



PLANNING COMMISSION

REGULAR MEETING

AGENDA

Thursday, August 21, 2014
7:00 p.m.

Council Chamber • Shoreline City Hall
17500 Midvale Ave North

	<u>Estimated Time</u>
1. CALL TO ORDER	7:00
2. ROLL CALL	7:01
3. APPROVAL OF AGENDA	7:02
4. APPROVAL OF MINUTES	7:03
a. August 8, 2014 Regular Meeting - Draft Minutes	
Public Comment and Testimony at Planning Commission	
<i>During General Public Comment, the Planning Commission will take public comment on any subject which is not specifically scheduled later on the agenda. During Public Hearings and Study Sessions, public testimony/comment occurs after initial questions by the Commission which follows the presentation of each staff report. In all cases, speakers are asked to come to the podium to have their comments recorded, state their first and last name, and city of residence. The Chair has discretion to limit or extend time limitations and the number of people permitted to speak. Generally, individuals may speak for three minutes or less, depending on the number of people wishing to speak. When representing the official position of an agency or City-recognized organization, a speaker will be given 5 minutes. Questions for staff will be directed to staff through the Commission.</i>	
5. GENERAL PUBLIC COMMENT	7:05
6. STUDY ITEM	7:10
a. Development Regulations for 185th Street Light Rail Station Subarea Plan (Continued from Last Week)	
• Staff Presentation	
• Public Testimony	
7. DIRECTOR'S REPORT	8:10
8. UNFINISHED BUSINESS	8:15
9. NEW BUSINESS	8:20
10. REPORTS OF COMMITTEES & COMMISSONERS/ANNOUNCEMENTS	8:23
11. AGENDA FOR SEPTEMBER 4, 2014	
a. 185th Street Subarea Plan Development Regulations	8:25
12. ADJOURNMENT	8:30

The Planning Commission meeting is wheelchair accessible. Any person requiring a disability accommodation should contact the City Clerk's Office at 801-2230 in advance for more information. For TTY telephone service call 546-0457. For up-to-date information on future agendas call 801-2236

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Planning Commission Meeting Date: August 7, & August 21, 2014 Agenda Item

PLANNING COMMISSION AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Development Regulations for 185 th Street Light Rail Station Subarea Plan		
DEPARTMENT: Planning & Community Development		
PRESENTED BY: Steven Szafran, AICP, Senior Planner		
<input type="checkbox"/> Public Hearing	<input checked="" type="checkbox"/> Study Session	<input type="checkbox"/> Recommendation Only
<input type="checkbox"/> Discussion	<input type="checkbox"/> Update	<input type="checkbox"/> Other

Introduction

The purpose of this study session is to:

- Review the Development Code regulations for the proposed 185th Street Light Rail Station Subarea Plan;
- Inform the Planning Commission of topics that require greater study;
- Provide information and solutions for issues identified by staff;
- Ask direction on options for certain Development Code regulations;
- Respond to questions regarding the proposed development regulations;
- Gather public comment.

Amendments to Shoreline Municipal Code (SMC) Title 20 (Development Code) are processed as legislative decisions. Legislative decisions are non-project decisions made by the City Council under its authority to establish policies and regulations. The Planning Commission will be the review authority for the 185th Street Station Subarea Plan which will include amendments to the Comprehensive Plan; zoning map amendments; and these implementing Development Code regulations. The Planning Commission will be responsible for holding an open record Public Hearing on the package of Development Code amendments along with the 185th Street Light Rail Station Subarea Plan and making recommendations to the City Council on the entire package.

Background

The City began working on light rail station subarea planning in fall 2011 with the adoption of Light Rail Station Area Planning Framework Policies for Shoreline. The framework policies guide the City's future discussions and decisions regarding the planning and development of the areas surrounding the two light rail stations.

After adoption of the framework policies, the City began working on the update of the entire Comprehensive Plan. The Comprehensive Plan merged the framework policies into 23 policies related to light rail station areas and identifies light rail station study boundaries on the Comprehensive Plan Land Use Map. The update to the

Approved By: Project Manager _____

Planning Director 

Comprehensive Plan goals and policies, map, and station study areas were adopted in December 2012 (see www.cityofshoreline.com/home/showdocument?id=15882).

The City and its residents have been working on the 185th Street Station Subarea Plan since spring 2013 to create a land use, transportation, and infrastructure framework for a livable, equitable, and sustainable transit-oriented community in Shoreline.

In addition to supporting the regional investment on high-capacity transit, the subarea plan implements Shoreline's 2012 Comprehensive Plan goals and policies and the City's Vision 2029 (see www.cityofshoreline.com/home/showdocument?id=9651). The subarea plan will expand community choices related to land use, housing and transportation. Regulations will be used to promote a variety of housing styles and increased levels of affordability; enhanced pedestrian, bicycle, transit, and motor vehicle connectivity; greater mobility and safety; neighborhood-serving employment opportunities and businesses; and other desired amenities.

Development Code Amendments

New Zones

The proposed development regulations are intended to implement the goals and policies identified in the Comprehensive Plan. The light rail station area policies can be found in the Land Use Element under LU20 through LU43 (see Attachment 2).

Staff has proposed creating new zones that will implement the 185th Street Station Subarea Plan. The new zones create a more form based regulatory approach that is flexible enough to allow for a mix of compatible uses and styles as supported by the market and controlled using simple bulk and scale requirements.

A secondary reason for the creation of new zoning designations is to provide increased areas for multi-family housing. The City currently has four (4) percent of its land area devoted to multifamily zoning. The market study prepared for the 185th Street station indicates a demand for multifamily housing around the station and also notes a lack of multifamily zoning to provide future demand.

Staff recommends that these Development Code amendments be integrated into the existing code organization rather than a separate district or overlay. The Development Code amendments include sections that are changing. If certain sections are not addressed, it is assumed that the existing code provisions will apply. The proposed Development Code amendments for the 185th Street light rail station subarea plan are described below by Development Code section.

20.10 – General Provisions

20.10.020 – Purpose

20.10.020 describes the purpose of the Development Code. The proposal is to strike the bullet “Avoid excessive concentrations of population” and replace the bullet with “provide well planned areas of Transit-Oriented Communities around light rail stations and along other high-capacity transit corridors”. Staff believes this change is necessary

to incorporate the direction of the Land Use policies in the Comprehensive Plan related to establishing areas around light rail stations as appropriate for increasing population due to the proximity to light rail service and adjacent neighborhood serving amenities.

20.20 - Definitions

20.20.016 – D definitions

Development Agreement

A definition for development agreements is proposed to be added to the “D” definitions section of the code. A development agreement is a new concept in the City and is proposed to be a new permit type in 20.30 – Procedures and Administration.

20.20.016 – D definitions

Dwelling, Live/Work unit

A definition for live/work units is proposed to be added to the “D” definitions section of the code. A live/work unit is a new concept in the City and is proposed to be a new land use in 20.40 – Zoning and Use Provisions.

20.20.016 – D definitions

Dwelling, Microhousing unit

Microhousing is a relatively new concept in the City and we have had one microhousing project proposed on Aurora Avenue. The proposed definition is based on materials submitted by the developer and staff research used to prepare an Administrative Order related to the project.

20.30 – Procedures and Administration

Table 20.30.060 – Summary of Type C Actions and 20.30.338 – Development Agreement

A Development Agreement is a new concept in the City of Shoreline but used extensively in other jurisdictions for defined development including station areas. Section 20.30.338 will add the purpose, contents, approval procedures, and criteria and requirements for a Development Agreement. The notice requirements, review authority, decision making authority, and target time limits for decisions for a Development Agreement will be added Table 20.30.060. Table 20.30.060 is the review procedures for a Type C permit which is a quasi-judicial permit type. Type C permits typically go before the Hearing Examiner for a public hearing. The Hearing Examiner makes a recommendation to the City Council. Per RCW 36.70B.200, a Development Agreement must be approved through an ordinance or resolution.

The intent of the Development Agreement is to define the parameters of development that is allowed on sites zoned Mixed-Use Residential 140 in exchange for more flexible development regulations or added development potential. The proposed language contained in Attachment 1 is the starting point for the required elements to be contained within the Development Agreement. Staff is seeking a balance between development potential and public benefits. Staff’s proposal contains two parts to a Development Agreement - items that are required and items that a developer may choose from. Is the City offering enough development bonuses to require a specified list of amenities in

combination with some optional amenities? Are there too many requirements that may deter any development from occurring in the proposed MUR zones?

RCW 36.70B.170 lists elements that must be contained within a Development Agreement. These items include a project description, site plan, permitted uses, site design, bulk and building standards, open space, capital facilities, utilities, and other public services. Staff has included a requirement for the provision of affordable housing as well.

The second section of the Development Agreement lists optional items that a developer may choose to include within a proposed development. Staff has proposed amenities such as net zero-energy, on-site waste management, jobs, public art, senior housing and universal design, green building, and significant tree retention. These items will be an expanded menu during the Planning Commission meetings in September with definitions, model codes from other jurisdictions, and pros and cons of each requirement. The language included in Attachment 1 includes possibilities and staff is not necessarily making a recommendation on this particular list. The draft language is a starting point for discussion and the final list may look completely different from this proposal.

Justification –Development Agreements provide a developer the flexibility to create an interesting development project around the light rail station while giving the City the opportunity to require amenities that may not be possible to obtain in other types of development. The Development Agreement will in some ways act as a Master Development Plan Permit where the developer can dictate the development regulations for a particular project while the City can negotiate specific amenities that the community has identified as being important in the neighborhood.

Comprehensive Plan Support – The establishment of a Development Agreement is supported by the following Comprehensive Plan Goals:

- Goal LU I – Encourage development that creates a variety of housing, shopping, entertainment, recreation, gathering spaces, employment, and services that are accessible to neighborhoods;
- Goal H V – Integrate new development with consideration to design and scale that compliments existing neighborhoods and provides effective transitions between different uses and intensities;
- Goal T V – Protect the livability and safety of the neighborhoods from the adverse impact of the automobile;
- Goal ED III – Facilitate private sector economic development through partnerships and coordinating funding opportunities; and
- Goal NE I – Minimize adverse impacts on the natural environment through leadership, policy, and regulation, and address impacts of past practices where feasible.

