

ANACORTES PLANNING COMMISSION



November 28, 2018

Municipal Building Council Chambers

6th Street and "Q" Avenue

AGENDA

5 P.M.

[VIEW PACKET MATERIALS HERE](#)

1. **Roll Call**
2. **Minutes of November 14, 2018 will be provided at a later date**
3. **Correspondence**
4. **New Business**
Development Regulations Update – Title 19 remaining topics wrap-up

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Planning Commission Agenda Bill

Meeting Date: 11/28/2018 **Agenda Item:** Click here to enter text.

Subject: Development Regulations Update: Wrap-Up Topics

Staff Contact: Don Measamer, Libby Grage

Approved for Submittal to PC by	
	Laurie Gere, Mayor
x	Don Measamer, PCED Director
	Darcy Swetnam, City Attorney

Action Type	
	Public Hearing
	Staff Report
x	Discussion

Summary Statement: At the 11/28/18 Planning Commission meeting, Title 19 topics that warrant additional PC discussion and direction to staff prior to finalization of the 3rd Draft will be discussed.

Please refer to the attached Staff Report dated 11/21/18 for more information.

It is requested that Planning Commissioners please bring your hard copy of the full 2nd Draft Development Regulations Update document, or your electronic device with access to the document, so you are able to reference the detailed material.

Background: Since June 2018, the Planning Commission has been reviewing and discussing proposed updates to the development regulations (2nd Draft) contained in the Anacortes Municipal Code (AMC) Title 19. The goals of the proposed amendments are to provide clear, user-friendly development regulations and to implement key goals and policies of the 2016 Comprehensive Plan.

The full 2nd Draft and additional project background information can be viewed on the [project website](https://www.anacorteswa.gov/202/Development-Regulations-Design-Standards).
(<https://www.anacorteswa.gov/202/Development-Regulations-Design-Standards>)

Previous Council/Committee/Commission Action: None.

Competing Viewpoints Considered: Public comments have been submitted over the last 1.5 years and have contributed to the development of the 2nd Draft. Members of the public may provide comments at upcoming Planning Commission meetings during the PC's review of the draft, and may also submit written comments to Libby Grage, Planning Manager, libbyb@cityofanacortes.org at any time. A formal public comment period and public hearing will be advertised in the coming months. All comments received prior to the end of the advertised public comment period will be considered, summarized and responded to in a comment matrix, and forwarded on to the PC and CC during the review process.

Recommended Motion: None

Attachments:

Staff report dated November 21, 2018 and attachments



Planning, Community, & Economic Development Department

Don Measamer, Director

Date: November 21, 2018
 From: Development Regulations Update Project Team
 Subject: 2nd Draft Development Regulations Update Topics Wrap-Up

INTRODUCTION

The purpose of this document is to highlight key topics that warrant further Planning Commission discussion and feedback prior to finalizing the 3rd Draft of the Development Regulations update. A summary of key Planning Commission recommendations / direction that will be integrated into the 3rd Draft is included in Section 2.

Public comments and responses will be summarized in a separate document/matrix and published as a companion document to the 3rd Draft.

SECTION 1: TITLE 19 TOPICS WRAP-UP

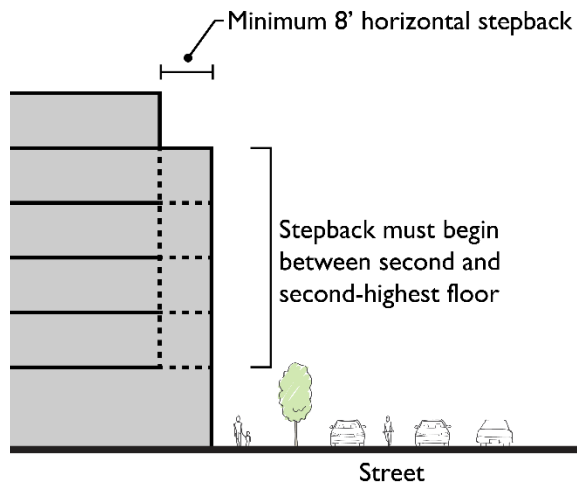
Division 4: Zoning and Land Use

Ch. 19.41 Allowed Uses

- Ground floor residential along South Commercial Ave.** As currently drafted, the proposed regulations would allow for the development of single purpose residential buildings along the non-storefront designated portions of the south Commercial Ave. corridor. The intent is to allow greater flexibility (let the market dictate the use) to integrate much-needed multifamily housing in commercial districts. Trends in retail uses (most notably on-line retailing) are making it increasingly difficult to lease commercial space in cities big and small. As a result, more cities are increasingly finding it appropriate to restrict ground level residential uses only on core storefront type streets (as now proposed in the CBD). *Planning Commission has not specifically discussed this issue as of yet, and staff felt it important to bring it up and request PC discussion and direction.*

