. ft.
- b. The manufactured home shall have a pitched roof with a slope not less than 3 feet in height for each 12 feet in width (14 degrees).
- c. The manufactured home shall have exterior siding and roofing which in color, material and appearance are similar to the exterior siding and roof material used on nearby residences.
- d. The manufactured home shall be certified by the manufacturer to meet the thermal envelope requirements equivalent to those for a single-family dwelling. Evidence demonstrating that the manufactured home meets "Super Good Cents" or equivalent energy

**Deleted:** <#>The manufactured home shall have a garage or carport constructed of like materials when nearby residences have carports or garages. The City may require an attached or detached garage where that would be consistent with the predominant construction of immediately surrounding residences.¶

efficiency standards is deemed to satisfy the exterior thermal envelope certification requirement. Additional manufacturers' certification shall not be required.

- e. The manufactured home shall be placed on an excavated and back-filled foundation and enclosed at the perimeter such that the manufactured home is located not more than 8 inches above grade.

### 13. Small Wireless Facilities

- a. Siting Hierarchy.
  - i. Collocation on existing or replacement non-wooden light poles, buildings or structures adjacent to the zoning district boundary is the preferred siting location.
  - ii. If collocation as described in the subparagraph above is demonstrated to be technically infeasible or inadequate for network objectives, collocation on existing or replacement utility poles, buildings or other structures within a neighborhood park, or other existing light poles, or buildings within the zoning district shall be allowed.
  - iii. If collocation as described in the subparagraph above is demonstrated to be technically infeasible or inadequate for network objectives, a wireless only pole shall be permitted.
- b. Shall only be permitted on public property or in public right-of-way with a valid Franchise Agreement in place, as required in Liberty Lake Municipal Code §8-8, which expressly addresses small wireless facilities.
- c. Must meet design standards as detailed in City Development Code §10-3F-4.
- d. A Small Wireless Facility Permit is required, as detailed in City Development Code §10-4I-4.

### Proposed Amendments to City Development Code §10-2C-3(C), Limited Uses in the R-2 (Mixed Residential) Zone:

#### 10-2C-3 Limited Uses (L)

- A. Limited Uses. The land uses listed in the Zoning Matrix (Section 10-2A-4) under the R-2 (Mixed Residential) District with the letter "L" are allowed in the R-2 zone if they comply with the development standards of the R-2 (Mixed Residential) District, and other applicable portions of this Code, including meeting the requirements for the necessary permits or approvals. These uses include accessory uses, temporary uses, home occupations, special uses, etc. Only land uses which are specifically listed in the Zoning Matrix (Section 10-2A-4), and land uses which are approved as "similar" to those in the Zoning Matrix (Section 10-2A-4), may be permitted as Limited Uses. The following standards are intended to control development scale; avoid or minimize impacts associated with traffic, parking, and design compatibility; and ensure management and maintenance of common areas, as applicable.
- B. Determination of Similar Land Use. Similar use determinations shall be made in conformance with the procedures in Article 10-4G - Administrative Interpretations.

C. Requirements for Specific R-2 Limited Uses.

**1. Home Occupation**

- a. Requires application for and approval of a home occupation permit as outlined in Section 10-4I-2.

**2. Mobile sales / concessions**

- a. Requires application for and approval of a Temporary Use Permit as outlined in Section 10-4I-1.
- b. Only permitted during special community events such as Liberty Lake Yard Sale Weekend.

**3. Public assembly**

- a. Requires application for and approval of a Public Assembly Permit from the Building Official.

**4. Seasonal & special events**

- a. Requires application for and approval of a Temporary Use Permit as outlined in Section 10-4I-1.

**5. Temporary construction / sales office**

- a. Requires application for and approval of a Temporary Use Permit as outlined in Section 10-4I-1.

**6. Tower, private**

- a. The applicant shall show that the impact area (that area in all directions equal to the private tower's height above grade) is completely on the subject property or that an easement(s) has been secured for all property in the tower's impact area. Such easement(s) shall be recorded with the County Auditor with a statement that only the City of Liberty Lake can remove the easement.
- b. The tower must be accessory to a residence on the same site.

**7. Accessory dwelling unit, attached**

- a. One off-street parking space shall be required for the ADU, in addition to the off-street parking required for the principal unit.
- b. The ADU shall be a complete, separate housekeeping unit that is within or attached to the principal unit with a common wall(s) and that meets the building code requirements for floor area and room sizes.
- c. The ADU shall be clearly a subordinate part of the principal unit. In no case shall it be more than 35% of the principal unit's total livable floor area, above grade, nor more than 900 square feet, whichever is less.
- d. The ADU shall not have more than 2 bedrooms.
- e. A maximum of one ADU is allowed per lot. An attached ADU shall not be allowed on lots containing a detached ADU, duplex, or multi-family dwelling.
- f. An ADU shall not be permitted if the principal unit is less than 1,200 square feet.
- g. The ADU shall be designed in a manner so that the appearance of the principal unit remains that of a single-family residence. The ADU and its

entrance shall be located in such a manner as to be unobtrusive in appearance when viewed from the front of the lot.

- h. The principal unit or ADU shall be owner-occupied.

**8. Accessory dwelling unit, detached**

- a. One off-street parking space shall be required for the ADU, in addition to the off-street parking required for the principal unit.
- b. The ADU shall be a complete, separate housekeeping unit, that meets the building code requirements for floor area and room sizes.
- c. The ADU shall not be more than 35% of the principal unit's total livable floor area, above grade, nor more than 900 square feet, whichever is less.
- d. The ADU shall not have more than 2 bedrooms.
- e. A maximum of one ADU is allowed per lot. A detached ADU shall not be allowed on lots containing an attached ADU, duplex, or multi-family dwelling unit.
- f. The ADU shall have a pitched roof with a minimum slope of 4 and 12.
- g. When measured from ground level, the ridge of the ADU's pitched roof shall not exceed 24 feet or the height of the principal unit, whichever is less.
- h. Detached ADU's shall not be allowed on lots that are less than 8,000 square feet in size.
- i. The ADU shall be designed in a manner so that the appearance of the lot remains that of a single-family residential lot. The detached ADU shall be unobtrusive in appearance when viewed from the front of the lot. A minimum 6 foot sight-obscuring fence shall be required to buffer a detached ADU from adjacent lots, unless waived in acknowledged writing by abutting property owners.
- j. The principal unit or ADU shall be owner-occupied.
- k. Home occupations will be allowed within the detached accessory dwelling unit.

**9. Dwelling, multi-family (see #10) below for three-family triplex)**

The following standards are intended to control development scale; avoid or minimize impacts associated with traffic, parking, and design compatibility; and ensure management and maintenance of common areas.

