

CITY OF GARIBALDI
ORDINANCE NO. 326

AN ORDINANCE ADOPTING ARTICLES AMENDING TITLE 18 ZONING
OF THE GARIBALDI MUNICIPAL CODE, AMENDING THE GARIBALDI
COMPREHENSIVE PLAN, AND AMENDING THE GARIBALDI
TRANSPORTATION SYSTEM PLAN

The City of Garibaldi ordains as follows:

ARTICLE I. Adopting Amendments to Title 18 of the Garibaldi Municipal Code.

Garibaldi Municipal Code, hereby referenced as "GMC" in this ordinance, is amended by the changes as directed in this section. Reference to section numbers and titles are not part of the adopted text amendments except as required for reference for or codification of new or replacement text. The table of contents for this section is provided only for reference.

1. *GMC § 18.125.010, Purpose, amend section*
2. *GMC § 18.125.030, Vehicle parking – Minimum standards by use, amend section*
3. *GMC § 18.125.030, Table 18.125.030, – Minimum Required Parking by Use, amend Commercial Categories*
4. *GMC § 18.125.030, Table 18.125.030, – Minimum Required Parking by Use, amend Industrial Categories*

Section 1. Language is added to GMC § 18.125.010, Purpose, to read as follows:

18.125.010 Purpose.

The purpose of this chapter is to provide basic and flexible standards for the development of vehicle and bicycle parking. The design of parking areas is critical to the economic viability of some commercial areas, pedestrian and driver safety, the efficient and safe operation of adjoining streets, community image and livability and to elevate the importance of locating and designing parking areas in waterfront areas in such a way to maximize economic activity on waterfront development commercial, industrial and waterfront mixed-use zoned lands. Historically, some communities have required more parking than is necessary for some land uses, paving extensive areas of land that could be put to better use. Because vehicle parking facilities occupy large amounts of land, they must be planned and designed carefully to use the land efficiently, minimize storm water runoff, and maintain the visual character of the community. This chapter recognizes that each development has unique parking needs and provides a flexible approach for determining parking space requirements (i.e., "minimum" and "performance-based" standards). This chapter also provides standards for bicycle parking because many people use bicycles for recreation, commuting, and

general transportation. Children as well as adults need safe and adequate spaces to park their bicycles throughout the community.

Section 2. The first paragraph of GMC § 18.125.030, Vehicle parking – Minimum standards by use, is amended to read as follows:

18.125.030 Vehicle parking – Minimum standards by use.

The number of required off-street vehicle parking spaces shall be determined in accordance with the standards in Table 18.125.030, Minimum Required Parking by Use, or alternatively, through a separate parking demand analysis prepared by the applicant and subject to a land use review. Minimum required parking in the WD zones, WD uses in WM zones; within 100 feet of an ED zone and waterfront mixed-use commercial/industrial developments that are incidental/subordinate to a WD use are recognized limited space areas and the parking requirements are to assist in providing for the economic growth in the community consistent with Garibaldi’s comprehensive plan. Where a use is not specifically listed in this table, parking requirements are determined by finding that a use is similar to one of those listed in terms of parking needs, or by estimating parking needs individually using the demand analysis option described above. Parking that counts toward the minimum requirement includes parking in garages, carports, parking lots, bays along driveways, shared parking, and designated on-street parking.

Section 3. GMC § 18.125.030, Table 18.125.030, – Minimum Required Parking by Use, Commercial Categories, is amended to read as follows:

Commercial Categories	
Drive-Up/Drive-In/Drive-Through (drive-up windows, kiosks, ATMs)	No requirement.
Bed and Breakfast Inn	1 space per bedroom
Educational Services, not a school (e.g., tutoring or similar services)	2 spaces per 1,000 sq. ft. floor area
Entertainment, Major Event	Per CU review
Offices	2 spaces per 1,000 sq. ft. floor area
Outdoor Recreation, Commercial	Per CU review
Parking Lot (when not an accessory use)	Per CU review
Quick Vehicle Servicing or Vehicle Repair (See also Drive-Up/Drive-In/Drive-Through Uses)	2 spaces, or per CU review
Retail Sales and Service (See also Drive-Up Uses)	Retail: 2 spaces per 1,000 sq. ft., except bulk retail (e.g., auto, boat, trailers, nurseries, lumber and construction materials, furniture, appliances, and similar sales) 1 space per 1,000 sq. ft.
	Restaurants and Bars: 8 spaces per 1,000 sq. ft. floor area
	Health Clubs, Gyms, Continuous Entertainment (e.g., bowling alleys): 3 spaces per 1,000 sq. ft.

	Lodging (hotels, motels, inns), (see also Bed and Breakfast Inns): 0.75 space per rentable room; for associated uses, such as restaurants, entertainment uses, and bars, see above
	Theaters and Cinemas: 1 space per 6 seats
Self-Service Storage	No standard
Water Dependent Uses	None
Waterfront mixed-use commercial developments that are incidental/subordinate to a WD use	One-half the requirement for the incidental/subordinate use listed in this table
WD uses in WM zones; within 100 feet of an ED zone	No standard

Section 4. GMC § 18.125.030, Table 18.125.030, – Minimum Required Parking by Use, Industrial Categories, is amended to read as follows:

Industrial Categories	
Industrial Service (See also Drive-Up Uses)	1 space per 1,000 sq. ft. of floor area
Manufacturing and Production	1 space per 1,000 sq. ft. of floor area
Warehouse and Freight Movement	0.5 space per 1,000 sq. ft. of floor area
Waste-Related	Per CU review
Wholesale Sales – fully enclosed	1 space per 1,000 sq. ft.
– not enclosed	Per CU review
Water Dependent Uses	None
Waterfront mixed-use industrial developments that are incidental/subordinate to a WD use	One-half the requirement for the incidental/subordinate use listed in this table
WD uses in WM zones; within 100 feet of an ED zone	No standard

ARTICLE II. Adopting Amendments to the Garibaldi Comprehensive Plan.