Ch. 19.42 Form and Intensity Standards

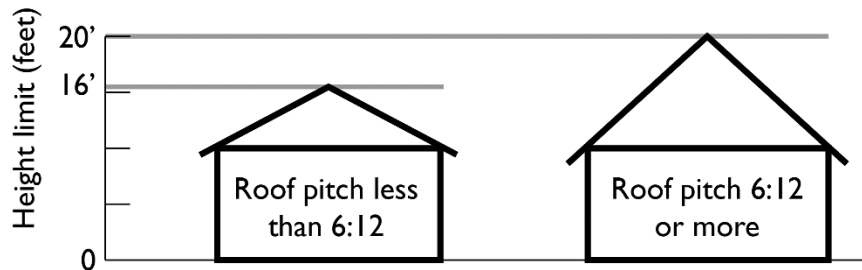
- **Step back for portions of buildings exceeding certain height.** Buildings taller than 60 feet in the CBD are required to integrate an upper level stepback to reduce the perceived height and bulk of tall buildings and promote compatibility with the historic context. The stepbacks must be 8-feet minimum along at least 75 percent of the façade and placed somewhere between the first and top floors. *The project team noted that this provision should have been included in the initial draft (was an oversight).*



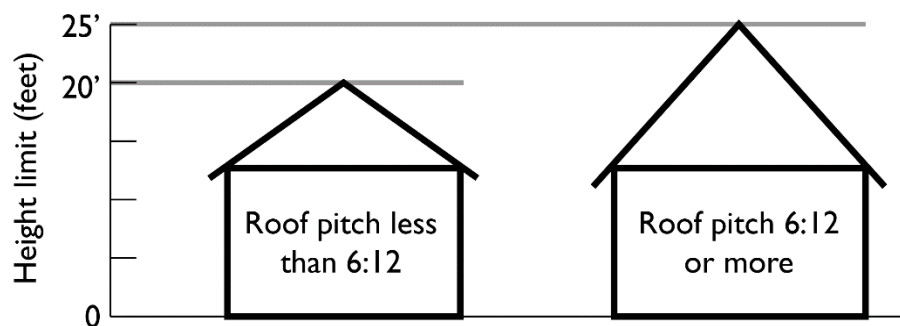
- **Marine Mixed Use Central Waterfront Site.** Planning Commission agreed to a toolbox approach to achieving bonus height in the MMU zone, per Comprehensive Plan guidance. See Attachment 1 for an updated approach.
- **R1 Bonus incentives.** Considerable public comment was received about the proposed R1 bonus provisions. The Comprehensive Plan references that the permitted base density is up to 2 units per gross acre and that densities of up to 4 units per gross acre via a special review process. The current proposal includes bonus incentive provisions that would enable subdivisions to achieve the 4 units per gross acre density through the standard subdivision review process. The project team suggests the Planning Commission changing the review process for bonuses in the R1 zone to a Conditional Use Permit Type 4 process/decision.
- **Bonus incentives in the R4 zone.** In the R4 zone, staff recommends maintaining the 40 maximum height per Comprehensive Plan guidance, but allowing up development to take advantage of the bonus provisions in 19.42.060 to achieve a maximum 50' building height.

Ch. 19.47 Accessory Uses & Structures

- **Accessory structure height increase.** Planning Commission requested adding an opportunity for minor increases in accessory structure height when an increase would help maintain consistency with the historic character of an existing residence. Suggest updating 19.47.020.A.2.a to include (after the first sentence): The height limit for accessory structures with a roof-pitch of 6:12 or greater is 20 feet.



- **Detached ADU height increase.** In response to public comments regarding the height of ADU's, staff recommends that the height limit for ADU's featuring a roof-pitch of 6:12 or greater be increased from 20 to 25 feet.