Note: Further justification for codifying Development Agreement procedures was presented to the City as a result of an audit of the City’s Development Code by

the Washington City's Insurance Authority (WCIA). The WCIA audit included a finding recommending the City adopt procedures for Development Agreements to reduce liability.

20.40 – Zoning and Use Provisions

20.40.010 – Purpose. An addition to this section will add the purpose of the mixed-use residential (MUR) zones.

20.40.020 – Zoning and map designations. Four (4) new multiple use residential zoning districts named MUR-35, MUR-45, MUR-85, and MUR-140 are proposed to be added to the zoning table. The proposed zones differ from other residential zones that are typically defined by a dwelling unit density limit such as R-12 and R-18. In contrast, the proposed MUR zones will be defined by height. MUR-35 is a 35-foot height limit, MUR-45 is a 45-foot height limit, MUR-85 is an 85-foot height limit, and MUR-140 is a 140-foot height limit. There will be greater inclusion of other uses allowed entirely by right or as an accessory. The City has implemented this type of regulation through the commercial zone consolidation project which eliminated density requirements and defined development perimeters through height and bulk standards (see Ordinance 654).

The primary reason for the new zoning classifications is to provide flexibility to the development community. Staff also sees a benefit of defining the height and bulk standards or the part of the building that is visible to the surrounding community rather than the number of units. The building size will be defined by height, setbacks, lot coverage, landscaping, and parking.

The second reason for the new zoning classifications is it is important to allow a mix of uses within the subarea to encourage the development of residential units with supporting retail or service uses. This technique will be useful in creating the “sense of place” that is desired within the station subarea.

20.40.046 – Mixed-use residential zones. SMC 20.40.046 is a new section that explains the purpose of the mixed-use residential zones.

Table 20.40.160 – Station Area Uses. The proposed use table tries to include uses that are complimentary to the station and a Transit-Oriented Community where services and retail are within walking distance and require less reliance on cars and more on transit and non motorized travel.

This is a new table that will immediately follow Table 20.40.150 – Campus Uses. This table lists land uses that are permitted, conditional, special, required, or accessory in each of the new zones. There are a number of new uses introduced such as microhousing, live/work units, and mini-storage. The table also lists uses that have supplemental indexed criteria. For example, live/work units are permitted in the MUR-35 zone subject to supplemental use criteria that requires the project site to be located on a Collector or Arterial Street.

Justification – The creation of the Mixed-Use Residential zones will provide flexibility for developers to develop a mix of low and mid-rise residential structures with an appropriate mix of neighborhood commercial uses. The City is lacking the type of zoning that will allow townhome, rowhouse, and other types of multi-family housing. This is shown in the supporting analysis of the Comprehensive Plan which states only four (4) percent of the land area in Shoreline is zoned for multi-family.

Comprehensive Plan Support – The establishment of new zoning categories are supported by the following Comprehensive Plan Goals:

- Goal LU III – Create plans and strategies that implement the City’s Vision 2029 and Light Rail Station Area Planning Framework Goals for transit supportive development to occur within a ½ mile radius of future light rail stations;
- Goal LU VI – Encourage pedestrian-scale design in commercial and mixed-use areas;
- Goal H II – Encourage development of an appropriate mix of housing choices through innovative land use and well-crafted regulations; and
- Goal ED VII – Encourage multi-story buildings for efficient land use.

20.50 – General Development Standards

20.50.020 – Dimensional requirements. This table explains the dimensional and density standards for the proposed zones. The table includes new concepts such as no prescribed unit density maximums by lot size, increased height around the light rail stations, and minimum density requirements.

20.50.240 – Site design. The new zoning categories of MUR-35 through MUR-140 are proposed to be classified as residential zones. However, the design standards that would be applied are commercial design standards. This is intentional because the commercial design standards include design standards for multifamily buildings and the commercial design standards are much more thorough than the City’s multifamily design standards that are located in SMC 20.50 Subchapter 3.

Another important provision added to this chapter is the requirement for alternative access when a project is located on 185th Street. It is the City’s proposed plan to make 185th Street a “Station Boulevard” which includes wide sidewalks, bicycle lanes, and increased bus access. It is the City’s preference to decrease the amount of curb cuts on 185th Street to increase mobility along the corridor and to provide increased safety for future users.

20.50.400 – Reductions to minimum parking requirements. The proposed development regulation will apply all of the City’s existing parking requirements to new development within the 185th Street station area. The only difference being proposed is an additional opportunity to reduce parking spaces if the development is within a ¼ mile walkshed of the light rail station.

Staff researched what other jurisdictions have required for parking in their station areas. A majority of the jurisdictions require one (1) parking space per unit with the ability to

reduce parking standards based on specific criteria. One city, Seattle, does not require any parking within their station areas. The City of Shoreline currently requires .75 parking spaces for studio and 1-bedroom units and 1.5 parking spaces for units with 2 or greater bedrooms. Staff believes having the ability to reduce parking standards in close proximity to the light rail station may be appropriate in certain situations and in certain distances from the light rail station.

Justification – The City currently allows parking reductions approved by the Director based on specific criteria listed in the Development Code. Staff believes the ability to reduce parking requirements for developments close to the future light rail station will promote TOD development, promote a healthy city, and increase the amount of developable area for mixed-use buildings throughout the Station Subarea.

Comprehensive Plan Support – Reduction of parking standards can be supported by the following Comprehensive Plan Goals:

- Goal LU II – Establish land use patterns that promote walking, biking and transit to access goods, services, education, employment, and recreation; and
- Goal T VI – Encourage alternative modes of transportation to reduce the number of automobiles on the road, promote a health city, and reduce carbon emissions.

20.50.540 – Sign design. The only addition here is adding the proposed zones to the existing sign code.

New Concepts

The following concepts were raised during the public process as ideas to consider for the station subarea. These items will be discussed at length at the Commission's meetings on September 4 and September 18. Staff wanted to give the Commission early notice of these and will present model code language and analysis at the September meetings.

- Affordable Housing. Preserving and creating affordable housing near light rail stations and other high capacity transit services has consistently been a part of the local conversations regarding the 185th Street Light Rail Station Subarea Plan. . Staff has proposed requirements of some level of affordable housing in the Development Agreement section of code as a starting point.

Affordable housing is a goal identified in the Comprehensive Plan and PSRC's Growing Transit Communities Strategy. The Strategy states most new market-rate housing that is accessible to transit is unaffordable to those who make less than 80 percent of the area median income. Building mixed-income communities will require improved strategies to minimize displacement, and preserve and produce diverse housing types affordable to a full range of incomes.

Pros – Affordable housing is a goal of the City that is identified in both the Comprehensive Plan and during the 185th Street Light Rail Station Subarea planning process. The City has a lack of housing that is affordable to those

earning less than 50 percent of King County median income and especially to those earning less than 30 percent of King County median income.

Cons – Requiring developers to include affordable housing is still economically challenging. If affordable housing is a mandatory requirement, a developer may develop in a location where affordable housing is not required (ex. Mountlake Terrace; Seattle) and/or rents for new units are higher such as Seattle.

- The MUR 140 zone. Staff has suggested that sites zoned MUR 140 be required to apply for a Development Agreement to develop. If the development community is not ready to develop the site to 12 stories, should there be a fall back zone that will allow development such as MUR 85? Or should sites zoned MUR 85 be allowed to apply for a Development Agreement to increase the development potential of a site up to MUR 140?

Pros – Zoning specific parcels MUR 140 will indicate to developers that the City is ready for intense development near the light rail station.

Cons – The market research report indicated that development over 5-stories is not feasible in the short term. It is expected that development in the short term (the next 10-20 years) will include buildings up to 3-stories and be primarily townhouse/rowhouse type units. If the City requires higher, TOD type development with minimum densities, the City may not see development occur for a long time nor the amenities that the development agreement seeks.

- Should green building, LEED certification, Net-zero, and other progressive environmental features be incorporated in development standards for the subarea?

Pros – Requiring green building measures will meet goals and policies of the Comprehensive Plan, Sustainability Strategy, and the Climate Action Plan.

Cons – The more requirements the City places on development, the less likely development will occur if those requirements are too costly for a developer especially if competing jurisdictions do not have the same requirements and can rent the units for a higher rate.

- Single-family detached homes. The proposed Development Code amendments do not allow detached single-family homes as a permitted use in the MUR zones. Existing single-family homes may be reconstructed, repaired, maintained, and in some cases expanded per the nonconformance requirements of SMC 20.30.280. The intent of excluding detached single-family homes in the Station Subarea is to comply with the Comprehensive Plan Land Use Policies LU20 through LU43 which encourages densities of at least 48 dwelling units per acre within ¼ mile of the light rail station and densities of at least 18 dwelling units per acre within ½ mile of the light rail station.

- Which amenities should be the City's priorities? What is the balance in our development market (time) and development potential? Are we willing to wait until we get the development we want if we require progressive development regulations? What is the "sweet spot" where development begins to attract development, the population increases to support the amenities that create that place everyone wants to occupy/be a part of, rents increase and it becomes economically feasible for development to fund the amenities the Community has identified as being a vital part of the new 185th Street light rail Station Subarea?

Pros - The more amenities the City can provide to current and future residents the better. The City has heard comments from a wide range of interests through visioning, open houses, and public comment. The community believes the station subarea should be a transit "village" with small businesses, a variety of housing choices, pedestrian friendly streets, and visually interesting features such as art installations, parks, and quality building design.

Cons – Competing interests will make it difficult to provide amenities everyone wants. For example, art and open space will make development of housing more expensive thus making affordable housing choices less likely. Competing for development dollars will be difficult if the City's regulations are too restrictive and greater than adjacent jurisdiction's.

Next Steps

The meeting on August 21 is reserved for continuation of the discussion of these "core" development regulations.

The meetings of September 4 and September 18 will present Development Code topics such as affordable housing, universal design, green building, and trees. These topics may evolve into additional Development Code amendments to be added to the "core" amendments discussed on August 7 and August 21. The Planning Commission may also direct staff to research other topics not identified by staff for incorporation into the Development Code.

