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MEMO:

To: Sedro-Woolley Planning Commission

From: John Coleman, AICP
Planning Director

Date: June 16, 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

17.24.050(B)1 SWMC, 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, however the City Council is concerned about the parking impacts of a development that is not required to provide parking for residents.

Multifamily housing located above the first floor or at the rear of a commercial and/or retail occupancy is allowed in the CBD. There is no specific density limit on how many units may be built in a new building, as long as there is commercial on the first floor. The only limits on the number of units would be the height restriction of 60 feet and the need for commercial space on the lower floor. The potential for numerous units in a downtown development is not a concern to the Council, the lack of a parking requirement for residential units is a concern. The City council has asked the PC to review the parking issues that may arise with residential growth in the CBD. In particular, the impacts of SWMC 17.24.050(B)1.

At their February 18 meeting, the PC discussed adding an off-street parking requirement for residential dwellings in association with a commercial or retail use in the CBD. Please see the February 18, 2020 staff report for more background information on this topic. The PC discussed using something similar to parking requirements for the Urban Village Mixed Use (UVMU) Overlay. In the CBD there is more on-street parking, more stores within walking distance and more transportation options. Thus, it seemed appropriate to allow a slightly reduced amount of parking per unit than in the UVMU. Below are proposed new CBD parking requirements in SWMC 17.24.050; the modifications in 17.24.050(B)1 are based on the UVMU residential parking requirements. As usual, underlined text is new and ~~stricken through text~~ is proposed to be removed.

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. The number of off-street parking spaces required for residential dwellings in association with a commercial or retail use in the central business district shall be 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.

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\(A\)\(3\)](#).

The Off Street Parking and Loading requirements in Chapter 17.36 SWMC also addresses parking in the downtown; particularly SWMC 17.36.020(B). This section allows for new retail and restaurants in a specific portion of the CBD (see map in Attachment 2) to use the existing city parking lots instead of developing new parking spaces on-site.

This section is intended to allow new retail and restaurant businesses to locate in old (existing) 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.

However, as written, SWMC 17.36.020(B) can also be applied to new buildings. Staff recommends amending this section to apply to existing buildings only. Thus, any new commercial space built in in a new building in the CBD must provide parking for the commercial space. The revised text as recommended would read:

“New retail businesses and restaurants 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 shall provide commercial parking per the commercial parking requirements in this chapter.”

The Council has asked the Planning Commission to study the situation and make recommendations. Amendments to the parking regulations that affect the CBD are in Attachment 1.

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 and schedule a public hearing on the proposed changes.

17.24.050 SWMC - Parking.

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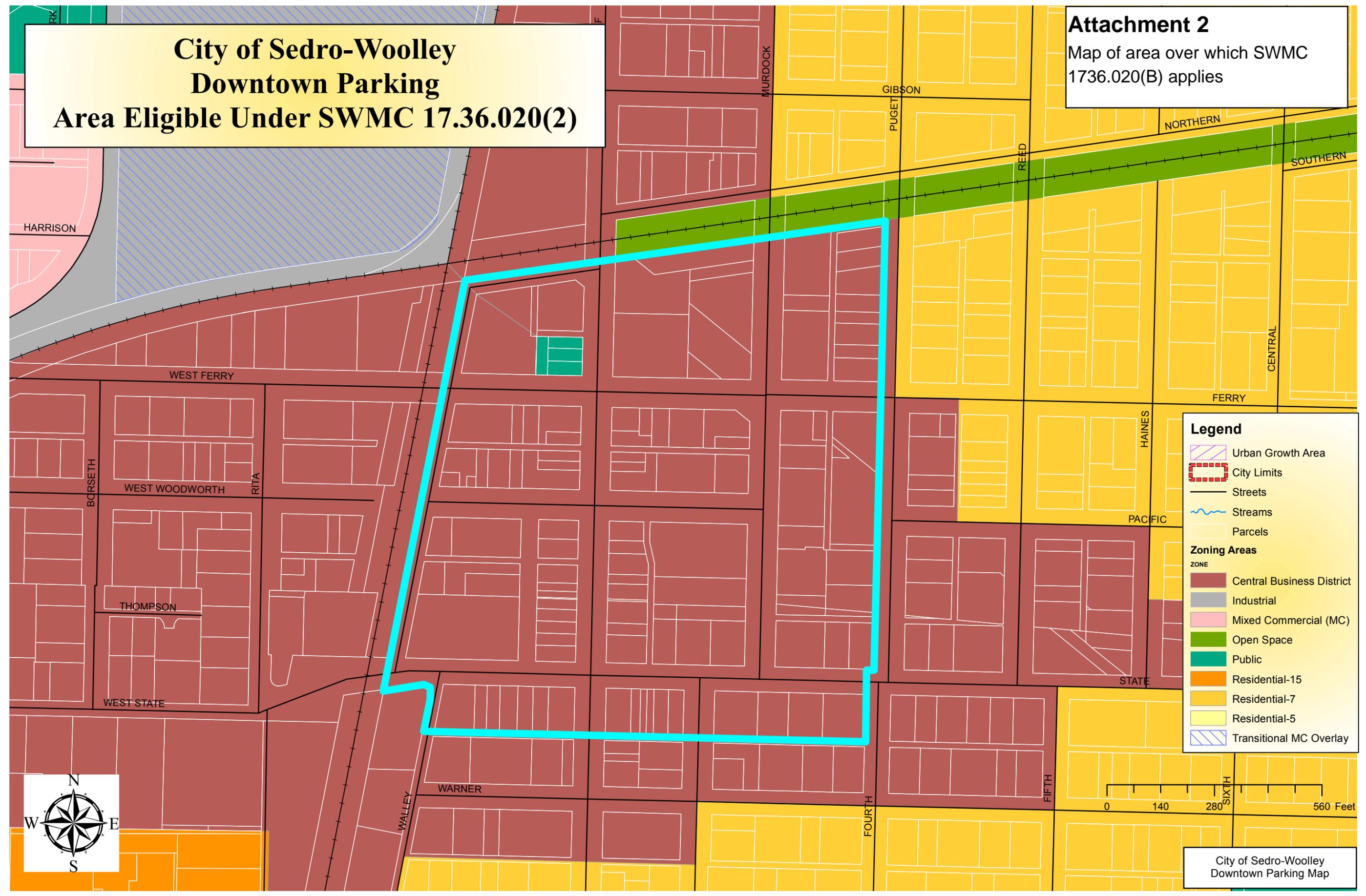
17.36.020 SWMC - Location—Restrictions.

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 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 shall provide commercial parking per the commercial parking requirements in this chapter.”

City of Sedro-Woolley Downtown Parking Area Eligible Under SWMC 17.36.020(2)

Attachment 2
Map of area over which SWMC
1736.020(B) applies



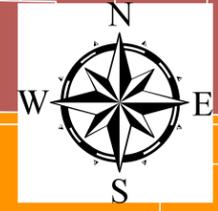
Legend

- Urban Growth Area
- City Limits
- Streets
- Streams
- Parcels

Zoning Areas

ZONE

- Central Business District
- Industrial
- Mixed Commercial (MC)
- Open Space
- Public
- Residential-15
- Residential-7
- Residential-5
- Transitional MC Overlay



City of Sedro-Woolley
Downtown Parking Map