

# Dayton City Planning Commission

Regular Meeting—Agenda

Tuesday, September 18<sup>th</sup>, 2018 at 6:30 PM

114 South 2<sup>nd</sup> Street, Dayton, Washington 99328



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1. Call to Order
  2. Roll Call and Establish Quorum
  3. Review of Minutes
    - a. August 21<sup>st</sup>, 2018
  4. Communications from Citizens
  5. Public Hearings
    - a. 6:35 PM: Docket List for 2020 Comprehensive Plan
  6. Old Business
    - a. Comprehensive Plan Update
      - i. Current status, future meetings and projects
    - b. Continued review of Code Compliance ordinance updates
  7. New Business
    - a. Introduction to infill development
    - b. Introduction to incentive zoning
    - c. Vision and/or Mission Statement for the City of Dayton
  8. Adjournment
    - a. Next meeting: Tuesday, October 16<sup>th</sup>, 2018



**DAYTON CITY PLANNING COMMISSION**  
**114 S. 2<sup>nd</sup> Street, Dayton, Washington 99328**  
**Meeting Minutes**

Tuesday, August 21<sup>st</sup>, 2018 – 6:30 p.m.

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Call to Order: by Vice-Chair, Byron Kaczmarski at 6:35 p.m.

Roll Call: Members Present: Byron Kaczmarski, Laura Aukerman, Ashly Beebe. Others Present: Meagan Bailey, Planning Director  
A quorum of commission members was present.

Minutes: The July 17<sup>th</sup>, 2018 meeting minutes were reviewed.

- A motion to approve the June 19<sup>th</sup>, 2018 meeting minutes as distributed was made by Aukerman and seconded by Beebe. Motion passed.

Communication from Citizens:

- None

Public Hearings

- None scheduled

Old Business:

- Comprehensive Plan Update
  - Current status
    - Bailey shared with the Planning Commission the news of the hired consultant, and the current phase of the project.
  - Presentation of final docket list
    - Bailey presented the final draft docket list to the Planning Commission
      - A motion of schedule a public hearing for the final draft docket list as presented by staff on September 18<sup>th</sup>, 2018 at 6:35PM was made by Aukerman and seconded by Beebe. None opposed; motion carries.
  - Roster
    - Bailey presented the current Planning Commission member list and request updated information from members. A new member

list will be presented to commission members at the next regular meeting.

New Business:

- Introduction to draft amendments to code compliance ordinance
  - Bailey presented and initiated discussion on the draft updates to the code compliance updates, including the improvements to the citation schedule and the request to amend the timeframe vehicles are allowed to park within the public right-of-way. Planning commission will continue to review additional information as provided by staff to determine the appropriate amendments to the code. No decisions made.

Adjournment:

Beebe motioned to adjourn. Aukerman seconded.  
Kaczmariski adjourned the meeting at 7:49 p.m.

*Next Scheduled Meeting: September 18<sup>th</sup>, 2018 @ 6:30 pm.*

Approved, September 18<sup>th</sup>, 2018

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Byron Kaczmariski, Planning Commission Chair      Date

Attest:

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Meagan Bailey, Planning Director



## 2019 Comprehensive Plan Update Summary of Docket Items

### Docket Request #1

**Name of Requestor(s):** Planning Commission, staff  
**Summary:** UGA Land Swap

**Request:** To swap Urban Growth Area acreage to ensure a near-even transfer. The northwest area of the UGA is primarily floodway, which cannot be developed in anyway, meaning this acreage is entirely unusable. The northeast area is developed with an existing rock pit, owned and operated by Columbia County. The previous County Engineer recommended removing this acreage from the UGA, as it will never be developed into an urban area. As these are not suitable for future city growth, the proposed is to remove the acreage within the above mentioned areas, and add UGA to the east end of town, with additional acreage added on the west end of town, where Blue Mountain Station is predicted to develop more in the future.

**Attachments:**  
The proposed UGA is attached as Appendix 1.

**Recommendation:** Include in final Comprehensive Docket List and approve docket by Resolution

### Docket Request #2

**Name of Requestor(s):** Planning staff  
**Summary:** Blue Mountain Region Trails Plan

**Request:** The Blue Mountain Region Trails Plan has been adopted by the Palouse Regional Transportation Planning Organization currently, but should also be adopted, either by reference or inclusion, into the Comprehensive Plan. Through work with our experienced consultant, we will select the how/where to include this into the comprehensive plan. In adopting this, we will become more competitive with our grant applications for projects in relations to the Blue Mountain Region Trails plan.

**Recommendation:** Include in final Comprehensive Docket List and approve docket by Resolution

## Docket Request #3

**Name of Requestor(s):** Planning staff

**Summary:** Improved retail development downtown

**Request:** Development in the Main Street district is in need of a Planning ‘push’. These amendments could include the addition of new goals into the Comprehensive Plan, amending the Development regulations in regards to zoning, increasing the allowed uses within that area, and more. The request is to formally receive support to approach the topic with the hired consultant and use the Planning Commission and the public to determine the exact improvements that are needed.

**Recommendation:** Include in final Comprehensive Docket List and approve docket by Resolution

## Docket Request #4

**Name of Requestor(s):** Planning staff

**Summary:** Updates to Countywide Planning Policies

**Request:** The Columbia County Countywide Planning Policies have not been reviewed nor updated since 1994, as the county opted into the Growth Management Act. As such, there is much room for improvement on the adopted policies. As we are working on a Regional Comprehensive Plan update, the time has never been better for the County and incorporated areas to band together and revise and update the historic countywide planning policies.

**Attachments:**

**Resolution No. 1994—06: Policies for County-Wide Planning as Appendix 2.**

**Recommendation:** Include in final Comprehensive Docket List and approve docket by Resolution

## Docket Request #5

**Name of Requestor(s):** Planning staff

**Summary:** Comprehensive Plan Docketing Procedures

**Request:** Docketing procedures for the City of Dayton are currently listed under Chapter 10-09 – Amending the Comprehensive Plan. These processes require review, and should be simplified. The goal of staff is to ensure consistency between all jurisdictions, and to adopt similar processes for Dayton, Starbuck, and Columbia County.

**Attachments:**

**Dayton Municipal Code 10-09.070 – 10-09.220 as Appendix 3.**

**Recommendation:** Include in final Comprehensive Docket List and approve docket by Resolution

## Docket Request #6

**Name of Requestor(s):** Ashly Beebe, Dayton Planning Commission member

**Summary:** Improved Facilities at Sports Complex

**Request:** Per the submitted Docket Form, Beebe formally requests improvements to include “public bathrooms near dog park, juvenile fishing pond, and baseball fields”.

**Attachments:**

Completed Comprehensive Plan Docket Form as Appendix 4.

**Recommendation:** Include in final Comprehensive Docket List and approve docket by Resolution

## Docket Request #7

**Name of Requestor(s):** Ashly Beebe, Dayton Planning Commission member

**Summary:** Improved Recycling Facilities

**Request:** Per the submitted Docket Form, Beebe formally requests improvements to include “addition of plastics recycling bins (currently only cardboard and aluminum)”.

**Attachments:**

Completed Comprehensive Plan Docket Form as Appendix 5.

**Recommendation:** Exclude

## Docket Request #8

**Name of Requestor(s):** Gerald and Carol Pullium

**Summary:** Tree Height over Public Right of Way

**Request:** Per the submitted Docket Form, the Pulliams formally request “change in minimal tree height clearance over roadway in residential areas decrease from 14 feet to more reasonable of 10 feet or less”.

**Attachments:**

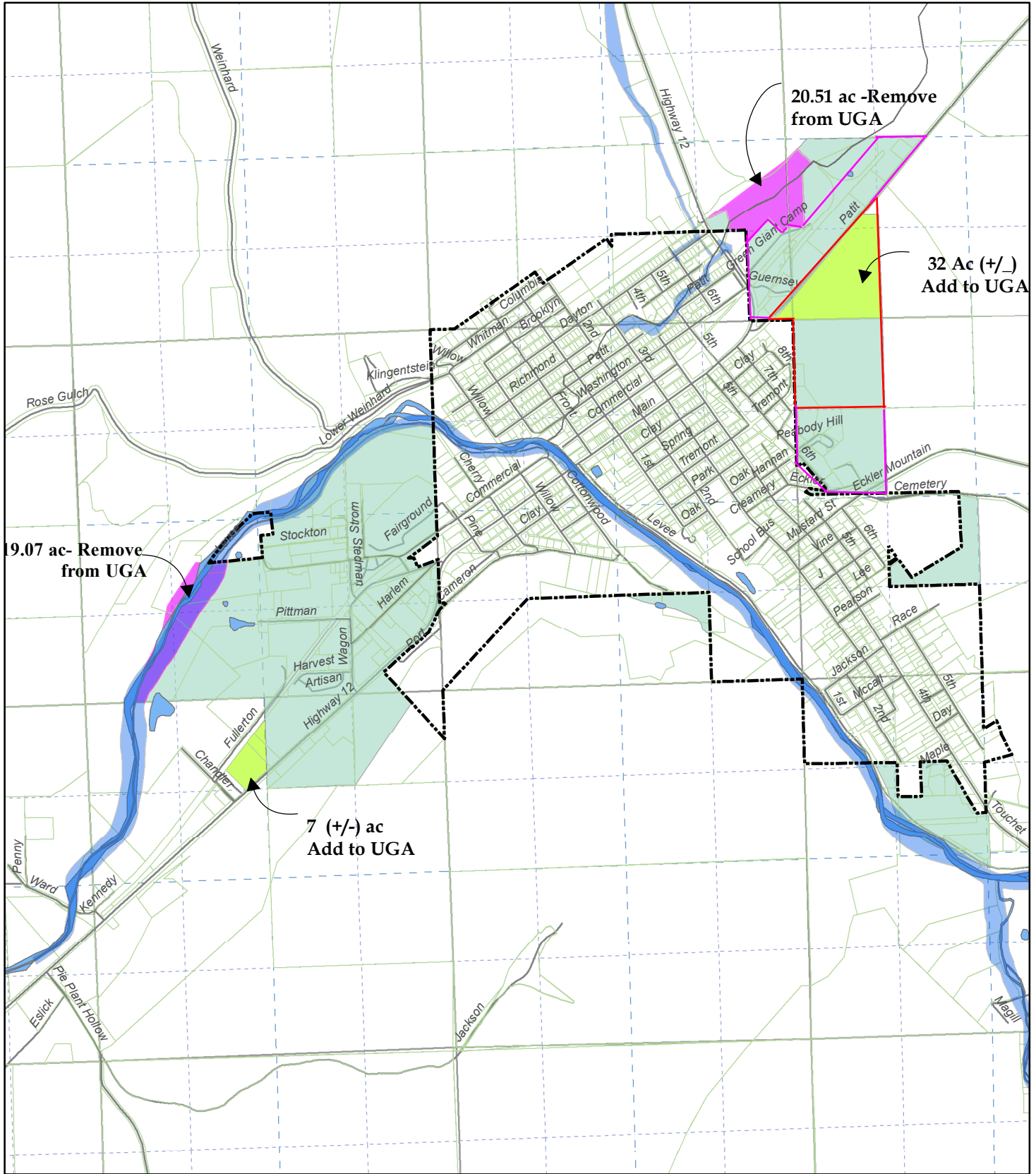
Completed Comprehensive Plan Docket Form as Appendix 6.

