

**CITY OF STANWOOD**  
Stanwood, Washington

**ORDINANCE 1335**

**AN ORDINANCE OF THE CITY OF STANWOOD, WASHINGTON, ADOPTING STANWOOD MUNICIPAL CODE (SMC) CHAPTER 17.65 ADDITIONAL STANDARDS MB-II (MAIN STREET BUSINESS II) ZONING DISTRICT, AND AMENDING CHAPTER 17.105 OFF STREET PARKING AND LOADING STANDARDS REGARDING OFF-STREET PARKING AND LOADING STANDARDS IN THE MAIN STREET BUSINESS II ZONE, AND MINIMUM REQUIRED OFF-STREET PARKING SPACES, AND AMENDING CHAPTER 17.112 ARCHITECTURAL DESIGN STANDARDS, REGARDING BUILDING DESIGN STANDARDS APPLICABLE IN THE MBI AND MBII ZONING DISTRICTS AND ESTABLISHING AN EFFECTIVE DATE AND PROVIDING FOR SEVERABILITY**

**WHEREAS**, the Stanwood City Council has adopted a Comprehensive Plan consistent with the Growth Management Act; and

**WHEREAS**, the Comprehensive Plan includes Land Use and Downtown Elements that adopt policies addressing the "Downtown", and the "Downtown Center"; and

**WHEREAS**, the Main Street Business II Zone is a zoning classification mapped in the Downtown Center largely in the Center District as defined in the Land Use and Downtown Elements; and

**WHEREAS**, the Main Street Business II Zone implements the policies of the Comprehensive Plan for the downtown; and

**WHEREAS**, Land Use Policy LUP 4.6 states – *Establish urban rather than suburban site planning to implement the Goal LUG-4 Develop Downtown Stanwood consistent with Vision 204*; and

**WHEREAS**, Land Use Policy LUP 7.1 states that the City supports *the adoption of design/development guidelines that address facades, signage and site planning to implement the Goal LU-7: Develop a vital, attractively designed Urban Center*; and

**WHEREAS**, Land Use Policy LUP 8.1 states: *Encourage a compact Downtown Center to implement Goal LG-8: Encourage pedestrian mobility in the Downtown Center*; and

**WHEREAS**, Land Use Policy LUP 8.2 states: *Strive for a walkable atmosphere to implement Goal LU-8*; and

**WHEREAS**, LUP 8.5 states: *Encourage buildings to locate close to streets with parking behind to implement Goal LUG-8*; and

**WHEREAS**, The Downtown Element The Principles of the Downtown Vision DT V 2.3 states – *Extend the historic grid and create a critical mass of urban activity in the Center District*; and

**WHEREAS**, Downtown Element Policy DT 1.7 states: *Prevent suburban growth patterns from altering the grid to implement Goal DT 1: Promote Downtown as the heart and core of the community*; and

**WHEREAS**, Downtown Element Policy DT 1.7.1 states – *Use infill development standards for downtown that allow flexibility around uses but create an urban form based on the development pattern in the two historic downtown nodes that is human scale, pedestrian orientation, continuous storefront, on a public street grid*; and

**WHEREAS**, Downtown Policy Objective states; *Develop the Center District as the center of the downtown*; and

**WHEREAS**, Downtown Element Policy DT 3.5.12 states: *Develop a downtown grid [in the Central District] to improve pedestrian, utility, and vehicle circulation*; and

**WHEREAS**, Downtown Element Policy DT 3.5.13 states *Locate required parking inward to the development to maximize building frontage along the sidewalk*; and

**WHEREAS**, Downtown Element Policy DT 3.5.13a states *Encourage storefront businesses to construct back entrances that lead to alley and back of building parking*; and

**WHEREAS**, Downtown Element Policy DT 3.5.14 states: *Internalize parking to the side and rear of buildings*; and

**WHEREAS**, Downtown Element Policy DT 4.1.1f states: *Connect adjacent surface parking lots and/or shared access drives when development occurs or changes*; and

**WHEREAS**, Downtown Element Policy DT 4.1.1g states: *Identify shared parking opportunities and develop to implement Goal DT 4 Develop Transportation systems that reinforce the development of downtown and provide regional access to and from the community*.

