



PLANNING COMMISSION
November 19, 2024
6:30 PM
Planning Commission

a. Call to Order

b. Pledge of Allegiance

c. Roll Call

d. Consent Agenda

1. Minutes from October 15, 2024 Planning Commission Meeting

e. General Public Comments

Please keep comments to three minutes or less. Because state law prohibits the use of city facilities for the purpose of supporting or opposing a campaign or ballot proposition, we respectfully request that public comment not make reference to such matters.

Written comments will be accepted by letter or via email at nmcgowan@sedro-woolley.gov Attn: 'Public Comment.' until 4:30pm the day before the meeting.

f. Public Hearing(s)

1. Proposed Amendments to Chapters 12.40 and 17.50 SWMC to Update Tree Standards

g. Unfinished Business

1. Proposed Amendments to Title 17 SWMC to Update Residential Parking Standards
2. Proposed Amendments to Chapter 2.90 and Title 17 SWMC to Add Regulations for Cottage Clusters

h. New Business

1. Planning Commission Tour of Recently Developed Accessory Dwelling Unit
5:30 PM, Bucko Estates, Sedro-Woolley, WA 98284
2. Notice to Commissioners - December 17, 2024 Comprehensive Plan Vision Statement Workshop

i. Adjournment

PLANNING COMMISSIONERS

Pat Huggins	Matthew Desvoigne	Danielle Freiburger
Joe Fattizzi	Jessica Jasper	Joe Franett
		Cassandra Sexson

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disability, or sex. The City of Sedro-Woolley doesn't exclude people or treat them differently because of race, color, national origin, limited English proficiency, age, disability, or sex.

The City of Sedro-Woolley also complies with applicable state laws and doesn't discriminate on the basis of creed, gender, gender expression or identity, sexual orientation, marital status, religion, honorably discharged veteran or military status, or the use of a trained dog guide or service animal by a person with a disability.

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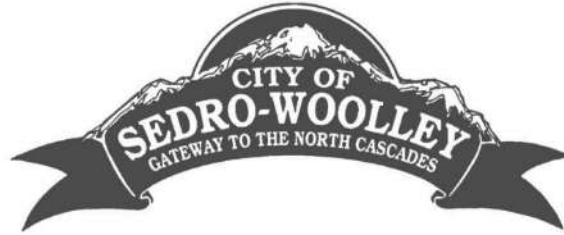
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Regular Meeting of the Planning Commission
October 15, 2024 - 6:30 PM

a. Call to Order

Planning Commissioner Chair, Joe Franett, called the meeting to order at (6:30PM).

b. Pledge of Allegiance

c. Roll Call

Present Commissioners:

- Commissioner Joe Franett
- Commissioner Pat Huggins
- Commissioner Jessica Jasper
- Commissioner Cassandra Sexson
- Commissioner Danielle Freiburger
- Commissioner Matthew Desvoigne

Absent Commissioners:

- Joe Fattizzi

Present Staff:

- Planner Nicole McGowan
- Assistant Planner Ashton Sandoval Oaks
- Community Development Director Tom Glover
- Permit Technician Nicole Pfluger

d. Consent Agenda

1. Minutes from September 17, 2024 Planning Commission Meeting
Minutes from the September 17, 2024 meeting were approved as written.

e. General Public Comments

Please keep comments to three minutes or less. Because State law prohibits the use of city facilities for the purpose of supporting or opposing a campaign or ballot proposition, we respectfully request that public comment not make reference to such matters.

Written comments will be accepted by letter or via email at nmcgowan@sedro-woolley.gov Attn: 'Public Comment.'

6:43PM Opened general public comments

- No participants online.
- No participants were in attendance.
- Staff did not receive any written comments.

6:43PM Closed general public comments.

f. Public Hearing(s)

None

g. Unfinished Business

1. Proposed Amendments to Chapters 12.40 and 17.50 SWMC to Update Tree Standards
Assistant Planner, Ashton Sandoval Oaks, covers minor revisions to Section 12.40.080 SWMC regarding nuisance trees.

- Brief mention of how the updates and minor changes gave clarification and addressed concerns from the previous meetings regarding nuisance tree abatement procedures.

Commissioner Cassandra Sexson motions to task staff with preparing for the public hearing next month.

Commissioner Pat Huggins seconds at 6:39pm

Passes 6-0

2. Proposed Amendments to Title 17 SWMC to Update Residential Parking Standards
Assistant Planner Ashton Sandoval Oaks presents a slide deck comparing the current to the proposed residential parking standards and amendments to Title 17 SWMC. The proposed amendment addresses the amount of off-street parking, visitor parking, and parking maximums for residential use.

- Commissioner Cassandra Sexson asks for clarification on the decimal points. Assistant Planner Ashton Sandoval Oaks explains that the goal there is to reduce the amount of extensive impervious surfaces but still provide adequate parking.
- Commissioner Matthew Desvoigne comments that the slide deck aids in the understanding of the decimal point system.

- Commissioners requested that SWMC 17.36.030(c) be rewritten to coincide with the proposed table better as the current language is conflicting.
- Commissioner Danielle Freiburger suggests revisiting the verbiage of group home parking regulations.
- Commissioner Pat Huggins expressed concerns about ADU parking and the exemption of visitor parking. Planner Nicole McGowan enlightens the group of ADU's having their own chapter, and suggests removing it from this table. Others also collaborate on potentially having a table including all housing types in one table, in one location.
- Parking space dimensions are discussed and it was proposed to add a dimensions table to reduce the point of contention. City team wants to codify the parking space dimensions in our code, consult with our engineer team and look at Ramsey and Sleeper architectural handbook to aid in drafting specific dimensions.
- Commissioner Joe Franett approaches the subject of loading zones and suggests future thought and discussions of potential options.

(Closed at 7:39PM)

3. Proposed Amendments to Chapter 2.90 and Title 17 SWMC to Add Regulations for Cottage Clusters

Planner, Nicole McGowan, shared the Anacortes Cottage Housing Regulations and suggested we review and use them as a guide to help simplify our own regulations.

- Commissioners share they were impressed, felt the simplified example was easier to understand and thought the pictures were helpful.
- Planner, Nicole McGowan, mentions that when attempting to incentivize affordable housing we don't want to go down the path of over-regulation.
- Commissioner Pat Huggins voiced concern over density, and that the city needs to have a mechanism for professionals to properly plan for density.
- Review of the recommended code simplification sections: density, minimum and maximum number of cottages, setbacks and separations, common open space, shared community buildings, private open space, access and parking, and ADU's not being permitted.
- Planner, Nicole McGowan, asked the planning commissioners to review the Anacortes code and requested they provide her with a few select topics to change within our code.

Commissioner recommendations:

- Similar setback and separation.
- Definition of the clubhouse - calling it something different. Suggested "shared community building".
- Disallow ADU's in association with the cottages except within the clubhouse. Is this for a caretaker? Better definition and review of this.

- Attached duplex cottages, and the potential of their use in higher density zones were discussed.
- Commissioner Pat Huggins is interested in a more generic zoning title system and re-defining what those zones are to have a more accurate portrayal of what can be built in those zones.
- Commissioner Joe Frannett suggests researching other affordable housing options, such as land leasing, or land trusts, giving the example of Shelter Bay and La Conner.
- Commissioner Danielle Freiburger asks to simplify the open space requirements.

Closed at 8:42PM.

h. New Business

Community Development Director Tom Glover seeks to coordinate a meeting in December to review the Comprehensive Plan Vision Statement.

- December 17th, 2024 was agreed upon for this purpose.
- Staff will check if any public notices need to be sent out for notification of the meeting and agenda.

Closed at 8:48PM

i. Adjournment

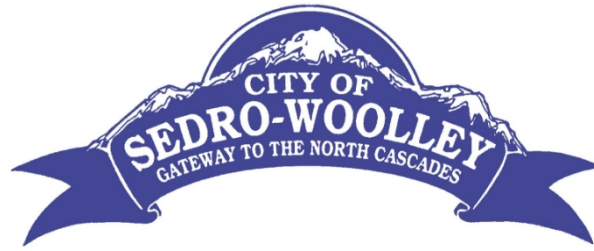
(Time 8:48PM)

ATTEST:

APPROVED:

Joe Frannett, Planning Commission Chair

Planning Commission Secretary



Planning Commission Agenda Item

Agenda Item No.: f.1.

Date: November 19, 2024

From: Ashton Sandoval Oaks, Assistant Planner

Subject: Proposed Amendments to Chapters 12.40 and 17.50 SWMC to Update Tree Standards

RECOMMENDED ACTION:

Hold a public hearing and discuss the proposed amendments. Make a motion to recommend that the City Council approve the proposed amendments to Chapters 12.40 and 17.50 SWMC.

ISSUE:

Should the Planning Commission recommend that the City Council approve and adopt the proposed amendments to Chapter 12.40 and 17.50 SWMC to update the city's tree standards?

BACKGROUND/SUMMARY INFORMATION:

These proposed amendments are intended to strengthen, add clarity, and rectify inconsistencies within the city's tree standards. A public hearing was held for this item on May 21st, 2024. At that meeting, the Planning Commission identified additional areas that warranted substantial changes to the draft before a motion could be made to recommend it for Council approval. The requested changes were made and presented at the June meeting, at which the Planning Commission requested that two more minor revisions be made; the first to further strengthen and clarify Section 12.40.080 SWMC regarding nuisance tree identification, authority, and requirements for removal/mitigation and the other for grammatical sense. Discussion was also held regarding the possibility of adding language to Section 17.50.100 SWMC to encourage developers to consider a wider range of stormwater management facilities, including but not limited to rain gardens, bioswales, and other landscaping techniques, intended to reduce impervious surface runoff in a manner that is both cost-effective and serves a secondary recreational or aesthetic function. It was decided that this topic is unrelated to the topic at hand and would be addressed separately in a future meeting.

Planning staff was tasked with incorporating said revisions, then preparing for a second public hearing at the next meeting on September 17th, 2024. During that meeting, the Planning Commission noted that the notification process of nuisance tree removal was unclear, and requested staff revise the proposed amendments to clearly outline the notification and removal process of nuisance trees. These requested revisions were reviewed by the Planning Commission on October 15th, 2024. Having received no additional changes from the Planning Commission at that meeting, staff was tasked with preparing for a third public hearing at the next Planning Commission meeting on November 19th, 2024. These revisions have been included in the draft code amendment, and are attached herein as **Attachment 1**. A notice of public hearing was published in the November 8th, 2024 Skagit Valley Herald and is attached herein

as **Attachment 2.**

The proposed amendments are also supported by and implement the following goals and policies from the Land Use and Transportation Elements of the City's Comprehensive Plan:

Land Use Element

Goal LU4: To [...] preserve the characteristics of the natural environment.

Goal LU5: To preserve community character.

Policy LU5.8: Encourage high standards of appearance in all residential areas and in other high visibility areas.

Transportation Element

Goal T1: To provide safe, passable streets within the City of Sedro-Woolley.

Goal T4: To encourage alternate modes of transportation in accordance with the principals outlined in the city's adopted Complete Streets Resolution 952-17 and SWMC Chapter 15.40.030.

Policy T4.8: Continue existing program to construct missing sidewalk links, repair existing sidewalks, and other improvements to support pedestrian transportation.

FISCAL IMPACT, IF APPROPRIATE:

None anticipated.

ATTACHMENTS:

1. Draft Amendments 6 (11-19-24)
2. Notice of Public Hearing for 11-19-24

Chapter 12.40

TREE STANDARDS

Sections:

[12.40.010 Purpose.](#)

[12.40.020 Definitions.](#)

[12.40.030 Permission to plant trees.](#)

[12.40.040 Utility right-of-way.](#)

[12.40.050 Removal of trees and shrubs.](#)

[12.40.060 Trimming overhanging trees—Duty of property owner.](#)

[12.40.070 Clear vision area.](#)

[12.40.080 Care and disposition of existing trees.](#)

[12.40.090 Short plats, subdivisions and planned unit development—Tree planting in rights-of-way.](#)

[12.40.100 Prohibited trees.](#)

[12.40.110 Recommended trees.](#)

[12.40.120 Planting Standards](#)

[12.40.120130 Inspection and appeal.](#)

[12.40.130140 Reserved rights.](#)

12.40.010 Purpose.

It is hereby declared that the preservation and development of the beauty of nature is essential to the progress and growth of the city. It is the policy of the city to plant and maintain, and to encourage the planting and maintenance of, desirable trees and other plantings to enhance the beauty of the community for the health, welfare and safety of its citizens. The council has become concerned with the proper selection, location and care of trees planted in ~~planting~~~~parking~~ strips, other public places and adjacent areas, and has studied ways to eliminate problems connected with adequate street illumination, safety to the community.

preservation of public utilities, and providing the greatest aesthetic value to the city. The ordinance codified in this chapter is adopted for the purpose of establishing rules and regulations relating to the planting, care and maintenance of such trees. (Ord. [1382-00](#) § 1, 2000)

12.40.020 Definitions.

As used in this chapter, the following words and phrases shall have the meanings ascribed to them:

A. "Owner" means the legal owner of real property fronting or abutting on any property of the city and any lessees of such owner, including fee owner and holder of a purchaser's interest in a real estate contract.

~~B. "Parking strip" means that part of the public street or avenue, or right-of-way not covered by sidewalks, lying between the property line and the curb or that portion of the street or avenue being used for vehicular traffic.~~

B. "Planting strip" means that part of the public right-of-way lying between the sidewalk and back of curb, or lying between the sidewalk and the adjacent property boundary, which contains ground cover supportive of plant material.

C. "Public property" means all roads, streets, avenues, alleys, public rights-of-way, tree lawns, ~~plantingparking~~ strips or any public property or portion thereof of the city. (Ord. [1382-00](#) § 2, 2000)

12.40.030 Permission to plant trees.

All trees, shrubs and plants planted in any public place or right-of-way shall be with prior permission of the city and in accordance with the provisions of this chapter. No tree shall be planted in any ~~plantingparking~~ strip or public property less than ~~five~~four feet wide. No tree shall be planted closer to any curb or sidewalk than the following: small trees, two feet; medium trees, three feet; and large trees, four feet. On streets that do not have curbs and/or sidewalks or planters, the city shall approve the location of new trees consistent with street and sidewalk standards. No tree shall be planted within ~~twenty feet of another tree or within~~ twenty-five feet of a street light or intersection. No street tree shall be planted closer than twenty feet from any fire hydrant. Trees planted under utility lines shall not exceed a maximum mature height of twenty-~~five~~ feet. ~~Only No street tree other than small~~ and medium trees may be planted under or within ten lateral feet of any overhead utility wire, or over or within five lateral feet of any underground water line, transmission line, or other utility, provided the trees' mature height is less than or equal to twenty feet. (Ord. [1382-00](#) § 3, 2000)

Tree Size	Small, Narrow	Medium	Large
Minimum Planting Strip Width	5 feet	7 feet	10 feet
Average Tree Spacing	20 feet	30 feet	40 feet
Minimum Tree Setback from Vehicular traffic	2 feet from back of curb	3 feet from back of curb	4 feet from back of curb
Minimum Vertical Sidewalk Clearance	8 feet	8 feet	8 feet
Minimum Vertical Road Clearance	14 feet	14 feet	14 feet
Maximum Tree Height within 10 feet of an Overhead Utility	20 feet	20 feet	<i>Large trees prohibited</i>
Maximum Tree Height within 5 feet of an Underground Utility	20 feet	20 feet	<i>Large trees prohibited</i>

12.40.040 Utility right-of-way.

Notwithstanding any other provision of this chapter, all trees shall be placed and maintained in such a manner as not to interfere with any utility franchise, license or right-of-way granted, or to be granted, by the city. (Ord. [1382-00](#) § 4, 2000)

12.40.050 Removal of trees and shrubs.

The stumps and roots of trees or shrubs removed under the authority of this chapter shall be removed below the surface of the ground so that the top of the stump shall not project above the surface of the ground. The remaining roots shall be treated with a suitable compound to prevent future sprouting or growth. Roots from trees planted on public property or adjacent private property, which have disrupted or broken the adjacent street surface, sidewalk or curb, shall be repaired at the adjacent property owner's expense. (Ord. [1382-00](#) § 5, 2000)

12.40.060 Trimming overhanging trees—Duty of property owner.

All property owners within the corporate limits of the city shall, at their own expense, keep all trees, brush and other foliage from projecting out over the public streets and sidewalks and alleys so as not to interfere, in any way, with the use of street construction, utility franchises right-of-way and license, and cleaning equipment, nor shall the same interfere with sidewalk traffic or create a hazardous situation insofar as the same obstructs the view of motorists using the public streets. (Ord. [1382-00](#) § 5, 2000)

It shall be the responsibility of the adjacent property owner of the sidewalk to regularly trim street trees off the sidewalk to provide a vertical clearance of eight feet above the surface so as not to constitute a hazard or impediment to the progress or vision of anyone traveling on public property.

