


CITY OF MARYSVILLE

EXECUTIVE SUMMARY FOR ACTION

CITY COUNCIL MEETING DATE: December 10, 2018

AGENDA ITEM: PA18-002 – Industrial, Manufacturing, and Warehouse Parking Code Amendments	AGENDA SECTION: New Business	
PREPARED BY: Angela Gemmer, Senior Planner	APPROVED BY: 	
ATTACHMENTS: 1. Adopting Ordinance 2. PC Recommendation dated November 14, 2018 3. PC Minutes dated October 23 and November 14, 2018		
	MAYOR	CAO
BUDGET CODE:	AMOUNT:	

DESCRIPTION:

The Community Development Department recently received feedback from prospective and recent industrial developers that the City’s current parking standards for industrial, manufacturing, and warehouse uses exceed the actual parking demand for these industries. In response to these concerns, staff researched the Institute of Transportation Engineers (ITE) *Parking Generation Manual*, and the parking requirements of several other Western Washington jurisdictions to see what parking demand these uses generate and what requirements apply locally. This research shows that the City’s current parking requirements for industrial, manufacturing, and warehouse uses exceed the parking demand identified for these uses within the ITE *Parking Generation Manual*, and what other local jurisdictions require for these types of uses.

The Planning Commission (PC) held a public workshop on October 23, 2018, and a duly advertised public hearing on November 14, 2018 to review the proposed industrial, manufacturing, and warehouse parking code amendments. There was no public testimony provided at the public hearing. Following the public hearing, the PC made a motion to recommend the parking code amendments to Marysville City Council for adoption by Ordinance.

RECOMMENDED ACTION: Affirm the Planning Commission’s recommendation and adopt the industrial, manufacturing, and warehouse parking code amendments by Ordinance.
COUNCIL ACTION:

CITY OF MARYSVILLE
Marysville, Washington
ORDINANCE NO. _____

**AN ORDINANCE OF THE CITY OF MARYSVILLE, WASHINGTON, UPDATING
THE CITY'S DEVELOPMENT REGULATIONS AND AMENDING SECTIONS
22A.010.160 AND 22C.130.030 OF THE MARYSVILLE MUNICIPAL CODE.**

WHEREAS, the State Growth Management Act, Chapter 36.70A RCW mandates that cities periodically review and amend development regulations, including zoning ordinances and official controls; and

WHEREAS, RCW 36.70A.106 requires the processing of amendments to the City's development regulations in the same manner as the original adoption of the City's comprehensive plan and development regulations; and

WHEREAS, the State Growth Management Act requires notice and broad public participation when adopting or amending the City's comprehensive plan and development regulations; and

WHEREAS, the City, in reviewing and amending its development regulations has complied with the notice, public participation, and processing requirements established by the Growth Management Act, as more fully described below; and

WHEREAS, the City Council of the City of Marysville finds that from time to time it is necessary and appropriate to review and revise provisions of the City's municipal code and development code (MMC Title 22); and

WHEREAS, during a public meeting on October 23, 2018, the Planning Commission discussed proposed amendments to MMC Section 22C.130.030; and

WHEREAS, the City of Marysville has submitted the proposed amendments to MMC Section 22C.130.030 to the Washington State Department of Commerce on October 24, 2018, as required by RCW 36.70A.106; and

WHEREAS, the proposed amendments to MMC Section 22C.130.030 are exempt from State Environmental Policy Act review under WAC 197-11-800(19);

WHEREAS, after providing notice to the public as required by law, on November 14, 2018, the Marysville Planning Commission held a Public Hearing on the proposed amendments to MMC Section 22C.130.030; and

WHEREAS, on November 14, 2018 the Planning Commission made a Recommendation to the City Council recommending the adoption of the proposed amendments to MMC Section 22C.130.030; and

WHEREAS, at a public meeting on December 10, 2018 the Marysville City Council reviewed and considered the Planning Commission's Recommendation and the proposed amendments to MMC Section 22C.130.030; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MARYSVILLE, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Approval of Planning Commission's Recommendation and Adoption of Findings and Conclusions. The Planning Commission's November 14, 2018 Recommendation regarding the proposed amendments to MMC Section 22C.130.030, including the Findings and

Conclusions contained therein, as set forth in the attached **Exhibit A**, is hereby adopted and incorporated herein by this reference.