Attachments

Attachment 1 – Proposed 2014 Development Code Amendments
Attachment 2 - Comprehensive Plan Policies LU20 through LU43

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185th Street Light Rail Station Development Regulations

Chapter 20.10
General Provisions

20.10.020 Purpose.

It is the purpose of this Code to:

- Promote the public health, safety, and general welfare;
- Guide the development of the City consistent with the Comprehensive Plan;
- Carry out the goals and policies of the Comprehensive Plan by the provisions specified in the Code;
- Provide regulations and standards that lessen congestion on the streets;
- Encourage high standards of development;
- Prevent the overcrowding of land;
- Provide adequate light and air;
- Provide for planned areas of Transit Oriented Communities around light rail stations and along other high-capacity transit corridors. ~~Avoid excessive concentration of population;~~
- Facilitate adequate provisions for transportation, utilities, schools, parks, and other public needs;
- Encourage productive and enjoyable harmony between man and his environment;
- Promote efforts which will prevent or eliminate damage to the environment and biosphere;
- Protect the functions and values of ecological systems and natural resources important to the public; and
- Encourage attractive, quality construction to enhance City beautification. (Ord. 324 § 1, 2003; Ord. 238 Ch. I § 2, 2000).

Chapter 20.20
Definitions

20.20.016 D definitions.

Development Agreement

A legal agreement between the City and a person having ownership or control of property in which that person is allowed to develop a parcel or parcels of land consistent with applicable development regulations. A development agreement must set forth the development standards and other provisions that shall apply to and

govern and vest the development, use, and mitigation of the development for the duration specified in the agreement.

Dwelling, Live/Work

Live-work unit means a structure or portion of a structure: (1) that combines a commercial activity that is allowed in the zone with a residential living space for the owner of the commercial or manufacturing business, or the owner's employee, and that person's household; (2) where the resident owner or employee of the business is responsible for the commercial or manufacturing activity performed; and (3) where the commercial or manufacturing activity conducted takes place subject to a valid business license associated with the premises.

Dwelling, Microhousing

A structure that contains single room living spaces with a minimum floor area of 120 square feet and a maximum floor area of 350 square feet. These spaces contain a private bedroom and may have private bathrooms and kitchenettes (microwaves, sink, and small refrigerator). Full scale kitchens are not included in the single room living spaces. These single room living spaces share a common full scale kitchen (stove, oven, full sized or multiple refrigeration/freezers); and may share other common areas such as bathroom and shower/bath facilities; recreation/eating space.

Chapter 20.30 Procedures and Administration

20.30.060 Quasi-judicial decisions – Type C.

These decisions are made by the City Council or the Hearing Examiner, as shown in Table 20.30.060, and involve the use of discretionary judgment in the review of each specific application.

Prior to submittal of an application for any Type C permit, the applicant shall conduct a neighborhood meeting to discuss the proposal and to receive neighborhood input as specified in SMC [20.30.090](#).

Type C decisions require findings, conclusions, an open record public hearing and recommendations prepared by the review authority for the final decision made by the City Council or Hearing Examiner. Any administrative appeal of a SEPA threshold determination shall be consolidated with the open record public hearing on the project permit, except a determination of significance, which is appealable under SMC [20.30.050](#).

There is no administrative appeal of Type C actions.

**Attachment 1 -
Proposed Dev. Code Amendments**

Table 20.30.060 – Summary of Type C Actions, Notice Requirements, Review Authority, Decision Making Authority, and Target Time Limits for Decisions

Action	Notice Requirements for Application and Decision ^{(3), (4)}	Review Authority, Open Record Public Hearing	Decision Making Authority (Public Meeting)	Target Time Limits for Decisions	Section
Type C:					
1. Preliminary Formal Subdivision	Mail, Post Site, Newspaper	HE ^{(1), (2)}	City Council	120 days	20.30.410
2. Rezone of Property and Zoning Map Change	Mail, Post Site, Newspaper	HE ^{(1), (2)}	City Council	120 days	20.30.320
3. Special Use Permit (SUP)	Mail, Post Site, Newspaper	HE ^{(1), (2)}		120 days	20.30.330
4. Critical Areas Special Use Permit	Mail, Post Site, Newspaper	HE ^{(1), (2)}		120 days	20.30.333
5. Critical Areas Reasonable Use Permit	Mail, Post Site, Newspaper	HE ^{(1), (2)}		120 days	20.30.336
6. Final Formal Plat	None	Review by Director	City Council	30 days	20.30.450
7. SCTF – Special Use Permit	Mail, Post Site, Newspaper	HE ^{(1), (2)}		120 days	20.40.505
8. Street Vacation	Mail, Post Site, Newspaper	HE ^{(1), (2)}	City Council	120 days	See Chapter 12.17 SMC
9. Master Development Plan	Mail, Post Site,	HE ^{(1), (2)}		120 days	20.30.353

**Attachment 1 -
Proposed Dev. Code Amendments**

	Newspaper				
10. Development Agreement	Mail, Post Site, Newspaper	HE ^{(1), (2)}	City Council	120 days	20.30.338

⁽¹⁾Including consolidated SEPA threshold determination appeal.

⁽²⁾HE = Hearing Examiner.

⁽³⁾Notice of application requirements are specified in SMC [20.30.120](#).

⁽⁴⁾Notice of decision requirements are specified in SMC [20.30.150](#).

(Ord. 621 § 2, 2011; Ord. 591 § 1 (Exh. A), 2010; Ord. 581 § 1 (Exh. 1), 2010; Ord. 568 § 2, 2010; Ord. 534 § 2, 2009; Ord. 507 § 4, 2008; Ord. 406 § 1, 2006; Ord. 324 § 1, 2003; Ord. 309 § 3, 2002; Ord. 299 § 1, 2002; Ord. 238 Ch. III § 3(c), 2000).

20.30.338 Development Agreement (Type C).

A. Purpose: The purpose of a development agreement is to define the development of property in order to promote Transit Oriented Development in close proximity of the future light rail stations and high capacity transit stops. The parameters of development including building height, parking, and uses will be approved through the Development Agreement.

B. Development Agreement Contents: Each Development Agreement approved by the City Council shall include the following components:

1. Project elements such as permitted uses, residential densities, and nonresidential densities and intensities or building sizes;

2. The amount of payment of impact fees imposed or agreed to in accordance with any applicable provisions of state law, any reimbursement provisions, other financial contributions by the property owner, inspection fees, or dedications;

3. Mitigation measures, development conditions, and other requirements under Chapter 43.21C RCW;

4. Design standards such as maximum heights, setbacks, drainage and water quality requirements, landscaping, and other development features;

5. Parks and open space preservation;

6. Phasing of development;

7. Review procedures and standards for implementing decisions;

8. A build-out or vesting period for applicable standards;

9. Any other appropriate development requirement or procedure; and

10. Affordable Housing Units. 20 percent of the housing units constructed onsite shall be affordable. 10 percent of the units must be affordable to those earning less than 30 percent of King County median income and 10 percent of the units must be affordable to those earning between 30-60 percent of King County median income. An in lieu of fee may be paid into the City's affordable housing program instead of constructing affordable housing units onsite. The in lieu of fee shall be agreed upon through the Development Agreement; or shall be \$XXXXX per XXXX – this is open for discussion.

Development Agreements shall include at least 2 of the following components:

1. Site infrastructure that includes net zero-energy, on-site waste management, other items addressed in the City's Sustainability Strategy and Climate Action Plan.

2. The development shall include at least 400 jobs within a defined time period.

3. Parks, open space, or other recreational opportunities open and accessible to the public.

4. Significant tree retention.

5. Universal design and/or senior housing units.

6. LEED certification or other green building classification system.

7. Undergrounding regional power lines.

C. Development Agreement Approval Procedures: The City Council may approve Development Agreements through the following procedure:

1. A Development Agreement application incorporating the elements stated in subsection B of this section may be submitted by a property owner with any additional related information as determined by the Director. After staff review and SEPA compliance, the Hearing Examiner shall conduct a public hearing on the Development Agreement application. The Hearing Examiner shall then review the application pursuant to the criteria set forth in subsection B of this section and the applicable goals and policies of the Comprehensive Plan. Within 10 days of the public hearing, the Hearing Examiner shall make a recommendation to the City Council. The City Council shall approve, approve with additional conditions, or deny the Development Agreement. The City Council shall approve the Development Agreement by ordinance or resolution;

2. Recorded Development Agreement: Upon City Council approval of a Development Agreement under the procedure set forth in subsection C of this section, the City and property owner shall execute and record the Development Agreement with the King County Recorder's Office to run with the land and bind and govern development of the property.

Chapter 20.40 Zoning and Use Provisions

20.40.010 Purpose.

The City is divided into zones established in this Code for the following purpose:

A. To provide for the geographic distribution of land uses into zones those reflect the goals and policies of the Comprehensive Plan.

B. To maintain a stability in land use designation with similar characteristics and level of activity through the provisions of harmonious groupings of zones together.

C. To provide and efficient and compatible relationship of land uses and zones. (Ord. 238 Ch. IV § 1(A), 2000).

D. To facilitate the redevelopment of the light rail station subareas to encourage a mix of residential, jobs and uses to support the stations at NE 185th and NE 145th Streets.

20.40.020 Zones and map designations.

B. The following zoning and map symbols are established as shown in the following table:

ZONING	MAP SYMBOL
RESIDENTIAL	
(Low, Medium, and High Density)	R-4 through 48, (Numerical designator relating to base density in dwelling units per acre) Mixed-Use Residential 35, 45, 85, and 140 (MUR35, MUR45, MUR85, and MUR140)
NONRESIDENTIAL	
Neighborhood Business	NB
Community Business	CB
Mixed Business	MB
Campus	CCZ, FCZ, PHZ, SCZ ¹
Town Center District	TC-1, TC-2, TC-3, TC-4
Planned Area	PA

20.40.046 Mixed-use residential zones.

A. The purpose of the mixed-use residential zones (MUR35, MUR45, MUR85, and MUR140) is to provide for a mix of predominantly multi-family residential buildings ranging in height from 35 feet to 140 feet in appropriate locations with other non-residential uses that are compatible and complementary.

B. Specific mixed-use residential zones have been established to provide for single-family residential, low-rise multi-family residential, mid-rise multi-family residential and high-rise multi-family residential. The mixed use zones also provide for accessory commercial uses, retail, and other compatible uses within the light-rail station subareas.