12.40.070 Clear vision area.

A clear vision area shall be maintained on the corners of all property adjacent to the intersection of two streets or of a street and a private drive or street, alley or railroad. A clear vision area shall contain no planting, fence or other temporary or permanent obstruction exceeding three feet in height, measured from the top of the curb, or where no curb exists, from the established centerline grade of the street. Taller trees may be permitted if all branches and foliage to a height of eight feet above the top of the curb or sidewalk and fourteen feet above the street are removed. No tree shall be planted closer than twenty feet from any public or private street corner, measured from the nearest intersection curb or curblane. ~~No street tree shall be planted closer than twenty feet from any fire hydrant.~~ (Ord. [1382-00](#) § 6, 2000)

12.40.080 Care and disposition of existing trees.

Any hazardous or nuisance trees in existence on the effective date of the ordinance codified in this chapter shall be removed or rectified by the property owner. The city may remove, or cause to be removed, at the expense of the abutting land owner, a tree or part of a tree which is in an unsafe condition or constitutes a public nuisance, or which by reason of its nature is injurious to utilities, sidewalks, capital facilities, or other public improvements, or which otherwise satisfies the criteria of types of nuisances as defined in 8.16.020 SWMC. If a hazardous or nuisance tree is not deemed an immediate danger to public safety or property, the city may require a report conducted by a certified arborist be submitted to the Public Works Department to determine whether such tree shall be removed and by what means. Hazardous or nuisance trees deemed immediately dangerous to public safety or property shall be removed at the expense of the abutting land owner. The final decision to remove a hazardous or nuisance tree shall be made by the Public Works Director. The city may, but is not required, to contribute to the cost of removal and replanting by payment or in-kind services. (Ord. [1382-00](#) § 7, 2000)

The city does not hold the authority to require removal of trees which are located outside of the public right-of-way, or which cause hazardous or nuisance conditions outside of the public right-of-way, or which do not constitute an immediate danger to public safety or property.

12.40.090 Short plats, subdivisions and planned unit residential development—Tree planting in rights-of-way.

Other than distances noted above from street corners and utilities, developers of short plats, subdivisions and PRUDs are required to plant trees in plantingparking strips per the following requirements: Small tTrees shall be planted every twenty feet on average ~~(at a minimum~~

~~depending on the size of the tree), medium trees every thirty feet on average, and large trees every forty feet on average,~~ with ground cover or shrubs to be used liberally. In the instance of commercial or industrial planned unit development adjacent to residentially zoned property, trees must be planted a maximum of fifteen feet on-center and in conformance with the remainder of the landscaping requirements established in Section [17.50.080](#) of the Sedro-Woolley Municipal Code. (Ord. [1382-00](#) § 8, 2000)

12.40.100 Prohibited trees.

Street trees must not become a nuisance or be a disruption to city infrastructure or public safety and general welfare. It is unlawful to plant in or on any ~~planting~~parking strip or other public property, the following kinds of trees: Poplar, Willow, Cottonwood, fruit-bearing or nut-bearing, Elkhorn, Mountain Ash, Oregon or Big-Leaf Maple. (Ord. [1382-00](#) § 9, 2000)

12.40.110 Recommended trees.

Trees appropriate under overhead utility lines shall be no taller than twenty feet at maximum height. Recommended trees that meet this requirement are identified below with "UT" (i.e. utility tree).

A. Small, ~~or~~ narrow street trees (~~minimum average~~ spacing: twenty feet, ~~minimum planting strip width: five feet, minimum tree setback from vehicular traffic: two feet from back of curb~~):

~~1. Ash (flowering ash);~~

~~2. Flowering Cherry (nonfruit bearing);~~

~~3. Laurel (California Laurel);~~

~~4. Magnolia (Evergreen magnolia);~~

~~5. Myrtle (Oregon myrtle);~~

~~6. Oak (Holly oak).~~

1. American Hornbeam (UT);

2. American Smoke Tree (UT);

3. Ash (Flowering ash);

4. Dogwood (Eddie's White Wonder dogwood [UT], Pacific dogwood [UT]);

5. Dove-tree;

6. Magnolia (Little Gem magnolia [UT]);

7. Maple (Bigtooth maple, Buckeye maple [UT], Burgundy Lace Japanese maple [UT], David's maple, Paperback maple [UT], Rocky Mountain maple [UT], Three Flower maple [UT], Trident maple [UT], Vine maple [UT]);

8. Myrtle (Sarah's Favorite Crape myrtle [UT]);

9. Oak (Crimson Spire oak);

10. Redbud (Oklahoma redbud) (UT);

11. Sourwood;

12. Washington Hawthorn (UT).

B. Medium Size Street Trees (minimum average spacing: thirty feet, minimum planting strip width: seven feet, minimum tree setback from vehicular traffic: three feet from back of curb):

1. ~~Ash (Flame, Golden Desert, etc.);~~

2. ~~Beech (Rivers Purple beech);~~

3. ~~Birch (Paper birch, River birch);~~

4. ~~Crabapple (Flowering crabapple);~~

5. ~~Gum (sweet gum);~~

6. ~~Honey Locust;~~

7. ~~Linden (Littleleaf linden);~~

8. ~~Maple (Autumn Blaze, October Glory, Norwegian Sunset, Pacific Sunset, Autumn Flame, Hedge maple);~~

9. ~~Maple (Red maple);~~

10. ~~Maple (Sugar maple);~~

11. ~~Oak (Scarlet oak, English oak);~~

12. ~~Redwood (Dawn redwood);~~

~~13. Yellowwood;~~

~~14. Village green.~~

1. Ash (Flame, Golden Desert);

2. Beech (Rivers Purple beech);

3. Birch (Paper birch, River birch);

4. Crabapple (Flowering crabapple) (UT);

5. Ginkgo Biloba (*male species only*);

6. Laurel (California laurel);

7. Linden (Littleleaf linden);

8. Magnolia (Kobus magnolia);

9. Maple (Autumn Blaze, Autumn Flame, Hedge maple [UT], Norwegian Sunset, October Glory, Pacific Sunset, Red maple, Sugar maple);

10. Redbud (Eastern redbud [UT], Forest Pansy redbud [UT]);

11. Village Green Zelkova;

12. Yellowwood.

C. Large Boulevard Trees (~~minimum average~~ spacing: forty feet, minimum planting strip width: ten feet, minimum tree setback from vehicular traffic: four feet from back of curb):

~~1. Beech (European beech, etc.);~~

~~2. Chestnuts (Chinese chestnuts, Ft. McNair Pink Horsechestnut);~~

~~3. Maidenhair tree;~~

~~4. Sycamore maple;~~

~~5. Oak (Red oaks);~~

~~6. Tulip tree.~~

1. Beech (European beech, etc.);
2. Chestnut (Chinese chestnut, Fort McNair Pink Horsechestnut);
3. Elm (American elm, Athena Classic elm, Frontier elm, Homestead elm) (*Dutch Elm Disease resistant species only*);
4. Linden (Silver linden);
5. Maple (Sycamore maple);
6. Oak (Chinkapin oak, Garry oak, Oregon White, Red oak, Scarlet oak);
7. Shawnee Brave Bald Cypress;
8. Sweet Gum;
9. Tulip Tree.

Small, Narrow	Medium Sized	Large Boulevard	Trees Recommended beneath Overhead Utility Lines	Prohibited Street Trees
American Hornbeam	Ash (Flame, Golden Desert)	Beech (European beech, etc.)	American Hornbeam	Big-Leaf Maple
American Smoke Tree	Beech (Rivers Purple beech)	Chestnuts (Chinese chestnuts, Ft. McNair Pink Horsechestnut)	American Smoke Tree	Cottonwood
Buckeye Maple	Birch (Paper birch, River birch)	Elm (American elm, Athena Classic elm, Frontier elm, Homestead elm) (Dutch Elm Disease resistant only)	Buckeye Maple	Elkhorn
Burgundy Lace Japanese Maple	Crabapple (flowering crabapple)	Gum (Sweet gum)	Burgundy Lace Japanese Maple	Fruit- or nut-bearing trees
Dogwood (Eddie's White Wonder dogwood, Pacific dogwood)	Ginkgo Biloba (male only)	Oak (Red oak, Oregon White, Chinkapin, Scarlet oak, Garry oak)	Crabapple (Flowering Crabapple)	Mountain Ash
Dove-Tree	Laurel (California Laurel)	Shawnee Brave Bald Cypress	Eastern Redbud	Oregon Maple
Flowering Ash	Linden (Littleleaf linden)	Silver Linden	Eddie's White Wonder Dogwood	Poplar
Little Gem Magnolia	Magnolia (Kobus Magnolia)	Sycamore maple	Forest Pansy Redbud	Willow
Maple (Bigtooth Maple, David's maple, Paperback maple, Rocky Mountain maple, Trident maple, Vine maple)	Maple (Autumn Blaze, October Glory, Norwegian Sunset, Pacific Sunset, Autumn Flame, Hedge maple, Red maple, Sugar maple)	Tulip Tree	Hedge Maple	
Oak (Crimson Spire oak)	Redbud (Eastern redbud, Forest Pansy redbud)		Little Gem Magnolia	
Oklahoma Redbud	Village Green Zelkova		Oklahoma Redbud	
Sarah's Favorite Crape Myrtle	Yellowwood		Pacific Dogwood	
Sourwood			Paperback Maple	
Three Flower Maple			Rocky Mountain Maple	
Washington Hawthorn			Sarah's Favorite Crape Myrtle	
			Three Flower Maple	
			Trident Maple	
			Vine Maple	
			Washington Hawthorn	

Adjacent property owners may recommend alternative tree species. These trees will be subject to approval by the city following review of the recommended species. (Ord. [1382-00](#) § 10, 2000)

12.40.120 Planting standards.

A. Street trees shall be planted in accordance with the standards of SWMC 17.50.070.

B. Where street trees are planted in the planting strip of the public right-of-way and/or within five feet of an underground utility line, root barriers as required per the Public Works Department standards shall be installed to protect such infrastructure from future damage.

12.40.130~~120~~ Inspection and appeal.

A. The city may inspect any tree upon or which overhangs any public property or lawn to determine whether the same or any portion thereof is in such a condition as to constitute a hazard or impediment to the progress or vision of anyone traveling on public property. Any tree or part thereof growing upon private or public property, but overhanging or interfering with the use of public property that endangers life, health, safety or property, or is otherwise in violation of this chapter, is hereby declared to be a public nuisance. The city shall by written notice require the adjacent property owner to abate the nuisance by trimming, destroying or removal, at the owner's cost and expense. The property owner shall have thirty days from the date of the notification of the nuisance to remove or trim the hazardous or nuisance tree. If the adjacent property owner does not cause the nuisance to be corrected or removed, the city may abate the nuisance as outlined in 18.40 SWMC and the cost shall be assessed to the adjacent property owner.

B. Appeals from the city determination that a nuisance exists may be made by any citizen or the adjacent property owner within ten days after the property owner is notified of the city determination. Such determination may be appealed to the city council at the next regularly scheduled meeting. Action taken by the city council on such appeal shall be final.

C. If the owner of such private property does not correct or remove such nuisance within thirty days after receipt of written notice from the city, they shall be guilty of a civil infraction, and subject to a monetary penalty of not more than the amount listed in the master fee schedule adopted by resolution of the city council. Each day for which the violation is allowed to continue shall be a separate offense. Nothing contained in this chapter shall be deemed to impose any liability upon the city, its officers or employees, nor to relieve the owner of any private property from the duty to keep any tree upon his property or under his control in such a condition as to prevent it from constituting a public nuisance as defined in this section. (Ord. [2013-22](#) § 36, 2022; Ord. [1382-00](#) § 11, 2000)

12.40.140~~130~~ Reserved rights.

Nothing in this chapter shall create a property right or interest in the public right-of-way for adjoining owners. The city may amend or repeal all or part of this chapter at any time.
(Ord. [1382-00](#) § 12, 2000)

Chapter 17.50

LANDSCAPING

Sections:

[17.50.010 Purpose.](#)

[17.50.020 Applicability.](#)

[17.50.030 Site landscaping required review.](#)

[17.50.040 Minimum site requirements.](#)

[17.50.050 Prohibited uses.](#)

[17.50.060 Landscaping plan submittal requirements.](#)

[17.50.070 Minimum landscape material specifications.](#)

[17.50.080 Low impact development option.](#)

[17.50.090 Maintenance of plant materials.](#)

[17.50.100 Stormwater ponds.](#)

[17.50.110 Existing site vegetation.](#)

[17.50.120 Screening requirements.](#)

[17.50.130 Street tree requirement.](#)

[17.50.140 Parking lot landscaping.](#)

17.50.010 Purpose.

A. A provision of quality landscaping is necessary to maintain property values, enhance the appearance of the city, mitigate impacts of development such as erosion and light/glare, promote natural systems, improve air quality, provide habitat, reduce noise, reduce the impacts on storm drainage systems, and provide a buffer between land uses.

B. Landscaping can be provided as a tool to be used in partnership with potential developers and citizens in Sedro-Woolley to enhance the community. (Ord. [1517-05](#) § 1 (part), 2005)

17.50.020 Applicability.

A. The requirements of this chapter shall be imposed at the time of land use permit review, including: land alteration or land development such as subdivisions, short subdivisions, a change in lot coverage, a change in area devoted to parking and circulation, and projects requiring design review.

B. This chapter does not apply to a permit for a single-family dwelling less than one acre, unless restrictions have been placed on clearing and site design under separate permit authority.

C. This chapter does not apply to areas within the central business district (CBD) which is bounded on the north and west by the railroad tracks, on the south by State Street, and on the east by Puget Avenue. This area is substantially developed on zero setbacks from the right-of-way, making it impractical to provide on-site landscaping which would satisfy the purpose and intent of this chapter. Businesses located in this exempt area are encouraged to participate in other projects and improvements programs to enhance and improve the character and appearance of the city. (Ord. [1517-05](#) § 1 (part), 2005)

17.50.030 Site landscaping required review.

The planning director shall use the Sedro-Woolley design and development guidelines landscaping section as it pertains to that zone as a guide for design and layout when reviewing applications.

A. The director shall perform landscape review for all applications, permits and land use actions.

B. The public works department shall review all landscape and irrigation system designs. Irrigation shall be designed in accordance with Skagit PUD No. 1. (Ord. [2032-22](#) § 14, 2023; Ord. [1593-07](#) § 1, 2007; Ord. [1517-05](#) § 1 (part), 2005)

17.50.040 Minimum site requirements.

A. In no case shall the total amount of landscaping be less than ten percent of the total site area. For subdivisions, the total amount of landscaping shall be not less than ten percent of the combined net lot area plus ten percent of the site open space. Developments may include any critical area and/or shoreline buffer areas when calculating landscape area if native vegetation is enhanced.

B. Stormwater detention dry ponds can only be included in the minimum landscaping area if low impact development techniques are used.

C. Zoning/Use Classification—Percent of Gross Site Area.

Residential 15	20%
Residential in Mixed Commercial	20%
Mixed Commercial (excluding the CBD)	15%
Industrial	10%
Commercial uses in industrial district	15%
Public	10%
PRD's and CUP's	As required by planning commission

(Ord. [1517-05](#) § 1 (part), 2005)

17.50.050 Prohibited uses.

The following uses are not permitted in required landscape areas:

- A. Parking of motor vehicles or recreational vehicles, including: campers, travel trailers, motor homes, boats or trailers;
- B. Installation of impervious surfaces;
- C. Storage of materials, including, but not limited to, hazardous waste, industrial equipment, and supplies. (Ord. [1517-05](#) § 1 (part), 2005)

17.50.060 Landscaping plan submittal requirements.

If the landscaped and irrigated area on the subject property exceeds five hundred square feet, or if the applicant requests the low impact development option, the director shall require approval of the proposed landscape plan by a privately retained licensed landscape architect, Washington Certified Nurseryman or Washington Certified Landscaper. All landscaping plans shall be prepared in accordance with the following requirements:

- A. Ten sets of landscape plans drawn to a scale of one inch equals fifty feet or larger (e.g., one inch equals thirty feet, one inch equals twenty feet). The plan should include a bar scale for reference;
- B. Name and address or location of the project;
- C. Vicinity map;
- D. Scale, north arrow and date of the plan;

- E. All property lines, easements, rights-of-way, streets, walks, vehicular drives, parking lots, existing and proposed structures, building entrances, freestanding lights, service or loading areas, signs, overhead and belowground utilities, open spaces, plazas, and recreation amenities with materials noted;
- F. Location, sizes and species of existing vegetation within landscape areas. Natural areas should be designated as such;
- G. Location of all trees, shrubs and ground cover to be planted;
- H. Any proposed or existing physical elements (such as fencing, curbing, benches, etc.) that may affect the overall landscape;
- I. Parking layout, including circulation, driveway location, parking stalls and curbing;
- J. Existing and proposed contours (maximum five-foot intervals, two feet contours preferred), elevations, and delineation of any critical areas;
- K. Dimensioned landscaped areas;
- L. Location of irrigation system, source of water, and type of irrigation system;
- M. A legend that shows symbols and type of plantings;
- N. All plant materials shall be shown on the landscaping plan at three-quarters mature size in appropriate relation to the chosen scale of the plan;
- O. The plan shall state the estimated date for installation and completion of all plantings and finish materials;
- P. The landscape plan shall identify the location and dimensions of any designated environmentally sensitive areas and required buffers;
- Q. A plant schedule shall be included which indicates the scientific and common names, quantities, sizes and spacing for all plants in the landscape plan. Quantities are not required on a preliminary landscape plan;
- R. Planting details including installation and maintenance notes and or requirements;
- S. PUD approval for irrigation systems;
- T. Identify type and number of significant trees; identify those significant trees to be saved and those to be removed and identify replacement stumpage. (Ord. [1517-05](#) § 1 (part), 2005)

17.50.070 Minimum landscape material specifications.

- A. The applicant shall utilize plant materials that complement the natural character of the Pacific Northwest that are drought tolerant and are adaptable to the climatic, topographic, and hydrologic characteristics of the site.
- B. If the subject property includes a sensitive or critical area, the applicant shall utilize plant species that enhance that sensitive area.
- C. The applicant should utilize plant materials that reduce or eliminate the need for fertilizers, herbicides, or other chemical controls, especially for properties that include wildlife habitat areas, shorelines, or wetlands.
- D. Street trees shall be provided as follows:

1. Minimum planting ~~strip~~ width: ~~ten feet~~; five feet for small trees, seven feet for medium trees, and ten feet for large trees;
2. ~~Maximum~~ Spacing: Trees shall be planted at an average of ~~twenty~~ thirty feet apart ~~for small trees, an average of thirty feet apart for medium trees, and an average of forty feet apart for large trees~~, with ground cover or shrubs used liberally;
3. Plant ~~V~~varieties: Trees utilized in this area shall be of varieties that do not conflict with underground and overhead utilities. These trees may be selected from the city's suggested list of plant materials, or an approved equivalent.