Garibaldi Comprehensive Plan, hereby referenced as “GCP” in this ordinance, is amended by the changes as directed in this section. Reference to section numbers and titles are not part of the adopted text amendments except as required for reference for or codification of new or replacement text. The table of contents for this section is provided only for reference.

1. GCP Page 6, A. Existing Park Lands and Facilities, amend section
2. GCP Page 8, C. Park and Recreation Opportunity Sites and Possible Future Sites, amend section

Section 1. GCP Page 6, A. Existing Park Lands and Facilities, last paragraph, is amended to read as follows:

3 -- AN ORDINANCE ADOPTING ARTICLES AMENDING TITLE 18 ZONING OF THE GARIBALDI MUNICIPAL CODE, AMENDING THE GARIBALDI COMPREHENSIVE PLAN, AND AMENDING THE GARIBALDI TRANSPORTATION SYSTEM PLAN

The Bay Shore Trail is Garibaldi's only existing trail. The trail has deteriorated since its development. The Bay Shore Trail has been identified as a priority in the Garibaldi Connections Project in the "Park and Recreation Opportunity Sites and Possible Future Sites" section.

Section 2. GCP Page 8, C. Park and Recreation Opportunity Sites and Possible Future Sites, after fifth paragraph's list, is amended to read as follows:

The planned regional multiuse bicycle and pedestrian Salmonberry Trail generally, but not exclusively, follows the route of an 83-mile-long Port of Tillamook Bay-owned rail line from Banks, Oregon in Washington County to the vicinity of the Tillamook Airfield. The Trail will pass through the cities of Wheeler, Rockaway Beach, Garibaldi, Bay City, and Tillamook, as well as unincorporated areas of Washington and Tillamook counties. A Salmonberry Trail Concept Plan was completed in early 2015. The Concept Plan suggests preliminary preferred and alternative trail alignments and types, and identifies physical constraints and opportunities and other factors potentially impacting the future development of this cross-regional trail.

The Salmonberry Trail section through the City of Garibaldi is 2.5 miles long and primarily follows the POTB rail right-of-way. Development of the Salmonberry Trail is consistent with bicycle and pedestrian and trail projects proposed in the Comprehensive Plan and Garibaldi Connections Project, including the Miami Cove Shoreline Trail which would follow the same alignment as the Salmonberry Trail. The Salmonberry Trail will be an important element in the City's overall plans for improved bicycle and pedestrian movements and recreational opportunities.

ARTICLE III. Adopting Amendments to the Garibaldi Transportation System Plan.

Garibaldi Transportation System Plan, hereby referenced as "TSP" in this ordinance, is amended by the changes as directed in this section. Reference to section numbers and titles are not part of the adopted text amendments except as required for reference for or codification of new or replacement text. The table of contents for this section is provided only for reference.

1. *TSP § 3, Page 17, Garibaldi Trail System, amend section*
2. *TSP § 5, Page 28, Bicycle System, Table 5-8, Garibaldi Designated Bicycle Routes, amend table*
3. *TSP § 5, Page 29, Figure 5-6, Pedestrian System Plan, amend Figure*
4. *TSP § 5, Page 30, Figure 5-7, Bicycle System Plan, amend Figure*
5. *TSP § 5, Page 33, Bikeway and Trail Improvements, amend section*

Section 1. TSP § 3, Page 17, Garibaldi Trail System, amend bulleted items by adding fifth bullet item that reads as follows:

- Support development of the planned regional multiuse bicycle and pedestrian Salmonberry Trail that will pass through the City and that will utilize the Port of Tillamook Bay rail right-of-way and shared-use for portions of South American Avenue. The City's planned Miami Cove Trail follows the same route as the Salmonberry Trail around the north shore of Miami Cove.

Section 2. TSP § 5, Page 28, Bicycle System, Table 5-8, Garibaldi Designated Bicycle Routes, amend table by adding Project Number 9 that reads as follows:

9	Salmonberry Trail	Western city limits	Eastern city limits	Salmonberry Trail Intergovernmental Agency
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Section 3. TSP § 5, Page 29, Figure 5-6, Pedestrian System Plan, amend figure by adding the symbol and words, "/Salmonberry Trail" after the word, "Railroad" in the figure's legend.

Section 4. TSP § 5, Page 30, Figure 5-7, Bicycle System Plan, amend figure by adding the symbol and words, "/Salmonberry Trail" after the word, "Railroad" in the figure's legend.

Section 5. TSP § 5, Page 33, Bikeway and Trail Improvements, amend section by adding a paragraph that reads as follows:

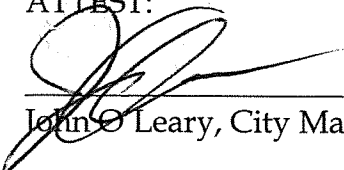
To better provide for safe bicycle and pedestrian traffic through the City, the planned regional multiuse bicycle and pedestrian Salmonberry Trail utilizing the Port of Tillamook Bay rail right-of-way and shared-use for portions of South American Avenue is supported. The City's planned Miami Cove Trail follows the same route as the Salmonberry Trail around the north shore of Miami Cove.

Article IV. Adoption. This ordinance takes effect 30 days from the date of its adoption.

Passed by the Common Council and approved by the Mayor of the City of Garibaldi, this 19th day of June, 2017.


 Hon. Suzanne McCarthy, Mayor

ATTEST:



 John O. Leary, City Manager

Exhibit A - Staff Report of May 22, 2017 to the Planning Commission