Section 2. Required Findings. In accordance with MMC 22G.010.520, the following findings are made regarding the proposed amendments to MMC Section 22C.130.030 which comprise this ordinance:

- (1) The amendments are consistent with the purposes of the comprehensive plan; and
- (2) The amendments are consistent with the purpose of Title 22 MMC; and
- (3) There have been significant changes in the circumstances to warrant a change; and
- (4) The benefit or cost to the public health, safety, and welfare is sufficient to warrant the action.

Section 3. Section 22C.130.030, Minimum required parking spaces, of MMC Chapter 22C.130, Parking and Loading, is hereby amended to read as follows:

(1) Purpose. The purpose of required parking spaces is to provide enough parking to accommodate the majority of traffic generated by the range of uses which might locate at the site over time. As provided in subsection (2)(e) of this section, bicycle parking may be substituted for some required parking on a site to encourage transit use and bicycling by employees and visitors to the site. The required parking numbers correspond to specific land use categories. Provision of carpool parking, and locating it closest to the building entrance, will encourage carpool use.

(2) Minimum Number of Parking Spaces Required.

(a) The minimum number of parking spaces for all zones and use categories is stated in Table 1.

(b) If the parking formula used to determine parking requirements results in a fractional number greater than or equal to one-half, the proponent shall provide parking equal to the next highest whole number.

(c) Changes in Occupancy. Whenever the occupancy classification of a building is changed, the minimum standards for off-street parking for the new occupancy classification shall be applicable; provided, that if the existing occupancy had established a legal nonconforming status with respect to off-street parking requirements, no additional off-street parking shall be required for the new occupancy unless said new occupancy is in a classification requiring more parking than that which would have been required for the existing occupancy if it had been subject to the provisions of this chapter. If strict application of this section is not feasible due to existing site conditions such as building or parcel size, shape or layout, a variance may be granted by the community development director.

(d) Joint Use Parking. Joint use of required parking spaces may occur where two or more uses on the same or separate sites are able to share the same parking spaces because their parking demands occur at different times. Joint use of required nonresidential parking spaces is allowed if the following documentation is submitted in writing to the community development department as part of a building or land use permit application, and approved by the community development director:

(i) The names and addresses of the uses and of the owners or tenants that are sharing the parking;

(ii) The location and number of parking spaces that are being shared;

(iii) An analysis showing that the peak parking times for the uses occur at different times and that the parking area will be large enough for the anticipated demands of both uses; and

(iv) A legal instrument such as an easement or deed restriction that guarantees access to the parking for both uses.

The building or use for which application is being made to utilize the off-street parking facilities provided by another building or use shall be located within 500 feet of such parking facilities.

(e) Bicycle parking may substitute for up to 10 percent of required parking. For every five nonrequired bicycle parking spaces that meet the bicycle parking standards in MMC [22C.130.060](#), the motor vehicle parking requirement is reduced by one space. Existing parking may be converted to take advantage of this provision.

(f) The off-street parking and loading requirements of this chapter do not apply retroactively to established uses; however:

(i) The site to which a building is relocated must provide the required spaces; and

(ii) A person increasing the floor area, or other measure of off-street parking and loading requirements, by addition or alteration, must provide spaces as required for the increase, unless the requirement under this subsection is five spaces or fewer.

