

Next Ord:2102-25
Next Res:1165-25

CITY COUNCIL AGENDA

June 25, 2025

6:00 PM

**Sedro-Woolley Municipal Building
Council Chambers
325 Metcalf Street**

- a. Call to Order**
- b. Pledge of Allegiance**
- c. Roll Call**
- d. Approval of Agenda**
- e. Consent Agenda**

Note: Items on the Consent Agenda are considered routine in nature and may be adopted by the Council by a single motion, unless any Councilmember wishes an item to be removed. The Council on the Regular Agenda will consider any item so removed after the Consent Agenda.

- 1. Minutes - Regular City Council Meeting - June 11, 2025
- 2. Declaratory Judgment - FLOCK Data
- 3. Check Register - Regular
- 4. Ordinance 2096-25 - Amending Title 17 SWMC for Off-Street Parking and Loading
- 5. Requesting Authorization to Apply for an Indigent Defense Services Reimbursement Grant from the State of Washington

- f. Introduction of Special Guests and Presentation**
- g. City Administrator Report**
- h. Councilmember and Mayor's Report**
- i. Proclamation(s)**
- j. Public Hearing(s)**
- k. 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 finance@sedro-woolley.gov Attn: 'Public Comment' until 4:30pm the day before the meeting.

- l. Unfinished Business**

- 1. 2026-2031 Six-Year Transportation Improvement Program - Resolution 1165-25 – 2nd Read

- m. New Business**

- 1. Comprehensive Plan Update - Economic Development Element

n. Information Only Items

1. Helping Hands Food Bank House Bill 1590 Operating Grant Report

o. Executive Session

1. Discussion to Consider the Minimum Price at Which Real Estate will be Offered for Sale or Leave (RCW 42.30.110(1)(c))

p. Adjournment

Next Meeting(s) City Council and Public Works Committee - July 9, 2025

The City of Sedro-Woolley complies with applicable Federal civil rights laws and does not discriminate on the basis of race, color, national origin, limited English proficiency, age, 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.

Join Zoom Meeting:

<https://zoom.us/j/91786850179?pwd=Vys0Y29XalZmQTRmemJBM2txVDIUQT09>

or dial by location at:

- +1 253 215 8782 US (Tacoma)
- +1 669 900 6833 US (San Jose)
- +1 346 248 7799 US (Houston)
- +1 929 205 6099 US (New York)
- +1 301 715 8592 US (Washington DC)
- +1 312 626 6799 US (Chicago)

Meeting ID: 917 8685 0179

Passcode: 091845



City Council Agenda Item

Agenda Item No.: e.1.

Date: June 25, 2025

From: Kelly Kohnken, Finance Director / City Clerk

Subject: Minutes - Regular City Council Meeting - June 11, 2025

RECOMMENDED ACTION:

Motion to approve Regular City Council Meeting Minutes, held on June 11, 2025.

BACKGROUND/SUMMARY INFORMATION:

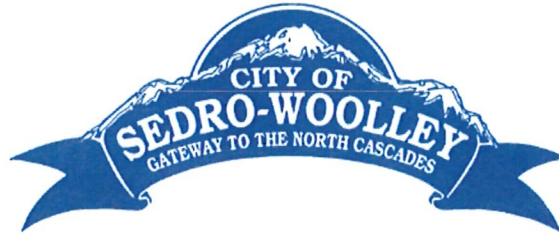
Minutes recorded for Regular City Council Meeting Minutes, held on June 11, 2025

FISCAL IMPACT, IF APPROPRIATE:

None.

ATTACHMENTS:

1. June 11, 2025 Regular City Council Minutes



Regular Meeting of the City Council
June 11, 2025 - 6:00 PM Hybrid Meeting

a. Call to Order

Mayor Julia Johnson called the meeting to order at 6:00 P.M.

b. Pledge of Allegiance

c. Roll Call

Present: Mayor Julia Johnson, Councilmembers JoEllen Kesti, Paul Cocke, Kevin Loy, Joe Burns, Sarah Diamond, Allan Henderson, and Nick Lavacca.

d. Approval of Agenda

Motion made by Councilmember Lavacca and seconded by Councilmember Diamond to approve the agenda with the removal of Consent Agenda item e3. Motion carried (7-0).

e. Consent Agenda

Note: Items on the Consent Agenda are considered routine in nature and may be adopted by the Council by a single motion, unless any Councilmember wishes an item to be removed. The Council on the Regular Agenda will consider any item so removed after the Consent Agenda.

Motion to approve Consent Agenda items 1-2 made by Councilmember Burns and seconded by Councilmember Lavacca. Motion carried (7-0).

1. Minutes - Regular City Council Meeting - May 28, 2025
2. Check Register - Regular
3. Memorandum of Understanding - Northwest Educational Service District 189 - School Safety and Violence Prevention

f. Introduction of Special Guests and Presentation

g. City Administrator Report

Public Works Director Bill Bullock provided an update on plans to correct the pavement defect on 4th and Warner, and the City hired an Engineering Intern who will be setting up a speed counter.

Director Bullock also noted a belt press in the Waste Water Treatment Plant is no longer functioning. The City intends to go out for a request for proposals to replace this belt press with a fan press.

h. Councilmember and Mayor's Report

Councilmember Loy noted himself, Councilmembers Diamond, Councilmember Henderson, and Mayor Johnson attended the North Star Connect Symposium on Friday, June 6, 2025.

Councilmember Kesti congratulated the Sedro-Woolley High School graduates. Councilmember Kesti also noted that she had received several comments regarding the conditional use permit for the property behind the church and the surrounding residents' lack of notification.

Councilmember Diamond noted the success of the Blast from the Past the prior weekend, and restaurants reporting record sales. Councilmember Diamond attended the North Star Connect Symposium and stated there was discussion between multiple jurisdictions but no action was taken. Councilmember Diamond also noted she met with a member of Family Promise.

Councilmember Henderson noted the American Legion Car Show that took place in town on Sunday, June 8, 2025. He thanked the Police and Public Works departments for their work on the event. Councilmember Henderson noted he had a discussion with Audrea Woll of Family Promise, attended the North Star Connect Symposium, and highlighted road and sidewalk improvements needed in Ward 4.

Councilmember Cocke reminded the community that it was the end of school and to watch for kids while driving. Councilmember Cocke also thanked the Police Department and city workers for the Blast from the Past event, was thankful for a Judge's pause on the closure of Job Corp, and attended the North Star Connect Symposium.

Councilmember Lavacca attended the Push-In Ceremony for the new Fire Department engine earlier that evening (June 11, 2025). Councilmember Lavacca also made comment on Jones / John Liner project, the success of Blast from the Past, and discussions regarding Family Promise.

Mayor Johnson thanked the Chamber of Commerce and volunteers for the Blast from the Past event. Mayor Johnson attended and congratulated the graduates from Sedro-Woolley State Street High School. Mayor Johnson also noted her attendance at the North Star Symposium, thanked volunteers for donating bags to Job Corp, and that Sedro-Woolley's 2025 population was estimated to increase from 12,400 to 13,360.

i. Proclamation(s)

j. Public Hearing(s)

1. Amendments to Title 17 SWMC Off-Street Parking and Loading - Ordinance 2096-25 - 3rd Read

Mayor Johnson opened the public hearing. Assistant Planner Ashton Sandoval Oaks presented proposed amendments to Title 17 of the Sedro-Woolley Municipal Code related to off-street parking and loading.

A public comment period was held; Paul Woodmansee made public comment.

A motion was made by Councilmember Lavacca and seconded by Councilmember Henderson to table this ordinance until the council can have a further discussion, and revise/include the following:

- Revise minimum residential park requirements to 1.2 for studio apartments and 1.5 for a one-bedroom apartments
- Required parking minimum may be reduced by up to 20% if the proposed development is within one-quarter mile of a major public transit stop or incorporates 50% of the required parking in a structured garage or underground, be revised to 10%
- Remove loading facility requirements
- Discussion with developers on proposed changes
- Discussion with code enforcement to include enforcement mechanisms

Motion carried (7-0). The public hearing was closed.

2. 2026-2031 Six-Year Transportation Improvement Program - Resolution 1164-25 - 1st Read

Mayor Johnson opened the public hearing. Public Works Director Bill Bullock presented the 2026-2031 Six Year Transportation Improvement Program and summarized the major projects.

Director Bullock noted that federal and state funding is available for arterial streets, however, this funding is infrequently available for local streets. This results in local street projects being funded primarily from local dollar from the General Fund.

A public comment period was held; the following individuals made public comments: Judy Haugness, David Miller, Dorothy Defremery, Sally Carlson, Chester Allshouse, Philip Murray, and Larry Hedgeman.

No action was taken. The public hearing was closed.

k. 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 finance@sedro-woolley.gov Attn: 'Public Comment' until 4:30pm the day before the meeting.

A public comment period was held; the following individuals made public comment: Becky Bunky, Audrea Woll, Raymond Faber, Dan Simmons, Wilma Reyes, Amber Lane,

Mandy Fare, Nikki Levy, Amy Wood, Sally Carlson, Judy Haugness, Elizabeth Freidl, Dorothy Defremery, Scott Hiner, Judy Lemley, Robert Lemley, Larry Hedgeman, Philip Murray, Xavi Thorne, Norma Saurez, and Sheila Clevents.

l. Unfinished Business

m. New Business

1. Comprehensive Plan Update - DRAFT Climate Element - 1st Read

Community Development Director Tom Glover introduced Alex Plumb and Heidi Rouse from Facet to present the Climate Element of the Comprehensive Plan.

No action was taken.

2. Business License Endorsement Municipal Code Update - Ordinance 2100-25 - 1st Read

Finance Director Kelly Kohnken provided an overview of the business license municipal code re-write.

Council members requested additional information on how other cities handle business licenses for residential house rentals.

No action taken.

3. Property Tax Increase Limit - Resolution 1163-25 - 1st Read

Finance Director Kelly Kohnken presented information on the state proposal to modify the property tax increase limit from 1% to 3%. This modification was removed from House Bill 2049 before its passage. Current state law limits property tax increases to 1%. City Council had previously requested an ordinance capping the City's property tax increase to 1%. After discussion at the Finance and IT Committee meeting, staff presented Resolution 1163-25.

Motion made by Councilmember Cocke and seconded by Councilmember Burns, to approve as written, Resolution 1163-25 Property Tax Increase Limit, recommended by the Finance and IT Committee. Motion carried (6-1), Councilmember Lavacca opposed.

4. 2025 Budget Amendment No. 2 - Ordinance 2101-25 - Action Requested

Finance Director Kelly Kohnken presented the second amendment to the 2025 budget, including replacing the 0.5 FTE part-time HR Analyst position with a 1.0 FTE full-time HR Manager.

Motion by Councilmember Kesti and seconded by Councilmember Henderson to approve Ordinance 2101-25 amending the 2025 budget. Motion carried (4-3), Councilmembers Loy, Kesti, and Henderson opposed.

n. Information Only Items

o. Executive Session

1. Discussion with Legal Counsel About Current or Potential Litigation (RCW 42.30.110(1)(i))

At 11:00pm, Mayor Johnson announced the City Council, with City Attorney Nikki Thompson and Community Development Director Tom Glover, would be in executive session to discuss current or potential litigation (RCW 42.30.110(1)(i) for 10 minutes to return at 11:10pm.

The executive session was extended on three occasions by a total of 30 minutes to return at 11:30pm.

At 11:31pm, the council returned. No action was taken.

p. Adjournment

The meeting adjourned at 11:31pm.

ATTEST:

APPROVED:

Kelly Kohnken, City Clerk

Julia Johnson, Mayor



City Council Agenda Item

Agenda Item No.: e.2.

Date: June 25, 2025

From: Nikki Thompson, City Attorney

Subject: Declaratory Judgment - FLOCK Data

RECOMMENDED ACTION:

A motion to authorize the City Attorney to file a declaratory judgment action in Skagit County Superior Court to determine the status of FLOCK camera data.

BACKGROUND/SUMMARY INFORMATION:

FISCAL IMPACT, IF APPROPRIATE:

ATTACHMENTS:

None



City Council Agenda Item

Agenda Item No.: e.3.

Date: June 25, 2025

From: Kelly Kohnken, Finance Director / City Clerk

Subject: Check Register - Regular

RECOMMENDED ACTION:

Motion to approve check register, EFTs, and payroll as described.

BACKGROUND/SUMMARY INFORMATION:

Claims checks #204613 through #204700, plus EFTs. Additional surcharges not included on the check register. Payroll ACHs including associated benefit checks #61410 through #61414.

FISCAL IMPACT, IF APPROPRIATE:

Claims checks, plus EFTs, totaling \$864,497.99

Payroll totaling \$426,264.37

ATTACHMENTS:

1. 2025-06-25 Check Register

CHECK REGISTER

City Of Sedro-Woolley

Time: 15:41:08 Date: 06/17/2025

06/25/2025 To: 06/25/2025

Page: 1

Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
5986	06/25/2025	Claims	2	EFT	Cascade Natural Gas Corp	67.06	
					101 - 576 80 47 052 - Bingham Caretaker	67.06	
5987	06/25/2025	Claims	2	EFT	Cascade Natural Gas Corp	199.58	
					001 - 522 50 47 000 - Public Utilities	199.58	
5988	06/25/2025	Claims	2	EFT	Cascade Natural Gas Corp	5.86	
					104 - 559 30 01 105 - Utility Payments on Redevelop	5.86	
5989	06/25/2025	Claims	2	EFT	Cascade Natural Gas Corp	40.91	
					412 - 537 80 47 000 - Public Utilities	40.91	
5990	06/25/2025	Claims	2	EFT	Cascade Natural Gas Corp	57.30	
					401 - 535 80 47 000 - Public Utilities	57.30	
5991	06/25/2025	Claims	2	EFT	Cascade Natural Gas Corp	81.91	
					103 - 542 63 47 000 - Public Utilities	81.91	
5992	06/25/2025	Claims	2	EFT	Cascade Natural Gas Corp	31.07	
					101 - 576 80 47 050 - Hammer Square	31.07	
5993	06/25/2025	Claims	2	EFT	Cascade Natural Gas Corp	173.39	
					101 - 576 80 47 020 - Senior Center	173.39	
5994	06/25/2025	Claims	2	EFT	Cascade Natural Gas Corp	319.43	
					101 - 576 80 47 070 - City Hall	319.43	
5995	06/25/2025	Claims	2	EFT	Cascade Natural Gas Corp	26.19	
					001 - 521 20 47 000 - Public Utilities	26.19	
5996	06/25/2025	Claims	2	EFT	Cascade Natural Gas Corp	22.91	
					401 - 535 80 47 000 - Public Utilities	22.91	
5997	06/25/2025	Claims	2	EFT	Cascade Natural Gas Corp	30.78	
					101 - 576 80 47 053 - Other Utilities	30.78	
5998	06/25/2025	Claims	2	EFT	Cascade Natural Gas Corp	78.56	
					101 - 576 80 47 010 - Community Center	78.56	
5999	06/25/2025	Claims	2	EFT	Cascade Natural Gas Corp	395.22	
					101 - 576 80 47 070 - City Hall	395.22	
6000	06/25/2025	Claims	2	EFT	Cascade Natural Gas Corp	50.71	
					401 - 535 80 47 000 - Public Utilities	50.71	
6001	06/25/2025	Claims	2	EFT	City of Sedro-Woolley	14.91	
					101 - 576 80 47 053 - Other Utilities	14.91	
6002	06/25/2025	Claims	2	EFT	City of Sedro-Woolley	14.91	
					104 - 595 20 63 082 - RW Trail Road Extension	14.91	
6003	06/25/2025	Claims	2	EFT	City of Sedro-Woolley	14.91	
					104 - 595 20 63 082 - RW Trail Road Extension	14.91	
6004	06/25/2025	Claims	2	EFT	City of Sedro-Woolley	165.90	
					104 - 559 30 01 105 - Utility Payments on Redevelop	165.90	
6005	06/25/2025	Claims	2	EFT	City of Sedro-Woolley	98.82	
					101 - 576 80 47 025 - Olmsted Park	98.82	
6006	06/25/2025	Claims	2	EFT	City of Sedro-Woolley	41.27	
					001 - 558 60 49 041 - Miscellaneous - Planning And	41.27	
6007	06/25/2025	Claims	2	EFT	Cnty of Skagit Public Utility	50.39	
					101 - 576 80 47 000 - Riverfront	50.39	
6008	06/25/2025	Claims	2	EFT	Cnty of Skagit Public Utility	100.10	

CHECK REGISTER

City Of Sedro-Woolley

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Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
			102 - 536 20 47 000 - Public Utilities			100.10	
6009	06/25/2025	Claims	2	EFT	Cnty of Skagit Public Utility	43.29	
			101 - 576 80 47 000 - Riverfront			43.29	
6010	06/25/2025	Claims	2	EFT	Cnty of Skagit Public Utility	328.99	
			101 - 576 80 47 000 - Riverfront			328.99	
6011	06/25/2025	Claims	2	EFT	Cnty of Skagit Public Utility	79.19	
			412 - 537 80 47 000 - Public Utilities			79.19	
6012	06/25/2025	Claims	2	EFT	Cnty of Skagit Public Utility	265.07	
			401 - 535 80 47 000 - Public Utilities			265.07	
6013	06/25/2025	Claims	2	EFT	Cnty of Skagit Public Utility	392.90	
			101 - 576 80 47 070 - City Hall			392.90	
6014	06/25/2025	Claims	2	EFT	Cnty of Skagit Public Utility	235.42	
			101 - 576 80 47 053 - Other Utilities			235.42	
6015	06/25/2025	Claims	2	EFT	Cnty of Skagit Public Utility	192.80	
			101 - 576 80 47 051 - Bingham / Memorial			192.80	
6016	06/25/2025	Claims	2	EFT	Cnty of Skagit Public Utility	50.39	
			101 - 576 80 47 040 - Train			50.39	
6017	06/25/2025	Claims	2	EFT	Cnty of Skagit Public Utility	39.33	
			101 - 576 80 47 070 - City Hall			39.33	
6018	06/25/2025	Claims	2	EFT	Cnty of Skagit Public Utility	192.80	
			101 - 576 80 47 050 - Hammer Square			192.80	
6019	06/25/2025	Claims	2	EFT	Cnty of Skagit Public Utility	43.29	
			401 - 535 80 47 000 - Public Utilities			43.29	
6020	06/25/2025	Claims	2	EFT	Cnty of Skagit Public Utility	43.29	
			001 - 521 20 47 000 - Public Utilities			43.29	
6021	06/25/2025	Claims	2	EFT	Cnty of Skagit Public Utility	72.08	
			401 - 535 80 47 000 - Public Utilities			72.08	
6022	06/25/2025	Claims	2	EFT	Cnty of Skagit Public Utility	43.29	
			401 - 535 80 47 000 - Public Utilities			43.29	
6023	06/25/2025	Claims	2	EFT	Cnty of Skagit Public Utility	492.32	
			101 - 576 80 47 000 - Riverfront			492.32	
6024	06/25/2025	Claims	2	EFT	Cnty of Skagit Public Utility	544.01	
			401 - 535 80 47 000 - Public Utilities			544.01	
6025	06/25/2025	Claims	2	EFT	Comcast Holdings Corp	71.95	
			101 - 576 80 47 020 - Senior Center			71.95	
6026	06/25/2025	Claims	2	EFT	Comcast Holdings Corp	674.38	
			001 - 518 80 42 021 - Internet Services			674.38	
6027	06/25/2025	Claims	2	EFT	Pitney Bowes	1,200.00	
			001 - 512 50 42 010 - Postage			251.84	
			001 - 514 23 42 010 - Postage			312.35	
			001 - 521 20 42 010 - Postage			279.19	
			001 - 522 20 42 010 - Postage			1.50	
			425 - 531 50 42 010 - Postage			18.05	
			401 - 535 80 42 015 - Postage			108.18	
			102 - 536 20 42 010 - Postage			9.92	
			412 - 537 80 42 010 - Postage			54.09	
			001 - 558 60 42 010 - Postage			77.19	
			001 - 595 10 42 000 - Postage			87.69	

CHECK REGISTER

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Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
6028	06/25/2025	Claims	2	EFT	US Bank -- Purchase Cards	11,311.57	
		401 - 343 50 00 000 - Sewer Service Charges				-37.00	
		401 - 343 50 00 000 - Sewer Service Charges				-37.00	
		001 - 512 50 43 000 - Meals/Travel				237.60	
		001 - 514 23 31 000 - Supplies				57.54	
		001 - 514 23 31 000 - Supplies				110.74	
		001 - 514 23 45 000 - Operating Rentals/Leases				73.00	
		001 - 518 10 49 010 - Dues/Subscriptions				299.00	
		001 - 518 80 31 001 - Repair & Maintenance Sup				125.01	
		001 - 521 20 26 000 - Uniforms/Accessories				153.13	
		001 - 521 20 26 000 - Uniforms/Accessories				949.96	
		001 - 521 20 26 000 - Uniforms/Accessories				508.76	
		001 - 521 20 26 000 - Uniforms/Accessories				140.77	
		001 - 521 20 26 000 - Uniforms/Accessories				191.10	
		001 - 521 20 26 000 - Uniforms/Accessories				183.54	
		001 - 521 20 31 002 - Office/Operating Supplies				138.99	
		001 - 521 20 31 002 - Office/Operating Supplies				207.08	
		001 - 521 20 31 002 - Office/Operating Supplies				76.32	
		001 - 521 20 31 010 - Printing/Publications				98.94	
		001 - 521 20 41 001 - Professional Services				133.73	
		001 - 521 20 41 023 - Canine				225.00	
		001 - 521 40 49 000 - Tuition/Registration				450.00	
		001 - 522 20 26 000 - Uniforms				1,759.32	
		001 - 522 20 26 000 - Uniforms				628.40	
		001 - 522 45 43 000 - Travel & Meals				672.36	
		001 - 522 45 43 000 - Travel & Meals				491.04	
		001 - 524 20 31 000 - Off/Oper Supps & Books				328.46	
		401 - 535 80 31 010 - Operating Supplies				8.25	
		401 - 535 80 41 020 - Collection Services				19.00	
		412 - 537 80 41 020 - Collection Services				19.00	
		103 - 542 30 31 000 - Operating Supplies				156.84	
		103 - 542 63 48 000 - Repairs/Maintenance				88.80	
		001 - 558 60 49 030 - Tuition/Registration				40.00	
		101 - 576 80 48 013 - Tesarik Park				22.80	
		101 - 576 80 49 090 - Special Events Support				141.57	
		001 - 591 80 70 517 - Leases + Subscription IT (SBITA				255.30	
		001 - 594 21 64 000 - Machinery & Equipment				957.00	
		104 - 595 20 63 083 - RW-SR 9-John Liner-McGarigle				632.36	
		104 - 595 20 63 083 - RW-SR 9-John Liner-McGarigle				12.25	
		104 - 595 20 63 083 - RW-SR 9-John Liner-McGarigle				632.36	
		104 - 595 20 63 083 - RW-SR 9-John Liner-McGarigle				12.25	
6029	06/25/2025	Claims	2	EFT	Cellco Partnership dba Verizon Wireless	880.58	
		001 - 521 20 42 020 - Telephone				680.53	
		001 - 522 20 42 020 - Telephone				120.03	
		101 - 576 80 42 020 - Telephone				40.01	
		001 - 595 10 42 025 - Cell Phones				40.01	
6030	06/25/2025	Claims	2	EFT	Cellco Partnership dba Verizon Wireless	3,937.74	
		001 - 513 10 42 020 - Telephone				225.70	
		001 - 514 23 42 020 - Telephone				113.46	
		001 - 518 80 42 020 - Telephone				113.46	
		001 - 521 20 42 020 - Telephone				1,279.90	
		001 - 524 20 42 020 - Telephone				153.47	
		401 - 535 80 42 030 - Cell Phones				511.97	
		102 - 536 20 42 020 - Telephone				111.22	
		412 - 537 80 42 025 - Cell Phones				482.64	
		103 - 542 30 42 020 - Telephone				262.95	
		001 - 558 60 42 020 - Telephone				71.21	
		101 - 576 80 42 020 - Telephone				372.43	
		001 - 595 10 42 025 - Cell Phones				239.33	