- a. The maximum width or length of a multiple family building shall not exceed 160 feet (from end-wall to end-wall);
- b. Multi-family dwellings shall comply with Article 10-3B - Access and Circulation.
- c. Common open space. Inclusive of required setback yards, a minimum of 20 percent of the site area shall be designated and permanently reserved as usable common open space in multi-family dwellings with 4 or more units. The site area is defined as the lot or parcel on which the development is planned, after subtracting any required dedication of street right-of-way and other land for public purposes (e.g., public park or school grounds, etc.). Critical areas and historic buildings or landmarks

open to the public and designated by the Comprehensive Plan may be counted toward meeting the common open space requirements.

- d. Private open space. Private open space areas shall be oriented toward common open space areas and away from adjacent single family residences, trash receptacles, parking, and drives to the greatest extent practicable;
- e. Private open space ground floor units. All ground-floor housing units shall have front or rear patios or decks measuring at least 35 square feet. Ground-floor housing means the housing unit entrance (front or rear) is within 5 feet of the finished ground elevation (i.e., after grading and landscaping);
- f. Private open space upper-floor units. A minimum of 75 percent of all upper-floor housing units shall have balconies or porches measuring at least 35 square feet. Upper-floor housing means housing units which are more than 5 feet above the finished grade.

**10. Dwelling, single family attached townhomes, Dwelling, two-family duplex, & Dwelling, multi-family (three-family triplex)**

- a. The maximum number and width of consecutively attached townhomes (i.e., with attached walls at property line) shall not exceed 4 units, or 160 feet (from end-wall to end-wall), whichever is less.
- b. As necessary, the City shall require dedication of right-of-way or easements and construction of pathways between townhome lots (e.g., between building breaks) to implement the standards in Article 10-3B - Access and Circulation.
- c. When garages face the street, they shall be recessed behind the front elevation (i.e., living area or covered front porch) by a minimum of 4 feet.
- d. The maximum allowable driveway width facing the street is 24 feet per dwelling unit. The maximum combined garage width per unit is 50 percent of the total building width. For example, a 24-foot wide unit may have one 12-foot wide recessed garage facing the street.
- e. Two adjacent garages shall share one driveway when individual driveways would otherwise be separated by less than 20 feet (i.e., the width of one on-street parking space). When a driveway serves more than one lot, the developer shall record an access and maintenance easement/agreement to benefit each lot, prior to building permit issuance.
- f. "Common areas" (e.g., landscaping in private tracts, shared driveways, private alleys, and similar uses) shall be maintained by a homeowners association or other legal entity. A homeowners association may also be responsible for exterior building maintenance. A copy of any applicable covenants, restrictions and conditions shall be recorded and provided to the city prior to building permit approval, to check for common area maintenance provisions.

**11. Manufactured homes on individual lots**

- a. The manufactured home shall be multi-sectional floor plan and have an enclosed floor area of not less than 1,000 sq. ft.

- b. The manufactured home shall have a pitched roof with a slope not less than 3 feet in height for each 12 feet in width (14 degrees).
- c. The manufactured home shall have exterior siding and roofing which in color, material and appearance are similar or superior to the exterior siding and roof material used on nearby residences (e.g., horizontal wood or wood- appearance siding is considered “superior” to metal siding and roofing).
- d. ~~The manufactured home shall be certified by the manufacturer to meet the thermal envelope requirements equivalent to those for a single-family dwelling. Evidence demonstrating that the manufactured home meets “Super Good Cents” or equivalent energy efficiency standards is deemed to satisfy the exterior thermal envelope certification requirement. Additional manufacturers’ certification shall not be required.~~
- e. The manufactured home shall be placed on an excavated and back-filled foundation and enclosed at the perimeter such that the manufactured home is located not more than 8 inches above grade.

**Deleted:** <#>The manufactured home shall have a garage or carport constructed of like materials when nearby residences have carports or garages. The City may require an attached or detached garage where that would be consistent with the predominant construction of immediately surrounding residences.¶

**12. Manufactured home park**

- a. Manufactured home parks are permitted on parcels of one (1) acre or larger.
- b. The minimum size pad or space for each home is 2,500 square feet, provided that the overall density of the park does not exceed 12 units per acre. Each space shall be at least 30 feet wide.
- c. The minimum setback between park structures and abutting properties is 5 feet. The minimum setback between park structures and public street right-of- way is 15 feet. At least a 10-foot separation shall be provided between all dwellings. Dwellings shall be placed a minimum of 14 feet apart where flammable or combustible fuel is stored between units. Park structures shall be placed no closer than 5 feet to a park street or sidewalk/pathway. An accessory structure shall not be located closer than 6 feet to any other structure or dwelling, except that a double carport or garage may be built which serves 2 dwellings. When a double carport/garage is built, the carport/garage shall be separated from all adjacent structures by at least 3 feet.
- d. When manufactured homes are oriented with their back or side yards facing a public right-of-way, the City may require installation of fencing and planting of a 6 foot wide landscape buffer between the right-of-way and a manufactured home park for the privacy and security of residents or aesthetics of the streetscape.
- e. The manufactured homes shall have a pitched roof with a slope not less than 3 feet in height for each 12 feet in width (14 degrees).
- f. The manufactured homes shall have exterior siding and roofing which in color, material and appearance are similar or superior to the exterior siding and roof material used on nearby residences (e.g., horizontal wood or wood- appearance siding is considered “superior” to metal siding and roofing)
- g. Associated uses permitted within manufactured home parks - Single family residences, manufactured home park manager’s office, home occupations, and accessory structures which are necessary for the

operation and maintenance of the manufactured home park (e.g., landscape maintenance). Home occupations shall comply with Section 10-4I-2 - Home Occupations.

**13. Specialty housing (independent senior, assisted living, nursing home, convalescent home, Alzheimer's facilities)**

- a. All specialty housing shall be duly licensed by the State of Washington, if required by the State.
- b. A minimum of one parking space shall be provided for each employee and typical number of visitors, in accordance with Article 10-3D-3 - Parking requirements.

**14. Zero-lot line (single family courtyard home)**

"Zero-lot line" houses are subject to the same standards as single family housing, except that a side yard setback is not required on one side of a typical lot and usable outdoor living areas are provided in rear and side-oriented courtyards.

This type of housing is only permitted within approved Zero Lot Line Planned Unit Developments (PUD's). The following standards are intended to promote compatibility and privacy between adjacent buildings and allow for building maintenance:

- a. Zero lot line homes are required to have 6 feet between structures;
- b. The Zoning Administrator shall approve the minimum rear and front setbacks and they shall be drafted on the final PUD Plat;
- c. Prior to building permit approval, the applicant shall submit a copy of a recorded easement for every zero-lot line house that guarantees rights for the purpose of construction and maintenance of structures and yards. The easement shall stipulate that no fence or other obstruction shall be placed in a manner that would prevent maintenance of structures on the subject lots; and
- d. The building placement, landscaping, and/or design of windows on the non zero lot line sides of the structure shall provide a buffer for the occupants of abutting lots. The side of the building which is located on the property line, cannot have any openings (vents, windows, doors, etc.), nor an eave that overhangs the property line.

