



PLANNING COMMISSION

AGENDA

February 23, 2010

CITY OF OAK HARBOR
PLANNING COMMISSION
REGULAR MEETING

AGENDA
February 23, 2010
7:30 P.M.

ROLL CALL: WIGGINS _____ JENSEN _____ NEIL _____
 FAKKEMA _____ FEY _____ WASINGER _____
 DALE _____

1. **Approval of Minutes – January 26, 2010**
2. **Public Comment** – Planning Commission will accept public comment for items not otherwise on the agenda for the first 15 minutes of the Planning Commission meeting.
3. **TEXT AMENDMENT TO INCLUDE RESTRICTIONS ON DWELLING UNITS IN THE C-3, COMMUNITY COMMERCIAL DISTRICT NORTH OF NE 16TH AVENUE – Public Hearing**
The Planning Commission will hold a public hearing on a text amendment the will restrict dwelling units in the C-3, Community Commercial District north of NE 16th Avenue. The text amendment is a follow up to the 2008 Comprehensive Plan Amendments during which recommendations were made to limit dwelling units in proximity to NAS Whidbey. The Planning Commission is expected to make a recommendation to the City Council.
4. **LOW IMPACT DEVELOPMENT (LID) CODE UPDATE PROJECT– Public Meeting (NO ACTION REQUIRED)**
This is a continued discussion of the LID code update. Staff presented a general overview on this topic at the last meeting. The discussion at this meeting will be generally about LID practices, LID streets, impervious surfaces and LID parking facilities and pervious surfaces. This item is for discussion only and no action or recommendation is expected at this time.

MINUTES

January 26, 2010

Draft

**PLANNING COMMISSION
REGULAR MEETING
January 26, 2010**

ROLL CALL: **Present:** Mark Wiggins, Bruce Neil, Julie Dale, Keith Fakkema and Greg Wasinger.
 Absent: Nancy Fey and Kristi Jensen.
 Staff Present: Development Services Director, Steve Powers; Senior Planners, Ethan Spoo and Cac Kamak and Associate Planner, Melissa Sartorius.

Chairman Wiggins called the meeting to order at 7:35 p.m.

MINUTES: **MR. FAKKEMA MOVED, MR. WASINGER SECONDED, MOTION CARRIED TO APPROVE THE NOVEMBER 26, 2009 MINUTES AS PRESENTED.**

PUBLIC COMMENT – None present to offer comment.

PRELIMINARY (proposed) DOCKET FOR THE 2010 COMPREHENSIVE PLAN AMENDMENTS – Public Hearing

The Planning Commission held a public hearing on the preliminary docket for the 2010 Comprehensive Plan amendments.

Mr. Kamak reported that the Growth Management Act (GMA) requires the city to adopt a Comprehensive Plan and to revise it pursuant to RCW 36.70a.130.

Mr. Kamak explained that the process to amend the Comprehensive Plan was revised with the adoption of Chapter 18.15 to the Oak Harbor Municipal Code by the City Council in December of 2009. The new process includes the consideration of a preliminary docket to review the proposed amendments. The purpose of this public hearing is to present the preliminary docket for the 2010 Comprehensive Plan Amendments.

Mr. Kamak reported that the proposed amendments for 2010 include two mandated amendments and three city-initiated land use changes. The mandated amendments are the annual update to the Capital Improvements Plan and the UGA capacity analysis. Mr. Kamak detailed the amendments as follows:

Land Use Change Request for City Owned Property

- R13210-527-3480 – Scenic Heights Trailhead site - Land use change from Low Density Residential to Public Facilities
- R14437-231-3630 – Water Reservoir Site near Gun Club Road – Land use change from Planned Business Park to Public Facilities
- R13325-500-2250 – SE corner of SR 20 and Fakkema Road – Land use change from Auto/Industrial Commercial to Open Space

Capital Improvements Plan

This is an annual update to the Capital Improvements Plan. Sections of the Plan are updated to reflect the most recent and accurate information available. This normally includes updates to reflect consistency with the Transportation Improvements Plan (TIP), updated revenues and expenditure provided by the Finance Department, and any changes to schedules or cost. This

year's update may include a re-prioritization of the non-enterprise projects that are in Section 5 of the Plan.

UGA Capacity Analysis

The preliminary docket also includes the initial task of determining the capacity of the current UGA boundary. This is a precursor to any recommendations for changes to the UGA boundary. Therefore, the analysis proposed as part of the 2010 docket will not result in an amendment to the Comprehensive Plan but will set the stage to explore options for consideration in 2011 and eventual changes (if needed) in 2012.

Mr. Kamak concluded his presentation by recommending that the Planning Commission conduct its public hearing and to forward a recommendation to the City Council to approve the proposed Docket for the 2010 Comprehensive Plan Amendments.