CHECK REGISTER

City Of Sedro-Woolley

Time: 15:41:08 Date: 06/17/2025

06/25/2025 To: 06/25/2025

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Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
6031	06/25/2025	Claims	2	EFT	NW Fiber LLC, dba Ziply Fiber	236.30	
					001 - 518 80 42 021 - Internet Services	236.30	
6032	06/25/2025	Claims	2	EFT	NW Fiber LLC, dba Ziply Fiber	460.05	
					401 - 535 80 42 020 - Telephone	460.05	
6033	06/25/2025	Claims	2	EFT	NW Fiber LLC, dba Ziply Fiber	723.70	
					001 - 512 50 42 020 - Telephone	43.42	
					001 - 513 10 42 020 - Telephone	65.13	
					001 - 514 23 42 020 - Telephone	65.13	
					001 - 515 31 42 001 - Telephone	28.95	
					001 - 518 80 42 020 - Telephone	21.71	
					001 - 521 20 42 020 - Telephone	217.11	
					001 - 522 20 42 020 - Telephone	79.61	
					001 - 524 20 42 020 - Telephone	21.71	
					401 - 535 80 42 020 - Telephone	57.90	
					412 - 537 80 42 020 - Telephone	28.95	
					103 - 542 30 42 020 - Telephone	7.24	
					001 - 558 60 42 020 - Telephone	21.71	
					101 - 576 80 42 020 - Telephone	14.47	
					001 - 595 10 42 020 - Telephone	50.66	
6034	06/25/2025	Claims	2	EFT	NW Fiber LLC, dba Ziply Fiber	143.56	
					101 - 576 80 47 070 - City Hall	143.56	
6129	06/25/2025	Claims	2	EFT	WA St Dept of Revenue	24,534.76	
					425 - 531 50 44 000 - Taxes & Assessments	1,508.08	
					401 - 535 80 44 010 - Taxes & Assessments	8,785.04	
					102 - 536 20 44 010 - Taxes And Assessments	142.81	
					412 - 537 80 44 001 - Taxes & Assessments	13,786.75	
					101 - 576 80 44 010 - Taxes And Assessments	180.92	
					102 - 589 30 11 102 - DO NOT USE - Sales Tax Remitt	131.16	
6035	06/25/2025	Claims	2	204613	A-1 Shredding	165.00	
					001 - 512 50 41 000 - Professional Services	60.00	
					001 - 514 23 31 000 - Supplies	60.00	
					001 - 524 20 41 000 - Professional Services	15.00	
					001 - 558 60 41 000 - Professional Services	15.00	
					001 - 595 10 41 000 - Professional Services	15.00	
6036	06/25/2025	Claims	2	204614	AWC - Employee Benefit Trust	3,424.40	
					001 - 521 20 27 000 - Retired Medical	3,424.40	
6037	06/25/2025	Claims	2	204615	Advanced Analytical Solutions LLC	1,087.92	
					401 - 535 80 31 020 - Op Supplies-Chemicals	1,087.92	
6038	06/25/2025	Claims	2	204616	Amazon Capital Svcs, Inc	2,288.58	
					001 - 512 50 31 000 - Supplies	129.71	
					001 - 514 23 31 000 - Supplies	412.67	
					001 - 514 23 31 000 - Supplies	159.62	
					001 - 521 20 26 000 - Uniforms/Accessories	76.31	
					001 - 521 20 26 000 - Uniforms/Accessories	76.01	
					001 - 521 20 31 002 - Office/Operating Supplies	183.60	
					001 - 521 20 31 002 - Office/Operating Supplies	338.20	
					001 - 521 20 31 002 - Office/Operating Supplies	-30.27	
					001 - 521 20 31 002 - Office/Operating Supplies	10.74	
					001 - 521 20 31 002 - Office/Operating Supplies	15.19	
					001 - 521 20 31 002 - Office/Operating Supplies	110.43	
					001 - 521 20 31 002 - Office/Operating Supplies	25.48	
					001 - 521 20 41 023 - Canine	35.18	
					001 - 521 20 41 023 - Canine	57.87	
					001 - 522 20 31 000 - Operating Supplies	235.48	
					001 - 522 20 31 000 - Operating Supplies	120.22	
					001 - 522 21 31 000 - Operating Supplies - Medical	47.78	

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					001 - 522 21 31 000 - Operating Supplies - Medical	71.32	
					001 - 524 20 31 000 - Off/Oper Supps & Books	11.04	
					103 - 542 30 31 000 - Operating Supplies	46.11	
					001 - 558 60 31 000 - Supplies/Books	11.04	
					101 - 576 80 31 001 - Operating Sup - Riverfront	89.64	
					101 - 576 80 48 014 - Winnie Houser Park	10.63	
					001 - 595 10 31 000 - Supplies	11.04	
					001 - 595 10 31 000 - Supplies	33.54	
6039	06/25/2025	Claims	2	204617	Jana R. Bouzek	500.00	
					001 - 521 20 41 001 - Professional Services	500.00	
6040	06/25/2025	Claims	2	204618	David Bricka	1,000.00	
					101 - 582 10 01 101 - Community Center Deposit Ref	1,000.00	
6041	06/25/2025	Claims	2	204619	Bill Bullock	800.95	
					001 - 595 10 43 000 - Travel	800.95	
6042	06/25/2025	Claims	2	204620	C.Hlth130, dba Cardinal Health 112 LLC	752.58	
					001 - 522 21 31 000 - Operating Supplies - Medical	172.10	
					001 - 522 21 31 000 - Operating Supplies - Medical	455.13	
					001 - 522 21 31 000 - Operating Supplies - Medical	125.35	
6043	06/25/2025	Claims	2	204621	Chicago Title Company of WA	187,079.45	
					104 - 595 20 63 083 - RW-SR 9-John Liner-McGariqle	187,079.45	
6044	06/25/2025	Claims	2	204622	Commercial Fire Protection Inc	1,423.85	
					001 - 522 50 48 030 - Repair/Maint-Station	82.54	
					101 - 576 80 48 015 - Library	1,341.31	
6045	06/25/2025	Claims	2	204623	Consolidated Electrical Dist., Inc.	1,539.79	
					103 - 542 63 48 000 - Repairs/Maintenance	1,235.97	Murdock St Light Proj
					101 - 576 80 48 016 - City Hall	303.82	
6046	06/25/2025	Claims	2	204624	Databar, Inc	2,946.38	
					425 - 531 50 42 010 - Postage	117.85	
					401 - 535 80 42 015 - Postage	1,914.35	
					412 - 537 80 42 010 - Postage	914.18	
6047	06/25/2025	Claims	2	204625	David Evans & Assoc Inc	58,942.54	
					104 - 595 20 63 086 - RW - Jones/John Liner BNSF U	27,738.51	
					104 - 595 20 63 086 - RW - Jones/John Liner BNSF U	31,204.03	
6048	06/25/2025	Claims	2	204626	Dell Marketing LP	1,418.83	
					001 - 518 80 35 000 - Small Tools/Minor Equip	1,418.83	
6049	06/25/2025	Claims	2	204627	Dick's Towing	317.02	
					001 - 521 20 41 001 - Professional Services	317.02	
6050	06/25/2025	Claims	2	204628	Gregory Dixon	1,160.00	
					001 - 515 93 41 001 - Indigent Defense Conflict Cour	1,160.00	
6051	06/25/2025	Claims	2	204629	A. Dykstra, dba Dykstra Farms LLC	560.00	
					412 - 537 60 47 020 - Site Yard Waste Disposal	560.00	Yard waste grass
6052	06/25/2025	Claims	2	204630	E & E Lumber, Inc.	1,013.66	
					001 - 521 20 31 002 - Office/Operating Supplies	15.15	
					001 - 522 20 31 000 - Operating Supplies	115.22	
					401 - 535 80 31 010 - Operating Supplies	34.60	
					401 - 535 80 35 000 - Small Tools & Minor Equip	21.72	
					102 - 536 20 48 020 - Repair/Maint-Headstones	68.79	
					102 - 536 20 48 020 - Repair/Maint-Headstones	14.04	
					412 - 537 80 31 000 - Operating Supplies	26.05	

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			103 - 542 30 31 000 - Operating Supplies			14.16	
			103 - 542 30 31 000 - Operating Supplies			32.30	
			103 - 542 30 31 000 - Operating Supplies			85.57	
			103 - 542 30 31 000 - Operating Supplies			14.57	
			103 - 542 30 35 000 - Small Tools/Minor Equip			67.76	
			103 - 542 63 48 000 - Repairs/Maintenance			15.20	Murdock St Light Proj
			103 - 542 63 48 000 - Repairs/Maintenance			16.43	Murdock St Light Proj
			103 - 542 63 48 000 - Repairs/Maintenance			17.71	
			103 - 542 63 48 000 - Repairs/Maintenance			143.09	Murdock St Lights
			101 - 576 80 31 001 - Operating Sup - Riverfront			113.63	
			101 - 576 80 31 001 - Operating Sup - Riverfront			20.62	
			101 - 576 80 48 000 - Repairs/Maintenance			39.09	
			101 - 576 80 48 012 - Harry Osborne			65.11	
			101 - 576 80 48 012 - Harry Osborne			17.16	
			101 - 576 80 48 021 - Equipment			55.69	
6053	06/25/2025	Claims	2	204631	ESO Solutions Inc.	7,550.50	
			001 - 591 20 70 522 - Leases + Subscription IT (SBITA			7,550.50	
6054	06/25/2025	Claims	2	204632	Eurofins Enviro Testing	1,008.00	
			401 - 535 80 41 000 - Professional Services			75.00	
			401 - 535 80 41 000 - Professional Services			69.00	
			401 - 535 80 41 000 - Professional Services			201.00	
			401 - 535 80 41 000 - Professional Services			271.00	
			401 - 535 80 41 000 - Professional Services			63.00	
			401 - 535 80 41 000 - Professional Services			63.00	
			401 - 535 80 41 000 - Professional Services			70.00	
			401 - 535 80 41 000 - Professional Services			70.00	
			401 - 535 80 41 000 - Professional Services			63.00	
			401 - 535 80 41 000 - Professional Services			63.00	
6055	06/25/2025	Claims	2	204633	Ewing Irrigation Prod Inc.	169.30	
			101 - 576 80 49 090 - Special Events Support			169.30	
6056	06/25/2025	Claims	2	204634	Exele Information Systems Inc.	547.50	
			401 - 591 28 70 401 - Leases + Subscription IT (SBITA			547.50	
6057	06/25/2025	Claims	2	204635	Family Promise of Skagit Valley	14,588.97	
			117 - 551 00 00 117 - Affordable Housing - Operatio			14,588.97	
6058	06/25/2025	Claims	2	204636	Emily Fann	590.19	
			104 - 595 20 63 083 - RW-SR 9-John Liner-McGariqle			590.19	
6059	06/25/2025	Claims	2	204637	Glen Gardner dba Gardner Electronics	2,420.69	
			501 - 594 21 64 501 - Equip & Vehicles - Police			2,420.69	
6060	06/25/2025	Claims	2	204638	Genuine Parts Co. Inc	210.93	
			103 - 542 30 48 010 - Repair/Maintenance-Equip			33.07	Mower Belt
			501 - 548 30 31 000 - Operating Supplies			155.72	Fleet
			501 - 548 30 31 000 - Operating Supplies			22.14	Fleet
6061	06/25/2025	Claims	2	204639	Helping Hands Food Bank	5,731.76	
			117 - 551 00 00 117 - Affordable Housing - Operatio			5,731.76	
6062	06/25/2025	Claims	2	204640	Hose Shop Inc (the)	54.92	
			401 - 535 80 31 010 - Operating Supplies			54.92	
6063	06/25/2025	Claims	2	204641	Humane Society Of Skagit	258.00	
			001 - 521 20 41 021 - Humane Society			258.00	
6064	06/25/2025	Claims	2	204642	Image Trend LLC	2,750.00	
			001 - 591 20 70 522 - Leases + Subscription IT (SBITA			2,750.00	
6065	06/25/2025	Claims	2	204643	Kaiser Foundation Health Plan-WA	8.39	

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			001 - 514 23 49 001 - Miscellaneous - EMS Billing			8.39	
6066	06/25/2025	Claims	2	204644	L N Curtis & Sons	618.29	
			001 - 521 20 26 000 - Uniforms/Accessories			375.46	
			001 - 521 20 26 000 - Uniforms/Accessories			242.83	
6067	06/25/2025	Claims	2	204645	The Language Exchange, Inc	2,688.44	
			001 - 512 50 41 040 - Language Interpreter			795.93	
			001 - 515 41 41 001 - Ext Legal-Prosecutor			31.50	
			412 - 537 80 41 000 - Professional Services			31.50	
			101 - 594 76 31 000 - Buildings & Structures			1,829.51	
6068	06/25/2025	Claims	2	204646	Lauts Inc dba Lautenbach Industries	974.70	
			412 - 537 60 47 015 - Construction Demolition Land I			234.90	
			412 - 537 60 47 015 - Construction Demolition Land I			553.50	BYK Buvko, S-W Auto
			412 - 537 60 47 015 - Construction Demolition Land I			186.30	BYK Bucko
6069	06/25/2025	Claims	2	204647	Life Assist Inc.	174.85	
			001 - 522 21 31 000 - Operating Supplies - Medical			174.85	
6070	06/25/2025	Claims	2	204648	NW Center Svcs, Inc dba Lithtex NW	224.12	
			412 - 537 80 31 000 - Operating Supplies			224.12	
6071	06/25/2025	Claims	2	204649	Mark Christ, Architect	900.00	
			101 - 594 76 63 025 - Olmsted Park			900.00	
6072	06/25/2025	Claims	2	204650	Mountain Law, PLLC	6,623.71	
			001 - 515 93 41 000 - Indigent Defender			5,617.81	
			001 - 515 93 41 003 - Indigent Defense Translator			224.22	
			001 - 515 93 41 003 - Indigent Defense Translator			781.68	
6073	06/25/2025	Claims	2	204651	Nelson Dist, Inc. dba Nelson-Reisner	198.71	
			001 - 522 20 31 000 - Operating Supplies			198.71	
6074	06/25/2025	Claims	2	204652	NCL of WI, dba North Central Labs	1,233.75	
			401 - 535 80 31 010 - Operating Supplies			1,233.75	
6075	06/25/2025	Claims	2	204653	North Hill Resources Inc	203.82	
			401 - 535 50 48 060 - Maintenance Of Buildings			101.91	
			401 - 535 50 48 060 - Maintenance Of Buildings			101.91	
6076	06/25/2025	Claims	2	204654	Oliver-Hammer, Inc	86.75	
			101 - 576 80 35 010 - Safety Equipment			86.75	
6077	06/25/2025	Claims	2	204655	Orca Pacific, Inc.	1,294.28	
			401 - 535 80 31 020 - Op Supplies-Chemicals			1,294.28	
6078	06/25/2025	Claims	2	204656	PROCUM LLC	312.00	
			001 - 521 20 41 001 - Professional Services			156.00	
			101 - 576 80 49 020 - Misc-Dues/CDL/Background			156.00	
6079	06/25/2025	Claims	2	204657	Parker Corporate Svcs, Inc.	125.00	
			425 - 531 50 31 000 - Operating Supplies			125.00	
6080	06/25/2025	Claims	2	204658	Puget Sound Energy, Inc.	10,143.49	
			104 - 595 30 63 083 - Const-SR 9-John Liner-McGaric			10,143.49	
6081	06/25/2025	Claims	2	204659	Aaroeh L Ray	755.00	
			001 - 521 20 46 000 - Insurance			755.00	
6082	06/25/2025	Claims	2	204660	Reichhardt & Ebe	16,939.37	
			104 - 595 10 63 081 - Eng - John Line Rd. Bike/Ped			576.08	

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			104 - 595 10 63 083 - Eng-SR 9-John Liner-McGarigle			4,807.72	
			104 - 595 10 63 089 - Eng - John Liner Rd Arterial			624.43	
			104 - 595 30 63 083 - Const-SR 9-John Liner-McGarigle			10,931.14	
6083	06/25/2025	Claims	2	204661	Ricoh USA, Inc	1,282.99	
			001 - 521 20 48 000 - Repairs & Maintenance			415.06	
			001 - 524 20 31 000 - Off/Oper Supps & Books			75.57	
			401 - 535 80 31 000 - Office Supplies			81.31	
			001 - 558 60 31 000 - Supplies/Books			75.57	
			001 - 591 20 70 522 - Leases + Subscription IT (SBITA			415.06	
			001 - 591 23 70 001 - Lease + Subscription IT (SBITA)			125.00	
			103 - 591 30 70 103 - Subscription IT (SBITA) - Street:			19.85	
			001 - 595 10 31 000 - Supplies			75.57	
6084	06/25/2025	Claims	2	204662	Ricoh USA, Inc	462.16	
			001 - 514 23 45 000 - Operating Rentals/Leases			231.08	
			001 - 591 10 70 520 - Leases + Subscription IT (SBITA			77.03	
			001 - 591 20 70 524 - Leases + Subscription IT (SBITA			77.02	
			001 - 591 60 70 519 - Leases + Subscription IT (SBITA			77.03	
6085	06/25/2025	Claims	2	204663	Heather Romano	1,606.50	
			001 - 521 20 41 001 - Professional Services			551.25	
			001 - 521 20 41 001 - Professional Services			204.75	
			001 - 521 20 41 001 - Professional Services			850.50	
6086	06/25/2025	Claims	2	204664	Jan Saran	200.00	
			101 - 382 10 02 101 - Senior Center Deposits			-100.00	
			101 - 382 10 02 101 - Senior Center Deposits			-100.00	
6087	06/25/2025	Claims	2	204665	Schaffner Pharmacy	9,388.97	
			001 - 558 70 00 513 - Economic Development			9,388.97	
6088	06/25/2025	Claims	2	204666	Sedro-Woolley Auto Parts Inc	860.50	
			001 - 522 20 48 000 - Repairs/Maint-Equip			73.41	
			001 - 522 20 48 000 - Repairs/Maint-Equip			239.28	
			001 - 522 20 48 000 - Repairs/Maint-Equip			69.20	
			102 - 536 20 48 040 - Repair/Maint-Equip & Bldg			80.08	Unit 214
			412 - 537 50 48 000 - Repairs/maint-equip			86.51	Unit 514
			412 - 537 50 48 000 - Repairs/maint-equip			7.82	Unit 514
			412 - 537 50 48 000 - Repairs/maint-equip			64.12	Unit 514
			412 - 537 80 31 000 - Operating Supplies			44.28	
			412 - 537 80 31 000 - Operating Supplies			9.00	
			103 - 542 30 48 010 - Repair/Maintenance-Equip			103.26	Unit 338
			101 - 576 80 48 021 - Equipment			83.54	Unit 147
6089	06/25/2025	Claims	2	204667	Sedro-Woolley Museum	1,342.67	
			108 - 557 30 41 015 - S-W Museum			1,342.67	
6090	06/25/2025	Claims	2	204668	Sirchie Acquisition Co LLC	281.33	
			001 - 521 20 31 002 - Office/Operating Supplies			281.33	
6091	06/25/2025	Claims	2	204669	Skagit Aggregates LLC	732.95	
			401 - 535 50 48 010 - Maintenance Of Lines			264.26	
			103 - 542 61 48 001 - Sidewalk Replacement Partners			468.69	
6092	06/25/2025	Claims	2	204670	Skagit Cnty Dist. Probation	5,550.00	
			001 - 512 50 41 020 - Municipal Court Prob.			3,600.00	
			001 - 512 50 41 030 - Community Court Agreement			1,950.00	
6093	06/25/2025	Claims	2	204671	Skagit Cnty Public Works	86,542.09	
			412 - 537 60 47 000 - Solid Waste Disposal			85,949.97	
			101 - 594 76 31 000 - Buildings & Structures			417.89	Comm ctr flooring
			104 - 595 20 63 083 - RW-SR 9-John Liner-McGarigle			174.23	Totinos prop cleanup SR6/John Liner
6094	06/25/2025	Claims	2	204672	Skagit Cnty Treasurer	49.87	

