

Kathy Davis

From: Niels Tygesen
Sent: Thursday, May 26, 2022 5:32 PM
To: Anne Weech
Subject: RE: Staff's Response to Harbor's Edge HE Decision and Albert Torrico's Comments

Regarding the Hearing Examiner's Decision pertaining Harbor's Edge and comments from Albert Torrico (Sage Homes):

- Finding # 5: it is not incorrect that the HE stated 'areas to the west are zoned R-S', they are. However, there is 1 lot, directly adjacent to the west of the subject property that is zoned NB and is developed with a single residential dwelling unit (see Exhibit 2 pg. 3 of 6);
- Finding # 12: it is not incorrect what the HE stated given the site plan that was submitted and reviewed at the time of the hearing. However Albert Torrico's comments of what was stated during the hearing I believe is also correct.

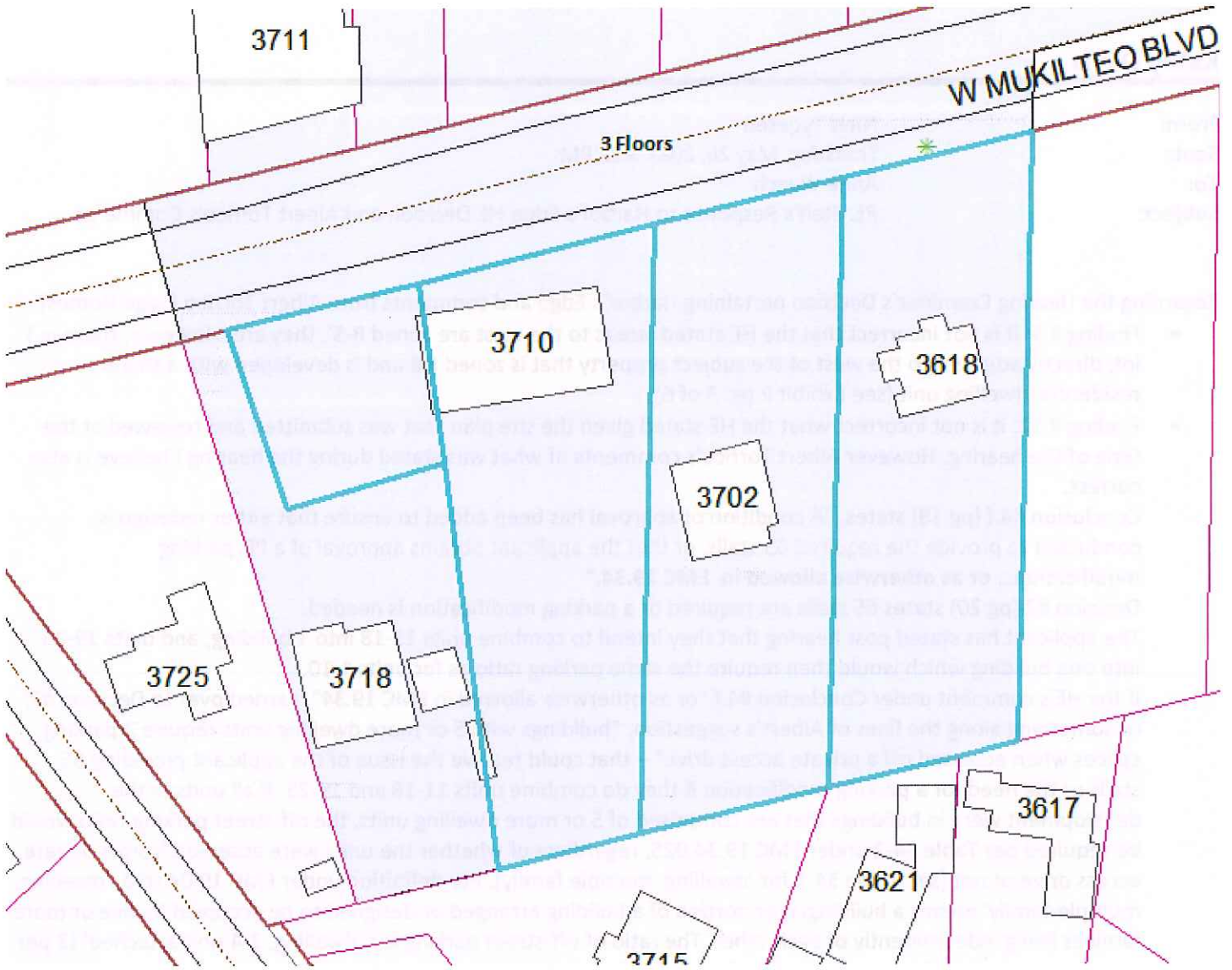
Conclusion #4.f (pg 18) states, "A condition of approval has been added to ensure that either redesign is conducted to provide the required 65 stalls, or that the applicant obtains approval of a PD parking modification... **or as otherwise allowed in EMC 19.34.**"

Decision #2 (pg 20) states 65 stalls are required or a parking modification is needed.

The applicant has stated post hearing that they intend to combine units 11-18 into 1 building, and units 19-25 into one building which would then require the same parking ratio as for units 1-10.

If the HE's comment under Conclusion #4.f "or as otherwise allowed in EMC 19.34", carried over to Decision #2, or something along the lines of Albert's suggestion, "buildings with 5 or more dwelling units require 2 parking spaces when accessed off a private access drive" – that could resolve the issue of the applicant providing 65 stalls or the need for a parking modification if they do combine units 11-18 and 19-25. If all units in the development were in buildings that are comprised of 5 or more dwelling units, the off-street parking ratio would be required per Table 34-2 under EMC 19.34.025, regardless of whether the units were accessed from a private access drive or not (see Table 34-1 for 'dwelling, multiple family). Per definition under EMC 19.04.050, 'dwelling, multiple-family' means a building(s) or portion of a building arranged or designed to be occupied by five or more families living independently of each other. The ratio of off-street parking for 'dwelling, 2-4 unit attached' (3 per unit where access is from a private drive) would no longer be applicable; and

- Finding # 15: I would concur with Albert Torrico. Findings #15 (pg 6) and Conclusions #4 (pg 17) regarding permitted building height of the subject property – Map 22-1 under EMC 19.22.150 isn't the best, and Exhibit 2 should have included a screen shot of the maximum permitted building heights - please see the following screenshot confirming that the subject property is permitted a maximum building height of 3 floors per code. Further, though the site is due north-east of Paine Field, there is no specific height limitation required under EMC 19.17 Airport/Port/Navy Compatibility Overlay.



Niels Tygesen

Planner | Planning Division

Community, Planning, & Economic Development

425.257.7168 | 2930 Wetmore Avenue, Suite 8-A, Everett, WA 98201

Note: Emails and attachments sent to and from the City of Everett are public records and may be subject to disclosure pursuant to the Public Records Act