- E. All plantings shall have the following minimum size at installation:

1. Deciduous trees: ~~two~~ three-inch caliper;
2. Evergreen trees: six-foot minimum height ~~range~~;
3. Vine maples and other multi-stemmed trees: seven-foot minimum height;
4. Medium and tall shrubs: twenty-four-~~to thirty~~-inch minimum height;
5. Ground cover: four-~~inch~~ minimum heightes (approximately eighteen inches on center);
6. Shall not interfere with sight distance;
7. Shall not be installed within ~~two~~ three feet of back of curb for ~~speed less than thirty-five mph and ten feet from back of curb for thirty-five mph or over~~ small trees, within

three feet of back of curb for medium trees, or within four feet of back of curb for large trees. (Ord. [1517-05](#) § 1 (part), 2005)

F. Where trees are to be planted in the planting strip of the public right-of-way or within five feet of a pedestrian walkway and/or underground utility line, root barriers as required per the Public Works Department standards shall be installed to protect such infrastructure from future damage.

17.50.080 Low impact development option.

The purpose of this option is to provide an additional landscaping option that has the potential to reduce impacts on the existing stormwater drainage infrastructure, and aid in meeting Endangered Species Act requirements. Low impact development strives to protect or restore the natural hydrology of the site so that the overall integrity of the watershed is protected. Low impact development is encouraged by the city of Sedro-Woolley because it:

- A. Protects the environment;
- B. Reduces costs to developers;
- C. Makes communities more attractive;
- D. Uses vegetation and small-scale hydraulic controls to capture, treat and infiltrate stormwater on site.

More specific information about low impact development will be available as requested through the planning and public works departments. (Ord. [1517-05](#) § 1 (part), 2005)

17.50.090 Maintenance of plant materials.

The following performance standards shall apply to all landscape areas of which this chapter applies:

- A. The property owner shall replace any unhealthy or dead plant materials in conformance with the approved landscape development proposal and shall maintain all landscape material.
- B. An assignment of funds or performance bond shall be for one hundred twenty-five percent of the estimated improvements. The funds shall remain in place until the last required planting of the subject development has been planted. Only then, the assignment of funds or performance bond shall be reduced as a maintenance guarantee in an amount that is fifty percent of the original assignment of funds for performance. The maintenance guarantee shall include maintenance during the guarantee period and replacement of dead or unhealthy plants at the conclusion of the guarantee period. The length of the guarantee shall be no less than one year with an eighty percent survival rate and always cover at least one growing season (May

through September). The end date of the assignment of funds or performance bond shall be determined by the city and applicant.

C. Maintenance of landscaping intended for screening purposes shall be pruned or altered to maintain planting health only, not to maximize retail visibility or minimize screening.

D. The required landscaping must be installed prior to issuance of the temporary certificate of occupancy unless the director determines that an assignment of funds or performance bond, for a period of not more than a year, will adequately protect the interests of the city.
(Ord. [1517-05](#) § 1 (part), 2005)

17.50.100 Stormwater ponds.

A. Site improvements meant to control water runoff shall be designed, when reasonably possible, to fulfill multiple functions including:

1. Regulate stormwater discharge;
2. Improve water quality;
3. Provide wildlife habitat;
4. Provide an aesthetic amenity;
5. Provide passive recreation opportunities such as walking or sitting areas; sports fields or fountains;
6. Provide shade for water temperature mitigation.

B. Any required site drainage plan, including conceptual plans, shall include the location and landscape design of stormwater ponds.

C. Stormwater ponds shall be used as aesthetic features in the site master plan. The following shall be considered when designing ponds:

1. Reduce the need for fencing by designing safe ponds which have side slopes less than 3:1 and normal water depths less than twenty-four inches;
2. Create ponds that are irregular in shape;
3. Design the pond to blend in with the surrounding environmental conditions;
4. Provide a topographic bench around the perimeter of the pond for safety;

5. Retain any existing high quality vegetation around perimeter of site;
6. Provide a pedestrian walkway and seating areas around perimeter;
7. Utilize landscaping to provide shade, create habitat, and add screening;
8. No landscaping below one-hundred-year storm elevation.

These guidelines do not replace standards for stormwater retention/detention pond design. (Ord. [1517-05](#) § 1 (part), 2005)

17.50.110 Existing site vegetation.

Significant existing trees and shrubs shall be incorporated into the landscaping. "Significant trees" shall be those eight inches evergreen and ten inches deciduous trees in diameter at a point five feet above ground level. The site plan for the project shall include the location of significant trees, and shall identify which trees will be retained on the site. Care shall be taken in the grading and construction process so as not to disturb the roots and drip line of existing trees to be retained, and to ensure proper irrigation. Orange construction fencing will be constructed outside the drip line of existing trees. If significant trees cannot be incorporated into the site design because of street or building design, such trees shall be replaced with equivalent stumpage for over ten percent reduction as approved by the city planner. (Ord. [1517-05](#) § 1 (part), 2005)

17.50.120 Screening requirements.

A. Purpose. The requirements of this section are intended to reduce the visual impacts and incompatible characteristics of:

1. Abutting properties with different land use classifications;
2. Service areas and facilities, including loading and storage areas;
3. Any other use or area as required under this section or by the planning commission;
4. Oncoming or glaring headlights when required by the public works department.

B. Landscaping. Screen planting shall consist of evergreen trees planted a maximum of fifteen feet on center; deciduous trees for seasonal color and texture planted a maximum of fifteen feet on center; and medium-sized shrubs (three to five feet at maturity) at five feet on center and ground cover plants at a density to form an effective barrier to cover eighty-five percent of the ground surface within two years. Irrigation must be installed for all screening areas.

C. Minimum Width. The landscaped screening area shall be thirty feet wide and vegetation shall be eighty percent sight-obscuring at time of planting and one hundred percent within two years that extends a minimum of six feet above the adjacent sidewalk or road right-of-way unless the use of an earth berm, fence, or wall is incorporated into the screening, as provided below:

1. Earth Berm Alternative. If an earth berm that extends a minimum of six feet above the adjacent sidewalk or road right-of-way is incorporated into the screening plan, the width of the screening area may be reduced to fifteen feet with landscaping per subsection B of this section.
2. Fence Alternative. If a fence that extends a minimum of six feet above the adjacent sidewalk or road right-of-way is incorporated into the screening plan, the width of the screening area may be reduced to fifteen feet with landscaping per subsection B of this section. The fence shall be subject to design approval by the planning director.
3. Wall Alternative. If a wall that extends a minimum of six feet above the adjacent sidewalk or road right-of-way is incorporated into the screening plan, the screening area may be reduced to ten feet with landscaping per subsection B of this section. Screen walls shall be constructed with masonry, block, or textured concrete, subject to design approval by the planning director.

D. Uses Requiring Screening. Screening is required to protect adjacent properties from probable negative impacts of any permitted or conditional use in a zone. Screening shall be required in the following instances:

1. Developments located in zones on the left side of the chart, below, shall provide screening when adjoining zones specified on the right side of the chart.

Zone to Be Developed	Zone to Be Screened
Residential-15 (R-15)	Any other residential zone
Public	Any residential zone
Mixed commercial	Any residential zone
Industrial	Any residential zone, mixed commercial zone, public zone

2. Mobile home parks shall have screening installed around the perimeter of the development in the required open space buffer, which shall not be less than twenty feet in width.

3. Unless otherwise required through the conditional use process, screening is not required along public rights-of-way except in the industrial zone. Screening along public rights-of-way is required in the industrial zone when the zoning across the public right-of-way is zoned anything other than industrial.

E. Any material that enhances the visual appearance and screening may be utilized. All screening materials are subject to design review as per Chapter [15.44](#). (Ord. [1664-10](#) § 2 (Exh. D), 2010; Ord. [1517-05](#) § 1 (part), 2005)

17.50.130 Street tree requirement.

The applicant of a project requiring a land use permit or design review by the city shall provide street trees in the public right-of-way abutting the property in accordance with SWMC Chapter [12.40](#). (Ord. [1517-05](#) § 1 (part), 2005)

17.50.140 Parking lot landscaping.

The provisions of this section are intended to soften the visual effect created by large expanses of barren asphalt; increase the amount of permeable surface; and reduce the quantity and speed of runoff from the site:

- A. Area of Application. The provisions of this section shall apply to the interior of parking areas providing twenty or more spaces;
- B. Required Area. Fifteen square feet of landscaping per parking space;
- C. Minimum Width. Planting islands shall have a minimum width of eight feet;
- D. Location of Plantings Areas. Parking area landscaping shall be located at the ends of parking columns, between the parking stalls oriented in the same direction as the stalls, or between rows of parking to break up and define parking areas;
- E. Tree and Shrub Requirements. A minimum of one tree shall be required for every one hundred fifty square feet, or fraction thereof, of required landscaped area. Deciduous trees shall have a clear trunk at least five feet above ground and a minimum size of two inches diameter breast high (dbh). Low shrubs shall be provided on the perimeter of the landscaping islands, in addition to other ground cover or flowers. Other landscape materials shall comply with the general provisions of this section;
- F. Landscape Protection. Any trees, shrubs, or plants which are susceptible to damage by pedestrian or motor vehicles shall be protected by appropriate curbs, tree guards or other protective devices;

G. Pedestrian walkways may be included in landscaped areas and the standards of this section modified to accommodate them. (Ord. [1517-05](#) § 1 (part), 2005)

NOTICE OF PUBLIC HEARING

CITY OF SEDRO-WOOLLEY

Amendments to Development Regulations

Hybrid Meeting

City of Sedro-Woolley Council Chamber and Virtually via Zoom Webinar

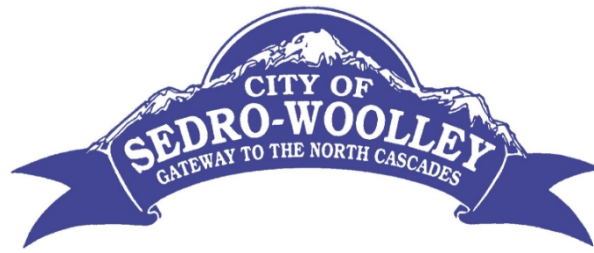
The City of Sedro-Woolley Planning Commission will hold a public hearing on **Tuesday, November 19th, 2024, at 6:30 PM** in the Sedro-Woolley Council Chamber and virtually via Zoom Webinar, to hear testimony regarding the following proposed amendments to the City Development Regulations:

1. Proposed amendments to Chapter 12.40 SWMC and SWMC 17.50.070 to Update Tree Standards

Interested parties can comment on the proposed changes in writing or at the hearing. Written comments will be read into the public record and **must be received by 4:30PM November 19th, 2024** to be considered at this public hearing. Send written comments to: City of Sedro-Woolley Planning Department, ATTN: Assistant Planner, 325 Metcalf Street, Sedro-Woolley, Washington, 98284, or by email to asandovalooks@sedro-woolley.gov.

Please go to the Meetings portal on the Sedro-Woolley website (<https://sedrowoolleywa.portal.civicclerk.com>) to find the meeting materials and a link to join the webinar.

Published in the Skagit Valley Herald: November 8th, 2024



Planning Commission Agenda Item

Agenda Item No.: g.1.

Date: November 19, 2024

From: Ashton Sandoval Oaks, Assistant Planner

Subject: Proposed Amendments to Title 17 SWMC to Update Residential Parking Standards

RECOMMENDED ACTION:

Review and discuss the proposed amendments to Title 17 SWMC to update residential parking standards and propose any recommended changes.

ISSUE:

Should the Planning Commission recommend that the City Council approve and adopt the proposed amendments to Title 17 SWMC to consolidate all parking regulations under one chapter and to update the required amount of off-street parking, visitor parking, and parking maximums for residential uses in all zones?

BACKGROUND/SUMMARY INFORMATION:

At the June 26, 2024 City Council meeting, staff presented Amendments to Title 17 SWMC to address Work/Live units for adoption by City Council. At this meeting, councilmembers expressed concerns regarding an insufficient amount of off-street parking for residential uses, including Work/Live and multifamily dwelling units. Currently, Title 17 SWMC defines the minimum required off-street parking for residential uses.

As the cost of housing continues to rise, some families choose to relocate themselves into smaller, more affordable dwelling units that may possess an insufficient amount of off-street parking for the size of the household residing in the dwelling. To combat excessive parking in the public right-of-way, the proposed amendments (included herein as **Attachment 1**) are intended to increase the required amount of off-street parking for residential uses. City councilmembers and concerned citizens alike have also noted a lack of visitor parking for multifamily structures. A minimum visitor parking requirement has been incorporated into the draft amendment for these structures.

Despite the lack of parking that is perceived in Sedro-Woolley, parking minimums are continually being reduced or outright eliminated across the country for the purpose of allowing more buildable land capacity for affordable housing, among other reasons. To ensure parking does not dominate those areas of Sedro-Woolley that are designed for their small-town character and walkable nature, parking maximums are proposed only for residential uses in the Central Business District (CBD) and Urban Village Mixed-Use (UVMU) Overlay Zone. These proposed amendments to Title 17 will ensure that

sufficient parking is provided for all residential uses without detriment to the historic character of the city or adjacent properties.

During the October 17, 2024, Planning Commission meeting, Commissioners identified several areas to be revised before the following meeting. These changes include adding a provision for loading zones for large multifamily residential developments, consolidating all parking regulations under Chapter 17.36 SWMC, codifying dimensional requirements of parking stalls, and minor grammatical and spelling edits. Planning Department staff also added a new section to Chapter 17.36, entitled 17.36.035 Reductions to required parking minimums, to allow reduced parking for developments that meet certain criteria. Furthermore, staff amended the draft regulations to ensure adherence to the parking requirements outlined in Washington State Senate Bill 6015, included herein as **Attachment 2**.

The proposed amendments are also supported by and implement the following purpose, goals, and policies from the Sedro-Woolley Comprehensive Plan and City of Sedro-Woolley Complete Streets Policy (City Council Resolution 952-17):

Urban Village Mixed-Use Overlay Subarea Plan (appendix C of Land Use Element, 2016 Comprehensive Plan)

Purpose: The UVMU will provide for more efficient use of resources providing for a mixed-use site plan to include [...] walkability, convenience, [...] and reduced dependence on motorized vehicles.

Goal UVMU2: Encourage commerce by creating a pedestrian-friendly environment that accommodates shoppers, employees and residents.

Transportation Element (2016 Comprehensive Plan)

Goal T3: To benefit social wellbeing and economic development through street design.

Policy T3.7: Provide accessible on-street parking for residential development. Provide off-street parking for multi-family residential development consistent with proposed density.

Goal T4: To encourage alternate modes of transportation in accordance with the principals outlined in the City's adopted Complete Streets Resolution 952-17 and SWMC Chapter 15.040.030.

City of Sedro-Woolley Complete Streets Policy (City Council Resolution 952-17)

Policy: The City will plan for, design, construct, operate, and maintain an appropriate and integrated transportation system that will meet the needs of motorist[s], pedestrian[s], bicyclists, wheelchair users, transit vehicles and riders, freight haulers, emergency responders, and residents of all ages and abilities.

FISCAL IMPACT, IF APPROPRIATE:

None anticipated

ATTACHMENTS:

1. Draft Amendments 3.1 (11-19-24)
2. SB 6015

Chapter 17.04

ADMINISTRATIVE PROVISIONS

Sections:

[17.04.010 Purpose.](#)

[17.04.020 Jurisdiction.](#)

[17.04.030 Definitions.](#)

[17.04.040 Administration and interpretation.](#)

[17.04.050 Nonconforming uses, structures, and lots.](#)

[17.04.060 Fees.](#)

[...]

17.04.030 Definitions.

[...]

“Building” means an enclosed structure capable of being heated. This word shall always be considered as being followed by the phrase “or portion thereof.”

“Central Business District Core” means that area bounded at the north by the Cascade Trail, at the east by Puget Avenue/Fourth Avenue, at the south by the alley between State and Warner Streets, and at the east by the railroad right-of-way. Also included in the Central Business District Core are properties that front Metcalf, Ferry, West Ferry, State, and West State Streets.

“Child day care centers” provide temporary care of children as defined by the State Department of Social and Health Services, preschool or nursery school.

[...]

“Ownership” means a lot or group of contiguous lots under the ownership.

“Permanent affordable housing” means housing, regardless of ownership, for which there is a legally binding, recorded document in effect that limits the price at which the owner may sell or restricts the occupancy of the unit to a qualified, low-income household, for a period of at least 40 years for a property used for shelter or rental housing, or for a period of at least 25 years for a property to be owned by a low-income household. These documents include, but are not limited to, affordability covenants, deed restrictions, and community land trust leases. Resale restrictions exercised by providers of permanently affordable housing can include, but are not limited to:

1. Continuous ownership of land by a public entity or nonprofit housing provider with a lease allowing ownership of the structure by an income-eligible household;
2. A nonpossessory interest or right in real property, such as a deed restriction, restrictive covenant, resale restriction, or other contractual agreement, that ensures affordability.

