



City of Snohomish

SDP Applicant Written Narrative

Project: St. John's Episcopal Church Addition and Remodel

DESCRIPTION OF PROJECT

Existing Conditions:

The .2838 acre site is located at 913 Second St., Snohomish Washington. The site is bound by the Firehouse Center to the west and the Bank of America to the east and the Parking lot for the City of Snohomish City Hall to the south and the Chase Bank across the street to the north. The site consists of an existing 2 story 9,692 sf Church, Parish Hall, Classroom space and Administrative space. The original church was built in 1893, The Parish Hall was added in 1936, between 1941 and 1949, the floor under the church was built for offices, Meeting room, Sunday School rooms, and Choir room, in 1950, Sunday School rooms were built under the Parish Hall, as was the Kitchen and the hallway between the church and Parish Hall. In 1966 the Narthex and stair to the lower floor of the church were added. There is no on-site parking, all the parking occurs offsite on public streets and public parking areas.

Description of Proposal:

The church proposes to build a 3,516 Entry Addition and to remodel 608 of existing space to facilitate accessible entry into all the 4 of the different existing floor levels. This includes the addition of a new ADA compliant elevator, accessible ramps, and new easier to manage stairs between all floor levels. The existing courtyard will be maintained, existing offices will be upgraded, and ADA compliant Restrooms will be added to the existing Parish Hall. In addition, the existing steeple is being seismically upgraded, exiting from the Sanctuary is being brought up to code and the electrical system and other utilities are being upgraded as well. The building is in the Historical Business District and is being designed to match the architecture, materials, paint colors, etc. of the existing historic building. The project has been approved by the Snohomish Design Review Board.

DESCRIPTION OF PROJECT CONSISTENCY WITH THE SNOHOMISH MUNICIPAL CODE (SMC)

How the project meets SMC 14.65 Site Development Plans

- A. The Criteria for approval of a site development plan shall be as follows:
 1. Adequate streets, sidewalks, transit stops, open spaces, park schools, water, sewer, and stormwater facilities shall be available to the proposed development.
Response: The project site has availability to adequate streets, sidewalks, open spaces, parks, school, water, sewer, and stormwater facilities.

2. The design and appearance of the structure shall be compatible with applicable design standards and guidelines.
Response: The design and appearance of the structure will be compatible with the applicable design standards and guidelines. It has already been reviewed by the Historical Design Review Board and has been approved.
3. The development shall be consistent with the Comprehensive Plan.
Response: The site is zoned Historical Business, the church was built in 1893, and is consistent with the Comprehensive Plan.
4. The development shall mitigate any significant adverse environmental impacts.
Response: There are no significant adverse environmental impacts anticipated as part of the project.
5. Concurrency requirements (SMC 14.20.090) shall be complied with.
Response: The submittal package does not include a traffic generation memo because there is no anticipated increase in users because of this addition. To meet code, we have included an offsite parking agreement with the Bank of America next door, allowing for 34 off-site parking stalls right next door to the Church and Parish Hall.
6. The development shall be consistent with the health, safety, and general welfare.
Response: The project will be consistent with health, safety, and general welfare.

SMC 14.205 Permitted Land Uses: Historical Business

The purpose of this designation is to provide a commercial area which is in the Historic District. The Historic Business Designation (HBD) is both pedestrian and auto-oriented, and will provide a broad range of pedestrian-oriented commercial services and goods, including offices, specialty shops, and entertainment activities, and has reduced parking requirements to encourage the preservation and renovation of existing structure.

Response: This project provides both auto and pedestrian oriented services to the community. The proposed project does not delete any on-site parking, but provides additional parking for Sunday parishioners with a new off-site Parking Agreement with the Bank next door. There is on-street parking in front of the church as well as on both Avenue "A" and on Union Avenue. We are preserving the existing structure and adding minimally to the total structural coverage in order to upgrade accessibility to all 4 of the different floor levels.

SMC 14.210 Dimensional and Other Requirements

14.210.330 Dimensional Requirements

Historic District Business zoned properties require the following:

Minimum Lot size: None

Lot Width: None

Permitted maximum density, du/ac: 18

Front yard setback from street: 0

Front yard setback from Property Line: 0

Side yard setback: 0

Side yard abuts residential designation: 50 ft.

Rear yard setback: 0

Rear yard setback abuts residential designation: 50 ft.

Rear access from an alley: 0

Open space vegetated: 20% (Multi-Family only)

Percent landscaped: 5%

Height limitation: 45 ft.

Response: The project site complies with the dimensional requirements per the following (does not abut a Residential designation):

Lot Size: 12,361 sf

Lot width: 103.00 ft.

Max. Density (du/ac): NA

Front yard setback from Street: 19'-8"

Front yard setback from Prop. Line: 4'-8"

Side yard setback: 4'-3" (East property line)

Rear yard setback: 19'-1"

Vegetated Open Space: NA (Not Multi-Family)

Percent Landscape: 30.51%

Height Limitation: The "mean height level" of the Parish Hall Addition from the average curb height is 23'-8". The "mean height level" of the Church wing is 30'-4". The height of the new Elevator tower and the Existing Church Steeple are exempt from the height limitations per SMC 14.210.180.

SMC 14.225/14.230 Design Standards

The following design standards are hereby adopted in the “Historic District”,

1. The “Secretary of the Interior’s Standard for Rehabilitation and Guidelines for Rehabilitating Historic Buildings” as they now read or are hereafter amended:
2. “Snohomish Historic District Design Standards,” as adopted by a resolution of the City Council.

Response: The Snohomish Design Review Board has reviewed our project and has approved it with some qualifications that we have adopted into our design, e.g. having 12” high door bottoms/kick plates.

SMC 14.235 Off street Parking, Loading, and Access Requirements

14.235.090 Location of Parking Spaces

Response: The project has no “Off Street” parking currently and there is no space for such. Thus, we have a Parking agreement with the BOA next door for 34 stalls on Sundays. (see agreement in packet.). Traditionally for years, parking has been on the adjacent public street and parking lots.

14.235.120 Allowance for Compact Cars

Response: N/A

14.235.130 Minimum Requirements for Off-Street Parking

Response: NA

14.235.140 Off-Street Loading Space Requirements

Response: NA

14.235.160. Vehicle Capacity for Drive-Through Service Access

Response: NA

14.235.200. Parking for Retail Land Uses

Response: NA

14.235.260 Minimum Standards for Conventional Off-Street Parking

Response: NA

SMC 14.255 Critical Areas-General

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Response: There no critical areas on the project site, therefore no additional response is applicable. See attached Critical Area Letter from Hamsen.

SMC 14.260 Wetlands

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Response: There are no wetlands on the project site, therefore no additional response is applicable.

SMC 14.280 Habitat Conservation Areas

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Response: There are Habitat Conservation Areas on the project site, therefore no additional response is applicable.

Other: Response NA

END

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