(g) Reduction of Required Spaces When Effective Alternatives to Automobile Access Are Proposed. Upon demonstration to the hearing examiner that effective alternatives to automobile access are proposed to be implemented, the examiner may reduce by not more than 40 percent the parking requirements otherwise prescribed for any use or combination of uses on the same or adjoining sites, to an extent commensurate with the permanence, effectiveness, and demonstrated reduction in off-street parking demand achieved by such alternative programs. Alternative programs which may be considered by the examiner under this provision include, but are not limited to, the following:

(i) Private vanpool operation;

(ii) Transit/vanpool fare subsidy;

(iii) Imposition of a charge for parking;

(iv) Provision of subscription bus services;

(v) Flexible work-hour schedule;

(vi) Capital improvement for transit services;

(vii) Preferential parking for carpools/vanpools;

(viii) Participation in the ride-matching program;

(ix) Reduction of parking fees for carpools and vanpools;

(x) Establishment of a transportation coordinator position to implement carpool, vanpool, and transit programs; or

(xi) Bicycle parking facilities.

(h) Reduction of Required Spaces in Downtown Vision Plan Area. Commercial uses within the downtown core, southwest sector, southeast sector, and waterfront sector may reduce the number of required off-street parking spaces in accordance with this section, upon demonstration to the community development department that the proposed use is in conformance with the downtown master plan guidelines as set forth in the comprehensive plan. Expansion of existing commercial buildings and uses is required to demonstrate conformance with the city's design standards and guidelines or to incorporate reasonable measures to meet the intent of the guidelines for existing uses. For commercial uses requiring less than 10 spaces, the parking requirements may be waived by the director. For required parking in excess of 10 spaces, the applicant must demonstrate that adequate on-street parking facilities exist within 400 feet of the proposed use in order to qualify for a reduction. Parking may be reduced by up to 50 percent if consistent with the downtown master plan guidelines. In approving a reduction to required off-street parking, the department may require improvement of existing right-of-way to meet the intent of this code and the downtown master plan in providing improved parking, walkways and access to the business.

(i) Uses Not Mentioned. In the case of a use not specifically mentioned in Table 1: Minimum Required Parking Spaces, the requirements for off-street parking shall be determined by the community development director. If there are comparable uses, the community development director's determination shall be based on the requirements for the most comparable use(s). Where, in the judgment of the

community development director, none of the uses in Table 1: Minimum Required Parking Spaces are comparable, the community development director may base his or her determination as to the amount of parking required for the proposed use on detailed information provided by the applicant. The information required may include, but not be limited to, a description of the physical structure(s), identification of potential users, and analysis of likely parking demand.

(3) Carpool Parking. For office, industrial, and institutional uses where there are more than 20 parking spaces on the site, the following standards must be met:

- (a) Five spaces or five percent of the parking spaces on site, whichever is less, must be reserved for carpool use before 9:00 a.m. on weekdays. More spaces may be reserved, but they are not required.
- (b) The spaces will be those closest to the building entrance or elevator, but not closer than the spaces for disabled parking and those signed for exclusive customer use.
- (c) Signs must be posted indicating these spaces are reserved for carpool use before 9:00 a.m. on weekdays.

Table 1: Minimum Required Parking Spaces

LAND USE	MINIMUM REQUIRED SPACES
RESIDENTIAL USES	
Single-family dwellings, duplexes, townhouses, and mobile homes	2 per dwelling unit for residents plus one additional guest parking space per dwelling unit; provided: 1. An enclosed private garage may be utilized to meet the required parking for residents. Driveways can be counted as resident or guest parking spaces, provided said driveway complies with the bulk and dimensional requirements outlined in Table 2; and 2. Parking spaces behind other required parking spaces (a.k.a. "tandem parking") shall not be counted towards the 2 required parking spaces per dwelling for the residents; however, tandem parking can be counted as a guest parking space.
Accessory dwelling units	1 space per dwelling unit
Multiple-family dwellings, one bedroom per unit	1.5 per dwelling unit. Parking spaces behind other required parking spaces (a.k.a. "tandem parking") shall not be counted towards the 2 required parking spaces in a multifamily development; however, tandem parking can be counted as a guest parking space, when required
Multiple-family dwellings, two or more bedrooms	1.75 per dwelling unit. Parking spaces behind other required parking spaces (a.k.a. "tandem parking") shall not be counted towards the 2 required parking spaces in a multifamily development; however, tandem parking can be counted as a guest parking space, when required
Retirement housing and apartments	1 per dwelling
Mobile home parks	2 per unit, plus guest parking at 1 per 4 lots
Rooming houses, similar uses	1 per dwelling
Bed and breakfast accommodations	1 space for each room for rent, plus 2 spaces for the principal residential use