Planning Commission Questions/Comments

Mr. Wiggins asked if staff could reach a threshold where the docket was too heavy. Mr. Kamak stated that the docket process helps to prioritize amendments so that they can be accomplished within the allotted time.

Mr. Wiggins opened the hearing for public comment. No members of the public were present to offer comment.

ACTION: MR. NEIL MOVED, MR.FAKKEMA SECONDED, MOTION CARRIED TO FORWARD A RECOMMENDATION TO THE CITY COUNCIL TO APPROVE THE PROPOSED DOCKET FOR THE 2010 COMPREHENSIVE PLAN AMENDMENTS AS PRESENTED.

LOW IMPACT DEVELOPMENT (LID) CODE UPDATE PROJECT-- Public Meeting (NO ACTION REQUIRED)

Mr. Spoo reported that staff will talk about LID practices as they have been proposed by the Puget Sound Partnership in the draft code. These practices include new street designs, limits on hard surfaces, requirements for pervious parking, open space in planned developments, native tree retention requirements and grading practices.

Mr. Spoo explained that so much attention given to the Puget Sound and stormwater because water quality in Penn Cove is listed as being a high concern by the State. 59% of all test sites were listed as "impaired waters and much of that pollution can be attributed to stormwater runoff. DOE's thinking is that the economy depends on the Puget Sound. People fish, boat, and build near the Puget Sound, therefore an unhealthy Puget Sound equals an unhealthy economy. Because the Puget Sound is a shared resource, we all have to do something about it, or the solution won't work.

Mr. Spoo moved on to talk about the organization of the code, specific LID practices in the code, incentives for LID and the "LID Project."

Mr. Spoo explained the organization of the Draft Code as follows:

- Uses existing code structure
- Individual practices inserted into the code
- Proposes a new Title 22 "LID Projects"
- A "family" of practices
- Builds on the individual practices in the rest of the code

Mr. Spoo presented the following table which illustrates specific LID practices in each Title.

Code Title	Name	Chapter	LID Practices
Title 11	Streets	All	LID Streets (designs for local, collector and arterials). Permeable driveways and sidewalks.
Title 12	Stormwater	All	Includes general language allowing for LID practices.
Title 19	Zoning	19.20	Impervious limits for each zone .
	PRDs	19.31	Impervious limits for PRDs (averaged across site, not by lot).
	Parking	19.44	Pervious pavements and rain gardens for parking areas.
	Landscaping & Screening	19.46	Vegetation maintenance, tree density standards, retention, replanting.
	Clearing and Grading	19.47	Best practices. Boils down to clear less, control erosion.
Title 21	Subdivisions	All	LID streets, sidewalks and driveways (repeat Title 11), corridor buffers as LID facilities.
Title 22	LID Projects	All	Repeat of all above, with emphasis on definition of "LID project" and incentives for these projects.

Mr. Spoo elaborated on the proposed new Title 22. Mr. Spoo explained that Title 22 defines what an LID project is and the purpose of this title is to encourage LID. Developers who incorporate LID into their projects get flexibility in code standards from the City. This chapter uses criteria to draw a line between what is an LID project and what is not. The chapter also offers incentives for LID projects which meet the criteria including density bonuses and reduction in lot sizes. The Planning Commission has the authority to make recommendations that the City, adjust definitions and the incentives package. The City can tailor it to our unique circumstances.

Mr. Spoo asked the Planning to consider the following questions:

- Should we be encouraging LID?
- Are we talking about a net benefit here?
- Voluntary, incentive-based or mandatory?
- What's the right mix for Oak Harbor? It's our community?
- How should the code be organized?
- Sprinkled throughout or one location?

Mr. Spoo close by giving the following preview of what the Planning Commission will be discussion next month.

- Will talk about individual LID practices
- LID streets
- Limits on impervious surface by zone
- LID parking facilities and pervious surfaces

Planning Commission Questions/Comments

Ms. Dale asked if there was a formula to determine density bonuses and if density bonuses are given, is there a net gain by giving density bonuses.

Mr. Spoo explained that there are performance standards that function as a formula. If the developer applies for density bonuses the performance standards apply to the added density as well.

Mr. Fakkema asked if there will come a time when all developments are LID developments. Mr. Spoo said that currently the Planning Commission will help decide whether LID is voluntary, incentive-based or mandatory. Mr. Spoo also stated that the update to the NPDES Phase 2 permit is tending more toward a mandatory and incentive-based approach to make applicants and City's move toward LID.

Mr. Neil asked if there were any cities that treat stormwater. Mr. Powers said that there are none because it is financially impractical due to the high volume of stormwater. Rather than treating it at the end, the approach is to treat it at the source by reducing the amount that runs to the outfall.

Mr. Neil asked if there were similar LID projects across the United States. Mr. Spoo stated that the Chesapeake Bay area has been using LID for about a decade.

