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MEMO:

To: Sedro-Woolley Planning Commission

From: John Coleman, AICP
Planning Director

Date: September 15, 2020

Subject: CPA-1-20 – Zoning Map and Comp Plan Map Amendments – 2020 Docket *Continued*

ISSUE

At its March 11, 2020 meeting, the City Council made a motion to include two rezone requests from two separate property owners on the 2020 Comprehensive Plan Docket. Both files are included under parent File #CPA-1-20. The first is a request from Richard Quam to change the zoning designation of one roughly 2.5-acre parcel from Industrial to Residential 7 (File #2020-010). The second is a request from Bob Ruby to change the zoning designation of roughly 3 acres of land from Mixed Commercial to Residential 5 (File #2020-012). The Planning Commission made a recommendation on the Quam request at the August 18, 2020 meeting, but was not ready to make a recommendation on the Ruby request on that date. A public hearing for the Ruby Request is being held at today's Planning Commission meeting. This memo contains a discussion of only the Ruby rezone request.

BACKGROUND

This is the fourth review of the Ruby rezone request – file # 2020-012, shown in Figure 1.

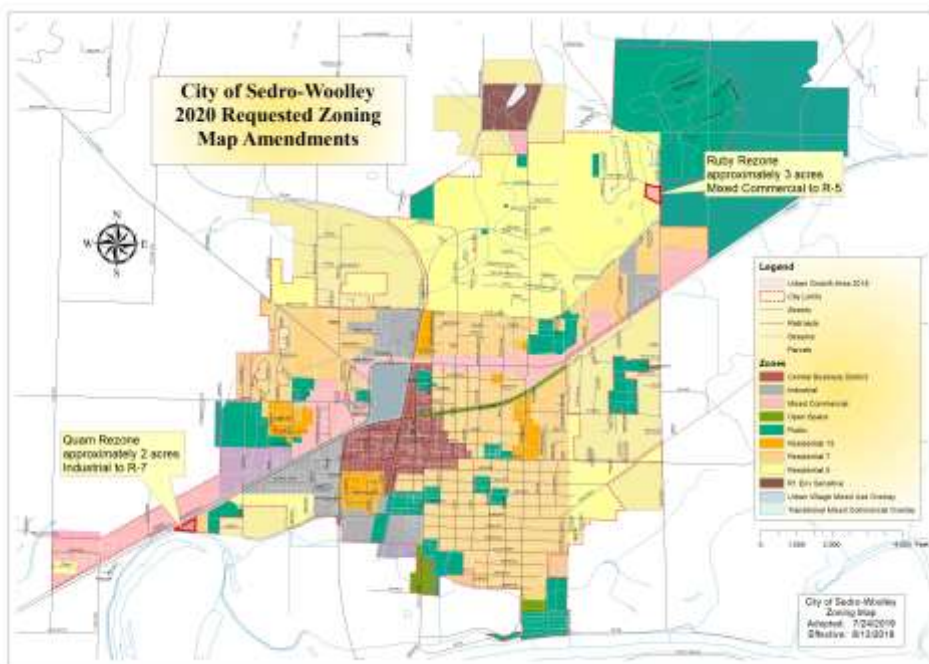


Figure 1 – Location in city of two rezone requests

Application # 2020-012 – a request to change the zoning designation of a roughly three-acre portion of Parcel P39361 from Mixed Commercial to Residential 5 (R-5). A close-up of the zoning map in the area is shown in Figure 2.