**15. Small Wireless Facilities**

- a. Siting Hierarchy.
  - i. Collocation on existing or replacement non-wooden light poles, buildings or structures adjacent to the zoning district boundary is the preferred siting location.
  - ii. If collocation as described in the subparagraph above is demonstrated to be technically infeasible or inadequate for network objectives, collocation on existing or replacement utility poles, buildings or other structures within a neighborhood park, or other existing light poles, or buildings within the zoning district shall be allowed.
  - iii. If collocation as described in the subparagraph above is demonstrated to be technically infeasible or inadequate for network objectives, a wireless only pole shall be permitted.

- b. Shall only be permitted on public property or in public right-of-way with a valid Franchise Agreement in place, as required in Liberty Lake Municipal Code §8-8, which expressly addresses small wireless facilities.

**Proposed Amendments to City Development Code §10-2D-3(C), Limited Uses in the R-3 (Multi-Family Residential) Zone:**

**10-2D-3 Limited Uses (L)**

- A. Limited Uses. The land uses listed in the Zoning Matrix (Section 10-2A-4) under the R-3 (Multi-Family Residential) District with the letter “L” are allowed in the R-3 zone if they comply with the development standards of the R-3 (Multi-Family Residential) District, and other applicable portions of this Code, including meeting the requirements for the necessary permits or approvals. These uses include accessory uses, temporary uses, home occupations, special uses, etc. Only land uses which are specifically listed in the Zoning Matrix (Section 10-2A-4), and land uses which are approved as “similar” to those in the Zoning Matrix (Section 10-2A-4), may be permitted as Limited Uses. The following standards are intended to control development scale; avoid or minimize impacts associated with traffic, parking, and design compatibility; and ensure management and maintenance of common areas, as applicable.
- B. Determination of Similar Land Use. Similar use determinations shall be made in conformance with the procedures in Article 10-4G - Administrative Interpretations.
- C. Requirements for Specific R-3 Limited Uses.
  - 1. Home Occupation**
    - a. Requires application for and approval of a home occupation permit as outlined in Section 10-4I-2.
  - 2. Mobile sales / concessions**
    - a. Requires application for and approval of a Temporary Use Permit as outlined in Section 10-4I-1.
    - b. Only permitted during special community events such as Liberty Lake Yard Sale Weekend.
  - 3. Parking structure**
    - a. Parking structures shall be accessed from an alley, placed underground, placed within buildings, or located behind or to the side of a building.
    - b. Parking structure entrances facing a street shall be recessed behind the front elevation by a minimum of 4 feet. On corner lots, parking structure entrances shall be oriented to a side-street (i.e., away from the arterial or collector street) when vehicle access cannot be provided from an alley.
  - 4. Public assembly**
    - a. Requires application for and approval of a Public Assembly Permit from the Building Official.
  - 5. Seasonal and special events**
    - a. Requires application for and approval of a Temporary Use Permit as

outlined in Section 10-4I-1.

**6. Temporary construction / sales office**

- a. Requires application for and approval of a Temporary Use Permit as outlined in Section 10-4I-1.

**7. Tower, private**

- a. The applicant shall show that the impact area (that area in all directions equal to the private tower's height above grade) is completely on the subject property or that an easement(s) has been secured for all property in the tower's impact area. Such easement(s) shall be recorded with the County Auditor with a statement that only the City of Liberty Lake can remove the easement.
- b. The tower must be accessory to a residence on the same site.

**8. Accessory dwelling unit, attached**

- a. One off-street parking space shall be required for the ADU, in addition to the off-street parking required for the principal unit
- b. The ADU shall be a complete, separate housekeeping unit that is within or attached to the principal unit with a common wall(s) and that meets the building code requirements for floor area and room sizes.
- c. The ADU shall be clearly a subordinate part of the principal unit. In no case shall it be more than 35% of the principal unit's total livable floor area, above grade, nor more than 900 square feet, whichever is less.
- d. The ADU shall not have more than 2 bedrooms.
- e. A maximum of one ADU is allowed per lot. An attached ADU shall not be allowed on lots containing a detached ADU, duplex, or multi-family dwelling.
- f. An ADU shall not be permitted if the principal unit is less than 1,200 square feet.
- g. The ADU shall be designed in a manner so that the appearance of the principal unit remains that of a single-family residence. The ADU and its entrance shall be located in such a manner as to be unobtrusive in appearance when viewed from the front of the lot.
- h. The principal unit or ADU shall be owner-occupied.

**9. Accessory dwelling unit, detached**

- a. One off-street parking space shall be required for the ADU, in addition to the off-street parking required for the principal unit
- b. The ADU shall be a complete, separate housekeeping unit, that meets the building code requirements for floor area and room sizes.
- c. The ADU shall not be more than 35% of the principal unit's total livable floor area, above grade, nor more than 900 square feet, whichever is less.
- d. The ADU shall not have more than 2 bedrooms.
- e. A maximum of one ADU is allowed per lot. A detached ADU shall not be allowed on lots containing an attached ADU, duplex, or multi-family dwelling unit.

- f. The ADU shall have a pitched roof with a minimum slope of 4 and 12.
- g. When measured from ground level, the ridge of the ADU's pitched roof shall not exceed 24 feet or the height of the principal unit, whichever is less.
- h. Detached ADU's shall not be allowed on lots that are less than 8,000 square feet in size.
- i. The ADU shall be designed in a manner so that the appearance of the lot remains that of a single-family residential lot. The detached ADU shall be unobtrusive in appearance when viewed from the front of the lot. A minimum 6 foot sight-obscuring fence shall be required to buffer a detached ADU from adjacent lots, unless waived in acknowledged writing by abutting property owners.
- j. The principal unit or ADU shall be owner-occupied.
- k. Home occupations will be allowed within the detached accessory dwelling unit.

**10. Dwelling, multi-family (see #13 below for three-family triplex)**

The following standards are intended to control development scale; avoid or minimize impacts associated with traffic, parking, and design compatibility; and ensure management and maintenance of common areas.

- a. The maximum width or length of a multiple family building shall not exceed 160 feet (from end-wall to end-wall);
- b. Multi-family dwellings shall comply with Article 10-3B - Access and Circulation.
- c. Common open space. Inclusive of required setback yards, a minimum of 20 percent of the site area shall be designated and permanently reserved as usable common open space in multi-family dwellings with 4 or more units. The site area is defined as the lot or parcel on which the development is planned, after subtracting any required dedication of street right-of-way and other land for public purposes (e.g., public park or school grounds, etc.). Critical areas and historic buildings or landmarks open to the public and designated by the Comprehensive Plan may be counted toward meeting the common open space requirements.
- d. Private open space. Private open space areas shall be oriented toward common open space areas and away from adjacent single family residences, trash receptacles, parking, and drives to the greatest extent practicable;
- e. Private open space ground floor units. All ground-floor housing units shall have front or rear patios or decks measuring at least 35 square feet. Ground-floor housing means the housing unit entrance (front or rear) is within 5 feet of the finished ground elevation (i.e., after grading and landscaping);
- f. Private open space upper-floor units. A minimum of 75 percent of all upper- floor housing units shall have balconies or porches measuring at least 35 square feet. Upper-floor housing means housing units which are more than 5 feet above the finished grade.