Mr. Wasinger asked if it was cost prohibitive for Home Depot to have done their stormwater differently. Mr. Powers said that cost was part of the equation but some of it was also the model that the particular corporate entity is familiar with. Another part is the amount of parking that the jurisdiction requires or allows. Some jurisdictions have decided to place a maximum number of parking spaces for projects. Most jurisdictions have minimums.

Mr. Wasinger asked about the back parking lot at K-mart that is never used. He thought that the City had required the extra parking. Mr. Powers stated that the parking issue could be addressed and that most parking codes are based on trying to provide parking for that worst case scenario and do we really need a parking lot sized to handle Black Friday when the majority of the rest of the year that size parking lot is not needed.

**BEING NO FURTHER BUSINESS BEFORE THE PLANNING COMMISSION, THE MEETING
WAS ADJOURNED AT 8:30 P.M.**

Text Amendment to
C-3 Community Commercial
District

**City of Oak Harbor
Planning Commission**

Date: February 23, 2020
Subject: Text Amendment to restrict
dwelling units in the C-3,
Community Commercial District
north of NE 16th Avenue

FROM: Cac Kamak
Senior Planner

PURPOSE

This report presents a text amendment to the Oak Harbor Municipal Code Sections 19.20.335 and 19.20.340 to restrict dwelling units on properties designated as C-3, Community Commercial, for properties located north of NE 16th Avenue. The proposed text amendments furthers goals and policies in the Comprehensive Plan to ensure that new land use and development proposals do not include dwelling units that may impact the operation of aircraft or reduce the operational capability of NASWI Ault Field.

AUTHORITY

RCW 36.70A.040 (4) requires that development regulations be consistent with the Comprehensive Plan. RCW 36.70.750 provides the authority to establish zoning classifications and regulate land uses. RCW 36.70.560 provides the authority to adopt maps with exact boundaries of zones as official controls and OHMC 19.80.20 establishes the review criteria to consider text amendments to the zoning ordinance.

BACKGROUND

The City has long recognized the importance of limiting residential uses and other incompatible uses from encroaching northward towards NASWI Ault Field. This is reflected in the Oak Harbor Municipal Code with regulations to address noise levels, accident potential zones and limited use districts. These intentions are reflected in the adoption of goals and policies in the Comprehensive Plan Land Use Element and the Community Coordination Element. The goals and policies are further supported by the adoption of Resolution No. 04-03 (Attachment 1) Resolution Expressing the City Continued Commitment to Preserve, Protect, and Enhance the Training Environment Critical to the Joint Services Mission of NAS Whidbey Island. The resolution recommends considering changes to the land use table to remove uses which have high population concentrations in proximity to NAS Whidbey.

Issues regarding residential uses and their possible encroachment northward toward NAS Whidbey were raised in conjunction with the 2008 Comprehensive Plan Amendments in conjunction with a request for Community Commercial along the Goldie Road. (The Community Commercial designation permits dwelling units above the ground floor.) The request for change was eventually approved with conditions to prohibit dwelling units from being included in the development of the property.

DISCUSSION

This proposed text amendment is a follow-up to the 2008 Comprehensive Plan Amendments and, if approved, will restrict any dwelling units from being developed in the C-3, Community Commercial District for properties located north of a line commensurate with NE 16th Avenue extended westward and eastward to the City limits.

The proposed text amendment will primarily apply to properties that may be rezoned for Community Commercial in the future. The City is currently not aware of any requests for change nor does it have any plans to change land use designation north of NE 16th Avenue to Community Commercial. However, if a trend develops to convert industrial land into commercial land due to a slow rate of consumption for industrial uses or any other reason, the proposed text amendment will ensure that dwelling units will not be part of any development plans.

The proposed text amendment will apply to three properties that are currently zoned C-3, Community Commercial on the westside of SR 20 and north of NE 16th Avenue. Any existing dwelling units located on the ground floor on these properties are currently non-conforming and will continue to remain non-conforming. Therefore their status will not be impacted by the proposed amendment.

The proposed restriction on dwelling units in the C-3, Community Commercial District, is area specific since the City does believe that it is appropriate to continue support of dwelling units in the Community Commercial to promote mixed use developments and encourage urban densities where it can be supported. Therefore the proposed amendment will continue to permit dwelling units above the ground floor on C-3, Community Commercial, property south of NE 16th Avenue.

Review Criteria

The Oak Harbor Municipal Code Chapter 19.80.20 provides the review criteria for text amendments. These have been addressed below.

(a) **The amendment must be consistent with the Oak Harbor Comprehensive Plan;**

The goals and policies in the Land Use Element that support the proposed amendments are provided below. Most of the area north of NE 16th Avenue is located above the 70ldn noise levels and therefore the proposed text amendments are supported by the AICUZ Study.

Goal 9 - To consider and, where appropriate, implement the Navy's Air Installation Compatible Use Zones (AICUZ) recommendations, and all other pertinent related information, in making land use decisions.