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			635 - 589 30 05 635		County Crime Victim Witness P	49.87	
6095	06/25/2025	Claims	2	204673	Skagit Farmers Supply	755.78	
			412 - 537 80 31 000		Operating Supplies	41.44	Propane Forklift
			103 - 542 30 31 000		Operating Supplies	74.90	
			103 - 542 30 31 020		Operating Supplies - Herbicide	92.30	
			103 - 542 30 31 020		Operating Supplies - Herbicide	369.20	
			103 - 542 30 31 020		Operating Supplies - Herbicide	42.34	
			103 - 542 63 48 000		Repairs/Maintenance	10.38	Murdock St Lights
			103 - 542 63 48 000		Repairs/Maintenance	20.37	Murdock St Light Project
			101 - 576 80 31 004		Operating Sup - Comm Center	37.98	
			101 - 576 80 48 014		Winnie Houser Park	66.87	
6096	06/25/2025	Claims	2	204674	PNG Media LLC, dba Skagit Publishing	704.78	
			001 - 511 60 31 001		Legal Publications	96.84	
			001 - 558 60 41 010		Advertising	139.88	
			001 - 558 60 41 011		Advertising Reimbuseable	306.66	
			001 - 595 10 41 000		Professional Services	161.40	
6097	06/25/2025	Claims	2	204675	Brent Straight dba Skagit Shooting Range	38.05	
			001 - 521 40 49 020		Range Fees	38.05	
6098	06/25/2025	Claims	2	204676	Skagit Table LLC	1,166.88	
			001 - 517 90 43 002		Employee Wellness (lunch & Le	1,166.88	
6099	06/25/2025	Claims	2	204677	State Auditor's Office	1,282.95	
			001 - 514 23 32 000		Auto Fuel	1,282.95	
6100	06/25/2025	Claims	2	204678	Stericycle	10.36	
			001 - 521 20 41 001		Professional Services	10.36	
6101	06/25/2025	Claims	2	204679	Stiles & Lehr Law Inc., PS	4,530.50	
			001 - 512 50 41 010		Municipal Court Judge	4,530.50	
6102	06/25/2025	Claims	2	204680	Systems Design West, LLC	4,104.20	
			001 - 522 21 41 000		EMS Professional Services-Sys I	4,104.20	
6103	06/25/2025	Claims	2	204681	TK Elevator Corporation	1,248.35	
			101 - 576 80 48 016		City Hall	1,248.35	
6104	06/25/2025	Claims	2	204682	Thompson, Guildner & Assoc, Inc P.S.	16,188.69	
			001 - 515 41 41 000		Ext Legal-City Attorney	14,252.40	
			001 - 515 45 41 000		Legal - Litigation	1,936.29	
6105	06/25/2025	Claims	2	204683	Town of La Conner	2,441.67	
			412 - 537 60 47 021		Curbside Yard Waste Disposal	2,441.67	
6106	06/25/2025	Claims	2	204684	Tri-Tec Communications Inc	2,310.79	
			001 - 591 80 70 517		Leases + Subscription IT (SBITA	2,310.79	
6107	06/25/2025	Claims	2	204685	Uline, Inc.	924.56	
			101 - 576 80 31 003		Operating Sup - Parks Shop	924.56	
6108	06/25/2025	Claims	2	204686	Util Underground Loc Ctr	84.80	
			401 - 535 80 31 010		Operating Supplies	84.80	
6109	06/25/2025	Claims	2	204687	Vestis Group, Inc	64.74	
			401 - 535 80 49 000		Laundry	8.20	
			401 - 535 80 49 000		Laundry	8.20	
			401 - 535 80 49 000		Laundry	8.20	
			412 - 537 80 49 000		Misc-Laundry	8.53	
			412 - 537 80 49 000		Misc-Laundry	8.53	
			412 - 537 80 49 000		Misc-Laundry	8.53	

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			103 - 542 30 49 000 - Misc-Laundry			4.85	
			103 - 542 30 49 000 - Misc-Laundry			4.85	
			103 - 542 30 49 000 - Misc-Laundry			4.85	
6110	06/25/2025	Claims	2	204688	WA Assoc Of Building Off	73.00	
			001 - 524 20 49 030 - Misc-Tuition/Registration			73.00	
6111	06/25/2025	Claims	2	204689	WA St Assoc of Fire Chiefs	75.00	
			001 - 522 21 49 020 - Tuition & Registration			75.00	
6112	06/25/2025	Claims	2	204690	WA St Off of Treasurer	3,178.84	
			635 - 586 30 00 635 - State Court Fees Remittance			3,178.84	
6113	06/25/2025	Claims	2	204691	WA St Patrol	167.00	
			001 - 521 20 41 040 - Intergov Svc-Gun Permits			11.00	
			001 - 521 20 41 040 - Intergov Svc-Gun Permits			156.00	
6114	06/25/2025	Claims	2	204692	WEX Bank	12,011.34	
			001 - 514 23 43 000 - Meals/Travel			120.91	
			001 - 514 23 43 000 - Meals/Travel			-5.61	
			001 - 521 20 32 000 - Auto Fuel			6,804.68	
			001 - 521 20 32 000 - Auto Fuel			-315.59	
			001 - 522 20 32 000 - Auto Fuel/Diesel			3,386.22	
			001 - 522 20 32 000 - Auto Fuel/Diesel			-157.05	
			425 - 531 50 32 000 - Vehicle Fuel			112.82	
			425 - 531 50 32 000 - Vehicle Fuel			-5.23	
			401 - 535 80 32 000 - Auto Fuel/Diesel			164.33	
			401 - 535 80 32 000 - Auto Fuel/Diesel			-7.62	
			102 - 536 20 32 000 - Auto Fuel/Diesel			191.08	
			102 - 536 20 32 000 - Auto Fuel/Diesel			-8.86	
			412 - 537 80 32 000 - Auto Fuel/Diesel			288.74	
			412 - 537 80 32 000 - Auto Fuel/Diesel			-13.39	
			103 - 542 30 32 000 - Auto Fuel/Diesel			344.39	
			103 - 542 30 32 000 - Auto Fuel/Diesel			-15.98	
			101 - 576 80 32 000 - Auto Fuel/Diesel			1,182.33	
			101 - 576 80 32 000 - Auto Fuel/Diesel			-54.83	
6115	06/25/2025	Claims	2	204693	WM Lamptracker Inc	378.00	
			001 - 522 21 31 000 - Operating Supplies - Medical			378.00	
6116	06/25/2025	Claims	2	204694	WM of Washington Inc.	128,645.37	
			412 - 537 60 47 010 - Curbside Recycling Disposal			94,625.57	Curbside Recycle - WM
			412 - 537 60 47 010 - Curbside Recycling Disposal			34,019.80	Curb recycle - WM
6117	06/25/2025	Claims	2	204695	Frank Wagner	614.40	
			001 - 522 45 43 000 - Travel & Meals			614.40	
6118	06/25/2025	Claims	2	204696	Western Refinery Services Inc	172,241.05	
			505 - 594 48 60 021 - Const - PW Veh Storage Bldg			172,241.05	
6119	06/25/2025	Claims	2	204697	Whatcom Electric Co. Inc.	314.33	
			102 - 536 20 48 040 - Repair/Maint-Equip & Bldg			314.33	Unit 214
6120	06/25/2025	Claims	2	204698	Witmer Public Safety Group Inc.	1,338.99	
			501 - 594 22 64 501 - Vehicles - Fire			1,338.99	
6121	06/25/2025	Claims	2	204699	Woods Acquisition Corp	598.16	
			001 - 522 20 31 000 - Operating Supplies			110.70	
			401 - 535 80 32 000 - Auto Fuel/Diesel			67.31	
			412 - 537 80 31 000 - Operating Supplies			10.00	
			103 - 542 30 31 000 - Operating Supplies			58.68	
			101 - 576 80 31 009 - Operating Sup - Bingham Park			27.13	
			101 - 576 80 32 000 - Auto Fuel/Diesel			28.24	
			101 - 576 80 32 000 - Auto Fuel/Diesel			31.48	
			101 - 576 80 48 021 - Equipment			147.89	
			101 - 576 80 48 021 - Equipment			116.73	

CHECK REGISTER

City Of Sedro-Woolley

Time: 15:41:08 Date: 06/17/2025

06/25/2025 To: 06/25/2025

Page: 11

Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
6122	06/25/2025	Claims	2	204700	World Kinect Energy Services, dba	5,583.86	
		425 - 531 50 32 000 - Vehicle Fuel				366.64	
		425 - 531 50 32 000 - Vehicle Fuel				62.82	
		425 - 531 50 32 000 - Vehicle Fuel				411.62	
		412 - 537 80 32 000 - Auto Fuel/Diesel				1,647.80	
		412 - 537 80 32 000 - Auto Fuel/Diesel				1,914.30	
		103 - 542 30 32 000 - Auto Fuel/Diesel				624.18	
		103 - 542 30 32 000 - Auto Fuel/Diesel				270.34	
		101 - 576 80 32 000 - Auto Fuel/Diesel				286.16	
		001 Current Expense Fund				106,631.41	
		101 Parks & Facilities Fund				15,158.16	
		102 Cemetery Fund				1,154.67	
		103 Street Fund				4,817.13	
		104 Arterial Street Fund				275,360.07	
		108 Lodging Tax Fund				1,342.67	
		117 Housing and Related Services				20,320.73	
		401 Sewer Operations Fund				19,202.90	
		412 Solid Waste Operations Fund				238,385.30	
		425 Stormwater Operations				2,717.65	
		501 Equipment Replacement Fund				3,937.54	
		505 Public Works Facility Fund				172,241.05	
		635 Custodial Fund				3,228.71	
							Claims: 864,497.99
		* Transaction Has Mixed Revenue And Expense Accounts				864,497.99	

CERTIFICATION: I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described, or that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a contractual obligation, and that the claim is a just, due and unpaid obligation against the City of Sedro Woolley, and that I am authorized to authenticate and certify to said claim.

Finance Director

Date

Finance Committee Member

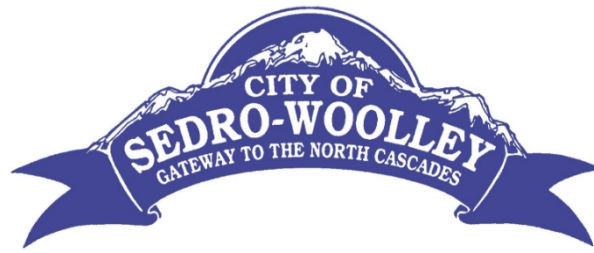
Date

Finance Committee Member

Date

Finance Committee Member

Date



City Council Agenda Item

Agenda Item No.: e.4.

Date: June 25, 2025

From: Ashton Sandoval Oaks, Assistant Planner

Subject: Ordinance 2096-25 - Amending Title 17 SWMC for Off-Street Parking and Loading

RECOMMENDED ACTION:

Motion to approve Ordinance 2096-25 adopting amendments to Title 17 SWMC regarding off-street parking and loading.

BACKGROUND/SUMMARY INFORMATION:

Proposed Ordinance 2096-25 (**Attachment 1**) is intended to balance the off-street parking concerns expressed by the community with parking regulations recently approved by the state legislature (SB 6015; included herein as **Attachment 2**). These amendments affect off-street residential parking, visitor parking, off-street loading, and the location of parking regulations within the municipal code. A public hearing for this item was held on February 18, 2025, during the regularly scheduled Planning Commission meeting. Environmental review of this proposed ordinance was completed and a SEPA Determination of Non-Significance was issued on March 7, 2025 (included herein as **Attachment 3**)

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 regulates the minimum required off-street parking for residential uses.

As the cost of housing continues to rise, some families may 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 are intended to create a scaled approach to the required amount of residential off-street parking, determined according to dwelling unit type and bedroom count. 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 reduce buildable land

capacity nor 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, adjacent properties, and surrounding uses.

The *Planning Commission Findings of Fact, Conclusions and Recommendation* (**Attachment 4**) includes the procedural history of the review process, analysis of the proposal and Planning Commission findings, conclusions, and recommendations.

A first read of the proposed amendments was introduced at the April 9, 2025, City Council meeting.

On May 28, 2025, at the second reading of the proposed amendments, the City Council requested that Planning Department staff meet with Police Department staff to clarify which departments oversee which aspects of parking regulation. On June 4, 2025, Planning and Police staff met to review the proposed changes and discuss enforcement responsibilities. Chapter 10.44 SWMC regulates stopping, standing, and parking on public streets and city-owned parking lots. The Police Department routinely issues courtesy notices to improperly parked drivers and patrols areas of the city where parking concerns have been raised in the past. To change parking enforcement regulations (time limits, no parking areas, etc.), a code amendment to Chapter 10.44 SWMC is required. If the City Council would like to see changes to this Chapter to address parking enforcement, staff respectfully recommend adopting such amendments through a separate municipal code update as this is a separate matter from what is proposed under Ord. 2096-25.

Additionally, one minor revision was made to proposed subsection SWMC 17.36.040 (K). This revision codifies the responsibility of the underlying property owner to ensure parking stalls are equally distributed among residents of a development.

At the June 11, 2025, public hearing before the City Council, staff were tasked with revising the required off-street parking for studio and one-bedroom apartments to match the requirements in the Urban Village Mixed-Use Overlay Zone and repeal proposed section SWMC 17.36.050 - Loading Facilities Required. Staff also researched the required setback of 25 feet for garage doors and recommend the City Council move to approve the adopted amendments with the existing 25-foot setback requirement. The additional five feet in this setback deters oversized vehicles from blocking the public sidewalk, and ensures space between the garage door and the parked vehicle for access. Large vehicles are common in Sedro-Woolley, and a 20-foot driveway setback will likely increase the amount of conflict between pedestrians and parked vehicles. Furthermore, staff were tasked with meeting with Code Enforcement again to discuss the proposed ordinance. Ordinance 2096-25 and Title 17 SWMC concern development-related parking requirements; Title 10 relates to parking enforcement. Community Development staff enforce development-related parking requirements (count and location of required off-street parking stalls), whereas the Police Department enforces on-street parking and standing (illegally parked vehicles in the right-of-way) in Chapter 10.44 SWMC. This chapter is routinely updated and staff do not believe any changes are needed at this time.

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 5 - Ordinance 2096-25 - Parking Standards Update (6-25-25)
2. SB 6015
3. SEPA DNS - Parking Standards Update (issued 3-7-25)
4. Planning Commission Findings and Recommendation - Parking Standards - Signed 5-22-25

ORDINANCE NO. 2096-25

AN ORDINANCE OF THE CITY OF SEDRO-WOOLLEY, WASHINGTON, ADOPTING AMENDMENTS TO TITLE 17 SWMC TO UPDATE OFF- STREET PARKING AND LOADING REGULATIONS

WHEREAS, currently, Title 17 SWMC establishes off-street parking and loading requirements for development within the city, organized by use and zoning classification across several chapters; and

WHEREAS, the City Council and the general public have similarly reported insufficient parking for several multifamily developments; and

WHEREAS, the cost of housing is continually rising in our region, and consequently, larger households may opt for smaller dwelling units that possess inadequate parking for the amount of vehicles owned by the household; and

WHEREAS, in an effort to reduce the cost of housing in the region, several cities in Washington State have elected to eliminate parking regulations outright. The intent of removing these restrictions is to increase buildable land capacity, thus increasing the supply of housing and reducing demand and cost. It is assumed that private developers will still provide parking to ensure their units are marketable; and

WHEREAS, to ensure parking does not degrade the buildable land capacity in Sedro-Woolley, the following municipal code amendments include parking stall maximums for residential uses within the Urban Village Mixed-Use (UVMU) overlay zone and the Central Business District (CBD) zone; and

WHEREAS, to strike a palatable balance between the efforts of the Washington State legislature and cities in our region with the values of the City Council and community at-large, the Planning Commission and Community Development Department staff recommend a scaled approach to minimum residential parking to ensure adequate parking is provided for every dwelling unit without excessively limiting buildable land for housing; and

WHEREAS, the Planning Commission and Community Development Department staff have also proposed amended provisions for visitor parking and shared parking agreements (cooperative provisions), as well as consolidated all parking regulations into Chapter 17.36 SWMC; and

WHEREAS, in accordance with the Sedro-Woolley Consolidated Planning Procedures, the Planning Commission held public meetings and reviewed the draft amendments at the September 17, 2024; October 15, 2024; November 19, 2024; January 21, 2025; and February 18, 2025, Planning Commission meetings; and

WHEREAS, the Planning Commission held a public hearing on this matter during the February 18, 2025, meeting. At the meeting, the Commission reviewed the draft amendments, and, following a public hearing, passed a motion to recommend approval of the draft amendments presented at the February 18, 2025, Planning Commission meeting to City Council, with the following conditions: (1) Correct the definition for “Central Business District Core” in Section 17.04.030 SWMC to read as follows: “ ‘Central Business District Core’ means that area bounded to the north by the Cascade Trail, to the east by Puget Avenue / Fourth Avenue, to the south by the alley between State and Warner Streets, and to the west by the railroad right-of-way [...]”; (2) Define “loading facility” in Section 17.04.030 SWMC; (3) Revise proposed Subsection 17.36.030(C)(4)(b) SWMC to read as follows: “Eleven or more new residential units

are constructed, in which case the parking requirements in the table above shall apply”; and (4) Strike proposed Subsection 17.36.050 (E). The motion to recommend approval with the aforementioned conditions carried 7 – 0; and

WHEREAS, pursuant to RCW 36.70A.106, a notice of intent to adopt amendments to the city development regulations was sent to the Washington State Department of Commerce on March 3, 2025. A 15-day expedited review was requested and granted by Commerce. The comment period ended March 17, 2025; and

WHEREAS, Community Development Department Staff received one comment letter on March 17, 2025, from the Washington Department of Commerce regarding the recommended amendments. Community Development Department Staff reviewed the concerns raised in the letters and responded to the agency feedback, proposing changes under the scope of this Ordinance that would address said concerns. The proposed changes were implemented to ensure alignment with the recommendations of the Washington Department of Commerce while maintaining the City’s objectives; and

WHEREAS, the proposed changes are supported by and implement the Comprehensive Plan; and

WHEREAS, environmental review of the amendments has been completed and a Determination of Non-Significance was issued March 7, 2025; and

WHEREAS, the proposed ordinance is in the best interest of City of Sedro-Woolley citizens and promotes the health, safety, and welfare of the citizens of the City of Sedro-Woolley; and

WHEREAS, the City Council adopts the foregoing as its findings of fact justifying its adoption of this Ordinance; now, therefore,

THE CITY COUNCIL OF THE CITY OF SEDRO-WOOLLEY, WASHINGTON, DOES HEREBY ORDAIN AS FOLLOWS:

Section 1. Title 17 SWMC are hereby amended as follows:

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

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 to the north by the Cascade Trail, to the east by Puget Avenue/Fourth Avenue, to the south by the alley between State and Warner Streets, and to the west by the railroad right-of-way. Also included in the Central Business District Core are properties zoned Central Business District 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.

[...]

“Light manufacturing” means any manufacturing activity that does not create noise, smoke, odors or any other nuisance that can be detected from outside the building.

“Loading dock” means a portion of a structure where vehicles carrying goods may load and/or unload shipments directly into the structure. A loading dock may be flush with the building envelope or completely enclosed. In residential and mixed-use developments, loading docks shall be designed to be accessible by mail carriers and couriers.

“Loading facility” means an on-site designated location designed for the loading and unloading of passengers and/or goods. This may include, but is not limited to, loading docks for shipments via truck or parking stalls designated as loading zones within a parking lot.

“Loading zone” means an off-street parking stall designated for the use of loading or unloading passengers and/or goods. Loading zones appear as a traditional parking stall but are regulated by signage that establishes a time limit and indicates the use of the parking stall for loading or unloading passengers and/or goods.

“Lot” means a contiguous quantity of land under one ownership, with fixed boundaries, which can legally be bought and sold separately from other lands.

[...]

“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.

[...]

“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.

“Townhouse” means a dwelling in a row of units in which each unit has its own front and rear access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more vertical common walls.

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

[...]

Chapter 17.16 Residential-15 (R-15)

Sections:

17.16.005 Intent.

17.16.010 Use restrictions.

17.16.020 Bulk restrictions.

17.16.030 Minimum lot size requirements.

17.16.035 Zero side setbacks permitted.

17.16.040 Maximum density requirements.

17.16.050 ~~Parking for residential uses in R-15 zone.~~Repealed

17.16.060 Design review.

[...]

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

Sections:

17.20.005 Intent.

17.20.010 Use restrictions.

17.20.020 Bulk restrictions.

17.20.030 Minimum lot size requirements.

17.20.040 Hazardous waste.

17.20.050 Design review.

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

[...]

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:

<u>Dwelling Unit Type</u>	<u>Required resident parking stalls per dwelling unit</u>
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

~~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

Sections:

17.21.005 Intent.

17.21.010 Applicability.

17.21.015 Definitions.

17.21.020 Use restrictions.

17.21.025 Bulk restrictions.

17.21.030 Minimum lot size requirements.

17.21.040 Maximum density requirements and mixed uses.

17.21.050 Open space.

17.21.060 Building height.

17.21.065 Design standards.

17.21.070 Hazardous waste.

17.21.080 ~~Parking—General.~~Repealed

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

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

17.21.100 Integrated site plan.

17.21.110 Integration with Brickyard Creek.

[...]

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

Sections:

17.22.005 Intent.

17.22.010 Use restrictions.

17.22.020 Bulk restrictions.

17.22.030 Minimum lot size requirements.

17.22.040 Hazardous waste.

17.22.050 Design review.

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

[...]

~~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:~~

<u>Dwelling Unit Type</u>	<u>Required resident parking stalls per dwelling unit</u>
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
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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~~ § 2 (Exh. F))

Chapter 17.24 Central Business District (CBD) Zone

Sections:

17.24.010 Use restrictions.

17.24.020 Bulk restrictions.

17.24.030 Minimum lot size requirements.

17.24.040 Hazardous waste.

17.24.050 ~~Parking.~~Repealed

[...]

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 17.36. 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 17.36. 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 17.36
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 17.36
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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>
Studio	1 space
1 bedroom	1 spaces
2 bedrooms	1.5 spaces
3 or more bedrooms	1 space per bedroom up to 2 bedrooms, 0.5 space per additional bedroom over 2 bedrooms

~~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>
Studio	1 space
1 bedroom	2 spaces
2 bedrooms	2 spaces
3 bedrooms	3 spaces
4 or more bedrooms	4 spaces

~~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

Sections:

17.28.005 Intent.

17.28.010 Use restrictions.

17.28.020 Bulk restrictions.

- 17.28.030 Minimum lot size requirements.**
17.28.040 Screening requirements.
17.28.050 General regulations on uses and property.
17.28.060 Design review.
17.28.070 ~~Parking for work/live units in the industrial zone.~~Repealed

[...]