“Permitted use” means a use permitted within a zone, including uses accessory to the permitted use.

[...]

Chapter 17.16

RESIDENTIAL 15 (R-15) ZONE

[...]

17.16.050 Parking for residential uses in R-15 zone.

The parking requirements for residential uses in the R-15 zone 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

In all cases, there shall be a minimum off-street parking apron of twenty-five feet in length directly in front of all garage door entrances when accessing a street either to the front or side of a residence. Where garage doors access an alley, the off-street parking apron shall be at least ten feet.

Parking spaces counted for residential use shall not also be counted towards nonresidential parking requirements of Chapter 17.36 for other uses in this zone. (Ord. 1906-18 § 1, 2018; Ord. 1484-04 § 6 (part), 2004)

[...]

Chapter 17.20

MIXED COMMERCIAL (MC) ZONE

[...]

~~17.20.060 Parking for residential uses in the MC zone.~~

~~The parking requirements for residential uses in the MC zone shall be as follows:~~

Dwelling Unit Type	Required resident parking stalls per dwelling unit
Studio	11.5 spaces
1-bedroom	2 spaces
2-bedrooms	2.2 spaces
3-bedrooms	3 spaces
4 or more bedrooms	4 spaces
Visitor/overflow spaces	1 additional space per 8 units, 1 additional parking stall per 6 resident parking stalls or fraction thereof.

~~Parking spaces counted for residential use shall not also be counted towards non-residential parking requirements of SWMC Ch. 17.36 for this zone. (Ord. 1484-04 § 7 (part), 2004)~~

Chapter 17.21

URBAN VILLAGE MIXED-USE (UVMU) OVERLAY

[...]

17.21.080 Parking—General.

~~A. Intent. The intent of the UVMU overlay is to encourage commerce by creating a pedestrian-friendly environment that accommodates both shoppers and its residents. Providing adequate parking without creating large expanses of parking lots in front of commercial businesses is key to the success of the UVMU overlay.~~

~~The creation of a mixed-use parking district shall be encouraged. Parking may be constructed and maintained for motor vehicles, bicycles or other non-motorized transportation, lease parking and/or other parking that promotes alternatives to driving single-occupant motor vehicles. New development may utilize a shared parking arrangement subject to review and approval by the planning director.~~

~~Partially underground parking structures are encouraged with either landscape or constructed buffers to minimize visual impacts of parking. The Sedro-Woolley design standards and guidelines apply to location and design of parking lots.~~

~~Private driveways, garages and garage entrances shall be at rear and side of buildings; unless deemed unfeasible by civil engineer or planning director.~~

~~The city may enter into a developer agreement (or similar binding agreement) and collect in-lieu fees to develop and manage a mixed-use parking district.~~

~~B. Off-street parking shall be provided for residential dwellings, commercial and retail uses in the UVMU overlay. (Ord. 1931-19 § 2 (Exh. A) (part), 2019)~~

17.21.085 Parking for commercial uses in the urban village mixed-use zone.

~~Subject to any shared parking as approved under Section 17.21.080, parking shall be provided as follows: A minimum of one parking space per three hundred square feet of gross commercial floor area shall be provided. If more than fifty percent of the gross floor area of the first floor is used as commercial area, then only one parking space per six hundred square feet shall be required for the commercial space in excess of fifty percent of the gross first floor commercial space. Parking for commercial uses shall be provided in addition to residential parking requirements. (Ord. 1931-19 § 2 (Exh. A) (part), 2019)~~

17.21.090 Parking for residential uses in the urban village mixed-use zone.

Subject to any shared parking as approved under Section 17.21.080, parking shall be provided as follows:

Table 17.21.090(1)

Townhouse:	1 space per bedroom up to 2 bedrooms, 0.5 space per additional bedroom over 2 bedrooms
Apartment or condominium:	
Studio	1.2 per dwelling unit
One bedroom	1.5 per dwelling unit
Two bedroom	1.7 per dwelling unit
Three bedroom or larger	1 space per bedroom up to 2 bedrooms, 0.5 space per additional bedroom over 2 bedrooms

(Ord. 1931-19 § 2 (Exh. A) (part), 2019)

[...]

Chapter 17.22

TRANSITIONAL MIXED COMMERCIAL OVERLAY

[...]

~~17.22.060 Parking for residential uses in the MC zone.~~

~~The parking requirements for residential uses in the MC zone shall be as follows:~~

Dwelling Unit Type	Required resident parking stalls per dwelling unit
Studio	11.5 spaces
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 1 additional parking stall per 6 resident parking stalls or fraction thereof.

~~Parking spaces counted for residential use shall not also be counted towards nonresidential parking requirements of Chapter 17.36 for this overlay. (Ord. 1664-10 S 2 (Exh. F))~~

Chapter 17.24

CENTRAL BUSINESS DISTRICT (CBD) ZONE

[...]

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.—Except for new construction as described in subsection (B)(2) of this section, parking for new buildings in the central business district shall be provided as follows:~~

Tier 1	New buildings with: ▪ 10 or fewer residential units ▪ 4,000 square feet or fewer of commercial space	Residential units associated with commercial/retail use: no off-street parking required. Commercial uses: standard off-street parking per Chapter <u>17.36</u>. Public uses: no off-street parking required.
Tier 2	New buildings with: ▪ 11 or more residential units ▪ More than 4,000 square feet of commercial space	Residential units associated with commercial/retail use: reduced off-street parking. Commercial uses: standard off-street parking per Chapter <u>17.36</u>. Public uses: no off-street parking required.

~~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:~~

Tier 1	New buildings with: ▪ 10 or fewer residential units ▪ 4,000 square feet or fewer of commercial space	Residential units associated with commercial/retail use: no off-street parking required. Retail and restaurant uses: no off-street parking required. Public uses: no off-street parking required. All uses not described: standard off-street parking per Chapter <u>17.36</u>
Tier 2	New buildings with: ▪ 11 or more residential units	Residential units associated with commercial/retail use: reduced off-street parking. Retail and restaurant uses: no off-street parking required.

	• More than 4,000 square feet of commercial space	Public uses: no off-street parking required. All uses not described: standard off-street parking per Chapter <u>17.36</u>
--	--	--

3.—Reduced residential parking standards referenced in subsections (B)(1) through (2) of this section are as follows:

<u>Dwelling Unit Type</u>	<u>Required resident parking stalls per dwelling unit</u>	<u>Maximum resident parking stalls per dwelling unit</u>	<u>Required guest parking stalls</u>
Studio	1 space	<u>1.5 spaces</u>	<u>1 additional parking stall per 10 resident parking stalls.</u>
1 bedroom	1 spaces	<u>2 spaces</u>	<u>1 additional parking stall per 10 resident parking stalls</u>
2 bedrooms	1.5 spaces	<u>2.5 spaces</u>	<u>1 additional parking stall per 10 resident parking stalls.</u>
3 or more bedrooms	1 space per bedroom up to 2 bedrooms, 0.5 space per additional bedroom over 2 bedrooms	<u>3 spaces</u>	<u>1 additional parking stall per 10 resident parking stalls</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.

5.—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:

<u>Dwelling Unit Type</u>	<u>Required resident parking stalls per dwelling unit</u>	<u>Maximum resident parking stalls per dwelling unit</u>	<u>Required guest parking stalls</u>
Studio	<u>1.5 spaces</u>	<u>2 spaces</u>	<u>1 additional parking stall per 6 resident parking stalls</u>

1 bedroom	2 spaces	3 spaces	1 additional parking stall per 6 resident parking stalls
2 bedrooms	2 spaces	3.5 spaces	1 additional parking stall per 6 resident parking stalls
3 bedrooms	3 spaces	4 spaces	1 additional parking stall per 6 resident parking stalls
4 or more bedrooms	4 spaces	spaces	1 additional parking stall per 6 resident parking stalls

~~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.6. — 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). (Ord. 1979-21 § 1 (Exh. A), 2021; Ord. 1664-10 § 2 (Exh. B) (part), 2010; Ord. 1451-03 § 6)~~

Chapter 17.28 INDUSTRIAL (I) ZONE

[...]

17.28.070 Parking for work/live units in the industrial zone.

The parking requirements for work/live units in the industrial zone shall be as follows:

<u>Dwelling Unit Type</u>	<u>Required resident parking stalls</u>
Studio	2 spaces
1 bedroom	2 spaces
2 bedrooms	<u>22.5</u> spaces
3 bedrooms	3 spaces
4 or more bedrooms	4 spaces
Visitor/overflow spaces	1 additional space per 6 units

Work/live units shall provide parking per the table above for the residential use based on the number of bedrooms in the unit. Work/live units shall also provide parking spaces for the business use per the development standards in Section 17.36.030.

Parking spaces counted for the residential portion of the work/live unit shall not be counted towards the parking requirements of Chapter 17.36 for the business portion. (Ord. 2046-23 § 4, 2024)

Chapter 17.36

OFF-STREET PARKING AND LOADING

Sections:

- [17.36.010 When required—Maintenance.](#)
- [17.36.020 Location—Restrictions.](#)
- [17.36.030 Number of spaces required.](#)
- [17.36.040 Development standards.](#)
- [17.36.050 Loading facilities requirement.](#)
- [17.36.060 Cooperative provisions.](#)
- [17.36.070 Third party consents.](#)
- [17.36.080 Repealed.](#)
- [17.36.090 Handicapped parking.](#)

17.36.010 When required—Maintenance.

Whenever a building is built or moved onto a lot, and whenever and to the extent that a building is enlarged and whenever and to the extent that the use of a building changes and the new use is required to provide more off-street parking or loading than the most recent use, then off-street parking or loading shall be provided in accordance with the following requirements. Furthermore, parking and loading so required shall be maintained in a usable, safe condition so long as the land use they serve continues. (Ord. [1013](#) § 3.01.01, 1985)

17.36.020 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, restaurants and the first four thousand 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~~ the Central Business District Core as defined in [17.04.030 SWMC](#) may use the city-owned parking lots to accommodate the parking requirements in this ~~chapter~~ [Chapter](#), and in [Chapter 17.24](#). 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 Section 17.24.050 and this chapter.~~ (Ord. [1979-21](#) § 1 (Exh. B), 2021; Ord. [1785-13](#) § 1, 2013; Ord. [1013](#), § 3.01.02, 1985)

17.36.030 Number of spaces required.

The number of required off-street parking spaces shall be as follows, ~~computed to the nearest whole number~~rounded up to the next integer:

- A. Housing reserved for persons sixty years of age and older: one per dwelling unit;
- B. Group homes: one per resident between the ages of sixteen and fifty-nine, inclusive, excluding persons unable to drive due to disability, plus .5 per such younger, older or disabled person; except that bed and breakfasts and similar transient guest facilities shall provide one space per transient unit plus two for the residing family;
- C. All housing other than the above, subject to any shared parking agreements as approved by the Community Development Director or their designee; ~~two per dwelling unit~~;

			Dwelling Unit Type																
			Studio single-family home	1-bedroom single-family home	2-bedroom single-family home	3-bedroom single-family home	4-bedroom single-family home	Studio apartment	1-bedroom apartment	2-bedroom apartment	3-bedroom apartment	4-bedroom apartment	Accesory dwelling unit	Studio or 1-bedroom duplex or triplex unit	2-bedroom (or more) duplex or triplex unit	Studio or 1-bedroom townhouse unit	2-bedroom (or more) townhouse unit	Work/live unit (Residential Parking Only)	
Zone Designation	R-1	Minimum Residential Parking	1.5	1.75	2	2.5	3						1						
		Required Visitor Parking	Not Required in R-1 Zone																
	R-5	Minimum Residential Parking	1.5	1.75	2	2.5	3						1						
		Required Visitor Parking	Not Required in R-5 Zone																
	R-7	Minimum Residential Parking	1.5	1.75	2	2.5	3						1	2	3				
		Required Visitor Parking	Not Required in R-7 Zone																
	R-15	Minimum Residential Parking	1.5	1.75	2	2.5	3	1.5	1.75	2	2.5	3	1	2	3	1.75	2.5		
		Required Visitor Parking						1 stall per 6 resident stalls or fraction thereof	1 stall per 6 resident stalls or fraction thereof	1 stall per 6 resident stalls or fraction thereof	1 stall per 6 resident stalls or fraction thereof	1 stall per 6 resident stalls or fraction thereof				1 stall per 6 resident stalls or fraction thereof	1 stall per 6 resident stalls or fraction thereof		
	MC	Minimum Residential Parking						1.5	2	2.5	3	4						2	
		Required Visitor Parking						1 stall per 6 resident stalls or fraction thereof	1 stall per 6 resident stalls or fraction thereof	1 stall per 6 resident stalls or fraction thereof	1 stall per 6 resident stalls or fraction thereof	1 stall per 6 resident stalls or fraction thereof							
	UVMU	Minimum Residential Parking						1.5	1.75	2	2.5	3				1.75	2.5	2	
		Required Visitor Parking						1 stall per 6 resident stalls or fraction thereof	1 stall per 6 resident stalls or fraction thereof	1 stall per 6 resident stalls or fraction thereof	1 stall per 6 resident stalls or fraction thereof	1 stall per 6 resident stalls or fraction thereof				1 stall per 6 resident stalls or fraction thereof	1 stall per 6 resident stalls or fraction thereof		
		Maximum Residential Parking						2	2.5	3	3.5	4				3	4	3	
	TMCO	Minimum Residential Parking						1.5	2	2.5	3	4						2	
		Required Visitor Parking						1 stall per 6 resident stalls or fraction thereof	1 stall per 6 resident stalls or fraction thereof	1 stall per 6 resident stalls or fraction thereof	1 stall per 6 resident stalls or fraction thereof	1 stall per 6 resident stalls or fraction thereof							
	CBD Reduced Parking for Mixed-Use	Minimum Residential Parking						1	1	1.5	2.5	3							
		Required Visitor Parking						1 stall per 10 resident stalls or fraction thereof	1 stall per 10 resident stalls or fraction thereof	1 stall per 10 resident stalls or fraction thereof	1 stall per 10 resident stalls or fraction thereof	1 stall per 10 resident stalls or fraction thereof							
		Maximum Residential Parking						1.5	2	2.5	3	3							
	CBD Parking for Standalone Residential	Minimum Residential Parking						1.5	2	2.5	3	3.5			2	3	1.5	2.5	2
		Required Visitor Parking						1 stall per 6 resident stalls or	1 stall per 6 resident stalls or	1 stall per 6 resident stalls or	1 stall per 6 resident stalls or	1 stall per 6 resident stalls or							

						fraction thereof	fraction thereof	fraction thereof	fraction thereof	fraction thereof										
	Maximum Residential Parking	2									3	3.5	4	4.5		3	3.5	2.5	3.5	3
	Minimum Residential Parking											2								
-	Required Visitor Parking	Not Required in I Zone																		

1. When residential developments contain multiple dwelling unit types listed above, the required amount of parking shall be individually determined for each residential unit and summed in total. When the required amount of parking stalls for residential units is a fraction of a whole number, the required amount shall be rounded up to the next integer in all cases.
2. In all cases, there shall be a minimum off-street parking apron of twenty-five feet in length directly in front of all garage door entrances when accessing a street whether to the front or side of a residence. Where garage doors access an alley, the off-street parking apron shall be at least ten feet.
3. Parking spaces counted for residential use shall not also be counted towards non-residential parking requirements for other uses. Parking spaces counted for use of a particular dwelling unit shall not also be counted towards parking requirements for other dwelling units.
4. Work/live units shall provide parking per the table above for the residential use in the unit. Work/live units shall also provide parking spaces for the business use per the standards of this Chapter. Parking spaces counted for the residential portion of the work/live unit shall not also be counted towards the parking requirements of the business portion.
5. In the Central Business District, off-street parking is not required for new residential developments of ten or fewer units, with the following exceptions:
 - a. New construction is located outside of the Central Business District Core as defined in 17.04.030 SWMC.
 - b. New construction is accompanied with more than four thousand square feet of commercial space as a mixed-use development.
6. 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 Community Development Director or their designee.

D. Offices (excluding health care offices) and banks: One per three hundred square feet gross floor area plus five vehicle storage spaces per drive-through window;

E. Eating and drinking establishments: one per seventy-five square feet of area open to the public, including outdoor service areas, plus additional as specified by the ~~zoning administrator~~Community Development Director or their designee for drive-through capability;

F. Low-intensity sales and service (lumber, building supplies, feed and grain, large appliances, furniture, motor vehicles, boats, machinery, dry-cleaning, sign making, shoe and clothing repair, locksmiths, photography, saw-sharpening, etc.): one per four hundred square feet of gross floor

area plus additional as specified by the ~~Zoning Administrator~~Community Development Director or their designee for outdoor sales and activity areas;

G. High intensity sales and service (food, clothing, hardware, household goods, drugs, arts and crafts, auto parts, sporting goods, office equipment, books, plants, jewelry, liquor, musical instruments, barber and beauty shops, laundromats, etc.): one per two hundred fifty square feet of gross floor area open to the public;

H. Churches and funeral homes: one per four occupants at maximum design capacity;

I. Places of public assembly other than the above (auditoriums, stadiums, halls, clubs, theaters, indoor recreation, bus stations, etc.): one per three occupants at maximum design capacity;

J. Hospitals and residential health care facilities: one per three beds;

K. Health care offices and clinics including veterinarians: six per doctor, dentist or other principal personnel;

L. Day care and preschool facilities: one per worker at maximum shift plus adequate loading space.

M. Industry, wholesaling, warehousing, nonpassenger transportation facilities except ministorage: one per 1.5 workers on maximum shift;

N. Open air activities, schools, plant nurseries, public utilities, outdoor recreation, ministorage, drive-through facilities (food, carwash, service stations, etc.) and all other uses not otherwise specified: to be determined by the ~~zoning administrator~~Community Development Director or their designee.