**11. Dwelling, single family attached townhomes, Dwelling, two-family duplex, & Dwelling, multi-family (three-family triplex)**

- a. The maximum number and width of consecutively attached townhomes (i.e., with attached walls at property line) shall not exceed 4 units, or 160 feet (from end-wall to end-wall), whichever is less
- b. As necessary, the City shall require dedication of right-of-way or easements and construction of pathways between townhome lots (e.g., between building breaks) to implement the standards in Article 10-3B - Access and Circulation.
- c. When garages face the street, they shall be recessed behind the front elevation (i.e., living area or covered front porch) by a minimum of 4 feet
- d. The maximum allowable driveway width facing the street is 24 feet per dwelling unit. The maximum combined garage width per unit is 50 percent of the total building width. For example, a 24-foot wide unit may have one 12-foot wide recessed garage facing the street.
- e. Two adjacent garages shall share one driveway when individual driveways would otherwise be separated by less than 20 feet (i.e., the width of one on-street parking space). When a driveway serves more than one lot, the developer shall record an access and maintenance easement/agreement to benefit each lot, prior to building permit issuance.
- f. "Common areas" (e.g., landscaping in private tracts, shared driveways, private alleys, and similar uses) shall be maintained by a homeowners association or other legal entity. A homeowners association may also be responsible for exterior building maintenance. A copy of any applicable covenants, restrictions and conditions shall be recorded and provided to the city prior to building permit approval, to check for common area maintenance provisions.

**12. Manufactured homes on individual lot**

- a. The manufactured home shall be multi-sectional floor plan and have an enclosed floor area of not less than 1,000 sq. ft.
- b. The manufactured home shall have a pitched roof with a slope not less than 3 feet in height for each 12 feet in width (14 degrees).
- c. The manufactured home shall have exterior siding and roofing which in color, material and appearance are similar or superior to the exterior siding and roof material used on nearby residences (e.g., horizontal wood or wood-appearance siding is considered "superior" to metal siding and roofing)
- d. The manufactured home shall be certified by the manufacturer to meet the thermal envelope requirements equivalent to those for a single-family dwelling. Evidence demonstrating that the manufactured home meets "Super Good Cents" or equivalent energy efficiency standards is deemed to satisfy the exterior thermal envelope certification requirement. Additional manufacturers' certification shall not be required.
- e. The manufactured home shall be placed on an excavated and back-filled foundation and enclosed at the perimeter such that the manufactured home is located not more than 8 inches above grade.

**13. Manufactured home park**

- a. Manufactured home parks are permitted on parcels of one (1) acre or

**Deleted:** <#>The manufactured home shall have a garage or carport constructed of like materials when nearby residences have carports or garages. The City may require an attached or detached garage where that would be consistent with the predominant construction of immediately surrounding residences.¶

larger.

- b. The minimum size pad or space for each home is 2,500 square feet, provided that the overall density of the park does not exceed 12 units per acre. Each space shall be at least 30 feet wide.
- c. The minimum setback between park structures and abutting properties is 5 feet. The minimum setback between park structures and public street right-of-way is 15 feet. At least a 10-foot separation shall be provided between all dwellings. Dwellings shall be placed a minimum of 14 feet apart where flammable or combustible fuel is stored between units. Park structures shall be placed no closer than 5 feet to a park street or sidewalk/pathway. An accessory structure shall not be located closer than 6 feet to any other structure or dwelling, except that a double carport or garage may be built which serves 2 dwellings. When a double carport/garage is built, the carport/garage shall be separated from all adjacent structures by at least 3 feet.
- d. When manufactured homes are oriented with their back or side yards facing a public right-of-way, the City may require installation of fencing and planting of a 6 foot wide landscape buffer between the right-of-way and a manufactured home park for the privacy and security of residents or aesthetics of the streetscape.
- e. The manufactured homes shall have a pitched roof with a slope not less than 3 feet in height for each 12 feet in width (14 degrees).
- f. The manufactured homes shall have exterior siding and roofing which in color, material and appearance are similar or superior to the exterior siding and roof material used on nearby residences (e.g., horizontal wood or wood- appearance siding is considered "superior" to metal siding and roofing)
- g. Associated uses permitted within manufactured home parks - Single family residences, manufactured home park manager's office, home occupations, and accessory structures which are necessary for the operation and maintenance of the manufactured home park (e.g., landscape maintenance). Home occupations shall comply with Section 10-4I-2 - Home Occupations.

**14. Specialty housing (independent senior, assisted living, nursing home, convalescent home, Alzheimer's facilities)**

- a. All specialty housing shall be duly licensed by the State of Washington, if required by the State.
- b. A minimum of one parking space shall be provided for each employee and typical number of visitors, in accordance with Article 10-3D-3 - Parking requirements.

**15. Zero-lot line (single family courtyard home)**

"Zero-lot line" houses are subject to the same standards as single family housing, except that a side yard setback is not required on one side of a typical lot and usable outdoor living areas are provided in rear and side-oriented courtyards.

This type of housing is only permitted within approved Zero Lot Line Planned Unit Developments (PUD's). The following standards are intended to promote compatibility and privacy between adjacent buildings and allow for building maintenance:

- a. Zero lot line homes are required to have 6 feet between structures;
- b. The Zoning Administrator shall approve the minimum rear and front setbacks and they shall be drafted on the final PUD Plat;
- c. Prior to building permit approval, the applicant shall submit a copy of a recorded easement for every zero-lot line house that guarantees rights for the purpose of construction and maintenance of structures and yards. The easement shall stipulate that no fence or other obstruction shall be placed in a manner that would prevent maintenance of structures on the subject lots; and
- d. The building placement, landscaping, and/or design of windows on the non zero lot line sides of the structure shall provide a buffer for the occupants of abutting lots. The side of the building which is located on the property line, cannot have any openings (vents, windows, doors, etc.), nor an eave that overhangs the property line.

**16. Small Wireless Facilities**

- a. Siting Hierarchy.
  - i. Collocation on existing or replacement non-wooden light poles, buildings or structures adjacent to the zoning district boundary is the preferred siting location
  - ii. If collocation as described in the subparagraph above is demonstrated to be technically infeasible or inadequate for network objectives, collocation on existing or replacement utility poles, buildings or other structures within a neighborhood park, or other existing light poles, or buildings within the zoning district shall be allowed.
  - iii. If collocation as described in the subparagraph above is demonstrated to be technically infeasible or inadequate for network objectives, a wireless only pole shall be permitted.
- b. Shall only be permitted on public property or in public right-of-way with a valid Franchise Agreement in place, as required in Liberty Lake Municipal Code §8-8, which expressly addresses small wireless facilities.
- c. Must meet design standards as detailed in City Development Code §10-3F-4.
- d. A Small Wireless Facility Permit is required, as detailed in City Development Code §10-4I-4.