**Recommendation:** Exclude



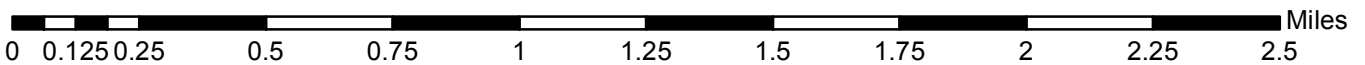
## Proposed UGA changes - Dayton, WA 2016

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### Legend

- FEMA Floodway
- City Limits
- Remove from UGA
- Proposed Add to UGA
- Dayton UGA
- Parcels
- Section Line
- 1/4 Section
- 1/16 Section



FILED FOR RECORD

JUL 8 1994

at 10:35 AM

COLUMBIA COUNTY AUDITOR  
DAYTON, WASHINGTON

FILE NO. 6516

COUNTY OF COLUMBIA

STATE OF WASHINGTON

RESOLUTION NO. 94-06

**POLICIES FOR COUNTY-WIDE PLANNING**

**WHEREAS:** The State of Washington's Growth Management Act requires every county in the State planning under the Growth Management Act to prepare and adopt County Wide Planning Policies to provide a framework for town, city and county comprehensive plans; and

**WHEREAS:** Columbia County must prepare these policies in cooperation with the municipalities within its boundaries to ensure that county and municipal comprehensive plans are coordinated and consistent; and

**WHEREAS:** Columbia County, with the assistance of Creative Community Solutions, a private consultant, has completed a process of fulfilling this requirement; and

**WHEREAS:** The City of Dayton adopted a resolution of support of these county wide planning policies on March 22, 1994; and

**WHEREAS:** The Town of Starbuck adopted a resolution of support of these county wide planning policies on April 12, 1994; and

**THEREFORE BE IT RESOLVED** that the Columbia County Board of Commissioners hereby adopt by resolution the following County Wide Planning Policies;

- 1. Policies to implement urban growth areas and policies for promotion of continuous and orderly development and provision of urban services to such development:**

New development creating conditions of urban growth as defined in RCW 36.70A.030(14) shall be in designated urban growth areas served by public services and facilities which meet minimum county-wide standards. Flexibility should be exercised in designating urban growth areas to encourage a variety of housing types, densities, and locations, especially for new fully contained communities and master planned resorts. Development in urban growth areas shall minimize its impacts on neighboring resource lands of long term commercial significance. Areas already characterized by urban growth are encouraged to meet minimum county standards for public facilities and services.



**2. Policies for siting public capital facilities of a county-wide or state-wide nature:**

The process for evaluating the appropriate siting of public capital facilities of a county- or state-wide nature shall include opportunities for the early and continuous participation of all county residents. Public capital facilities may locate outside of urban growth areas provided that the minimum county standards for sewer, water, fire and public safety services are met.

**3. Policies that consider the need for affordable housing:**

Land use plans and development regulations shall encourage affordable housing opportunities for all citizens by providing for a variety of housing types and densities in the urban growth areas. Development regulations should also contain flexibility in addressing housing needs in rural areas by allowing development of abandon homesites, planned unit developments and cluster developments. Cooperative efforts by the county, Starbuck and Dayton at providing public housing assistance programs, such as low income rentals and housing rehabilitation, are encouraged.

**4. Policies for county-wide economic development and employment:**

Land use plans and development regulations shall encourage county-wide economic development through the appropriate utilization of Columbia County's natural resources and recreational opportunities.

**5. Policies addressing the fiscal impact of public facilities and services:**

When development activities create county-wide economic benefits, there should be a flexible approach to financing needed public facility improvements. This may include developing incentives programs, sharing costs between the county, cities and developer, and accessing federal and state grant and loan programs.

**6. Policies for joint planning within urban growth areas:**

The Columbia County Planning Department shall organize and facilitate a Leadership Workshop at least once a year to review, and amend if necessary, the county-wide planning policies and urban growth area designations. Attendees at this Leadership Workshop shall minimally include the membership of: the Columbia County Commissioners, the County Planning Commission, the Starbuck Town Council, the Dayton City Council, and the Dayton Planning Commission. The Leadership Workshop shall at a minimum address the 20 year population projection for accuracy and the impact of the county-wide planning policies on orderly growth, urban growth areas, the siting of public facilities of a county-

wide and state-wide nature, transportation facilities and strategies, affordable housing, economic development, fiscal impact, and joint county and city planning in urban growth areas.

**7. Policies for county-wide transportation facilities and strategies:**

The goals and policies established by the Palouse Regional transportation Planning Organization's Transportation Policy Board shall serve as a basis for transportation planning within the County and the development of federal, state, and local transportation improvements.

**ADOPTED BY THE COLUMBIA COUNTY BOARD OF COMMISSIONERS THIS 5TH DAY OF JULY, 1994.**

ATTEST:

COLUMBIA COUNTY BOARD OF COMMISSIONERS

*Thiry Lembcke*  
Thiry Lembcke  
Clerk of the Board

*George E. Wood*  
George E. Wood, Chairman

*George F. Touchette*  
George F. Touchette, Commissioner

*Jon W. McFarland*  
Jon W. McFarland, Commissioner

*City of Dayton - Res of support 3-22-94*  
*Starbuck Town Council - Res of support 4-12-94*  
*Thiry Jane Lembcke*

**FINDINGS OF FACT AND CONCLUSIONS OF LAW  
FOR COUNTY WIDE PLANNING POLICIES**

WHEREAS: The Planning Commission having held a public hearing on May 23, 1994, and having fully considered the entire record and all public testimony, correspondence, reports, Growth Management requirements and all those matters of record presented to the Planning Commission prior to and including the May 23, 1994 hearing, RECOMMENDS APPROVAL to the Columbia County Board of Commissioners.


NOW: The Columbia County Planning Commission recommends to the Board of County Commissioners it's approval of the County Wide Planning Policies as supported by the following findings:

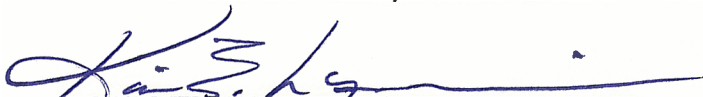
1. Public input was given and reviewed at the May 23rd, 1994 public hearing, and
2. The Planning Commission feels the policies do comply with the purpose and intent of the Growth Management Act and does bring the County into compliance; and
3. It is unlikely that adopting the policies will have a disruptive effect on the stability and continuation of land use patterns on land in Columbia County; and
4. The policies do not unreasonably restrict or prevent use of land within Columbia County; and
5. The public interest will best be served by the policies; and
6. That a public hearing was held pursuant to proper notice and the Planning Commission considered all comments by the public provided in said hearing.

**CONCLUSIONS**

Based on the above Findings, and following review of the record, public testimony, and the recommendations of the Planning Director and after consideration of the Columbia County Comprehensive Plan, consideration for the public health, safety and welfare of the citizens of Columbia County, the Planning Commission recommends approval of the County Wide Planning Policies to the Columbia County Board of Commissioners.

Dated this 13th day of June, 1994

  
\_\_\_\_\_  
Wallace Robertson, Chairman

  
\_\_\_\_\_  
Kim Lyonnais, Secretary

# Appendix 3

10-09.070. - Docket.

Proposed amendments will be assigned an application number and placed on a docket. A current copy of the docket shall be maintained by the planning department and shall be available for public inspection during regular city business hours.

(Ord. No. 1841, § 2(Att. A), 11-12-2013)

10-09.080. - Amendment applications.

A. *General application requirements.* All map and text amendment applications shall be accompanied by a completed application form as provided by the city along with the following additional information:

1. Name and address of the person or persons proposing the amendment;
2. An environmental checklist (SEPA), including a completed Part D;
3. All associated fees as established by the city;
4. A description and/or map of the proposed amendment;
5. A written statement explaining the following:
  - a. The purpose of the proposed amendment;
  - b. How the amendment is consistent with the Washington State Growth Management Act; countywide planning policies; city's comprehensive plan: as well as other adopted city plans and codes;
6. Supplemental environmental review and/or critical areas review if determined by the planning director to be required;
7. If the proposed amendment would increase the intensity or density of permitted development, the following capacity evaluations are required:
  - a. A report identifying anticipated traffic trip generation under the existing and proposed comprehensive plan;
  - b. A report identifying anticipated sewage generation under the existing and proposed comprehensive plan using flow projections of the city's public works standards;
  - c. A report identifying anticipated water use under the existing and proposed comprehensive plan;
8. A written response to the criteria for initiation of an application contained in DMC 10-19.130 and the criteria for approval of an amendment contained in DMC 10-19.170;
9. A text amendment application must also state the proposed element, chapter, section, and page number of the comprehensive plan to be amended. Proposed text changes, with new text shown in an underline format, and deleted text shown in strikeout format or other format approved by the planning director.