O. Non-residential uses in the Urban Village Mixed-Use Overlay Zone: refer to 17.36.092 SWMC.

P. Non-residential uses in the Central Business District Zone: refer to 17.36.094 SWMC.
(Ord. [1013](#) § 3.01.03, 1985)

17.36.035 Reductions to required parking minimums.

Reductions to the required minimum parking standards outlined in 17.36.030 of this Chapter may be permitted by the Community Development Director or their designee if the following provisions are applicable:

A. Public Transit Reduction. The required parking minimum may be reduced by up to 25% if the proposed development is within one-quarter mile of a public transit service that provides transportation at a frequency rate of thirty minutes or faster.

B. Underground or Structured Residential Parking Reduction. The required parking minimum may be reduced by up to 25% if the proposed development incorporates underground or structured parking that satisfies at least 50% of the development's required minimum parking after reduction.

C. Permanent Affordable Housing Reduction. The required parking minimum may be reduced by up to 25% if a proposed residential development designates at least 50% of all residential units as permanent affordable housing as defined in 17.04.030 SWMC. If sale price limitation is selected, residential developments which limit the sale of at least 50% of the units to no more than 40% fair market value are eligible for this reduction. If occupancy restriction is selected, residential developments which reserve a minimum of 50% of the units for households with incomes at 80% Area Median Income or below are eligible for this reduction. At the time of residential building permit application, the applicant shall submit documentation of a legally binding document indicating the selected method to be recorded with the Skagit County Auditor upon city approval.

D. In no case shall the required minimum parking standard be reduced by more than 50%.

17.36.040 Development standards.

Parking facilities provided in accordance herewith shall:

A. Have access to a public thoroughfare, with ingress and egress designed with respect to intersections, crosswalks and traffic in general so as not to create safety hazards or impedances. Driveways connecting parking spaces to the public thoroughfare shall be at least twelve feet in width if one-way or serving less than ten parking spaces. Otherwise driveway width shall be at least twenty feet;

B. Incorporate maneuvering room so as not to require backing out onto a public street, except that parking spaces serving single-family residences, accessory dwelling units, and duplexes, and triplexes may utilize a street for backing out, provided the street is not an arterial and location is at least fifty feet from all street intersections;

~~C. Be designed so that all vehicles are independently mobile and do not block each other;~~

D. Be surfaced with a dust-free, durable material, provided that the portion of the driveway lying within the public right-of-way shall be paved with a material matching or superior to that of the public thoroughfare;

E. Incorporate provision for drainage so as not to create on-site or off-site drainage problems;

F. Incorporate adequate traffic control devices to inform users of the designed use of spaces, ingress, egress and maneuvering space. Parking spaces, if more than four, shall be separately identified by striping, wheel-stops or other such means. General use of wheel stops to prevent damage to structures and landscaping is recommended, as is lighting of larger parking lots;

G. Provide for convenient pedestrian movement from parking spaces to building entrance, sufficiently separated from or compatible with vehicular traffic to ensure safety;

H. Incorporate effective and attractive sight-obscuring screening if serving a nonresidential use and located in or abutting a residential zone;

I. Be in accordance with the following dimensional requirements, provided the parking stall area excludes striping, wheel stops, curbs, or other similar devices from the required minimum dimensions; provided that a maximum of thirty percent of the total required spaces may be designated for compact cars with a width of seven and one-half feet, length of fifteen feet, and correspondingly reduced maneuvering room as set out in Figures one through three of the ordinance codified in this title, on file in the office of the city clerk. (Ord. 1013 § 3.01.04, 1985)

1. Standard parking stalls accessed at a 90-degree angle for residential use shall be no less than eight feet in width and nineteen feet in length.

2. Standard parking stalls accessed at a 90-degree angle for non-residential use shall be no less than nine feet in width and nineteen feet in length.

3. A maximum of thirty percent of the total required spaces may be designated for compact cars, provided they are accessed at a 90-degree angle and are no less than seven and one-half feet in width and fifteen feet in length.

J. Adequate accessible parking shall be provided in conformance with both the most recent version of the Americans with Disabilities Act (ADA) Standards for Accessible Design released by the U.S. Department of Justice as well as the Washington State International Building Code.

K. Parking stalls for residential use may utilize grass block pavers, as permitted in 36.70A.622 RCW.

17.36.050 Loading facilities requirement.

A. Whenever a building is erected, enlarged, or its use changed, and the new use requires that deliveries be made to the building which, unless special provisions are made, will result in significant traffic hazard or impedance, then adequate off-street loading facilities and maneuvering space for delivery vehicles shall be provided to prevent such hazard or impedance. (Ord. 1013 § 3.01.05, 1985)

B. Loading facilities shall be provided for all properties with twenty-five or more residential units. Loading facilities shall be clearly marked as such and must display signage indicating stopping and/or parking shall not exceed thirty minutes. Loading facility dimensions shall comply with the following:

1. Loading zones accessed at a 90-degree angle shall be no less than ten feet in width and twenty feet in length.
2. Loading zones accessed parallel from the travel lane shall be no less than nine feet in width and twenty-five feet in length.
3. The dimensions of loading zones accessed from an angle not explicitly mentioned above shall be determined according to the City Engineer or their designee.

17.36.060 Cooperative provisions.

Parking and loading facilities may be provided cooperatively, either through private arrangements or by means of a fee-in-lieu public parking program administered by the city. If the uses party to such a cooperative provision generate their peak parking demand at different times, the zoning administrator may reduce the total parking requirement from that which would be required separately to a number representative of the greatest demand likely to occur at any one time. (Ord. [1013](#) § 3.01.06, 1985)

17.36.070 Third party consents.

If the required parking or loading is to be provided on land not owned or leased by the applicant, proof shall be supplied of the owner's consent provided that such consent shall not be construed to constitute an obligation of any greater permanence than is explicit therein. At such time as such consent is withdrawn, the use by virtue of which such parking or loading has been required shall cease unless alternative arrangements have been made for compliance with these requirements. (Ord. [1013](#) § 3.01.07, 1985)

17.36.080 Verification.

Repealed by Ord. [2042-23](#). (Ord. [1013](#) § 3.01.08, 1985)

17.36.090 Handicapped parking.

~~Parking spaces shall be provided for the handicapped and shall be clearly signed or marked with stenciled notation on the pavement designating such use and shall be posted with an approved handicapped parking sign directly in front of the stall. Each space shall be at least eight feet wide and shall have an adjacent access aisle five feet wide minimum. Two accessible parking spaces may share a common access aisle. Van spaces shall be sixteen feet in width to~~

include the access aisle. Parking spaces and access aisles shall be level with surface slopes not exceeding 1:50 in all directions. Parking spaces shall be located closest to the handicapped accessible entrance with an accessible route provided to that entrance. Parking spaces for the handicapped shall be provided as follows:

Total Parking Provided	Minimum Number Required for the Handicapped
6—25 spaces	1 space
26—50 spaces	2 spaces
51—75 spaces	3 spaces
76—100 spaces	4 spaces
101—150 spaces	5 spaces
151—200 spaces	6 spaces
201—300 spaces	7 spaces
301—400 spaces	8 spaces
401 and over	To be arranged with the zoning administrator

(Ord. 1312-98 § 1 (part), 1998)

17.36.092 Parking – urban village mixed-use (UVMU) overlay zone.

A. Intent. The intent of the UVMU overlay is to encourage commerce by creating a pedestrian-friendly environment that accommodates both shoppers and its residents. Providing adequate parking without creating large expanses of parking lots in front of commercial businesses is key to the success of the UVMU overlay.

The creation of a mixed-use parking district shall be encouraged. Parking may be constructed and maintained for motor vehicles, bicycles or other non-motorized transportation, lease parking and/or other parking that promotes alternatives to driving single-occupant motor vehicles. New development may utilize a shared parking arrangement subject to review and approval by the Community Development Director.

Partially underground parking structures are encouraged with either landscape or constructed buffers to minimize visual impacts of parking. The Sedro-Woolley design standards and guidelines apply to location and design of parking lots.

Private driveways, garages and garage entrances shall be at rear and side of buildings; unless deemed unfeasible by the City Engineer, Community Development Director, or their designees.

The city may enter into a developer agreement (or similar binding agreement) and collect in-lieu fees to develop and manage a mixed-use parking district.

B. Off-street parking shall be provided for residential dwellings, commercial and retail uses in the UVMU overlay. Off-street parking for residential use shall be limited with parking stall maximums to reduce automobile dependency and overexpansion of asphalt. (Ord. 1931-19 § 2 (Exh. A) (part), 2019)

C. Subject to any shared parking agreement as approved by the Community Development Director or their designee, parking in the Urban Village Mixed-Use (UVMU) Overlay Zone shall be provided as follows:

1. A minimum of one parking space per three hundred square feet of gross commercial floor area shall be provided. If more than fifty percent of the gross floor area of the first floor is used as commercial area, then only one parking space per six hundred square feet shall be required for the commercial space in excess of fifty percent of the gross first floor commercial space.
2. Parking for commercial uses shall be provided in addition to residential parking requirements.

17.36.094 Parking – central business district (CBD) zone.

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 for non-residential uses in the Central Business District shall be as follows:

<u>Location</u>	<u>Required Minimum Parking</u>
<u>Within the Central Business District Core</u>	<u>Retail and restaurants: No off-street parking required.</u> <u>Public Use: No off-street parking required.</u>

	<u>Non-residential uses not described: Refer to 17.36.030 SWMC.</u>
<u>Outside of the Central Business District Core</u>	<u>Commercial use: Refer to 17.36.030 SWMC.</u> <u>Public use: No off-street parking required.</u>

C. New commercial or retail development may propose a shared parking arrangement to the Community Development Director or their designee for review and approval.

Chapter 17.100

ACCESSORY DWELLING UNITS (ADUS)

[...]

17.100.030 Standards and criteria.

[...]

J. ~~One off-street parking space is required in addition to the off-street parking spaces required for the principal residence. Parking must be provided on the subject property, either off of an alley or on a driveway. When the property abuts an alley, the off-street parking space for the accessory dwelling unit shall gain access from the alley.~~ Parking shall be developed in accordance with the standards in Chapter [17.36](#).

[...]

CERTIFICATION OF ENROLLMENT
SUBSTITUTE SENATE BILL 6015

68th Legislature
2024 Regular Session

Passed by the Senate March 4, 2024
Yeas 28 Nays 21

President of the Senate

Passed by the House February 29, 2024
Yeas 95 Nays 1

Speaker of the House of
Representatives

Approved

Governor of the State of Washington

CERTIFICATE

I, Sarah Bannister, Secretary of
the Senate of the State of
Washington, do hereby certify that
the attached is **SUBSTITUTE SENATE
BILL 6015** as passed by the Senate
and the House of Representatives on
the dates hereon set forth.

Secretary

FILED

Secretary of State
State of Washington

SUBSTITUTE SENATE BILL 6015

AS AMENDED BY THE HOUSE

Passed Legislature - 2024 Regular Session

State of Washington

68th Legislature

2024 Regular Session

By Senate Local Government, Land Use & Tribal Affairs (originally sponsored by Senators Shewmake, Kuderer, and Lillas)

READ FIRST TIME 01/31/24.

1 AN ACT Relating to parking configurations for residential uses;
2 and adding a new section to chapter 36.70A RCW.

3 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

4 NEW SECTION. **Sec. 1.** A new section is added to chapter 36.70A
5 RCW to read as follows:

6 (1) Cities and counties planning under this chapter shall enforce
7 land use regulations for residential development as provided in this
8 section:

9 (a) Garages and carports may not be required as a way to meet
10 minimum parking requirements for residential development;

11 (b) Parking spaces that count towards minimum parking
12 requirements may be enclosed or unenclosed;

13 (c) Parking spaces in tandem must count towards meeting minimum
14 parking requirements at a rate of one space for every 20 linear feet
15 with any necessary provisions for turning radius. For purposes of
16 this subsection, "tandem" is defined as having two or more vehicles,
17 one in front of or behind the others with a single means of ingress
18 and egress;

19 (d) Existence of legally nonconforming gravel surfacing in
20 existing designated parking areas may not be a reason for prohibiting

1 utilization of existing space in the parking area to meet local
2 parking standards, up to a maximum of six parking spaces;

3 (e) Parking spaces may not be required to exceed eight feet by 20
4 feet, except for required parking for people with disabilities;

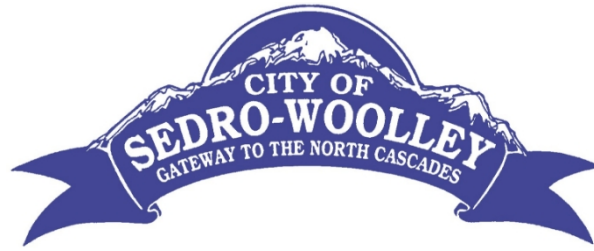
5 (f) Any county planning under this chapter, and any cities within
6 those counties with a population greater than 6,000, may not require
7 off-street parking as a condition of permitting a residential project
8 if compliance with tree retention would otherwise make a proposed
9 residential development or redevelopment infeasible; and

10 (g) Parking spaces that consist of grass block pavers may count
11 toward minimum parking requirements.

12 (2) Existing parking spaces that do not conform to the
13 requirements of this section by the effective date of this act are
14 not required to be modified or resized, except for compliance with
15 the Americans with disabilities act. Existing paved parking lots are
16 not required to change the size of existing parking spaces during
17 resurfacing if doing so will be more costly or require significant
18 reconfiguration of the parking space locations.

19 (3) The provisions in subsection (1) of this section do not apply
20 to portions of cities within a one-mile radius of a commercial
21 airport in Washington with at least 9,000,000 annual enplanements.

--- END ---



Planning Commission Agenda Item

Agenda Item No.: g.2.

Date: November 19, 2024

From: Nicole McGowan, Planner

Subject: Proposed Amendments to Chapter 2.90 and Title 17 SWMC to Add Regulations for Cottage Clusters

RECOMMENDED ACTION:

Review and discuss the revised amendments and propose any recommended changes.

ISSUE:

Should the Planning Commission recommend that the City Council adopt the proposed amendments to Chapter 2.90 and Title 17 SWMC to add regulations for cottage clusters?

BACKGROUND/SUMMARY INFORMATION:

At the October 15, 2024 Planning Commission meeting, discussion took place regarding how the draft regulations for cottage clusters could be simplified without detracting from the desired vision for the appearance and function of cottage clusters. Staff shared Anacortes' cottage housing regulations with the Commission, highlighting areas from Anacortes' code worth considering to mirror in the interest of simplification. The draft amendments, included herein as **Attachment 1**, have been rewritten to reflect the Commission's recommended changes.

Staff are also doing research on possible options for incentivizing affordable cottage cluster development and anticipate having recommendations for the Planning Commission to review and discuss in January.

FISCAL IMPACT, IF APPROPRIATE:

None.

ATTACHMENTS:

1. Draft Amendments 5 - Cottage Clusters (11-19-24)

Chapter 2.90

CONSOLIDATED PLANNING PROCEDURES*

[...]

2.90.060 Authority and responsibilities.

[...]

C. Planning Director or Designee.

1. Authority. The planning director or designee shall review and act on the following:

- a. Building and grading permits;
- b. Binding site plan approval for commercial or industrial developments;
- c. Environmental review.
 - i. Make threshold determinations for environmental checklists;
 - ii. Authorize circulation of draft environmental impact statements;
 - iii. Approve and issue final environmental impact statements;
 - iv. Approve mitigation conditions for mitigated determinations of nonsignificance and final environmental impact statements;
- d. Interpretation of flood insurance rate map boundaries;
- e. Boundary line adjustments (B.L.A.);
- f. Modifications.
 - i. Minor modifications to previously approved site plan;
 - ii. Modifications of street standards;
 - iii. Minor modifications of landscaping requirements;
 - iv. Minor amendment to PUD_{7.2}

- g. Planned action determinations;
- h. Review of business licenses for home occupations;
- i. Shoreline exemptions;
- j. Shoreline permits;
- k. Short plats – nine or less;
- l. Temporary use permits;
- m. Variances – administrative;
- n. Modifications of the number of required parking stalls and the requirements of the parking, loading and driveway regulations;
- o. Temporary homeless encampment permits;
- p. Design review;
- q. Development authorization applications.
 - i. Accessory Dwelling Unit (ADU) applications;
 - ii. Cottage cluster applications.

[...]

2.90.070 Permit classification.

[...]

G. Land Use Permit Procedures.

1. Permit Classification Table.

Table 2.90.070(G)(1)—Permit Classification Table

Land Use Permit/Action	Permit Type					
	I	II	III	IV	V	VI
Accessory Dwelling Unit	X					
Administrative Determination	X					
Binding Site Plan		X				
Boundary Line Adjustment	X					
Building Permit SEPA Exempt	X					
Code Interpretation	X					
Comprehensive Plan Map (and Rezone) or Text Amendments						X
Conditional Use Permit			X			
<u>Cottage Cluster</u>		X				
Design Review with Building Permit	X					

[...]