**WHEREAS**, the Community Development Department filed Application 2013ZP0001 on November 15, 2012; and

**WHEREAS**, consistent with the State Environmental Policy Act, RCW Chapter 43.21C (SEPA), the Responsible Official issued a SEPA Determination of Non Significance on November 19, 2012; and

**WHEREAS**, pursuant to RCW 36.70A.106, the City has notified the Washington State Department of Commerce of the City's intent to adopt the proposed change in regulations; and

**WHEREAS**, on December 3, 2012, a public hearing was held by the Planning Commission regarding Application 2013 ZP0001 and all persons wishing to provide public input concerning the amendment were heard; and

**WHEREAS**, on March 14, 2013 a public hearing was held by the City Council regarding Application 2013 ZP0001 and all persons wishing to provide public input concerning the amendment were heard;

**WHEREAS**, public notice of the above-referenced public hearings were provided in accordance with and as required by law; and

**WHEREAS**, pursuant to RCW 36.70A.106, the City has notified the Washington State Department of Commerce of the City's intent to adopt the proposed change in regulations; and

**WHEREAS**, consistent with State law, the City desires to update its development regulations to provide efficient administrative procedures; and

**WHEREAS**, the City Council met on February 14, 2013, February 26, 2013, February 28, 2013, March 14, 2013 and March 28, 2013 to consider the proposed zoning text amendments.

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

**SECTION 1.** The Findings of Fact and Conclusions attached hereto as Attachment 1 are hereby incorporated by this reference.

**SECTION 2.** SMC Section 17.65 **Additional Standards MB-II, (Main Street Business II) Zoning District** is hereby adopted to read as follows:

**Chapter** **17.65**  
**Additional Standards MB-II (MAIN STREET BUSINESS II) ZONING DISTRICT**

Sections:

- 17.65.010 Purpose and Intent.
- 17.65.020 Applicability.
- 17.65.030 Permitted Uses.
- 17.65.040 Orientation and Location of Buildings.
- 17.65.050 Pedestrian Orientation.
- 17.65.060 Street Standards.
- 17.65.070 Building Standards.
- 17.65.080 Security Standards.
- 17.65.090 Parking Lot Landscape Standards

17.65.010 Purpose and Intent.

The additional standards for MB-II shall be utilized in conjunction with and in addition to the all other regulations affecting the subject property. It is the purpose of the additional standards to promote the economic health and appeal of the area by promoting pedestrian use and reducing

unnecessary adverse aesthetic and other impacts which may arise from uncoordinated site development in context of the historic area.

17.65.020 Applicability.

The additional standards shall apply to all development and redevelopment of properties located within the MB-II zoning district depicted on the zoning map.

17.65.030 Permitted uses.

(1) MB-II developments shall provide commercial, residential, public, or mixed uses in accordance with the zoning use table provided in SMC 17.30.040.

(2) MB-II developments shall be compatible with existing uses as well as the Comprehensive Plan for proposed future uses.

17.65.040 Orientation and Location of Buildings.

(1) All development shall be oriented such that buildings shall front all existing and planned streets. Buildings shall be located at the sidewalk edge a maximum of 10' from the building-side edge of the standard sidewalk. A greater setback may be considered in order to accommodate parking as allowed in SMC 17.105.110(2)(c). A wider sidewalk, public space, outdoor café, landscaping, other architecturally integrated design features (as approved by the planning director) shall be allowed in the front setback or street side areas. No loading areas, drive-through service, accessory structures, or similar features shall be allowed in the front setback or street side areas. SR 532 shall not be considered a front within the WSDOT designated controlled access area, however, no loading areas shall face SR 532.

(2) Building locations must reinforce pedestrian activity and shall be orientated to ground floor activities to enhance the liveliness of the street.