Policies:

9.a Require residential development to occur outside of high aircraft noise level areas (above 70 Ldn).

- 9.b Encourage residential development to locate outside of moderate aircraft noise areas (60 to 70 Ldn), allowing for residential development where a demonstrated need exists and compliance is met with policy 9.e.
- 9.c Ensure that land use and population densities in Accident Potential Zones remain low to conserve the highest degree of public health, safety, and welfare.
- 9.d Ensure that no new land use proposals, structures or objects interfere with the safe operation of aircraft or deny the existing operational capability of Ault Field. Land use proposals, structures, or objects that may create an obstruction to air navigation will be reviewed for compatibility with airport operations. Hazards to air navigation will not be permitted.
- 9.e Ensure that new structures built for human occupancy in designated noise impacted areas, as identified in the aviation environs section of the city code, are constructed to a noise level reducing standard that is appropriate for the outdoor noise levels that will be experienced by the inhabitants. In addition to indoor noise level reducing construction design standards, outdoor noise level reducing measures should be considered in site planning, building location and alignment, and site design.
- 9.f Ensure the disclosure of potential noise and accident potential impacts on prospective buyers, renters, or lessees of property or structures they intend to purchase, rent, lease, or otherwise occupy.
- 9.g Continue monitoring and update the Aviation Environs portion of the municipal code.

(b) The amendment must substantially promote the public health, safety and welfare:

The restriction on dwelling units for the area north of NE 16th Avenue is intended to protect human beings from exposure to high noise levels at their primary place of residence. The welfare of the community is enhanced by limiting the area for development that will not interfere with the safe operation of aircrafts or reduce the operational capability of Ault Field and thus retaining NAS Whidbey on the island and providing a stable economic base for the residents.

Process

Text amendments are considered a Type V review process in which the Planning Commission conducts a hearing and makes a recommendation to the City Council. The Council also conducts a public hearing before making a decision. The owners of property zoned C-3, Community Commercial, located north of NE 16th Avenue have been notified by letter of the proposed amendment and the public hearing. Letters have also been sent to the Commanding Officer of

NAS Whidbey Island and community liaison planner. A SEPA checklist has also been completed for the amendment and the comment period ends on March 8, 2010.

RECOMMENDED ACTION

Staff recommends opening the public hearing on the proposed amendments to the C-3, Community Commercial District, to restrict dwelling units north of NE 16th Avenue, and to continue the hearing to March 23, 2010.

ATTACHMENTS

1. Proposed text amendment (with location map)
2. Resolution 04-03

Article IX. C-3 – Community Commercial

19.20.335 Purpose and intent.

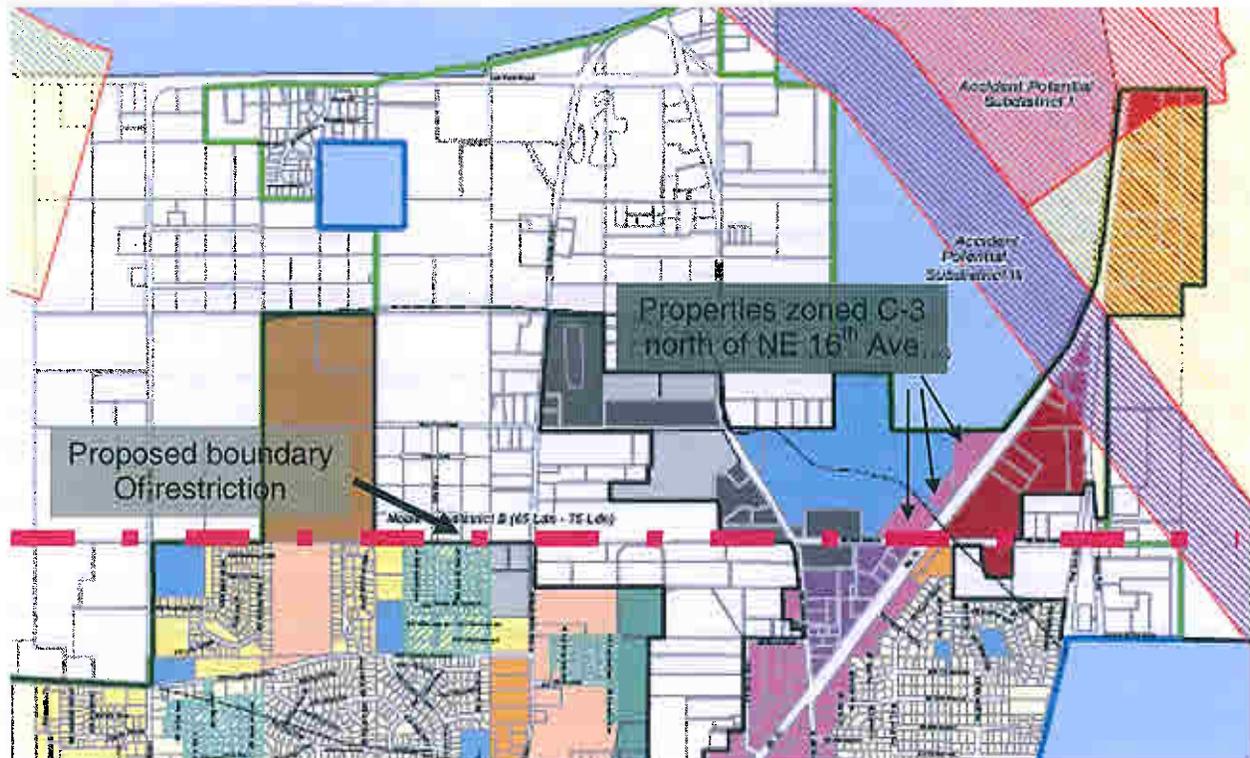
The C-3 community commercial district is intended to provide for those types of retail, wholesale, transportation, and service uses which, because of traffic and other requirements, depend upon particular locations to serve the needs of the community and its trading area. Generally, the permitted uses require large sites and access from either major or minor arterials. This district also supports mixed use developments except in proximity to NAS Whidbey Ault Field where residential uses should be restricted. (Ord. 1555 § 8, 2009).