Division 5: Community Design

Ch. 19.52 Public Street Design

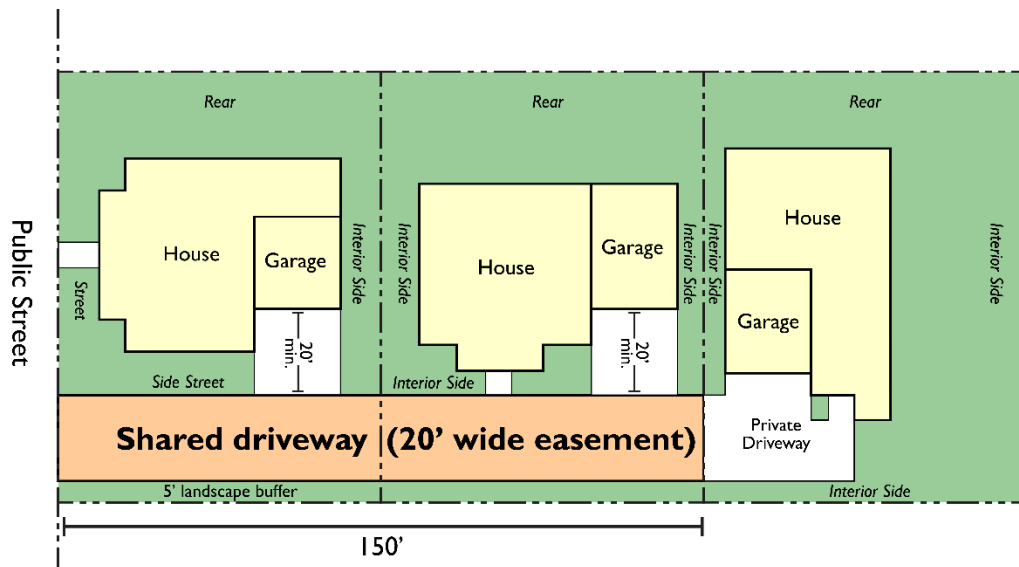
- **Guest-parking requirements.** Planning Commission requested that minimum guest parking standards for single-family subdivisions and cottage developments be developed, similar to multifamily and townhouses. See Attachment 3 for a detailed proposal.

Ch. 19.54 Subdivision Design and Block Structure

- **Shared access lots setbacks.** Planning Commission requested clarification of building setback and other requirements for shared access lots. The project team suggests that the language in 19.54.040(C) be edited and clarified as follows:
 3. Setback standards and options for lots served by a shared driveway.

- Lots fronting on a public street and containing a shared driveway on one side are considered corner lots for the purpose of determining setbacks [see AMC 19.42.140(B)(2) for details].
- For interior lots featuring a shared driveway and easement extending through one side of the lot, no street setback is required. Such lots are subject to interior side setbacks on three sides. For the side of the lot featuring the access easement, the interior side setback is applied from the edge of the easement. The rear setback is located opposite the shared driveway.
- Garages facing a shared driveway easement must be setback at least 20 feet from the easement line.
- Lots sited at the terminus of a shared driveway easement are exempt from the street setback requirement. Such lots must meet interior side setbacks on three sides and a rear setback on one side.

See Figure 19.54.040(C) for examples of subdivisions served by shared driveways and clarification of street, interior, and rear setbacks. (note – graphic below updated to reflect changes above)



Division 6: Project Design

Ch. 19.61 Block Frontage Standards

- South Commercial Ave. block frontage designations.** See Attachment 2 for updated options (including Staff's recommendation).

SECTION 2: KEY PC RECOMMENDATIONS SUMMARY

This section identifies key Planning Commission recommendations and direction that will be integrated into the 3rd Draft.

Division 2: Procedures

- **Framework Development Plans** (19.20.260). Planning Commission supported the general concept of Framework Development Plans, but additional information was requested, including completed site qualification criteria, approval criteria, and a timeframe/expiration. The detailed framework development plan procedures and approval criteria (along with site plan review procedures and criteria) will be integrated into the final draft.

