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MEMO:

To: Sedro-Woolley Planning Commission

From: Katherine Weir
Assistant Planner

Date: October 20, 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

The PC reviewed the parking requirements at their February 18, June 16, 2020, August 18 and September 15 meetings and proposed code amendments to address the City Council concerns.

Based on the findings of the August 18, 2020 staff report, Planning staff recommended a three-tiered approach to address downtown parking requirements without having a disproportionate impact on smaller lots. At the September 15 meeting, the PC requested minor amendments to the draft code and more time to consider the proposed code amendments. 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” shown in **Attachment 2**) 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. Stand-alone residential, where allowed, will be subject to standard parking requirements.

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. Commercial uses outside the blue boundary will be required to provide parking per the requirements in 17.36 SWMC.

Tier two is for medium developments that can accommodate some parking. As demonstrated by the illustrations from the August 18 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 a commercial use within *and* outside of the boundary described in 17.36.020, no off-street parking for restaurant/retail within the boundary (for existing buildings) and standard parking required for commercial/retail use located outside of boundary.

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.

The proposed amendments are included in **Attachment 1**. Below is the background information on the proposal that was included in previous PC memo:

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 either outside the boundary described in SWMC 17.36.020(B) or is within the boundary but is not a retail or restaurant use, 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.

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. Commercial uses: standard off-street parking per Chapter 17.36. 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. Commercial uses: standard off-street parking per Chapter 17.36. 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. Commercial uses: standard off-street parking per Chapter 17.36. 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\(A\)\(3\)](#).

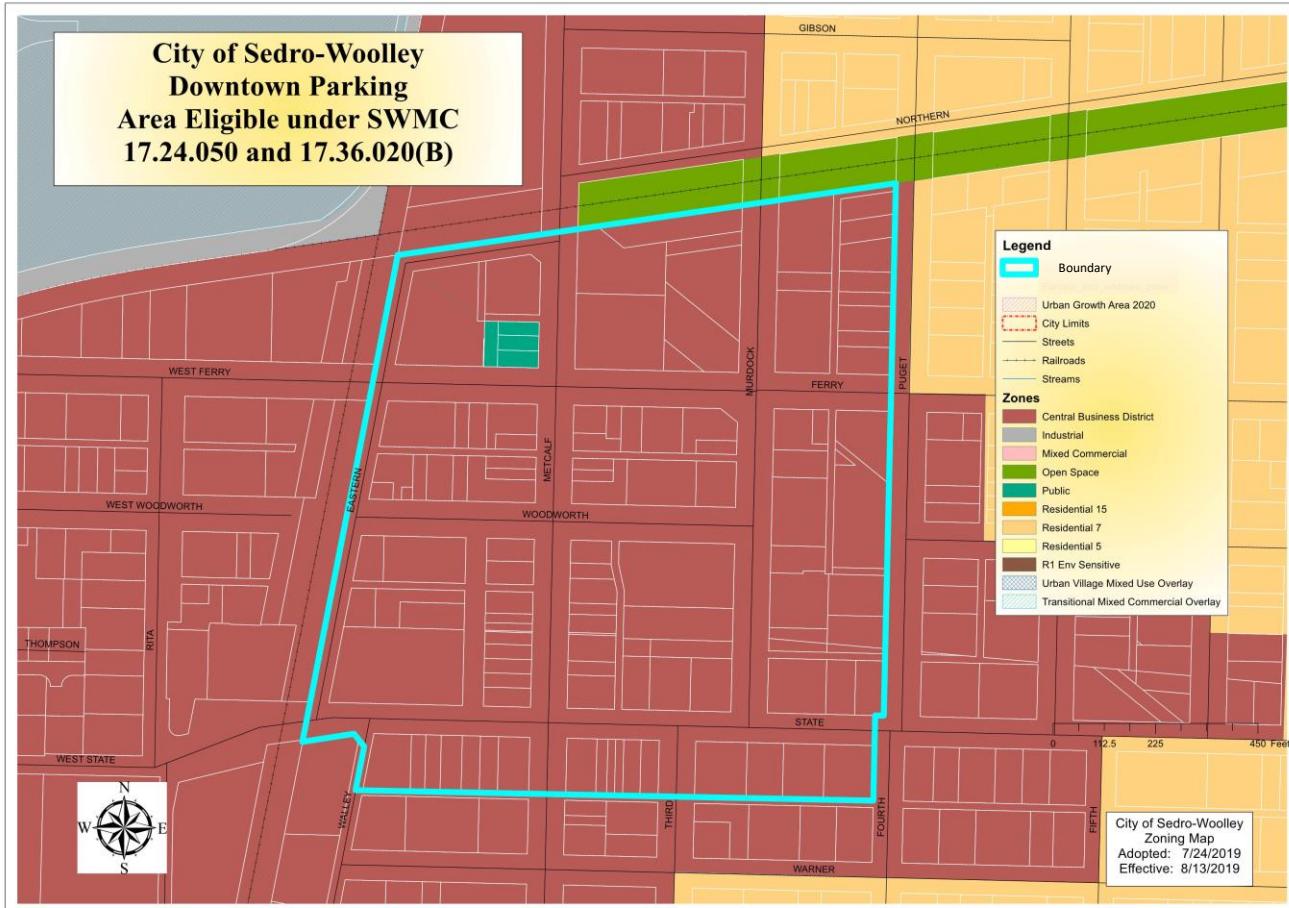
17.36.020 SWMC - Location—Restrictions.

