

From: [Wendy DiPeso](#)
To: [City Council](#); [Plancom](#); pd@shorelinewa.gov
Subject: Questions and a comment regarding Council Agenda for October 3rd Agenda item 9a
Date: Sunday, October 02, 2016 10:59:47 AM
Attachments: [Comments to City Council Oct 3, 2016.docx](#)

From:
Wendy DiPeso Shoreline resident.

Please review and respond to the questions attached and for your convenience printed below.

Thank you for your help.

Wendy DiPeso

Dear City Council and Planning Department,

I have a number of questions that pertain to Agenda item 9a scheduled for discussion at the October 3rd Council meeting.

Please review the document below and respond to my questions. Thanks so much for your help.

1) In the staff report Page 9a-9, sections of the International Building Code that staff recommends being excluded from adoption by the City includes this one:

Subsection 604.3.1 Abatement of electrical hazards associated with water exposure
Subsection 604.3.2 Abatement of electrical hazards associated with fire exposure

Please ask the staff state why these two subsections are being excluded. In the event of a fire, I would assume a code for abatement of electrical hazards would be needed for both fire and water exposure.

2) Page 9-A 15

New section 503.1.2.1 is added to read as follows:

503.1.2.1 Access roads. Access roads can be modified with approval of the fire code official.

Q. Section 503.2.5 is amendment to read as follows:

503.2.5 Dead ends. Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) in length shall be provided with an approved area for turning around fire apparatus, or as modified per the fire code official.

L.R. N. Section 503.2.7 is amended to read as follows:

503.2.7 Grade. The grade of the fire apparatus access road shall be a 15 percent maximum grade unless approved by fire code official.

By itself this section would disqualify lots with steep grades that exist in high-density zones within the 185th Street Planned Action and the 145th Street Planned Action. It would also preclude redevelopment for lots that are too small for including fire access lanes without the developer obtaining a right of way from adjoining lots. However there is a loophole to this fire safety restriction:

On page 9a – 18 it states:

507.5.1.1.2 Buildings of 2500 gpm and less than 3500 gpm. Buildings having a required fire flow of two thousand five hundred (2500) gpm or more and less than three thousand five hundred (3500) gpm shall have hydrants served by a main that loops the building or complex of buildings and reconnects back into a distribution supply main in a separate location.

Exception: Where property lines, topography or other features prevent fire department vehicle access to one or more sides of a building or complex of buildings, this requirement may be waived if suitable fire protection features as approved by the fire code official are installed on the premises. (Emphasis added)

My question then is what is in place for those permits in the 185th Street rezone that have already been approved, prior to the adoption of the proposed changes being discussed tonight? Will the developers be required to provide fire access lanes? What about Arabella II that under the settlement with the City of Shoreline is being allowed to build to the lot lines?

3) Page 9a – 19

10. 507.5.4.1 Marking. Paved areas within the vicinity of a hydrant shall be permanently marked by painting the words “NO PARKING” and striping as approved by the fire code official. Fire hydrants located on private property shall be marked with an approved, reflective hydrant marker provided by the property owner placed in the street, alley, fire lane

or access route in a location specified by the fire code official.

There is a fire hydrant that sits near the property line of my home and my neighbor's.

People park in front of the hydrant on a regular basis for weekly Bible studies and the occasional football or birthday party hosted by my neighbors. Assuming this section is adopted by the City Council, will the City then be posting no-parking signs and marking the street with a reflective hydrant marker?

My neighbor has a gravel drive right next to the hydrant where he parks a trailer he uses for his work. Will he be required to relocate the gravel drive even though it is off the street?

If so will this be required upon adoption of the new ordinance or not until the phase II rezone arbitrarily takes effect in 5 years?

4) Regarding 9a-18

507.5.1.1.3 Buildings of 3500 gpm or more. Buildings having a required fire flow of three thousand five hundred (3500) gpm or more shall have hydrants served by a main that loops the building or complex and that is served from two directions or two sources of water supply.

507.5.1.1.4 Distance from buildings. For other than hazardous conditions, fire hydrants shall be located at least fifty (50) feet from the building or buildings they serve. When the materials or processes in a building or complex of buildings constitute a hazardous condition as determined by the fire code official, hydrants shall be located no closer than eighty (80) feet from the building.

Exception: Where property lines, topography or other features prevent this spacing, fire hydrants may be located closer to the building or buildings if suitable safeguards as approved by the fire code official are provided to protect fire equipment and fire fighters using the hydrant.

507.5.1.1.5 Arterials. Where a project site is located on a divided or primary arterial (traffic count of more than 20,000 vehicles per day), required hydrants shall be located on the same side of the divided or primary arterial as the project.

Currently there is inadequate supply of fire hydrants in the Southeast Subarea of Shoreline, some of which has been subsumed by the newly adopted Planned Action. The lack of sufficient fire hydrant infrastructure was one of the topics discussed during the Southeast Subarea planning. What has the city done since that discussion to remedy this lack of fire hydrants to serve the existing population?

COMMENT:

The city is prohibited from requiring a developer to bring infrastructure up to the standards required for pre-redevelopment levels. Looking to redevelopment projects to fix these inadequacies is misplaced. Before redevelopment projects can be approved, the lack of infrastructure for current populations must be addressed, funding identified and a schedule of implementation put in place.

Lack of infrastructure is a significant problem for the current population and a deterrent to effective redevelopment. The larger the Planned Action the more expensive it is for the city to bring the current backlog of broken or non-existent infrastructure up to code for the current population.

Thank you again for your time and attention.

Wendy DiPeso

328 NE 192nd Street

Shoreline WA 98155

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