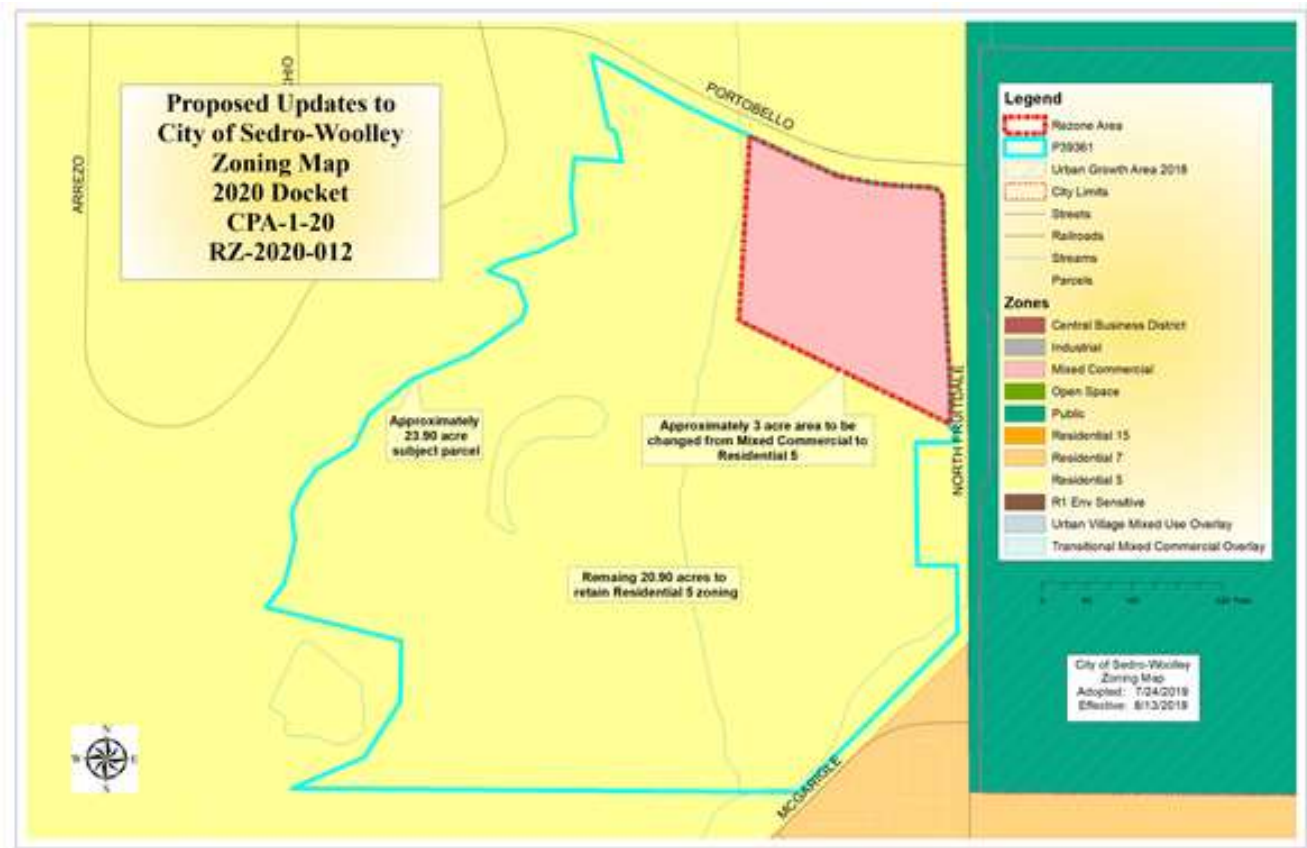


Figure 2 – Zoning map in the area of Ruby Rezone Request RZ 2020-012

The property is located at the southwest corner of the intersection of Portobello Avenue and North Fruitdale Road (see Figure 1 and Figure 2). The area zoned as Mixed Commercial is part of a larger 23.9 total acre parcel (Assessor's Parcel P39361). The Mixed Commercial area covers roughly the clubhouse and part of the driving range area at the golf course. This portion of land was zoned Mixed Commercial many years ago, presumably as a possible location for a small commercial node to serve the adjacent Sauk Mountain View Estates subdivision. The area zoned Mixed Commercial is bound to the south roughly by the location of a Cascade Natural Gas easement, to the west by the unnamed creek (tributary to Brickyard Creek), to the east by North Fruitdale Road and the north by Portobello Avenue. The 75' wide CNG easement is for a regional gas transmission line; that easement appears to be partially on the area currently zoned MC. It is not exactly clear how much of the rezone area is encumbered by that easement.

The zoning to the north, south and west is R-5. The property to the east, across North Fruitdale Road, is outside of city limits and part of the Northern State Recreation Area. It is owned by Skagit County and zoned Urban Reserve Public-Open Space per the Skagit County zoning map.

Two watercourses run across parcel P39361. Brickyard Creek runs roughly east to west across the south of the parcel. An unnamed creek, a tributary of Brickyard Creek, runs north to south across the parcel. The unnamed creek is roughly the western boundary of the MC zoned area. Both of these

watercourses are fish-bearing (Type 3) according to the Washington State Department of Natural Resources. The creeks are subject to Chapter 17.65 SWMC, but are not subject to the Sedro-Woolley Shoreline Master Program.

The owner of the property is Granite Holdings, LLC. Mr. Robert Ruby is the representative of the LLC. Granite Holdings, LLC also owns two additional parcels adjacent to P39361 and is pursuing a residential land subdivision of the three properties. The rezone would allow the area currently zoned Mixed Commercial to be developed into residential housing per zoning code regulations in the same manner that Granite Holdings, LLC intends to develop the rest of their adjacent property.

When considering the development potential of the area, one must consider the critical areas and transmission easements mentioned previously. Per Chapter 17.65 SWMC, Type 3 fish-bearing creeks require a 110' fish and wildlife habitat conservation area buffer on each side of the stream's ordinary high water mark. Chapter 17.65 SWMC allows for the buffer to be reduced to not less than 55' if mitigation is performed in the creek riparian area, so future development may use the standard 110' buffer or the alternate 55' buffer.

The critical area buffer requirements are relevant because land in a critical area or critical area buffer do not count towards the total land area when calculating the allowed residential density for a planned residential development (PRD) on a property. To show how creek buffers may affect the area proposed to be rezoned, Figure 3 shows an aerial image of the area and includes the approximate 110' buffer as well as the possible alternate 55' buffer.