(3) All sides of a buildings that face an abutting street, customer parking or public park or plaza shall have at least one front or side customer entrance providing ingress and egress with at least double width doors. Where a building faces two or more abutting streets, this requirement shall apply to a minimum of two such sides of the building, including the primary street. A corner entrance may be used provided it is located on the portion of the building facing the frontage street. Where a building abuts two streets, an entrance facing at least one street shall be provided and any corner entry shall be located on the portion of the building nearest the street intersection, count as serving two building sides. In the case of a 65,000 or greater square foot, single tenancy building, only a rear entry serving the parking lot is required.

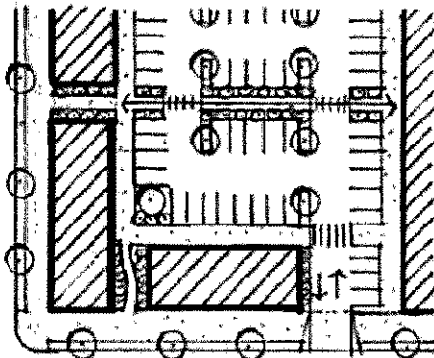
(4) The primary entrance shall be more articulated and highlighted (size, material, architectural features, lighting, etc.) than any secondary entrances.

17.65.050 Pedestrian Orientation.

(1) Walkways shall be included in all developments necessary to create or continue a network of safe, convenient and attractive off-street linkages for pedestrians.

i. When a development encompasses a site greater than 350' wide or deep, pedestrian access must be incorporated through the site to connect to parking, alleys, streets or neighboring properties.

ii. Walkways shall be provided connecting access points within the site and from the site to the street. Walkways should be located in active areas and visible from adjoining spaces.



iii. Pedestrian through-block connections shall not be less than 5' wide and be clearly defined by use of material, elevation (6" raised) and/or landscaping borders.

iv. If walkways cross parking driveways, the walkway shall be separated from parking by landscaping or by raised pavement, or when crossing driving lanes, by a change in texture or material.

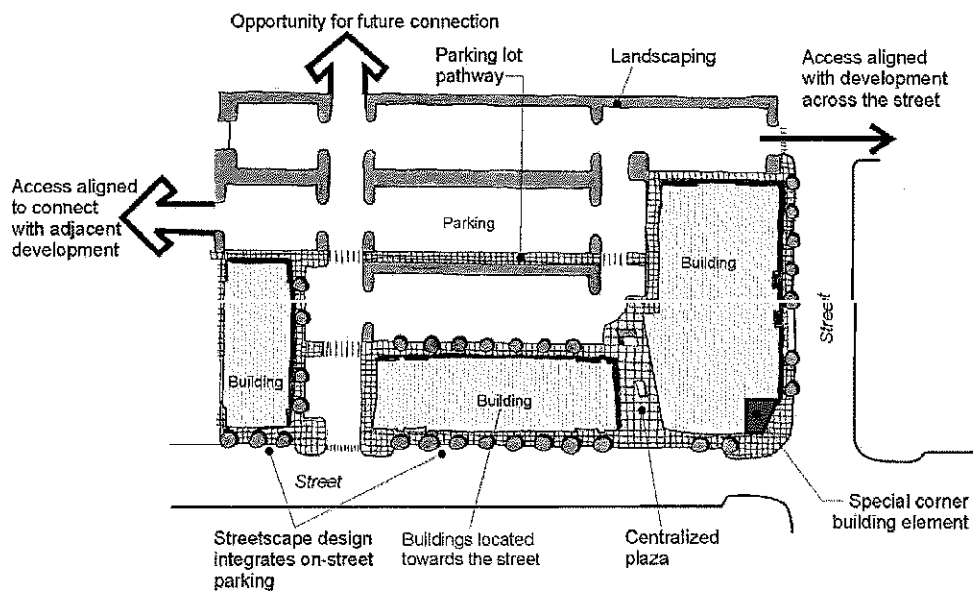
v. Night lighting shall be provided for all pedestrian walkways.

17.65.060 Street Standards.

(1) Thoroughfares shall be provided consistent with the Future Transportation System map and the Transportation Element of the Comprehensive Plan.

(2) Interconnected streets that form a grid pattern internally and connect with existing and proposed streets in conformance with the Future Transportation System map shall be provided in for all developments. Walkable blocks of 500 linear feet or less are required.

(3) New MB-II developments must connect to existing developments where connections are provided and shall provide new connections to future neighboring developments.