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 uses 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 SWMC 17.24.050 and 17.36.020(B) applies





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MEMO:

To: Sedro-Woolley Planning Commission

From: John Coleman, AICP
Planning Director

Date: October 20, 2020

Subject: CPA-3-20 – Zoning Map and Comprehensive Plan Map Amendment – City-owned land

ISSUE

At its September 23, 2020 meeting, the City Council made a motion to place the rezone of city-owned property at 205 North Reed Street on the 2020 Comprehensive Plan Docket. The request is to change the zoning of the approximately 2.67 acre property from Residential 7 to Public. The Planning Commission will review the request and, after a public hearing, make a recommendation to the City Council.

BACKGROUND

This is the first review of the rezone request, the location of which is shown in Figure 1. Today's meeting is intended to be an introduction to the properties in the rezone. A public hearing for the rezone request is scheduled for November 17, 2020. The Planning Commission is not going to make any recommendations at this meeting.

The City Council has request to change zoning of two city-owned parcels from Residential 7 (R-7) to Public. The property is located at 205 North Reed Street, on the east side of the street. The two parcels (P126653 and P126654) owned by the city are vacant. The property is mostly mowed grass and there are no developed amenities or parking areas. There is a stormwater ditch across the north property line; that ditch is an important component of the local stormwater conveyance system. There is a small (4,424 sqft) category IV wetland on the site; the wetland area is not mowed or otherwise maintained. A close up of the area on the zoning map is shown in Figure 2, an aerial photo is shown in Figure 3.

The property was purchased by the city in 2014. Future use of the land for a park has long been discussed. The Parks and Recreation Element of the Comprehensive Plan identifies the property as a potential community future park. From page 135:

205 N. Reed Street Property is approximately 2.6 acres of open space that was purchased for the purpose of improving stormwater drainage infrastructure that borders the north side of the property. The site has been studied as a potential location for a future developed park, but is currently maintained as open space.

Open Space parks are areas for passive recreation and have limited, if any amenities. Typical amenities are limited to trails, viewing areas and maybe a small parking area. Community parks

generally are larger than neighborhood parks and serve the needs of the greater Sedro-Woolley community. Picnic shelters, playgrounds, ball fields and restrooms are typical to these parks. Bingham Park, the City Ball Park (Metcalf Street) and Memorial Park are examples. Community parks are smaller than regional parks, serve areas beyond city limits and include amenities that attract users from the region and beyond such as a sports field complex suitable for large tournaments, camping, trails, playgrounds, restrooms and picnic shelters.