Division 4: Zoning and Land Use

19.41 Allowed Uses

- **Medical uses.** Planning Commission agreed that certain smaller scale medical offices should be allowed by-right in C, CBD, and MMU zones. PC agreed that larger medical uses should be encouraged to locate near the hospital, within the Medical Overlay boundary and recommended setting the overlay boundary east to Commercial Ave. and south to 29th St. (Option 1d). PC recommended that medical uses no longer be permitted in the R₄ zone to retain those areas for higher density housing opportunities and avoid compatibility issues.
- **MMU central waterfront site.** The Planning Commission did not come to a consensus on a single maximum percentage of single purpose residential uses on the site; but did agree that it should be somewhere between 49%-60% and allow an increase through the Framework Development Plan process.

19.42 Form and Intensity Standards

- **Maximum building height.** Increase the maximum building heights as follows:
 - a. Central Business District (CBD): Allow by-right maximum height limit of 65 feet.
 - b. Marine Mixed Use (MMU) central waterfront site: Allow maximum height of 65 feet at the central waterfront site of the Marine Mixed Use zone based on provision of public amenities.
 - c. Commercial (C): Allow by-right maximum height of 50 feet in the Commercial zone.
 - d. Commercial Marine 2 (CM₂): Allow by-right maximum height of 50 feet.
 - e. Industrial (I): Allow by-right maximum height of 50 feet.
 - f. Medical Overlay: Allow up to 60' within area specified in Figure 19.42.130.D.
- **Building height measurement.** Maintain current code method for measuring building height (to the highest point of the roof instead of to the middle of a pitched roof), and maintain existing building height maximums, except as listed below.

- **Floor area ratio.** Do not proceed with floor area ratio (FAR) standards due to complexity of administration and unclear benefits.
- **Landscaping.** Retain landscaping minimums at current code standards, except allow flexibility in R₄ zone for townhouses and multi-family with some structured parking.
- **Lot coverage.** Retain existing lot coverage limitations, except allow flexibility in the R₄ zone for townhouses and multi-family with some structured parking.

19.43 Residential Uses

- **Cottage housing standards.** Allow attached cottages (up to 2 units) in R₃ and R₄ zones. The project team has made other minor edits in this section based on a review of multiple citizen-provided cottage development case studies that will be reflected in the final draft.
- **Cottage housing in R₁.** Prohibit cottage housing in the R₁ zone due to concerns lack of urban level infrastructure, proximity to rural and environmentally sensitive areas, and existing large lot character.

19.47 Accessory Uses & Structures

- **Accessory Dwelling Units.** Eliminate the requirement for owner-occupancy to provide more flexibility and encourage construction of more ADUs. Clarify that ADUs are allowed in all zones as an accessory to an existing SFR, including non-residential zones.

Division 5: Community Design

- **Private internal access standards.** Update 19.51 to clarify that internal shared access drives for cottages, townhouses, and multifamily developments are subject to commercial development standards for internal drive aisle and parking lots.
- **Lot types.**
 - Clarify that zero lot line, reciprocal use easement lots, and shared access lots are allowed in all residential zoning districts provided the lots on the outside edge of such subdivisions meet the standards setback requirements.
 - Eliminate pedestrian-only entry lots.
 - Clarify that alley access lots are only allowed where the lots front onto a park or trail (on the opposite end of alley). Dead-end alleys are subject to turn-around standards and through alleys are limited by maximum block length standards.

Division 6: Project Design

Ch. 19.63 Building Design Standards

- Remove prohibition on "corporate architecture". While the Commission understood the intent of this provision and acknowledged it has been successfully implemented elsewhere, they felt it would be difficult to enforce and that Anacortes already has a number of such buildings that contribute to the community's mix of styles. The Commission also agreed that

the many other block frontage, site planning, and building design standards proposed should help improve the appearance of future projects.