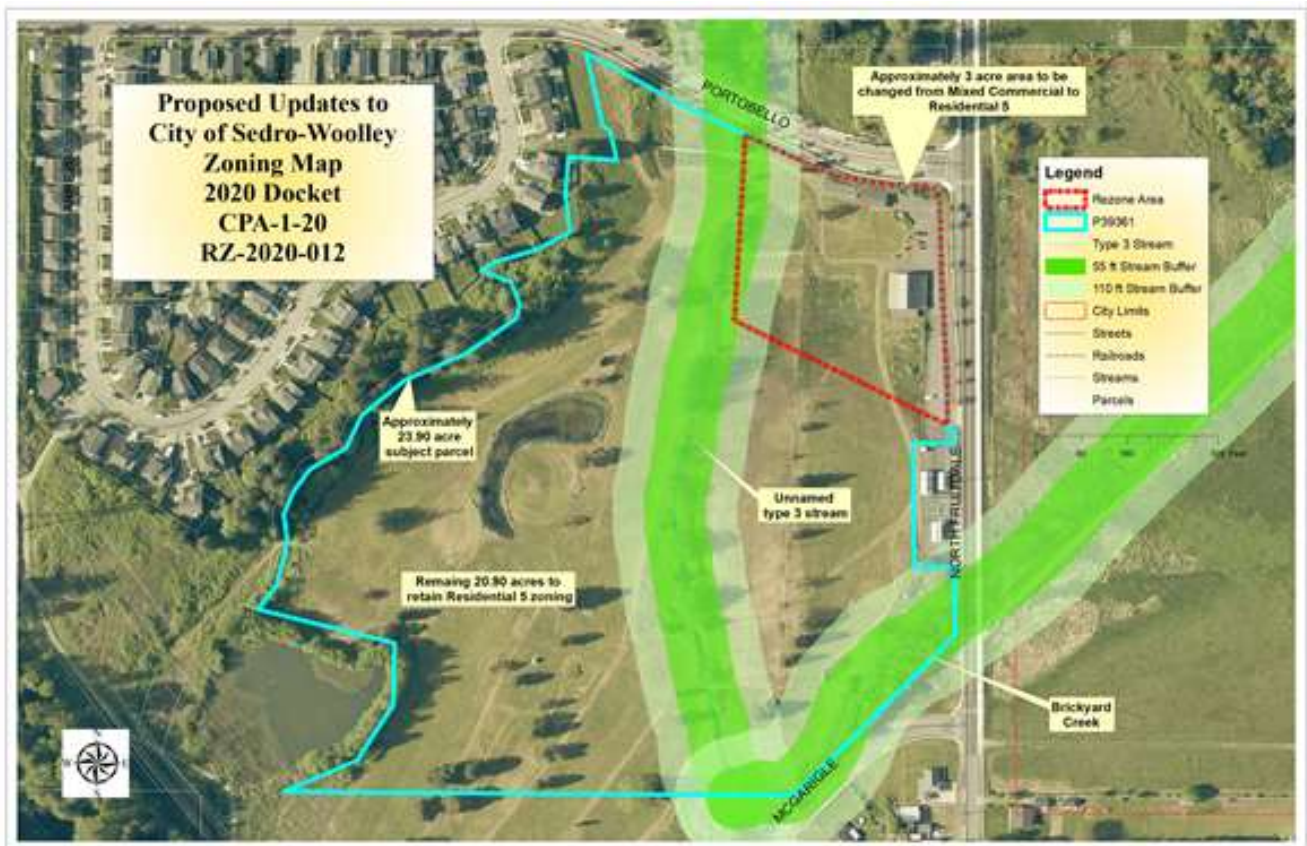


Figure 3 – Ruby rezone request showing 110' and alternate 55' buffer from creeks

The entire area that is proposed to be rezoned is estimated to be just shy of 3 acres. It is difficult to determine the precise maximum number of residential units that may be located on the property once it is rezoned. It is reasonable to estimate that roughly 2 to 2.8 acres are available after subtracting the critical areas. When calculating density for a PRD in the R-5 zone, 5 units per acre are allowed. Thus, this area might be allowed 10 to 14 units as a stand-alone PRD. If it were combined with the surrounding land as part of a subdivision, more units than that may be possible on this 3 acre area; however the 3-acre area would only contribute 10-14 units towards the allowed density of the PRD.

Public comments on this proposal are important. As of September 11, 2020, five public comments were received on this proposal. Those comments are included in Attachment 2. One new comment – a second letter from the Williams’ – was received during the second public comment period. Some of the comments were about the amount of water that is known to collect on the site during wet weather. The area is known to be wet and/or ponded with water during the wet months. It is useful to understand the site conditions when reviewing its potential zoning (and thus its potential future uses). It is also important to keep in mind that the seasonal flooding issues associated with this land will have an effect on the land whether it remains Mixed Commercial or if it is rezoned as Residential 5. Any development of the land will be required to address the flooding.

Other public comments were about the previous state of the land prior to the development of the golf course. Staff retrieved as much information about the past development on the property as possible. Below is a brief account of the property’s history.

The Gateway Golf Course was developed in 1972 by Al Fredlund, before the area was annexed. The City annexed the property – via Sedro-Woolley Ordinance #857 – in 1977. The golf course was permitted by a conditional use permit issued by Skagit County Board of Adjustments in 1971 (Attachment 1). That CUP had only one condition: “Detail parking and access plans be approved by County Engineer in County Planning Department prior to operation.” Staff has reviewed the background information for that CUP permit application. There is no additional information in the background application materials that is not summarized and included in the CUP Approval.