## Exhibit D – Amendments to City Development Code §10-3D

### Article 10-3D — Vehicle and Bicycle Parking

#### Sections:

- 10-3D-1 Purpose
- 10-3D-2 Applicability
- 10-3D-3 Vehicle Parking Standards
- 10-3D-4 Bicycle Parking Standards
- 10-3D-5 Loading Space Standards
- [10-3D-6 Drive-Through Facilities](#)
- [10-3D-7 Electric Vehicle Infrastructure](#)

#### 10-3D-1 Purpose

The purpose of this article is to provide basic and flexible standards for development of vehicle and bicycle parking. The design of parking areas is critically important to the viability of some commercial areas, pedestrian and driver safety, the efficient and safe operation of adjoining streets, and community image and livability. Historically, some communities have required more parking than is necessary for some land uses, paving extensive areas of land that could be put to better use. This article recognizes that each development has unique parking needs by providing a flexible approach for determining parking space requirements. This article also provides standards for bicycle parking because many people use bicycles for recreation, commuting, and general transportation. Children as well as adults need safe and adequate spaces to park their bicycles throughout the community.

**Deleted:** Because vehicle parking facilities can occupy large amounts of land, they must be planned and designed carefully to use the land efficiently while maintaining the visual character of the community.

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#### 10-3D-2 Applicability

All new development shall comply with the provisions of this article.

#### 10-3D-3 Vehicle Parking Standards

- A. Vehicle Parking Minimum Standards. The number of required off-street vehicle parking spaces shall be determined in accordance with the following standards. Off-street parking spaces may include spaces in garages, carports, parking lots, and/or driveways if vehicles are not parked in tandem, or in a vehicle travel lane (including emergency or fire access lanes), public right-of-way, pathway, or landscape area. The City encourages locating parking lots to the rear or side of buildings to enhance streetscapes and promote pedestrian access. Required parking spaces shall be calculated for primary and accessory uses.

<b>Residential Uses</b>	<b>Required Parking Spaces</b>
Accessory caretaker's residence	1 space per unit
Accessory dwelling units (ADU's)	1 space per unit
Single family detached housing / zero lot line / manufactured homes on individual lots	2 spaces per dwelling unit
Manufactured home parks	2 spaces per unit
Two- and three-family housing	<u>1.75 spaces per dwelling unit</u>
Multi-family and single family attached housing	<u>1.75 spaces per dwelling unit</u>
Rooming and boarding houses, dormitories	<u>2 spaces for every 3 beds</u>
Specialty housing	<u>5 space per bed, plus 1 space per employee on the largest shift</u>
<b>Commercial Uses</b>	<b>Required Parking Spaces</b>
Auto, boat, recreational vehicle. Trailer sales, etc., retail nurseries and similar bulk retail uses (additional parking for auto-oriented sales display areas may be provided in accordance with the landscaping standards in 10-3C-3)	1 space per 1,000 gross square feet of the first 10,000 square feet of gross land area; plus 1 space per 5,000 gross square feet for the excess square feet over 10,000 square feet of gross land area; and, 1 space per two employees.
Automobile, etc. repair and rental	1 space per 350 square feet (3 spaces minimum required). Additional parking shall be provided for vehicles under repair or rental vehicles and the additional parking shall be enclosed in a building or with a solid wall or fully sight obscuring fence to a minimum height of 6 feet.
Business, general retail, personal services, animal health services	1 space per 350 square feet
Cultural centers, museums, and libraries, and athletic clubs, gyms, etc.	1 space per 250 gross square feet

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1 space per dwelling unit

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Hotels and motels	1 space per guest room, plus 1 space per employee on the largest shift, plus 1 space per 150 gross square feet of meeting or conference rooms (restaurants, etc. require additional spaces as set forth herein)
Offices	1 space per 450 gross square feet for general or 1 space per 350 gross square feet for medical and dental offices
Restaurants, bars, ice cream parlors and similar uses	1 space per 150 gross square feet
Theaters, auditoriums, stadiums, gymnasiums, community centers, and similar uses	1 space per 3 fixed seats or 1 space per 150 gross square feet, whichever is greater
<b>Industrial, Manufacturing, and Storage Uses</b>	<b>Required Parking Spaces</b>
Industrial and manufacturing uses, except warehousing	1 space per employee on the largest shift or 1 space per 1000 gross square feet, whichever is less, plus 1 space per company vehicle
Self-service storage facility	1 space per employee, plus 2 space per 250 units (5 spaces minimum required)
Warehousing	1 space per 1,000 gross square feet or 1 space per employee on the largest shift, whichever is greater, plus 1 space per company vehicle.
<b>Recreation, Public and Institutional, and Other Uses</b>	<b>Required Parking Spaces</b>
Child care centers having 13 or more children and nursery / pre-schools	1.5 space per employee; or 1 space per 4 students, whichever is greater
Chapels and mortuaries, and churches and similar places of worship	1 space per four fixed seats or 1 space per 100 gross square feet, whichever is greater.
Golf courses	8 spaces per hole, plus additional spaces for accessory uses set forth in this section. Miniature golf courses - 4 spaces per hole.

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<a href="#">Supportive Housing</a>	1 space per employee, plus 1 space per 5 residents, plus 1 space per vehicle operated by the home or facility
Hospitals	<a href="#">4 spaces per patient bed or 2.5 spaces per 1,000 gross square feet, whichever is greater</a>
Elementary and middle school / junior high	<a href="#">1 space per 8 students</a>
High schools	<a href="#">1 space per 4 students</a>
Colleges, universities and trade schools	<a href="#">4 spaces per 1,000 gross sq. ft.</a>
Participant & spectator sports facilities	<a href="#">60 spaces per outdoor field or 1 space per 100 gross sq. ft. for indoor facilities</a>
Public utilities and facilities, not including offices	1 space per employee, on the largest shift, plus 1 space per company vehicle (2 spaces minimum required)
Recreational vehicle park / campground	1 space per stall

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**Deleted:** 1.5 spaces per classroom, plus the requirements for auditorium areas as set forth herein.

**Deleted:** 1 space per classroom, plus 1 space per 5 students that the school is designed to accommodate, plus the requirements for auditorium areas as set forth herein.

**Deleted:** 1.5 spaces per classroom, plus 1 space per 5 students that the school is designed to accommodate, plus the requirements for on-campus student housing (dormitories) as set forth herein.