B. *Comprehensive plan map amendment requirements.* Map amendments include changes to any of the several maps included in the comprehensive plan including, but not limited to, the land use map, critical areas maps, neighborhood design areas map, roadway functional classification maps, etc. All map amendment applications shall include the information specified under general application requirements. In addition, land use map amendment applications shall be accompanied by the following information:

1. The current land use map designation for the subject parcel(s);
2. The land use map designation requested;

3. A complete legal description describing the combined area of all subject parcel(s);
4. A copy of the county tax assessor's map of the subject parcel(s);
5. A vicinity map showing:
  - a. All land use designations within 300 feet of the subject parcel(s);
  - b. All parcels within 300 feet of the subject parcel and all existing uses of those parcels;
  - c. All roads abutting and/or providing access to the subject parcel(s) including information on road classifications (arterial, minor collector, major collector) and improvements to such roads;
  - d. Location of shorelines and critical areas on or within 300 feet of the site, if applicable;
  - e. The location of existing utilities serving the subject parcels including electrical, water and sewer (including septic); and
  - f. The location and uses of existing structures located on the subject parcel(s);
6. Topographical map of the subject parcels and abutting properties at a scale of a minimum of one inch represents 200 feet (1:200);
7. The current official zoning map designation for the subject parcel(s);
8. A description of any associated development proposals. Development proposals shall not be processed concurrent with comprehensive plan amendments, but the development proposals may be submitted for consideration of the comprehensive plan amendments to limit consideration of all proposed uses and densities of the property under the city's SEPA, zoning, concurrency processes and comprehensive land use plan. If no proposed development description is provided, the city will assume that the applicant intends to develop the property with the most intense development allowed under the proposed land use designation. The city shall assume the maximum impact, unless the applicant submits with the comprehensive plan amendment a development agreement to ameliorate the adverse impact of the proposed development;
9. Public outreach program. The applicant shall conduct a public outreach program within the 90-day period preceding submittal of application and provide evidence of such program at the submittal of application. This requirement is waived for applications initiated by the city. The public outreach program shall be as follows:
  - a. The applicant shall conduct a minimum of one neighborhood meeting in order to solicit public comment on the desired land use map amendment;
  - b. A written notice of each neighborhood meeting shall be sent to property owners within 300 feet of the boundaries of the subject land use map amendment at least seven days prior to the meeting;
  - c. A notice of each neighborhood meeting shall be published in the city's officially designated newspaper at least seven days prior to the meeting. The published notice shall be at least one-eighth page advertisement;
  - d. All notices of neighborhood meetings shall include:
    - i. A description of the proposed land use map amendment;
    - ii. The name, address and phone number of the property owners and owner's representative;
    - iii. A description of the subject property reasonably sufficient to inform the public of its location, including but not limited to a vicinity map, written description, parcel map or physical address;
    - iv. The date, time and place of the neighborhood meeting;

- v. A statement that all interested persons may provide written comment to the property owner or owner's representative;
  - vi. A statement that all interested persons may appear at the meeting and provide public comment;
  - e. Copies of all written comments received and the attendance sign-up sheets from the neighborhood meetings shall be included in the application to the city;
10. Other information as may be required by the planning director to assist in accurately assessing the conformance of the application with the standards for approval.
- C. *Related applications.* Comprehensive plan amendments shall be processed separately from any other related project permit applications, including but not limited to site-specific rezone applications, except that related development descriptions may be submitted as described in subsection (C)(8) of this section.

(Ord. No. 1841, § 2(Att. A), 11-12-2013)

10-09.090. - Determination of completeness for proposed amendments.

The planning director shall review all docketed applications and make a determination of completeness within 30 days of receipt of application. The requirements of RCW 36.70B.080 or DMC 10-02.030 do not apply to legislative processes. Applications which are determined to be incomplete as of 45 days after the annual application deadline date identified in DMC 10-09.030 will not be considered during the current annual review process and may be considered during the next annual review period after a determination of completeness. It is highly recommended that applicants for amendments to the comprehensive plan contact the planning department and arrange for a preapplication conference prior to submittal of an application for amendment to avoid delays in processing.

(Ord. No. 1841, § 2(Att. A), 11-12-2013)

10-09.110. - Notice of public hearing(s).

A notice of public hearing(s) on proposed amendments to the comprehensive plan shall be published in the city's officially designated newspaper, circulated to known community groups, agencies and tribes and shall also be included on the city's official website. For owner initiated site-specific land use map amendment proposals the notice of public hearing shall also be mailed to all property owners within 300 feet of the subject site and posting of the site. The applicant is responsible for obtaining the list of property owners within 300 feet from Columbia County and posting of the site per DMC title 10. Notice of an open record appeal for type II applications must be sent by mail or e-mail to all parties of record, except when SEPA would require additional notice. Notices as required (e-mailed, mailed, posted and/or published) must be issued at least five days prior to the scheduled public hearing, except when an appeal of SEPA would require additional notice.

(Ord. No. 1841, § 2(Att. A), 11-12-2013)

10-09.120. - Public hearing on docket.

The city council shall review and consider all of the amendments included in the docket that were submitted in time for review during the current annual review period during a regular council hearing before making a final decision on which amendments will proceed through the annual amendment process.

(Ord. No. 1841, § 2(Att. A), 11-12-2013)

10-09.130. - Considerations for decision to initiate processing.

Before rendering a decision whether the individual comprehensive plan amendment proposal may be processed during any year, the city council shall consider all relevant facts, including the application materials, as well as the following items:

- A. Whether circumstances related to the proposed amendment and/or the area in which it is located have substantially changed since the adoption of the comprehensive plan; and
- B. Whether the assumptions upon which the comprehensive plan is based are no longer valid, or whether new information is available which was not considered during the initial comprehensive plan adoption process or during previous annual amendments; and
- C. For amendments that have been considered within the last three years, whether there has been a change in circumstances that makes reconsideration of the proposed amendment now appropriate.

(Ord. No. 1841, § 2(Att. A), 11-12-2013)

10-09.140. - Selecting the applications for further processing.

The council shall consider each application separately under the criteria set forth in DMC 10-09.130 and shall decide which applications will be processed during the current annual amendment process, and which will not be processed. The council's findings and conclusions on the applications that will not be processed shall be incorporated into a resolution. No findings and conclusions are required for those applications that are forwarded for further processing as provided in this chapter.

(Ord. No. 1841, § 2(Att. A), 11-12-2013)

10-09.150. - Planning commission action.

Once the applications are forwarded to the planning commission for further processing, the planning director shall ensure that the applications have been reviewed under SEPA, and that a SEPA threshold decision has issued. The planning commission shall then hold a public hearing(s) on the applications and consider them cumulatively under the criteria set forth in DMC 10-09.170. The commission's written recommendation on the applications shall then be forwarded to the city council.

(Ord. No. 1841, § 2(Att. A), 11-12-2013)

10-09.160. - City council action.

The city council shall consider the planning commission's recommendation on the comprehensive plan amendments and make a decision to either adopt or deny each amendment application. If the council makes no changes to the planning commission's recommendation, the council may act on the amendments during a regular city council meeting. If the council makes any changes to the planning commission's recommendation, the council may be required to hold a public hearing, pursuant to RCW 36.70A.035(2).

(Ord. No. 1841, § 2(Att. A), 11-12-2013)

10-09.170. - Criteria for approval.

The city's comprehensive plan goals and policies shall be granted substantial weight when considering a proposed amendment. The city council shall make written findings regarding each application's consistency or inconsistency with the following criteria:

- A. The proposed amendment will further and be consistent with the goals, policies and objectives of the comprehensive plan; and
- B. The proposed amendment is consistent with the Growth Management Act, the countywide planning policies and other applicable local jurisdictional policies and agreements, and/or other state or local laws; and
- C. The proposed amendment will not adversely impact the city's ability to provide sewer and water, and will not adversely affect transportation facilities and other public facilities and services such as parks, police, fire, emergency medical services and governmental services; and
- D. The proposed amendment advances the public interest; and
- E. For text amendments which propose to increase density or intensity of permitted development and all land use map amendments, the following approval criteria also apply:
  1. Adequate infrastructure, facilities and services are available to serve the proposed or potential development expected as a result of this amendment, according to one of the following provisions:
    - a. The city has adequate funds for needed infrastructure, facilities and services to support new development associated with the proposed amendments; or
    - b. The city's projected revenues are sufficient to fund needed infrastructure, facilities and services, and such infrastructure, facilities and services are included in the schedule of capital improvements in the city's capital facilities plan; or
    - c. Needed infrastructure, facilities and services will be funded by the developer under the terms of a development agreement associated with the comprehensive plan amendment; or
    - d. Adequate infrastructure, facilities and services are currently in place to serve expected development as a result of this comprehensive plan amendment based upon an assessment of land use assumptions; or
    - e. Land use assumptions have been reassessed, and required amendments to other sections of the comprehensive plan are being processed in conjunction with this amendment in order to ensure that adopted level of service standards will be met; and
  2. For a land use map amendment, the subject parcels being redesignated are physically suitable for the allowed land uses in the designation being requested, including compatibility with existing and planned surrounding land uses; and
  3. The proposed amendment will not create a demand to change land use designations of other properties, unless the change in land use designation for other properties is in the long-term interest of the community in general.

(Ord. No. 1841, § 2(Att. A), 11-12-2013)

10-09.180. - Adoption and rejection.

The city council's decision to adopt the proposed comprehensive plan amendments shall be adopted by ordinance. The city council's decision to reject the proposed comprehensive plan amendments shall be by resolution.

(Ord. No. 1841, § 2(Att. A), 11-12-2013)



10-09.190. - Transmittals to the state.

The planning department will transmit a copy of any proposed amendments and adopted ordinances to the Washington State Department of Commerce (COM) pursuant to the requirements of RCW 36.70A.106.

(Ord. No. 1841, § 2(Att. A), 11-12-2013)

10-09.200. - Appeals.

Appeals must be filed with the growth management hearings board in accordance with the provisions of RCW Chapter 36.70A.

(Ord. No. 1841, § 2(Att. A), 11-12-2013)

10-09.210. - Applications for amendments located within the urban growth area and outside of the city limits.

As a courtesy recommendation only, the city council will consider applications for amendment of the Columbia County comprehensive plan land use map for those parcels located within the urban growth area, but outside of the city limits. Actions of the city council will be forwarded to the Columbia County Clerk. The city council's recommendation on any amendments to the Columbia County comprehensive plan map is a recommendation only, and is not a final decision. It is therefore not appealable, either administratively or judicially.

(Ord. No. 1841, § 2(Att. A), 11-12-2013)

10-09.220. - Map and text revisions.

If map and text amendments are adopted, the city council shall order that the comprehensive plan be amended to reflect the new amendments.

(Ord. No. 1841, § 2(Att. A), 11-12-2013)

# Comprehensive Plan Docket Form

Columbia County \_\_\_\_\_ Dayton  Town of Starbuck \_\_\_\_\_

Applicant Name: Ashly Beebe Date: 7/20/18

Mailing Address: 304 W Dayton Ave

Email: mermaid1128@gmail.com Phone: 907-306-7656

### Type of Request

- |                                  |                          |                                 |                                     |
|----------------------------------|--------------------------|---------------------------------|-------------------------------------|
| Comp Plan or Text Amendment      | <input type="checkbox"/> | Land Use Designation Amendment  | <input type="checkbox"/>            |
| Development Regulation Amendment | <input type="checkbox"/> | Zoning Classification Amendment | <input type="checkbox"/>            |
| Other                            | <input type="checkbox"/> | Text Amendment                  | <input checked="" type="checkbox"/> |

Has this been submitted previously? NO If yes, please indicate the year \_\_\_\_\_

If yes, what was the outcome (Use additional sheet if necessary)?