Figure 4 is an aerial photo from 1969 of the area, just a couple years before the golf course was built. The existing barn (red arrow) is visible in the top right portion of the image. The area requested to be rezoned is south of the Portobello (“Portobello” is written on the map, but the road is not built yet in this photo), southward to the gas transmission pump station (green arrow) that is visible on the west side of Fruitdale Road. The rezone area appeared to be a farm pasture in 1969.

Figure 5 is an aerial photo taken in 1937. This photo also shows the area to be pasture; the barn is again visible in the 1937 photo. The 1937 photo is low-resolution, so it is not easy to see much detail on the ground. It does appear to be cleared for pasture use.

ATTACHMENTS

Attachment 1 – Board of Adjustments Approval of Gateway Gold Course

Attachment 2 – public comments received for Ruby Rezone – RZ-2020-012

Staff recommendation File# RZ-2020-012:

The Planning Department recommends that the PC consider public comments carefully.

Make a motion that the City Council either approve or deny Rezone Request RZ-2020-012, a requested amendment to the Comprehensive Plan and Zoning Map to change the zoning designation of the approximately 3-acre portion of Assessor’s Parcel P39361 from the Mixed Commercial designation to the Residential 5 zoning designation.

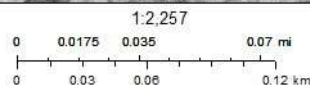
Gateway Golf Course Location 1969



August 12, 2020

Legend

- ☐ County Boundary
- City Names
- Road Labels
- Hydro Labels
- Regional Labels



Data Accuracy Warning: All GIS data was created from available public records and existing map sources. Map features have been adjusted to achieve a best-fit registration. While great care was taken in this process, maps from different sources rarely agree as to the precise location of geographic features. Map discrepancies can be as great as 300 feet.

Copyright 2016


Figure 4 – 1969 Aerial photo of area – before golf course

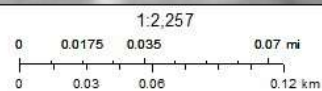
Gateway Golf Course Location 1937



August 12, 2020

Legend

-  County Boundary
- City Names
- Road Labels
- Hydro Labels
- Regional Labels



Data Accuracy Warning: All GIS data was created from available public records and existing map sources. Map features have been adjusted to achieve a best-fit registration. While great care was taken in this process, maps from different sources rarely agree as to the precise location of geographic features. Map discrepancies can be as great as 300 feet.

Copyright 2016

Figure 5 – 1937 Aerial photo of area – before golf course

Attachment 1

To September 15, 2020 PC Memo

Board of Adjustments Approval of Gateway Golf Course

SKAGIT COUNTY BOARD OF ADJUSTMENT
WRITTEN ORDER # 43

LUELLA HENRY
SKAGIT COUNTY AUDITOR

'82 JAN 20 P3:23

CONDITIONAL USE

RECORDED _____ FILED _____
REQUEST OF _____

ALBERT FREDLUND

Planning Dept

8201200043

This matter having come before the Skagit County Board of Adjustment under application filed with the Skagit County Planning Department on June 10, 1971 on behalf of Albert Fredlund requesting that a conditional use permit be granted to allow construction of a 9-hole golf course on the following described property:

The SE 1/4 of NW 1/4 north of abandoned railroad, and SE 1/4 of the NW 1/4 south and east of abandoned railroad, SW 1/4 of SE 1/4 north and West of the County Road, all in Section 18, Township 35 N, Range 5 E., W.M.

and, notice having been given to all property owners of record within 300 feet of said property, and

All matters in the file having been considered together with the testimony and exhibits in open hearing on August 12, 1971 and made a part of the record in this matter;

The Board makes the following findings of fact:

FINDINGS OF FACT

1. August 12, 1971 was fixed as the date of the public hearing on said application. All property owners of record within 300 feet of said property were given proper notice and Notice of Hearing was posted on said property;

8201200043

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2. The Board of Adjustment held a public hearing on August 12, 1971;
3. All interested parties present at the hearing were heard and all testimony and matters pertaining to the application were heard and considered;
4. Four of Five Board of Adjustment members were present at the hearing constituting a legal quorum. The Board, upon motion duly made and seconded, voted to approve the request;
5. Proposed use is located in a residential zoned area and is compatible with the adjacent property;
6. The County is need of golf courses;
7. The proposed site is adequate in size and topography for a golf course;
8. The Board of Adjustment having duly considered the matter finds the conditional use request would not adversely affect the public interest and would not be adverse to the Public Health, Safety and General Welfare;
9. The Board approves the request with the following conditions:
 - A. Detail parking and access plans be approved by County Engineer and County Planning Department prior to operation.

Date of Action: August 12, 1971


PETE OLSEN, VICE CHAIRMAN
SKAGIT COUNTY BOARD OF ADJUSTMENT

Copies transmitted to applicant
on 10-5-71

8201200043

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Attachment 2

To September 15, 2020 PC Memo

Public comments received for Ruby Rezone – RZ-2020-012

Mrs. Weir,

Good evening! I received a copy of the Development Application for the golf course at Fruitdale and Portobello. Unfortunately, I will be working on CoVid response the date of the public hearing. I would like to request a record of the meeting, if possible, for the Sauk Mountain View Estates North HOA, and would specifically like to know if these properties will be required to be a part of (one of) the existing HOA's, or if they will become a separate one of their own.