(4) Street standards shall be consistent with Stanwood public works standards except when a standard is specified in this chapter.

(5) The public works director may allow for a reduction of local street width to 41 feet, based on a cross-section of two 10-foot vehicle lanes, two six-inch curbs, two five-foot planting/utility strips, and two five-foot sidewalks.

(6) Alleys 12 to 20 feet in width shall be utilized to provide access to parking in rear of buildings. The Planning Director may authorize the use of drive isles for certain projects where greater benefit is demonstrated to the satisfaction of the Director.

(7) Applicants shall consult with transit providers, and provisions shall be made for transit stops that will serve current, future, and potential transit lines.

(8) All new MB-II developments shall meet parking standards of SMC 17.105. Shared parking is encouraged especially where participating users have differing peak parking hours.

(9) All access points shall have a median separation feature delineating ingress and egress lanes. Medians shall be landscaped per SMC 17.145.110.

#### 17.65.070 Building Standards.

(1) Commercial ground floor space shall have a minimum floor to floor height of 12'.

(2) For buildings three stories or greater, at least one building elevation setback (10' minimum) shall be provided on the third or fourth story.

(3) Awnings, canopies, marquees, arcades, building overhangs or similar forms of pedestrian weather protection, at least 4.5' wide shall be provided over a pedestrian walkway along at least 80% of any façade with a customer entrance. Such weather protection must be at least 8' above the sidewalk. If placed more than 8' above the walkway, the weather protection must be at least an additional 6" in width for each additional foot of height, or portion thereof.

(4) A minimum of 75% of the building wall between 2' and 6' above the sidewalk and facing a street must be transparent or lightly tinted glazing. Windows into parking garage space do not qualify. If windows are not appropriate, glass display cases, decorative art (for example, murals or relief sculpture), significant architectural detailing or wall-covering landscaping may be used. Glazing may be reduced to 45% with a City of Stanwood Police Department approved security plan addressing employee, customer and/or resident safety conforming to the Crime Prevention through Environmental Design (CPTED) principles.

(5) All structures shall meet the building design guidelines set forth in Chapter 17.112 SMC.

#### 17.65.080 Security Standards.

(1) A minimum of a 180 degree unobstructed view outside through entry doors and/or windows shall be provided.

(2) Loading spaces shall not create dead-end areas.

(3) Signs shall cover no more than 15 percent of any door or window.

(4) In addition, all new MB-II developments shall meet at least two of the following:

(a) Windows should be provided on all four facades.

(b) Parking areas should be visible from windows and doors.

(c) Interior shelving should be no higher than 5 feet.

(d) Dumpsters should not create blind spots or hiding areas.

(e) Restroom doors should be visible from pedestrian areas and be located away from any exits.

(f) Landscaping shrubs should be kept to a height at or under 3 feet; trees should be limbed to 6-7 feet above the ground.

(g) Low fencing and clear railings should be used where possible.

#### 17.65.090 Parking Lot Landscape Standards

(1) Landscaping areas shall be provided within parking lots to visually reduce the scale of parking areas and to differentiate parking and pedestrian areas.

a. Every sixth parking stall within each parking row shall be landscaped. Grass will not be considered acceptable ground cover for such landscape areas. The

configuration of landscape spaces may be modified by the community development director when needed to improve traffic and pedestrian circulation or landscape configuration. This required landscaping may count toward the total amount of parking lot landscaping required in SMC 17.145.110. If the total amount of landscaping required in SMC 17.145.110 is less than is required in this section, the standard established herein shall still be applied. Landscaping required in this section may not be relocated to the perimeter of the paved area as allowed in SMC 17.145.110(4).

**SECTION 3.** SMC Section 17.105 Subsection 17.105.050(1) **Permitted reductions in off-street parking requirements** is hereby amended to read as follows:

**17.105.050 Permitted reductions in off-street parking requirements.**

(1) Off-street parking space required under these standards may be reduced at the time the capacity or use of a building is changed in such a manner that the new use or capacity would require fewer spaces. Such reduction shall not be less than the requirements set forth in these standards except as authorized below.