C. All development within the MUR140 zone shall be governed by a Development Agreement pursuant to SMC 20.30.060 and 20.30.338. Development that does not require a Development Agreement shall be governed by the code provisions of MUR85.

Table 20.40.160 Station Area Uses

NAICS #	SPECIFIC LAND USE	MUR35	MUR45	MUR 85	MUR140
Residential					
	Accessory Dwelling Unit	P-i	P-i	P-i	P-i
	Affordable Housing	P-i	P-i	P-i	R-i
	Apartment		P-i	P-i	P-i
	Duplex, Townhouse, Rowhouse	P-i	P-i	P-i	
	Home Occupation	P-i	P-i	P-i	P-i
NAICS #	SPECIFIC LAND USE	MUR35	MUR45	MUR 85	MUR140
	Live/Work	P-i	P	P	P
	Micro-Housing		P	P	P
	Single-Family Attached	P-i	P-i		
	Single-Family Detached				
	Boarding House	P-i	P-i	P-i	
	Bed and Breakfasts	P-i	P-i	P-i	
	Hotel/Motel			P	P
	Tent City		P-i	P-i	P-i
	Animals, Small, Keeping and Raising	P-i	P-i	P-i	P-i

**Attachment 1 -
Proposed Dev. Code Amendments**

Commercial					
NAICS #	SPECIFIC LAND USE	MUR35	MUR45	MUR 85	MUR140
	Book and Video Stores/Rental (excludes Adult Use Facilities)	P-i (Adjacent to Collector or Arterial Street)	P	P	P
	Houses of Worship	C	C	P	P
	Daycare I Facilities	P	P	P	P
	Daycare II Facilities	C	C	C	P
	Eating and Drinking Establishments (Excluding Gambling Uses)	P-i (Adjacent to Collector or Arterial Street)	P	P	P
	General Retail Trade/Services	P-i (Adjacent to Collector or Arterial Street)	P	P	P

**Attachment 1 -
Proposed Dev. Code Amendments**

	Individual Transportation and Taxi			P -A	P -A
	Kennel or Cattery			C -A	C
	Mini-Storage		P -A	C -A	C -A
	Professional Office	P (Adjacent to Collector or Arterial Street)	P	P	P
	Research, Development and Testing				P
	Veterinary Clinics and Hospitals			P-i	P -A
	Wireless Telecommunication Facility	P-i	P-i	P-i	P-i
Education, Entertainment, Culture, and Recreation					
	Amusement Arcade		P -A	P -A	P -A
	Bowling Center		P	P	P
	College and University			P	P
	Conference Center		P	P	P
	Elementary School, Middle/Junior High School	C	C	C	C
	Library		P	P	P

**Attachment 1 -
Proposed Dev. Code Amendments**

	Museum		P	P	P
	Outdoor Performance Center		P -A	P -A	P
	Parks and Trails	P	P	P	P
	Performing Arts Companies/Theater (excludes Adult Use Facilities)		P -A	P -A	P -A
	School District Support Facility		C	C	C
	Secondary or High School	C	C	C	C
	Specialized Instruction School		P	P	P
	Sports/Social Club		P	P	P
	Vocational School		P	P	P
Government					
	Fire Facility		C-i	C-i	C-i
	Police Facility		C-i	C-i	C-i
	Public Agency Office/Yard or Public Utility Office/Yard	S	S	S	S
	Utility Facility	C	C	C	C
Health					
	Hospital	C	C	C	P

**Attachment 1 -
Proposed Dev. Code Amendments**

	Medical Lab	C	C	C	P
	Medical Office/Outpatient Clinic		P	P	P
	Nursing and Personal Care Facilities		P	P	P
Other					
	Transit Park and Ride Lot		S	S	S
	Transit Station and Related Facilities			P	P
	Unlisted Uses		P-i	P-i	P-i

P = Permitted Use **C = Conditional Use**
S = Special Use **-i = Indexed Supplemental Criteria**
R = Required
A= Accessory = 30 percent of the gross floor area of a building or the first level of a multi-level building.

20.40.230 Affordable housing.

Insert language here.

20.40.436 Live/Work

Live/work units may be located in the MUR35 zone only if the project site is located on a Collector/Arterial Street.

20.40.570 Unlisted use.

A. Recognizing that there may be uses not specifically listed in this title, either because of advancing technology or any other reason, the Director may permit or condition such use upon review of an application for Code interpretation for an unlisted use (SMC [20.30.040](#), Type A Action) and by considering the following factors:

1. The physical characteristics of the unlisted use and its supporting structures, including but not limited to scale, traffic, hours of operation, and other impacts, and
2. Whether the unlisted use complements or is compatible in intensity and appearance with the other uses permitted in the zone in which it is to be located.

B. A record shall be kept of all unlisted use interpretations made by the Director; such decisions shall be used for future administration purposes. (Ord. 238 Ch. IV § 3(B), 2000).

**Chapter 20.50
General Development Standards**

**Subchapter 1.
Dimensions and Density for Development**

20.50.010 Purpose.

The purpose of this subchapter is to establish basic dimensional standards for development at a range of densities consistent with public health and safety and the adopted Comprehensive Plan.

The basic standards for development shall be implemented in conjunction with all applicable Code provisions. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 238 Ch. V § 1(A), 2000).

20.50.020 Dimensional requirements.

Table 20.50.020(2) – Densities and Dimensions in Mixed-Use Residential Zones.

Note: Exceptions to the numerical standards in this table are noted in parentheses and described below.

STANDARDS	MUR35	MUR45	MUR85	MUR140 ⁽¹⁰⁾
Base Density: Dwelling Units/Acre	Based on bldg. bulk limits	Based on bldg. bulk limits	Based on bldg. bulk limits	Based on bldg. bulk limits
Min. Density	NA	NA	48 du/ac	110 du/ac
Min. Lot Width	NA	NA	NA	NA

**Attachment 1 -
Proposed Dev. Code Amendments**

(2)				
Min. Lot Area (2)	NA	NA	NA	43,560 sq ft
Min. Front Yard Setback (2) (3) See 20.50.021	0	10ft min 15ft max	0 10ft min if adjacent to 185 th	0 10ft min if adjacent to 185 th
Min. Rear Yard Setback (2) (4) (5) See 20.50.021	5 ft	5 ft	5 ft	5 ft
Min. Side Yard Setback (2) (4) (5) See 20.50.021	5 ft	5 ft	5 ft	5 ft
Base Height (9)	35ft	45ft	35ft	140ft
Max. Building Coverage (2) (6)	NA	NA	NA	NA
Max. Hardscape (2) (6)	85%	90%	95%	95%

Exceptions to Table 20.50.020(1) and Table 20.50.020(2):

(1) Repealed by Ord. 462.

(2) These standards may be modified to allow zero lot line developments. Setback variations apply to internal lot lines only. Overall site must comply with setbacks, building coverage and hardscape limitations; limitations for individual lots may be modified.

- (3) For single-family detached development exceptions to front yard setback requirements, please see SMC [20.50.070](#).
- (4) For single-family detached development exceptions to rear and side yard setbacks, please see SMC [20.50.080](#).
- (5) For developments consisting of three or more dwellings located on a single parcel, the building setback shall be 15 feet along any property line abutting R-4 or R-6 zones. Please see SMC [20.50.130](#).
- (6) The maximum building coverage shall be 35 percent and the maximum hardscape area shall be 50 percent for single-family detached development located in the R-12 zone.
- (7) The base density for single-family detached dwellings on a single lot that is less than 14,400 square feet shall be calculated using a whole number, without rounding up.
- (8) For development on R-48 lots abutting R-12, R-24, R-48, NB, CB, MB, CZ and TC-1, 2 and 3 zoned lots the maximum height allowed is 50 feet and may be increased to a maximum of 60 feet with the approval of a conditional use permit.
- (9) Base height for high schools in all zoning districts except R-4 is 50 feet. Base height may be exceeded by gymnasiums to 55 feet and by theater fly spaces to 72 feet.

(10) These standards only apply with a Development Agreement. Otherwise, MUR85 standards shall apply.

20.50.021 Transition areas.

Development in commercial zones: NB, CB, MB and TC-1, 2 and 3, and residential zones, MUR45, MUR85, and MUR140 abutting or directly across street rights-of-way from R-4, R-6, or R-8 zones shall minimally meet the following transition area requirements:

A. From abutting property, a 35-foot maximum building height for 25 feet horizontally from the required setback, then an additional 10 feet in height for the next 10 feet horizontally, and an additional 10 feet in height for each additional 10 horizontal feet up to the maximum height of the zone. From across street rights-of-way, a 35-foot maximum building height for 10 feet horizontally from the required building setback, then an additional 10 feet of height for the next 10 feet horizontally, and an additional 10 feet in height for each additional 10 horizontal feet, up to the maximum height allowed in the zone.

B. Type I landscaping (SMC [20.50.460](#)), significant tree preservation, and a solid, eight-foot, property line fence shall be required for transition area setbacks abutting R-4, R-6, or R-8 zones. Twenty percent of significant trees that are healthy without increasing the building setback shall be protected per SMC [20.50.370](#). The landscape area shall be a recorded easement that requires plant replacement as needed to meet Type I landscaping and required significant trees. Utility easements parallel to the required landscape area shall not encroach into the landscape area. Type II landscaping shall be required for transition area setbacks abutting rights-of-way directly across from R-4, R-6 or R-8 zones. Required tree species shall be selected to grow a minimum height of 50 feet.

C. All vehicular access to proposed development in commercial zones shall be from arterial classified streets, unless determined by the Director to be technically not feasible or in conflict with state law addressing access to state highways. All developments in commercial zones shall conduct a transportation impact analysis per the Engineering Development Manual. Developments that create additional traffic that is projected to use local streets may be required to install appropriate traffic-calming measures. These additional measures will be identified and approved by the City's Traffic Engineer. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 609 § 10, 2011; Ord. 560 § 1 (Exh. A), 2009).

Subchapter 3. Multifamily and Single-Family Attached Residential Design

20.50.120 Purpose.

The purpose of this subchapter is to establish standards for multifamily and single-family attached residential development in TC-4, PA3, and R-8 through R-48 **and the MUR 35 zone when located on a Local Street** as follows:

- A. To encourage development of attractive residential areas that is compatible when considered within the context of the surrounding area.
- B. To enhance the aesthetic appeal of new multifamily residential buildings by encouraging high quality, creative and innovative site and building design.
- C. To meet the recreation needs of project residents by providing open spaces within the project site.
- D. To establish a well-defined streetscape by setting back structures for a depth that allows landscaped front yards, thus creating more privacy (separation from the street) for residents.