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	2 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.
17.36.035 ~~Reductions to required parking minimums.~~
17.36.040 Development standards.
17.36.050 ~~Loading facilities requirement~~Repealed.
17.36.060 Cooperative provisions.
17.36.070 Third party consents.
17.36.080 ~~Repealed.~~
17.36.090 ~~Handicapped parking~~Repealed.
17.36.092 Parking – urban village mixed-use (UVMU) overlay zone.
17.36.094 Parking – central business district (CBD) zone.

[...]

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-fifty-five~~ 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 cooperative 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	Accessory 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	Not Permitted					1	Not Permitted				
		Required Visitor Parking	Not Required in R-1 Zone										Not Required in R-1 Zone					
	R-5	Minimum Residential Parking	1.5	1.75	2	2.5	3	Not Permitted					1	Not Permitted				
		Required Visitor Parking	Not Required in R-5 Zone										Not Required in R-5 Zone					
	R-7	Minimum Residential Parking	1.5	1.75	2	2.5	3	Not Permitted					1	2	3	Not Permitted		
		Required Visitor Parking	Not Required in R-7 Zone										Not Required in R-7 Zone					
	R-15	Minimum Residential Parking	1.5	1.75	2	2.5	3	1.2	1.5	2	2.5	3	Not Permitted	2	3	1.75	2.5	Not Permitted
		Required Visitor Parking	Not Required in R-15 Zone					1 stall for every 6 units	1 stall for every 3 units	1 stall for every 3 units	1 stall for every 3 units	1 stall for every 3 units		Not Required in R-15 Zone		1 stall for every 6 units	1 stall for every 3 units	
	MC	Minimum Residential Parking	Not Permitted					1.2	1.5	2.5	3	4	Not Permitted					
		Required Visitor Parking						1 stall for every 6 units	1 stall for every 3 units	1 stall for every 3 units	1 stall for every 3 units	1 stall for every 3 units						
	UVMU	Minimum Residential Parking	Not Permitted					1.2	1.5	1.7	2.5	3	Not Permitted			1	2 (plus 0.5 for each add'l bedroom)	Not Permitted
		Required Visitor Parking						1 stall for every 6 units	1 stall for every 3 units	1 stall for every 3 units	1 stall for every 3 units	1 stall for every 3 units				1 stall for every 6 units	1 stall for every 3 units	

		Maximum Residential Parking		2	2.5	3	3.5	4				3	4	
	TMCO	Minimum Residential Parking	Not Permitted	1.2	1.5	2.5	3	4	Not Permitted					2
		Required Visitor Parking		1 stall for every 6 units	1 stall for every 3 units	1 stall for every 3 units	1 stall for every 3 units	1 stall for every 3 units						Not Required in TMCO Zone
	CBD Reduced Parking for Mixed-Use	Minimum Residential Parking	Not Permitted	1	1	1.5	2.5	3	Not Permitted					
		Required Visitor Parking		Not Required in CBD-core Zone										
		Maximum Residential Parking		1.5	2	2.5	3	3.5						
	CBD Parking for Standalone Residential	Minimum Residential Parking	Not Permitted	1	1.5	2	3	4	Not Permitted	2	3	2	3	Not Permitted
		Required Visitor Parking		1 stall per 10 units	1 stall for every 6 units	1 stall for every 6 units	1 stall for every 6 units	1 stall for every 6 units		Not Required in CBD-fringe Zone				
		Maximum Residential Parking		2	2.5	3	3.5	4.5		3	3.5	2.5	3.5	
	I	Minimum Residential Parking	Not Permitted											2
		Required Visitor Parking												Not Required in I Zone

			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	Accessory 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					Not Permitted					Not Required in R-1 Zone	Not Permitted				
	R-5	Minimum Residential Parking	1.5	1.75	2	2.5	3						1					
		Required Visitor Parking	Not Required in R-5 Zone					Not Permitted					Not Required in R-5 Zone	Not Permitted				
	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					Not Permitted					Not Required in R-7 Zone			Not Permitted		
	R-15	Minimum Residential Parking	1.5	1.75	2	2.5	3	1.2	1.5	2	2.5	3	Not Permitted	2	3	1.75	2.5	Not Permitted
		Required Visitor Parking	Not Required in R-15 Zone					1 stall for every 6 units	1 stall for every 3 units	1 stall for every 3 units	1 stall for every 3 units	1 stall for every 3 units		Not Required in R-15 Zone		1 stall for every 6 units	1 stall for every 3 units	
	MC	Minimum Residential Parking	Not Permitted					1.2	1.5	2.5	3	4	Not Permitted					
		Required Visitor Parking						1 stall for every 6 units	1 stall for every 3 units	1 stall for every 3 units	1 stall for every 3 units	1 stall for every 3 units						
	UVMU	Minimum Residential Parking	Not Permitted					1.2	1.5	1.7	2.5	3	Not Permitted			1	2 (plus 0.5 for each add'l bedroom)	Not Permitted

		Required Visitor Parking		1 stall for every 6 units	1 stall for every 3 units	1 stall for every 3 units	1 stall for every 3 units	1 stall for every 3 units		1 stall for every 6 units	1 stall for every 3 units			
		Maximum Residential Parking		2	2.5	3	3.5	4		3	4			
	TMCO	Minimum Residential Parking	Not Permitted	1.2	1.5	2.5	3	4	Not Permitted				2	
		Required Visitor Parking		1 stall for every 6 units	1 stall for every 3 units	1 stall for every 3 units	1 stall for every 3 units	1 stall for every 3 units					Not Required in TMCO Zone	
	CBD Reduced Parking for Mixed-Use	Minimum Residential Parking	Not Permitted	1	1	1.5	2.5	3	Not Permitted					
		Required Visitor Parking		Not Required in CBD-core Zone										
		Maximum Residential Parking		1.5	2	2.5	3	3.5						
	CBD Parking for Standalone Residential	Minimum Residential Parking	Not Permitted	1	1.5	2	3	4	Not Permitted	2	3	2	3	Not Permitted
		Required Visitor Parking		1 stall per 10 units	1 stall for every 6 units	1 stall for every 6 units	1 stall for every 6 units	1 stall for every 6 units		Not Required in CBD-fringe Zone				
		Maximum Residential Parking		2	2.5	3	3.5	4.5		3	3.5	2.5	3.5	
	I	Minimum Residential Parking	Not Permitted											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 or residential visitors is a fraction of a whole number, the required amount shall be rounded up to the next integer in all cases.
2. Parking spaces counted for residential use shall not also be counted towards non-residential parking requirements for other uses, unless approved by the Community Development Director or their designee through a shared parking agreement or similar binding mechanism. Parking spaces counted for use of a particular dwelling unit shall not also be counted towards parking requirements for other dwelling units.
3. 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.
4. In the Central Business District Core, as defined in 17.04.030 SWMC, off-street parking is not required for new residential developments, with the following exceptions:
 - a. New construction is accompanied with more than four thousand square feet of commercial space as a mixed-use development, in which case the reduced parking requirements outlined in the table above shall be required; or
 - b. Eleven or more new residential units are constructed, in which case the parking requirements in the table above shall apply.
5. For the purpose of this chapter, bedroom shall be defined by the most recent edition of the International Building Code.
6. Parking for Accessory Dwelling Units (ADUs). Unless the ADU is located within one-half mile walking distance to a major transit stop, as defined in RCW 36.70A.030(25), one off-street parking stall per unit is required in addition to the off-street parking stalls required for the principal residence, regardless of lot size. 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 stall for the ADU shall gain access from the alley. Parking shall be developed in accordance with the standards of this Chapter.

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 (C) of this Chapter may be permitted by the Community Development Director or their designee if the following provisions are applicable. Reductions are only permitted for multifamily residential use. Applicants shall be limited to no more than two of the following reduction options:

A. Public Transit Reduction. The required parking minimum may be reduced by up to 10% if the proposed development is within one-quarter mile of a public transit service that provides transportation at a frequency rate of twice per hour for twelve or more consecutive hours on a standard weekday.

B. Reduction for Underground or Structured Parking within Multifamily Residential Development. The required parking minimum may be reduced by up to 10% if the proposed development incorporates underground or structured parking, in accordance with the following provisions:

1. A parking requirement reduction for underground or structured parking shall not be granted for single-family residences, ADUs, duplex units, or triplex units;
2. Underground or structured parking satisfies at least 40% of the multifamily residential development's required minimum parking after reduction; and
3. A minimum of ten parking stalls shall be underground or structured.

C. Permanent Affordable Housing Reduction. The required parking minimum may be reduced by up to 20% 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, according to most recent U.S. Census data, 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.

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; Be permitted to use a tandem parking configuration, compliant with 36.70A.622(C) RCW;~~
- 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. ~~Existing legal non-conforming gravel parking stalls may be permitted, up to a maximum of six parking stalls, compliant with 36.70A.622(D) RCW;~~
- 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. ~~Provide 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 in length for all dwelling unit types.~~
- J. ~~Be in accordance with the following dimensional requirements, provided the parking stall area excludes striping, wheel stops, curbs, and 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 shall be no less than eight feet in width and nineteen feet in length.~~
 2. ~~The dimensions of standard parking stalls accessed at an angle not explicitly referenced in this Chapter shall be determined according to the City Engineer using the most recent edition of the Washington State Department of Transportation Standard Plan Manual.~~
 4. ~~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;~~
 - a. ~~Parking stalls for compact cars accessed at an angle not explicitly referenced in the Chapter are permitted, provided their dimensions are determined according to the City Engineer using the most recent edition of the Washington State Department of Transportation Standard Plan Manual.~~
- K. ~~Equally distribute parking stalls among dwelling units within residential development. It shall be the responsibility of the underlying property owner to ensure off-street parking stalls are equally distributed among the dwelling units of a residential development;~~
- L. ~~Provide adequate accessible parking in conformance with both the most recent edition of the Americans with Disabilities Act (ADA) Standards for Accessible Design released by the U.S. Department of Justice as well as the most recent edition of the Washington State International Building Code, whichever is stricter;~~
- M. ~~Parking stalls for residential use may utilize grass block pavers, as permitted in 36.70A.622(G) RCW; and~~
- N. ~~Preserve significant trees as defined in 17.50.110 SWMC in accordance with 36.70A.622(F) RCW. For residential and mixed-use developments only, significant trees shall not be removed to accommodate minimum parking requirements. If a proposed development cannot provide adequate parking solely due to significant tree retention, the minimum parking requirement shall be reduced to preserve all significant trees.~~

17.36.050 Loading facilities requirement.

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 impedence, then adequate off-street loading facilities and maneuvering space for delivery vehicles shall be provided to prevent such hazard or impedence. (Ord. ~~1013~~ § 3.01.05, 1985)

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.~~

A. If the uses party to such a cooperative parking arrangement generate their peak parking demand at different times, the Community Development Director or their designee may permit parking stalls to be counted towards the minimum requirement for more than one use.

B. The amount of required parking stalls within a cooperative provision shall not be less than the minimum required amount for the use with the largest parking requirement.

(Ord. [1013](#) § 3.01.06, 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

Total Parking Provided	Minimum Number Required for the Handicapped
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, non-residential 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 outlined in 17.36.030(C) SWMC.

D. Parking requirements for residential use in the UVMU shall be in accordance with the requirements in 17.36.030(C) SWMC.

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 for Non-Residential Uses</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, subject to the requirements in 17.36.060 SWMC.

D. Parking requirements for residential use in the CBD shall be in accordance with the requirements in 17.36.030(C) SWMC.

Chapter 17.100 Accessory Dwelling Units (ADUs)

Sections:

17.100.010 Purpose and intent.

17.100.020 Permit required.

17.100.030 Standards and criteria.

[...]

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.~~

[...]

Section 2. This ordinance shall be in force and take effect five (5) days after its publication according to law.

Section 3. If any section, sentence, clause, or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause, or phrase of this ordinance.

PASSED by majority vote of the members of the Sedro-Woolley City Council this _____ day of _____, 20____, and signed in authentication of its passage this _____ day of _____, 20____.

By: _____
JULIA JOHNSON, Mayor

Attest: _____
KELLY KOHNKEN, Finance Director

Approved as to form:

NIKKI THOMPSON, City Attorney

Published:

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 Llias)

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 ---

CITY OF SEDRO-WOOLLEY
SEPA Notice of Threshold Determination
Determination of Non-significance (DNS)

Project Description: Non-project action to amend Title 17 of the Sedro-Woolley Municipal Code to update residential off-street parking and loading regulations to apply a scaled approach to minimum parking requirements and adopt new provisions for visitor parking, loading facilities, and maximum parking requirements.

Proponent: City of Sedro-Woolley Planning Department

Location of Project, Including Street Address: No specific address, non-project action.

Lead Agency, City of Sedro-Woolley: The lead agency for this proposal has determined that this non-project action does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required for this non-project action under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public upon request.

This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 14 days from the date of issue. Per SWMC 2.88.170, you may appeal this threshold determination in writing to the City of Sedro-Woolley Planning Department no later than **4:30 PM on March 21, 2025**. Written appeals must be submitted to the Sedro-Woolley Planning Department, 325 Metcalf Street, Sedro-Woolley, Washington, 98284. Contact the Planning Department at (360) 855-0771 or electronically at asandovaloaks@sedro-woolley.gov to read or ask about the procedures for SEPA appeals.

Responsible SEPA Official: Tom Glover, Community Development Director – City of Sedro-Woolley

Contact Person: Ashton Sandoval Oaks, Assistant Planner

Address: NA, non-project action

Date of Issue: March 7, 2025

Signature:



Tom Glover, Community Development Director

**CITY OF SEDRO-WOOLLEY PLANNING COMMISSION
STATE OF WASHINGTON**

In the Matter of:

**PROPOSED AMENDMENTS TO
TITLE 17 SWMC TO UPDATE OFF-
STREET PARKING & LOADING
REGULATIONS**

**PLANNING COMMISSION
FINDINGS OF FACT,
CONCLUSIONS AND
RECOMMENDATION**

This matter having come regularly before the City of Sedro-Woolley Planning Commission for a public hearing on **Tuesday, February 18, 2025**, under a request by the Community Development Director for a public hearing and recommendation from the Planning Commission pursuant to Chapter 2.90 Sedro-Woolley Municipal Code (SWMC).

Recommendation:	The Planning Commission recommends APPROVAL of the proposed amendments to Title 17 SWMC as shown in Exhibit A of these Findings of Fact, Conclusions and Recommendation.
Hearing Date:	Tuesday, February 18, 2025
Proponent:	City of Sedro-Woolley

Description of proposal

Proposed are amendments to Title 17 SWMC intended to consolidate all parking standards under one chapter, create a scaled approach to parking requirements for residential uses, and strengthen provisions for visitor parking, shared parking agreements, and off-street loading.

FINDINGS OF FACT

1. Per SWMC 2.90.070(G), this action, which requires changes to the City development regulations and underwent Planning Commission review, is processed as a Type VI action.
2. The Community Development Department has received several reports from City Councilmembers and the general public that off-street parking for some multifamily residential developments is insufficient.

3. As the cost of housing continues to rise in our region, larger households may opt for smaller dwelling units that possess insufficient parking for the amount of household members residing in the unit. As a result of this, use of on-street parking may increase as the cost of housing increases. To combat excessive parking in the public right-of-way, these proposed amendments work to create a balanced and scaled approach to residential parking, depending on the zone and dwelling unit type.
4. Conversely, several cities in Washington State have elected to eliminate parking regulations outright, with the intention of increasing buildable land for housing developers. It is assumed that more buildable land will increase the supply of housing, thus reducing its demand and cost. To ensure that parking does not degrade from the buildable capacity of land in Sedro-Woolley, these proposed amendments include parking maximums for the Urban Village Mixed-Use (UVMU) overlay zone and Central Business District (CBD) zone.
5. To strike a balance between these contradicting forces, staff have proposed a scaled approach that ensures sufficient parking is present for every dwelling unit without overly restricting developers with excessive parking regulations. Staff have also amended provisions for visitor parking, off-street loading, and shared parking agreements, to provide clarity in the requirements for each of these.
6. The Planning Commission reviewed the draft amendments at the September 17, 2024; October 15, 2024; November 19, 2024; January 21, 2025; and February 18, 2025, Planning Commission meetings.
7. A first read of the proposed amendments was presented to the Planning Commission at the September 17 meeting. Due to the late hour, the Planning Commission unanimously moved to table the discussion until the October 15 meeting.
8. At the October 15 meeting, the Planning Commission requested clarification of the point-system and parking requirement matrix proposed in SWMC 17.36.030(C). Staff clarified that the point-system creates a scaled approach to parking requirements, and that all decimal points shall be rounded up to the next integer (whole number). The Planning Commission requested the matrix be updated to improve readability. Also requested was the inclusion of required parking stall dimensions. Furthermore, the Planning Commission requested staff to review and revise the loading facility requirements. These requested changes were incorporated into the draft amendments and presented to the Planning Commission at the November 19 meeting.
9. At the November 19 meeting, the Planning Commission requested that staff revise the matrix to ensure clarity between required parking, visitor parking, and non-permitted uses. Additional discussion at this meeting included possibly reclassifying the Industrial zone into Light and Heavy Industrial zones in the future and concerns regarding Washington State House Bill 6015. The requested changes to the matrix were incorporated into the draft amendments and presented to the Planning Commission at the January 21, 2025 meeting.

10. At the January 21 meeting, the Planning Commission discussed lowering the required age for parking for senior housing to 55, decreasing the percent of structured parking necessary to achieve a parking reduction to make this option more feasible for developers, as well as allowing loading zones to be used as guest or residential parking at night. A public comment from a representative of BYK Construction, Inc. was made before discussion of the parking amendments at that meeting. After hearing the concerns the developer had in regard to increased parking requirements in the UVMU and CBD, the Planning Commission recommended reverting the minimum parking requirements for these two zones back to their present requirements. This compromise ensures that excessive regulations are not created that significantly reduce a parcel's development potential. The Planning Commission tasked staff with preparing for a public hearing at the next meeting. Staff incorporated the requested changes for presentation at the February 18 public hearing.
11. At the February 18 meeting, the Planning Commission held a public hearing. The Notice of Public Hearing was published in the legal notices section of the February 7, 2025, Skagit Valley Herald as shown in **Exhibit B**. In said notice, a deadline for written comments was set for February 18, 2025, at 4:30 PM. A representative of BYK Construction, Inc. provided comments indicating their concerns with the proposed off-street parking regulations (**Exhibit C**).
12. After the February 18, 2025 public hearing and further discussion, the Planning Commission made a motion to recommend that the City Council approve the proposed amendments to Title 17 SWMC with the following conditions:
 1. Correct the definition for "Central Business District Core" in Section 17.04.030 to read as follows: "'Central Business District Core' means that area bounded to the north by the Cascade Trail, to the east by Puget Avenue/Fourth Avenue, to the south by the alley between State and Warner Streets, and to the *west* by the railroad right-of-way[...];"
 2. Define "loading facility" in Section 17.04.030;
 3. Revise proposed Subsection 17.36.030(C)(4)(b) SWMC to read as follows: "Eleven or more new residential units are constructed, in which case the parking requirements in the table above shall apply;" and
 4. Strike proposed Subsection 17.36.050(E).

The motion to recommend approval carried 7 – 0.

13. The Planning Commission's recommended amendments are found in **Exhibit A**.

CONCLUSIONS

The Planning Commission, having reviewed the Planning Department Transmittal and Report Memorandum and hearing public testimony, makes the following conclusions:

1. Adoption of the proposed amendments to Title 17 SWMC complies with the State GMA. The draft amendments were sent to the State Department of Commerce on March 3, 2025. A 15-day expedited review was requested, pending decision. A SEPA DNS (**Exhibit D**) is scheduled for issuance on March 7, 2025; and
2. Adoption of the proposed amendments to Title 17 SWMC is in conformance with the goals and policies of the Sedro-Woolley Comprehensive Plan.

RECOMMENDATION

Based upon the foregoing, the Planning Commission recommends approval of amendments to Title 17 SWMC, found herein as **Exhibit A**.

EXHIBITS

Exhibit A: Recommended Amendments to Title 17 SWMC

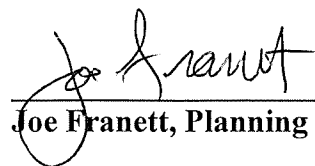
Exhibit B: BYK Construction, Inc. Comment

Exhibit C: Notice of February 18, 2025 Public Hearing

Exhibit D: SEPA DNS Scheduled for Issuance March 7, 2025

CERTIFICATION

The City of Sedro-Woolley Planning Commission hereby recommends to the City Council **APPROVAL** of amendments to Title 17 SWMC to update off-street parking and loading regulations at a **REGULAR** meeting of the City of Sedro-Woolley Planning Commission held on **Tuesday, February 18, 2025**, at which time a quorum was present and the decision was for approval by a vote of 7 **FOR**, 0 **AGAINST** and 0 **ABSTENTIONS**.



Joe Franett, Planning Commission Chair

5/22/25

Date

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 to the north by the Cascade Trail, to the east by Puget Avenue/Fourth Avenue, to the south by the alley between State and Warner Streets, and to the west by the railroad right-of-way. Also included in the Central Business District Core are properties zoned Central Business District 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.

[...]

“Light manufacturing” means any manufacturing activity that does not create noise, smoke, odors or any other nuisance that can be detected from outside the building.

“Loading dock” means a portion of a structure where vehicles carrying goods may load and/or unload shipments directly into the structure. A loading dock may be flush with the building envelope or completely enclosed. In residential and mixed-use developments, loading docks shall be designed to be accessible by mail carriers and couriers.

“Loading facility” means an on-site designated location designed for the loading and unloading of passengers and/or goods. This may include, but is not limited to, loading docks for shipments via truck or parking stalls designated as loading zones within a parking lot.

“Loading zone” means an off-street parking stall designated for the use of loading or unloading passengers and/or goods. Loading zones appear as a traditional parking stall but are regulated by signage that establishes a time limit and indicates the use of the parking stall for loading or unloading passengers and/or goods.

“Lot” means a contiguous quantity of land under one ownership, with fixed boundaries, which can legally be bought and sold separately from other lands.

[...]

“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.

[...]

“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.

“Townhouse” means a dwelling in a row of units in which each unit has its own front and rear access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more vertical common walls.

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

[...]