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**Deleted:** ~~<#>Maximum Number of Parking Spaces.~~ The number of parking spaces provided by any particular use in ground surface parking lots shall not exceed the required minimum number of spaces provided herein by more than 50%; except uses in the I (Light Industrial) Zone are exempt from the maximum parking standards. Unless otherwise specified, all commercial and industrial uses may exceed the maximum number of parking spaces in order to provide .5 spaces per employee during the largest shift. Larger parking areas should be in a parking structure. If surface parking lots must be larger than 4 acres to meet the minimum required parking space requirements in this Code, additional landscaping shall be provided, at the discretion of the Zoning Administrator or his or her designee. Spaces provided on-street or within parking structures do not apply towards the maximum number of allowable spaces. Parking spaces provided through "shared parking", parking spaces for golf carts (as defined by City Ordinance 186, as amended), and electric vehicle spaces also do not apply toward the maximum number. Additionally, auto oriented sales display spaces that conform to the landscaping standards in 10- 3C-3 and auto repair or outdoor vehicle storage areas that are enclosed within a building or with a solid wall or fully sight obscuring fence to a minimum height of 6 feet, do not apply toward the maximum number of parking spaces. As outlined in Article 10-5B, the ... [1]

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B. Unspecified Uses. Where a use is not specifically listed in subsection "A" above, parking requirements shall be determined by finding that a use is similar to those listed in terms of parking needs or by utilizing the ITE Parking Manual. For all non-residential uses or for special cases involving new residential developments, the required minimum parking amount shall be determined by the City. For determination by the City, the Applicant shall supply:

1. Documentation regarding actual parking demand for the proposed use; or
2. Technical studies relating to the parking need for the proposed use; or
3. Required parking for the proposed use as determined by other comparable jurisdictions.

C. Credit for On-Street Parking. The amount of off-street parking required may be reduced by the amount of on-street parking available directly adjacent to the subject property, provided the parking meets the following standards:

1. On-street parking shall conform to the minimum dimensions as detailed in Paragraph F, below, except that the aisle width shall conform to the City of Liberty Lake Right of Way and Street Design Standards for motor vehicle travel lanes (see Article 10-3G).
2. On-street parking spaces must be contiguous with the subject property;
3. Parking spaces shall not located in a manner that would obstruct a required clear vision area, or otherwise, violate any law or street standard; and
4. On-street parking spaces credited for a specific use may not be used exclusively by that use, but shall be available for general public use at all times. Signs or actions

limiting general public use of on-street spaces is prohibited.

- D. Credit for Bicycle Parking. Bicycle parking may substitute for up to ten percent of required parking. For every five non-required bicycle parking spaces that meet the short or long-term bicycle parking standards, the motor vehicle parking requirement is reduced by one space. Existing parking may be converted to take advantage of this provision.
- E. Change of Use. When a change in the use of a building or site is proposed, the Applicant must provide documentation for City review and approval demonstrating how the parking requirements for the proposal will be met. This may include, the provision of additional onsite parking, shared parking, credit for on-street parking and/or a variance, in accordance with the provisions of this Chapter.
- F. Parking Stall Standard Dimensions and Compact Car Parking. All parking stalls shall be improved to conform to City standards for surfacing, stormwater management, and striping, and provide dimensions in accordance with the following table. Up to 15% of the required parking may be designed and labeled as compact. Compact stalls shall be dimensioned as detailed in the table below. Note that all dimensions are measured from the middle of the striping. Disabled person parking shall be provided in conformance with Paragraph "G".

Angle (A)	Width (B)	Curb Length (C)	1 Way Aisle Width (D)	2 Way Aisle Width (D)	Stall Depth (E)	Compact Stall Dimensions (B x E)
Parallel	8 ft.	22 ft.	12 ft.	24 ft.	8 ft.	8 x 20 ft.
30 Degree	9 ft.	18 ft.	12 ft.	24 ft.	17 ft.	8 x 15 ft.
45 Degree	9 ft.	12' 6"	14 ft.	24 ft.	19 ft.	8 x 17 ft.
60 Degree	9 ft.	10' 6"	18 ft.	24 ft.	20 ft.	8 x 18 ft.
90 Degree	9 ft.	9 ft.	24 ft.	24 ft.	18 ft.	8 x 16 ft.

**Deleted:** are 1' narrower and 2' shorter than standard stalls (i.e. a 9' x 18' standard stall would be a 8' x 16' compact stall). Compact stalls shall include landscape islands as required by Article 10-3C of this Code, except they can be 9' x 16'

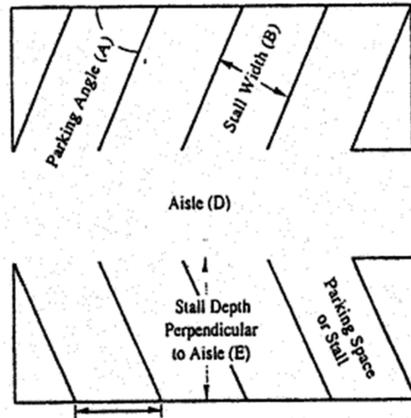
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Important cross-references: Also see, Chapter 2 - Zoning Districts; Article 10-3B - Access and Circulation; Article 10-3C - Landscaping; and Article 10-3H - Stormwater Management.

- G. Disabled Person Parking Spaces. Parking for disabled persons shall be provided in conformance with the Americans With Disabilities Act (ADA) and the adopted Building Code.
- H. Parking Location and Shared Parking.

1. Location. Vehicle parking is allowed only on approved parking shoulders (streets), within garages, carports, and other structures, or on driveways or parking lots that have been developed in conformance with this code.
2. Off-site parking. Except for single family dwellings, the vehicle parking spaces required by this Article may be located on another parcel of land if on-site parking cannot be provided. The parcel shall be within 1000 feet of the use it serves. The distance from the parking area to the use shall be measured from the nearest parking space to a building entrance, following a sidewalk or other pedestrian route. The right to use the off-site parking must be evidenced by a recorded deed, lease, easement, or similar written instrument.
3. Mixed uses. If more than one type of land use occupies a single structure or parcel of land, the total requirements for off-street automobile parking shall be the sum of the requirements for all uses less 20%, unless it can be shown that the peak parking demands are actually less than the sum of the requirements less 20% (e.g., the uses operate on different days or at different times of the day). In that case, the total requirements shall be reduced accordingly.
4. Shared parking. Required parking facilities for two or more uses, structures, or parcels of land may be satisfied by the same parking facilities used jointly, to the extent that the owners or operators show that the need for parking facilities does not materially overlap (e.g., uses primarily of a daytime versus nighttime nature), and provided that the right of joint use is evidenced by a recorded deed, lease, contract, or similar written instrument establishing the joint use.

**Deleted:** Specific locations for parking are indicated in Chapter 2 for some land uses (e.g., the requirement that parking be located to side or rear of buildings, etc.). (See also, Article 10-3B - Access and Circulation).

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**Deleted:** The required parking in the Light Industrial (I) Zone classification can be reduced by 30% where parking facilities for 2 or more uses, structures or parcels of land are shared by a recorded instrument establishing joint use and access....

5. Availability of facilities. Owners of off-street parking facilities may post a sign indicating that all parking on the site is available only for residents, customers and/or employees, as applicable. Signs shall conform to the standards of Article 10-3E.

**10-3D-4 Bicycle Parking Standards**

All uses which are subject to Site Design Review (see Section 10-4C-2) shall provide bicycle parking, in conformance with the following guidelines, which are evaluated during Site Design Review. Buildings that do not require site design review are encouraged to incorporate these standards.