Table 1: Minimum Required Parking Spaces

LAND USE	MINIMUM REQUIRED SPACES
RECREATIONAL/CULTURAL USES	
Movie theaters	1 per 4 seats
Stadiums, sports arenas and similar open assemblies	1 per 8 seats or 1 per 100 SF of assembly space without fixed seats
Dance halls and places of assembly w/o fixed seats	1 per 75 SF of gross floor area
Bowling alleys	5 per lane
Skating rinks	1 per 75 SF of gross floor area
Tennis courts, racquet clubs, handball courts and other similar commercial recreation	1 space per 40 SF of gross floor area used for assembly, plus 2 per court
Swimming pools (indoor and outdoor)	1 per 10 swimmers, based on pool capacity as defined by the Washington State Department of Health
Golf courses	4 spaces for each green, plus 50% of spaces otherwise required for any accessory uses (e.g., bars, restaurants)
Gymnasiums, health clubs	1 space per each 200 SF of gross floor area
Churches, auditoriums and similar enclosed places of assembly	1 per 4 seats or 60 lineal inches of pew or 40 SF gross floor area used for assembly
Art galleries and museums	1 per 250 SF of gross floor area
COMMERCIAL/OFFICE USES	
Banks, business and professional offices (other than medical and dental) with on-site customer service	1 per 400 SF gross floor area
Retail stores and personal service shops unless otherwise provided herein	If < 5,000 SF floor area, 1 per 600 SF gross floor area; if > 5,000 SF floor area, 8 plus 1 per each 300 SF gross floor area over 5,000 SF
Grocery stores	1 space per 200 SF of customer service area
Barber and beauty shops	1 space per 200 SF
Motor vehicle sales and service	2 per service bay plus 1 per 1,000 SF of outdoor display
Motor vehicle or machinery repair, without sales	2 plus 2 per service bay
Mobile home and recreational vehicle sales	1 per 3,000 SF of outdoor display area
Motels and hotels	1 per unit or room
Restaurants, taverns, bars with on-premises consumption	If < 4,000 SF, 1 per 200 SF gross floor area; if > 4,000 SF, 20 plus 1 per 100 SF gross floor area over 4,000 SF

