

**City Of Woodland**  
**City Council Meeting Agenda Summary Sheet**

**Agenda Item:**  
Ordinance 1284: Comprehensive Plan Text  
Change to allow auto-oriented uses in the  
Central Business District, First Reading

**Agenda Item #:** Action (H)  
**For Agenda of:** October 21, 2013  
**Department:** Planning  
**Date Submitted:** October 16, 2013

**Cost of Item:** 0  
**Amount Budgeted:** \_\_\_\_\_  
**Unexpended Balance:** \_\_\_\_\_

**BARS #:**  
**Description:**

**Department Supervisor Approval:** Amanda Smeller, Community Development Planner

**Committee Recommendation:** n/a

**Agenda Item Supporting Narrative** (list attachments, supporting documents):  
Staff Report  
Draft Ordinance 1284

**Summary Statement**  
Please see staff report

## **Auto-Oriented Uses in the Central Business District (C-1)**

**Date:** October 11, 2013

**To:** City Council

**From:** Amanda Smeller, Community Development Planner

**Re:** Auto-Oriented Uses in the C-1 District

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### **1. SUMMARY:**

In April 2013, the City Council moved to initiate a Comprehensive Plan Text Amendment to allow auto-oriented uses, specifically drive-through facilities, in the Central Business District (C-1).

### **2. RECOMMENDATION:**

At this time, the Planning Commission recommends against the proposed text change to allow auto-oriented uses in the Central Business District.

### **3. PLANNING COMMISSION'S FINDINGS & KEY ISSUES:**

1. **Economic Development Impacts:** Increased auto-oriented uses is not the point of the core downtown. Pedestrians and bicyclists are more likely to complete their trips within the City, as opposed to motorists. If other modes of transportation were favored over the automobile, there may be a larger portion of resident shopping occurring in Woodland, and local business and the City would see economic and other benefits.
2. **Design Standards:** There are no design standards in the Central Business District. While buildings and structures must be maintained and kept neat, there are no requirements for a specific look or design. Therefore, any fast food restaurant, regardless of what it looks like, can be moved in to this area. This can affect the look and feel of the downtown district specifically that of the main downtown located along Davidson.
3. **Bicyclist/Pedestrian Impacts:** Increased automobile use is a safety issue for bicyclists and pedestrians. The more access points for cars can create issues for pedestrians, and curb cuts can make it difficult to meet ADA standards. The more cars, the more dangerous/difficult it is for pedestrians to cross the street.
4. **Traffic Impacts:** As of now, no studies have been made as to traffic impacts of allowing auto-oriented uses downtown. Traffic impacts, patterns and mitigation options would need to be explored. New businesses would be assessed a Transportation Impact Fee. While the Comprehensive Plan indicates traffic volumes along Davidson Avenue have declined since 1995, allowing for auto-oriented uses may increase traffic volumes again and the impact is unknown.

5. Public Input: Changes in Comprehensive Plan goals and policies should be done during the periodic Comprehensive Plan Update so there are more opportunities for the public to review and provide input.
6. While these proposed uses are more appropriate in the Gateway area, it is still zoned C-1. Rather than change the comprehensive plan to fit the property, a rezone of the Gateway area to C-2, Highway Commercial, may be more appropriate. In other words, fitting the property to the zone and comprehensive plan.

#### **4. STAFF INPUT:**

There are approximately 26 vacant properties in the C-1 zone, some of which contain parking lots, and other just vegetation. Of these, eight are located in the core downtown (on Davidson Street).

The McDonald's site in town is approximately one acre, as is the Burgerville in town. There is a Taco Bell in Vancouver on an approximately 1/2 acre lot, and a McDonald's on an over acre lot. It takes space to construct a drive-through restaurant with required parking. Therefore, none of the eight properties in the main downtown are large enough to accommodate a drive-through restaurant. There are vacant parcels in the Gateway area that could support a drive-through restaurant.

Note that if this Comprehensive Plan Text Amendment is passed by Council, the zoning code still reads that drive-through facilities are a Conditional Use before the Hearing Examiner in the C-1 district.