2. Summary of Permit Processes.

	Type I	Type II	Type III	Type IV	Type V	Type VI	Shoreline Permits and Annexations
Pre-Application Meeting	No	Required for short plats, building permits with street improvements, <u>cottage clusters</u> , and all other non-single-family residential actions	Required, unless waived by director	Required, unless waived by director	No	Required, unless waived by director	Required, unless waived by director
Letter of Completeness	No	Required	Required	Required	No	No	No

	Type I	Type II	Type III	Type IV	Type V	Type VI	Shoreline Permits and Annexations
Notice of Application	No	Required	Required	Required	Required	Required for site-specific projects	See Chapter 35A.14 RCW or the shoreline management master program
Notice of Hearing	Not applicable	Not applicable	Required	Required	Required	Required	See Chapter 35A.14 RCW or the shoreline management master program
Open Record Public Hearing	No	No	Yes, before hearing examiner to render final decision	Yes, before hearing examiner to make recommendation to city council	No	Yes, before planning commission to make recommendation to city council	See Chapter 35A.14 RCW or the shoreline management master program
Recommendation Made By	Not applicable	Not applicable	Not applicable	Hearing examiner	Staff	Planning commission	See Chapter 35A.14 RCW or the shoreline management master program
Final Decision Made By	Planning director	Planning director	Hearing examiner	City council	City council	City council	See Chapter 35A.14 RCW or the shoreline management master program
Notice of Decision	Required unless exempt per Section 2.90.040	Required	Required	Required	Required	Required	See Chapter 35A.14 RCW or the shoreline management master program

	Type I	Type II	Type III	Type IV	Type V	Type VI	Shoreline Permits and Annexations
Judicial Appeal	See Section 2.9 0.090	See Section 2.9 0.090	See Section 2.9 0.090	See Section 2.9 0.090	See Section 2.9 0.090	See Section 2.9 0.090	See Chapter 35A. 14 RCW or the shoreline management master program

[...]

2.90.100 Submittal requirements—Specific to application type.

[...]

Table 2.90.100(B)—Land Use Application Submittal Requirements ****Note: this table shortened to show proposed submittal requirements for Cottage Cluster Development Authorization only****

SUBMITTAL REQUIREMENTS	TYPE OF APPLICATION	Cottage Cluster
Application fee	<u>X</u>	
<u>Cottage cluster plan, conceptual</u>	<u>1</u>	
Draft homeowners' association documents if applicable	<u>1</u>	
Draft restrictive covenants, if any	<u>1</u>	
Environmental checklist	<u>1</u>	
Existing covenants (recorded copy)	<u>1</u>	
Existing easements (recorded copy)	<u>1</u>	
Map of existing conditions of the site	<u>1</u>	
Neighborhood detail map	<u>1</u>	
Parking, lot coverage and landscaping analysis	<u>1</u>	
Preapplication meeting summary, if any	<u>1</u>	
Project summary	<u>1</u>	
PUD water availability letter	<u>1</u>	
Site plan, land use review	<u>1</u>	
Title report	<u>1</u>	

Title 17 ZONING

Chapters:

- [17.04 Administrative Provisions](#)
- [17.06 Residential 1 Environmentally Constrained \(R-1\) Zone](#)
- [17.08 Residential 5 \(R-5\) Zone](#)
- [17.12 Residential 7 \(R-7\) Zone](#)
- [17.16 Residential 15 \(R-15\) Zone](#)
- [17.20 Mixed Commercial \(MC\) Zone](#)
- [17.21 Urban Village Mixed-Use \(UVMU\) Overlay](#)
- [17.22 Transitional Mixed Commercial Overlay](#)
- [17.24 Central Business District \(CBD\) Zone](#)
- [17.28 Industrial \(I\) Zone](#)
- [17.32 Public \(P\) Zone](#)
- [17.34 Open Space \(OS\) Zone](#)
- [17.36 Off-street Parking and Loading](#)
- [17.38 Residential Recreation Areas](#)
- [17.40 Signs](#)
- [17.43 Planned Residential Development \(PRD\)](#)
- [17.44 General Regulations for All Zones](#)
- [17.48 Mobile Home Parks](#)
- [17.50 Landscaping](#)
- [17.51 Murals](#)
- [17.52 *Repealed*](#)
- [17.56 Conditional Use Permits](#)
- [17.60 Variances and Zoning Waivers](#)
- [17.64 Temporary Permits](#)
- [17.65 Regulations for Critical Areas](#)
- [17.66 Flood Damage Prevention](#)
- [17.68 Home Occupation Permits](#)
- [17.72 *Repealed*](#)
- [17.76 *Repealed*](#)
- [17.80 Enforcement](#)
- [17.84 Adult Entertainment Establishments](#)
- [17.88 Essential Public Facilities](#)
- [17.90 Collective Gardens](#)
- [17.92 Recreational Marijuana Producers, Processors and Retailers](#)
- [17.96 City of Sedro-Woolley Shoreline Master Program](#)
- [17.98 Model Homes](#)
- [17.100 Accessory Dwelling Units \(ADUs\)](#)
- [17.110 Homeless Encampments at Religious Organizations](#)
- [17.120 Cottage Clusters](#)

Chapter 17.04

ADMINISTRATIVE PROVISIONS

[...]

17.04.030 Definitions.

[...]

“Corner lot” means a lot with frontage on more than one public right-of-way, excluding alleys.

“Cottage home” means a small permanent dwelling that is greater than 400 square feet and no larger than 1,200 square feet. Cottage homes must be built in compliance with the Washington State Building Code.

“Dependent relative cottage” means a single-family residence which:

1. Is located on the same lot as another single-family residence;
2. Is inhabited only by the relative of the other single-family residence which relative is only able to safely maintain a separate household due to the support or supervisory care of family members in close proximity;
3. Is designed for ease of removal, dismantling, or conversion to an accessory use after termination of use as a dependent relative cottage; and
4. Meets the setback requirements for an accessory building.

[...]

“Ownership” means a lot or group of contiguous lots under the ownership.

“Park model” means a dwelling that is no larger than 400 square feet, built to American National Standards Institute (ANSI) 119.5 specifications. For the purposes of Chapter 17.120, park models are mounted on a foundation for permanent installation and are used as a primary residence and include a kitchen, bathroom, and sleeping/living area.

“Permanent affordable housing” means housing, regardless of ownership, for which there is a legally binding, recorded document in effect that limits the price at which the owner may sell or restricts the occupancy of the unit to a qualified, low-income household, for a period of at least 40 years for a property used for shelter or rental housing, or for a period of at least 25 years for a property to be owned by a low-income household. These documents include, but are not limited to, affordability covenants, deed restrictions, and community land trust leases. Resale

restrictions exercised by providers of permanently affordable housing can include, but are not limited to:

1. Continuous ownership of land by a public entity or nonprofit housing provider with a lease allowing ownership of the structure by an income-eligible household;
2. A nonpossessory interest or right in real property, such as a deed restriction, restrictive covenant, resale restriction, or other contractual agreement, that ensures affordability.

“Permitted use” means a use permitted within a zone, including uses accessory to the permitted use.

[...]

“Recreational vehicle” means a motor vehicle designed to also serve as a temporary living quarter.

“Ride-Sharing system” means a service that connects passengers with drivers for the common use of a motor-vehicle in order to share the costs or compensate the driver.

“Secure community transition facility (SCTF)” means, under RCW [71.09.020](#), a residential facility for persons civilly committed and conditionally released to a less restrictive alternative under Chapter [71.09](#) RCW. A secure community transition facility has supervision and security, and either provides or ensures the provision of sex offender treatment services. Secure community transition facilities include but are not limited to the facility established pursuant to RCW [71.09.250](#) and any community-based facilities established under this chapter and operated by the Washington State Secretary of Social and Health Services or under contract with the Secretary. For the purposes of Chapter [17.88](#), SCTFs also include supervised or unsupervised, private or publicly owned re-entry housing, work-release housing, half-way housing or any such housing with the primary purpose or use being the lodging of occupants who have been convicted of a felony.

“Self-Help program” means a housing initiative in which a government agency, non-profit organization or other local community group utilizes a structures and systematic approach to assist individuals with creating and maintaining their own living spaces.

“Setback” means the shortest horizontal distance between a lot line and the exterior surface of any building, fence or other significant sight-obscuring structure located on such lot; provided, that:

1. If the lot line lies within a proposed public right-of-way or proposed widening thereof as designated in the comprehensive plan, as determined by reference to the functional categorization of streets and right-of-way width standards for each, then the setback shall be measured from the revised lot line that would result from such new right-of way or widening thereof.

2. The following protrusions shall be considered exempt from setback requirements to a maximum of three feet:

- a. Eaves;
- b. Bay windows;
- c. Chimneys and fireplaces;
- d. Unenclosed, uncovered porches, terraces, landings or steps;
- e. Other incidental components in conformance with the intent of this definition.

[...]

“Structure” means a stationary manmade object or part thereof erected on the ground with an intention of some permanence, excluding objects less than three feet in height.

“Tiny home” means a permanent dwelling that is a minimum of 205 square feet and no larger than 400 square feet, including a kitchen, bathroom, and sleeping/living area, and must be built in compliance with the Washington State Building Code.

“Trailer” means a device designed to be drawn by a motor vehicle and provide temporary living quarters.

[...]

Chapter 17.08 RESIDENTIAL 5 (R-5) ZONE

[...]

17.08.010 Use restrictions.

Use restrictions in the residential R-5 zone shall be as follows:

A. Permitted Uses.

- 1. One single-family residence per lot;
- 2. Low-intensity agriculture;
- 3. Home occupations in compliance with Chapter [17.68](#);

4. Child day care centers meeting state requirements;
5. Adult or family day care facilities meeting state requirements;
6. Accessory dwelling units in compliance with Chapter [17.100](#);
7. Cottage clusters in compliance with Chapter 17.120.

[...]

Chapter 17.12

RESIDENTIAL 7 (R-7) ZONE

[...]

17.12.010 Use restrictions.

Use restrictions in the residential R-7 zone shall be as follows:

A. Permitted Uses.

1. One single-family residence per lot;
2. Low-intensity agriculture;
3. Home occupations in compliance with Chapter [17.68](#);
4. One duplex per lot with nine thousand square foot minimum lot size, in compliance with the requirements set forth in this chapter, which meet the following requirements, in addition to any other requirements imposed by ordinance:
 - a. Be situated on a lot of not less than nine thousand square foot minimum size, with a minimum width of eighty feet at the building line, a minimum depth of one hundred feet, and a minimum lot frontage on a public street of twenty feet;
 - b. Provide off-street parking for four vehicles;
 - c. Be designed to resemble a single-family residence so as to blend in with the design and appearance of the surrounding residences in the neighborhood;
 - d. No more than one duplex shall be allowed per any three successive lots adjoined by side property lines as defined in Section [17.04.030](#).

Exception: Lots which have twenty feet or less frontage on the public street shall not be required to be counted on a successive lot. This exception is intended to allow successive duplexes if located behind single-family lots.

5. Child day care centers meeting state requirements;
6. Adult or family day care facilities meeting state requirements;
7. Accessory dwelling units in compliance with Chapter [17.100](#);
8. Cottage clusters in compliance with Chapter 17.120.

[...]

Chapter 17.16

RESIDENTIAL 15 (R-15) ZONE

[...]

17.16.010 Use restrictions.

Use restrictions in the R-15 zone shall be as follows:

A. Permitted Uses.

1. Multifamily residential uses up to eight units per building or up to twelve units per building if the building is three stories and the units are evenly distributed between the three floors;
2. One single-family residence per lot;
3. Low-intensity agriculture;
4. Home occupations in compliance with Chapter [17.68](#);
5. Group homes;
6. Dependent relative cottages;
7. Professional offices;
8. Child day care centers meeting state requirements;

9. Planned residential developments;
10. Adult or family day care facilities meeting state requirements;
11. Cottage clusters in compliance with Chapter 17.120.

[...]

Chapter 17.120 **Cottage Clusters**

Sections:

- 17.120.010 Purpose.**
- 17.120.020 Zoning districts where permitted.**
- 17.120.030 Permitted uses.**
- 17.120.040 Permits and approval.**
- 17.120.050 Development standards.**
- 17.120.060 Affordability incentives ****COMING SOON******

17.120.010 Purpose.

It is the purpose of this chapter to create an affordable option for long term/permanent housing, integrated with Sedro-Woolley's existing residential building types and configurations. Furthermore, it is the purpose of this section to:

- A. Provide a framework for the development of cottage clusters;
- B. Promote housing affordability and greater choice by encouraging smaller and more diverse home sizes;
- C. Promote shared communities that are healthy and sustainable;
- D. Provide opportunities for creative, diverse and high-quality infill development that is compatible with existing neighborhoods;
- E. Encourage maximum efficiency in the layout of streets and internal access drives, stormwater facilities, utility networks and other public improvements through innovative site layout and the use of clustering;
- F. Create and/or preserve usable open space for the enjoyment of the occupants; and
- G. Encourage infill within areas of the city which are characterized by existing development.

17.120.020 Zoning districts where permitted.

Cottage clusters may be permitted in the following zoning districts:

- A. R-5, residential 5;
- B. R-7, residential 7;
- C. R-15, residential 15;

17.120.030 Permitted uses.

The following uses are allowed in cottage clusters:

- A. Cottage homes as defined in SWMC 17.04.030
- B. Tiny homes as defined in SWMC 17.04.030
- C. Park models as defined in SWMC 17.04.030

17.120.040 Permits and approval.

A development authorization application is required for all cottage clusters. Application for approval of the cottage cluster shall be made on forms prescribed by the planning department and which shall be accompanied by a filing fee as required.

Administrative Decision. Following review, the director shall make a report of findings and decision with respect to the proposed cottage cluster, and shall give approval, approval with conditions, or disapproval to the proposed cottage cluster. The decision may be appealed as allowed in Chapter 2.90. The director's report of findings and decision shall include, but need not be limited to, the following items:

- A. Suitability of the site area for the proposed development;
- B. Compliance with the development standards herein;
- C. Development in accordance with the Sedro-Woolley comprehensive plan.

17.120.050 Development standards.

A. Lot size. Cottage clusters are exempt from typical minimum lot area requirements of the R-5, R-7 and R-15 zones, provided they comply with the development standards herein.

B. Density. Due to the smaller relative size of cottage units, each cottage may be counted as one-half a dwelling unit for the purpose of calculating density (e.g., a cluster of eight cottages would be equivalent to four dwelling units).

C. Minimum and maximum number of cottages.

1. Cottage housing developments must contain a minimum of three cottages.
2. Three to 12 cottage structures may make up a cluster.
3. In the R-7 and R-15 zones, attached duplex cottages are allowed.

D. Minimum setbacks and separation. Setbacks and separation for all cottage cluster structures within the R-5, R-7 and R-15 zones shall be as listed below:

1. Front setback to any public street: twenty feet
2. Side setback to property line: ten feet
3. Rear setback to property line: ten feet for residences, five for accessory structures
4. Garage setbacks. Private garages (attached or detached) shall adhere to the setback requirements above. In addition, there shall be a minimum off-street parking apron of twenty-five feet in length directly in front of garage door entrances when accessing a public street either to the front or side of a residence. Where garage doors access an internal access drive or alley, the off-street parking apron shall be at least ten feet in length.
5. Cottages must be set back at least five feet from any internal pedestrian path.
6. Cottages must be set back at least ten feet from any internal access drives that provide access to four or more cottages. For access drives serving less than four cottages, at least five feet of separation is required.
7. Minimum separation between structures (including accessory structures): ten feet

E. Maximum building height. Twenty-five feet except twenty feet for accessory buildings.

F. Landscaping. The total amount of landscaping for a cottage cluster development shall be a minimum of fifteen (15) percent of the total site area. Cottage cluster developments may include any critical area and/or shoreline buffer areas when calculating landscape area if native vegetation is enhanced.

G. Design.

1. All cottages shall resemble typical single-family residence construction and respect the architectural design of existing adjacent land uses.
2. Standard siding material must be used over all structural sheathing. Structural sheathing may not also be the exterior siding.
3. Clear and obvious pedestrian access between the sidewalk (or street if there is no sidewalk) and the building entry is required.
4. All cottages must provide a covered pedestrian entry with minimum weather protection of three feet by three feet (a covered porch or recessed entry).
5. Windows shall be provided in facades featuring the primary entrance, facing streets and/or common open spaces, comprising at least 8% of the façade area. Windows provided in an attached garage door may be counted in the calculation.
6. Roof forms above 18 feet shall be pitched with a minimum roof slope of 6:12.

I. Access and parking.

1. For cottages between 205 and up to 800 square feet, a minimum of one parking stall shall be provided. For cottages over 800 and up to 1,200 square feet, a minimum of two parking stalls shall be provided.
2. Visitor/overflow parking. One additional visitor/overflow stall is required per every six resident stalls.
3. Parking must not be located between the street and cottages nor between cottages and common open space. Community parking areas must be located to the side or rear of the cottage cluster, within the development boundaries. Screening in accordance with the requirements of SWMC 17.50.120 shall be provided between community parking areas and adjacent residential uses.
4. Parking is encouraged to be consolidated under cover. Garage parking may count toward the minimum parking requirement. Garages with a footprint of up to 300 square feet may be attached to individual cottages, provided all other standards herein are met. Such garages do not count toward the size limit of cottages. Such garages must not be located adjacent to the common open space(s).
5. Vehicle access shall be from an internal drive where feasible. Internal drives shall be narrowed to the width of two lanes.
6. Closely spaced adjacent driveways within the development shall be combined for joint access where feasible.

7. Driveways which access onto public streets shall be shared with at least one adjacent property to minimize access points and increase the amount of on-street parking available.

8. Obstructions to pedestrian movement and the number of vehicular turning movements shall be minimized.

J. Common open space.

1. Minimum size. Common open space must be at least 400 square feet per cottage.

2. Minimum dimensions. Common open space must have no dimension less than 15 feet. Areas serving as private open space do not count toward common open space.