### Amendments to Property-Specific Use or Zonings

General location: Dog Park @ City Park

Total Acres: \_\_\_\_\_ Tax Parcel ID(s) \_\_\_\_\_

Current Land Use Designation \_\_\_\_\_ Requested Land Use Designation \_\_\_\_\_

Current Zoning Classification \_\_\_\_\_ Requested Zoning Classification \_\_\_\_\_

Requested Change and Rationale Need public bathrooms near dog park, juvenile fishing pond & baseball fields

Proposed use of Parcel \_\_\_\_\_

How will change affect adjoining parcels? \_\_\_\_\_

How is the change compatible with the surrounding area? \_\_\_\_\_

### Area-Wide & Text Amendments

Chapter and section of Comprehensive Plan to be amended: Capital Improvements

Indicate either conceptual or specific amendatory language. Be as specific as possible to aid in the evaluation of your proposal. If specific changes are proposed, indicate current and proposed language. (Use additional sheet if necessary.)

Need public restrooms near dog park, juvenile fishing pond, + baseball fields.

### Additional Information

Describe and/or attach any studies, research information, or further documentation that will support this proposal.

### How to Submit a Docket Form

*Print form and submit by mail:*

OR

Save form to your computer, then attach to an email and send to:

Columbia County Planning and Building  
114 S. 2<sup>nd</sup> Street  
Dayton, WA 99328

[meagan\\_bailey@co.columbia.wa.us](mailto:meagan_bailey@co.columbia.wa.us)

### Background on the Docket Process

The docket process responds to the requirement of the Growth Management Act at 36.70A.470. Docketing means compiling and maintaining a list of suggested changes to the Comprehensive Plan or development regulations in a manner that ensures suggested changes are considered by the County and are available for review by the public. Download this form electronically or learn more about the Comprehensive Plan by visiting the Planning and Building Department page at [www.columbiaco.com](http://www.columbiaco.com).

# Comprehensive Plan Docket Form

Columbia County  Dayton  Town of Starbuck \_\_\_\_\_

Applicant Name: Ashly Beebe Date: 7/20/18

Mailing Address: 304 W Dayton Ave

Email: memmaid1128@gmail.com Phone: 907-306-7654

### Type of Request

- |                                  |                          |                                 |                                     |
|----------------------------------|--------------------------|---------------------------------|-------------------------------------|
| Comp Plan or Text Amendment      | <input type="checkbox"/> | Land Use Designation Amendment  | <input type="checkbox"/>            |
| Development Regulation Amendment | <input type="checkbox"/> | Zoning Classification Amendment | <input type="checkbox"/>            |
| Other                            | <input type="checkbox"/> | Text Amendment                  | <input checked="" type="checkbox"/> |

Has this been submitted previously? No If yes, please indicate the year \_\_\_\_\_

If yes, what was the outcome (Use additional sheet if necessary)?

### Amendments to Property-Specific Use or Zonings

General location: City of Dayton - transfer station

Total Acres: \_\_\_\_\_ Tax Parcel ID(s) \_\_\_\_\_

Current Land Use Designation \_\_\_\_\_ Requested Land Use Designation \_\_\_\_\_

Current Zoning Classification \_\_\_\_\_ Requested Zoning Classification \_\_\_\_\_

Requested Change and Rationale Addition of plastics recycling bins  
(currently only cardboard & aluminum)

Proposed use of Parcel \_\_\_\_\_

How will change affect adjoining parcels? \_\_\_\_\_

How is the change compatible with the surrounding area? \_\_\_\_\_

**Area-Wide & Text Amendments**

Chapter and section of Comprehensive Plan to be amended: *Land use p.44 obj.G3*  
*Cap Facilities p.52 Obj. AS*

Indicate either conceptual or specific amendatory language. Be as specific as possible to aid in the evaluation of your proposal. If specific changes are proposed, indicate current and proposed language. (Use additional sheet if necessary.)

*Ammend to specifically address plastics recycling as well as any possibility of recycling pick up house to house*

**Additional Information**

Describe and/or attach any studies, research information, or further documentation that will support this proposal.

**How to Submit a Docket Form**

*Print form and submit by mail:*

OR

**Save form to your computer, then  
attach to an email and send to:**

Columbia County Planning and Building  
114 S. 2<sup>nd</sup> Street  
Dayton, WA 99328

[meagan\\_bailey@co.columbia.wa.us](mailto:meagan_bailey@co.columbia.wa.us)

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# Comprehensive Plan Docket Form

Columbia County \_\_\_\_\_ Dayton  Town of Starbuck \_\_\_\_\_

Applicant Name: Geralt + Carol Pulliam Date: 7/20/18

Mailing Address: 346 S. Touche Dayton, Wa. (420 E Washington  
property in question)

Email: Gacp@columbia.net.com Phone: 509-382-4395

### Type of Request

- |                                    |                                     |                                 |                          |
|------------------------------------|-------------------------------------|---------------------------------|--------------------------|
| Comp Plan or Text Amendment        | <input type="checkbox"/>            | Land Use Designation Amendment  | <input type="checkbox"/> |
| - Development Regulation Amendment | <input checked="" type="checkbox"/> | Zoning Classification Amendment | <input type="checkbox"/> |
| Other                              | <input type="checkbox"/>            | Text Amendment                  | <input type="checkbox"/> |

Has this been submitted previously? NO If yes, please indicate the year \_\_\_\_\_

If yes, what was the outcome (Use additional sheet if necessary)?

### Amendments to Property-Specific Use or Zonings

General location: \_\_\_\_\_

Total Acres: \_\_\_\_\_ Tax Parcel ID(s) \_\_\_\_\_

Current Land Use Designation \_\_\_\_\_ Requested Land Use Designation \_\_\_\_\_

Current Zoning Classification \_\_\_\_\_ Requested Zoning Classification \_\_\_\_\_

Requested Change and Rationale \_\_\_\_\_

Proposed use of Parcel \_\_\_\_\_

How will change affect adjoining parcels? \_\_\_\_\_



How is the change compatible with the surrounding area? \_\_\_\_\_

### Area-Wide & Text Amendments

Chapter and section of Comprehensive Plan to be amended: \_\_\_\_\_

Indicate either conceptual or specific amendatory language. Be as specific as possible to aid in the evaluation of your proposal. If specific changes are proposed, indicate current and proposed language. (Use additional sheet if necessary.)

Change in minimal tree height over Road way in  
Residential area decrease from 14 ft to more Reasonable  
of 10' or less.   
↓  
clearance

### Additional Information

Describe and/or attach any studies, research information, or further documentation that will support this proposal.

14' Ft may be Reasonable on Main St. where There  
is Reg semi-traffic.

### How to Submit a Docket Form

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CHAPTER 21-35. - CIVIL PENALTIES

21-35.010. - Civil penalties—Assessment schedule.

- A. Civil penalties for code violations shall be imposed for remedial purposes and shall be assessed for each violation, pursuant to applicable code section(s) and/or the following schedule:

Code Section Violation	First Violation	History of less than three similar violations	History of three or more similar violations.
6-9.020.3.a Debris. Filthy or overgrown premises.	\$100	\$150	\$250
6-9.020.3.b Dangerous structures or falling fences	\$100	\$150	\$250
6-9.020.3.c Potential vermin habitat or fire hazard	\$250	\$350	\$500
6-9.020.3.d Attractive nuisance that proves detrimental to children.	\$250	\$350	\$500
6-9.020.3.e Abandoned vehicles-private property	\$150	\$250	\$350
6-9.020.3.f Abandoned vehicles-public property	\$150	\$250	\$350
6-9.020.3.g Health officer violation	\$350	\$500	\$750
6-9.020.3.h Obstructions to the public right-of-way	\$150	\$250	\$350



6-9.020.3.i Illegal Dumping	\$250	\$350	\$500
6-9.020.3.j Dumping in waterways	\$350	\$500	\$750
6-9.020.3.k Noise nuisance	\$100	\$150	\$250
6-9.020.3.l Unpermitted development	\$100	\$150	\$250
6-9.020.3.m Burning nuisance	\$100	\$150	\$250
6-9.020.3.n Animal manure or excreta	\$100	\$150	\$250
6-9.020.3.o Abandonment of personal property in right-of-way	\$150	\$250	\$350
6-9.020.3.p Unsecured excavations or pits	\$250	\$350	\$500
6-9.020.3.q Illegal discharge of sewage	\$500	\$1000	\$1500
6-9.020.3.r Man-caused pool of water causing breeding ground for insects	\$100	\$150	\$250
6-9.020.3.s Growing of marijuana where readily seen or smelled from public or private property	\$100	\$150	\$250

- B. If the violation(s) are not corrected as required by the notice and order or stop work order, or a voluntary compliance agreement is not entered into within that time period, and no administrative appeal is filed, the penalties for the next 15-day period shall be 150 percent of the initial penalties, and the penalties for the next 15-day period shall be 200 percent the amount of the initial penalties. The intent of this subsection is to increase penalties beyond the maximum penalties stated as an additional means to achieve timely compliance.
- C. Civil penalties shall be paid within 30 days of service of the notice and order or stop work order if not appealed. Payment of the civil penalties assessed under this chapter does not relieve a person found to be responsible for a code violation of his or her duty to correct the violation and/or to pay any and all civil penalties or other cost assessments issued pursuant to this chapter.
- D. The city may suspend civil penalties if the person responsible for a code violation has entered into a voluntary compliance agreement. Penalties shall begin to accrue again pursuant to the terms of the voluntary compliance agreement if any necessary permits applied for are denied, canceled or not pursued, if corrective action identified in the voluntary compliance agreement is not completed as specified, or if the property is allowed to return to a condition similar to that condition which gave rise to the voluntary compliance agreement.
- E. Civil penalties assessed create a joint and several personal obligation in all persons responsible for a code violation.
- F. The city shall seek to recover the costs of civil penalties as authorized in chapter 21-60 DMC.

**6-4.12. - Abatement and removal of unauthorized motor vehicles or parts thereof.**

- A. The storage or retention of an unauthorized motor vehicle is declared to constitute a public nuisance and is subject to removal and impoundment. The designated law enforcement agency shall inspect and investigate potential violations and citizen complaints of potential violations relative to unauthorized motor vehicles, or parts thereof and take the appropriate enforcement action if required. An unauthorized motor vehicle is defined as:
  - 1. A junk motor vehicle, as defined in RCW 46.55.010(5)) on private property or public right-of-way;
  - 2. Any vehicle, including: camping trailers, travel trailers, mobile homes, campers, boats or recreational vehicles or automobiles, trucks or other vehicles, upon a public right of way in the city for the purpose of:
    - a. Repairing or rehabilitating any inoperative vehicle; except repairs, necessitated by an emergency, which can be accomplished within a single 72-hour period;
    - b. Storing such vehicle for any period exceeding **Insert time frame here**. The movement of a vehicle for the primary purpose of avoiding the provisions of this subsection is not a defense to a charge of violating this subsection;
    - c. Habituating in such vehicle or occupying such vehicle for residential purposes exceeding two weeks.