Table 1: Minimum Required Parking Spaces

LAND USE	MINIMUM REQUIRED SPACES
Drive-in restaurants and similar establishments, primarily for auto-borne customers	1 per 75 SF of gross floor area. Stacking spaces shall be provided in accordance with Chapter 22C.140 MMC, Drive-Through Facilities
Shopping centers	If < 15,000 SF, 1 per 200 SF of gross floor area; if > 15,000 SF, 1 per 250 SF of gross floor area
Day care centers	1 space per staff member and 1 space per 10 clients. A paved unobstructed pick-up area shall be set aside for dropping off and picking up children in a safe manner that will not cause the children to cross the parking area or lines of traffic
Funeral parlors, mortuaries or cemeteries	1 per 4 seats or 8 feet of bench or pew or 1 per 40 SF of assembly room used for services if no fixed seating is provided
Gasoline/service stations w/grocery	1 per employee plus 1 per 200 SF gross floor area
Adult facilities as defined by MMC 22A.020.020	1 per 75 SF of gross floor area or, in the case of an adult drive-in theater, 1 per viewing space
HEALTH SERVICES USES	
Nursing homes, convalescent homes for aged	1 per 5 beds plus 1 space per employee and medical staff
Medical and dental clinics	1 per 200 SF gross floor area
Hospitals	1 per 2 beds, excluding bassinets
EDUCATIONAL USES	
Elementary, junior high schools (public and private)	5 plus 1 per each employee and faculty member
Senior high schools (public and private)	1 per each 10 students plus 1 per each employee or faculty member
Commercial/vocational schools	1 per each employee plus 1 per each 2 students
PUBLIC/GOVERNMENT USES	
Public utility and governmental buildings	1 per 400 SF of gross floor area
Libraries	1 per 250 SF of gross floor area
MANUFACTURING/WAREHOUSE USES	
Manufacturing and industrial uses of all types, except a building used exclusively for warehouse purposes	One per 750 500 SF of gross floor area plus <u>office space requirements 1 per each 2 employees on maximum working shift</u>
Warehouses, storage and wholesale businesses	<u>One per 2,000 SF of gross floor area plus office space requirements 1 per each 2 employees on maximum working shift</u>

Table 1: Minimum Required Parking Spaces

LAND USE	MINIMUM REQUIRED SPACES
Mini self-storage	1 per each 50 storage cubicles equally distributed and proximate to storage buildings. In addition, 1 space for each 50 storage cubicles to be located at the project office

Section 4. Section 22A.010.160, Amendments, of the Marysville Municipal Code is hereby amended as follows by adding reference to this adopted ordinance in order to track amendments to the City’s Unified Development Code:

“22A.010.160 Amendments.

The following amendments have been made to the UDC subsequent to its adoption:

<u>Ordinance</u>	<u>Title (description)</u>	<u>Effective Date</u>
_____	Manufacturing and Warehouse Parking Amendments	_____, 2018”

Section 5. Severability. If any section, subsection, sentence, clause, phrase, or word of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality thereof shall not affect the validity or constitutionality of any other section, subsection, sentence, clause, phrase, or word of this ordinance.

Section 6. Effective Date. This ordinance shall become effective five days after the date of its publication by summary.

PASSED by the City Council and APPROVED by the Mayor this _____ day of _____, 2018.

CITY OF MARYSVILLE

By: _____
JON NEHRING, MAYOR

Attest:

By: _____
TINA BROCK, DEPUTY CITY CLERK

Approved as to form:

By: _____
JON WALKER, CITY ATTORNEY

Date of Publication: _____

Effective Date: _____
(5 days after publication)



COMMUNITY DEVELOPMENT DEPARTMENT
80 Columbia Avenue ♦ Marysville, WA 98270
(360) 363-8100 ♦ (360) 651-5099 FAX

PC Recommendation – Parking Code Amendment

The Planning Commission (PC) of the City of Marysville, having held a public hearing on November 14, 2018 in review of a NON-PROJECT action amendment of the Marysville Municipal Code, proposing adoption of amendments to the industrial, manufacturing, and warehouse parking standards an amendment to MMC Section 22C.130.030 Table 1, *Minimum required parking spaces*, of the Marysville Municipal Code, and having considered the exhibits and testimony presented, PC does hereby enter the following findings, conclusions and recommendation for consideration by the Marysville City Council:

FINDINGS:

1. The proposal was submitted to the State of Washington Department of Commerce for expedited review on October 24, 2018, in accordance with RCW 36.70A.106.
2. The PC held a public work session to both introduce and review the NON-PROJECT action amendments proposing adoption of the NON-PROJECT action industrial, manufacturing, and warehouse parking code amendments as described above, on October 23, 2018.
3. The PC held a duly-advertised public hearing on November 14, 2018 and received testimony from city staff and the public.
4. At the public hearing, the PC reviewed and considered the industrial, manufacturing, and warehouse parking code amendments.