3. Elements. Common open space may include a lawn, courtyard, plaza, garden, or other shared element that meets the intent. Common open space must be usable and may not include parking areas, critical areas, or critical area buffers, including steep slopes. LID stormwater BMPs, like rain gardens, may be integrated in up to 25% of the minimum required usable open space area.

4. Orientation. Common open space must have cottages abutting on at least two sides. At least 50% of the cottages in a cluster must abut common open space. Cottages abutting the common open space must be oriented around and have the primary entrance face the common open space.

5. Access. Cottages must be within 100 feet walking distance of the common open space and feature a direct pedestrian connection to the common open space.

K. Private open space.

1. Minimum size. The minimum private open space adjacent to each cottage must be at least 200 square feet.

2. Minimum dimensions. The private open space must have no dimension less than 10 feet.

3. Access. The private open space must have direct access from the cottage via a door or porch. The required porch (see subsection (K)(4) below of this section) does not count toward the size or dimension requirements for the private open space.

4. Porches. Cottage facades facing the common open space or common pathway must feature a roofed porch at least 70 square feet in size with a minimum dimension of seven feet on any side. Cottages sited between a public street and the common open space are also subject to the entry requirements in subsection (G) of this section.

5. Private open space must be usable and may not include critical areas or critical area buffers, including steep slopes.

L. No cottage cluster development shall be located within 1,000 feet of another cottage cluster development. The 1,000-foot distance shall be measured in a straight line from the nearest property line of the proposed cottage cluster development to the nearest property line of any existing or approved cottage cluster development. An exception to the 1,000-foot separation requirement may be granted if the following conditions are met:

1. The developments are separated by a natural barrier such as a river or significant topographical feature that would prevent them from being perceived as part of the same cluster.

2. The Director determines that the proposed development will not result in an over-concentration of cottage clusters in the area.

M. Accessory dwelling units are not permitted in cottage housing developments, except as provided in subsection (N) below of this section.

N. Shared community buildings.

1. A shared community building may be integrated into the common open space area required in subsection (I) of this section but must not be included in the minimum common open space area calculations.

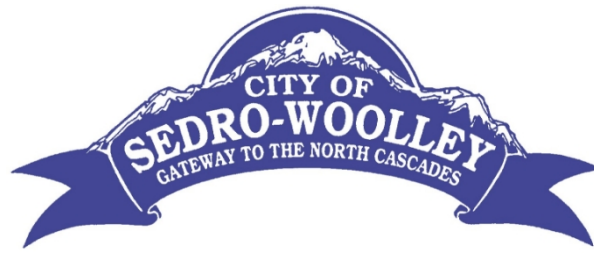
2. A shared community building may include uses such as, but not limited to, a multi-purpose entertainment space, recreation center, kitchen, library, storage space, workshop, or similar amenities that promote shared use and sense of community as approved by the director. Commercial uses, other than a child day care center (defined in Chapter 17.04 SWMC), are prohibited.

3. A shared community building may contain one attached accessory dwelling unit (see Chapter 17.100 SWMC).

4. Shared community buildings have a maximum ground floor footprint of 1,200 square feet.

5. Shared community buildings have a maximum building height of 25 feet. All parts of the roof above 18 feet shall be pitched with a minimum roof slope of 6:12.

17.120.060 Affordability incentives. **COMING SOON**



Planning Commission Agenda Item

Agenda Item No.: h.1.

Date: November 19, 2024

From: Ashton Sandoval Oaks, Assistant Planner

Subject: Planning Commission Tour of Recently Developed Accessory Dwelling Unit
5:30 PM, Bucko Estates, Sedro-Woolley, WA 98284

RECOMMENDED ACTION:

Tour an ADU at Bucko Estates developed by BYK Construction, Inc.

ISSUE:

N/A

BACKGROUND/SUMMARY INFORMATION:

BYK Construction, Inc. is approaching the end of Phase I of the Bucko Estates subdivision. The developer has generously offered a tour of an accessory dwelling unit to City Officials. The possibility of a Planning Commission quorum was advertised in the November 19, 2024, Skagit Valley Herald and is included herein as **Attachment 1**. Any individual seeking more information regarding this tour is encouraged to contact the City of Sedro-Woolley Planning Department through the following means:

In-person:

325 Metcalf Street
Sedro-Woolley, WA 98284

Email:

ASandovalOaks@Sdero-Woolley.gov

Telephone:

(360) 855-0771

FISCAL IMPACT, IF APPROPRIATE:

None anticipated

ATTACHMENTS:

1. Notice of Public Meeting (11-19-24)

NOTICE OF PUBLIC MEETING

CITY OF SEDRO-WOOLLEY

Planning Commission Tour of Recently Developed Accessory Dwelling Unit

In-Person Meeting

Bucko Estates

Sedro-Woolley, WA 98284

The City of Sedro-Woolley Planning Department will hold a public meeting on **Tuesday, November 19, 2024, at 5:30 PM** at the Bucko Estates subdivision, a residential development constructed by BYK Construction, Inc., to tour a recently constructed accessory dwelling unit.

There is a possibility of quorum of the Planning Commission.

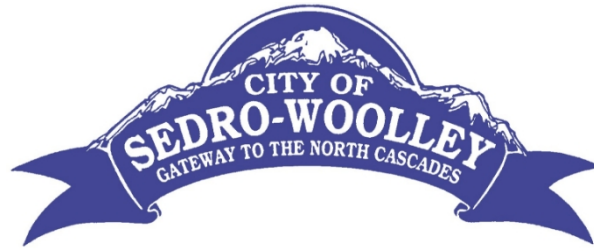
Interested parties are encouraged to contact the City of Sedro-Woolley Planning Department to request more information. See contact information below:

In-person/mail: City of Sedro-Woolley Planning Department
ATTN: Assistant Planner
325 Metcalf Street
Sedro-Woolley, WA 98284

Email: asandovalooks@sedro-woolley.gov

Telephone: (360) 855-0771

Published in the Skagit Valley Herald: November 19, 2024



Planning Commission Agenda Item

Agenda Item No.: h.2.

Date: November 19, 2024

From: Nicole McGowan, Planner

Subject: Notice to Commissioners - December 17, 2024 Comprehensive Plan Vision Statement Workshop

RECOMMENDED ACTION:

Prepare for a workshop on December 17, 2024 to review and discuss updates to the Sedro-Woolley Comprehensive Plan Vision Statement.

ISSUE:

As part of the 2024-25 Comprehensive Plan Update, the City will be evaluating and considering updates to its vision statement.

BACKGROUND/SUMMARY INFORMATION:

It is important that the vision statement within the Comprehensive Plan remains aligned with the city's evolving goals and the community's aspirations for managing growth over the next 20 years. The vision statement serves as the foundation for the Comprehensive Plan, guiding policies and decisions on land use, housing, transportation, economic development, and more. Input from the Planning Commission, community stakeholders, and the public will be essential in shaping a vision that reflects shared priorities and sets a clear direction for Sedro-Woolley's future.

On December 17th, the Planning Commission will be asked to participate in a visioning charette along with staff and our consultant team to gather input and ideas. This collaborative workshop will provide an opportunity to engage in focused discussions about the city's long-term goals and priorities. *Chapter 1 - Introduction and Vision Statement* from the current Comprehensive Plan is included herein as **Attachment 1** for your reference. See Section 1.08 for the current vision statement.

FISCAL IMPACT, IF APPROPRIATE:

None.

ATTACHMENTS:

1. Comp_Plan_Ch_1_Intro_and_Vision_Statement

Chapter 1

INTRODUCTION AND VISION STATEMENT

- 1.04 Introduction**
- 1.08 Vision Statement**

INTRODUCTION

This comprehensive plan was prepared by the city of Sedro-Woolley in accordance with Section 36.70A070 of the Growth Management Act (Act) to address growth issues in Sedro-Woolley and its adjacent urban growth area. It represents the community's policy plan for growth over the next twenty (20) years.

Why the City of Sedro-Woolley is Planning

To Implement the Growth Management Act from the "Bottom Up"

The Growth Management Act was intentionally drafted to give significant decision-making power to local jurisdictions. Although the Act tells jurisdictions that they must identify concerns and goals of the community, prioritize these goals, and plan how these goals will be achieved, it does not dictate the solutions. This "bottom up" approach is unique to Washington State's growth management legislation, and is the main characteristic which distinguishes it from similar acts in Florida and Oregon.

To Maintain Local Decision Making Power

For several years, the population in Sedro-Woolley remained stable after experiencing a slight loss in the mid-1980's after the closure of Skagit Manufacturing. However, between 1990 and 2005, Sedro-Woolley has shown an annual population growth of close to three percent. Since 2005 the growth rate has slowed, likely a result of the housing crisis and economic recession from which the region is still recovering. This growth is largely the result of migration northward from the more densely populated areas of the central Puget Sound region. With this growth comes increased demand for public facilities such as streets, sanitary sewer, solid waste collection, and fire and police protection. Provision of these services and the general operation of the city is increas-

ingly influenced by policy decision made at the federal, state and regional level.

The citizens involved in the preparation of Sedro-Woolley's comprehensive plan believe that the most effective way to maintain local control is to become more actively involved in planning. By clearly stating a vision for the future of the community, the city can readily evaluate the implications of its policy decisions, and express community concerns to regional, state, and federal entities. In addition, the Growth Management Act requires that state agencies comply with local comprehensive plans and development regulations. Therefore, the comprehensive plan and the implementing regulations allow the city to assert local control over certain issues with the assurance that state and county agencies will respect their decisions in a manner consistent with the community's desired vision of itself.

To Promote Desired Changes

Sedro-Woolley has attempted to diversify its economy, especially after the loss of its major employer (Skagit Manufacturing). However, the loss of this employer had a significant negative impact of the community's value which made it difficult to promote the city to potential new industries. As a result, most new development has occurred in the form of single-family subdivisions. While this new housing was needed, concerns were raised that Sedro-Woolley would become primarily a "bedroom" community for the employment centers located along Interstate 5.

The comprehensive plan sets forth goals and policies that promote the concept of a balanced community where job retention and attraction is given equal consideration to new housing developments. Included in the plan is an evaluation of the existing infrastructure capacity with current demand and a projection of capacity supply in order to direct future growth. This information is crucial in order for the city to take a proactive role in attracting the type of development required to meet the needs of its citizens, and make the wisest use of land and public re-

sources. The ability to make decisions in response to the growth and changes that are occurring in Sedro-Woolley will allow the city to take advantages of positive opportunities and better assess potential impact on the quality of life.

To Address Changes in Community Needs

The city of Sedro-Woolley is also updating its comprehensive plan to address dramatic changes since the previous plan was adopted. There has been a steady decline in the size of households, and an increase in the number of elderly individuals living on fixed incomes. The balance between the number of jobs and the number of housing units has shifted as major employers have left the community, and the viability of timber and agriculture industries has waned. Concerns about environmental quality and the impact on personal finances have also created a change in traditional land use patterns as well as a preference for alternatives to the automobile. Finally, the economy has shifted away from land intensive industries to light manufacturing and service industries that are more compatible with other land uses.

Purpose of the Comprehensive Plan

This comprehensive plan was developed in accordance with Section 36.70A.070 of the Growth Management Act to address growth issues in the city of Sedro-Woolley and its surrounding urban growth area. It represents the community's policy plan for growth over the next twenty (20) years. The city of Sedro-Woolley is not self-sufficient, and relies on many other communities. In such situations many unexpected changes could occur over which Sedro-Woolley has no control. Therefore, the long-term planning for the city needs to be adaptable and responsive to these kinds of circumstances. Rather than being a simple priority list of actions which assume a static environment, it must provide policies to guide decision-making in response to the unforeseen. The plan includes the following elements:

- * Land Use
- * Transportation
- * Parks

- * Capital Facilities
- * Utilities
- * Housing
- * Economic Development

County-Wide Planning Policies

The county-wide planning policies provide the framework for Sedro-Woolley's planning process, and a measure for ensuring coordination and consistency between the city and Skagit County. These policies address urban growth areas and the twenty (20) year population forecast accommodation, means to promote contiguous and orderly development and provision of urban services, siting of county-wide and state-wide public capital facilities, county-wide transportation facilities and strategies, the need for and distribution of affordable housing for all economic segments, joint planning between the cities and county within the urban growth areas, economic development and employment, analysis of fiscal impact, and environmental quality. All of the individual elements in the plan have been integrated along with the county-wide planning policies to ensure consistency.

Goal of 2016 Update

The goal of this update is to achieve greater consistency between the plan and the development regulations.

The city has been updating portions of the plan since 2009 in order to meet the required deadline to update by June 30, 2016 (RCW 36.70A.130).

The plan must be updated at least every eight years but no more frequently than once a year. Capital facilities plans are adopted as part of the comprehensive plan. Capital facilities include transportation, sewer, police, fire, schools, and may include library and municipal facilities. The city reviewed and updated the capital facilities element in 2014-2016 and incorporated the 20 year population and employment data adopted by Skagit County for the 2016 county-wide planning policies.

The transportation plan is being updated further in order to develop a zone-based traffic model to assess impact fees.

A community action planning process in 2000 and 2001 established several priorities for the city:

- Economic Development
- Downtown Revitalization
- Parks and Open Space

Further directions from the mayor were to:

- Improve the attractiveness of commercial development along Highway 20; and
- Require urban infrastructure in all new development.

These priorities continue to influence the 2016 Comprehensive Plan updates. Improving consistency and predictability of the development approval process was an additional goal.

Urban Growth Area

After the Skagit County government declined to adopt city ordinances requiring urban infrastructure for development in the unincorporated urban growth area (UGA), the city filed an appeal before the Western Washington Growth Management Hearings Board. The Board ultimately ruled that adequate provisions for urban services must be provided concurrently with development. Following this ruling, the county and the cities began a collaborative planning process to adopt development regulations that apply to all of the UGAs in the county. The subsequent ordinance adopted by Skagit County and supported by the cities, requires a minimum lot size of five acres for residential development when no urban infrastructure is required, but allows for cities to develop an Urban Reserve Development Permit in portions of the UGA where they expect urban infrastructure to become available relatively soon. A limited amount of commercial and industrial development can also occur in the UGAs without requiring the installation of urban services. The city of Sedro-Woolley may consider developing a program to allow development at higher densities with a mechanism to pay for re-

quired infrastructure that does not shift the costs of infrastructure to the taxpayers.

Deficiencies in urban services are a significant problem in much of the Sedro-Woolley UGA. Skagit County Planning and Development Services permitted residential subdivisions and mobile home parks to be developed in the UGA without requiring urban services. Most of the UGA east of city limits stretching eastward to Fruitdale Road are on septic systems. There is no economic or practical incentive for sewer to be extended to this area. In addition, the streets in the developed UGA are not to city standards; the right-of-ways lack curb, gutter, sidewalks and street lighting. A comprehensive stormwater conveyance system is also absent in these areas. In order for further development to occur in the portions of the UGA that already have significant urban densities but no urban services, the city will depend on Skagit County government to provide financial and technical assistance for the provision of urban services to the area.

UGA Size and Expansion

The jurisdictions in Skagit County worked together to adopt growth projections over the next 20 years. Those population and employment growth projects were reviewed and adopted by the Skagit Council of Governments (SCOG). The city then analyzed the available land inventory to determine if the SCOG projections can be accommodated in the current UGA boundaries.

The city performed a buildable lands inventory and compared the available land to the projected population and employment growth through 2036. The analysis indicated that additional land within the UGA is necessary to accommodate the projected 20 years of growth. As part of the 2016 Comprehensive Plan updates, the city held numerous public meetings, open houses and public hearings in support of necessary modifications to the UGA boundaries.

After the city's extensive public review program was complete, the Planning Commission and City Council recommended a modest UGA boundary expansion to accommodate the County's projected 20

year growth in the Sedro-Woolley UGA. The city forwarded the UGA expansion request to Skagit County; the county's Planning Commission held additional meetings and hearings in accordance with SCC and the Growth Management Act. Ultimately the Skagit County Board of County Commissioners found that the amount of land requested to be added to the UGA was consistent with the need showed by the city's buildable lands inventory and approved a modest UGA boundary expansion.

Design Guidelines

The city's adopted comprehensive plan calls for design guidelines to help maintain the city's small-town atmosphere as it grows. Design guidelines are in place downtown and need to be fully implemented to achieve the desired early 19th-century look. This update proposes permanent design standards and guidelines that provide guidance for the development of new commercial, industrial, residential, multifamily, and planned residential developments. The standards are located in a manual which addresses building and site design and includes illustrations of the requirements.

Impact Fees

SEPA requires that cumulative impacts be mitigated when identified. New private development must address its impacts upon the public health, safety and general welfare, for open spaces, drainage ways, streets, alleys, other public ways, water supplies, sanitary wastes, parks, playgrounds and sites for schools and school grounds. State legislature has enabled, and the city has elected to implement, the use of impact fees to mitigate the direct impacts that have been specifically identified by the city as a consequence of proposed development, and to make provisions for impacts. The city will continue to seek the cooperation of Skagit County in joint road, sewer and other infrastructure improvement projects in the unincorporated UGA.

Plan Implementation and Monitoring

This section outlines the plan implementation and monitoring procedures developed to measure pro-

gress in implementing the goals, objectives, and policies in the city of Sedro-Woolley's comprehensive plan. This process also prepares the city for updates in the future. Annual continuous evaluation should ensure that the following items are addressed:

- * Citizen participation in the process;
- * Updating appropriate base-line data and measurable objectives to be accomplished in the first six-year period of the plan, and for the long-term period;
- * Accomplishments in the first five-year period, describing the degree to which the goals, objectives, and policies have been successfully reached;
- * Obstacles or problems which resulted in the under-achievement of goals, objectives, and policies; and
- * A means of ensuring a continuous monitoring and evaluation of the plan during the five-year period.