- Consolidate non-residential and residential articulation standards. While the Commission appreciated the nuance in the differing tool box options, they felt interpretation for mixed-use building was too confusing. There was also concern about the residential dependence on “unit size” for the residential articulation interval, as residential floor layouts can differ. Additional graphics in the code will be helpful, especially to help communicate that “bump outs” are not the only option for articulation. Clarification is also needed to determine the vertical extent of required articulation features.
- Exempt development in the I, LM, LM1, MS, AZ, and CM2 from 19.63.040(B) and (C) articulation standards. The Commission agreed that the standards are not necessary for what the community expects to be large industrial/manufacturing buildings, even when adjacent to residential zones and the CBD and C zones. The Commission saw the block frontage and landscaping standards as adequate for addressing the relationship between industrial buildings and public streets.
- Exempt development in the I, LM, LM1, MS, AZ, and CM2 zones from 19.63.040(E), maximum façade width standards. Similar rationale as above.
- Exempt buildings less than 60 feet wide from 19.63.040(B) and (C), articulation standards. The Commission agreed that the standards are less critical for these smaller buildings that are common on the city’s smaller lots, and figure that most architects will naturally include such features in most cases. Other block frontage, details, and materials standards will still apply.
- Increase the maximum articulation interval to 50 feet in the MMU zone. The Commission noted the context of the city’s MMU-designated areas are different than Downtown and Commercial Avenue and these areas will likely see large buildings where more flexibility is acceptable.
- Increase MMU zone maximum façade width standards applicability threshold to 150’ (19.63.040(E)). Similar rationale as above.
- Provide more good and bad examples in 19.63.050 building details. Further consideration and clarification in this section is needed and can be integrated into the updated draft.

Ch. 19.64 Parking

- **Change of use.** Ensure language requires changes in use or business to comply with parking requirements.
- **Compact parking spaces.** Retain compact parking space option to allow reduced paving and impervious surface.
- **Conditions for reduced parking.** The Commission supported opportunities for reduced parking, but wanted to ensure that the specific requirements for each property are viewable by future applicants, property owners, staff and commissioners.

- **Modified parking requirements.** The Commission supported the principal of bike facilities, carpool parking, etc., but believes they should not be required of all developments that take advantage of the quantitative parking flexibility. It was suggested that only a parking study be mandatory and that a larger list of options be developed with each assigned a percentage reduction or increase opportunity.
- **Parking fee-in-lieu.** City staff should move forward with developing a downtown parking plan to make use of the fee-in-lieu option. Consider not allowing a 100% reduction through the program by default, but some combination of technical study and transportation management.

Ch 19.65 Landscaping

- 19.65.040(A) – landscape plans. Do not require landscape plans be prepared by a licensed landscape architect or Washington-Certified Professional Horticulturalist (CPH) for a single family lot and smaller non-residential or multifamily projects.
- Do not specifically prohibit tree limbing /topping .
- Adjust AMC 19.65.070.D.6.b regarding parking lot perimeter landscaping. PC felt that 10' wide landscaped areas between parking areas on sites within the same zone was excessive.
- Do not require landscaping along street facing elevations that have exposed foundations. Planning Commissions felt that the building design standards in 19.63 provides for adequate requirements to enhance building design at the pedestrian scale.

Ch. 19.66 Fences

- AMC 19.66.080(A) – Chain like prohibition. Do not require the 10 feet chain link fence setback for industrial-zoned properties when properties across the street area also industrial-zoned. The commission supported retaining the setback requirement when industrial zones are adjacent to the CBD and residential zones, and the departure opportunity that allows a reduced setback when a landscape buffer is provided.
- AMC 19.66.090 – Retaining walls and rockeries. Allow departures when a topographic hardship is demonstrated.

Ch. 19.67 Signs

- AMC 19.67.020(C) – Exemptions. Revise subsection (3) and review other exemptions to ensure loopholes for commercial signage are avoided.
- Table 19.67.070 – Sign Typologies. Consider consolidating and simplifying the standards in this table or similar. The Commission appreciated the attention to detail for many of the sign type standards, but suggested this approach as one way to provide a one-stop source for the primary design standards, including height, location, materials, etc. Supplemental provisions could still be listed after the table.

- Table 19.67.130 – Nonconforming signs. Update (D) to 200 percent increase in building footprint and ensure (E) will work as intended. The commission would also like updated language to clarify the structure of a non-conforming sign cannot be changed, but the sign area can be changed.

Attachment 1: Bonus Height Alternatives

Planning Commission Recommendation (7/11+25)

CBD and C zones: The Planning Commission recommended increasing the base maximum height limit 65 and 55 feet, respectively, without the need to incorporate affordable housing or other bonus incentive features.

MMU zone: For the central waterfront MMU zone, retain the proposed base height limit (45 feet) and develop a toolbox list of public amenity options to achieve the bonus height (65 feet). Planning Commissioners had initially agreed to simply increase the base height up to 65 feet. Staff then alerted Commissioners to the Comprehensive Plan Policy LU-8.4.E which clarifies that the base height limit should be four stories and the bonus height limit is six stories via incentives for public amenities, desired mix of uses, and/or integration of special design features.