If there is anything I can do to be of assistance, please let me know.

Thank you,
Doug Hartfield, HOA President
Sauk Mountain View Estates North HOA.

RE: rezone request #2020-012, ruby

I am writing to request to be included as a party of public records and ask to be kept informed on this rezone request from Mr. Ruby the following are my questions ,comments, concerns and objections to this plan: is the purpose of rezone for housing development? if so ,how can residents be built in a sub flood control zone ? where would the water go that fills that land with water ? as i read the map that land area is under water at least 9 months out of the year, we spend a great deal of time there and have lived next to this golf course for 46 years. the golf course during heavy rain and flood fills brickyard creek until rather than spilling over mcgarigle & fruitdale rd. it flows into the golf course. Many times almost the entire golf course is heavily flooded and the creek comes near to threaten our neighborhoods. The major floods of 1975 & 1990 did bring water into our area. Problems have already existed with brickyard creek from improper drain-off of Portabello Dr. and Sauk Mtn.view estates. Inadequate storm water drain system has failed to protect creek from storm water run-off and flooding .Prior to Sauk Mtn. housing development Independance Lane had never had flood waters into residents homes, since development they have twice suffered flood waters in their homes. This property is a frequently flooded area . The more houses the greater the risk, so who is responsible for liability if their actions cause flooding of our homes ?The more concrete, the more water. Sub flood control zones are there to prevent this and the planning commission should have a responsibility to protect our property from risks / damages. Who is responsible for protecting our properties /neighborhoods from flash flooding and excessive amounts of water that collect in this area due to development ? Where the water goes is vital to the protection of our property. We have already on many occasions ,notified the city of serious potential of this threat. We are not convinced or trust that this proposal will not have a significant impact on our living environment. Safety concerns of development

on and around the gas lines compromising integrity of pipelines, creating risk of potential pipeline anomalies due to heavy equipment etc. used in land development. Though the risk may not be great ,pipelines do have accidents. We ask for you to consider our objection to this re-zone proposal and deny the request to change re-zone to R-5 ,# 2020-012. Would also like to say to you how very disappointed we are about the very little amount of time you gave notice of this proposal to us. We could list many other concerns we have about development of the golf course property. Wild life habitat, wetlands, creeks and streams. concern that all requirements of setbacks on golf course property will be met. Thank you for consideration of our strong objections to this proposal or any development of the golf course property until the city can assure us that it would not create serious risk to our property. Tell us exactly how you can manage the water that fills the golf course with feet of water at times and where will that water go.

Sincerely , Les , Susie Williams, July 19,2020

Fruitdale golf course land use project

Hello, I have watched the golf course flood several times a year for many years. I'm concerned and would be interested to hear where the flood waters will go. It also floods across the street. That land elevation is higher than the golf course. I will be on the zoom call to night.

Thank you for the opportunity to contribute.

Respectfully,

Terri Judd

Sedro-Woolley Planning Commission,

#RZ-2020-012

We live at 1275 Arrezo Dr., above the golf course. From our house, we watch the water rise and fall. Every year without fail large areas flood. On especially wet months, approximately 70% of the property is under water.

No amount of mitigation will be sufficient to allow houses to be safely built there, especially without causing major flooding problems for adjoining properties.

We oppose any development of that property outside of its current use as a golf course (or substantially similar open land use).

Specific to the 3 acre re-zone, its current use (the clubhouse, parking lot, and storage building) seems to fit better with "Mixed Commercial" than "Residential 5". The only purpose of a re-zone is to allow residential house development of the entire property. Though conceivably a small number of houses could be built on that one corner that floods less, it does not make sense for residential development. And since it mainly paves the way for a broader development, we oppose the re-zone.

Matt and Lisa Howry

To our City officials :

Please submit my letter as a matter of public record regarding the rezone request of Mr. Ruby.

I have many questions and concerns with this proposed rezone of the property and site for the request . First, I find it very discerning that our planning commission and city council would make a ruling on this request at a time when we are not allowed to have in-person public comment periods. Also I have been under the impression that we were to be given 30 day notice rather than the 7- 14 days we have received.

Because they will have a larger impact of water issues due to this request, has the city notified the residents of Independence Lane of this request ? They have already dealt with flooding issues from the first developments on the Golf course and some of them may be new to neighborhood and not know of previous flooding of their homes. The potential for more flooding with this request is real.

As I understand ,there is going to be an 80 unit 55+ development on the vacant land between golf course property and Independence Lane ? Does the city know how many times this land has been filled with water ? At least 2 times that I know of ,I have videos of this and the flooding of Independence Lane. Are we really going to place senior citizens in homes in this area and develop the proposed golf course property?

Will the city request a wetland study ? The site is under water almost year round, if land across Fruitdale Rd. is designated wetlands then surely this site should be ,it has more standing water year round than that land has .In fact this site is the wettest area year round on the entire golf course. Does this poorly drained soil meet hydric soil criteria ? This property may contain wetland that requires protection under the CCAO. A qualified wetland specialist should visit this site to determine the presence ,type ,extent and boundaries of any wetlands.