Although adopted by ordinance, a comprehensive plan has traditionally been a policy document with implementation through land development regulations and other ordinances. However, the Growth Management Act encourages a variety of innovative implementation methods, regulatory and non-regulatory, which should be considered. The city will continue its public participation program following plan adoption in order to inform the entire community about the rationale and goals of the plan, as well as the changes that will take place in the city because of the plan's implementation. Sedro-Woolley believes that broad support for the plan is crucial for effective implementation.

Existing development regulations must be updated to be consistent with the plan. In reviewing regulations for consistency, the city should ensure that the development patterns suggested in the plan are encouraged. In addition to the new development regulations identified in the land use plan, other regulations (i.e. design review guidelines, drainage regulations)

will be enacted as necessary to implement the land use plan during the annual review periods.

Planning is an ongoing process, and improved data or changing circumstances will require amendment to the comprehensive plan. In particular, the plan will be reviewed periodically as required by the Growth Management Act (roughly every eight years) to ensure that the city's comprehensive plan, capital facilities planning, transportation planning and land available in the UGA are adequate to accommodate the projected 20 year employment and population growth. The 20 year update process requires that the cities and Skagit County cooperate to ensure that the Countywide Planning Policies and city comprehensive plans are consistent. The 20 year growth projections shall be based on the Office of Financial Management's population estimates. The update will also address any specific concerns, clarify inconsistencies that were identified during the year, and review the adequacy of the adopted level of service standards. If necessary, adjustments will be made to revenues, land use classifications or LOS standards to ensure that probable funding meets the projected needs of the city.

The community's vision statement and comprehensive plan goals provide long-range guidance for the city. To maintain consistency and allow sufficient time for decisions to take effect, these general guidelines should not be changed more than every five years. However, as specific objectives or policies are achieved, revision of the plan in each element may be required to continue progress toward the overall goals.

Amendments to the comprehensive plan can be requested by the city council, planning commission, or by any affected citizen or property owner. However, the plan may not be amended more than once a year.

Consistency with State Growth Management Goals

The data used to develop this comprehensive plan is to the greatest extent possible the best available data. The city has coordinated its plan with that of adjacent jurisdictions and the county in order to achieve compatibility and external consistency. In addition, the Growth Management Act requires consistency and/or compatibility with the planning goals set forth in the Act. The following are the goals from the Act (shown in *italics*), below which are listed the policies from the Sedro-Woolley Comprehensive Plan that support and/or are consistent with these goals.

Goals and Policies

The goals and policies set forth throughout the comprehensive plan are the result of the "visioning" process held by the city of Sedro-Woolley in the early stages of the development of the comprehensive plan. Some modifications have been made as a result of new developments in the planning process of the city and county and as a result of the special study recommendations.

It is envisioned that the adoption of some of these goals and policies will require several years to enact. The city will actively work to implement these goals and policies within the next eight years until the next required major review of the comprehensive plan. These goals and policies will be incorporated into the city's codes as necessary and annually as amendments to the comprehensive plan.

Growth Management Act Goals

Urban Growth

Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

Goal GMA1: Encourage development in areas where adequate public facilities exist.

Policy A1.1: An annexation area must be provided city services within six years, consistent with the provisions of the current Capital Facilities Plan.

Policy LU3.2: Establish transportation as an “urban” service requiring concurrency under the Growth Management Act.

Policy LU3.6: Periodically review the comprehensive plan and adjust revenues, land use classifications, or level-of-service (LOS) standards to ensure that probable funding meets the projected needs of the city.

Policy CF2.2: “Concurrent Development” shall be defined as development which can be provided transportation services by the city of Sedro-Woolley within six years of the date of the development approval. If capital facilities necessary to meet the concurrency requirement are not provided in the six-year Capital Facilities Plan, the developer shall provide the facilities at his/her own expense to meet the concurrency requirement.

Policy CF2.1: The city of Sedro-Woolley shall allow only “concurrent development” to occur within the urban growth area. Proposed developments shall complete a concurrency review provided by the city planning department.

Reduce Sprawl

Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

Goal GMA2: Reduce Urban Sprawl

Policy A1.2: Reject annexation requests which are not contiguous to existing city areas, except as permitted under RCW 35.13.180.

Policy A1.3: An annexation area must be provided city services within six years, consistent with the provisions of the current Capital Facilities Plan.

Transportation

Encourage efficient multi-modal transportation systems that are based on regional priorities and are coordinated with county and city comprehensive plans.

Goal GMA3: Provide safe, efficient transportation services to community residents.

Policy T1.1: Identify and improve substandard roads based upon a priority system which accounts for both traffic demand and surrounding land uses.

Policy T1.4: Improve arterial and collector streets identified as deficient in condition level of service to the adopted design standard, consistent with the capital facilities element of the comprehensive plan.

Policy T2.3: Improve arterial and collector streets identified as deficient in capacity level of service to the design standard, consistent with the capital facilities element of the comprehensive plan.

Policy T3.8: Consider the needs of future transit service when improving principal, secondary and collector arterials.

Policy T4.1: Establish a committee to review alternate transportation options and propose alternatives appropriate to Sedro-Woolley’s anticipated population growth and density. Options to evaluate include trails, rail, transit, walking, etc.

Housing

Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing.

Goal GMA4: Provide adequate, diverse and affordable housing to all community residents.

Policy A4.1: Encourage a variety of housing in Sedro-Woolley and its UGA.

Policy H1.1: Install supporting infrastructure in areas of higher density housing, as a public, private, or private/public effort.

Policy H2.1: Encourage affordable housing for the elderly. As an alternative, the elderly should be accommodated in safe, well-maintained multiple-unit structures.

Policy H2.2: Encourage affordable housing for those with special needs. (Including, but not limited to disabled, low-income, homeless).

Policy H2.3: Encourage affordable housing for non-traditional households. (Including, but not limited to seasonal workers, single parents, extended families, and group homes.)

Economic Development

Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth, all within the capacities of the state's natural resources, public services, and public facilities.

Goal GMA5: Encourage community economic development.

Policy E1.1: Create employment opportunities within the Sedro-Woolley economy, particularly for residents who now commute to other distant employment areas.

Policy E2.1: Encourage local business development opportunities and utilization by the private and public sector, particularly for small start-up businesses owned by or employing Sedro-Woolley residents. Promote local use of special business financing and management assistance programs.

Policy E3.1: Promote tourism as a means of diversifying the economy and preserving the history of the community.

Property Rights

Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

Goal GMA6: Preserve property rights

Policy LU5.7: Recognize the rights of property owners to freely use and develop private property consistent with city regulations.

Policy H4.3: Encourage the development of residential structures that respect existing views of natural features, and the right of everyone to enjoy them.

Permits

Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.

Goal GMA7: Ensure fair, predictable and timely permit processes.

Policy H2.6: Maintain easy access to the permitting process.

Policy T5.3: Aggressively enforce RCW 36.70A.106, requiring the Department of Transportation, or any other state agency, to comply with this comprehensive plan.

Policy UI.2: Provide utility permits in a fair, timely and predictable manner.

Natural Resource Industries

Maintain and enhance natural and resource-based industries, including productive timber, agricultural, and fisheries industries.

Goal GMA8: Encourage productive forest, agriculture and natural resource industries.

Policy LU5.4: Preserve and enhance Sedro-Woolley's rural and agricultural character by allow-

ing necessary agricultural support services and facilities.

Policy CC1.3: Recognize and retain logging and other timber industry practices as a heritage of this community. Strive to preserve this heritage while supporting and encouraging the development of modern forest-practices industries.

Policy OS2.2: Recognize and promote the benefits of agricultural land which include maintaining open space, establishing rural character, preserving view corridors, enhancing wildlife habitat, and providing employment for the residents of Skagit County.

Policy E3.7: Sedro-Woolley's tourism strategy should also capitalize upon the city's unique location and timber industry heritage. Strive to maintain a balance between logging history and environmental education and preservation.

Open Space and Recreation

Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.

Goal GMA9: Provide open space and recreation opportunities to community residents.

Policy P1.5: Identify zones which generally indicate where it is appropriate for future parks to be located as new development occurs.

Policy P2.3: Develop a mixture of active and passive recreation areas in order to accommodate the desires and lifestyles of Sedro-Woolley's residents.

Policy P3.1: Pursue joint ventures with Skagit County, other jurisdictions and public/private opportunities, in order to obtain access to a greater variety of recreational programs than the city could provide on its own.

Policy OS 1.2: The city shall provide input and coordinate review of development proposals with Skagit County to ensure the integrity of unincorporated open space within Sedro-Woolley's urban growth area.

Environment

Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

Goal GMA10: Protect the environment while enhancing community quality of life.

Policy LU16.8: Encourage Development of a Brickyard Creek plan that addresses the creek's habitat functions, passive recreation uses and stormwater conveyance functions. The plan should address off-site mitigation opportunities in the creek's riparian area in accordance with the regulations for critical areas – Chapter 17.65 SWMC.

Policy CSA1.2: Provide the public, staff and decision-making bodies with information pertaining to the identification, classification, and designation of critical areas.

Policy CSA1.5: Promote land use patterns and methods of development that will protect the value of sensitive and critical areas, and prevent hazardous conditions.

Policy CC5.2: In conjunction with the Sedro-Woolley school district, ensure that curriculum within Sedro-Woolley schools emphasizes social and environmental responsibility.

Policy CSA4.1: Encourage the use of alternative modes of transportation, such as, carpooling, public transit, walking, and biking, in order to reduce the amount of automobile emissions.

Policy U3.2: Promote conservation of water and electricity within the urban growth area. Work with utilities, service agencies and other jurisdictions to promote conservation products and programs.

Citizen Participation and Coordination

Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

Goal GMA11: Encourage early and continuous citizen participation in the comprehensive planning process.

Policy A11.1: Encourage, respect and reward citizen activism.

Policy A11.2: Hold neighborhood meetings within proposed annexation areas in order to answer questions about the implications of annexation.

Policy LU5.6: Ensure that community's planning programs reflect basic community values.

Policy H3.8: Work to develop multi-family design recommendations based upon a participatory design process with community residents.

Policy CC6.6: Commit to honest, equal citizen participation in city processes.

Public Facilities and Services

Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

Goal GMA12: Assure capacity for new developments through a capital facilities plan.

Policy CF1.1: Provide capital improvements to correct existing deficiencies, to replace worn out or obsolete facilities and to accommodate desired future growth, according to the six-year capital facilities plan.

Policy CF2.3: Ensure that future development bears a fair share of capital improvement costs necessitated

by the development. The city shall reserve the right to collect mitigation impact fees from new development in order to achieve and maintain adopted level of service standards. The city shall be responsible for its fair share of capital improvement costs for existing deficiencies.

Policy CF2.4: Ensure that city plans and development regulations identify and allow for the siting of "essential public facilities," as described in the Growth Management Act. Work cooperatively with Skagit County and neighboring jurisdictions in the siting of public facilities of regional importance.

Policy CF3.1: Update the six-year Capital Facilities Plan (CFP) annually prior to the city budget process. All city departments shall review changes to the CFP and participate in the annual review.

Historic Preservation

Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

Goal GMA13: Preserve historically and culturally significant sites and structures.

Policy LU6.5: Develop and implement a local historic and cultural preservation procedure.

Policy H1.3: Protect historically significant housing sites and structures.

Policy CC1.1: Preserve historically-significant buildings, trees and site within the Sedro-Woolley urban growth area through the development of historic preservation and urban forestry programs.

Policy CC1.2: Preserve culturally-significant sites identified within the Sedro-Woolley urban growth area. Do not allow development or encroachment upon sites identified as significant by tribal nations.

VISION STATEMENT

The year is 2036. Sedro-Woolley has a small-town environment and a strong sense of identity. Many people know each other here. Residents greet each other by name. Business owners know both other owners and their regular patrons. People feel comfortable and safe walking through town.

The “centralized” nature of town, revolving around the central business district, helps keep the tight-knit structure of the community. The town’s scale promotes a “homey” feeling. Residents feel important as a part of their community rather than alienated as they might in a big city. Residents are involved in the community and strive to maintain a safe, healthy, enjoyable, and economically viable community. Visitors are encouraged to come to Sedro-Woolley. Signs on the main highways (Interstate 5 and State Routes 9 and 20) are inviting. Walking and shopping on and around Metcalf Street promotes a warm but bustling atmosphere.

Growth and Land Use

Citizens recognize the need for the city to grow. The city expands slowly through annexations primarily for residential development. This is done in an environmentally and aesthetically rational way, under compliance with the State’s Growth Management Act. Even though the city’s residential sector is growing, planning efforts strive to maintain an intentional balance of residential, commercial, and light industrial uses.

Economic Development

Sedro-Woolley’s job base is strong and vital. The city is economically self-sustaining and is not considered a “bedroom community” for larger cities in the region. Residents who live here can also work here. Sedro-Woolley is home to a diverse collection of larger employers. An occasional slump in one area will not depress the entire economy. The retail and tourism focus of the city is in the central business

district and is complemented by larger businesses at commercial nodes in various parts of the city. Professional offices, light industry, and support services are sited at these nodes. Industrial parks in Sedro-Woolley are complete and fully utilized.

Other Commercial Development

Both commercial and light industrial businesses are encouraged in Sedro-Woolley. Zoning keeps commercial strip development along the highways from sprawling. Rather, nodes of service-type enterprises along the main roads thrive. Development in these areas caters to the highway traveler and does not compete with downtown retail and tourism. Open space and green areas are maintained in the city’s zoning ordinance, and further promoted in the growing areas of the city. The downtown retail core is primarily retail businesses with some service businesses.

Housing

Most residential areas are zoned to protect the dominance of the single-family home. However, smaller lots are encouraged to protect Sedro-Woolley’s hinterlands from sprawl. Infill development in the older neighborhoods consists primarily of duplexes and accessory dwelling units that are designed to compliment existing neighborhoods.

Within the central business district, apartments on the upper stories of shops are encouraged. Sedro-Woolley offers a variety of housing types to meet the needs of its diverse citizens.

Transportation

The city’s transportation system expands to meet demands due to growth. Through-traffic circumvents the downtown area, which discourages congestion. Safe bicycle and pedestrian transportation is encouraged by the maintenance and addition of bike shoulders on the roads as well as off-road bike paths and trails. Local youth are educated in safe bicycling and traffic laws for bicyclists on the road. Bike racks are placed at key places in town to encourage people to ride their bikes rather than drive.

Central Business District

The city endorses the preservation of a functional yet aesthetically pleasing downtown area. Downtown is the city's core—it is a place where residents can come to purchase basic goods without driving to other communities. It is also the center of the city's social life. The central business district is vibrant during the day with a healthy and safe nightlife. Residential space above first-floor shops helps see to that. No buildings stand vacant. Metcalf Street, with its "Main Street" feel, is perfect for strolling. Its shops are small and unique to maintain the city's personal scale and character. Businesses that attract people to the downtown from the outside, such as retail, are promoted. This environment encourages tourists en route to the Cascades or the I-5 corridor to pull off the highway and visit for a short while. Signs from the highways indicate the route to downtown. Once again, Sedro-Woolley is a place where people go out of their way to visit. Downtown is also the city's link to its past. Its built form speaks of the old Sedro-Woolley and its rich tradition of providing services to people from near and far in the Skagit Valley. Historic buildings are preserved and renovated and new buildings visually blend with the older structures. Convenient and available parking for patrons is provided. Through design and atmosphere, however, patrons are encouraged to park their cars and walk from shop to shop on and around Metcalf Street.

Parks and Open Space

Citizens support the development of small, new, neighborhood parks, as well as open green space. New residential developments are encouraged to preserve open green areas for the public. The old Burlington Northern Railroad line connecting Sedro-Woolley with Burlington provides a recreation path for bicyclists and pedestrians to use instead of the highway. This trail connects Burlington and Sedro-Woolley with the upriver communities of Lyman, Hamilton, and Concrete. Trails are also available

around Riverfront Park. Bicycle and pedestrian paths connect parks to recreation facilities.

Library

The Sedro-Woolley library system is enjoyed by a wide variety of residents and non-residents who benefit from the facility's modern technological resources, wide range of research materials, and updated periodicals. The city is committed high quality library services in the city of Sedro-Woolley, and an essential element of urban life. The city will support expanded regional library services to serve the residents and non-residents, as opportunities develop.

Recreational Facilities

The public promotes maintenance and expansion of the city's existing recreation facilities. They also encourage the development of other facilities, particularly for the benefit of local youth. When not in school, teenagers have activities that keep them from loitering on street corners. These older students, as well as grade-school children, have places to go for entertainment and recreation that are close to home and school. A community center that houses an indoor recreation area, swimming pool, and organized programs benefits both the town's youth and its adults. A movie theater and game center allowing people under twenty-one (21) to visit are located downtown.

Infrastructure

The city promotes the improvement of infrastructure elements. Deteriorating roads in town are repaired and repaved as needed. Other pre-existing infrastructure needs such as sidewalks and sewers are inspected and repaired. All new infrastructure or improvements are supported by the city's capital facilities plan and are consistent with other plan elements. Every residential neighborhood in Sedro-Woolley enjoys paths, sidewalks, and street trees on every street.

Community Vision

As a whole, its citizens envision the Sedro-Woolley of the future as a warm and economically viable small-town community. Present and future residents will be honored to call it “home.”