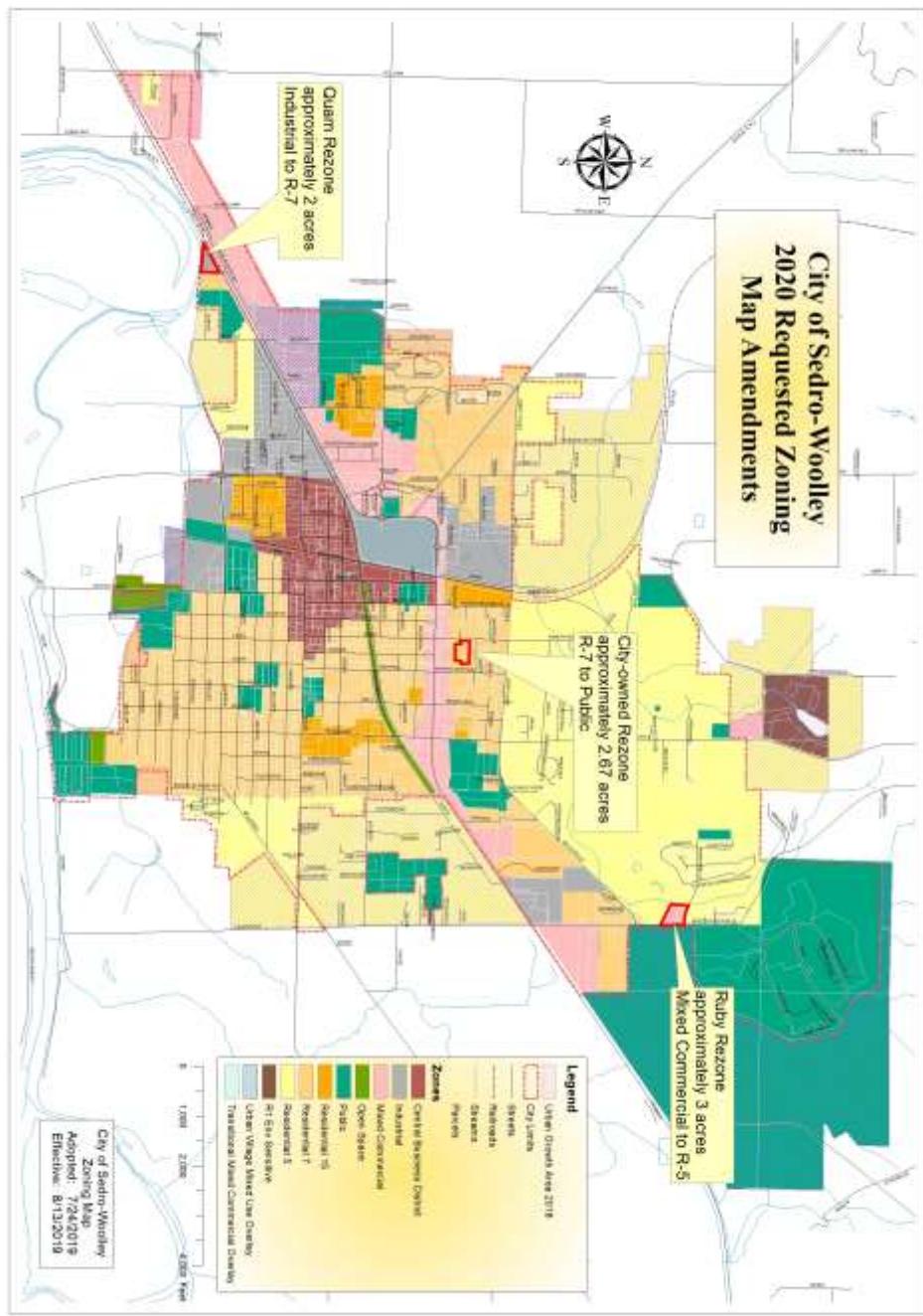




Figure 2 – City-owned rezone area – zoning detail



Figure 3 – City-owned rezone area – aerial photo

RECOMMENDATION

Get to know the property and learn more about the proposed rezone request. A public hearing will be held at the November 17, 2020 Planning Commission meeting.