### COMPARING PARKING LIMITATIONS IN EASTERN WA CITIES

	RV Street Parking Generally Not allowed	Street 12* -24 hour Parking	Street 48 - 72 hour Parking	7 days in 30 day period w/other limitations	After the purpose has been accomplished and for only an reasonable length of time**	Parking / Storage in Street 4 weeks
Dayton						X
City of Asotin		X				
Prosser		X				
Grandview		X				
Zillah					X	
Sunnyside				X		
Ritzville					X	
Mabton		X				
City of Okanogan			X			
Colfax			X			
Leavenworth*		X				
Royal City	X					
Newport			X			
Walla Walla		X				

<b>College Place</b>		<b>X</b>				
<b>Waitsburg</b>			<b>X</b>			

\*\* Example - for loading & unloading

City of Asotin

10.16.070 Stopping, standing and parking.

This section pertains to the parking of semi-trailers, truck tractors, trailers, boats, camp trailers, and motor homes on the public driveway or public right-of-way, including all residential districts, within the city of Asotin.

A. Semi-Trailers Not Attached to Truck Tractor. A semi-trailer parked on a public roadway or in a public right-of-way, within the city limits of Asotin, including all residential zones, which is not attached and fully engaged onto a truck tractor used primarily for drawing a semi-trailer, is prohibited.

B. Semi-Trailer Attached to Truck Tractor. A semi-trailer that is attached and fully engaged onto a truck tractor used primarily for drawing a semi-trailer shall not be parked on a public roadway or public right-of-way in a residential zone in the city for a period exceeding one hour continuous time, except for the expeditious loading or unloading of articles and materials.

C. Truck Tractors. A truck tractor used primarily for drawing a semi-trailer shall not be parked on a public roadway or public right-of-way in a residential zone in the city for a period exceeding one hour continuous time, except for the expeditious attachment and engagement of a semi-trailer.

D. Boats, Boat Trailers, Utility Trailers, RV Trailers, or Other Licensed Trailers. A boat, boat trailer, utility trailer, RV trailer or any other licensed trailer not included in subsection (A) or (B) of this section that is parked on the public roadway or in the public right-of-way, in all residential districts, is prohibited, except when the trailer is attached and fully engaged to the towing vehicle. If the trailer is attached and fully engaged to the towing vehicle, it may not be parked on the roadway or in the public right-of-way for more than 24 hours.

E. Motor Homes. Motor homes may be legally parked on a public roadway or in the public right-of-way in all residential districts **for no more than 24 hours**.

F. No person shall park any vehicle, not specifically covered elsewhere in this chapter, upon the public driveway or public right-of-way and leave said vehicle in the same place **for a period exceeding seven days**. Violation of this section shall be a traffic infraction.

G. Consecutive parking locations within two blocks shall be considered the same parking location for purposes of determining applicability and lapse of any time limit for parking under this chapter. (Ord. 06-688 § 1, 2006; Ord. 03-629 § 4, 2003; Ord. 95-490 § 5, 1995)

10.16.075 Parking more than seven days.

Repealed by Ord. 06-688. (Ord. 03-633 § 1, 2003)

10.16.080 More than 10 days.

Any vehicle found to be in violation of AMC 10.16.070 which remains parked in the same location for more than 10 consecutive days shall, in addition to other penalties provided for in this chapter, be deemed to constitute an obstruction to traffic within the meaning of RCW 46.55.113 and may be impounded by city police subject to a lien for towing charges plus storage to be paid by the owner for redemption of the vehicle. If not redeemed within 60 days from date of impounding, the chief of police or his designated representative may: (1) dispose of the same by public sale after posting three days prior to the sale notice of the time and place of the sale in three public places within the city; or (2) if the vehicle is not salable, it may be junked without liability to the owner or owners thereof. (Ord. 06-688 § 2, 2006; Ord. 95-490 § 6, 1995)

.....

Prosser

8.26.010 Public nuisance defined.

B. The following acts, in addition to any others in violation of subsection A of this section, shall constitute a public nuisance:

6. All obstructions to streets, rights-of-way, or other public ways of the city, and all excavations in or under the same, which are by ordinance prohibited, or which may be made without lawful permission, or which, having been made by lawful permission, are kept and maintained after the purpose thereof has been accomplished, or for an unreasonable length of time;

**10.16.010 Vehicle, abandoned.**

A. "Abandoned vehicle" means any vehicle left within the limits of the city on any highway or public street, or left upon the property of another without consent of the owner of such property for a period of twenty-four hours, or longer, except that a vehicle shall not be considered abandoned if its owner or operator is unable to remove it from the place it is located and so notifies the police department and requests assistance.

B. "Abandoned vehicle" may also mean a vehicle that a registered tow truck operator has impounded and held in his possession for ninety-six consecutive hours. (Ord. 1406 § 1 (part), 1988: Ord. 867 § 1.1, 1973).



Grandview

10.20.030 Twenty-four-hour parking.

A. Prohibited. It is unlawful to park a motor vehicle, boat, trailer, or the component parts of either upon the streets, curbs, parking strips, or public parking lots of the city for a period in excess of 24 hours without interruption.

B. Impounding Authorized. The city police department is authorized to impound and store in public garage facilities such vehicles or parts found in violation of this section.

C. Violation – Penalty. Any person violating this section shall be subject to a fine of \$10.00 for each such violation and, in addition, shall pay the costs of impounding such vehicle, boat, trailer or parts. (Ord. 2007-10 § 2).



Zillah

8.12.020 Nuisances designated.

Each of the following conditions, unless otherwise permitted by law, is declared to constitute a public nuisance, and whenever the enforcement officer determines that any of these conditions is present upon any premises the officer may require or provide for the abatement thereof pursuant to this chapter:

C. Nuisances on Public Property and Public Ways. The following nuisances, after 24 hours' notice without abatement, shall be Class "1" nuisances.

2. The existence of any obstruction to a street, alley, sidewalk or other public place or right-of-way, which is by ordinance prohibited, which is made without lawful permission, or which, having been made by lawful permission, is kept and maintained after the purpose thereof has been accomplished, and for an unreasonable length of time. Any items placed in an alley or public way that are not removed within 24 hours after notice to the adjacent property owner shall be subject to removal by the city and all costs associated with such removal shall be charged to the premises adjacent to the public way upon which the items were located.



Sunnyside

10.08.214 No parking of recreational equipment on public street –

No boat, motor home, camp trailer, travel trailer, fifth wheel, pickup camper, snowmobile or utility trailer as defined in SMC 10.08.010 shall be stored or maintained on any public street, right-of-way or other public area, except such items may be parked in a public right-of-way in front of an owner's property for a period of seven calendar days in any given 30-day period for loading and unloading purposes. Guests of the owner may temporarily park in a public right-of-way in front of the owner's

property for a period of seven calendar days in any given 30-day period only if the motor home of the guests cannot be accommodated, due to size, on the owner's driveway.

.....  
Ritzville

3.36.030 Types designated.

Each of the following conditions, unless otherwise permitted by law, is declared to constitute a public nuisance and, whenever the enforcement officer determines that any of these conditions exist upon any premises or in any drainage way, the officer may require or provide for the abatement thereof pursuant to this chapter:

I. The existence of any obstruction to a street, alley, crossing or sidewalk, and any excavation in or under any street, alley, crossing or sidewalk, which is by ordinance prohibited, or which is made without lawful permission, or which, having been made by lawful permission, is kept and maintained after the purpose thereof has been accomplished and for **an unreasonable length of time;**

\*\*\*\*\*

Mabton

10.05.020 - Parking over twenty-four hours prohibited.

No person shall park any vehicle upon any public street, alley or way or leave such vehicle in the same public place **for a period exceeding twenty-four hours.**

\*\*\*\*\*

Okanogan

10.24.030 Parking more than 72 hours.

No vehicle shall be parked on any street or alley of the **city for a consecutive period of more than 72 hours.** The city or its designee shall have authority to have any vehicle so parked removed at the expense of the owner thereof and placed in storage, and the vehicle shall thereafter be held by the city until the expenses of removal and storage have been paid. (Ord. 1060 § 1, 2007; Ord. 944 § 1, 2002; Ord. 368 § 2(G), 1968)

.....  
Colfax

10.16.010 Forty-eight-hour maximum parking zones.

All streets in the city of Colfax, except those otherwise specifically provided, are designated and established **as forty-eight-hour maximum parking zones for all vehicles.**

.....  
10.08.090 Parked more than 24 hours prohibited.

It is a violation and a civil infraction for any vehicle which has been stalled, disabled or unable to move under its own power to remain on any street or alley within the **city for more than 24 hours.** The Chelan County sheriff and/or city police shall notify the registered owner, operator or other person having control of such vehicle to remove the same within six hours. All charges for removing, impounding, and storing of such vehicle shall be paid by the registered owner, operator or other person having control of such vehicle before such person may take possession thereof. All such charges shall be a lien against the vehicle. [Ord. 1522 § 1 (Att. A), 2016; Ord. 1457 § 1 (Att. A), 2013; Ord. 1408 § 1 (Exh. A), 2012.]

10.08.100 Long-term parking of recreational vehicles and trailers prohibited in the public right-of-way.Share

A. Except as provided herein, no recreational vehicle, travel trailer or trailer shall be parked for a continuous period in excess of 12 hours within the boundaries of any city right-of-way. No person shall move and repark a vehicle or trailer in order to avoid a parking time limit.

1. For the purposes of this section, the phrase “within the boundaries of any city right-of-way” is intended to include all of the right-of-way area regardless of whether the area is improved.

2. For the purpose of this section, the word “trailer” shall include boat trailer, house trailer, utility trailer, or any other vehicle or conveyance designed to be connected to and drawn by a motor vehicle.

3. For the purpose of this section, “recreational vehicle” means a vehicle or portable structure built on a chassis and designed to be used for temporary occupancy or travel, recreational or vacation use. Said vehicles may contain plumbing, heating and electrical systems which are operated without connection to outside utilities. Recreational vehicles shall include:

a. Travel Trailer. A vehicular, portable structure built on a chassis and drawn by a motorized vehicle and which is designed to be used as a temporary dwelling for travel, recreational and vacation uses;

b. Camper. A removable structure designed to be mounted on a truck chassis for use as a temporary dwelling for travel, recreational and vacation uses;

c. Motor Home. A portable, temporary dwelling to be used for travel, recreational and vacation use constructed as an integral part of a self-propelled vehicle;

d. Camping Trailer. A folding structure mounted on wheels and designed for travel, recreational and vacation uses.

B. No recreational vehicle or travel trailer may be used for overnight accommodation on a public right-of-way.

C. A violation of this section is a civil infraction. [Ord. 1522 § 1 (Att. A), 2016; Ord. 1457 § 1 (Att. A), 2013; Ord. 1408 § 1 (Exh. A), 2012.]

