



Memorandum

June 27, 2018

TO: Longview City Council

FROM: Steve Langdon, Planning Manager

SUBJECT: Planning Commission Recommendations – Proposed Zoning Code Amendments in Residential Districts

At their March 14 special meeting, the Planning Commission initiated a zoning code amendment process to address setbacks for vehicle parking and front yards setbacks for buildings in residential districts. The Planning Commission reviewed draft text amendments developed by City staff and then scheduled a public hearing.

On June 13, the Planning Commission held a public hearing. No one from the public spoke. Following the public hearing, the Planning Commission voted unanimously to recommend the code amendments with some modifications that were recommended in the staff report. The recommended code amendments are given below:

Text that is underlined is new wording, text that has a line through it is meant to be deleted.

Chapter 19.78 Off-Street Parking and Loading

19.78.030 Spaces – Location.

(2) All off-street parking spaces located in the residential districts R-1, R-2, R-3, R-4, and TNR shall be located so as to not encroach in any required yard setback area.,~~except that parking shall be permitted in the rear yard setback area for those properties with alley access .~~ Exception: for those properties where parking is accessed from an alley, parking shall be permitted in the rear yard and the side yard setback adjacent to that parking may be reduced by 50%.

Chapter 19.20 Residential Zoning Districts

Section 19.20.030 Density and dimensional standards.

Table 19.20.030-1 Density and Dimensional Standards by Zone					
Standard	Zoning District				
	R-1	R-2	R-3	R-4	TNR
Front yard setback (feet)	25	25	20	20	20
Front yard setback (alley-loading) ³	15	15	10	10	10

~~3. The reduced front yard setback applies to lots in a subdivision or short subdivision where the reduced setback was approved as part of the overall approval process for the subdivision or short subdivision. To utilize the reduced setback, alley access must be provided and all off-street parking, garages and driveways for a given lot and residence shall be located and accessed from the alley.~~

3. To utilize the reduced setback in any of the residential districts, alley access must be provided and all off-street parking, garages and driveways for a given lot and residence shall be located and accessed from the alley. In the R-1, R-2, and TNR districts, the reduced front yard setback applies to lots in a subdivision or short subdivision where the reduced setback was approved as part of the overall approval process for the subdivision or short subdivision. In the R-3 & R-4 districts, there shall be a minimum of an 8-foot wide planting strip along the fronting street. If there is a narrower or no 8-foot wide planting strip, the reduced front yard setback is allowed only upon receiving a special property use permit per Chapter 19.12. The term “planting strip” is defined in LMC 12.02.010.

In general, the code amendments allows for the following:

- Where all the vehicle parking is accessed from an alley, the side yard setback next to the parking spaces can be reduced by 50 percent. This means that a parking space could be within 2.5 feet of a side property line instead of five feet. For a side yard flanking a street, the parking space could be within 7.5 feet of the property line instead of 15 feet. This will allow for more parking spaces along an alley. For example: a five unit residential building is required to have five parking spaces. Under the current code, only four parking spaces will fit within the typical lot width of 50 feet. With the code amendment, five parking spaces will fit.
- Currently, in the residential districts, a lesser front yard setback is only allowed as part of the overall approval process for a subdivision or short subdivision. The reduced setback does not apply to an existing lot. The code amendment would allow for the reduced front yard setback for an existing lot in the R-3 and R-4 zoning districts when there is an 8-foot wide or wider planting strip along the fronting street. This means a new or remodeled apartment building could be

within 10 feet of the front property line instead of 20 feet. If a planting strip is less than 8 feet wide or non-existent, the developer can still apply for a special property use permit to get a lesser setback.

The term “planting strip” is defined as follows:

12.02.010 Definitions.

(3) “Planting strip” shall mean the following:

- (a) Where there is a curb to a public street and a sidewalk, then the area of land lying between the curb and a paved sidewalk parallel or approximately parallel to such curb;
- (b) Where there is no curb to a public street and a sidewalk, then the area of land lying between the edge of the paved surface of the public street and the sidewalk parallel or approximately parallel to such public street;
- (c) Where there is a curb to a public street and no sidewalk (within the industrial/manufacturing zones), then the area of land located (i) within five feet of the paved surface of the street, and (ii) within the right-of-way; or
- (d) Where there is a curb to a public street and the sidewalk is directly adjacent to the curb, then the area of land located (i) within seven feet of the paved surface of the sidewalk, and (ii) within the right-of-way.

If you have any questions or concerns, please contact me at 442-5083.

Cc: Jim McNamara, City Attorney
Steve Shuman, Assistant City Attorney
Craig Bozarth, City Engineer
John Brickey, Community Development Director