**SECTION 4** SMC Section 17.105.110 **Off-street parking requirements in the MB zoning districts** is hereby amended to read as follows:

**17.105.110 Off-street parking requirements in the MB zoning districts.**

(1) No change.

(2) Location and Orientation of Parking.

(a) No change.

(b) No change.

(c) In the MB-II zone, parking stalls are permitted between the building and the street front along a maximum of 50 percent of street frontage parallel or diagonal on-street parking stalls are required along a minimum of 50 percent of the street frontage. Where there is more than one frontage road, on-street parking stalls shall be required along at least one front. One row of parking and one drive isle may be permitted along the second, non-major collector (as classified on CP figure TR-1), frontage roads between the building and the road based on an approved traffic analysis and with a maximum allowed width for parking and drive isle of 42 feet, provided that both frontages are public rights of way. If the 10 foot maximum setback is utilized on at least one frontage road, a maximum 60 foot side parking area may be allowed along the building edge to provide for a drive isle and two rows of parking based on an approved traffic analysis. One such maximum 60 foot side parking area is allowed per building. Side parking for



two buildings may abut one another to enable shared parking. Frontage along SR 532 shall not be considered a front for parking requirement purposes within the WSDOT designated controlled access area. All other surface parking shall be provided in the rear of the buildings and may gain access from alleys (preferred) or drive isles as allowed in 17.65.060(6).

(d) Any newly created on-street parking stalls may be counted toward minimum parking requirements in the MB-II zone.

(3) When an existing building in the MB-I or MB-II district is being reused and the existing lot is not large enough to provide needed on-site parking, the planning director may consider allowing parking to be accommodated in an existing city parking lot within 500 feet of the development, subject to availability of parking stalls, as determined by the community development director, or exempt the applicant from the requirement to provide additional parking due to a use change.

(4) The Planning Director may exempt existing buildings listed on the Local, State or Federal Register of Historic Places from required parking for a one-time floor area expansion provided (1) the floor area expansion is limited to an area equal to 25% of the area of the existing building and (2) existing conforming parking on site shall not be displaced except as otherwise may be allowed.

(5) To efficiently utilize parking resources, joint use parking for adjacent land uses may be allowed when sufficiently analyzed and deemed appropriate by the Planning Director. The Planning Director may authorize two or more uses to share parking if the total number of parking spaces provided is equal to the lowest number of required spaces for each use. To insure that a parking area is shared, each property owner must sign a statement in a form acceptable to the City Attorney, stating that his/her property is used for parking by the other property. The applicant must file this statement with the Snohomish County Assessor's Office to run with the properties. Shared parking may include use of off-site parking in a city lot or parking structure.

(6) The Planning Director may administratively reduce parking up to an additional 50% for projects that, either through adoption of a program or actual parking characteristics of the use, will result in less auto dependence. Such programs or special uses may include implementation of enhanced bike storage facilities, installation of transit shelters, and senior and affordable housing. The burden of proof of how a program or use characteristics will decrease parking demand shall be on the developer.  
(Ord. 1249 § 7, 2009; Ord. 1164 § 4, 2004; Ord. 1110 § 3, 2002; Ord. 929 Ch. 10(C)(11), 1995).

**SECTION 5** SMC Section 17.105.140 **Minimum required off-street parking spaces** is hereby amended to read as follows:

**17.105.140 Minimum required off-street parking spaces.**

The minimum number of off-street parking spaces shall be determined from the following table, except for the provisions of SMC 17.105.110. Requirements for any use not specifically mentioned shall be the same as the use most similar to the one sought. In these instances, the planning director shall make this determination. When units of measurement determining the required off-street parking spaces result in a fractional space, then such fraction equal to or greater than one-half shall be interpreted as one off-street parking space. A minimum of four parking spaces shall be provided for any retail trade, personal service, or business/professional service establishment.

(1) No change.

(2) No change.

**Table of Off-Street Parking Requirements**

If a use is not readily classified, then the Planning Director shall determine the standards which shall be applied.

[ Note to code publisher: No change in the body of the table. Add new language at the end of the table.]