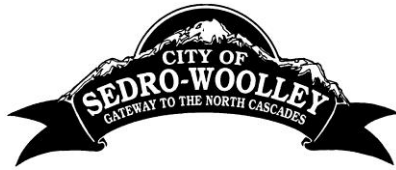
Easements / Setbacks ?

The property on the golf course is a sub-flood control zone , I have copies of deeds, warranty deeds, easements of the Dike Drainage District #14 of Skagit County and the W.E.R.A. that designates this land as part of the drainage system that binds the lands of the said right of way to them forever. Warranty deed states that no buildings will be constructed on this property with out prior approval of proper Skagit County authorities. Document from Skagit County Planning and Development Services states that building is never allowed in an easement. I have submitted these documents to the city before ,so you should have them all in your records, with maps. Why is the city able to make any rezoning rulings on this land for development of property ? Why would the city planning commission or our city council be allowed to grant the right to build property on this land ? Shouldn't this be a decision of the Dike District and the W.E.R.A. ? Am I not understanding the scope of these warranty deeds ?

I ask that you carefully consider our concerns as they relate to a potential risk to our property rights, protections, the rights of all who live beside and around this property. I feel for Mr. Ruby's predicament, however he must have known all this when he purchased said property along with all of the other setbacks that zigzag all across this land . Thank you for your time and efforts on our behalf.

Please honor my request for notification of any proposed changes to the rezoning or changes to the landscape of this property.

Les and Susie Williams
9/10/2020



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MEMO:

To: Sedro-Woolley Planning Commission

From: Katherine Weir
Assistant Planner

Date: September 15, 2020

Subject: Review of parking regulations for new construction in the Central Business District
(Continued)

ISSUE

The City Council requested that the Planning Commission review the potential impacts of the regulations in Chapters 17.24 and 17.36 on parking in the Central Business District (CBD).

PROJECT DESCRIPTION/HISTORY

SWMC 17.24.050(B)1, which is specific to parking in the CBD, exempts the developer of new buildings in the CBD from needing to provide any parking for the residential dwellings in association with a commercial or retail use. This section is intended as an incentive for developers to build new commercial space in the CBD by allowing the associated residential uses to be built without on-site parking. On-site parking can be expensive to build and it takes up a lot of real-estate that may otherwise be used for commercial or residential space. By allowing residential development without parking, the developer should be able to afford to construct the commercial space which is important to the ongoing survival of the downtown business area. The full Parking rules for the CBD are in SWMC 17.24.050:

17.24.050 Parking.

A. Intent. To encourage the creation of a downtown parking district administered by the city. It would be authorized to collect in-lieu parking fees from new residential uses downtown and use that revenue, with any other revenue it generates, to manage a downtown parking district. The district may construct and maintain downtown parking for motor vehicles and bikes, lease parking, or otherwise monitor the provision of adequate parking and/or promotion of alternatives to driving.

B. The goal of the central business district is to create a pedestrian-friendly environment and to encourage commerce. Parking requirements in the downtown shall be as follows:

1. *There shall be no off-street parking requirement for residential dwellings in association with a commercial or retail use in the central business district. New commercial or retail development may propose a shared parking arrangement to the planning director for review and approval. (emphasis added)*

2. Parking for residential buildings that do not include commercial uses per Section [17.24.010](#)(A)(3) shall be accessed from the alley when an alley exists. The number of

spaces required for residential buildings that do not include commercial uses shall be as follows:

Studio	1 space
1 bedroom	2 spaces
2 bedrooms	2 spaces
3 bedrooms	3 spaces
4 or more bedrooms	4 spaces
Visitor/overflow spaces	1 additional space per 8 units

Rooms indicated on building plans as “office,” “extra room,” “play room” or other rooms that may reasonably be considered for use as a bedroom may be counted as bedrooms for parking purposes by the planning director.

3. There shall be a minimum off-street parking apron of twenty-five feet in length directly in front of all garage doors for residential buildings that do not include commercial uses per Section [17.24.010](#)(A)(3).

There is one more section of the municipal code that addresses parking in the downtown: SWMC 17.36.020(B). This section allows for new retail and restaurants in a specific portion of the CBD (**Attachment 2**) to use the existing city parking lots instead of developing new parking spaces on-site:

“New retail businesses and restaurants located in the area bounded on the north and west by the railroad rights-of-way, on the south by the alley in between State and Warner Streets, and on the east by Puget Avenue/4th Avenue may use the city-owned parking lots to accommodate the parking requirements in this chapter and in Chapter 17.24 SWMC. This area is substantially developed on zero setbacks from the right-of-way, making it impractical to provide on-site parking to satisfy the purpose and intent of this chapter.”

This section is intended to allow new retail and restaurant businesses to locate in old buildings without having to provide parking when a building does not have a parking lot. Most existing buildings in the core of the CBD do not have their own off-street parking; this code was put in place to encourage new retail and restaurants.

SWMC 17.36.020(B) can also be applied to new buildings. Together with the lack of a requirement for residential parking in SWMC 17.24.050(B)1 and the allowance for no parking in certain commercial uses as described in SWMC 17.36.020(B), a situation could arise where no parking is provided for a new project (for example, if the first floor is entirely retail and the top floors are all residential). However, if a new building is built downtown that is outside the boundary described in SWMC 17.36.020(B) and only has new retail or restaurant space, it would be required to provide the usual parking required for the commercial space per SWMC 17.36.030. SWMC 17.36.030 specifies the number of parking spaces per square foot of commercial space, based on the size of the commercial space and proposed use.