#### **5. BACKGROUND AND REVIEW HISTORY:**

April 2013: City Council passed a motion to initiate a Comprehensive Plan Text Amendment that would consider auto-oriented uses, and specifically drive-through facilities, in the Central Business District (C-1). This was at the same time Council adopted Ordinance 1263, which amends permitted, conditional, and prohibited uses in the Central Business District. Drive-through facilities, which were previously prohibited, became a Conditional Use before the Hearing Examiner.

June 2013: Planning Commission held a workshop to review background information, proposed code language, and the motion itself. During the June 2013 Planning Commission meeting, staff and the commission discussed the different options in regards to auto-oriented uses. A basic Comprehensive Plan text change was proposed which eliminates the wording which discourages auto-oriented uses downtown. The commission expressed concern with allowing drive-through facilities in this zone with regards to traffic impacts, impacts on bicyclists/pedestrians and design standards.

July 2013: Planning Commission held a workshop to review additional information and background materials. Additional information was provided to the Planning Commission during the July 2013 meeting in regards to transportation impacts/mitigation options, health downtown resources/literature, sections of the Comprehensive Plan speaking to pedestrian uses and auto-

oriented uses, and presentation material from the Clark County Commission of Aging regarding healthy communities.

September 2013: Planning Commission held a public hearing for the proposed Comprehensive Plan Text Amendment. No public testimony was received and the commission voted to make a do not approve recommendation to City Council.

**ORDINANCE NO. 1285**

***THE CITY OF WOODLAND, WASHINGTON***

**AN ORDINANCE AMENDING THE COMPREHENSIVE PLAN TEXT TO ALLOW AUTO-ORIENTED USES IN THE CENTRAL BUSINESS DISTRICT**

**WHEREAS**, at the April 15, 2013 City Council meeting Council passed a motion to initiate a Comprehensive Plan Text Amendment to consider auto-oriented uses, specifically drive-through facilities, in the Central Business District (C-1);

**WHEREAS**, the Planning Commission held workshops in June 2013 and July 2013 to review the proposed text change;

**WHEREAS**, the City of Woodland notified the Washington Department of Commerce on July 26, 2013 of the proposed amendment;

**WHEREAS**, the Planning Commission conducted a duly advertised public hearing on September 19, 2013 concerning the proposed amendment and forwarded its recommendations to the City Council for further action;

**WHEREAS**, pursuant to RCW 35A.11.020 and the Constitution of the State of Washington, Article 11, Section 11, cities have the power to enact regulations in the interest of the health, safety and welfare of their residents;

**WHEREAS**, all procedural requirements of the Woodland Municipal Code (WMC) for these amendments have been met; and

**NOW THEREFORE**, be it hereby ordained by the City Council of the City of Woodland:

**COMPREHENSIVE PLAN TEXT**

*The existing language will be replaced to read as follows:*

**Chapter 1: Land Use Classifications (Pg 1-20):**

Downtown Commercial: This is high intensity land use including the central business district and other dense arrangements of professional offices and retail stores. This designation discourages land consumptive uses (i.e. warehouses). This designation encourages higher floor area ratios (1.5 to 1.0) and also residential use on upper floors.

**Chapter 1.V Land Use Map (Pg 1-41)**

The Downtown Commercial District is that area west of the Interstate 5 freeway and at or near the historic downtown area. It is oriented towards smaller retail stores; services, financial, insurance, real estate, and professional outlets and offices; municipal and private shared parking garages and lots; pedestrian malls and plazas; performing arts and other entertainment and cultural facilities and activities; transportation terminals; mixed-use projects; upper story apartment housing; and pedestrian walkways linking key facilities. Discouraged uses are those that are land consumptive such as warehouses, automobile sales lots, and individual business parking lots that diminish the area's compactness and convenience as an integrated shopping goods and services area.

**ADOPTED** this \_\_\_\_ day of October, 2013.

**CITY OF WOODLAND, WASHINGTON**

Approved:

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Grover Laseke, Mayor

Attest:

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Mari E. Ripp, Clerk / Treasurer

Approved as to form:

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William Eling, City Attorney