19.20.340 Principal permitted uses.

In a C-3 district, the following are principal uses permitted outright:

- (1) Any principal use permitted in a C-1 and CBD district, provided that dwelling units are:
 - (a) For properties located south of a line commensurate with the alignment of NE 16th Avenue, extending between Regatta Drive and Heller Road are:
 - (i) Above and secondary to essential or primary floor uses;
 - (ii) Accessed at the ground level access is independent of the business uses from an inside lobby, elevators, and/or corridors, and an enclosed interior court, or other separate access provisions;
 - (b) Are not permitted on properties located north of the line commensurate with the alignment of 16th Avenue, extending between Regatta Drive and Heller Road.
- (2) Amusement enterprise including bowling alley, roller or ice rink, dancehall, shooting gallery, and trampoline;
- (3) Animal hospital when located not closer than 200 feet from a residential zoning district, provided all animals are housed in a completely enclosed building;
- (4) Assembly hall;
- (5) Automobile or truck service station;
- (6) Automobile repair of all kinds, including body and fender work, provided there shall be no wrecking, junking, dismantling, or salvaging operations;
- (7) Automobile sales and service;
- (8) Bakery;
- (9) Book publishing and binding;
- (10) Car wash;
- (11) Contractor's plants and storage yards;
- (12) Currency exchange;
- (13) Extended stay motel;
- (14) Feed and seed store, retail or wholesale;
- (15) Film processing plant;
- (16) Grocery store;
- (17) Laboratory for experimental or research work or testing;
- (18) Laundry and dry cleaning, dyeing, or rug cleaning plant;
- (19) Nursery and landscape material including greenhouses;
- (20) Offices;
- (21) Plumbing shop;
- (22) Places of entertainment;
- (23) Recycling of glass and metal cans when conducted within a wholly enclosed building, including scrap paper or rag storage;
- (24) Shopping centers;
- (25) Sign shop, but not manufacture or assembly of electrically illuminated signs;
- (26) Supermarket;

- (27) Taxidermist;
- (28) Upholstery shop;
- (29) Veterinary clinic (hospital) (see animal hospital);
- (30) Other uses of similar character, but not including a specific listed industrial use permitted in an I industrial district, subject to approval by the city council;
- (31) Other uses as defined by the planning director to be similar to those identified above and having equal or less impact on the purposes of this section. (Ord. 1555 § 8, 2009).



RESOLUTION NO. 04-03

RESOLUTION EXPRESSING THE CITY'S CONTINUED COMMITMENT TO PRESERVE, PROTECT, AND ENHANCE THE TRAINING ENVIRONMENT CRITICAL TO THE JOINT SERVICES MISSION OF NAS WHIDBEY ISLAND

WHEREAS, the City of Oak Harbor recognizes the significant Department of Defense investments; and

WHEREAS, airports and military bases attract activities adjacent to them which can compromise the functioning of such facility; and

WHEREAS, incompatible uses adjacent to an airport or military base can conflict seriously with the functioning of the Navy base; and

WHEREAS, the City has implemented measures to reduce development impacts on NAS Whidbey Island, including:

- (a) Not providing water to intense residential development in Island County adjacent to NAS Whidbey Island;
- (b) Imposing noise attenuation construction standards in noise impacted zones in Oak Harbor;
- (c) Changing commercial and industrial zoning use tables to remove uses which have high population concentrations;
- (d) Adopted current AICUZ maps to assure our codes are updated to meet NAS standards;
- (e) Restricting residential growth in noise impact areas;
- (f) Adopted Comprehensive Plan Element or Navy City Cooperation in planning (a copy is attached); and

WHEREAS, the City should consider additional measures to be taken to reduce even further, if possible, impacts on NAS Whidbey; and

BE IT RESOLVED by the City Council of the City of Oak Harbor as follows:

1. The City of Oak Harbor's long term commitment has been and will continue to be that of helping to assure that development will not adversely impact the ability of NAS Whidbey Island to carry out the mission assigned to it.