Consequently, the Commissioners wanted to see an updated amenity bonus list with options that are clear and measurable. Among the prepared list of options, the Commission supported the option for increased open space (beyond that required by 19.62.040.C). They also suggested public art as one option. The Commission did not support the option for environmental certification and reaffirmed that the affordable housing option is too complex to include.

The Commission recommended not allowing a requested height increase to 70 feet in any case.

R4 zone: The Planning Commission was interested in retaining the current base height limit of 40 feet but was open to retaining some form of the affordable housing bonus option per the recent adopted affordable housing demonstration program.

Current and Proposed Height Limits (from second draft)

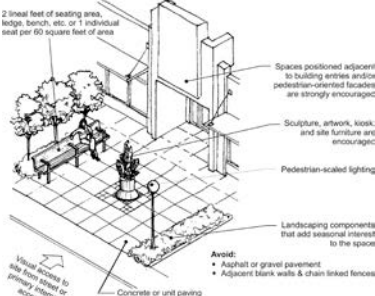
Zone	CBD	C	MMU (new zone)	R4
Current height limit	50	40	35 (in CM1 zone)	40
Proposed height, base maximum	65	50	45	40
Proposed height, maximum with bonus	NA	NA	65	50

Updated MMU Bonus Height Considerations

Below is the proposed updated list of bonus options. Text highlighted in **yellow** indicated updated text/concepts.

Amenity Feature	Possible Benefits	Potential Drawbacks
Developments integrating one feature from the list are permitted a height increase of 10' extra (up to 55'), whereas developments integrating two features are permitted a height increase of 20' extra (up to 65').		
1 Vertical mixed-use building design - with ground level spaces with 13' minimum floor to ceiling height at least 20' deep along at least 50% of the building's primary façade.	Promotes a mix of uses and activated ground level	Vertical mix of uses is very hard to achieve given limited market for small retail spaces and complicated mixing of building utilities and parking; As written – provision wouldn't actually require non-residential use on that portion of ground level frontage
		

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Amenity Feature	Possible Benefits	Potential Drawbacks
2 Provide additional ground level pedestrian-oriented space (meeting design requirements in AMC 19.62.040.C) equal to at least 2% of the applicable development site. Such space must be above and beyond minimum sidewalk, esplanade, and applicable pedestrian-oriented space requirements.	Provides an amenity desirable to the community and the developer, therefore is more likely to be used	Some pedestrian-oriented space is already required with certain non-residential development.
   <i>This could include a small entry plaza like the left image above, or it could include a widened sidewalk (middle image)</i>		
3 Provide space for a dedicated public park at least 10,000sf in area within the subject Central Waterfront MMU zone on a site agreed upon by the City. Park improvements would be initiated by the City.	Park site is larger than would be provided in Option 2 above and the City would have greater control of the design of the space.	City would need to pay for subject park improvements and also be responsible for park maintenance, unless other agreements are made.

Amenity Feature	Possible Benefits	Potential Drawbacks
4 Integrate ornamental stormwater management features. Include creative and expressive techniques to celebrate stormwater management. The feature must be a significant visible design feature of the site, as determined by the City. See examples below.	Treatments could be integrated into sidewalk planting strips and/or associated parking lot landscaping areas.	Soils might not be conducive to such infiltration techniques. The extent of this feature to qualify as an amenity feature is harder to measure (hence “significant visible design feature” language) and thus could be a challenge for applicants and reviewers.
		

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Amenity Feature	Possible Benefits	Potential Drawbacks
5 Integrate visible landscaping elements on buildings. This could include a combination of green walls and green roof elements integrated as a prominent visual feature of the building. To qualify, at least 50% of applicable roof areas or 5% of street facing facades must be vegetated. Reduced and/or a combination of green roof/walls may be acceptable provided the visible placement and high quality of the installations achieves the intent of the amenity feature. The design and management plan for the landscaping features must demonstrate long term success of the landscaping element. See examples below.	Adds a visual benefit to the development and possible character defining feature	The provisions for flexibility could be a challenge for applicants/staff in determining qualification
		