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:~~

<u>Dwelling Unit Type</u>	<u>Required resident parking stalls per dwelling unit</u>
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:~~

<u>Dwelling Unit Type</u>	<u>Required resident parking stalls per dwelling unit</u>
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

~~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 § 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 17.36. 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 17.36. 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 17.36
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>
Studio	1 space
1 bedroom	1 spaces
2 bedrooms	1.5 spaces
3 or more bedrooms	1 space per bedroom up to 2 bedrooms, 0.5 space per additional bedroom over 2 bedrooms

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>
Studio	<u>1</u> space
1 bedroom	2 spaces
2 bedrooms	2 spaces
3 bedrooms	3 spaces
4 or more bedrooms	4 spaces

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)

DRAFT

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	2 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.](#)
- [17.36.035 Reductions to required parking minimums.](#)
- [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 parkingRepealed.](#)
- [17.36.092 Parking - urban village mixed-use \(UVMU\) overlay zone.](#)
- [17.36.094 Parking - central business district \(CBD\) zone.](#)

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-five~~ 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 cooperative 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	Accessory 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	Not Permitted					1	Not Permitted				
		Required Visitor Parking	Not Required in R-1 Zone										Not Required in R-1 Zone					
	R-5	Minimum Residential Parking	1.5	1.75	2	2.5	3	Not Permitted					1	Not Permitted				
		Required Visitor Parking	Not Required in R-5 Zone										Not Required in R-5 Zone					
	R-7	Minimum Residential Parking	1.5	1.75	2	2.5	3	Not Permitted					1	2	3	Not Permitted		
		Required Visitor Parking	Not Required in R-7 Zone										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	Not Permitted	2	3	1.75	2.5	Not Permitted
		Required Visitor Parking	Not Required in R-15 Zone					1 stall for every 6 units	1 stall for every 3 units	1 stall for every 3 units	1 stall for every 3 units	1 stall for every 3 units		Not Required in R-15 Zone		1 stall for every 6 units	1 stall for every 3 units	
	MC	Minimum Residential Parking	Not Permitted					1.5	2	2.5	3	4	Not Permitted					
		Required Visitor Parking						1 stall for every 6 units	1 stall for every 3 units	1 stall for every 3 units	1 stall for every 3 units	1 stall for every 3 units						
	UVMU	Minimum Residential Parking	Not Permitted					1.2	1.5	1.7	2.5	3	Not Permitted			1	2 (plus 0.5 for each add'l bedroom)	Not Permitted
		Required Visitor Parking						1 stall for every 6 units	1 stall for every 3 units	1 stall for every 3 units	1 stall for every 3 units	1 stall for every 3 units				1 stall for every 6 units	1 stall for every 3 units	
		Maximum Residential Parking						2	2.5	3	3.5	4				3	4	
	TMCO	Minimum Residential Parking	Not Permitted					1.5	2	2.5	3	4	Not Permitted					2
		Required Visitor Parking						1 stall for every 6 units	1 stall for every 3 units	1 stall for every 3 units	1 stall for every 3 units	1 stall for every 3 units						Not Required in TMCO Zone
	CBD Reduced Parking for Mixed-Use	Minimum Residential Parking	Not Permitted					1	1	1.5	2.5	3	Not Permitted					
		Required Visitor Parking						Not Required in CBD-core Zone										
		Maximum Residential Parking						1.5	2	2.5	3	3.5						

	CBD Parking for Standalone Residential	Minimum Residential Parking	Not Permitted	1	2	2	3	4	Not Permitted	2	3	2	3	Not Permitted
		Required Visitor Parking		1 stall per 10 units	1 stall for every 6 units	1 stall for every 6 units	1 stall for every 6 units	Not Required in CBD-fringe Zone						
		Maximum Residential Parking		2	2.5	3	3.5	4.5		3	3.5	2.5	3.5	
	-	Minimum Residential Parking	Not Permitted											2
		Required Visitor Parking												Not Required in I Zone

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			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	Accessory 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	Not Permitted					1	Not Permitted				
		Required Visitor Parking	Not Required in R-1 Zone										Not Required in R-1 Zone					
	R-5	Minimum Residential Parking	1.5	1.75	2	2.5	3	Not Permitted					1	Not Permitted				
		Required Visitor Parking	Not Required in R-5 Zone										Not Required in R-5 Zone					
	R-7	Minimum Residential Parking	1.5	1.75	2	2.5	3	Not Permitted					1	2	3	Not Permitted		
		Required Visitor Parking	Not Required in R-7 Zone										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	Not Permitted	2	3	1.75	2.5	Not Permitted
		Required Visitor Parking	Not Required in R-15 Zone					1 stall for every 6 units	1 stall for every 3 units	1 stall for every 3 units	1 stall for every 3 units	1 stall for every 3 units		Not Required in R-15 Zone		1 stall for every 6 units	1 stall for every 3 units	
	MC	Minimum Residential Parking	Not Permitted					1.5	2	2.5	3	4	Not Permitted					
		Required Visitor Parking						1 stall for every 6 units	1 stall for every 3 units	1 stall for every 3 units	1 stall for every 3 units	1 stall for every 3 units						
	UVMU	Minimum Residential Parking	Not Permitted					1.2	1.5	1.7	2.5	3	Not Permitted			1	2 (plus 0.5 for each add'l bedroom)	Not Permitted
		Required Visitor Parking						1 stall for every 6 units	1 stall for every 3 units	1 stall for every 3 units	1 stall for every 3 units	1 stall for every 3 units				1 stall for every 6 units	1 stall for every 3 units	
		Maximum Residential Parking						2	2.5	3	3.5	4				3	4	

TMCO	Minimum Residential Parking	Not Permitted	1.5	2	2.5	3	4	Not Permitted					2
	Required Visitor Parking		1 stall for every 6 units	1 stall for every 3 units	1 stall for every 3 units	1 stall for every 3 units	1 stall for every 3 units						Not Required in TMCO Zone
CBD Reduced Parking for Mixed-Use	Minimum Residential Parking	Not Permitted	1	1	1.5	2.5	3	Not Permitted					
	Required Visitor Parking		Not Required in CBD-core Zone										
	Maximum Residential Parking		1.5	2	2.5	3	3.5						
CBD Parking for Standalone Residential	Minimum Residential Parking	Not Permitted	1	2	2	3	4	Not Permitted	2	3	2	3	Not Permitted
	Required Visitor Parking		1 stall per 10 units	1 stall for every 6 units	1 stall for every 6 units	1 stall for every 6 units	1 stall for every 6 units		Not Required in CBD-fringe Zone				
	Maximum Residential Parking		2	2.5	3	3.5	4.5		3	3.5	2.5	3.5	
I	Minimum Residential Parking	Not Permitted										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 or residential visitors is a fraction of a whole number, the required amount shall be rounded up to the next integer in all cases.
2. Parking spaces counted for residential use shall not also be counted towards non-residential parking requirements for other uses, unless approved by the Community Development Director or their designee through a shared parking agreement or similar binding mechanism. Parking spaces counted for use of a particular dwelling unit shall not also be counted towards parking requirements for other dwelling units.
3. 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.
4. In the Central Business District Core, as defined in 17.04.030 SWMC, off-street parking is not required for new residential developments, with the following exceptions:
 - a. New construction is accompanied with more than four thousand square feet of commercial space as a mixed-use development, in which case the reduced parking requirements outlined in the table above shall be required; or
 - b. Eleven or more new residential units are constructed, in which case the parking requirements in the table above shall apply.
5. For the purpose of this chapter, bedroom shall be defined by the most recent edition of the International Building Code.
6. Parking for Accessory Dwelling Units (ADUs). Unless the ADU is located within one-half mile walking distance to a major transit stop, as defined in RCW 36.70A.030(25), one off-street parking stall per unit is required in addition to the off-street parking stalls required for the principal residence, regardless of lot size. 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 stall for the ADU shall gain access from the alley. Parking shall be developed in accordance with the standards of this Chapter.

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 (C) of this Chapter may be permitted by the Community Development Director or their designee if the following provisions are applicable. Reductions are only permitted for multifamily residential use. Applicants shall be limited to no more than two of the following reduction options:

A. Public Transit Reduction. The required parking minimum may be reduced by up to 20% if the proposed development is within one-quarter mile of a public transit service that provides transportation at a frequency rate of twice per hour for twelve or more consecutive hours on a standard weekday.

B. Reduction for Underground or Structured Parking within Multifamily Residential Development. The required parking minimum may be reduced by up to 20% if the proposed development incorporates underground or structured parking, in accordance with the following provisions:

1. A parking requirement reduction for underground or structured parking shall not be granted for single-family residences, ADUs, duplex units, or triplex units;
2. Underground or structured parking satisfies at least 40% of the multifamily residential development's required minimum parking after reduction; and
3. A minimum of ten parking stalls shall be underground or structured.

C. Permanent Affordable Housing Reduction. The required parking minimum may be reduced by up to 20% 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, according to most recent U.S. Census data, 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.

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; Be permitted to use a tandem parking configuration, compliant with 36.70A.622(C) RCW;~~

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. ~~Existing legal non-conforming gravel parking stalls may be permitted, up to a maximum of six parking stalls, compliant with 36.70A.622(D) RCW;~~

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. Provide 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 in length for all dwelling unit types.

J. ~~Be in accordance with the following dimensional requirements, provided the parking stall area excludes striping, wheel stops, curbs, and 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 shall be no less than eight feet in width and nineteen feet in length.

2. The dimensions of standard parking stalls accessed at an angle not explicitly referenced in this Chapter shall be determined according to the City Engineer using the most recent edition of the Washington State Department of Transportation Standard Plan Manual.

4. 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;

a. Parking stalls for compact cars accessed at an angle not explicitly referenced in the Chapter are permitted, provided their dimensions are determined according to the City Engineer using the most recent edition of the Washington State Department of Transportation Standard Plan Manual.

K. Provide adequate accessible parking in conformance with both the most recent edition of the Americans with Disabilities Act (ADA) Standards for Accessible Design released by the U.S. Department of Justice as well as the most recent edition of the Washington State International Building Code, whichever is stricter;

L. Parking stalls for residential use may utilize grass block pavers, as permitted in 36.70A.622(G) RCW; and

M. Preserve significant trees as defined in 17.50.110 SWMC in accordance with 36.70A.622(F) RCW. For residential and mixed-use developments only, significant trees shall not be removed to accommodate minimum parking requirements. If a proposed development cannot provide adequate parking solely due to significant tree retention, the minimum parking requirement shall be reduced to preserve all significant trees.

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 (such as proximity within one half mile of a mail carrier or courier), 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. Special provisions are subject to approval by the Community Development Director or their designee. (Ord. 1013 § 3.01.05, 1985)

1. Loading facilities are not required for single-family residences, ADUs, duplex units, and triplex units.

B. Loading facilities shall be provided for multifamily residential uses in accordance with the following table:

<u>Number of Units Within a Multifamily Residential Development</u>	<u>Minimum Required Loading Facilities</u>
<u>24 or fewer units</u>	<u>No loading facility required.</u>

<u>25 – 49 units</u>	<u>1 loading facility required.</u>
<u>50 – 125 units</u>	<u>2 loading facilities required.</u>
<u>126 or more units</u>	<u>3 loading facilities required, plus 1 for every additional 100 units.</u>

C. Loading zones shall be designated parking stalls that are clearly marked as such and must display signage indicating stopping for the purpose of loading or unloading people and/or goods shall not exceed thirty minutes. Loading zone dimensions shall comply with the following:

1. Loading zones shall comply with the development standards outlined in this Chapter;
2. Loading zones may be used for residential parking during peak residential use hours, beginning at 8:00 P.M. and ending at 8:00 A.M., provided they do not exceed eight feet in width and twenty feet in length. Loading zones larger than the before-described dimensions are permitted but may not be counted towards the minimum residential parking requirements; and
3. Adequate turning clearance for loading facilities shall be provided with consideration for large vehicles and trucks. The requirements for turning clearance shall be determined according to the City Engineer or their designee.

D. Loading facilities shall be located near primary entrances as reasonably practicable. Loading facilities shall not interfere with the requirements of ADA-accessible parking as required per 17.36.040 (K) SWMC.

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.~~

A. If the uses party to such a cooperative parking arrangement generate their peak parking demand at different times, the Community Development Director or their designee may permit parking stalls to be counted towards the minimum requirement for more than one use.

B. The amount of required parking stalls within a cooperative provision shall not be less than the minimum required amount for the use with the largest parking requirement.

(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

Total Parking Provided	Minimum Number Required for the Handicapped
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, non-residential 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 outlined in 17.36.030(C) SWMC.

D. Parking requirements for residential use in the UVMU shall be in accordance with the requirements in 17.36.030(C) SWMC.

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 for Non-Residential Uses</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, subject to the requirements in 17.36.060 SWMC.

D. Parking requirements for residential use in the CBD shall be in accordance with the requirements in 17.36.030(C) SWMC.

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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](#).

[...]

BYK Construction

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Sedro Woolley, WA 98284
Office: (360) 755-3101
Fax: (360) 755-6185

1/21/2025,

The BYK team has reviewed the proposed regulation changes and have some comments for your consideration.

As we navigate through the complexities of housing shortages, particularly for starter homes, it is imperative that we adapt our regulations to foster an environment conducive to development and commerce.

These comments on adjustments to the code are with the intent to better facilitate the construction of these homes and create a more diverse housing market that meets the needs of all residents of the community. As always, it's a pleasure to work with the City of Sedro Woolley and we appreciate the opportunity to speak on these matters.

Parking Regulations Draft – BYK Comments

17.36.030 Number of spaces required Table

UVMU – Now requires guest parking and increases parking minimums to studios, 1 bedroom, and 2-bedroom apartments.

- BYK QUESTION: Why are we changing guest parking code in an area that has 1 completed project that hasn't proven to have any parking issues? We need to make sure we govern with logic based on facts, not perceived problems at old unmaintained multifamily properties. Enforce parking arrangements and code throughout the city and then this problem will be solved.
- BYK QUESTION: Why are the guest parking requirements per stall instead of per unit? People living in studios won't be having multiple guests over. BYK helped write this code based off their market rate locations to ensure there is enough parking for their tenants. Beside the CBD, there should be no reason why a studio apartment should require more parking in any zone.
- These parking changes would have required our newly built 820 Trail Rd apartment/mixed use project an additional 23 parking stalls that are not needed. There would be no landscape space available for the tenants after adding more stalls and then that would potentially hinder how many units could be built in this area.
- There should be no maximum of residential parking per unit.

(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 in length.

- We propose 25 FT to 20 FT as we believe this is adequate space. A standard parking stall required is only required to be 19' in length and other jurisdictions in Skagit county only require a 20' parking apron in front of a garage door entrance

(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.

- We feel this can be removed as it's obvious – and other jurisdictions allow for shared parking arrangements between mixed uses. In a mixed-use project shared parking should be required not removed.

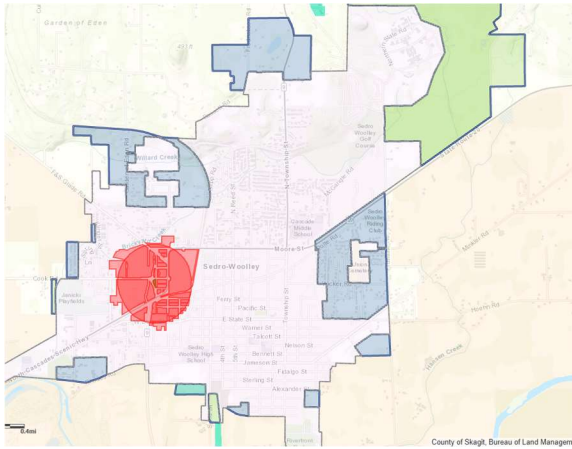
(6) Rooms indicated on building plans as "office," "extra room," "play room," or other rooms that may reasonably be considered for use as a bedroom may be counted as bedrooms for parking purposes by the Community Development Director or their designee.

- This should have to meet the definition of bedroom by IBC.
-

17.36.035 Reductions to required parking minimums

(A) Public Transit Reduction. The required parking minimum may be reduced by up to 20% if the proposed development is within one-quarter mile of a public transit service that provides transportation at a frequency rate of twice per hour for twelve or more consecutive hours on a standard weekday.

- Number (7) in the parking space requirements regarding parking for accessory dwelling units previously references major transit stops as defined in RCW 36.70A.030(25).
- RCWs defines a major transit stop as – stops for a bus or other transit mode providing fixed route service at intervals of at least thirty minutes during the peak hours of operation.
- Skagit Transit provides 4 fixed routes from the Sedro Woolley Park and Ride ran at 1-hour intervals which would not meet the definition of a major transit stop.
- The Sedro Woolley Park and Ride is the only transit stop eligible for the parking reduction if the twice per hour frequency is not per fixed route.



- City of Burlington offers 25% reduction for proximity to **public transit** in general not a major transit stop.
- **We recommend broadening this proximity to public transit stop definition not the major transit stop definition.**

(B) Underground or Structured Residential Parking Reduction. The required parking minimum may be reduced by up to 20% if the proposed development incorporates underground or structured parking that satisfies at least 50% of the development's required minimum parking after reduction.

- City of Burlington: parking regulations parking spaces located under a building or within 1,320 feet of transit center or bus stop may be included in your parking calculations at a rate of 1.25 (25 percent reduction).

(I) 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.

(I) 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.

- If the city would like stalls in the ROW larger than 9'x19' that's OK, but property owners should be able to utilize the standard parking stall size for private parking

17.36.050 Loading facilities requirement

B. Loading facilities shall be provided for residential uses in accordance with the following table:

- These loading zones are never used by drivers. They do not spend the time to park. They stop in the middle of the road, jump out and deliver. Most likely during the day there is parking available they still don't take the time to park there. These would be a waste of parking space for tenants. This should not be considered in this code at all.
-

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

(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).

- Then don't increase the parking requirements per bedroom? Or allow for cooperative parking agreements? You can't increase the parking requirements and say you are attempting to create a walking neighborhood.

(C) 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.

- So, in making more commercial space you then get to provide less parking? What is the benefit of this? This doesn't make any sense for the parking code.
-

17.36.094 Parking - central business district (CBD) zone

(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:

- If you want more parking available downtown for commerce and dining during business hours, we recommend that the city build a parking garage and have downtown employees pay for a parking permit. The city needs to begin to manage parking throughout the whole city. Enforcement of parking across all properties and ROW is needed to clean up the parking problems.

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

- We recommend setting a base requirement or else you'll be hounded by developers with unrealistic requests.
-

Cottage Cluster Regulations – BYK Comments

Table 2.90.100(B)-Land Use Application Submittal Requirements

“Cottage cluster plan, conceptual”

- BYK QUESTION: Does this include design standards requirements elevation etc.?

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:

- Recommend adding:
 - “Long term permanent housing for sale "or for lease".
 - Promotes affordable home ownership for starter homes.
-

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.

- We would recommend a minimum lot area of 1,000sf. This code can be taken advantage of without a minimum lot area. Based on our calculations, 1,000 square feet would accommodate the space needed for a tiny home, parking, setbacks, and usable outdoor space.

(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).

- Density should be derived by design standards.

C. Minimum and maximum number of cottages. (2) Three to 12 cottage structures may make up a cluster.

- If there is a minimum lot area, road design requirements, and open space requirements - there should not be a limit to density. Design standards will dictate this on their own. There should be no limit on how many cottage homes can be built in a project.
-

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:

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.

- “Off street parking apron shall be at least 20’ in length”

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.

- We would recommend the building footprint to have a 10' setback, but deck/porch encroachments should be 5’.

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.

- Raise to 20 or more percent because if you have a lot of density, you should be able to have a large open space that is usable by the buyers or tenants.

G. Design

Roof forms above 18 feet shall be pitched with a minimum roof slope of 6:12.

- Roof systems should comply with design styles of cottage development. What if a company wanted to do a 2/12 metal single pitch metal roof? Like a northwest timber home style, why would you limit that?

I. Access and parking

2. Visitor/overflow parking: One additional visitor/overflow stall is required per every six resident stalls.

- This stipulation can be at the development director's discretion.

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.

- BYK QUESTION: Clarify - is this for public ROW only?

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).

- What about carports?
- Change from not allowing garages on open space to- “Such garages located adjacent to the common open space must be held to the same design standards as the front of the house or have screening requirements.”

J. Common open space

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.
 - Critical area buffers should count towards open space. I.e., some buffers you can put walking trails in. Maybe a 50% credit or something like that?

K. Private open space

1. **Minimum size:** The minimum private open space adjacent to each cottage must be at least 200 square feet.
 - So long as deck, covered patios, front porches can be deemed as part of the open space. If not, this is a little bit too much with our intent of increasing the overall open space for the project.
2. **Minimum dimensions:** The private open space must have no dimension less than 10 feet.
 - So long as deck, covered patios, front porches can be deemed as part of the open space.
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.
 - So long as deck, covered patios, front porches can be deemed as part of the open space.

L. No cottage cluster development

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.
 - Remove this section – there should not be a separation requirement if design standards are in place.

N. Shared community buildings

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.**
 - Roof design to be consistent with development.
-

Conclusion

In conclusion, I urge this council to consider the revisions to the code with a focus on facilitating starter home development and lowering parking requirements. By doing so, we will not only address our housing crisis but also enhance our economic vitality. Let us work together to create a framework that supports sustainable growth and reflects the needs of our community. Thank you for your attention. I look forward to your support in making these necessary changes for a brighter future for all residents.

Sincerely,

Paul Woodmansee
BYK Construction Inc.



1/21/2025

Good evening Commissioners,

My name is Madison Bowman, and I am a project planner with BYK Construction here in Sedro-Woolley. I appreciate the opportunity to speak with you today regarding the proposed regulation changes. Our team at BYK has thoroughly reviewed the draft parking regulations and cottage cluster development regulations, and we have submitted a detailed outline of our comments for the record.

Tonight, I would like to share our general thoughts on these two important regulations and how they impact our community's housing landscape. These thoughts were drafted by myself and our President of BYK Construction, Paul Woodmansee, who could not be here tonight.

Parking Regulations

The majority of these proposed code changes hinder the intent to provide more housing. It appears these changes are based on older projects experiencing parking issues, which should be better managed by property management companies. We were informed of a specific location of complaint; if the City had parking enforcement as part of their staff, this issue could be resolved within weeks. The City needs to create and enforce parking arrangements and codes throughout the city to resolve these problems. We need to govern based on facts, not perceived problems at old, unmaintained multifamily properties.

BYK Construction contributed to writing the previous parking code for the UVMU, and it's important to note that BYK owns and manages most of the buildings we construct. Therefore, we have our tenants' best interests in mind when planning parking.