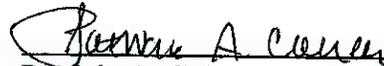
The City Council of Oak Harbor states that there will be no further residential development permitted at City density north of the east and west boundary of Redwing Subdivision. Further residential development in these areas will be at the density adopted by Island County which is as follows:

1 dwelling unit per 5 acres.

3. In addition, the City Council requests the Mayor to direct staff to
- (a) Identify if current development ordinances should be modified to decrease even further incompatible urbanization near NAS Whidbey;
 - (b) Develop and recommend utility financing strategies which channel residential development away from NAS Whidbey; and
 - (c) Study whether additional regulatory responses should be implemented to help protect NAS Whidbey noise impacted areas.

PASSED and approved by the City Council this 06 day of April, 2004.

THE CITY OF OAK HARBOR



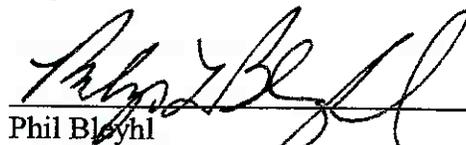
Patricia A. Cohen
Mayor

Attest:



City Clerk

Approved as to Form:



Phil Bloyhl
City Attorney

Low Impact Development Code Project Update

Memo

To: City of Oak Harbor Planning Commission
Cc: File
From: Ethan Spoo, Senior Planner
Date: 2/19/2010
Re: LID – Streets, Parking, and Coverage Limits

At the February meeting of Planning Commission, staff will discuss specific LID practices with Planning Commission and the policy questions that these practices present. The practices that will be discussed are: (1) LID streets, (2) LID parking facilities, and (3) Coverage limits. Within each of these topics, the discussion is organized as follows:

- **Summary of the practice.** A description of the practice.
- **The decision tool.** How the specific practice effects, the environment, city costs, private costs and the economy.
- **Policy issues/questions.** Questions for each specific practice that staff needs guidance on from Planning Commission. Staff requests that Planning Commission come prepared to discuss these questions.

LID Streets

Summary of the practice

Streets make up the largest portion of impervious surface in urban areas. Residential local access streets make up about 65 to 80% of all road surfaces alone. "As a result, streets contribute higher storm flow volumes and pollutant loads to urban stormwater than any other source."¹ Because streets result in so much impervious surface, they also get more attention from LID proponents than any other built feature.

The discussion about how to make streets more stormwater-friendly, is focused on only a few factors:

- **Road layout.** There are three basic types of road layouts: (1) grid, (2) curvilinear, and (3) hybrid. Grid street systems create the most impervious surface, curvilinear the least and hybrid somewhere between. Curvilinear streets systems, as we have already discussed many times, limit connectivity. For these reasons, the "LID Technical Guidance Manual for Puget Sound" recommends hybrid street systems. As part of the subdivision code, we approved a hybrid street system, which allows for cul-de-sacs in limited circumstances, as long as the necessary pedestrian connections have been approved.
- **Road width.** According to the Puget Sound Partnership (PSP), residential road widths have increased by over 50% since the mid-1900s. The Urban Land Institute and City of Seattle

¹ According to the "LID Technical Guidance Manual for Puget Sound", section 3.1, page 28.

recommend pavement widths as narrow as 20 feet wide, which still allows for parking on one side.

- **Road surface.** LID designers recommend using impervious pavements or concretes for parking lanes and sidewalks. Many LID road designs include raingardens for drainage on the side of the road, rather than a curb and gutter system.

With those guidelines in mind, as part of the new code, PSP recommends that we revise our street standards in Title 11 (Streets) and Title 21 (Subdivisions). Their recommendations include new designs for collectors, arterials, and local residential streets. Those designs have been attached as Exhibit A to this memorandum and are a 36-foot wide collector street, and a 26-foot wide local residential street. Staff have also attached a proposed LID street design intended to address some of the common maintenance concerns with raingardens.