(Ord. 1268 § 3, 2010; Ord. 1110 § 3, 2002; Ord. 978, 1997; Ord. 972, 1996; Ord. 929 Ch. 10(C)(14), 1995).

**SECTION 6** SMC Section 17.112.030 **Building design standards applicable in the MBI and MBII zoning districts** is hereby amended to read as follows:

**17.112.030 Building design standards applicable in the MB-I and MB-II zoning districts.**

(1) Architectural style is not to be restricted; however, styles representative of the building styles that have been used throughout the history of Stanwood are strongly encouraged. Additionally, architectural styles representative of commercial buildings that existed in western Washington communities from 1890 through the 1920s are also encouraged. The evaluation of the exterior appearance and design of any new development or renovation to an existing building shall be based on its relationship to the surrounding environment (including, but not limited to roof pitch, window and entry treatment, cornices, lighting fixtures and other detailing). Restoration of existing deteriorated structures built prior to 1950 is encouraged.

(2) New buildings shall be built as close to the street as possible, leaving only enough room for sidewalks, street furniture, approved parking (per SMC 17.105.110(2)(c) in MB-II zone only).

architecturally integrated design features (as approved by the planning director), and landscaping (except for buildings on corner lots, as set forth in subsection (3) of this section).

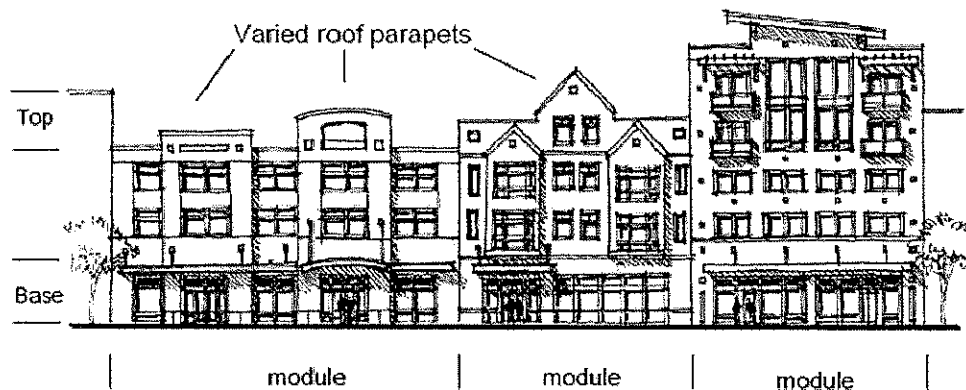
(a) ~~To reduce the imposing nature of any new large building,~~ The materials on any exterior wall shall be varied. In addition walls and walls visible from a public street shall be vertically articulated every 100 feet at a minimum to provide visual interest. The minimum depth or articulation shall be four feet. See Chapter 17.105.SMC for additional standards related to the placement of parking.

(b) No blank walls greater than ~~300~~400 square feet shall be visible from a public street. Such blank walls shall be treated with windows, light fixtures, trellises, ironwork, artwork or other building detail described in subsection (8) of this section to break up the mass.

(c) Buildings adjacent to public streets shall provide at least one public pedestrian ~~entrance~~ walkway that faces connects to the street.

(d) Buildings must convey a visually distinct base and top. Roof parapets and eaves must vary in height to avoid long, straight lines at the maximum building heights.

(e) Buildings with facades longer than 50' must be divided into "modules" that are expressed three dimensionally throughout the building facade. Modules should vary in width.



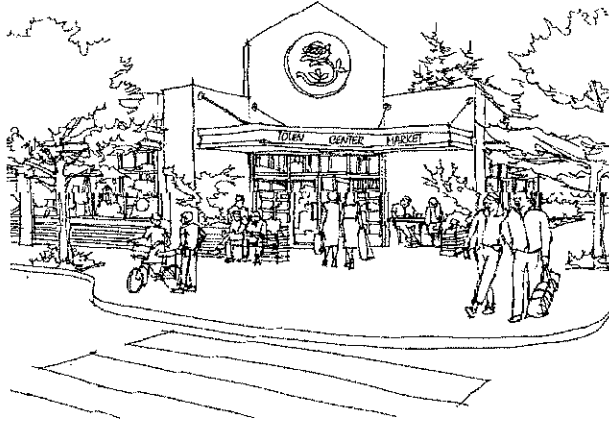
(3) Building Corners. All new buildings located on properties at the intersection of two public streets shall employ one or more of the following design elements or treatments to the building corner facing the intersection:

(a) No change.