The increase in parking requirements in the UVMU seems irrelevant. Why are we changing the parking code in an area with only one completed project that hasn't shown any parking issues? These new requirements would have forced our newly built 820 Trail Rd apartment/mixed-use project to add 23 unnecessary parking stalls. This would eliminate landscape space for tenants and potentially reduce the number of units that could be built in this area.

The City of Sedro-Woolley needs to be more concerned with existing property management than further restricting future development within the city. We are still in the midst of a housing crisis, and further reducing the number of units constructed due to antiquated parking codes is not good leadership.

Cottage Cluster Regulations

The cottage cluster regulations are a great idea, and we applaud you for thinking outside the box to address our community's housing needs. We strongly believe that any restriction on density is unnecessary, as requirements for lot size, open space, parking, and other design standards will naturally determine the allowable density for development.

We encourage you to continue this outside-the-box thinking as you finalize this code. We don't think there should be a required distance between cluster developments, as economic demand and site feasibility will dictate this. If these developments were to proliferate, the city could always impose a moratorium and adjust the regulations. We view this similarly to the concerns the City had about allowing ADUs, which have not led to oversaturation. All the fears of ADUs being built everywhere have not come to fruition. Don't put the same type of development creativity restrictions on the Cluster Development code before there has proven to be a problem. These projects will provide a valuable option for developers and first-time homebuyers.

We want to ensure that the regulations for cottage clusters do not hinder creativity and the ability to develop.

In conclusion, while we understand the intent behind the proposed regulation changes, we believe that some of these adjustments may inadvertently hinder the goal of providing more housing. Effective management

and enforcement of new parking codes and existing codes can address many of the parking issues observed in older projects. Additionally, the increased parking requirements in the UVMU area seem unnecessary given the current lack of issues.

On the other hand, we commend the innovative approach taken with the cottage cluster regulations. These regulations have the potential to significantly address our housing needs without imposing restrictive density limits or unnecessary distance requirements between developments.

We urge the Council and Commissioners to consider these points and ensure that the final regulations support both practical management and creative solutions for housing development.

Thank you for your time and consideration.

A handwritten signature in dark ink, reading "Madison Bowman". The signature is written in a cursive, flowing style.

Madison Bowman
BYK Construction

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, February 18, 2025, 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 Title 17 SWMC to Update Parking 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 February 18, 2025**, to be considered at this public hearing. Send written comments to: City of Sedro-Woolley Planning Department, ATTN: Public Comment, 325 Metcalf Street, Sedro-Woolley, Washington, 98284, or by email to asandovaloaks@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: February 7, 2025

CITY OF SEDRO-WOOLLEY
SEPA Notice of Threshold Determination
Determination of Non-significance (DNS)

Project Description: Non-project action to amend Title 17 of the Sedro-Woolley Municipal Code to update residential off-street parking and loading regulations to apply a scaled approach to minimum parking requirements and adopt new provisions for visitor parking, loading facilities, and maximum parking requirements.

Proponent: City of Sedro-Woolley Planning Department

Location of Project, Including Street Address: No specific address, non-project action.

Lead Agency, City of Sedro-Woolley: The lead agency for this proposal has determined that this non-project action does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required for this non-project action under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public upon request.

This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 14 days from the date of issue. Per SWMC 2.88.170, you may appeal this threshold determination in writing to the City of Sedro-Woolley Planning Department no later than **4:30 PM on March 21, 2025**. Written appeals must be submitted to the Sedro-Woolley Planning Department, 325 Metcalf Street, Sedro-Woolley, Washington, 98284. Contact the Planning Department at (360) 855-0771 or electronically at asandovaloaks@sedro-woolley.gov to read or ask about the procedures for SEPA appeals.

Responsible SEPA Official: Tom Glover, Community Development Director – City of Sedro-Woolley

Contact Person: Ashton Sandoval Oaks, Assistant Planner

Address: NA, non-project action

Date of Issue: March 7, 2025

Signature:



Tom Glover, Community Development Director



City Council Agenda Item

Agenda Item No.: e.5.

Date: June 25, 2025

From: Charlie Bush, City Administrator

Subject: Requesting Authorization to Apply for an Indigent Defense Services Reimbursement Grant from the State of Washington

RECOMMENDED ACTION:

Motion to approve Mayor Johnson to submit a grant that would offset indigent defense expenses.

BACKGROUND/SUMMARY INFORMATION:

Staff are working to submit an indigent defense grant prior to the deadline of June 30th. More information is available here:

<https://opd.wa.gov/simple-possession-advocacy-and-representation-program-spar>

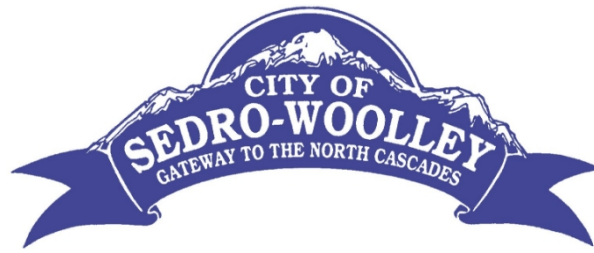
The grant would reimburse the City for eligible indigent defense costs related to representation on simple drug possession or public use charges in courts of limited jurisdiction.

FISCAL IMPACT, IF APPROPRIATE:

At the time of this writing, the exact fiscal benefit of this grant is unknown. Staff are still compiling numbers but estimate that it could be in the range of \$40,000 split between 2025 and 2026. There is no match requirement. Mount Vernon received over \$100,000 in grant funds during the past two years through this program.

ATTACHMENTS:

None



City Council Agenda Item

Agenda Item No.: 1.1.

Date: June 25, 2025

From: Bill Bullock, Public Works Director

Subject: 2026-2031 Six-Year Transportation Improvement Program - Resolution 1165-25 –
2nd Read

RECOMMENDED ACTION:

Motion to approve Resolution 1165-25 adopting the 2026-2031 Six-Year Transportation Improvement Program.

BACKGROUND/SUMMARY INFORMATION:

State law, RCW 35.77.010, requires that each year the City adopt a six-year Transportation Improvement Program (TIP). The TIP is designed to identify the schedule, costs, and financial plan associated with projects the City is forecasting to pursue over a six-year planning period. The adopted financial plan must demonstrate that funding for the TIP is feasible, although it may include projections of local funds, grants, loans or other potential sources that are not yet in hand. In preparing the proposed 2026-2031 TIP, the following factors were considered:

- The current status of active transportation improvement projects
- Strategic priorities of the City consistent with the City Comprehensive Plan.
- Physical condition, operations, and public safety consideration of the street system.
- Funding availability.

FISCAL IMPACT, IF APPROPRIATE:

The proposed TIP identifies \$40,806,000 in planned projects throughout the City. Primary revenue sources consist of grants, REET, Transportation Impact Fees, Transportation Benefit District Funding, and development mitigation contributions. The TIP is an important tool for local, state, and federally funded projects, and is utilized by governmental and planning organizations at all levels. Projects are typically required to be identified on the TIP to be eligible for funding from Federal and State sources.

ATTACHMENTS:

1. Resolution 1165-25 -Six-Year TIP
2. SW 6-Year TIP 2026-2031
3. Sedro 2026 TIP Map

CITY OF SEDRO-WOOLLEY, WASHINGTON

RESOLUTION NO. 1165-25

A RESOLUTION OF THE CITY OF SEDRO-WOOLLEY, WASHINGTON, ADOPTING THE 2026-2031 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM FOR THE DEVELOPMENT OF THE CITY'S TRANSPORTATION SYSTEM.

WHEREAS, the City of Sedro-Woolley has the responsibility to maintain and operate the street network located within the City rights-of-way; and

WHEREAS the City of Sedro-Woolley Public Works Department is responsible for developing a Transportation Improvement Program (TIP) annually that identifies necessary improvements to the transportation system as required by RCW 35.77.010; and

WHEREAS, a public hearing was called by the City Council for the purpose of adopting said Six-Year TIP on June 8, 2025, at approximately 6:00 p.m., at the Sedro-Woolley City Hall, 325 Metcalf Street, Sedro-Woolley, Washington.

NOW, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEDRO-WOOLLEY, WASHINGTON, AS FOLLOWS:

Section 1. Acceptance. The 2026-2031 Six-Year Transportation Improvement Program project list is hereby accepted and adopted and shall be the guide for the planning and construction of necessary transportation improvements in the City of Sedro-Woolley. The 2026-2031 Six-Year Transportation Improvement Program is incorporated by this reference, Exhibit A, as fully set forth herein and has been filed with the City Clerk and identified with Clerk's Receiving No. _____.

**PASSED BY THE CITY COUNCIL OF THE CITY OF SEDRO-WOOLLEY,
WASHINGTON, AT A REGULAR MEETING THEREOF THIS 25TH DAY OF JUNE
2025.**

Julia Johson, Mayor

ATTEST:

Kelly Kohnken, Finance Director

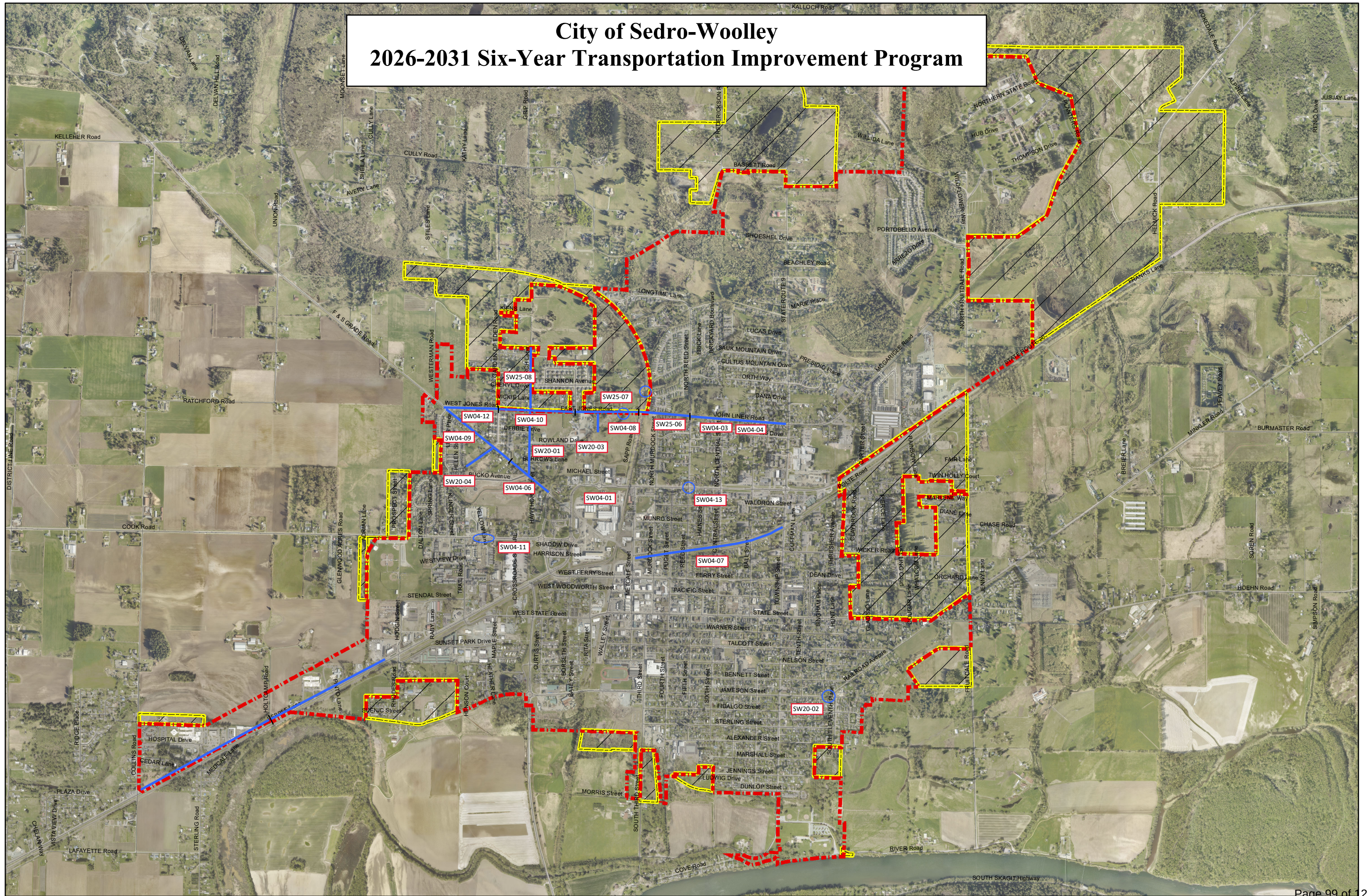
APPROVED AS TO FORM:

Nikki Thomson, City Attorney

City of Sedro-Woolley 2026-2031 Six-Year Transportation Improvement Program

Project Priority	Project No.	Project	Length (ft)	2026			2027			2028			2029			2030			2031			Project Total
				PE	ROW	Constr	PE	ROW	Constr	PE	ROW	Constr	PE	ROW	Constr	PE	ROW	Constr	PE	ROW	Constr	
1	SW25-01	City Wide - Local Street Improvements	N/A			\$1,000			\$1,000			\$1,000			\$1,000			\$1,000			\$1,000	\$6,000
2	SW25-02	City Wide - Multimodal Gap/Rehab Program	N/A			\$45			\$45			\$45			\$45			\$45			\$45	\$270
3	SW25-03	City Wide - Safety/ADA Enhancements	N/A			\$25			\$25			\$25			\$25			\$25			\$25	\$150
4	SW25-04	City Wide - Minor Construction	N/A			\$50			\$50			\$50			\$50			\$50			\$50	\$300
5	SW25-05	City Wide - Storm Retrofits (transportation)	N/A			\$25			\$25			\$25			\$25			\$25			\$25	\$150
6	SW04-01	Jones/John Liner RR Undercrossing (Reed St to Sapp Rd)	1300			\$2,100																\$2,100
7	SW25-06	Sapp Road RR Undercrossing Closure	800			\$40																\$40
8	SW04-02	SR9/ Cascade Trail West Phase 2A (Hodgin Rd to Holtcamp Rd)	2600			\$750																\$750
9	SW04-03	John Liner Arterial Improvements (SR 9 to Reed St)	2030	\$357	\$200				\$2,180													\$2,737
10	SW04-04	John Liner Bike/Ped Improvements (SR 9 to Reed St)	2030	\$58	\$68				\$580													\$706
11	SW04-05	SR9/ Cascade Trail West Phase 2B (Holtcamp Rd to Collins Rd)	3600	\$121	\$120				\$725													\$966
12	SW25-07	Jones Road/Brickyard Creek Culvert	300				\$500	\$90				\$900										\$1,490
13	SW04-06	F&S Grade Road Improvements Phase 1 (Edward Murrow to 700' N of Garden of Eden)	1350				\$377	\$50				\$2,100										\$2,527
14	SW04-07	Cascade Trail East Extension (Metcalf St to 400' E of Township St)	4400				\$120	\$120				\$400										\$640
15	SW20-01	Garden of Eden Road Improvements (F&S Grade Rd to Jones Rd)	1300							\$360	\$50				\$1,950							\$2,360
16	SW20-02	Railroad/Jameson St Intersection Improvement	n/a							\$250					\$800							\$1,050
17	SW04-08	Jones Road Improvements Phase 1 (Sapp Rd to Cambridge St)	1300							\$350	\$100				\$2,100							\$2,550
18	SW04-13	SR 20/Reed Street Intersection Improvements	n/a										\$300	\$50				\$1,000				\$1,350
19	SW20-03	Patrick Street Improvements (Brickyard Creek to Jones Rd)	2200										\$700					\$1,800				\$2,500
20	SW04-09	F&S Grade Road Improvements Phase 2 (700' N of Garden of Eden to Jones Rd)	1450													\$400	\$50				\$2,130	\$2,580
21	SW04-10	Jones Road Improvements Phase 2 (Cambridge St to Trail Rd)	1600													\$420	\$100				\$2,600	\$3,120
22	SW20-04	Trail Road Improvements Phase 1 (F&S Grade Road to Bucko Connection)	740													\$50					\$500	\$550
23	SW04-11	Trail Rd/Cook Rd Intersection Improvements	n/a																\$300	\$50	\$1,000	\$1,350
24	SW04-12	Jones Road Improvements Phase 3 (Trail Road to F&S Grade Road)	1100																\$270	\$100	\$1,800	\$2,170
25	SW25-08	Birch Lane Improvements (Jones Rd to Apple Lane)	500																\$400	\$200	\$1,800	\$2,400
PE = Preliminary Engineering ROW= Right of Way			Subtotals	\$536	\$388	\$4,035	\$997	\$260	\$4,630	\$960	\$150	\$4,545	\$1,000	\$50	\$5,995	\$870	\$150	\$3,945	\$970	\$350	\$10,975	\$40,806
			Totals			\$4,959			\$5,887			\$5,655			\$7,045			\$4,965			\$12,295	\$40,806
Constr = Construction			Program Total																			\$40,806

City of Sedro-Woolley
2026-2031 Six-Year Transportation Improvement Program





City Council Agenda Item

Agenda Item No.: m.1.

Date: June 25, 2025

From: Thomas Glover, Community Development Director

Subject: Comprehensive Plan Update - Economic Development Element

RECOMMENDED ACTION:

Review only, no recommendation requested/required.

BACKGROUND/SUMMARY INFORMATION:

The purpose of the economic development element (chapter) is to provide guidelines for maintaining and enhancing economic vitality within the City's urban growth area. This includes goals and policies to support a high quality of life.

FISCAL IMPACT, IF APPROPRIATE:

None identified at this time.

ATTACHMENTS:

1. Economic Development Element

Chapter 8

ECONOMIC DEVELOPMENT ELEMENT

- 8.04 Purpose and Relationship to GMA**
- 8.08 Commercial and Industrial Land Designations**
- 8.12 Profile of Planning Area**
- 8.16 Economic Development Strategy**
- 8.20 Economic Development Goals, Policies and Actions**

PURPOSE AND RELATIONSHIP TO GMA

The purpose of the economic development element is to provide guidelines for maintaining and enhancing economic vitality in appropriate locations in Sedro- Woolley's urban growth area ~~so as to encourage and support guarantee and ensure~~ adequate selection and availability of employment opportunities and ~~ensure adequate selection and availability of~~ goods and services for all of Sedro- Woolley's residents. The economic development element outlines the City's economic development goals and policies and serves as a road map to achieve those economic goals and policies. ~~This~~ element also helps prospective business owners and investors understand the City's economic development needs and investment opportunities within the City as well as acknowledging the importance of supporting local businesses and the development of new industry in the City of Sedro- Woolley. The goals and policies also provide guidance for embedding equity and inclusivity during the transition to a clean energy economy within the City.

The Growth Management Act requires the inclusion of an economic development element. Section 36.70A.070(7) of the Revised Code of Washington (RCW), requires:

"An economic development element establishing local goals, policies, objectives, and provisions for economic growth and vitality and a high quality of life. The element shall include: (a) A summary of the local economy such as population, employment, payroll, sectors, businesses, sales, and other information as appropriate; (b) a summary of the strengths and weaknesses of the local economy defined as the commercial and industrial sectors and supporting factors such as land use, transportation, utilities, education, workforce, housing, and natural/cultural resources; and (c) an identification of policies, programs, and projects to foster economic growth and development and to address future needs. A city that has chosen to be a residential community is exempt from the economic development element requirement of this subsection."

The Act also requires countywide planning policies to address economic development and employment. Skagit County's policies as they address economic development are set forth in Section 5 of the Skagit County Countywide Planning Policies, ~~updated in March, 2025~~ ~~adopted in October, 2007~~. The next required update to the Countywide Planning Policies is in 2035~~16~~. The following Countywide Planning Policies are particularly salient to the City's economic development plan:

- Policy 5.5. A diversified economic base shall be encouraged to minimize the vulnerability of the local economy to economic fluctuations.
- Policy 5.6. Commercial, industrial and residential acreage shall be designated to meet future needs without adversely affecting natural resource lands, critical areas, and rural character and lifestyles.
- Policy 5.15. The comprehensive plan shall support and encourage economic development and employment to provide opportunities for prosperity.

The city is also a retail service center that, due to the increase of the service area* population, has grown at a steady rate. It is anticipated that the population in the city's service area will increase more than the urban growth area population, resulting in an increase in the demand for space for commercial and service activities in the city's urban growth area.

(* A service area defines the geographic region where a business offers its products or services. It can be a neighborhood, city, county or even an entire state. In the case of Sedro-Woolley, its retail center service area reaches well beyond the city limits).

If Sedro- Woolley is reasonably expected to ~~increase the level of employment experienced by its citizens~~ support a stable and healthy economic base for residents, and also to provide employment

opportunities to people who live close by, it ~~will be necessary to provide ample lands for commercial and industrial expansion~~ must provide land with sufficient commercial and industrial capacity to accommodate the city's employment target. It is also necessary that the city be aggressive in its effort to attract new businesses and industrial activities that provide living-wage jobs for Sedro-Woolley residents.

The city's vision statement includes language stating that the city will be a full-service community where there are ample opportunities to work, live, shop and play within the same geographic area. Adequate commercial and industrial areas with site plan control must be provided for a diversified commercial and industrial base.

This economic development element is outlined as follows:

- Designations of commercial and industrial land
- Profile of planning area
- Economic development strategy
- Economic development goals and policies

~~will discuss the city's commercial and industrial designations. It will then present an inventory and analysis of the city's commercial/industrial lands. This inventory and analysis will then be followed by the city's economic development strategy. Finally, the city's economic development goals and policies will be set forth.~~

8.08

COMMERCIAL AND INDUSTRIAL LAND DESIGNATIONS

COMMERCIAL

There are two commercial ~~ly-supportive oriented~~ zoning designations in the city: the ~~C~~entral ~~B~~usiness ~~D~~istrict (CBD) and the Mixed Commercial zone (MC). The designations, intended to implement the goals and policies of the economic development element, allow a diversity of commercial options and provide for appropriate separations between potentially conflicting uses. Intensities for commercial uses refers to a combination of factors, such as visual appearance and building size, traffic generation, noise, dust, light, and economic value.