Decision Tool

		SCENARIOS - LIKELY IMPACTS			
Policy Issue / Measure	Description	No Change	Voluntary	Incentive	Mandatory
LID Streets	The City would allow, encourage or require LID streets, with previous pavements and/or rain gardens The more LID streets there are, the greater the environmental benefits	No change	LID streets are a clear winner over conventional streets as far as the environment is concerned	LID streets are a clear winner over conventional streets. If you encourage them, the environmental benefits go up	Environmental benefits increase the more LID streets you have
Environment	The more LID streets there are, the more facilities the City must maintain	No change	The city's maintenance costs will go up to maintain previous pavements and at least some rain gardens	More LID streets to maintain	Even more LID streets to maintain
City costs	The more LID streets there are, the more private LID facilities there are to maintain	No change	Private costs will go up to maintain adjacent rain gardens	More rain gardens to maintain on side of streets	Even more rain gardens to maintain
Private costs	The more LID streets there are, the more public works staff and private contractors needed to maintain them. That's money going to the local economy.	No change	Public works would need to hire some people to maintain these streets	More money going to public works maintenance and local contractors for maintenance	Even more money going to public works maintenance and local contractors
Economy					

- The more LID streets you have, the more environmental benefits you have. Therefore, making LID streets mandatory is best for the environment.
- LID streets require somewhat more maintenance than conventional streets. The more LID streets you have, the more it costs the City and private property owners to maintain them.
- Since maintenance activities cost money, either Public Works or property owners have to pay to maintain these facilities. That's money going into the local economy.

In this case, there probably is not one alternative (voluntary, incentive, mandatory) which is clearly better than another. It is about values. If the environment is our top priority, then we might be willing to pay higher maintenance costs to achieve that outcome. If budget is our top concern, then making LID streets mandatory may be a less-than-desirable choice.

Policy Issues/Questions

Because we all use streets every day, and due to the fact that a majority of impervious surfaces are in street areas, altering street designs to reduce stormwater raises multiple policy issues Planning Commission should be aware of:

- Narrow street widths have already been proposed as part of the subdivision code update, although even narrower streets could be considered, if that is something the Planning Commission would like to explore further.
- Street layout has already been addressed as part of the subdivision code update.
- Road surface has not yet been considered. Issues regarding use of pervious pavements or raingardens are primarily maintenance issues.
 - A special vector truck is required to clean pervious streets. The City has to train someone to operate the vector truck and spend additional money to maintain these streets.
 - Raingardens also require additional maintenance. Some jurisdictions have required adjacent property owners to maintain these. These facilities require periodic weeding, care for plants, debris removal, and soil replacement. Property owners perform varying levels of maintenance from poor to excellent, which means, in some cases that raingardens will fail if not maintained properly. If property owners don't maintain, either a homeowners association or the City must do it. Homeowner's association maintenance is more consistent than property owners, but not as consistent as City maintenance. If the City intends to maintain the raingardens, it must budget accordingly. That could require additional staff and equipment.
- Since, maintenance is the central issue with LID streets, staff suggest that Planning Commission look at ways to reduce required maintenance within LID street sections, while still achieving some level of benefit. For instance, adopting a standard design without raingardens and allowing for LID streets as an option may reduce cost while still capturing some benefits. This scenario would also allow the City to evaluate completed LID streets and improve upon their design.
- The maintenance issues pertaining to raingardens along the side of arterial streets is slightly different, since the City would likely maintain these areas, rather than property owners or homeowners.
- ***Staff requests the Commission's policy guidance on the use of pervious pavements and raingardens in public rights-of-way, as well as the use of LID streets with narrow designs (as narrow as 20 feet).***

LID Parking Facilities

Summary of the practice

In terms of total amount of impervious surface in urban areas, commercial parking surfaces are second only to streets. After accounting for drive aisles, curbs, median islands, approximately 400 square feet of surface area is required per car, even though the car itself only takes up about 180 square feet. Additionally, because cars are constantly starting and stopping in parking lots, there is a high level of pollutants in parking lots as compared with other urban areas.² Commercial parking areas are maintained professionally by maintenance contractors.

LID encourages reducing impervious surfaces in parking lots. There are several ways to accomplish this:

- Set maximum (rather than minimum) parking ratios which can only be exceeded with a demand study. Parking areas tend to be underutilized by about 20%;
- Require, rather than allow, a certain percentage of compact stalls parking;
- Use permeable paving materials for the entire parking area, or at least for the spillover parking area;
- Put raingardens in parking islands or planter strips (think Harbor Station); and,
- Encourage cooperative (joint) parking agreements.

PSP recommends that we revise Chapter 19.44 (Parking) to encourage joint parking areas and allow for LID facilities (raingardens, pervious pavement) in parking areas. PSP also recommends that a minimum of 30% of new parking facilities be permeable surface.

² LID Technical Guidance Manual for Puget Sound.