Amenity Feature	Possible Benefits	Potential Drawbacks
6 Integrate upper level building stepbacks. Stepbacks must be at least 8' deep, along >75% of building frontage, and located on the building's street facing façade(s). <i>See examples below.</i>	Design softens the façade and helps to reduce the perceived height of building	Stepbacks can be expensive to integrate into the design of buildings due to structural, unit design, and waterproofing complications
 Minimum horizontal stepback 8'		

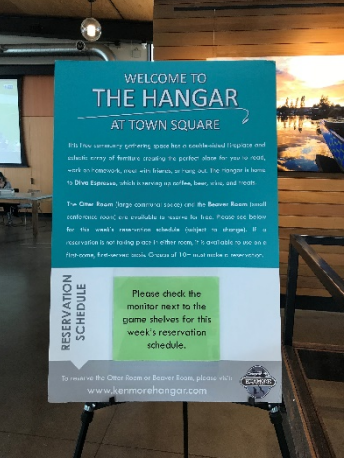
Amenity Feature	Possible Benefits	Potential Drawbacks
7 Integration of public art in visible location. Could include a mural, mosaic, sculptural element, or gateway feature that's clearly recognizable as public art as determined by the Administrator. Feature may be located in a plaza, within the streetscape adjacent to the building, and/or on the building. Off-site features may be considered by the City provided they are placed within the Central Waterfront MMU zone. To qualify as an amenity, the estimated cost of the feature must be at least 1% of the construction cost of the development.	Could produce major character-defining feature of development and add visual interest.	Defining what is and what isn't public art could prove to be a challenge.



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Amenity Feature	Possible Benefits	Potential Drawbacks
8 Exceptional landscaping display in visible location. The display must cover an area = to at least 2% of the applicable development site and function as a prominent visual feature of the development. <i>See examples below</i>	Could produce major character-defining feature of development and add visual interest.	The extent of this feature to qualify as an amenity feature is harder to measure (hence "prominent visual feature" language) and thus could be a challenge for applicants and reviewers.
		
9 Integrating brick as the primary cladding material on the building. In order to qualify, brick shall occupy at least 50% of the cladding on the street facing facades of the applicable building.	Material lends more of a timeless look and has proven to be very durable	The use of brick doesn't guarantee attractive design
		
10 Provide freely accessible public restrooms. Must be available to the general public (not just retail/restaurant customers) and available daily.	Simple to implement, provides amenity promoting the tourism/commercial intent of the MMU zone	Does not affect building bulk or scale, requires additional maintenance by property owner or HOA

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Amenity Feature	Possible Benefits	Potential Drawbacks
11 Provide indoor meeting space available for free to the general public (3,000 square feet min). See example below (Hangar, Kenmore).	Simple to implement, provides amenity promoting nonresidential activity and community events	Requires ongoing management by the property owner
		

Attachment 2: South Commercial Avenue Block Frontage Designations

Current Provisions

AMC Title 17: No current provisions.

Comprehensive Plan Policy LU-7.2:

Strengthen the visual appearance and economic vitality of South Commercial Avenue.

A. Maintain and strengthen the function of the corridor for retail, commercial, and service uses.

B. Encourage residential development on side streets and in the form of mixed-use buildings (housing over shops) complementary to retail/service uses.

C. Craft and apply form-based design standards for South Commercial Avenue:

Key concepts to emphasize in the design standards:

- Provide for pedestrian-friendly building frontages.
- Promote façade massing and articulation that reinforces Anacortes's character and scale.
- Integrate high quality durable building materials and human scaled detailing.
- Encourage the integration of public space and amenities associated with non-residential uses.
- Emphasize landscaping elements as a major character defining feature of the corridor.
- Provide compatible site edges and sensitive service area design.
- Locate and design off-street parking to minimize visual impacts to South Commercial Avenue.

Draft Proposal

On Commercial Avenue the Storefront designation is minimally applied to Downtown north of 12th Street and between 19th and 21st Streets. The rest of the corridor is designated Mixed. Side streets and Q Avenue are designated Mixed or Landscaped depending on zoning and context.

Public Feedback

Minimal public feedback and Planning Commission review has suggested the Mixed designated may be too restrictive on the southern, auto-oriented portions of Commercial Avenue. The key concern is that parking location standards may impact businesses.