(b) No change.

(c) Corner Architectural Element. New buildings may satisfy the building corner requirements by including one or more of the following elements that are symmetrical about an axis running diagonally from the corner of the building and bisecting the angle formed by the two building exterior walls.

- (i) Bay window or turret;
- (ii) Roof deck or balconies on upper stories;
- (iii) Building core setback notch or curved exterior surfaces; or
- (iv) Sculpture or artwork (either bas-relief or figurative or distinctive use of materials).



[Note to code publisher: only change is insertion of graphic]

(4) No change.

(5) No change.

(6) Mechanical or HVAC equipment or other utility hardware shall be located in the rear of the building and shall not be installed at ground level along any portion of a building facing a public or internal street and shall be located so as not to be visible from any public ways or adjacent residential areas. Where such limitation is not possible to accomplish because of topography or other unique natural feature, the facilities shall be screened from public view with material that is harmonious with the building. Chain link fencing with slats is not an acceptable screen.

(7) Solid waste disposal and storage areas, construction equipment and exterior work areas shall be screened from view from public streets with materials that are harmonious with adjacent buildings and shall not be located within 20' of any public or private street, public sidewalk, or internal pedestrian way. Chain link fencing with slats is not an acceptable screen. This requirement shall also apply to all existing such uses within three years of the adoption of these standards.

(8) Building Details

All new buildings shall include at least three of the following elements on the exterior walls that face a public street. All major remodeling or renovation projects shall incorporate at least two of the following on the exterior walls that face a public street:

(a)-(h) no changes

(9) Additional Design Criteria.

(a) - (f) No change.

(g) Each large retail establishment on a site shall have at least one clearly defined, highly visible customer entrance including no less than three of the following features:

(i) Canopies or porticos;

(ii) Overhangs;

(iii) Recesses/Projections;

(iv) Arcades;

(v) Raised cornices parapets over the door;

(vi) Peaked roof forms;

(vii) Arches;

(viii) Outdoor patios;

(ix) Display windows;

(x) Architectural details such as tile work and moldings which are integrated into the building structure and design;

(xi) Integral planters or wing walls that incorporate landscaped areas and/or places for sitting.

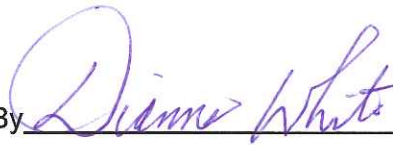
(j) All outdoor lighting shall be sized and directed to avoid adverse impact and spillover onto adjacent properties and utilize cutoff shields or otherwise be designed to conceal the light source from adjoining uses and the streets. Upward directed lighting is prohibited. Outside parking lot lighting shall be designed to minimize glare and spillover onto adjacent properties. Building and aesthetic lighting must be shielded to prevent direct glare and/or light trespass. The maximum height of light poles in parking lots abutting residential zones shall not exceed 18'. (Ord. 1,164 § 4, 2004; Ord. 1110 § 3, 2002; Ord. 950, 1996).

**SECTION 7.** If any section, sentence, clause, or phrase of this Ordinance is held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause, or phrase of this Ordinance.


**SECTION 8** This Ordinance shall take effect and be in force five (5) days after its passage, approval and publication as provided by law.

PASSED by the City Council and APPROVED by the Mayor this 28<sup>th</sup> day of March, 2013.

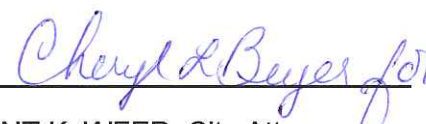
CITY OF STANWOOD

By   
Dianne White, Mayor

ATTEST:

By   
Greg Thramer, City Clerk

Approved as to form:

By   
GRANT K. WEED, City Attorney

Date of Publication: April 2, 2013