E. To minimize the visual and surface water runoff impacts by encouraging parking to be located under the building.

F. To promote pedestrian accessibility within and to the buildings. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 238 Ch. V § 3(A), 2000).

20.50.125 Thresholds – Required site improvements.

The purpose of this section is to determine how and when the provisions for full site improvement standards apply to a development application in TC-4, PA3, and R-8 through R-48 zones and the MUR35 zone when located on a Local Street. Site improvement standards of signs, parking, lighting and landscaping shall be required:

A. When building construction valuation for a permit exceeds 50 percent of the current County assessed or an appraised valuation of all existing land and structure(s) on the parcel. This shall include all structures on other parcels if the building under permit review extends into other parcels; or

B. When aggregate building construction valuations for issued permits, within any five-year period after March 30, 2013, exceed 50 percent of the County assessed or an appraised value of the existing land and structure(s) at the time of the first issued permit. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 581 § 1 (Exh. 1), 2010; Ord. 515 § 1, 2008; Ord. 299 § 1, 2002).

Subchapter 4. Commercial Zone Design

20.50.220 Purpose.

The purpose of this subchapter is to establish design standards for the MUR35 zone when not on a Local Street, MUR45, MUR85 and MUR140 and all commercial zones – neighborhood business (NB), community business (CB), mixed business (MB) and town center (TC-1, 2 and 3). Some standards within this subchapter apply only to specific types of development and zones as noted. Standards that are not addressed in this subchapter will be supplemented by the standards in the remainder of Chapter 20.50 SMC. In the event of a conflict, the standards of this subchapter will prevail. (Ord. 654 § 1 (Exh. 1), 2013).

20.50.230 Threshold – Required site improvements.

The purpose of this section is to determine how and when the provisions for site improvements cited in the General Development Standards apply to development proposals. Full site improvement standards apply to a

development application in commercial zones NB, CB, MB, TC-1, 2 and 3 and the MUR35 zone when not located on a Local Street, MUR45, MUR85, and MUR140. Site improvements standards of signs, parking, lighting, and landscaping shall be required:

A. When building construction valuation for a permit exceeds 50 percent of the current County assessed or an appraised valuation of all existing land and structure(s) on the parcel. This shall include all structures on other parcels if the building under permit review extends into other parcels; or

B. When aggregate building construction valuations for issued permits, within any five-year period after March 30, 2013, exceed 50 percent of the County assessed or an appraised value of the existing land and structure(s) at the time of the first issued permit. (Ord. 654 § 1 (Exh. 1), 2013).

20.50.240 Site design.

A. Purpose.

1. Promote and enhance public walking and gathering with attractive and connected development.
2. Promote distinctive design features at high visibility street corners.
3. Provide safe routes for pedestrians and people with disabilities across parking lots, to building entries, and between buildings.
4. Promote economic development that is consistent with the function and purpose of permitted uses and reflects the vision for the town center subarea as expressed in the Comprehensive Plan.

B. Overlapping Standards. Site design standards for on-site landscaping, sidewalks, walkways, public access easements, public places, and open space may be overlapped if their separate, minimum dimensions and functions are not diminished.

C. Site Frontage.

1. Development abutting NB, CB, MB, TC-1, 2 and 3 and the MUR35 zone when not located on a Local Street, MUR45, MUR85, MUR140 shall meet the following standards:

- a. Buildings shall be placed at the property line or abutting public sidewalks if on private property. However, buildings may be set back farther if public places, landscaping and vehicle display areas

and future street widening is required are included or a utility easement is required between the sidewalk and the building;

b. Minimum space dimension for building interiors that are ground-level and fronting on streets shall be 12-foot height and 20-foot depth and built to commercial building code. These spaces may be used for any permitted land use;

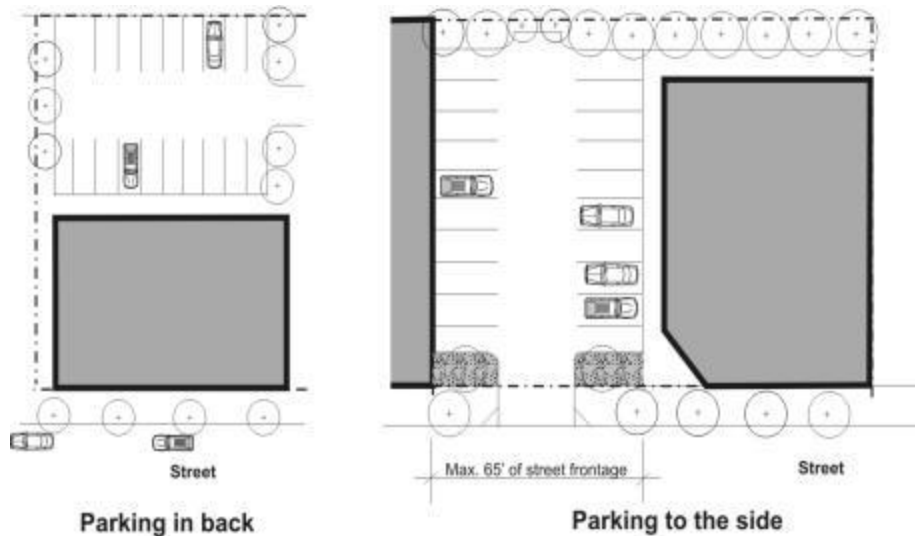
c. Minimum window area shall be 50 percent of the ground floor façade for each front façade which can include glass entry doors;

d. A building's primary entry shall be located on a street frontage and recessed to prevent door swings over sidewalks, or an entry to an interior plaza or courtyard from which building entries are accessible;

e. Minimum weather protection shall be provided at least five feet in depth, nine-foot height clearance, and along 80 percent of the facade where over pedestrian facilities. Awnings may project into public rights-of-way, subject to City approval;

f. Streets with on-street parking shall have sidewalks to back of the curb and street trees in pits under grates or at least a two-foot wide walkway between the back of curb and an amenity strip if space is available. Streets without on-street parking shall have landscaped amenity strips with street trees; and

g. Surface parking along street frontages in commercial zones shall not occupy more than 65 lineal feet of the site frontage. Parking lots shall not be located at street corners. No parking or vehicle circulation is allowed between the rights-of-way and the building front facade. See SMC [20.50.470](#) for parking lot landscape standards.



Parking Lot Locations Along Streets

h. Access to parking areas shall be from a side street or alley to new structures adjacent to 185th Street. (Insert picture of preferred design)

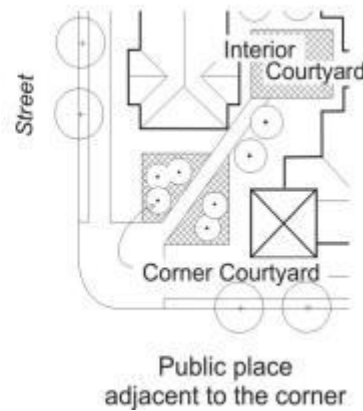
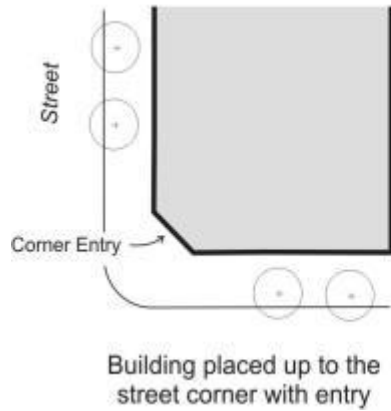
2. Rights-of-Way Lighting.

- a. Pedestrian lighting standards shall meet the standards for Aurora Avenue pedestrian lighting standards and must be positioned 15 feet above sidewalks.
- b. Street light standards shall be a maximum 25-foot height and spaced to meet City illumination requirements.

D. Corner Sites.

1. All development proposals located on street corners (except in MUR35) shall include at least one of the following design treatments on both sides of the corner:
 - a. Locate a building within 15 feet of the street corner. All such buildings shall comply with building corner standards in subsection (D)(2) of this section;
 - b. Provide a public place at the corner leading directly to building entries;
 - c. Install 20 feet of depth of Type II landscaping for the entire length of the required building frontage;

- d. Include a separate, pedestrian structure on the corner that provides weather protection or site entry. The structure may be used for signage.



Street Corner Sites

2. Corner buildings using the option in subsection (D)(1)(a) of this section shall provide at least one of the elements listed below to 40 lineal feet of both sides from the corner:

- a. Twenty-foot beveled building corner with entry and 60 percent of the first floor in non-reflective glass (included within the 80 lineal feet of corner treatment).
- b. Distinctive facade (i.e., awnings, materials, offsets) and roofline designs beyond the minimum standards identified in SMC [20.50.250](#).
- c. Balconies for residential units on all floors above the ground floor.

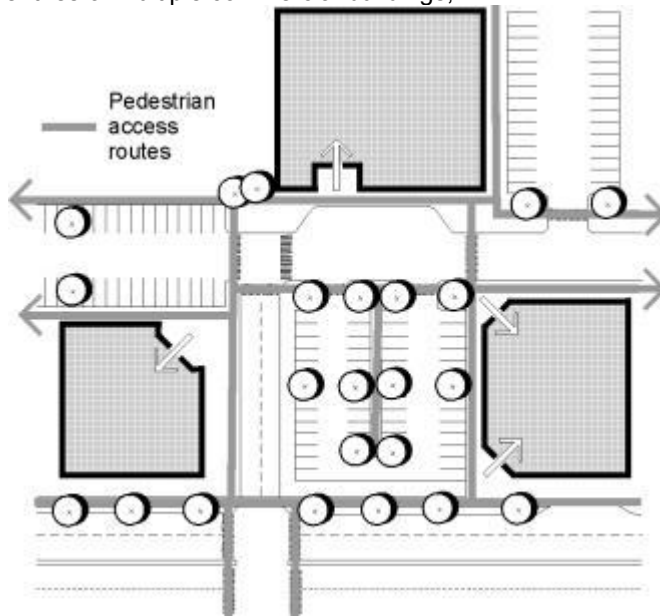


Building Corners

E. Site Walkways.

1. Developments shall include internal walkways that connect building entries, public places, and parking areas with the adjacent street sidewalks and Interurban Trail where adjacent; (except in the MUR35 zone).