Options

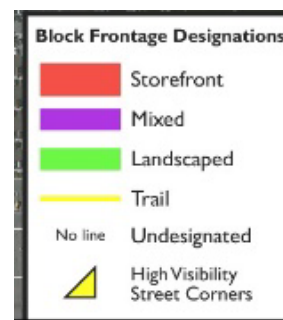
The referenced Options 1-3 are shown on the following pages.

Option	Possible Benefits	Potential Drawbacks
1 Current draft maps with no changes	Implements Comprehensive Plan by applying form-based standards to the corridor, provides flexibility with the Mixed designation in most places, and will enhance side street appearances with Landscaped designations	A significant area beyond Commercial Avenue is mapped, perhaps beyond the Comprehensive Plan recommendation or areas unlikely to experience development activity
2 Staff recommendation: Change most of Commercial Avenue, Q Avenue, and side streets to Undesignated	Provides greater flexibility by removing parking location standards on most of the corridor. State highway and side street access requirements (see AMC 19.53.030) will still apply.	While Undesignated retains some provisions for streetscape design, building form, and landscaping, it is less stringent and allows for auto-oriented site configurations with parking in front
3 Alternative: Replace most of the Mixed designation on Commercial Avenue to Landscaped designation	Encourages greater landscaping in an area likely to have more auto-oriented uses. Parking must still be located to the side or occupy less than 50% of street frontage.	Eliminates option for Storefront-style developments on most of the corridor

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Option 1

No changes.

North Segment**South Segment**

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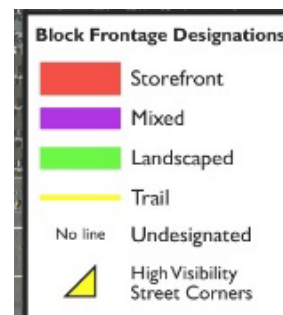
Option 2

Changes most segments of Commercial Avenue south of Downtown to Undesignated to allow maximum design flexibility for designing site/building frontages and integrating parking.

North Segment



South Segment



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Option 3

Changes most segments of Mixed designation in the current draft to Landscaped to better differentiate South Commercial Avenue with Downtown, while minimizing off-street parking along the street frontage throughout.

North Segment



South Segment



Block Frontage Designations	
	Storefront
	Mixed
	Landscaped
	Trail
No line	Undesignated
	High Visibility Street Corners

Attachment 3: Guest Parking

Current Provisions

AMC Chapter 17.46: There are no separate minimum guest parking standards (they are folded into standard minimum parking requirements).

Planning Commission Discussion

The topic of guest parking initially came up in provisions for narrow 20-foot wide streets where the draft notes that provisions for guest parking must be integrated into the subdivision design. The issue has also come up with the reduction in parking requirements for various housing types and for cottage housing developments after examining case study examples.

Updated Guest Parking Provisions

Below are staff recommendations for updated guest parking provisions in AMC19.64.030(B). Note that cross-references to the updated provisions will need to be added in most or all places where the term guest parking is included in the draft code.

B. Guest parking requirements.

1. Guest parking is required for all residential developments in accordance with this subsection. Guest parking provided is above and beyond the minimum quantitative requirements elsewhere in this chapter.
2. A guest parking location and accessibility standards:
 - a. On-street parking areas within or directly adjacent to the development may be used to meet guest parking requirements provide such areas aren't already used for the purpose of meeting minimum parking requirements. One parking space is equivalent to 20 lineal feet of parallel on-street parking area.
 - b. Other off-street parking spaces within the development. Such spaces must meet the dimensional standards of AMC 19.64.050.
 - c. Guest parking spaces must be available to guests of any residential unit in the development at all hours.
3. Minimum guest parking ratios by housing type.

Table 19.64.030(B)	
Minimum guest parking spaces required by housing type.	
Housing Type	Minimum guest parking ratio
Single-family	1 per 3 units
Cottage	1 per 4 units
Duplex or Triplex	1 per 4 units
Townhouse	1 per 4 units

Table 19.64.030(B) Minimum guest parking spaces required by housing type.	
Housing Type	Minimum guest parking ratio
Multifamily	1 per 6 units; Where units average less than 700 square feet, 1 per 4,000sf of leasable residential floor area

4. Developments within the CBD zone are exempt from the guest parking requirements herein.
5. If the required number of guest parking spaces results in a fraction that requires less than one guest stall, no off-street guest parking space is required if on-street parking is available within 500 feet of the subject property.