Commercial areas, including professional services (office-oriented) and tourist-related facilities, should be compact with easy access and adequate off-street parking, and loading facilities. Retail commercial areas, should be, whenever possible, convenient ~~to~~for major routes of transportation, tourism commercial and professional office service areas should also be convenient to and along major routes of transportation. Each commercial area should be designed to adequately serve the public while discouraging the movement of disruptive traffic through residential areas.

Central Business District Designation - (CBD)

The central business district designation is for medium intensity commercial ~~and higher density residential uses areas~~ and is designed to allow those normal commercial uses that are consistent with a pedestrian-oriented business area. The designation is intended for the established commercial areas of the city which lie generally between State and Warner Street to the South and the Burlington Northern Railroad to the north. A small section of CBD designated area lies between the Burlington Northern Railroad and State Route 20 between the Burlington Northern Railroad to the west and Murdock Street to the east. In general, the east/west perimeters of the central business district are State Routes 9 and 20 to the west and Haines Avenue and Fifth Street to the east.

Much of the traditional CBD encompasses the historic downtown located between the Burlington Northern Railroad to the north and State Street to the south, and between the Burlington Northern Railroad on the west and Puget Street on the east. Many historic buildings are located in this area

including the Bingham-Holland Building built in 1905, the Schneider Building built in 1914, and the Livermoore Building built in 1915. Outside of this traditional area single-family residential and multi-family uses are located in the central business district. Some of these areas are in a transitional stage with commercial structures gradually expanding beyond the historic downtown area into adjacent neighborhood centers. ~~-making an in-road into the residential areas.~~

The City's historic downtown area is centered in the heart of the CBD, along Metcalf Street, beginning about one half mile south of State Route 20. The historic downtown is an active commercial district serving many of the commercial and retail needs of the City's residents, but also maintains an early 1900's architecture that makes the downtown area a significant destination for visitors and tourists. Because the CBD is not directly adjacent to the major State Routes through the City, it is possible that visitors can pass through town without being aware of the City's central business district, including the impressive historic downtown area. Improved access and directional signage to the CBD and historic downtown can help stimulate new development in the area.

The CBD is also a mixed-use zone, allowing residential uses located above the first floor or at the rear of a commercial and/or retail primary use or multifamily residential development independent of commercial uses in certain locations.

~~Parking requirements should be created to acknowledge that, with space provided for off-street parking limited, areas within this designation may require shared parking and that more and better parking facilities are needed. Commercial development in the central business district zone must conform to design standards that have been developed for this zone. The development process includes review by a design review committee responsible for the application of the downtown design standards.~~

Mixed Commercial Zone – (MC)

The intent of the MC zone is to encourage a compatible mix of commercial and residential development. Standards are intended to present an attractive and welcoming appearance to visitors at the entrances to the city and at selected nodes along major roads; manage traffic impacts; encourage more non-motorized trips and reduce stormwater runoff. Commercial development should be scaled down when adjacent to residential areas to improve compatibility between uses.

An Urban Village Mixed Use (UVMU) overlay ~~has been is~~ designated for a portion of the MC zone north of State Route 20, west of Trail Road, and east of Brickyard Creek. The UVMU overlay allows for and encourages higher density residential and commercial development in the MC zone when the development includes additional open space and pedestrian amenities. The overlay is intended to encourage a higher concentration of development while improving the overall quality of the development. The intent is to create a pedestrian oriented commercial and residential environment similar to that of a traditional downtown commercial district, as opposed to auto-oriented commercial development that is more typically associated with commercial development of the past 50 years.

Additionally, an area of land zoned Industrial has, since the 2016 comprehensive plan was adopted, been subject to a Transitional Mixed Commercial Overlay (TMCO) that aims to encourage the conversion of the underlying zone of the area from industrial to mixed commercial. This plan addresses the TMCO overlay in the goals and policies.

~~Specific guidelines for UVMU overlay development are in the process of being written and are yet to be adopted. The overlay exists only on the Comprehensive Land Use map and Land Use Element of the Comprehensive Plan; it has not been included on the Zoning map or in the Development regulations in the Sedro-Woolley Municipal Code.~~

INDUSTRIAL

Industrial uses should have ready access to primary transportation corridors and utilities with sites large enough to accommodate off-street parking, loading and reasonable expansion. Industrial areas should be compatible with surrounding land uses and be buffered from conflicting uses. The industrial areas in Sedro-Woolley are vibrant and provide a wide-array of skilled, living- wage jobs. The goods developed by the City's industrial businesses are a source of pride to area residents. The City has one zoning designation for all types of industrial activities, the "Industrial" zone (abbreviated I).

Industrial activities are also subject to landscaping and buffering requirements as set forth in the city zoning code when adjacent to residential and commercial zones. The intent of the industrial zone is to provide appropriately located areas for manufacturing, warehousing, distribution, and office uses to enhance the city's economic base in a manner that minimizes impacts to surrounding non-industrial zones. The standards recognize the market preferences and construction techniques characteristic of this type of use.

Commercial, retail, light manufacturing, and residential uses are permitted at a limited scale so as to preserve the majority of land in this category for industrial and business uses.

Though some uses may be outright allowed in the industrial zone, the city's Essential Public Facilities (EPF) ordinance (Chapter 17.88 SWMC) sets additional review measures for uses that potentially may have a negative impact on surrounding neighborhoods and uses. The EPF ordinance requires that new EPFs obtain a conditional use permit, which requires broader public notice and public hearings. An EPF is defined as a facility owned or operated by a governing body, public utility, private utility, transportation company, or any other entity that provides a public service as its primary mission, and is difficult to site.

The 2016 Comprehensive Plan periodic update included designation of a Transitional Mixed Commercial Overlay (TMCO) on the former Skagit Plant site northwest of the Central Business District. This designation aimed to encourage the transition of the underlying zoning on this site from Industrial to Mixed Commercial. This plan attempts to chart a course to a more permanent solution for this area as outlined in the goals and policies.

In 2024, tThe city adopted a temporary moratorium for processing permit applications for major utility development projects that involve the storage and generation of electricity. –New development regulations are being considered in Industrial and other areas to address the risk posed by newly emerging technologies.

PROFILE OF PLANNING AREA

Skagit County Profile

In terms of population and economic vitality, Skagit County continues to be is one of the fastest growing counties in the StatePuget Sound region. The county benefits from its location between Seattle and Vancouver, B.C., along the I-5 corridor.

Skagit County has seen incremental growth in employment over the past two decades, despite employment declines during the 2008 financial crisis and the COVID-19 pandemic. The mix of employment by industry has shifted over time. Warehousing, transportation, construction and utilities, education, and manufacturing industries had the strongest rate of growth countywide, while the sectors that have recovered fastest since the COVID-19 pandemic are education, retail, finance, information, real estate and services, and manufacturing. Firms that might have automatically located a King County or Snohomish County location are discovering less-expensive, less-congested neighboring counties like Skagit.

The county is well positioned to take advantage of this situation to enhance its economic development.

The focus of Skagit County economic development efforts have not been merely job growth and diversification, but also the establishment of Skagit County as an economic entity unto itself. In addition, Skagit County has aimed to do so while not sacrificing its natural resource environment. In the past, the county has been heavily impacted if major manufacturers relocated.

Strategies and policies have been formed to mitigate the impact of these types of fluctuations through a wider scale diversification of business activities.

Despite all the attention paid to Skagit County's urban and suburban economic development, it is important to remember that the county still has a significant natural resource base. In fact, it is diversified in two areas: logging and lumber, and agriculture and dairying.

Sedro-Woolley Profile

In terms of population, Sedro-Woolley is one of the fastest growing cities in Skagit County has continued to grow. Between 1990 and 2010 2010 and 2024, the population of Sedro-Woolley increased from 6,031 10,540 to 10,540 13,080, an increase of 74.7 24.1% (US Census Data). The State Office of Financial Management estimates the April 1, 2015 population at 10,700, an increase of 77.4% from 1990.

In 2024 the Skagit Council of Governments (SCOG) and Skagit County commissioned BERK Consulting to work in conjunction with the SCOG planners group to develop an allocation for population and jobs among the counties jurisdictions commissioned a new Comprehensive Economic Development Strategy and established growth projections and allocations. The table that follows shows the jobs allocation for the Sedro-Woolley Urban Growth Area (UGA) over the planning horizon:

<u>2022 Employment</u> +2	<u>Net-Growth</u> <u>2012-2045</u> <u>2045</u> <u>Employment Target</u>	<u>Resource</u> <u>2022-2045</u> <u>Employment Growth</u>	<u>Pct Total Countywide</u> <u>growth</u> <u>Retail</u>	<u>IndCompound</u> <u>Annual Growth Rate</u> <u>(CAGR)</u>	
4,640	4,594	1587,040	2,3990	12%46	1.8%368

Source: SCOG Growth Allocations and Projections Final Report, 2024

Employment growth allocation by sector within the Sedro-Woolley UGA is as follows:

Sector	2022 Employment	2025 Employment	2045 Employment Targets	2022-2045 Employment Growth		
				Amount	Pct Total Growth	CAGR
Resource	74	74	74	0	0.0%	0.0%
Warehousing, transportation, construction and utilities	467	468	468	0	0.0%	0.0%
Manufacturing	483	483	508	25	0.1%	0.2%
Retail	640	710	818	178	0.9%	1.1%
Finance, insurance, real estate and services	400	430	509	109	0.5%	1.1%
Education	700	749	983	283	1.4%	1.5%
Government	319	353	598	280	1.4%	2.8%
Health	934	1,039	2,133	1,199	5.8%	3.7%
Self- employment	624	669	949	325	1.6%	1.8%

Source: SCOG Growth Allocations and Projections Final Report, 2024

The 2,855 jobs allocated to the Technology Sector are the anticipated job growth associated with ~~the Center for Innovation and Technology~~ the SWIFT Center (proposed for formerly the Northern State Hospital Campus), and Sedron Technologies, located downtown. Job growth in Sedro-Woolley is anticipated to nearly double over the planning horizon, primarily to the growth of the Technology Sector.

The city benefits from its close location to the I-5 corridor and its location adjacent to two state highways and the Burlington Northern Railroad. Small firms that might have located in other parts of the county are discovering less expensive, less congested neighboring cities. The city is well positioned to take advantage of this situation to enhance its economic development.

In the past the city has been hampered by its dependence on logging and lumber operations and on the activities taking place at the Skagit Plant site. When economics forced a slow down in logging and related activities and in the closure of the manufacturing site, the city faced severe economic impacts. Likewise, the closure of the former Northern State Hospital heavily impacted the city with its loss of employment opportunities. ~~The city is now attempting to develop a more diversified economic base along with an increase in the number of job opportunities.~~ For this planning period, the City of Sedro-Woolley is continuing to attempt to diversify its economic base and make investments in infrastructure to support establishment and expansion of businesses that serve the community and the surrounding area. The former Skagit Plant is now an vibrant industrial park, renting out portions of the facility to smaller, independent businesses. There is opportunity for new and innovative light manufacturing and commercial businesses in this zone.

The City has ~~just~~ completed construction of a round-about on State Route 20 that provides much needed truck and vehicular traffic to the Industrial Park Skagit Plant and new access to the industrial

lands to the north of ~~the SR 20~~ State Route 20. The new access to two of the largest parcels of industrial land to the busiest state route (S.R. 20) in Skagit County is expected to spur increased manufacturing, warehousing, distribution, and office uses in the center of Sedro-Woolley. The transfer of the former Northern State Hospital property to the Port of Skagit into local control and the ~~proposed Center for Innovation and Technology~~ is expected to help continued implementation of the SWIFT Center planning work will continue to diversify the City's economy and reinvigorate economic activity at the former Hospital Campus.

The focus of Sedro-Woolley economic development efforts have has not been merely job growth and diversification, but also the establishment of the city as an economic entity unto itself. In addition, the Ceity has aimed to do so while not sacrificing its natural environment, public health, and community values.

Factors Influencing the Planning Area

As part of the Puget Sound Economic Region, Skagit County and Sedro-Woolley will be impacted over the next twenty (20) years by several important factors:

~~Developing Pacific Rim nations use the Puget Sounds as a destination for goods and services. The pent-up demand for goods and services in the Pacific Rim will fuel active markets throughout the northwest over the next twenty (20) years.~~

- ~~— Skagit County and Sedro-Woolley are strategically located halfway between Seattle and Vancouver, British Columbia, providing an attractive location for business, investments, and economic development. The region serves as a gateway to the Cascades and the Asia-Pacific region and is home to innovative industries and a rapidly growing technological sector. With access to excellent schools, world class recreational opportunities a highly skilled workforce, Skagit County offers an affordable, cost-competitive, and welcoming environment for new businesses (and their employees) to thrive. located in the “next tier” of industrial development in the Puget Sound. As King County and Snohomish County become saturated with business activity and as land prices increase in the areas closer to the urban centers of the Puget Sound, companies will seek homes for business outside of the first tier suburbs. Many of the industrial parks located in these areas are either full or filling up rapidly. It is expected that this activity will materially impact Skagit County, including Sedro-Woolley within the next five years.~~
- ~~• The tourist and recreation industry is markedly increasing as a result of continued growth in leisure-time activities. The aging of the “baby boomers” and individuals and families moving to the area for more affordable housing options, will likely continue to affect this industry in this planning period, result in an increase in this trend.~~
 - Sedro-Woolley has unique resources: “Gateway” to the North Cascades, a vibrant historic downtown, the railroad, trail system, location astride two state highways and proximity to the I-5 corridor, ~~location astride two state highways, the railroad, a historic downtown, and as a “gateway” to the North Cascades.~~ These resources can be put to work to create a dynamic and healthy environment for economic growth.
 - ~~• Center for Innovation and Technology~~ SWIFT Center development. “The Center” is a planned research and dDevelopment facility complex focusing on technology on the grounds of the former Northern State Hospital (AKA North Cascades Center). While planning and an environmental study have been conducted on this campus, actual development has been slow. and tThe City will have the chance to shape this area according to economic trends and local and regional needs in partnership with the Port of Skagit, and other entities.
 - According to a 2025 Business Climate Survey Report by the Economic Development Alliance

of Skagit County (EDASC), overall, respondents were optimistic about the business environment in Skagit County and would recommend Skagit County as a good place to do business. Key challenges facing businesses include:

- Workforce issues. A significant number of businesses struggle with hiring and retaining qualified employees.
- Cost of development and regulations. Concerns were raised over permits, land use regulations, utility barriers, and increasing business costs.
- Access to capital and lending. Many small businesses, particularly those in ~~retails~~retail and service industries, reported difficulty securing funding for expansion or stability.
- Supply chain constraints. Manufacturing, agriculture, and food service businesses noted issues with supply chain disruptions.
- Childcare and Housing. The lack of affordable housing and childcare availability for employers were identified as major barriers to workforce retention.

Inventory and Analysis

The following discussion includes an inventory and analysis of the socio-economic characteristics of Sedro-Woolley.

Employment by Sector

Government/Education

Historically the single largest employment category in Sedro-Woolley has been government jobs. The unusually large percentage of the work force in the public sector is due in large part to the public schools, the presence of the Department of Natural Resources office, the North Cascades National Park headquarters, the United States Forest Service office and local government offices within the city limits. In terms of its share of total employment, public sector employment is expected to ~~decrease~~continue to be a leader in employment growth over the planning period but trailing self-employment and health care over the planning period ~~as retail trade and service, and industrial activities increase their share of total employment faster than any other sector.~~

Due in large part to the location of the PeaceHealth United General Medical Center (formerly United General Hospital), (including the health service offices surrounding the hospital,) as well as and several assisted/senior living facilities (including Birchview Memory Care, ~~Country Meadow Village~~Hilde Senior Living Solutions and the Life Care Center) within Sedro-Woolley, health care and social assistance jobs make up the second largest category of employment in the City and are expected to be the fastest growing industry through 2045. The former Northern State Hospital property that includes the SWIFT Center lies in the City's urban growth area. The campus is still used by many social assistance organizations including Job Corps and Pioneer Human Services' treatment center. ~~Though these employers are not actually located within the City limits, they are none the less~~ These existing employers are significant contributors to the health care and social assistance industry in Sedro-Woolley's geographic and economic sphere of influence.

The majority of the employment is located in the commercial corridor along Highway 20 and the downtown area. Industrial uses, including manufacturing and wholesale trade activities, are located in the two industrial parks and at smaller light industrial sites within the urban growth area. ~~There are a large number of~~ Additionally, home occupations are scattered throughout the community.

Technology and Innovation

Sedro-Woolley's Innovation and Technology sector is a ~~fast-growing~~~~fast-growing~~ section of the local employment sector. Companies serving the aerospace and green technologies are an important driver of future employment opportunities in Sedro-Woolley. The ~~Center for Innovation and Technology~~~~SWIFT Center~~ is a 225-acre property ~~owned by the state and managed by the Port of Skagit.~~ The Center is designed to accommodate research, development and ancillary activities associated with the technology and innovation. ~~This sector is projected to be by far the fastest-growing sector of the City's economy over the planning period accounting for 64% of all of the projected job growth.~~

Retail Trade

The existing retail activity in the urban growth area is a product of numerous years of development in the downtown core and ~~a along the commercial corridors~~ located along portions of State Route 20 (~~and Moore St.~~) and State Route 9 (~~and North Township~~), and Cook Road west to I-5. The central business district is quite large, ~~comprising at around about~~ one hundred forty-five (145) acres. The Mixed Commercial zoning along the highways is limited to certain areas along the ~~highways corridors~~ and is ~~comprised of~~ approximately one hundred and forty six (146) acres. While the CBD is intended to accommodate medium intensity commercial development and is designed to allow those normal commercial uses that are consistent with a pedestrian-oriented business area, the Mixed Commercial zone is intended to accommodate auto oriented retail development (i.e. gas stations, fast food restaurants) with the potential for residential uses above commercial uses. Commercial activities are intended to serve both local and regional residents and pass-through motorists traveling across the North Cascades Highway (State Route 20) and State Route 9 for recreational activities.

The largest portion of retail sales activities occurred in food stores, eating and drinking establishments, building materials and hardware, and automotive dealerships. Shopping facilities in Sedro-Woolley provide a primary source for many retail items north, south, and east of the city. The city's retail trade area encompasses the city, State Route 20 east past Newhalem to the county line, north to Alger, and south to Big Lake.

There is one community shopping center located near the intersection of State Route 20 and Cook Road, anchored by a grocery store and an automotive parts store. The existing central business district (CBD) encompasses a large number of retail activities including automobile sales and service, drinking and eating establishments, a pharmacy, hardware stores, clothing stores, specialty shops, several antiques stores, and a number of smaller establishments. There is commercially zoned land located within the central business district, particularly in the MC zone, that is either vacant or under-utilized.

In addition to the community shopping center and central business district, there are a number of facilities serving automobile traffic adjacent to State Routes 20 and 9. ~~Examples of businesses located along the highways include automobile service and sales, two major drug stores, a hardware store, gasoline/convenience stores, eating and drinking establishments, and a number of smaller establishments.~~ There are several vacant or underutilized commercial properties along State Route 20. Except where State Routes 9 and 20 share the same path, there is little commercial property along State Route 9.

Service Industries

Sedro-Woolley's professional service sector continues to assume a greater role in the local economy. This sector is comprised primarily of professional office, financial, insurance, medical/dental, legal, and real estate services provided to the growing construction and retail trade sectors and to the growing population within Sedro-Woolley and the surrounding area. Service sector employment generally depends upon a strong retail and manufacturing base to supply ancillary support services and a strong population base.

There are many service ~~uses~~~~industries~~ located in the CBD, including several banks, professional offices (including at least three professional engineering companies), salons/barbers, insurance and realty businesses, dental and doctor offices, heating and plumbing companies, law offices and other services. The Mixed Commercial properties focused along State Route 20 are primarily retail, serving automotive traffic.

Industrial

Industrial business continues to grow slightly in the urban growth area. Industrial business generally is through activities located in the industrial parks and from a large food production company based in the central business district.

~~There has been a movement of King and Snohomish County business outward to less developed areas including Skagit County. This shift in development is projected to continue early into the new millennium, making Skagit County and Sedro-Woolley increasingly attractive for firms requiring a combination of office warehousing, research and development, or light industrial manufacturing space.~~

The bulk of the industrial activities in Sedro-Woolley take place in either the old Skagit Plant site, the Industrial properties on the east side of town or Sunset Industrial Park. The old Skagit Plant site formerly housed the Skagit Steel and Iron Works (later Skagit Steel Company) that manufactured a gas-powered hoist used in the logging and farming industries. With this innovation and other products for mining, logging, and other industries, the Steel Company, later Bendix Corporation continued to manufacture projects until the site closed in 1985. Since its purchase by Sealand Development, Corp, the site has been cleaned up and has gradually developed into heavy industrial uses, including manufacture of components for the aerospace industry, a modular office manufacturer, a boat manufacturer, a traffic equipment manufacturer, and a number of smaller light and heavy industrial manufacturers.

A large section of industrial property lies north of State Route 20, just west of Fruitdale Road. This area hosts a perfume manufacturer, an aerospace industry contractor and other industrial uses. Another smaller industrial park site, Sunset Industrial Park, is located in the southern portion of the city adjacent to State Route 20. Activities in this park include a number of small heavy and light industrial activities and commercial activities (related to the industrial development).

A number of areas are zoned for industrial uses which are not yet industrially developed but have the potential of being developed. One forty-acre parcel is north of Moore Street (State Route 20) and is zoned Industrial. Other Industrial zoned areas include the two large sawmill sites in the city. Another undeveloped industrial site is located between State Route 9 and Maple Street.

Other light industrial areas are located adjacent to State Route 20 on the south side of the city.

Sedro-Woolley supports a range of industries in aerospace, construction, and natural resources. Some of the largest representative industries include the following:

**Sedro-Woolley
Major Industrial Employers**

Company Name	Type of Industry
Thermacor Process, LP	Insulated Pipe Manufacturing
Rothenbuler Engineering	Electrical Engineering and Manufacturing
Janicki Logging and Construction	Logging & Construction
Janicki Industries	Aerospace, Marine and Transportation Component Engineering and Manufacturing
Janicki Bioenergy	Alternative energy development processes
Seven Sisters	Electrical Contractor
Truss Engineering	Roof Truss Manufacturing
Fathom Yachts	Yacht Manufacturing
Truck Vault	In-Vehicle Storage Manufacturing
Snelson Industries	Construction contractor

ECONOMIC DEVELOPMENT STRATEGY

It has often been asked “Why should the public sector contribute to economic development efforts?” The most obvious reason is to promote job opportunities for ~~members of the community~~ its citizens. Less apparent is the role in providing necessary services to promote a higher quality of life. It has been well documented that commercial and industrial land uses more than pay for themselves (i.e. generates more taxes than the value of the services consumed). Therefore, expanded economic growth benefits every Sedro- Woolley resident by reducing the amount of ad valorem taxes that would otherwise be borne by the residential taxpayer.