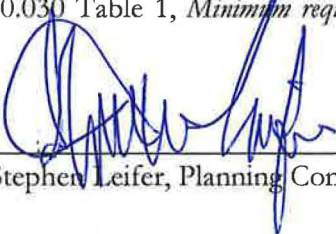
CONCLUSION:

At the public hearing, held on November 14, 2018, the PC recommended **APPROVING** the industrial, manufacturing, and warehouse parking code amendments.

RECOMMENDATION:

Forwarded to City Council as a Recommendation of **APPROVAL** of the NON-PROJECT action known as the industrial, manufacturing, and warehouse parking code amendments, an amendment of Section 22C.130.030 Table 1, *Minimum required parking spaces*, of Marysville Municipal Code, on **November 14, 2018**.

By:



Stephen Leifer, Planning Commission Chair

PLANNING COMMISSION



MINUTES

October 23, 2018

7:00 p.m.

City Hall

CALL TO ORDER

Chair Leifer called the October 23, 2018 meeting to order at 7:00 p.m.

Marysville

Chairman: Steve Leifer

Commissioners: Roger Hoen, Jerry Andes, Kay Smith, Kelly Richards
Brandon Whitaker

Staff: Community Development Director Dave Koenig, Planning
Manager Chris Holland, Senior Planner Angela Gemmer

Absent: Tom Thetford (excused)

APPROVAL OF MINUTES

October 9, 2018

Chair Leifer referred to his comment on page 4 of 6, item C. He clarified that he does not have a problem with the height limit proposed, but some of the members of the Planning Commission did. His statement should be corrected to read that he did not have concerns personally about the height issue proposed in the downtown area, but to address the concerns raised by other commissioners it is critical to control who can park where.

Motion made by Commissioner Richards, seconded by Commissioner Smith, to approve the October 9, 2018 Meeting Minutes as amended. **Motion** passed unanimously (6-0).

AUDIENCE PARTICIPATION

None

PUBLIC HEARING – 2018-2023 School District Capital Facilities Plans

The hearing was opened at 7:02 p.m. Senior Planner Gemmer introduced this item. Robb Stanton, Executive Director of Operations, Lake Stevens School District was also present to answer any questions.

- A. Lake Stevens School District No. 4
- B. Lakewood School District No. 306
- C. Marysville School District No. 25

Discussion

Commissioner Hoen asked for clarification about what the impact fees can be used for. Senior Planner Gemmer and Robb Stanton explained that they can only be used for the purposes of addressing the impacts of growth. This could include paying for the construction of a building or the materials necessary to fill the building.

Commissioner Hoen asked why consultants were regularly used to prepare these plans. Mr. Stanton replied that it takes a lot of time to compile the data. School districts don't do it very often and they typically use a consultant who is more familiar with this process. This way districts know the proposed fees are accurate and defensible.

Public Testimony

Chair Leifer solicited public testimony. Seeing none, the public testimony portion of the public hearing was closed at 7:12 p.m.

Discussion

Commissioner Whitaker asked how the Lake Stevens single family impact fee of approximately \$7,000 was calculated. Senior Planner Gemmer and Mr. Stanton explained how the fees are calculated.

The public hearing was closed at 7:15 p.m.

Motion made by Commissioner Richards, seconded by Commissioner Smith, to forward the Capital Facilities Plans on to the City Council. **Motion** passed unanimously (6-0).

NEW BUSINESS

- A. Parking Standards for Industrial Uses

Director Koenig introduced this item. He explained that upon analysis of the City's parking standard and discussion with other interested parties, it was determined that the

current requirements are excessive for manufacturing uses. Staff agrees with this. Some reasons for this have to do with more automation of jobs, fewer employees needed, and buildings built on speculation rather than a specific user. The current standards require one parking spot for each two employees on a maximum working shift for warehouse and one per 500 square feet plus one per each two employees on a maximum working shift for manufacturing uses.