- A. Number of Bicycle Parking Spaces. Unless specified in 1-7 below, at least one bicycle parking space shall be supplied per 50 required vehicle parking spaces with a minimum of 2 spaces provided. Generally, a bike rack(s) would be installed that have the capacity to accommodate the required number of spaces. Providing sheltered spaces (under an eave, overhang, independent structure, or similar cover) is encouraged.

The following additional standards apply to specific types of development:

1. Multi-Family Residences.

1. Provide one bicycle parking space for every unit (structures with 4 or more units). This provision is met when enclosed parking garages or storage rooms for bicycles are provided for each unit.

2. Parking Structures and Park & Ride Facilities.

All parking structures shall provide a minimum of one bicycle parking space for every 10 motor vehicle parking spaces.

3. Elementary and middle schools, both private and public.

Provide one bicycle parking space for every 10 students that the school is designed to accommodate.

4. High schools, both private and public.

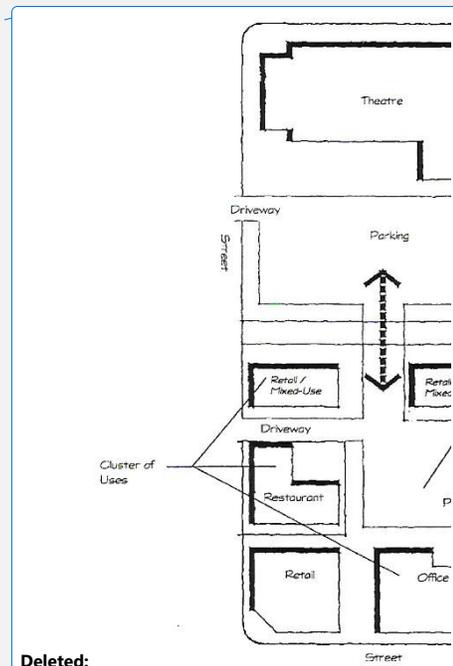
Provide one bicycle parking space for every 20 students that the school is designed to accommodate.

5. Colleges and trade schools.

Provide one bicycle parking space for every 10 motor vehicle spaces plus one space for every dormitory unit.

6. Mixed Use Zones.

Within the M-1, M-2, and M-3 zones, individual businesses shall provide their own bicycle parking, spaces may be clustered between businesses to serve up to six (6) bicycles, or spaces may be provided as part of a public roadway improvement. One bicycle parking space shall be provided per 25 required vehicle spaces with a minimum of 5 spaces provided. Bicycle parking spaces should be located in front of the businesses, either on the sidewalks or in specially constructed areas such as pedestrian



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curb extensions. Bicycle parking shall not interfere with pedestrian passage, leaving a clear area of at least 36 inches between bicycles and other existing and potential obstructions.

**Deleted:** Inverted "U" style racks are recommended.

7. Multiple Uses.

For buildings with multiple uses (such as a commercial or mixed use center), bicycle parking standards shall be calculated by using the total number of motor vehicle parking spaces required for the entire development. One bicycle parking space per 25 motor vehicle parking spaces is recommended, with a minimum of 5 spaces.

- B. Exemptions. This section does not apply to single family, two-family, and three-family housing (attached, detached or manufactured housing), home occupations, accessory dwelling units, or other developments with fewer than 10 required vehicle parking spaces.
- C. Location and Design. Bicycle parking shall be conveniently located with respect to both the street right-of-way and at least one building entrance (e.g., no farther away than the closest parking space). It should be incorporated whenever possible into building design and coordinated with the design of street furniture when it is provided. Street furniture includes benches, street lights, planters, and other pedestrian amenities.
- D. Visibility and Security. Bicycle parking shall be visible to cyclists from street sidewalks or building entrances, so that it provides sufficient security from theft and damage.
- E. Options for Storage. Bicycle parking requirements for [multi-family housing](#), long-term and employee parking can be met by providing a bicycle storage room, bicycle lockers, racks, or other secure storage space inside or outside of the building.
- F. Lighting. Bicycle parking shall be at least as well-lit as vehicle parking for security.
- G. Hazards. Bicycle parking shall not impede or create a hazard to pedestrians. Parking areas shall be located so as to not conflict with vision clearance standards (Section 10-3B-2, subsection N).

**Deleted:** ~~Reserved Areas.~~ Areas set aside for bicycle parking shall be clearly marked and reserved for bicycle parking only.¶

**10-3D-5 Loading Space Standards**

It is the intent of this section to require all future commercial, business, institutional, or industrial development to provide off-street loading facilities in order to guarantee full utilization of existing rights of way to accommodate present and future traffic demands. Off-street loading facilities are intended to provide adequate space to accommodate outside deliveries from large vehicles which cannot be functionally served by normal parking stalls. Off-street loading facilities must be located in such a manner that service vehicles do not block or intrude into public rights of way or block driveways or parking area circulation.

- A. Location and Design.
  - 1. All off-street loading spaces shall be designed to minimize impacts on adjacent properties.
  - 2. In all cases, loading facilities shall be located on the same lot as the structure they are

designed to serve. Required yards cannot be used for loading. Off-street loading space shall not be included in an area used to satisfy off-street parking requirements.

3. Loading spaces shall be designed and located so vehicles using these spaces do not project into any public right-of-way or otherwise extend beyond property lines.
4. Loading spaces shall be designed and built so no vehicles are required to back to or from an adjacent street, except for minor access for heavy trucking in industrial zones on local access streets.
5. When a proposed structure is intended to be used concurrently for different purposes, final determination of required loading spaces shall be made by the Zoning Administrator, provided the loading requirement for the combined uses shall not be less than the total requirement for each separate use.

B. Required Off-Street Loading Spaces. The minimum number of off-street loading spaces shall be required according to the following table, unless the number is reduced by the Zoning Administrator.

Use	Size	Required Spaces
Industrial, manufacturing wholesale, warehouse, and similar uses	Up to 40,000 sq. ft.	1 space
	40,000 - 60,000 sq. ft.	2 spaces
	60,000 - 100,000 sq. ft.	3 spaces
	Over 100,000 sq. ft.	3 spaces plus 1 additional space per every 50,000 sq. ft. of building or portion thereof over 100,000
Offices, hotels/motels, and restaurants	Up to 60,000 sq. ft.	1 space
	60,000 - 100,000 sq. ft.	2 spaces
	Over 100,000 sq. ft.	2 spaces plus 1 additional space per every 50,000 sq. ft. of building or portion thereof over 100,000
Hospitals, nursing homes, and similar uses	Up to 40,000 sq. ft.	1 space
	40,000 - 100,000 sq. ft.	2 spaces
	Over 100,000 sq. ft.	2 spaces plus 1 additional space per every 50,000 sq. ft. of building or portion thereof over 100,000
Retail and other commercial uses	Up to 20,000 sq. ft.	1 space
	20,000 - 50,000 sq. ft.	2 spaces
	50,000 - 100,000 sq. ft.	3 spaces
	Over 100,000 sq. ft.	3 spaces plus 1 additional space per every 50,000 sq. ft. of building or portion thereof over 100,000

## 10-3D-6 Drive-Through Facilities

This section is intended to provide standards for drive-through facilities in zones where they are permitted in order to reduce the negative impacts they may create. Of special concern are noise from idling cars and voice amplification equipment, lighting and queued traffic interfering with on-site and off-site traffic and pedestrian flow. The specific purposes of this section are to: reduce noise, lighting and visual impacts on abutting uses, particularly residential uses; promote safer and more efficient on-site vehicular and pedestrian circulation; minimize conflicts between queued vehicles and traffic on adjacent streets.