There is concern that if developers build new mixed-use buildings in the CBD under the current code, the lack of parking requirements combined with the minimal restrictions for number of units allowed for the residential uses would have a negative impact on the available parking in the CBD. The PC reviewed the parking requirements at their February 18, June 16, 2020 and August 18

meetings and proposed code amendments to address these concerns. Based on an analysis conducted on request from the PC, planning staff found that the original proposed code amendments had a disproportionate impact on smaller lots in the CBD. Based on these findings, staff had recommended further amendments to the proposed code.

The original proposed code changes included amendments to SWMC 17.24.050 and SWMC 17.36.020. The amendments to SWMC 17.24.050 addressed the potential parking impacts of residential uses and set a lower parking requirement for residential uses that are associated with a commercial use than those independent of a commercial use. The amendments to SWMC 17.36.020 addressed new commercial and residential uses by specifying that new retail businesses and restaurants located in an existing building within the designated area (see map in **Attachment 2**) may use the city-owned parking spaces to accommodate the parking requirements. The amendments stated that new buildings that contain commercial space will be required to provide parking per the commercial parking requirements in Ch. 17.36 SWMC.

As requested by the PC at the June 16, 2020 meeting, planning staff prepared scenarios with illustrations based on existing lots in the CBD with the proposed code applied. The illustrations showed how the first draft proposed code amendments will affect potential development in the CBD. Planning staff analyzed four theoretical lots based on existing lots. Two of those lots were assumed to be within the boundary described in SWMC 17.36.020 and two lots outside that boundary. Based on the findings of those analyses and illustrations, staff proposed further revisions to the municipal code, suggesting a three-tiered system. Please see the August 18, 2020 staff report for more background information on this topic. At the August 18, 2020 meeting, the PC requested some minor changes to the second draft of the code. The PC requested that the three-tiered system be less complicated, and that the tiers be classified by number of units rather than units per lot to allow for more creativity and flexibility. The updated draft of proposed code can be seen as **Attachment 1**. As usual, underlined text is new and ~~stricken-through text~~ is proposed to be removed.

The parking requirements are specified for the CBD (*outside* the “blue line”) in the table in SWMC 17.24.050(B)1 and the parking requirements for *inside* the “blue line” in the table in SWMC 17.24.050(B)2. The intent of the three-tiered system is to prevent large developments from having a negative impact on the downtown parking while still allowing flexible development possibilities for smaller lots in the CBD.

Tier one is for small developments that can’t accommodate parking because the downtown area is not designed for buildings with parking lots. Tier one requires no off-street parking for commercial/retail or residential associated with commercial/retail use within the boundary described in SWMC 17.36.020(B) and no parking for residential uses associated with a commercial use outside of the boundary.

Tier two is for medium developments that can accommodate some parking. As demonstrated by the illustrations from the PC staff report, mid-size developments need to provide some off-street parking for residential uses associated with a commercial use to prevent parking problems in the rest of the CBD. Tier two will have a reduced parking requirement. Tier two requires reduced off-street parking for residential units associated with commercial use within *and* outside of the boundary described in 17.36.020, no off-street parking for commercial/retail within the boundary (for existing buildings) and standard parking required for commercial/retail use located outside of boundary. Stand-alone residential will be subject to standard parking requirements.

Tier three is for large developments that can accommodate most if not all of the parking that a typical new development would be required to provide, however it is the CBD, so there should be a

reduced parking requirement since it walkable and not a car-oriented area. Goods and services and public transportation are available, so a reduction in parking is recommended. However, due to the size, it clearly needs to provide a significant amount of parking to reduce the impacts on the downtown. Tier three requires Standard off street-parking for commercial/retail within *and* outside of the boundary described in 17.36.020 and reduced off-street parking for residential uses associated with commercial/retail located within *and* outside of boundary.

ATTACHMENTS

Attachment 1 – Proposed amendments to 17.24.050 SWMC and 17.36.20 SWMC

Attachment 2 – Map of area over which SWMC 17.36.020(B) applies

RECOMMENDATIONS

Review the proposed amendments to Chapters 17.24 and 17.36 SWMC, propose further amendments as necessary.

Attachment 1
Proposed amendments to 17.24.050 SWMC
and 17.36.20 SWMC

17.24.050 SWMC - Parking.

A. Intent. To encourage the creation of a downtown parking district administered by the city. It would be authorized to collect in-lieu parking fees from new residential uses downtown and use that revenue, with any other revenue it generates, to manage a downtown parking district. The district may construct and maintain downtown parking for motor vehicles and bikes, lease parking, or otherwise monitor the provision of adequate parking and/or promotion of alternatives to driving.