As a result of Washington’s Growth Management Act and the city’s growth rate over the last decade, the city has a need for greater infrastructure improvements including roads, water, and sewer services and a host of community-related facilities. Solutions to these problems are complex.

However, a part of the solution is the need to expand the city’s tax base by attracting development that will more than pay for its growth.

The overall purpose of the economic development strategy is to improve the quality of life within the city. Public investment made to stimulate economic development helps to provide for permanent employment, increase personal income, and improve the general business climate. A more direct result of local public investment is an enhancement of the tax base, which improves the financial capacity of the city. The major thrust of the city’s economic development strategy is to convince businesses to start, expand, or locate within the city.

Unfortunately, because we live in an imperfect world, not every business has complete and accurate data on the attributes of every community where it might ~~be located~~ locate.

Many businesses have needs that could be met by many of the communities in Skagit County. Unless these businesses are made aware of Sedro-Woolley opportunities, they may go elsewhere. Economic development (i.e. seeking new or expanded employment opportunities) has grown increasingly competitive. Sedro-Woolley, too, must maintain an aggressive economic development strategy in order to provide opportunities for new business.

Sedro-Woolley Economic Development Action Plan

The city, in cooperation with various partners, issued a draft Economic Development Action Plan in the fall 2024. According to this plan, Economic priorities for Sedro- Woolley ~~should~~ include the following:

1. Continue to ~~p~~Provide business-friendly project review and permitting.
2. Support housing development to provide a larger workforce and to further support local retail.
3. Focus on public Downtown infrastructure and design ~~i~~Improvements.
4. Improve State Route 20 and State Route corridors.
5. Improve the cleanliness and visual appearance of commercial areas, including downtown.
6. Engage in creative placemaking. Support the creation of experiences and places that are unique for visitors and residents in Sedro-Woolley.
7. ~~Do further~~Continue to work with economic development partners to provide additional help and technical assistance for online commerce and other technical business and support services.
8. Support infill commercial and housing development.

9. Continue to partner regionally to benefit the regional economy, which will benefit the Sedro-Woolley economy.
10. Continue to partner with the Port of Skagit and Skagit County on the continued redevelopment of the SWIFT Center.
11. Support enhanced tourism.
12. Citywide public infrastructure development.
13. Workforce development.

Additional priorities include:

14. Enhance the city's tax base and encourage higher-income job opportunities by aggressively promoting industrial/light manufacturing/commercial development in the city's business/industrial parks, commercial, and industrially zoned lands. To achieve this goal, Sedro-Woolley needs to identify suitable lands, establish zoning districts compatible with the neighboring zones – especially mindful of impacts to residential zones and established neighborhoods – that encourage compatible well-suited industrial use, maintain an adequate supply of suitable commercial/industrial land, and provided infrastructure to support it.
15. Work with the property owners in the downtown area to continue efforts to establish and make more visible the identity of downtown Sedro–Woolley by providing a framework for which the retail and commercial economy can evolve into a civic and retail specialty area that incorporates the unique Metcalf Street character of Sedro-Woolley with vital and diverse specialty retail and service businesses. ~~To accomplish this, the city will develop a Downtown Design Plan to create a pedestrian friendly downtown environment, including street and sidewalk improvements, a Town Center Park, the addition of Sedro-Woolley identified features (i.e. murals, carvings), beautification, and a funding source for continuing improvements, maintenance, and marketing for downtown businesses and events.~~
16. Encourage retail uses in the storefronts along Metcalf Street which allows window-shopping and engages passers-by. Retail uses in the storefronts gives give pedestrian more to look at than service uses and offices, therefore allowing pedestrians to participate in the streetscape and adding to the pedestrian-friendliness of the downtown shopping core.
17. Seek opportunities to improve pedestrian friendly infrastructure such as sidewalks and walking routes allowing access to and connectivity within the downtown district.
18. ~~Continued support of the Sedro-Woolley library system~~ Central Skagit Library District ~~will also contribute~~ to the local economy. Investment in library facilities attracts local employees, their families and management to the community. Libraries are places where new ideas are discovered, databases and other reference data and information is available free of charge and where job seekers can go for assistance. A good library is a valuable tool that brings visitors and additional revenue to the city.
19. Support inter-modal connectivity by planning for an Inter-modal Transportation Center/Hub in or near the CBD. Work with and encourage SKAT to offer a city bus that circulates around Sedro-Woolley and syncs with a link route from the Inter-modal Transportation Center to

Burlington.

- 4.20. ~~To~~ Encourage a multi-modal transportation system that allows local residents to move easily from their homes to their jobs to the necessary services without exclusive dependence upon the single-occupancy vehicle.
21. Encourage new park and ride facilities and improvements to the existing park and ride facilities. Foster new partnerships with the Skagit Transit (SKAT), Van-Go and other transit organizations for increased service in and around Sedro-Woolley, especially to the Central Business District and Industrial zoned properties. Seek opportunities to encourage “express” service between Sedro-Woolley and the major city centers of Anacortes, Burlington and Mount Vernon.
- 5.—22. Provide economic diversification and a broader range of higher-income employment opportunities by providing space for manufacturing and professional office development. Promote more job development in Sedro-Woolley ~~in order~~ to reduce costs for residents who travel elsewhere to work and to increase the share of spending in the local economy versus money being spent in other areas by local residents.
- 6.—23. Encourage employers to support bicycle and pedestrian commuting. The City assists in supporting bicycle commuting by implementing the Bicycle and Pedestrian section of the Transportation Element of the Comprehensive Plan. Incorporate access to the city via the County trail system into the city economic development and tourism strategies.
- 7.—24. Promote tourism to enhance and increase the economic vitality of Sedro- Woolley. Promote the use of the theme “Gateway to the North Cascades.” Create partnerships with like cities on the east side of the North Cascade Pass, such as Winthrop or Twisp, ~~in order~~ to promote each other and what lies between to capture dollars that might be spent elsewhere. Encourage the re-envisioning of the “Trolley Park” idea.
25. Encourage redevelopment of unused or underutilized properties for more tourism retail opportunities. Encourage the creation of CBD hotels/motels, bed and breakfasts, or other lodging prospects.
26. Encourage employment and business development opportunities at the ~~Center for Innovation and Technology~~ SWIFT Center.
27. Promote the decarbonization and innovative use of technology to conduct business. Prioritize energy efficiency and electrification of new developments and redevelopment.

8.

ECONOMIC DEVELOPMENT GOALS, POLICIES, AND ACTIONS

The city has actively planned for an expanding light industrial/commercial economic base. While detailed manufacturing-related economic impacts have not been recorded for the city, projections of employment indicate a growing industrial/ manufacturing/commercial base can be expected for the city.

Goal E1: To develop a sound fiscal base.

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

Policy E1.2: Continue participating ~~Partieipate~~ with other public agencies and private interests, such as Job Corps, inCorps, in labor force training programs that take advantage of traditional resources.

Policy E1.3: Identify and promote sites which can be developed for a variety of local employment projects. Promote development of business and industrial parks, light manufacturing, office and professional centers, and specialized commercial and entertainment centers.

Policy E1.4: Work with property owners to determine the effective development capacity of sites having employment center possibilities.

Policy E1.5: Withhold Sedro-Woolley services to areas outside the incorporated city limits, sewer in particular, unless potential property developers agree to annexation and the payment of local property or other revenue taxes, and associated impact fee assessments.

Policy E1.6: Pursue a policy, in conjunction with the county, to expand the acreage for heavy and light industrial activities within the Sedro-Woolley urban growth area.

Policy E1.7: Enhance the city's tax base and encourage higher-income job opportunities by aggressively promoting industrial/light manufacturing/commercial development in the city's business/industrial parks and industrially zoned lands.

Initiatives/Actions:

- Identify suitable lands and establish zoning districts compatible with the neighboring zones that encourage industrial use
- Maintain an adequate supply of suitable commercial/industrial land
- Provide adequate infrastructure to support these areas

Goal E2: To increase economic opportunities.

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 small business financing and management assistance programs.

Policy E2.2: Identify facilities which may be used for small businesses. Assist efforts to reuse older buildings, redevelop vacant property, and revitalize the existing central business district

(CBD).

Policy E2.3: Assist private groups to establish special improvement districts including parking and business improvement authorities, local improvement districts (LID's), or other programs necessary to the effective revitalization of the existing business and commercial districts of Sedro-Woolley.

Policy E2.4: Participate in special public/private ventures that provide public benefits and are appropriate to Sedro-Woolley's ~~long-range~~long-range goals.

Policy E2.5: Reserve certain capable lands and sites for employment-related developments. Provide a suitable supply of commercial, retail, business, office and industrial lands within Sedro-Woolley to reduce commuting requirements to outside areas for employment opportunities.

Policy E2.6: Create local employment, shopping and other urban service activities that reduce Sedro-Woolley's dependence upon other urban areas.

Policy E2.7: Work cooperatively with the Sedro-Woolley Chamber of Commerce to establish strong business leadership.

Policy E2.8: Perform a detailed commercial/ industrial land use inventory to provide more accurate information on the usable lands available for development in the urban growth area.

Policy E2.9: Encourage local business owners to attend economic development activities, forums, etc.

Policy E.2.10: Improve the cleanliness and visual appearance of commercial areas, including downtown.

Policy E.2.11: Continue supporting the Central Skagit Library District, recognizing its contribution to the community and local economy.

Policy E.2.12: Support inter-modal connectivity by planning for an Inter-modal Transportation Center/Hub in or near the CBD. Work with and encourage SKAT to offer a city bus that circulates around Sedro-Woolley and syncs with a link route from the Inter-modal Transportation Center to Burlington and other employment centers.

Policy E.2.13: Encourage a multi-modal transportation system that allows local residents to move easily from their homes to their jobs to the necessary services without exclusive dependence upon the single-occupancy vehicle.

Policy E.2.14: Encourage new park and ride facilities and improvements to the existing park and ride facilities. Foster new partnerships with the Skagit Transit (SKAT), Van-Go and other transit organizations for increased service in and around Sedro-Woolley, especially to the Central Business District and Industrial zoned properties. Seek opportunities to encourage "express" service between Sedro-Woolley and the major city centers of Anacortes, Burlington and Mount Vernon.

Policy E.2.15: Provide economic diversification and a broader range of higher-income employment opportunities by encouraging entrepreneurship and providing space for manufacturing and professional office development. Promote more job development in Sedro-Woolley in order to reduce costs for residents who travel elsewhere to work and to increase the share of spending in the local economy versus money being spent in other areas by local residents.

Policy E.2.16: Encourage employers to support bicycle and pedestrian commuting. The City assists in supporting bicycle commuting by implementing the Bicycle and Pedestrian section of the Transportation Element of the Comprehensive Plan. Incorporate access to the city via the County trail system into the city economic development and tourism strategies.

Policy E.2.17: Encourage employment opportunities at the SWIFT Center.

Policy E.2.18: Promote the decarbonization and innovative use technology to conduct business. Prioritize energy efficiency and electrification of new development and redevelopments.

NEW Goal XX: Focus on downtown improvements

Add/Reference 2 policies below from LU Element:

NEW Policy LU XX: Prioritize the transition of the TMC District near the intersection of Cook Road and Highway 9 into an inviting gateway and connection into the central business district. Actively pursue redevelopment opportunities that support a mix of residential, commercial, and small-scale manufacturing uses to jumpstart revitalization of the area.

New Policy LU XX: Engage in creative placemaking. Support the creation of experiences and places that are unique for visitors and residents in Sedro-Woolley.

Building on previous actions, work with the community to develop a downtown activation plan to detail legislative, programmatic and place-making efforts to foster economic development, increase living wage job opportunities and provide a more vibrant downtown hub for residents, workers and visitors.

Policy XX: Work with the property owners in the downtown area to continue efforts to establish and make more visible the identity of downtown Sedro-Woolley by providing a framework for which the retail and commercial economy can evolve into a civic and retail specialty area that incorporates the unique Metcalf Street character of Sedro-Woolley with vital and diverse specialty retail and service businesses.

Policy XX: Encourage retail uses in the storefronts along Metcalf Street which allows window-shopping and engages passers-by. Retail uses in the storefronts give ~~pedestrian~~pedestrians more to look at than service uses and offices, therefore allowing pedestrians to participate in the streetscape and adding to the pedestrian-friendliness of the downtown shopping core.

Policy XX: Seek opportunities to improve pedestrian friendly infrastructure such as sidewalks and walking routes allowing access to and connectivity within the downtown district.

Goal E3: To realize Sedro-Woolley's image as the "Gateway to the North Cascades."

Policy E3.1: ~~PP~~romote and support enhanced tourism as a means of diversifying the economy and preserving the history of the community.

Initiatives:

- Promote the use of the theme "Gateway to the North Cascades."
- Create partnerships with like cities on the east side of the North Cascade Pass, such as

Winthrop or Twisp, in order to promote each other and what lies between to capture dollars that might be spent elsewhere.

- Encourage the re-envisioning of the “Trolley Park” idea.
- Partner with the Chamber of Commerce and local businesses on marketing and branding the city.
- Provide cohesive directional and interpretive signage for vehicles and cyclists from different entry points.

Policy E3.2: ~~Create and adopt a neighborhood plan for the central business district (CBD).~~ Establish a local tourism marketing strategy and branding for the central business district and other attractions or features in the city. ~~, especially the area along Metcalf Street.~~

Initiatives:

- Policy E3.9: 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.
- Policy E3.10: Include the interests and influence of the Upper Skagit Tribe in Sedro-Woolley’s tourism strategy. Encourage joint operation of environmental education sites and programs. Encourage development of Native American arts and crafts shops in the central business district.

Policy E3.3 Encourage retail and food service businesses to extend hours of operation on weeknights and weekends. ~~past five p.m. at least a few days each week.~~

Policy E3.~~43~~: Work with upriver communities to identify tourism specialties to avoid direct competition with one another. Develop a tourism network that provides information on each community’s specialty, along with food and lodging opportunities.

Policy E3.~~54~~: Build on the success of Loggerodeo by supporting the addition of adding an associated music festival, such as bluegrass or folk music.

Policy E3. 6 Provide a winter festival based on the Santa Claus parade, and add ice sculpture contests, historic home tours, cross-country skiing or other athletic competition, a play and/or Christmas concert. Develop similar festivals to take place in the spring or fall.

Policy E3.~~75~~: Develop a flea market/craft show where local artists and crafts people can sell their work. Develop a network for artists and crafts people which would assist with business development, marketing and an apprenticeship program for local youth.

Policy E3.~~86~~: Support and recognize existing and ongoing activities and organizations such as the Farmer’s Market, local festivals, parades, the Holiday Home Tour and the Sedro-Woolley Museum.

Policy E3.~~97~~: Actively seek grant funding and pParticipate in regional trails development to encourage bicycle tourism in Sedro-Woolley.

Policy E3.~~108~~: Promote bicycling as Sedro- Woolley’s tourism specialty. Enhance existing facilities to accommodate bicyclists, such as providing additional tent spaces and showers at the Riverfront RV Park. Build new facilities, such as centrally located ~~centrally located~~ public restrooms, on-street bicycle lanes and picnic areas.

~~Policy E3.9: 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.~~

~~Policy E3.10: Include the interests and influence of the Upper Skagit Tribe in Sedro-Woolley's tourism strategy. Encourage joint operation of environmental education sites and programs. Encourage development of Native American arts and crafts shops in the central business district.~~

~~Policy E3.11: Support the development of tourist attractions within the Sedro-Woolley area, such as the Sedro-Woolley Museum.~~

Policy E3.1~~2~~2: Actively work to increase the variety and availability of overnight accommodations within the Sedro-Woolley area including R.V. camping, hotels, motels and Bed & Breakfasts.

Policy E3.1~~23~~3: Provide mitigation for negative impacts associated with tourism, including nonseasonal employment, tourist-local resident conflicts and environmental aspects.

Policy E3.1~~34~~4: Use a variety of media sources to promote Sedro-Woolley tourism opportunities. Use signage and design along State Route 20 to communicate economic ~~opportunity~~opportunities and attract tourism.

Policy E3.1~~45~~5: Promote the relocation of the fairgrounds to the county land adjacent to the Northern State campus.

Policy E3.1~~56~~6: Encourage signage explaining what companies/products are located/produced in the City's industrial areas to promote the viability of the City's industrial sector. Many interesting and important goods are produced in these areas and improving the awareness of their presence can help attract prospective industrial tenants.

Policy E3.1~~67~~7: Increase the use of kiosks and directional signage to strategically direct visitors to City businesses and civic services. Consider a branding strategy for cohesive, attractive and identifiable signage.

Policy E3.1~~78~~8: Expand on the existing green industries and promote the City as a hub for further sustainable and green industries.

~~Policy E3.19: Promote the sprucing-up of the downtown business district. To instill a sense of ownership and foster long-term connections to the community, encourage youth participation in downtown revitalization.~~

~~Policy E3.20: Encourage directional signage, interpretive signage and parking for tour busses and other tourist vehicles such as R.V.s.~~

Policy E.17: Encourage redevelopment of unused or underutilized properties for more tourism retail opportunities. Encourage the creation of CBD hotels/motels, bed and breakfasts, or other lodging prospects.

New Goal: Enhance Sedro-Woolley's Business Friendly Environment

Policy E.4.1: Provide expedited permit processing, particularly for outright permitted uses.

Policy E.4.2: Do further work with economic development partners to provide additional help and technical assistance for online commerce and other technical business and support services.

Policy E.4.3: Support infill commercial and housing development.

Policy E.4.4: Continue to partner regionally to benefit the regional economy, which will benefit the Sedro-Woolley economy.

Policy E.4.5: Continue to partner with the Port of Skagit and Skagit County on the continued redevelopment of the SWIFT Center.

Policy E.4.6: Continue to support workforce development.

Policy E.4.7: Support housing development to provide a larger workforce and to further support

local retail.



City Council Agenda Item

Agenda Item No.: n.1.

Date: June 25, 2025

From:

Subject: Helping Hands Food Bank House Bill 1590 Operating Grant Report

RECOMMENDED ACTION:

BACKGROUND/SUMMARY INFORMATION:

FISCAL IMPACT, IF APPROPRIATE:

ATTACHMENTS:

1. March, April and May Narrative for 1590 funds

Helping Hands Solutions Team Case Summary

Reporting Period: March, April, and May 2025

Total Families/Individuals Assisted: 10 Families, equaling 28 Individuals

Total Average Cost per Individual: \$954.54

Thanks to the flexibility and support of our current funding, the Helping Hands Solutions Team has been able to assist 10 families, equaling 28 individuals experiencing housing instability. Below is a breakdown of the cases, services provided, and outcomes:

Veterans Assisted (4 cases)

1. Veteran in Mental Health Crisis

Referred to us by the Skagit County Veteran Service Officer. This veteran experienced a mental health episode, lost employment, and broke their lease, resulting in significant debt. After recovering, they reconnected with a VASH counselor and secured a housing voucher. We provided two weeks of transitional housing while they resolved the debt and waited for veteran services to activate. The debt was paid, and they have since moved forward in securing permanent housing.

2. Chronically Homeless Veteran

Referred to us by the Skagit County Veteran Service Officer. This long-time homeless veteran had been shuffled between agencies and repeatedly denied housing due to administrative mishandling. We are actively working with them to overcome these barriers and secure stable housing.

3. Veteran Connected at Standdown Event

This veteran had lost hope after multiple unsuccessful attempts to receive assistance. We stabilized them with temporary shelter, connected them to services, and helped them develop a new plan. They have since relocated and are doing well in their new environment.

4. Disabled, Blind Veteran

Referred to us by the Skagit County Veteran Service Officer, and HOST. A Sedro-Woolley veteran with significant medical needs was terminated from a previous housing program due to side effects of their conditions. We provided one month's rent to prevent homelessness while they work with their VSO to find a longer-term housing solution in Mount Vernon, which better accommodates their medical needs.

Other Cases Assisted

5. Chronically Homeless Senior with Severe Medical Needs

Referred to us by 211. This senior, frequently hospitalized due to their living conditions in a vehicle, was assisted with access to multiple services. We helped them renew their driver's license and housing program applications, positioning them for improved long-term outcomes.

6. Domestic Violence Survivor (Single Parent)

Referred to us by Family Promise and 211. A single parent fleeing a domestic situation needed safe shelter while seeking employment. We provided temporary housing, connected them with DV-specific resources, and supported their stabilization. They have since found a job and are moving toward independence.

Homeless Families Assisted (4 cases)

7. Family of 7 with Green Card Renewal Needs

Referred to us through 211, Community Action and Family Promise. This family faced income loss due to the spouse's expired green card. Our assistance allowed them to renew the card and stabilize income and housing through increased work hours while searching for a larger permanent home.

8. Individual Committed to Recovery and Stability

Referred to us by their Probation Officer and 211. A local resident ready for change received shelter and support while engaging with housing lists, applying for ABD and HEN, and beginning treatment. They secured employment and have been consistent in attending appointments and managing their documentation.

9. Family of 3 Displaced by Unsafe Living Conditions

Referred to us through 211 and Community Action. This family was forced to leave their rental due to the landlord shutting off utilities. Both parents lost their jobs, and their child was out of school due to hygiene-related bullying. We provided shelter, connected them with relocation services, and stabilized them until they could move out of state. Both parents returned to work, and the child resumed school.

10. Family of 5 Displaced from Prior Housing Shutdown

Referred to us through 211 and Family Promise. After their place of housing shut down in 2023, this family experienced periods of homelessness. They were referred to us when the program they were in reached its term. We provided short-term assistance while they

secured funding to cover ongoing housing costs. They continue to work on removing barriers to permanent housing.

Conclusion

The diversity and complexity of the 15 cases, equaling 41 individuals we have helped since December, highlight the necessity of flexible, responsive funding. This support allowed us to act quickly, meet clients where they were, and tailor solutions to each unique situation. While we recognize that not every case will result in immediate permanent housing, the stabilization and progress made would not have been possible without this funding.

We are deeply grateful for the resources that have allowed us to give these individuals and families a fighting chance.