### A. Location and Design

1. The standards of this section apply to all uses that have drive-through facilities regardless of zone, including vehicle repair and quick vehicle servicing.
2. The standards of this section apply only to the portions of the site development that comprise the drive-through facility. The standards apply to new developments, the addition of drive-through facilities to existing developments, and the relocation of an existing drive-through facility. Drive-through facilities are not a right; the size of the site or the size and location of existing structures may make it impossible to meet the standards of this chapter. Chapter 3 - Design and Maintenance Standards, as well as standards for specific land use zones, contain additional requirements regarding vehicle areas.
3. Parts of a Drive-through Facility. A drive-through facility is composed of two parts – the stacking lanes and the service area. A drive-through facility may also have a third part – an order menu. The stacking lanes are the space occupied by vehicles queuing for the service to be provided. The service area is where the service occurs. In uses with service windows, the service area starts at the service window. In uses where the service occurs indoors, the service area is the area within the building where the service occurs. For other development, such as gas pumps, air compressors and vacuum cleaning stations, the service area is the area where the vehicles are parked during the service.

### B. Setbacks and Landscaping

All drive-through facilities must provide the setbacks and landscaping stated below.

1. Abutting a Residential Zone. Service areas and stacking lanes must be set back six feet from all lot lines which abut Residential zones. The setback must be landscaped per the requirements of 10-3C-3 New Landscaping.
2. Abutting a Mixed Use Zone. Service areas and stacking lanes must be set back six feet from all lot lines which abut mixed use zones. The setback must be landscaped to the minimum requirements included in 10-3C-3 New Landscaping.
3. Abutting a Street. Service areas and stacking lanes must be set back six feet from all street lot lines. The setback must be landscaped to the minimum requirements included in 10-3C-3 New Landscaping.

### C. Vehicular Access

All driveway entrances, including stacking lane entrances, must meet driveway spacing requirements, unless otherwise authorized by the City. The distance is measured along the

property line from the junction of the two street lot lines to the nearest edge of the entrance.

1. Stacking Lane Standards

These standards ensure that there is adequate on-site maneuvering and circulation areas, ensure that stacking vehicles do not impede traffic on abutting streets, and that stacking lanes will not have nuisance impacts on abutting residential lands.

a. Gasoline Pumps. A minimum of thirty feet of stacking lane is required between a lot line and the nearest gasoline pump. The applicant must demonstrate to engineering services that sufficient queuing area is available such that vehicles in queue do not interfere with adjacent street traffic.

b. Other Drive-through Facilities.

i. Primary Facilities.

A minimum of eighty feet for a single stacking lane or eighty feet per lane when there is more than one stacking lane, is required for all other drive-through facilities. A stacking lane is measured from the curb cut to the service area or the order area if an outdoor order area precedes the service area. Stacking lanes do not have to be linear.

ii. Accessory Facilities.

A stacking lane is not required for accessory facilities where vehicles do not routinely stack up while waiting for the service. Examples are window washing, air compressor, and vacuum cleaning stations.

2. Stacking Lane Design and Layout.

Stacking lanes must be designed so that they do not interfere with parking, parking access and vehicle circulation.

3. Stacking Lanes Identified.

All stacking lanes must be clearly identified, through the use of means such as striping, landscaping and signs.

D. Off-site Impacts

Drive-through facilities must meet standards of this chapter regarding off-site impacts. When abutting residentially zoned land, drive-through facilities with noise-generating equipment must document in advance that the facility will meet the off-site impact noise standards. Noise generating equipment includes items such as speakers, mechanical car washes, vacuum cleaners and exterior air compressors.

**10-3D-7** Electric Vehicle Infrastructure (EVI)

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Electric Vehicle Infrastructure, as defined by RCW 35A.63.107 shall be allowed as an accessory use within any parking lot / area or within a garage or parking structure. Site and landscaping requirements identified in this Code shall apply, as applicable.

A. Residential Zones. EVI in residential zones shall be limited to residential use and shall not be used for purposes of wholesale or retail sales.

B. Other Zones. EVI for commercial and industrial uses should be designed and sized proportionately to accommodate the demand of the underlying permitted, limited, or conditional use and shall be suitable for the desired location.

1. Design Criteria and Guidelines.

- a. Minimum Number. Electric vehicle recharging stations may utilize required parking spaces.
- b. Parking Space Size. Electric Vehicle charging stations should be sized the same as a regular parking space as identified in this Code.
- c. Lighting. Unless the charging station is designated as day time use only, adequate lighting shall be provided for the charging station, consistent with the standards identified in this Code.
- d. EVI Signage. Signage should be posted to identify each charging station space as an electric vehicle charging station and identify any restriction such as use limits, towing provisions etc. Signage shall be consistent with the following guidance documents: "Electric Vehicle Infrastructure: A guide for Local Government in Washington State" (July 2010) or the Manual on Uniform Traffic Control Devices (MUTCD).
- e. Notification of station specifics. Notification shall be placed on the unit to identify voltage and amperage levels, time of use, fees, safety information and other pertinent information.

2. Public Streets. Generally electrical vehicle charging stations should not be allowed within the publicly owned right of way. Placement of electric vehicle charging stations proposed to be located in the publicly owned right of way shall serve a public purpose and receive the approval of the City Engineer.

3. Maintenance. Maintenance of the electrical vehicle charging station, including but not limited to functionality of the station, shall be the responsibility of the property owner.

C. Required EV Charging Infrastructure.

1. Applicability. The following requirements shall apply in the construction of new buildings, except that the buildings with the following occupancy identified as exempt in WAC 51-50-0429.1.

2. Required EV Charging Infrastructure.

a. Required electric vehicle charging infrastructure, including EV Charging Stations, EV- Ready Parking Spaces, and EV-Capable Parking Spaces shall be provided as detailed in WAC 51-50-0429.2.

b. Where electric charging infrastructure is required, said infrastructure shall be provided in compliance with the electrical standards as specified in WAC 51-50-0429.

3. Electric vehicle charging infrastructure for accessible parking spaces. When electric vehicle charging infrastructure is required, ten percent of accessible parking space, rounded to the next whole number, shall be provided with electric vehicle charging infrastructure. The electric vehicle charging infrastructure may also serve adjacent parking spaces not designated as accessible parking. A maximum of ten percent, rounded to the next whole number, of the accessible parking spaces are allowed to be included in the total number of electric vehicle parking spaces required under Paragraph

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