- a. All buildings shall provide clear, illuminated, and six-inch raised and at least an eight-foot wide walkways between the main building entrance and a public sidewalk;
- b. Continuous pedestrian walkways shall be provided along the front of all businesses and the entries of multiple commercial buildings;



Well-connected Walkways

c. Raised walkways at least eight feet wide shall be provided for every three, double-loaded aisles or every 200 feet of parking area width. Walkway crossings shall be raised a minimum three inches above drive surfaces;

d. Walkways shall conform to the Americans with Disabilities Act (ADA);

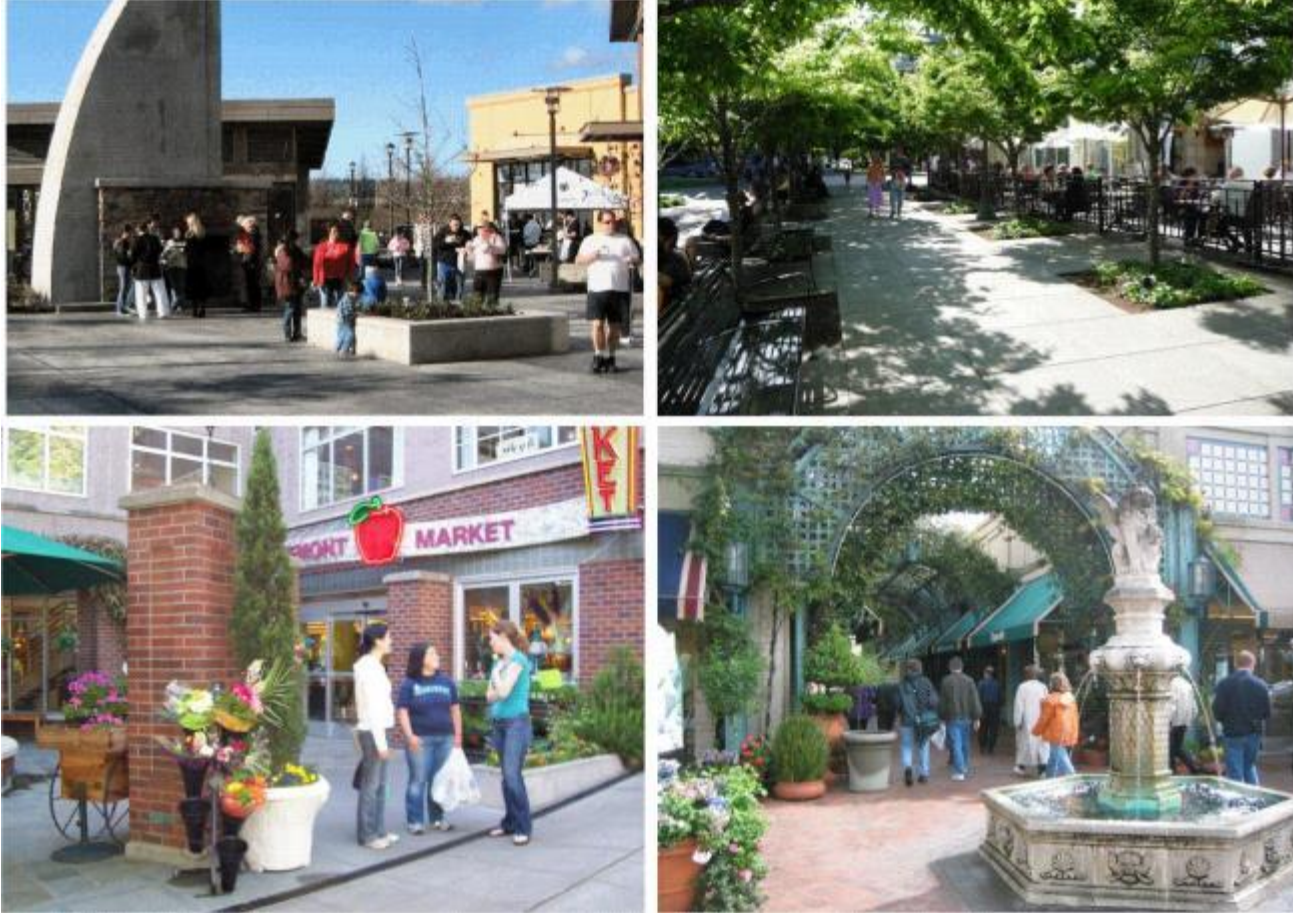


Parking Lot Walkway

e. Deciduous, street-rated trees, as required by the Shoreline Engineering Development Manual, shall be provided every 30 feet on average in grated tree pits if the walkway is eight feet wide or in planting beds if walkway is greater than eight feet wide. Pedestrian-scaled lighting shall be provided per subsection (H)(1)(b) of this section.

F. Public Places.

1. Public places are required for the commercial portions of development at a rate of 4 square feet of public space per 20 square feet of net commercial floor area up to a maximum of 5,000 square feet. This requirement may be divided into public places with a minimum 400 square feet each.
2. Public places may be covered but not enclosed unless by subsection (F)(3) of this section.
3. Buildings shall border at least one side of the public place.
4. Eighty percent of the area shall provide surfaces for people to stand or sit.
5. No lineal dimension is less than six feet.
6. The following design elements are also required for public places:
 - a. Physically accessible and visible from the public sidewalks, walkways, or through-connections;
 - b. Pedestrian access to abutting buildings;
 - c. Pedestrian-scaled lighting (subsection (H) of this section);
 - d. Seating and landscaping with solar access at least a portion of the day; and
 - e. Not located adjacent to dumpsters or loading areas.



Public Places

G. Multifamily Open Space.

1. All multifamily development shall provide open space;
 - a. Provide 800 square feet per development or 50 square feet of open space per dwelling unit, whichever is greater;
 - b. Other than private balconies or patios, open space shall be accessible to all residents and include a minimum lineal dimension of six feet. This standard applies to all open spaces including parks, playgrounds, rooftop decks and ground-floor courtyards; and may also be used to meet walkway standards as long as the function and minimum dimensions of the open space are met;
 - c. Required landscaping can be used for open space if it does not obstruct access or reduce the overall landscape standard. Open spaces shall not be placed adjacent to service areas without full screening; and

- d. Open space shall provide seating that has solar access at least a portion of the day.



Multifamily Open Spaces

H. Outdoor Lighting.

1. All publicly accessible areas on private property shall be illuminated as follows:
 - a. Minimum of one-half footcandle and maximum 25-foot pole height for vehicle areas;
 - b. One to two footcandles and maximum 15-foot pole height for pedestrian areas; and
 - c. Maximum of four footcandles for building entries with the fixtures placed below second floor.
2. All private fixtures shall be shielded to prevent direct light from entering neighboring property.
3. **Prohibited Lighting.** The following types of lighting are prohibited:
 - a. Mercury vapor luminaries.
 - b. Outdoor floodlighting by floodlight projection above the horizontal plane.
 - c. Search lights, laser source lights, or any similar high intensity light.
 - d. Any flashing, blinking, rotating or strobe light illumination device located on the exterior of a building or on the inside of a window which is visible beyond the boundaries of the lot or parcel.

Exemptions:

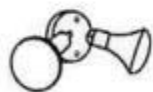
1. Lighting required for emergency response by police, fire, or medical personnel (vehicle lights and accident/crime scene lighting).
2. Lighting in swimming pools and other water features governed by Article 680 of the National Electrical Code.
3. Signs and sign lighting regulated by Chapter [20.50](#) SMC, Subchapter 8.
4. Holiday and event lighting (except for outdoor searchlights or strobes).
5. Sports and field lighting.
6. Lighting triggered by an automatic emergency or security alarm system.

DO THIS



External Shield

DON'T DO THIS



**Unshielded
PAR Floodlights**



**Unshielded Wallpacks
& Unshielded or
Poorly-shielded Wall
Mount Fixtures**

I. Service Areas.

1. All developments shall provide a designated location for trash, composting, recycling storage and collection, and shipping containers. Such elements shall meet the following standards:

- a. Located to minimize visual, noise, odor, and physical impacts to pedestrians and residents;
- b. Paved with concrete and screened with materials or colors that match the building; and
- c. Located and configured so that the enclosure gate swing does not obstruct pedestrian or vehicle traffic, nor require a hauling truck to project into public rights-of-way.

- d. Refuse bins shall not be visible from the street;



Trash/Recycling Closure with Consistent Use of Materials and Landscape Screening

J. Utility and Mechanical Equipment.

1. Equipment shall be located and designed to minimize its visibility to the public. Preferred locations are off alleys; service drives; within, atop, or under buildings; or other locations away from the street. Equipment shall not intrude into required pedestrian areas.



Utilities Consolidated and Separated by Landscaping Elements

2. All exterior mechanical equipment, with the exception of solar collectors or wind power generating equipment shall be screened from view by integration with the building's architecture through such elements as parapet walls, false roofs, roof wells, clerestories, equipment rooms, materials and colors.

Painting mechanical equipment strictly as a means of screening is not permitted. (Ord. 663 § 1 (Exh. 1), 2013; Ord. 654 § 1 (Exh. 1), 2013).

20.50.250 Building design.

A. Purpose.

1. Emphasize quality building articulation, detailing, and durable materials.
2. Reduce the apparent scale of buildings and add visual interest for the pedestrian experience.
3. Facilitate design that is responsive to the commercial and retail attributes of existing and permitted uses.

B. Building Articulation.

1. Commercial buildings fronting streets other than state routes shall include one of the two articulation features set forth in subsections (B)(2)(a) and (b) of this section no more than every 40 lineal feet facing a street, parking lot, or public place. Building facades less than 60 feet wide are exempt from this



standard.

Building Facade Articulation

2. Commercial buildings fronting streets that are state routes shall include one of the two articulation features below no more than every 80 lineal feet facing a street, parking lot, or public place. Building facades less than 100 feet wide are exempt from this standard.

a. For the height of the building, each facade shall be offset at least two feet in depth and four feet in width, if combined with a change in siding materials. Otherwise, the facade offset shall be at least 10 feet deep and 15 feet wide.

b. Vertical piers at the ends of each facade section that project at least two inches from the facade and extend from the ground to the roofline.