10.08.105 Recreational equipment storage restrictions on residential property.

A. The storage or retention of immobile major recreational vehicles and/or equipment or part thereof which is located in the front yard of a residence or residential property is declared a violation subject to abatement by removal and disposal.

B. For the purposes of this section, “immobile” means any major recreational vehicle which is not on and attached to an operable current and valid licensed trailer or other operational transportation device. For example, a motorized camper/trailer must be licensed and independently operational, a camper must be in the bed of an operational and licensed pick-up truck, and a boat must be on and attached to an operational and licensed trailer in such a manner that removal can be achieved with normal and customary retrieval. [Ord. 1522 § 1 (Att. A), 2016; Ord. 1457 § 1 (Att. A), 2013; Ord. 1456 § 1 (Att. A), 2013.]





Royal City

9.12.050 - Prohibited vehicles.

A. It is a violation of this chapter to park any vehicle described below within twenty (20) feet of center of the dedicated right-of-way of the streets of Royal City, or to park any vehicle described below within twenty (20) feet of the center line of the traveled portion of any town street, unless the vehicle is entirely upon property outside the dedicated right-of-way.

B. This chapter shall apply to any vehicle or combination more than eighteen (18) feet in length or which has a gross weight of more than ten thousand (10,000) pounds, and shall by definition include any dual or tandem rear axled motor vehicle as well as any camper, camp trailer, travel trailer, house trailer, motor home, combination truck-trailer or any device pulled, pushed or carried by any motor vehicle which has either an independent system of wheels or a gross weight of more than five hundred (500) pounds.

9.12.060 - Penalties for parking violations.

All parking violations shall be subject to a penalty of sixty-six dollars (\$66.00); provided if the respondent fails to respond to the notice of infraction issued for the violation within fourteen (14) days, an additional penalty of twenty-five dollars (\$25.00) shall be imposed and become part of the penalty imposed for the original offense. Such penalty shall not be suspended or excused by the court.

(Ord. 95-8, § 2, 1995; Ord. 84-9, § 5, 1984)

9.12.070 - Certain vehicles to be kept off street when not in use.

No person having charge of any truck or other motor vehicle exceeding ten thousand (10,000) pounds gross vehicle weight (GVW) as established by the manufacturer, excluding pickups; any commercial, industrial, or agricultural equipment and/or machinery; or any trailer, unless attached to a motor vehicle by which it may be propelled or drawn shall permit or allow the same to remain or park the same in any street, alley, or public right-of-way for a continuous **period exceeding four hours**; provided, that in case of accident such vehicle, equipment, or trailer may be moved to the side of the street, alley, or public right-of-way, and if good and sufficient red signal be displayed at both ends thereof during the hours of darkness, may be permitted or allowed to remain for a period of not exceeding twenty-four (24) hours pending removal provided that the provisions of RCW 46.61.571 or any other parking regulation of this code are not violated. Violation of this section is punishable as provided in Section 9.12.060.

(Ord. 96-22, § 1 (part), 1996)

**9.12.080 - Self-propelled recreational vehicles or motor homes.**

No person having charge of any self-propelled recreational vehicle or motor home shall permit or allow the same to remain or park the same in any street, alley or public right-of-way except as provided in Section 17.56.055. Violation of this section is punishable as provided in Section 9.12.060.

.....  
Newport

10.20.020 Citywide 48-hour parking zone designated.

All streets, avenues and highways of the city are hereby designated a 48-hour parking zone, unless signage indicates the area is a two-hour parking zone, a 15-minute parking zone, a 10-minute parking zone, a loading zone or a no parking zone. (Ord. 934 § 2, 2000)

10.20.030 Forty-eight-hour parking time limit – Violation.

It is a violation of this section for any person to cause, allow, permit or suffer any vehicle to be parked within the citywide 48-hour parking zone for a period in excess of 48 continuous hours. (Ord. 934 § 2, 2000)

Walla Walla

10.13.090 Prohibited purposes.Share

A. No person shall park any vehicle, including camping trailers, travel trailers, mobile homes, campers, boats or recreational vehicles or automobiles, trucks or other vehicles, upon a roadway in the city for the purpose of:

1. Repairing or rehabilitating any inoperative vehicle, except repairs, necessitated by an emergency, which can be accomplished within a single seventy-two-hour period;

2. Storing, such vehicle for any period exceeding twenty-four consecutive hours;

3. Habitating in such vehicle or occupying such vehicle for residential purposes.

B. No person shall park any vehicle used primarily for commercial purposes upon any roadway in a residential area for any period exceeding eight consecutive hours. (Ord. 98-24 § 4, 1998; Ord. 95-20 § 1(part), 1995).

College Place

- **10.12.120 - Boats, trailers, campers, buses.**

Owners of boats on trailers, campers, buses, and trailers of all types, shapes, and sizes are prohibited from parking such vehicles on public streets with the exception of temporarily loading and unloading belongings, merchandise or cleaning the vehicle. Persons loading, unloading, and cleaning the trailers, boats, buses, and campers will be allowed no more than 24 hours to complete these tasks and move the vehicle from the public right of way. If the trailer, boat, or camper is attached to a private vehicle the 24-hour time limit said vehicle is in the public right of way remains in effect.

The owner or operator of any boat, trailer, bus, or camper exceeding the time limit or remaining parked on a public street may be impounded by a law enforcement per the provisions of Ordinance No. 718 after said officer's investigation determines the owner or caretaker is in violation of the provisions of this section.

Persons engaged in providing services to customers in construction, landscaping and home repairs shall be exempt from the provisions of this section when working at a customer's residence or place of business.

Emergency services including police, fire, and public works vehicles are also exempt from the provisions of this section.

Persons are prohibited from parking semi or commercial trailers exceeding a length of 20 feet in the public right of way. A semi-trailer is designed to haul freight and is most often attached at a point just forward of the rear most axle of the towing unit.

( [Ord. No. 1075](#), 5-13-2013 )

#### City Of Waitsburg

12.04.030. It shall be unlawful to park, store or leave or permit the parking, storing or leaving, upon any public or private property within the City of Waitsburg, of any junk, abandoned or unauthorized motor vehicle, whether licensed or unlicensed, of any kind, **for a period of time in excess of 72 hours**, whether attended or not. (Ord. No. 644; Aug, 1988).

12.04.040. This ordinance shall not apply to:

A. A vehicle or part thereof that is completely enclosed within a building in a lawful manner where it is not visible from the street or other public or private property; or

B. A vehicle or part thereof that is stored or parked in a lawful manner on private property in connection with the business of a licensed dismantler or licensed vehicle dealer and is fenced according to RCW 46.80.130, as such now exists or as it may be hereinafter modified or amended or the successor to such statute.

(Ord. No. 644; Aug, 1988)

ORDINANCE NO. C 34912

AN ORDINANCE relating to Pocket Residential Development standards; adopting a new section 17C.110.360 to chapter 17C.110.

WHEREAS, there is a need for flexibility in the development of land for residential uses that are consistent with the Comprehensive Plan; and

WHEREAS, Pocket Residential Development is allowed on sites that do not exceed one and a half acres in size so that the development does not overwhelm the existing neighborhood where the development is located; and

WHEREAS, the development standards for Pocket Residential Development are consistent with the underlying zoning standards for allowed density, height, structure type and building setbacks; and

WHEREAS, design standards are required so as to assure compatibility of Pocket Residential Development with existing developed neighborhoods consistent with Comprehensive Plan Policy LU 5.5 Compatible Development which states, "*Ensure that infill and redevelopment projects are well-designed and compatible with surrounding uses and building types;*" and

WHEREAS, the Planning Services Department gathered public input at open house meetings on November 15 and 16 and December 1, 2011; and

WHEREAS, the Planning Services Department encouraged public participation and provided information on the amendments on its website (<http://www.spokaneplanning.org>); and

WHEREAS, the City of Spokane Plan Commission held workshops throughout the process; and

WHEREAS, a State Environmental Policy Act (SEPA) Checklist was prepared and a Determination of Nonsignificance (DNS) was issued on May 29, 2012 for the proposed amendments;

WHEREAS, public notice was published in the Spokesman Review on May 30, 2012 and June 6, 2012 giving notice of the Plan Commission public hearing and of the released SEPA Checklist and DNS; and

WHEREAS, the Plan Commission held a public hearing on the recommended amendments on June 13, 2012; and

WHEREAS, the Plan Commission recommended, by a vote of 6-0, approval of the amendments on July 11, 2012; and

WHEREAS, the public has had opportunities to participate throughout the process and all persons desiring to comment were given an opportunity to be heard; --  
Now, Therefore

The City of Spokane does ordain:

Section 1. That there is adopted a new section 17C.110.360 to chapter 17C.110 of the Spokane Municipal Code to read as follows:

**17C.110.360            Pocket Residential Development**

A.    Purpose.

The purpose of the Pocket Residential Development is to:

1.    Encourage greater efficiency of land use by allowing compact infill development on aggregate sites.
2.    Stimulate new housing that is compatible in scale and character to established surrounding residential areas.
3.    Produce a broader range of building forms for residential development.
4.    Expand opportunities for affordable home ownership.
5.    Promote high quality housing of a character compatible with existing neighborhoods.
6.    Encourage adequate, usable open space.

B.    Applicability.

Pocket Residential Development is permitted within the RSF-C, RSF, RTF, RMF, RHD, O, OR, CC, NR, CB, and GC zones.

C.    Application Procedure.

Pocket Residential Development is allowed outright except when a subdivision of land is proposed. When Pocket Residential Development involves subdivision of land, the application shall be processed in accordance with the procedures of the Subdivision Code, chapter 17G.080 SMC.

D.    Basic Development Standards.

1.    Maximum Building Height.

The maximum height of structures within a Pocket Residential Development is as allowed in the underlying zone.

2. **Maximum Building Coverage.**  
The maximum building coverage within a Pocket Residential Development site is forty percent in the RA, RSF, RSF-C, RTF zones; fifty percent in the RMF zone and sixty percent in the RHD zone. Maximum building coverage is not limited in the O, OR, CC, NR, CB, and GC zones.
3. **Setbacks.**  
Setbacks in a Pocket Residential Development are measured from the exterior boundary of the site. The following setbacks are required except in Commercial and Center and Corridor Zones where the setbacks are as required in the underlying zoning district.
  - a. **Front Setback.**  
The front yard requirement for the site shall be fifteen feet except as allowed under the front yard averaging provisions of SMC 17C.110.220.D.1.
  - b. **Side Setback, Abutting a Residential Zoning District.**  
If the side yard of the site is adjacent to other residentially zoned property the side yard shall be a minimum of five feet.
  - c. **Side Setback, Interior to Site.**  
If platted, the side yard, interior to the site, may be zero.
  - d. **Side Setback, Street.**  
The street side yard requirement for the site shall be a minimum of five feet.
  - e. **Rear Setback of the Site.**  
Twenty five feet or as required in the underlying zoning district.
4. **Minimum and Maximum Site Size:**
  - a. The minimum site size for a Pocket Residential Development is as follows:
    - i. RSF-C and RSF zone: Eight thousand seven hundred square feet.
    - ii. RTF zone: Four thousand two hundred square feet.
    - iii. RMF, RHD zones: Two thousand nine hundred square feet.
    - iv. O, OR, CC, NR, CB, and GC zones: No minimum site size.