The recommendation is to go away from the "per employee" formula because this number fluctuates and is not predictable. Staff feels that the square foot basis is more adequate. He reviewed industry standards and then explained that staff is recommending one stall per 400 square feet for office uses; one stall per 750 square feet plus office for manufacturing uses; and one stall per 2,000 square feet for warehouse uses plus office requirements. Director Koenig reviewed results of a survey showing what other cities have done.

Commissioner Richards asked why staff's recommendation was for fewer spaces than the standard proposed by the industry. Director Koenig explained that the office code works fine, and the City doesn't want to change that. For manufacturing, staff is supporting numbers that work for light industrial. Commissioner Richards commented that Everett has a much better transit system than Marysville so it may not be appropriate to use them as a comparison.

Richard Peterson, 12837 NE 73rd Street, Kirkland, WA, explained that the current code uses the employee count model of calculating, but this doesn't work when buildings last for years and years and have multiple types of users in them. He spoke in support of what the staff is recommending, noting that even though it is a little less than he is proposing. Developers/Owners/Users will build what they think the customers need. When there is a change in use, the new user gets involved in the building permit process, and that's when they determine if they need to add more office or other things that require more parking. He commented that the loading dock area often gets converted into future parking depending on the users. The current code requires so much parking that economically it is difficult to get enough buildings on the site.

The Planning Commission generally seemed comfortable with the proposal. Chair Leifer commented that he would be happy with the proposed amendments because they seem logical, and he has been frustrated with the current regulations for years.

CITY COUNCIL AGENDA ITEMS AND MINUTES

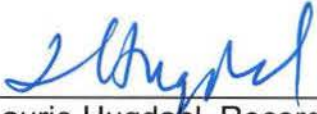
Director Koenig reported on impact fee amounts collected so far this year.

ADJOURNMENT

Motion made by Commissioner Richards, seconded by Commissioner Whitaker, to adjourn the meeting at 7:49 p.m. **Motion** passed unanimously.

NEXT MEETING:

November 14, 2018



Laurie Huggahl, Recording Secretary

DRAFT

PLANNING
COMMISSION



MINUTES

November 14, 2018

7:00 p.m.

City Hall

CALL TO ORDER

Chair Leifer called the November 14, 2018 meeting to order at 7:00 p.m.

Marysville

Chairman: Steve Leifer

Commissioners: Jerry Andes, Kay Smith, Kelly Richards, Roger Hoen¹

Staff: Community Development Director Dave Koenig, Planning Manager Chris Holland, Senior Planner Angela Gemmer

Absent: Tom Thetford (excused), Brandon Whitaker (excused)

APPROVAL OF MINUTES

October 23, 2018

Motion made by Commissioner Smith, seconded by Commissioner Andes, to approve the October 23, 2018 Meeting Minutes as amended. **Motion** passed unanimously.

AUDIENCE PARTICIPATION

None

NEW BUSINESS

A. Arlington-Marysville Manufacturing Industrial Center (AMMIC) Workshop

Community Development Director Koenig introduced the Arlington-Marysville Manufacturing Industrial Center (AMMIC) subarea plan. He explained that the goal is to have the MIC recognized as a Regional Center by the Puget Sound Regional Council.

¹ Roger Hoen arrived at 7:42 p.m.

He noted that Berk and Associates was the firm hired to do the work for the Subarea Plan. John Owen of Makers Architecture was part of that team.

Mr. Owen made a presentation reviewing the Draft AMMIC Subarea Plan (in the Planning Commission packet). He discussed:

- Public Input and Outreach
- The Vision and Guiding Principles
- Subarea Plan Concepts: Plans & Policies, Land Use (Development Capacity and Future Land Use), and Framework Plan
- Goals & Policies: Land Use & Urban Design, Transportation, Natural Environment, Economic Development, and Public Facilities & Infrastructure. Planning Manager Holland referred to a letter received from Kristin Kinnamon regarding bike lanes and discussed the City's plans to address this.
- Implementation: Capital Facilities Plan (Transportation, Utilities, Natural Environment) and Finance (Funding & Financing Tools for Subarea Development)
- Zoning & Development Standard Recommendations

The Planning Commission asked clarification questions which were answered by staff and Mr. Owen. Staff discussed developer interest in the area.