3. Multifamily buildings or residential portions of a commercial building shall provide the following articulation features at least every 35 feet of facade facing a street, park, public place, or open space:

a. Vertical building modulation 18 inches deep and four feet wide, if combined with a change in color or building material. Otherwise, the minimum depth of modulation is 10 feet and the minimum width for each modulation is 15 feet. Balconies may be used to meet modulation; and

b. Distinctive ground or first floor facade, consistent articulation of middle floors, and a distinctive roofline or articulate on 35-foot intervals.



Multifamily Building Articulation

Multifamily Building Articulation

4. Rooflines shall be modulated at least every 120 feet by emphasizing dormers, chimneys, stepped roofs, gables, or prominent cornices or walls. Rooftop appurtenances may be considered a modulation. Modulation shall consist of a roofline elevation change of at least four feet every 50 feet of roofline.

5. Every 150 feet in building length along the street front shall have a minimum 30-foot-wide section that is offset by at least 20 feet through all floors.



Facade Widths Using a Combination of Facade Modulation, Articulation, and Window Design

6. Buildings shall recess or project individual windows above the ground floor at least two inches from the facade or use window trim at least four inches in width.



Window Trim Design

7. Weather protection of at least three feet deep by four feet wide is required over each secondary entry.



Covered Secondary Public Access

8. Materials.

- a. Metal siding shall have visible corner moldings or trim and shall not extend lower than four feet above grade. Masonry, concrete, or other durable material shall be incorporated between the siding and the grade. Metal siding shall be factory finished with a matte, nonreflective surface.



Masonry or Concrete Near the Ground and Proper Trimming Around Windows and Corners

- b. Concrete blocks of a singular style, texture, or color shall not comprise more than 50 percent of a facade facing a street or public space.



c. Stucco must be trimmed and sheltered from weather by roof overhangs or other methods and shall be limited to no more than 50 percent of facades containing an entry. Stucco shall not extend below two feet above the grade.



d. The following exterior materials are prohibited:

- i. Chain-link fencing that is not screened from public view. No razor or barbed material shall be allowed;
- ii. Corrugated, fiberglass sheet products; and

iii. Plywood siding. (Ord. 654 § 1 (Exh. 1), 2013).

**Subchapter 6.
Parking, Access and Circulation**

20.50.390 Minimum off-street parking requirements – Standards.

A. Off-street parking areas shall contain at a minimum the number of parking spaces stipulated in Tables 20.50.390A through 20.50.390D.

Table 20.50.390A – General Residential Parking Standards

RESIDENTIAL USE	MINIMUM SPACES REQUIRED
Single detached/townhouse:	2.0 per dwelling unit
Apartment:	Ten percent of required spaces in multifamily and residential portions of mixed use development must be equipped with electric vehicle infrastructure for units where an individual garage is not provided. ¹
Studio units:	.75 per dwelling unit
One-bedroom units:	.75 per dwelling unit
Two-bedroom plus units:	1.5 per dwelling unit
Accessory dwelling units:	1.0 per dwelling unit
Mobile home park:	2.0 per dwelling unit
Microhousing	.5 per bedroom

20.50.400 Reductions to minimum parking requirements.

A. Reductions of up to 25 percent or up to 50 percent if located within a one-quarter mile walk shed from a light rail station may be approved by the Director using a combination of the following criteria:

1. On-street parking along the parcel's street frontage.
2. Shared parking agreement with adjoining parcels and land uses that do not have conflicting parking demands.
3. High-occupancy vehicle (HOV) and hybrid or electric vehicle (EV) parking.
4. Conduit for future electric vehicle charging spaces, per National Electrical Code, equivalent to the number of required disabled parking spaces.
5. High-capacity transit service available within a one-half mile walk shed.
6. A pedestrian public access easement that is eight feet wide, safely lit and connects through a parcel between minimally two different rights-of-way. This easement may include other pedestrian facilities such as walkways and plazas.
7. Concurrence with King County Right Size Parking data, census tract data, and other parking demand study results.
8. The applicant uses permeable pavement on at least 20 percent of the area of the parking lot.

B. In the event that the Director approves reductions in the parking requirement, the basis for the determination shall be articulated in writing.

C. The Director may impose performance standards and conditions of approval on a project including a financial guarantee.

D. Reductions of up to 50 percent may be approved by Director for the portion of housing providing low-income housing units that are 60 percent of AMI or less as defined by the U.S. Department of Housing and Urban Development. (Ord. 669 § 1 (Exh. A), 2013; Ord. 654 § 1 (Exh. 1), 2013; Ord. 238 Ch. V § 6(B-2), 2000).

20.50.540 Sign design.

A. Sight Distance. No sign shall be located or designed to interfere with visibility required by the City of Shoreline for the safe movement of pedestrians, bicycles, and vehicles.

B. Private Signs on City Right-of-Way. No private signs shall be located partially or completely in a public right-of-way unless a right-of-way permit has been approved consistent with Chapter [12.15](#) SMC and is allowed under SMC [20.50.540](#) through [20.50.610](#).

C. Sign Copy Area. Calculation of sign area shall use rectangular areas that enclose each portion of the signage such as words, logos, graphics, and symbols other than nonilluminated background. Sign area for signs that project out from a building or are perpendicular to street frontage are measured on one side even though both sides can have copy.

D. Building Addresses. Building addresses should be installed on all buildings consistent with SMC [20.70.250](#)(C) and will not be counted as sign copy area.

E. Materials and Design. All signs, except temporary signs, must be constructed of durable, maintainable materials. Signs that are made of materials that deteriorate quickly or that feature impermanent construction are not permitted for permanent signage. For example, plywood or plastic sheets without a sign face overlay or without a frame to protect exposed edges are not permitted for permanent signage.

F. Illumination. Where illumination is permitted per Table 20.50.540(G) the following standards must be met:

1. Channel lettering or individual backlit letters mounted on a wall, or individual letters placed on a raceway, where light only shines through the copy.
2. Opaque cabinet signs where light only shines through copy openings.
3. Shadow lighting, where letters are backlit, but light only shines through the edges of the copy.
4. Neon signs.
5. All external light sources illuminating signs shall be less than six feet from the sign and shielded to prevent direct lighting from entering adjacent property.



Individual backlit letters (left image), opaque signs where only the light shines through the copy (center image), and neon signs (right image).

G. Table 20.50.540(G) – Sign Dimensions.

A property may use a combination of the four types of signs listed below.

	All Residential (R) Zones, MUR35, Campus, PA3 and TC-4	MUR45, MUR 85, MUR140, NB, CB and TC-3 (1)	MB, TC-1 and TC-2
MONUMENT Signs:			
Maximum Area Per Sign Face	4 sq. ft. (home occupation, day care, adult family home, bed and breakfast) 25 sq. ft. (nonresidential use, residential subdivision or multifamily development) 32 sq. ft. (schools and parks)	50 sq. ft.	100 sq. ft.
Maximum Height	42 inches	6 feet	12 feet
Maximum Number Permitted	1 per street frontage	1 per street frontage Two per street frontage if the frontage is greater than 250 ft. and each sign is minimally 150 ft. apart from other signs on same property.	1 per street frontage

**Attachment 1 -
Proposed Dev. Code Amendments**

	All Residential (R) Zones, MUR35, Campus, PA3 and TC-4	MUR45, MUR 85, MUR140, NB, CB and TC-3 (1)	MB, TC-1 and TC-2
Illumination	Permitted	Permitted	
BUILDING-MOUNTED SIGNS:			
Maximum Sign Area	Same as for monument signs	25 sq. ft. (each tenant) Building Directory 10 sq. ft. Building Name Sign 25 sq. ft.	50 sq. ft. (each tenant) Building Directory 10 sq. ft. Building Name Sign 25 sq. ft.
Maximum Height	Not to extend above the building parapet, soffit, or eave line of the roof. If perpendicular to building then 9-foot clearance above walkway.		
Number Permitted	1 per street frontage	1 per business per facade facing street frontage or parking lot.	
Illumination	Permitted	Permitted	Permitted
UNDER-AWNING SIGNS			
Maximum Sign Area	6 sq. ft. (Nonresidential uses, schools, residential subdivision or multifamily development)	12 sq. ft.	
Minimum Clearance from Grade	9 feet		
Maximum Height (ft.)	Not to extend above or beyond awning, canopy, or other overhanging feature of a building under which the sign is suspended		

**Attachment 1 -
Proposed Dev. Code Amendments**

	All Residential (R) Zones, MUR35, Campus, PA3 and TC-4	MUR45, MUR 85, MUR140, NB, CB and TC-3 (1)	MB, TC-1 and TC-2
Number Permitted	1 per business	1 per business per facade facing street frontage or parking lot.	
Illumination	Prohibited	Permitted	
DRIVEWAY ENTRANCE/EXIT:			
Maximum Sign Area	4 sq. ft. (Nonresidential uses, schools, residential subdivision or multifamily development)	8 sq. ft.	
Maximum Height	42 inches	48 inches	
Number Permitted	1 per driveway		
Illumination	Permitted	Permitted	

Exceptions to Table 20.50.540(G):

(1) The monument sign standards for MB, TC-1, and TC-2 apply on properties zoned NB, CB, and TC-3 where the parcel has frontage on a State Route, including SR 99, 104, 522, and 523.

(2) Sign mounted on fence or retaining wall may be substituted for building-mounted or monument signs so long as it meets the standards for that sign type and does not increase the total amount of allowable signage for the property.

H. Window Signs. Window signs are permitted to occupy maximum 25 percent of the total window area in zones MUR45, MUR 85, MUR140, NB, CB, MB, TC-1, TC-2, and TC-3. Window signs are exempt from permit if non-illuminated and do not require a permit under the building code.