- b. The maximum site size for a Pocket Residential Development is one and a half acres. Pocket Residential Developments over one and a half acres must be approved as a planned unit development.
  5. Density.

The maximum density allowed in a Pocket Residential Development is limited to that allowed in the underlying zoning district in which the site is located. The density of a Pocket Residential Development is based on the gross site area including area set aside for public or private street rights-of-way and tracts of land dedicated for stormwater facilities.
  6. Frontage.

Frontage on a public street is not required for lots created in a Pocket Residential Development. Private streets or private access may be used to provide lot frontage when a private street or private access is approved in accordance with SMC 17H.010.090 and a street design variance request is approved in accordance with SMC 17H.010.020.
  7. Parking.

The minimum required off-street parking for a Pocket Residential Development is one stall for each dwelling unit
  8. Required Outdoor Area.

Pocket Residential Developments shall comply with the required outdoor area standards of the underlying zone in accordance with SMC 17C.110.223 and Table 17C.110-3 Development Standards. Common outdoor areas designated to meet this requirement shall be permanently maintained by and conveyed to a homeowners' or property owners' association as regulated by law.
  9. Permitted Housing Types.

The housing types allowed in a Pocket Residential Development are those allowed in the underlying zone in accordance with Table 17C.110-2.
  10. Lot Size.

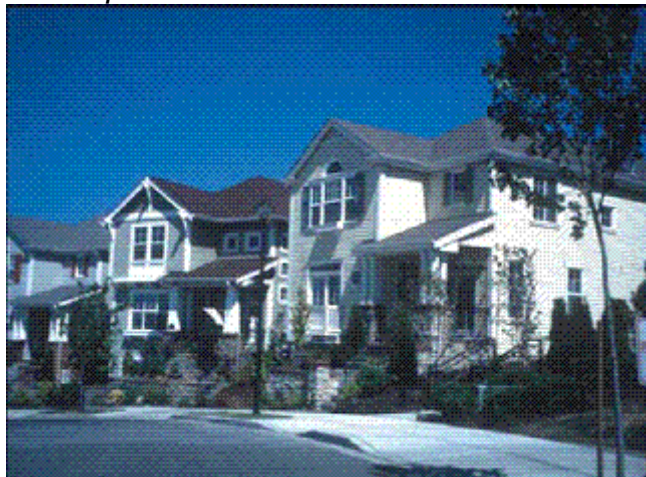
There is no minimum lot size for lots created within a Pocket Residential Development.
- E. Design Standards:
1. Ground Level Access.

In order to create the appearance of individual homes, rather than apartments, each dwelling unit shall have its own individual access from grade. Stacked units with internal stairways accessed from grade are permitted.

*Individual Access from Grade*



*Example of Individual Access for Each Unit*



*Example of Individual Access with Shared Open Space*





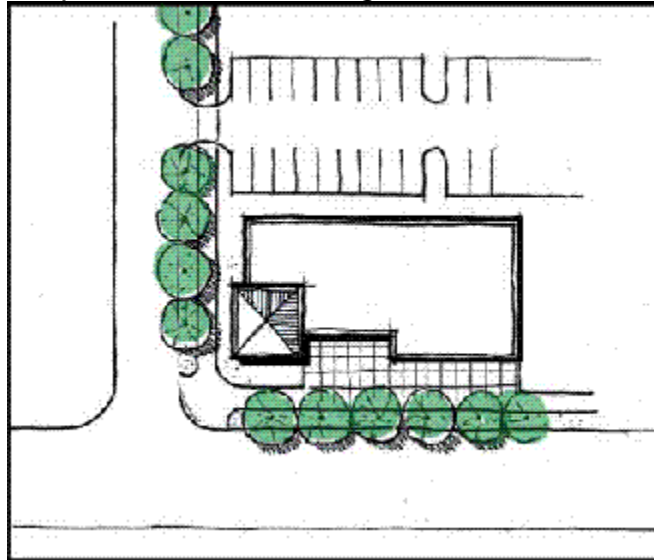
2. Parking Lots.

To ensure that parking is as unobtrusive as possible the following standards must be met:

a. Alley Access.

If the development abuts an alley, parking must be accessed from the alley.

*Example of Surface Parking Accessed From Alley*



- b. Screening: Surface parking lots shall be screened both from the street and adjacent residential development by a combination of trees and shrubs. Trees shall be at least two inches in caliper at the time of planting and no more than thirty feet apart. Shrubs shall be at least thirty inches in height at the time of planting. Decorative walls or fences no more than forty two inches in height may be used in lieu of shrubs. Parking is not allowed in a required front yard setback area.

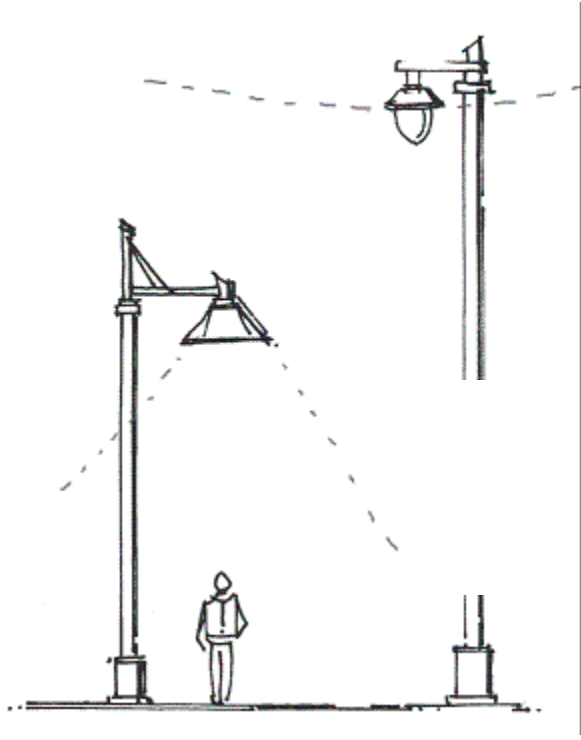
*Planting Material Screen*



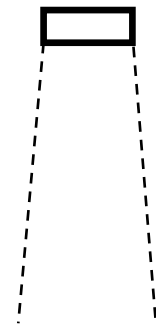
*Example of Surface Parking Screened From Street*



- c. Paving: All surface parking shall be improved in accordance with the standards of SMC 17C.230.140.
3. Lighting.
- To diminish the amount of glare and spillover from lighting, the following standards shall apply:
- a. Intensity: Exterior lighting fixtures shall not exceed one foot-candle in intensity.
  - b. Cutoffs Required: Lighting fixtures shall comply with the standards of SMC 17C.220.080



*Cutoff Fixture*



*Noncutoff Fixture*

4. Fencing: To ensure a residential atmosphere, fencing higher than forty two inches shall not be permitted along any street frontage.

*Residential Fencing*



*Residential Fence along Street Frontage No Higher Than 42 inches*



5. Residential Building Design.

This section is subject to the provisions of SMC 17C.110.015, Design Standards Administration. For Pocket Residential Development, the following design standards must be met:

- a. All street-facing facades must have landscaping along the foundation. There must be at least one three-gallon shrub for every three lineal feet of foundation. (R)
- b. Sixty percent of the area between the front lot line and the front building line must be landscaped. At a minimum, the required landscaped area must be planted with living ground cover. Up to one-third of the required landscaped area may be for recreational use, or for use by pedestrians. Examples include walkways, play areas, or patios. (R)
- c. Generous use of planting materials and landscape structures such as trellises, raised beds and fencing to unify the overall site design is encouraged.(P)
- d. Front facade. Fire escapes, or exterior stairs that provide access to an upper level are not allowed on the front facade of the building. (R)
- e. Duplexes and attached houses on corner lots shall be designed so each unit is oriented towards a different street. This gives the structure the overall appearance of a house when viewed from either street. (R)

- f. All units must meet the following standards. Adjustments to this paragraph are prohibited, but modifications may be requested through a design departure. The standards are:
  - i. Entrances. Each of the units must have its address and main entrance oriented toward a street frontage. Units that are on the interior of a site may be oriented toward a private access or shared open space. Where an existing house is being converted to two units, one main entrance with internal access to both units is allowed. (R)
  - ii. Each unit must have a covered, main entry-related porch or stoop area of at least fifty square feet with no dimension less than five feet. (R)
  - iii. Buildings must be modulated along the public street at least every thirty feet. Building modulations must step the building wall back or forward at least four feet. (R)
  - iv. Reduce the potential impact of new Pocket Residential Development on established and historic neighborhoods by incorporating elements and forms from nearby buildings. This may include reference to architectural details, building massing, proportionality, and use of high-quality materials such as wood, brick, and stone. (P)
  - v. Create a human scale streetscape by including vertical and horizontal patterns as expressed by bays, belt lines, doors and windows. (P)

ADOPTED BY THE CITY COUNCIL ON \_\_\_\_\_

\_\_\_\_\_  
Council President

Attest:

Approved as to form:

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Assistant City Attorney

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Mayor

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Date

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Effective Date

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# What is it?

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Local governments use infill incentives to promote the development of vacant land-or rehabilitation of existing structures-in already urbanized areas where infrastructure and services are in place. Prime locations for infill development include downtowns, transit corridors and locations near employment, shopping, and recreational and cultural amenities.

## **A Tool for Efficient Development:**

Incentives help make infill development an attractive and feasible alternative.

Local governments offer infill incentives for a number of reasons:

- Infill development reuses properties that may have been underutilized or blighted, helping to catalyze revitalization.
- Infill has the potential to boost jobs, purchasing power, and public amenities in urban core neighborhoods and generate tax dollars for local government.
- Infill housing is dense in comparison with housing in suburban areas and represents an effective way to meet a jurisdiction's affordable housing or population growth needs.
- Located in proximity to existing transit routes or within walking distance of services and entertainment, infill development can reduce auto use and accompanying congestion and pollution.

Infill development is an important smart growth strategy for regional equity. Infill development is not, however, always a developer's first choice. Challenges associated with infill include the small, scattered nature of many infill parcels, complex title issues, outdated infrastructure serving the infill site, and environmental contamination. For these reasons, urban infill is often bypassed by developers for cheap, readily available suburban land.

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# How to use it?

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Incentives help make infill development an attractive and feasible alternative.