B. The goal of the central business district is to create a pedestrian-friendly environment and to encourage commerce. Parking requirements in the downtown shall be as follows:

1. ~~There shall be no off-street parking requirement for residential dwellings in association with a commercial or retail use in the central business district. New commercial or retail development may propose a shared parking arrangement to the planning director for review and approval. Except for new construction as described in 17.24.050(B)2, parking for new buildings in the Central Business District shall be provided as follows:~~

<u>Tier 1</u>	<u>New buildings with no more than 4,000 square feet of retail/commercial space and up to 10 residential units associated with a commercial use.</u>	<u>Residential units associated with commercial/retail use: no off-street parking required.</u> <u>Commercial uses: standard off-street parking per Chapter 17.36.</u> <u>Public uses: no off-street parking required.</u>
<u>Tier 2</u>	<u>New buildings with 4,000 to 8,000 square feet of commercial/retail use and up to 30 residential units associated with a commercial use.</u>	<u>Residential units associated with commercial/retail use: reduced off-street parking.</u> <u>Commercial uses: standard off-street parking per Chapter 17.36.</u> <u>Public uses: no off-street parking required.</u>
<u>Tier 3</u>	<u>New buildings with over 8,000 square feet of commercial/retail space and over 30 residential units associated with a commercial/retail use.</u>	<u>Residential units associated with commercial/retail use: reduced off-street parking.</u> <u>Commercial uses: standard off-street parking per Chapter 17.36.</u> <u>Public uses: no off-street parking required.</u>

2. Parking for new buildings located within the area bounded on the north and west by the railroad rights-of-way, on the south by the alley in between State and Warner Streets, and on the east by Puget Avenue/4th Avenue shall be provided as follows:

<u>Tier 1</u>	<u>New buildings with no more than 4,000 square feet of retail/commercial space and up to 10 residential units associated with a commercial use.</u>	<u>Residential units associated with commercial/retail use: no off-street parking required.</u> <u>Retail and restaurant uses: no off-street parking required.</u> <u>Public uses: no off-street parking required.</u> <u>All uses not described: standard off-street parking per Chapter 17.36</u>
<u>Tier 2</u>	<u>New buildings with 4,000 to 8,000 square feet of commercial/retail use and up to 30 residential units associated with a commercial use.</u>	<u>Residential units associated with commercial/retail use: reduced off-street parking.</u> <u>Retail and restaurant uses: no off-street parking required.</u> <u>Public uses: no off-street parking required.</u> <u>All uses not described: standard off-street parking per Chapter 17.36</u>
<u>Tier 3</u>	<u>New buildings with over 8,000 square feet of commercial/retail space and over 30 residential units associated with a commercial/retail use.</u>	<u>Residential units associated with commercial/retail use: reduced off-street parking.</u> <u>Retail and restaurant uses: no off-street parking required.</u> <u>Public uses: no off-street parking required.</u> <u>All uses not described: standard off-street parking per Chapter 17.36</u>

3. Reduced residential parking standards referenced in 17.24.050(B)1-2 are as follows:

<u>Studio</u>	<u>1 space</u>
<u>1 bedroom</u>	<u>1 spaces</u>
<u>2 bedrooms</u>	<u>1.5 spaces</u>
<u>3 or more bedrooms</u>	<u>1 space per bedroom up to 2 bedrooms, 0.5 space per additional bedroom over 2 bedrooms</u>
<u>Visitor/overflow spaces</u>	<u>1 additional space per 10 units</u>

Rooms indicated on building plans as “office,” “extra room,” “play room” or other rooms that may reasonably be considered for use as a bedroom may be counted as bedrooms for parking purposes by the planning director.

4. New commercial or retail development may propose a shared parking arrangement to the planning director for review and approval.

52. Parking for residential buildings that do not include commercial uses, as allowed per Section 17.24.010(A)(3), shall be accessed from the alley when an alley exists. The number of spaces required for residential buildings that do not include commercial uses shall be as follows:

Studio	1 space
1 bedroom	2 spaces
2 bedrooms	2 spaces
3 bedrooms	3 spaces
4 or more bedrooms	4 spaces
Visitor/overflow spaces	1 additional space per 8 units

Rooms indicated on building plans as “office,” “extra room,” “play room” or other rooms that may reasonably be considered for use as a bedroom may be counted as bedrooms for parking purposes by the planning director.

63. There shall be a minimum off-street parking apron of twenty-five feet in length directly in front of all garage doors for residential buildings that do not include commercial uses per Section [17.24.010\(A\)\(3\)](#).

17.36.020 SWMC - Location—Restrictions.

A. Off-street parking spaces required shall be located off the public right-of-way in an area with appropriate zoning, and within five hundred feet walking distance of a public entrance to the building served. Parking spaces may be located within the required setback areas except that they shall not be located within any required vision clearance triangle.

B. “New retail businesses and restaurants and the first 4,000 square feet of all other commercial located in an existing building within the area bounded on the north and west by the railroad rights-of-way, on the south by the alley in between State and Warner Streets, and on the east by Puget Avenue/4th Avenue may use the city-owned parking lots to accommodate the parking requirements in this chapter and in Chapter 17.24 SWMC. This area is substantially developed on zero setbacks from the right-of-way, making it impractical to provide on-site parking to satisfy the purpose and intent of this chapter. New buildings that contain commercial space or residential space associated with commercial space shall provide parking in accordance with the tiered parking requirements described in 17.24.050 SWMC and this chapter.”

Attachment 2
Map over which 17.36.020(B) applies