I. A-Frame Signs. A-frame, or sandwich board, signs are exempt from permit but allowed only in the MUR45, MUR 85, MUR140, NB, CB, MB, and TC-1, TC-2, and TC-3 zones subject to the following standards:

1. Maximum one sign per business;
2. Must be directly in front of the business with the business' name and may be located on the City right-of-way where the property on which the business is located has street frontage;
3. Cannot be located within the required clearance for sidewalks and internal walkways as defined for the specific street classification or internal circulation requirements;
4. Shall not be placed in landscaping, within two feet of the street curb where there is on-street parking, public walkways, or crosswalk ramps;
5. Maximum two feet wide and three feet tall, not to exceed six square feet in area;
6. No lighting of signs is permitted;
7. All signs shall be removed from display when the business closes each day; and
8. A-frame/sandwich board signs are not considered structures.

J. Other Residential Signs. One sign maximum for home occupations, day cares, adult family homes and bed and breakfasts which are located in residential (R) zones, MUR35 or TC-4 not exceeding four square feet in area is exempt from permit. It may be mounted on the residence, fence or freestanding on the property, but must be located on the subject property and not on the City right-of-way or adjacent parcels. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 560 § 4 (Exh. A), 2009; Ord. 352 § 1, 2004; Ord. 299 § 1, 2002; Ord. 238 Ch. V § 8(B), 2000).

20.50.550 Prohibited signs.

A. Spinning devices; flashing lights; searchlights, electronic changing messages or reader board signs.

Exception 20.50.550(A)(1): Traditional barber pole signs allowed only in MUR45, MUR 85, MUR140, NB, CB, MB and TC-1 and 3 zones.

Exception 20.50.550(A)(2): Electronic changing message or reader boards are permitted in CB and MB zones if they do not have moving messages or messages that change or animate at intervals less than 20 seconds, which will be considered blinking or flashing and are not allowed.

B. Portable signs, except A-frame signs as allowed by SMC [20.50.540\(l\)](#).

C. Outdoor off-premises advertising signs (billboards).

D. Signs mounted on the roof.

E. Pole signs.

F. Backlit awnings used as signs.

G. Pennants; swooper flags; feather flags; pole banners; inflatables; and signs mounted on vehicles. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 631 § 1 (Exh. 1), 2012; Ord. 560 § 4 (Exh. A), 2009; Ord. 369 § 1, 2005; Ord. 299 § 1, 2002; Ord. 238 Ch. V § 8(C), 2000).

20.50.560 Monument signs.

A. A solid-appearing base is required under at least 75 percent of sign width from the ground to the base of the sign or the sign itself may start at grade.

B. Monument signs must be double-sided if the back is visible from the street.

C. Use materials and architectural design elements that are consistent with the architecture of the buildings. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 352 § 1, 2004; Ord. 299 § 1, 2002; Ord. 238 Ch. V § 8(D-1), 2000).

20.50.570 Building-mounted signs.

A. Building signs shall not cover building trim or ornamentation.

B. Projecting, awning, canopy, and marquee signs (above awnings) shall clear sidewalk by nine feet and not project beyond the awning extension or eight feet, whichever is less. These signs may project into public rights-of-way, subject to City approval. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 560 § 4 (Exh. A), 2009; Ord. 299 § 1, 2002; Ord. 238 Ch. V § 8(D-2), 2000).

20.50.580 Under-awning signs.

These signs may project into public rights-of-way, subject to City approval. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 299 § 1, 2002; Ord. 238 Ch. V § 8(D-3), 2000).

20.50.590 Nonconforming signs.

A. Nonconforming signs shall not be altered in size, shape, height, location, or structural components without being brought to compliance with the requirements of this Code. Repair and maintenance are allowable, but may require a sign permit if structural components require repair or replacement.

B. Outdoor advertising signs (billboards) now in existence are declared nonconforming and may remain subject to the following restrictions:

1. Shall not be increased in size or elevation, nor shall be relocated to another location.
2. Shall be kept in good repair and maintained.
3. Any outdoor advertising sign not meeting these restrictions shall be removed within 30 days of the date when an order by the City to remove such sign is given. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 299 § 1, 2002; Ord. 238 Ch. V § 8(E), 2000).

20.50.600 Temporary signs.

A. General Requirements. Certain temporary signs not exempted by SMC [20.50.610](#) shall be allowable under the conditions listed below. All signs shall be nonilluminated. Any of the signs or objects included in this section are illegal if they are not securely attached, create a traffic hazard, or are not maintained in good condition. No temporary signs shall be posted or placed upon public property unless explicitly allowed or approved by the City through the applicable right-of-way permit. Except as otherwise described under this section, no permit is necessary for allowed temporary signs.

B. Temporary On-Premises Business Signs. Temporary banners are permitted in zones **MUR45, MUR 85, MUR140**, NB, CB, MB, TC-1, TC-2, and TC-3 to announce sales or special events such as grand openings, or prior to the installation of permanent business signs. Such temporary business signs shall:

1. Be limited to not more than one sign per business;
2. Be limited to 32 square feet in area;
3. Not be displayed for a period to exceed a total of 60 calendar days effective from the date of installation and not more than four such 60-day periods are allowed in any 12-month period; and
4. Be removed immediately upon conclusion of the sale, event or installation of the permanent business signage.

C. Construction Signs. Banner or rigid signs (such as plywood or plastic) identifying the architects, engineers, contractors or other individuals or firms involved with the construction of a building or announcing purpose for which the building is intended. Total signage area for both new construction and remodeling shall be a maximum of 32 square feet. Signs shall be installed only upon City approval of the development permit, new construction or tenant improvement permit and shall be removed within seven days of final inspection or expiration of the building permit.

D. Temporary signs in commercial zones not allowed under this section and which are not explicitly prohibited may be considered for approval under a temporary use permit under SMC [20.30.295](#) or as part of administrative design review for a comprehensive signage plan for the site. (Ord. 654 § 1 (Exh. 1), 2013; Ord. 299 § 1, 2002; Ord. 238 Ch. V § 8(F), 2000).

Element 1

LAND USE

Goals and Policies

Light Rail Station Areas



- LU20:** Collaborate with regional transit providers to design transit stations and facilities that further the City’s vision by employing superior design techniques, such as use of sustainable materials; inclusion of public amenities, open space, and art; and substantial landscaping and retention of significant trees.
- LU21:** Work with Metro Transit, Sound Transit, and Community Transit to develop a transit service plan for the light rail stations. The plan should focus on connecting residents from all neighborhoods in Shoreline to the stations in a reliable, convenient, and efficient manner.
- LU22:** Encourage regional transit providers to work closely with affected neighborhoods in the design of any light rail transit facilities.
- LU23:** Work with neighborhood groups, business owners, regional transit providers, public entities, and other stakeholders to identify and fund additional improvements that can be efficiently constructed in conjunction with light rail and other transit facilities.
- LU24:** Maintain and enhance the safety of Shoreline’s streets when incorporating light rail, through the use of street design features, materials, street signage, and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists.
- LU25:** Evaluate property within a ½ mile radius of a light rail station for multi-family residential choices (R-18 or greater) that support light rail transit service, non-residential uses, non-motorized transportation improvements, and traffic and parking mitigation.
- LU26:** Evaluate property within a ¼ mile radius of a light rail station for multi-family residential housing choices (R-48 or greater) that support light rail transit service, non-residential uses, non-motorized transportation improvements, and traffic and parking mitigation.
- LU27:** Evaluate property along transportation corridors that connects light rail stations and other commercial nodes in the city, including Town Center, North City, Fircrest, and Ridgecrest for multi-family, mixed-use, and non-residential uses.
- LU28:** Implement a robust community involvement process that develops tools and plans to create vibrant, livable, and sustainable light rail station areas.
- LU29:** Create and apply innovative methods and tools to address land use transitions in order to manage impacts on residents and businesses in a way that respects individual property rights. Develop mechanisms to provide timely information so residents can plan for and respond to changes.
- LU30:** Encourage and solicit the input of stakeholders, including residents; property and business owners; non-motorized transportation advocates; environmental preservation organizations; and transit, affordable housing, and public health agencies.
- LU31:** Create a strategy in partnership with the adjoining neighborhoods for phasing redevelopment of current land uses to those suited for *Transit-Oriented Communities (TOCs)*, taking into account when the city’s development needs and market demands are ready for change.



LAND USE Goals and Policies

- LU32:** Allow and encourage uses in station areas that will foster the creation of communities that are socially, environmentally, and economically sustainable.
- LU33:** Regulate design of station areas to serve the greatest number of people traveling to and from Shoreline. Combine appropriate residential densities with a mix of commercial and office uses, and multi-modal transportation facilities.
- LU34:** Pursue market studies to determine the feasibility of developing any of Shoreline's station areas as destinations (example: regional job, shopping, or entertainment centers).
- LU35:** Identify the market and potential for redevelopment of public properties located in station and study areas.
- LU36:** Encourage development of station areas as inclusive neighborhoods in Shoreline with connections to other transit systems, commercial nodes, and neighborhoods.
- LU37:** Regulate station area design to provide transition from high-density multi-family residential and commercial development to single-family residential development.
- LU38:** Through redevelopment opportunities in station areas, promote restoration of adjacent streams, creeks, and other environmentally sensitive areas; improve public access to these areas; and provide public education about the functions and values of adjacent natural areas.
- LU39:** Use the investment in light rail as a foundation for other community enhancements.
- LU40:** Explore and promote a reduced dependence upon automobiles by developing transportation alternatives and determining the appropriate number of parking stalls required for TOCs. These alternatives may include: ride-sharing or vanpooling, car-sharing (i.e. Zipcar), bike-sharing, and walking and bicycle safety programs.
- LU41:** Consider a flexible approach in design of parking facilities that serve light rail stations, which could be converted to other uses if demands for parking are reduced over time.
- LU42:** Transit Oriented Communities should include non-motorized corridors, including undeveloped rights-of-way, which are accessible to the public, and provide shortcuts for bicyclists and pedestrians to destinations and transit. These corridors should be connected with the surrounding bicycle and sidewalk networks.
- LU43:** Employ design techniques and effective technologies that deter crime and protect the safety of transit users and neighbors.

Transit-Oriented Communities (TOCs) are mixed-use residential or commercial areas designed to maximize access to public transport, and often incorporate features to encourage transit ridership. A TOC typically has a center with a transit station, surrounded by relatively high-density development, with progressively lower-density development spreading outward from the center. TOCs generally are located within a radius of 1/4 to 1/2 mile from a transit stop, as this is considered to be an appropriate scale for pedestrians.