Infill incentives make redevelopment of urban core parcels more attractive and affordable to developers by addressing common barriers to infill development-inadequate infrastructure, lengthy permit processes, obsolete zoning provisions, and difficult parcel assembly.

Some jurisdictions designate specific districts as priorities for infill development and grant incentives for projects only in those districts.

Such designations often come about as part of a redevelopment process and thus many infill incentives-for example, those related to the upgrading of infrastructure and amenities in a particular area - are spearheaded by the local

## **Ensuring Affordability of Infill:**

A jurisdiction that wants to promote equity and infill can negotiate deeper affordability in exchange for:

- Low-cost financing
- Greater density allowance
- Speedy approval of projects
- Fee waivers for infrastructure hook-ups
- Property tax abatements

redevelopment authority. Other localities take a more ad hoc approach, granting incentives to projects in any area of the city as long as they meet particular criteria. In other instances, local planning commissions are given the latitude to waive certain zoning requirements for infill projects.

The enacting of infill incentives frequently originates through a community planning process, either led by local government or a non-profit agency. Such processes provide an excellent opportunity for residents to make a strong case for infill incentives as a strategy for reinvestment in the urban core or to combat sprawl and protect open space on the urban fringe. As part of a concerted revitalization strategy for a previously disinvested area, infill incentives may be accompanied by complementary tools, such as transportation upgrades and low-interest business loans. Existing residents need to be proactive in ensuring that such incentives are accompanied by equitable development strategies to ensure that they are not displaced by the resulting growth.

### **Infrastructure-related Incentives**

- **Upgrading infrastructure and amenities.** A key strategy for encouraging infill development, particularly housing, is a focused public investment strategy to improve antiquated infrastructure and add public amenities such as parks, libraries and streetscapes. These upgrades can make a target area more attractive. Such infrastructure upgrades are generally implemented by the jurisdiction's public works or parks department in response to priorities set by the City Council or redevelopment agency.
- **Lowering of impact fees .** Jurisdictions charge impact fees to offset the costs of public facilities and services necessary to serve the new development. Most localities charge a uniform fee that may not account for the higher costs to serve more distant suburban locations. Offering lower impact fees for infill projects can more accurately reflect the true costs for providing services through existing infrastructure. This more calibrated approach makes infill parcels more attractive, and builds greater equity into metropolitan growth patterns. Local governments can also waive infrastructure hookup fees for infill projects to lower costs to developers. Impact fees are included in the jurisdiction's development regulations; the lowering or waiving of such fees is implemented by the planning and building department in response to priorities enacted by the city council or redevelopment agency.

### **Incentives related to the zoning and development process**

- **Fast Track and Streamlined Permitting.** Fast track permitting, applied within targeted infill development areas, allows developers of infill parcels to get their application processed ahead of non-infill applications. Some localities consolidate or streamline permit processing to allow concurrent review and processing of related development permits. Since developers face holding costs during the development review process, long delays jeopardize the financial viability of a project. Affordable housing projects with slim profit margins can benefit substantially from speedy development review and approval. Related strategies include "one



stop" centers for processing applications, and assignment of one city staff as point person to help navigate a project through the various departments and processes that constitute the development review process.

- **Reduce lot sizes, setbacks, and parking requirements.** Many localities are updating their zoning code to address the challenges of developing smaller parcels. Key incentives modify regulations to allow for reduced residential lot sizes, reduced setback requirements, and reduced street and parking standards. Older standards often make development of infill parcels impractical because they tie up a large percentage of a site's total land area. Some requirements, in particular for on-site parking, may be inappropriate or unnecessary for infill areas where transit service and other alternatives to auto use exist.
- **Zone for mixed-use development.** Traditional zoning has emphasized the separation of land uses. Smart growth principles emphasize the creation of integrated, multi-use districts that blend housing, services, recreation and jobs. Local governments may put in place a residential/mixed-use zoning designation to specifically encourage infill practices such as allowing housing development above stores. This enables residents to be closer to the services they use on a daily basis. To ensure availability of affordable housing, the jurisdiction can amend the zoning regulations to establish an overlay zone for the residential/mixed-use district that permits the development of affordable housing "by right" on the areas covered in the overlay. A "by right" zoning designation makes affordable housing development easier by eliminating the need to obtain a special use permit or undergo a zoning change approval process.
- **Increase density allowances.** Increasing the maximum allowed density for infill areas in the city's zoning regulations is an important incentive. Higher densities permit more intensive development of a parcel and allow the developer the opportunity to spread development costs over more units. Local governments can also provide "density bonuses" to developers of infill sites that designate a certain percentage of housing units as affordable. In this way, localities can both encourage efficient use of the land and promote the inclusion of affordable housing units within a project.

Incentives relating to the zoning regulations and development permitting process fall under the purview of the jurisdiction's planning and building department as well as the Planning Commission, and are enacted in response to direction from the City Council or redevelopment authority.

### **Other Incentives**

Localities can offer *property tax abatement* for infill multi-family housing, or for housing priced under a certain threshold. Portland, Oregon offers tax abatement for affordable homeownership projects in particular districts. Some local governments or regional planning agencies offer *grants or loans* (usually from federal government sources) to encourage specific infill strategies such as transit-oriented development. Local governments can also facilitate infill development through *land assembly*- by assembling small, individual parcels into large blocks under common ownership. The jurisdiction then undertakes property improvements and packages the properties for resale.

Cleveland, Ohio operates a successful land assembly program whereby the city receives delinquent properties and transfers most of the developable parcels to the public housing agency or non-profit affordable housing developers.

### *Level of Use*

Infill incentives are implemented by local or county governments and occasionally by regional planning bodies. Communities working to steer reinvestment or counter blight can advocate for the adoption of these measures by the appropriate jurisdictions and agencies.

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## Key Players

Infill incentives are most effective when they reflect a broad convergence of support for infill development. Key stakeholders to involve in designing a program of infill incentives include city staff, local politicians, developers, financial institutions, nonprofits such as affordable housing organizations and environmental groups, and neighborhood organizations.

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## Challenges

Infill incentives address many of the challenges inherent in developing vacant parcels in urban areas. However, most infill incentives do not specifically address potential resident opposition to new development. Residents of areas adjacent to proposed infill projects often assert that the projects could lead to neighborhood crowding and congestion. It is therefore, advisable that developers of infill projects take the extra steps of working closely with neighboring residents from the early conceptual and design stages and throughout planning and implementation.

In other cases, low-income residents may be wary of specific infill projects because of fears that such development will lead to gentrification and resulting displacement. Giving residents a voice on task forces that advise the project and addressing their suggestions and concerns will ensure that infill projects are sensitive to social and economic equity issues. For example, projects in low-income neighborhoods should include a strong affordable housing component.

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## Who Benefits?

A government's use of infill incentives benefits multiple parties. Developers benefit when local government reduces or eliminates various permitting, building, and infrastructure fees. Developers of affordable housing can particularly benefit from such financial incentives as well as from density bonuses. Residents of the new affordable housing are also beneficiaries.

In a broader context, a successful program of infill incentives also benefits the region as a whole, by directing development to already urbanized areas and preserving undeveloped land on the fringe. Infill incentives that encourage transit use target congestion and pollution reduction.

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## Success Factors

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### Who Benefits

A government's use of infill incentives benefits multiple parties. Developers benefit when local government reduces or eliminates various permitting, building, and infrastructure fees. Developers of affordable housing can particularly benefit from such financial incentives as well as from density bonuses. Residents of the new affordable housing are also beneficiaries.

### Style Adds Substance:

High quality architectural design, as well as innovative site planning and landscaping can do much to alleviate resistance to a project.

In a broader context, a successful program of infill incentives also benefits the region as a whole, by directing development to already urbanized areas and preserving undeveloped land on the fringe. Infill incentives that encourage transit use target congestion and pollution reduction.

### Advantages

Infill incentives encourage development in already urbanized areas that:

- provides housing (both affordable and market rate) near job centers and transit;
- preserves open space and agricultural land at the urban fringe;
- capitalizes on existing community assets such as parks, infrastructure, and transit;
- creates new community assets such as child-care centers, arts districts, and shopping areas; and
- removes the blight and crime associated with vacant and abandoned properties.

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## Financing

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Financing for infill incentives is as diverse as the incentives themselves. When infrastructure improvements are utilized as the incentives, improvements to water systems, sewers, sidewalks, parks, and roads are generally financed directly from a jurisdiction's capital budget. Such up-front investment is anticipated to pay for itself in the form of increased tax revenues from the redeveloped properties.

The financing of infill incentives that reduce or waive fees and taxes initially reduces revenues to a jurisdiction's coffers. But these reduced revenues similarly are leveraged against future revenues from redevelopment and use of formerly vacant land.

Financing strategies that offer alternatives to absorbing the costs of incentives in the city's budget include:

- bond measures to fund improvements;
- extra levies within neighborhoods; and
- the creation of tax increment financing districts.

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## Tools in Action

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**Phoenix, Arizona** encourages infill development through a housing program, established by ordinance in 1995. Among the incentives the city offers are the waiving of a number of development-related fees; city participation in the cost of off-site improvements; focused blight control efforts adjacent to infill development sites; and the assistance of a city staff "Infill Development Team" that has the explicit mission of shepherding infill projects through the city planning and development process. Since the program's inception, 3,175 new single family homes have been built in designated areas of the city; about 1/3 of these are affordable for low- and moderate-income families.

**Tacoma, Washington** encourages multi-family infill housing development through a property tax incentive. In effect since 1996, the tax incentive consists of a ten-year exemption on taxing the improvements that create the additional housing units. Eligible developments must be within 14 "mixed-use centers" or areas-including the downtown-the city has designated for growth and particularly for residential development. Within the first three years of providing the incentive, 700 units of housing were built in designated areas, representing an investment of some \$33 million. Multifamily developments have included low-income housing, low-income senior housing, and market rate housing.

### Tacoma, Washington:

City staff maintains that the multi-family housing constructed under the tax incentive program has helped spark commercial/retail development and job opportunities in target areas.

**Atlanta Regional Commission (ARC)**, the regional planning body for the ten-county Atlanta metropolitan area, is encouraging infill development by allocating \$38 million in federal funds for 2003 and 2004 to support projects emerging from the region's "Livable Centers Initiative." Livable Centers supports planning studies and programs oriented to transit oriented development and mixed use urban infill. ARC will give funding priority to:

- development projects located at existing or planned transit station areas;
- commuter rail locations;
- Town Centers or Existing Activity Centers ; and
- designated infill/redevelopment areas. Local governments must provide a 20 percent match for the funds.

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# Resources

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*Strategies for Successful Infill Development*, 2001. Northeast-Midwest Institute and Congress for the New Urbanism. Available at <http://www.nemw.org/infillbook.htm>.