Reid Shockey, Shockey Planning Group, 2716 Colby Avenue, Everett, WA, congratulated the City on this plan. He spoke in support of moving forward with this. He represents property owners within this central area (the opportunity sites). He and his clients envision organizing all the information into a master plan. He recommended that staff work with the individual property owners collectively to produce a good master plan.

Director Koenig summarized that the next step on this would be a public hearing with the Planning Commission on December 11. This would be followed with possible action by the Council in January.

Commissioner Hoen apologized for being late, noting it was unavoidable, and commented that this subject was very important to him. He expressed concern about piecemeal industrial development with residential mixed in. Director Koenig replied that residential would not be allowed in the light industrial area. There are some existing residential areas which would remain. He expects that those residential uses within the industrial zones will eventually transition to industrial as well. Commissioner Hoen also asked if there is any relief planned in the I-5 corridor. Director Koenig commented that the new 529 bridge to get people off I-5 coming north and onto I-5 going south is expected to help. Mr. Owen added that the Community Transit Swift line should also take some private vehicles off the road which would also help.

Commissioner Richards asked how the zoning would affect the school district property which is in that area but not in the MIC. Director Koenig explained it would be up to the school district what they decide to do with the property.

PUBLIC HEARING

A. Comp. Plan Amendment No. 1 – Washington Trucking Site

Senior Planner Gemmer reviewed this item.

The public hearing was opened at 8:05 p.m. Public comments were solicited. There were none. The public hearing was closed at 8:05 p.m.

There were no further comments or questions.

Motion made by Commissioner Richards, seconded by Commissioner Smith, to approve Comp. Plan Amendment No. 1 as presented. **Motion** passed unanimously.

B. Comp. Plan Amendment No. 2 – Public Works Operations Site & 1st Street Properties

Senior Planner Gemmer reviewed this item.

The public hearing was opened at 8:08 p.m. Public comments were solicited. There were none. The public hearing was closed at 8:08 p.m.

There were no further comments or questions.

Motion made by Commissioner Richards, seconded by Commissioner Andes, to approve Comp. Plan Amendment No. 2 as presented. **Motion** passed unanimously.

C. Comp. Plan Amendment No. 3 – Proposed Road Connector Revisions

Senior Planner Gemmer reviewed this item. She highlighted an additional change to Figure 15 to show a multi-use trail designation on the east side of State Avenue from north of SR529 up to 2nd Street. Everything else was as previously presented.

The public hearing was opened at 8:11 p.m. Public comments were solicited. There were none. The public hearing was closed at 8:11 p.m.

There were no further comments or questions.

Motion made by Commissioner Richards, seconded by Commissioner Andes, to approve Comp. Plan Amendment No. 3 as presented. **Motion** passed unanimously.

D. Code Amendment – Industrial and Manufacturing Parking Requirements

Senior Planner Gemmer reviewed this item.

The public hearing was opened at 8:13 p.m. Public comments were solicited. There were none. The public hearing was closed at 8:13 p.m.

Chair Leifer spoke in support of the changing requirements.

Motion made by Commissioner Richards, seconded by Commissioner Smith, to approve Code Amendment – Industrial and Manufacturing Parking Requirements as presented. **Motion** passed unanimously.

CITY COUNCIL AGENDA ITEMS AND MINUTES

ADJOURNMENT

Motion made by Commissioner Richards, seconded by Commissioner Andes, to adjourn the meeting at 8:24 p.m. **Motion** passed unanimously.

NEXT MEETING:

December 11, 2018

Laurie Hugdahl, Recording Secretary