Decision Tool

Policy Issue / Measure	Description	SCENARIOS - LIKELY IMPACTS			
		No Charge	Voluntary	Incentive	Mandatory
LID Parking	The City would allow, encourage or require LID parking facilities, with pervious pavements and/or rain gardens				
Environment	The more LID parking facilities there are, the greater the environmental benefits.	No change.	LID parking facilities are a clear winner over conventional facilities as far as the environment is concerned.	LID parking facilities are a clear winner over conventional facilities. If you encourage them, the environmental benefits increase.	Environmental benefits increase the more LID facilities you have.
City costs	The cost to the City is probably neutral, since commercial parking is maintained professionally.	No change.	No change in costs to the City.	No change in costs to the City.	No change in costs to the City.
Private costs	LID parking facilities are more expensive to maintain than conventional parking but only moderately so.	No change.	Private costs will go up to maintain pervious pavements and rain gardens.	More pervious pavement and rain gardens mean more private costs.	Even more pervious pavements and rain gardens mean more maintenance costs.
Economy	The more LID parking facilities there are, the more private contractors needed to maintain them. That's money going to the local economy.	No change.	Money spent on maintenance goes to the local economy.	Money spent on maintenance goes to the local economy.	Even more money for maintenance going to the local economy.

In short, the decision tool shows that likely impacts for LID parking facilities are that:

- Positive environmental impacts increase when the City makes LID facilities mandatory.
- There is no change in City costs under any scenario, because commercial parking lots are maintained by maintenance professionals under common agreements amongst property owners/tenants.
- The private maintenance costs increase as we move from a voluntary to mandatory approach, but only moderately so because there are savings from reduced pond sizes.
- The positive economic impacts increase as we move from voluntary to mandatory LID parking facilities.

Policy Issues/Questions

- Our existing code uses a minimum parking standard, not a maximum. PSP did not recommend that we change that to a maximum standard. A change to a maximum standard is something the Planning Commission could consider.
- Our code already allows for compact stalls (up to 40% of the total), and also allows for joint parking agreements.
- Our code allows for pervious parking and raingardens, but there are no adopted standards for these facilities.
- ***Staff requests Commission's policy guidance on: (1) the use of pervious pavements and raingardens in commercial parking areas and whether these should be voluntary, encouraged through incentives or made mandatory by the code and (2) setting parking maximum requirements, rather than minimum requirements.***

Limits on Impervious Surface

Summary of the practice

The existing code does not place any limits on the amount of impervious surface for each zone. The existing code places limits on lot coverage defined as "the portion of the lot that is covered by principal and accessory buildings." PSP is recommending that we place a limit on the amount of impervious surface for each zone, which would not only include buildings, but also driveways, patios, or any other hard surface.

The following table compares the existing and proposed limits on impervious surface by zone with the typical (average amount) seen in each zone.

Zone	Existing Limit	Proposed Limit	Typical Maximum Impervious
PRE	None	45%	Less than 30
R-1	None	55%	35 – 40%
R-2	None	80%	40%
R-3	None	80%	75%
R-4	None	80%	75-80%
RO	None	80%	80-90%
C-1	None	90%	80-90%
C-3	None	90%	70-90%
C-4	None	Encourage permeable	75%
C-5	None	Encourage permeable	90%
CBD	None	90%	75%
PBP	None	Encourage permeable	75%
PIP	None	Encourage permeable	75%
PF	None	85%	60%
M-H	None	55%	40-50%

Decision Tool **SCENARIOS- LIKELY IMPACTS**

Policy Issue / Measure	Description	No Charge	Voluntary	Incentive	Mandatory
Limits on Impervious Surface	The City would encourage or require limits on impervious surface by lot.				
Environment	Limits are generally better for the environment	No charge	Any reduction in impervious helps the environment	More reduction in impervious are good for the environment	Even more reduction in impervious are good for the environment
City costs	Limits on impervious surface would not affect City costs	No charge	No charge	No charge	No charge
Private costs	Limits on impervious surface may affect applicant costs by requiring more expensive surfaces. Property owners may be affected moderately.	No charge	Private costs may go up moderately to install pervious and maintain.	More pervious means moderately more install and maintenance costs.	Even more pervious means more install and maintenance costs.
Economy	Any pervious materials or labor purchase locally would help CH economy	No charge	More spent on maintenance and install goes to the local economy.	More spent on maintenance and install goes to the local economy.	Even more money for maintenance and install goes to the local economy.

The decision tool generally shows that:

- As we move from voluntary to mandatory on impervious surface limits, its better for the environment.
- There is no change in City costs since additional costs are borne by the applicant and the property owners.
- Applicants and property owners experience a moderate increase in installation and maintenance costs.
- As far as the economy is concerned, money spent on installation and maintenance goes to the local economy. More money enters the local economy by placing mandatory limits on impervious surface.

Policy Issues/Questions

- The impervious limits proposed by PSP are likely to affect uses in the R4, RO, C1, and C3 zones since uses in these zones commonly build to the proposed limits.
- Costs for impervious surfaces are increased installation costs from pervious materials and increased maintenance costs to maintain these materials. The City is not likely to experience increased costs from impervious surface limits.
- ***Staff requests Commission's policy input on whether impervious limits should be voluntary, incentive-based or mandatory, as well as any input on what these limits should be.***

Next Month

Next month, we will discuss open space in PRDs, native vegetation areas, and grading practices.